



## UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

AIRAC 01/2026 - EFFECTIVE DATE: 22 Jan 2026

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

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

This AIRAC AMDT contains:

GEN 0.2	
GEN 0.3	
GEN 0.4	
GEN 1.6	Section 4 Sailplane Regulations - Amended.
GEN 2.3	Correction to altitude restrictions.
ENR 1.1	Paragraph 1.4.5 Current airspace warning - Afghanistan warning removed.
ENR 1.4	Paragraph 2.4.1.1 Note 3 a/ and c/ - Polaris ACC frequencies changed to a 8.33 kHz channel.
ENR 2.1	BALDER CTA and EKOFISK CTA Polaris ACC frequencies changed to a 8.33 kHz channel. LONDONDERRY/EGLINTON CTA 1-3 Eglinton approach frequency changed to a 8.33 kHz channel.
ENR 2.2	BENSON ATZ - Benson Zone and Benson Tower frequencies changed to a 8.33 kHz channel. Paragraph 2.4 MATZ participating aerodromes - BENSON - Benson Zone frequency changed to a 8.33 kHz channel. Paragraph 3.22.8.1 Polaris ACC frequencies changed to a 8.33 kHz channel.
ENR 3.2	L10, Q75 and T420 BNN radial updated due to VOR recalibration. L22, N40, N92, N862, N864 BHD radial updated due to VOR recalibration. M197, P44, Q295 BKY radial updated due to VOR recalibration.
ENR 4.1	Benbecula (BEN) DME - Hours of operation updated. Berry Head (BHD) DVOR/DME - VOR declination updated. Lands End (LND) DVOR/DME - VOR declination updated.
ENR 5.1	AIRAC - EGD714A/B Spaceport One - New danger areas established. EGR219 and EGR220 - Contact details updated. EGR161 Windsor Great Park - New restricted area established.
ENR 5.5	COSFORD glider site - Removed. SHAWBURY glider site - Contact details, site elevation and hours revised. Vertical limits removed.
ENR 6	ENR 6-16 EGR161 added. ENR 6-17 EGR161 added. EGD206 removed. ENR 6-42 EGR161 added. ENR 6-43 EGR161 added. ENR 6-75 EGD714A/B and EGR161 added.
AD 2.EGAA	AD 2.8 Aprons, taxiways and check locations/positions data - Remarks. AD 2.20 Local aerodrome regulations - Warnings. AD 2.22 Flight procedures - VFR helicopter operations within EGAA CTR.
AD 2.EGPL	AD 2.3 Operational hours - AD administration. ATS. AD 2.18 ATS communication facilities - Hours of operation. AD 2.19 Radio navigation and landing aids - Hours of operation.
AD 2.EGPL-8	AIRAC AD 2 EGLPL 8-1 to 8-8 EGD714A/B added.
AD 2.EGKB	AD 2.10 Aerodrome obstacles - Revised. AD 2.14 Approach and runway lighting - RWY 03 PAPI slope angle updated.
AD 2.EGKB-2	AD 2 EGKB 2-1 RWY 03 PAPI slope angle. Obstacles.
AD 2.EGHH-7	AD 2 EGHH 7-1/7-2 EGR161 added.
AD 2.EGGD	AD 2.21 Noise abatement procedures - Information on the use of reverse thrust added.
AD 2.EGSC	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.18 ATS communication facilities - Fire frequency changed to a 8.33 kHz channel.
AD 2.EGSC-2	AD 2 EGSC 2-1/2-2 Magnetic information. Fire frequency.
AD 2.EGSC-5	AD 2 EGSC 5-1 Magnetic information.
AD 2.EGSC-8	AD 2 EGSC 8-1 to 8-8 Magnetic information and tracks revised.
AD 2.EGLJ	AD 2.22 Flight procedures - Benson Zone frequency changed to a 8.33 kHz channel.
AD 2.EGBE	AD 2.20 Local aerodrome regulations - Helicopter operations. AD 2.22 Flight procedures - Radio communications failure procedures.
AD 2.EGLD-4	AD 2 EGLD 4-1 TMZ tint added.



AD 2.EGPH	AD 2.9 Surface movement guidance and control system and markings - Stopbars. AD 2.12 Runway physical characteristics - RESA dimensions added. OFZ. AD 2.15 Other lighting, secondary power supply - Anemometer.
AD 2.EGPH-2	AD 2 EGPH 2-1 to 2-3 Anemometer. AD boundary revised. Stands 2 and 3 moved.
AD 2.EGLF	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.21 Amend noise abatement procedures - Departures - NPRs updated due to a magnetic variation change.
AD 2.EGLF-2	AD 2 EGLF 2-1/2-2 Magnetic information. RWY headings.
AD 2.EGLF-5	AD 2 EGLF 5-1 Magnetic information. EGR161 added.
AD 2.EGLF-6	AD 2 EGLF 6-1 to 6-4 Magnetic information and headings revised.
AD 2.EGLF-7	AD 2 EGLF 7-1 to 7-10 Magnetic information and headings revised. EGR161 added.
AD 2.EGLF-8	AD 2 EGLF 8-1 to 8-9 Magnetic information and headings revised. EGR161 added.
AD 2.EGCL	AD 2.3 Operational hours - AD administration. AD 2.18 Air traffic services communication facilities - Hours of operation. AD 2.20 Local aerodrome regulations - Warnings.
AD 2.EGBJ	AD 2.20 Local aerodrome regulations - Airport Regulations. Warnings. Helicopter operations. Use of runways.
AD 2.EGBJ-2	AD 2 EGBJ 2-1 AD boundary change.
AD 2.EGNS	AD 2.9 Surface movement guidance and control system and markings - Editorial.
AD 2.EGNS-2	AD 2 EGNS 2-1 RWY marking editorial. Hold F3.
AD 2.EGPA	AD 2.5 Passenger facilities. AD 2.9 Surface movement guidance and control system and markings - Runway guard lights removed. AD 2.14 Approach and runway lighting - Edge lighting. AD 2.20 Local aerodrome regulations - Helicopter operations. Use of runways. AD 2.22 Flight procedures - VRP.
AD 2.EGPA-2	AD 2 EGPA 2-1 Lighting table editorial.
AD 2.EGHF	AD 2.15 Other lighting, secondary power supply - Remarks removed.
AD 2.EGNM	AD 2.20 Local aerodrome procedures - Ground movement - Runway backtrack procedures.
AD 2.EGCM	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGCM-2	AD 2 EGCM 2-1 Magnetic information and RWY headings revised.
AD 2.EGCM-8	AD 2 EGCM 8-1 to 8-4 Magnetic information and headings revised.
AD 2.EGLC-7	AD 2 EGLC 7-2/7-4/7-7/7-8 EGR161 added.
AD 2.EGKK	AD 2.20 Local aerodrome regulations - Ground movement - Update to Code F routes.
AD 2.EGKK-6	AD 2 EGKK 6-8 EGR161 added.
AD 2.EGKK-7	AD 2 EGKK 7-7/7-9 EGR161 added.
AD 2.EGLL	AD 2.10 Aerodrome obstacles - New crane 20250918120 added. AD 2.19 Radio navigation and landing aids - Bovingdon (BNN) DVOR declination updated.
AD 2.EGLL-3	AD 2 EGLL 3-1/3-2 EGR161 added.
AD 2.EGLL-5	AD 2 EGLL 5-1 EGR161 added.
AD 2.EGLL-6	AD 2 EGLL 6-1 to 6-6 EGR161 added.
AD 2.EGLL-7	AD 2 EGLL 7-3 to 7-8, 7-10 to 7-12, 7-20/7-21, 7-23 to 7-26 EGR161 added. VOR BNN radials revised due to VOR recalibration.
AD 2.EGLL-8	AD 2 EGLL 8-1 to 8-12 EGR161 added.
AD 2.EGGW	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.19 Radio navigation and landing aids - Bovingdon (BNN) and Barkway (BKY) DVOR declination updated. AD 2.21 Noise abatement procedures - NPRs updated due to a magnetic variation change. AD 2.24 Charts related to an aerodrome - Chart title revised.
AD 2.EGGW-2	AD 2 EGGW 2-1 to 2-3 Magnetic information and RWY headings revised.
AD 2.EGGW-3	AD 2 EGGW 3-1 Magnetic information and tracks revised. VOR BNN radials revised due to VOR recalibration.
AD 2.EGGW-4	AD 2 EGGW 4-1 Magnetic information.
AD 2.EGGW-5	AD 2 EGGW 5-1 Magnetic information.
AD 2.EGGW-6	AD 2 EGGW 6-1 to 6-11 Magnetic information and tracks revised. VOR BNN and VOR BKY radials revised due to VOR recalibration.
AD 2.EGGW-7	AD 2 EGGW 7-1 to 7-18 Magnetic information and tracks revised. EGR161 added. VOR BKY radials revised due to VOR recalibration. Specification change.
AD 2.EGGW-8	AD 2 EGGW 8-1 to 8-7 Magnetic information and tracks revised.
AD 2.EGSS	AD 2.8 Aprons, taxiways and check locations/positions data - TWY Foxtrot width amended. Remarks removed. AD 2.9 Surface movement guidance and control system and markings - Intermediate holding points F2, F3, F4 removed. Removal of D61L and D70R stands. AD 2.19 Radio navigation and landing aids - Barkway (BKY) DVOR declination updated.
AD 2.EGSS-2	AD 2 EGSS 2-2 Stands revised. Buildings.
AD 2.EGSS-7	AD 2 EGSS 7-1/7-4/7-6/7-7/7-8 EGR161 added.
AD 2.EGAE	AD 2.18 ATS communication services - Eglinton approach and Eglinton fire frequency changed to a 8.33 kHz channel.
AD 2.EGAE-2	AD 2 EGAE 2-1/2-2 Fire frequency.
AD 2.EGMD	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGMD-2	AD 2.22 Flight procedures - Procedures for arriving aircraft - IFR arrivals. AD 2 EGMD 2-1/2-2 Magnetic information and RWY headings revised.

AD 2.EGMD-8	AD 2 EGMD 8-1 to 8-8 Magnetic information and tracks revised. AD 2 EGMD 8-2/8-3/8-4 New note added. Challock gliding site added.
AD 2.EGCC	AD 2.20 Local aerodrome regulations - Airport regulations - Diversion procedure.
AD 2.EGSH	AD 2.20 Local aerodrome regulations - Warnings.
AD 2.EGNE	AD 2.3 Operational hours - Security hours. AD 2.4 Handling services and facilities. AD 2.5 Passenger facilities - New. AD 2.9 Surface movement guidance and control system and markings. AD 2.11 Meteorological information provided - New. AD 2.14 Approach and runway lighting - Revised.
AD 2.EGNE-2	AD 2 EGNE 2-1 Lit windsleeve adjacent to Charlie Hold. Runway lighting.
AD 2.EGCJ	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGCJ-2	AD 2 EGCJ 2-1 - Magnetic information and RWY headings revised.
AD 2.EGCJ-8	AD 2 EGCJ 8-1 to 8-4 Magnetic information and headings revised.
AD 2.EGKA	AD 2.18 ATS communication facilities - ATIS Hours of operation revised.
AD 2.EGHI	AD 2.22 Flight procedures - Addition of Section 8 - Bishops Waltham Flying Area.
AD 2.EGHI-4	AD 2 EGHI 4-1 Bishops Waltham Flying Area note added.
AD 2.EGHI-7	AD 2 EGHI 7-1/7-2 EGR161 added.
AD 2.EGMC	AD 2.19 Radio navigation and landing aids - Barkway (BKY) DVOR declination updated.
AD 2.EGMC-7	AD 2 EGMC 7-3 EGR161 and EGR106 added.
AD 2.EGPO	AD 2.3 Operational hours - Administration. AD 2.18 Air traffic services communication facilities - Hours of operation. AD 2.19 Radio navigation and landing aids - Hours of operation.
AD 2.EGPB	AD 2.17 ATS airspace - Unit information for Sumburgh ATZ. Hours of applicability. AD 2.18 ATS communication facilities - Fire frequency changed to a 8.33 kHz channel. AD 2.20 Local aerodrome regulations - Use of runways.
AD 2.EGPB-2	AD 2 EGPB 2-1/2-2 Fire frequency. Caution note.
AD 2.EGNL	AD 2.22 Flight procedures - Instrument approach procedures without approach control - New.
AD 2.EGNO	AD 2.6 Rescue and fire fighting services - RFF category details amended. AD 2.18 ATS communication facilities - Fire frequency changed to a 8.33 kHz channel.
AD 2.EGNO-2	AD 2 EGNO 2-1 Fire frequency.
AD 2.EGCW	AD 2.19 Radio navigation and landing aids - DME WPL remarks updated.
AD 2.EGLM-4	AD 2 EGLM 4-1 TMZ tint added.
AD 2.EGPC	AD 2.10 Aerodrome obstacles - Revised.
AD 2.EGPC-2	AD 2 EGPC 2-1 Obstacles.
AD 2.EGHG	AD 2.14 Approach and runway lighting - Edge lighting removed.
AD 3.EGLW	AD 3.10 Heliport obstacles - Revised. AD 3.15 Other lighting, secondary power supply - WDI/Anemometer.
AD 3.EGLW-2	AD 3 EGLW 2-1 Windsleeve.

	Remove			Insert	
	Page No	Date		Page No	Date
GEN	0.2-3	25 Dec 2025	GEN	0.2-3	22 Jan 2026
	0.3-1	25 Dec 2025		0.3-1	22 Jan 2026
	0.3-2	25 Dec 2025		0.3-2	22 Jan 2026
	0.3-3	25 Dec 2025		0.3-3	22 Jan 2026
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	0.4-2	25 Dec 2025		0.4-2	22 Jan 2026
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	0.4-17	25 Dec 2025		0.4-17	22 Jan 2026
	0.4-18	25 Dec 2025		0.4-18	22 Jan 2026

	Remove			Insert	
	Page No	Date		Page No	Date
ENR	1.6-6	30 Oct 2025	ENR	1.6-6	22 Jan 2026
	2.3-3	23 Jan 2025		2.3-3	22 Jan 2026
	2.3-4	23 Jan 2025		2.3-4	22 Jan 2026
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	1.1-16	27 Nov 2025		1.1-16	22 Jan 2026
	1.1-17	27 Nov 2025		1.1-17	22 Jan 2026
	1.1-18	27 Nov 2025		1.1-18	22 Jan 2026
	1.1-19	27 Nov 2025		1.1-19	22 Jan 2026

Remove		Insert	
Page No	Date	Page No	Date
1.1-20	27 Nov 2025	1.1-20	22 Jan 2026
1.1-21	25 Dec 2025	1.1-21	22 Jan 2026
1.1-22	27 Nov 2025	1.1-22	22 Jan 2026
1.1-23	27 Nov 2025	1.1-23	22 Jan 2026
1.1-24	27 Nov 2025	1.1-24	22 Jan 2026
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1.1-26	27 Nov 2025	1.1-26	22 Jan 2026
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1.1-28	27 Nov 2025	1.1-28	22 Jan 2026
1.1-29	27 Nov 2025	1.1-29	22 Jan 2026
1.1-30	27 Nov 2025	1.1-30	22 Jan 2026
1.1-31	27 Nov 2025	1.1-31	22 Jan 2026
1.1-32	27 Nov 2025	1.1-32	22 Jan 2026
1.1-33	2 Oct 2025	1.1-33	22 Jan 2026
1.1-34	2 Oct 2025	1.1-34	22 Jan 2026
1.1-35	2 Oct 2025	1.1-35	22 Jan 2026
1.1-36	2 Oct 2025	1.1-36	22 Jan 2026
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1.1-41	2 Oct 2025	1.1-41	22 Jan 2026
1.1-42	2 Oct 2025	1.1-42	22 Jan 2026
1.1-43	2 Oct 2025	1.1-43	22 Jan 2026
1.1-44	2 Oct 2025	-	-
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2.1-6	27 Nov 2025	2.1-6	22 Jan 2026
2.1-42	27 Nov 2025	2.1-42	22 Jan 2026
2.1-60	4 Sep 2025	2.1-60	22 Jan 2026
2.1-61	4 Sep 2025	2.1-61	22 Jan 2026
2.2-1	2 Oct 2025	2.2-1	22 Jan 2026
2.2-14	2 Oct 2025	2.2-14	22 Jan 2026
2.2-44	2 Oct 2025	2.2-44	22 Jan 2026
3.2-9	28 Nov 2024	3.2-9	22 Jan 2026
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3.2-143	12 Jun 2025	3.2-143	22 Jan 2026
3.2-168	12 Jun 2025	3.2-168	22 Jan 2026
3.2-199	12 Jun 2025	3.2-199	22 Jan 2026
3.2-202	12 Jun 2025	3.2-202	22 Jan 2026
3.2-207	12 Jun 2025	3.2-207	22 Jan 2026
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4.1-3	30 Oct 2025	4.1-3	22 Jan 2026
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5.1-74	20 Mar 2025	5.1-74	22 Jan 2026
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5.1-76	27 Nov 2025	5.1-76	22 Jan 2026
5.1-77	27 Nov 2025	5.1-77	22 Jan 2026
5.1-78	27 Nov 2025	5.1-78	22 Jan 2026
5.1-79	20 Mar 2025	5.1-79	22 Jan 2026
5.1-80	20 Mar 2025	5.1-80	22 Jan 2026

Remove		Insert	
Page No	Date	Page No	Date
5.1-81	25 Dec 2025	5.1-81	22 Jan 2026
5.1-82	12 Jun 2025	5.1-82	22 Jan 2026
5.1-83	12 Jun 2025	5.1-83	22 Jan 2026
5.1-84	12 Jun 2025	5.1-84	22 Jan 2026
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5.1-127	2 Oct 2025	5.1-127	22 Jan 2026
5.1-128	2 Oct 2025	5.1-128	22 Jan 2026
5.1-129	2 Oct 2025	5.1-129	22 Jan 2026
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5.1-132	2 Oct 2025	5.1-132	22 Jan 2026
5.1-133	2 Oct 2025	5.1-133	22 Jan 2026
5.1-134	2 Oct 2025	5.1-134	22 Jan 2026
5.1-135	2 Oct 2025	5.1-135	22 Jan 2026
5.1-136	2 Oct 2025	5.1-136	22 Jan 2026
5.1-137	2 Oct 2025	5.1-137	22 Jan 2026
5.1-138	2 Oct 2025	5.1-138	22 Jan 2026
5.1-139	2 Oct 2025	5.1-139	22 Jan 2026
5.1-140	2 Oct 2025	5.1-140	22 Jan 2026

Remove			Insert		
	Page No	Date		Page No	Date
	5.1-141	2 Oct 2025		5.1-141	22 Jan 2026
	5.1-142	2 Oct 2025		5.1-142	22 Jan 2026
	5.1-143	2 Oct 2025		5.1-143	22 Jan 2026
	5.1-144	2 Oct 2025		5.1-144	22 Jan 2026
	5.1-145	2 Oct 2025		5.1-145	22 Jan 2026
	5.1-146	2 Oct 2025		5.1-146	22 Jan 2026
	5.1-147	2 Oct 2025		5.1-147	22 Jan 2026
	5.1-148	2 Oct 2025		5.1-148	22 Jan 2026
	5.1-149	2 Oct 2025		5.1-149	22 Jan 2026
	5.1-150	2 Oct 2025		5.1-150	22 Jan 2026
	5.1-151	2 Oct 2025		5.1-151	22 Jan 2026
	5.1-152	2 Oct 2025		5.1-152	22 Jan 2026
	5.1-153	2 Oct 2025		5.1-153	22 Jan 2026
	5.1-154	2 Oct 2025		5.1-154	22 Jan 2026
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	5.5-6	10 Jul 2025		5.5-6	22 Jan 2026
	5.5-7	10 Jul 2025		5.5-7	22 Jan 2026
	5.5-8	10 Jul 2025		5.5-8	22 Jan 2026
	5.5-9	10 Jul 2025		5.5-9	22 Jan 2026
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2.EGNE-3	10 Jul 2025	2.EGNE-3	22 Jan 2026
2.EGNE-4	5 Sep 2024	2.EGNE-4	22 Jan 2026
2.EGNE-5	10 Jul 2025	2.EGNE-5	22 Jan 2026
2.EGNE-6	10 Aug 2023	2.EGNE-6	22 Jan 2026
2.EGNE-7	10 Aug 2023	2.EGNE-7	22 Jan 2026
2.EGNE-2-1	2 Oct 2025	2.EGNE-2-1	22 Jan 2026
2.EGCJ-1	10 Aug 2023	2.EGCJ-1	22 Jan 2026
2.EGCJ-2-1	7 Sep 2023	2.EGCJ-2-1	22 Jan 2026
2.EGCJ-8-1	28 Dec 2023	2.EGCJ-8-1	22 Jan 2026
2.EGCJ-8-2	28 Dec 2023	2.EGCJ-8-2	22 Jan 2026
2.EGCJ-8-3	15 Jun 2023	2.EGCJ-8-3	22 Jan 2026
2.EGCJ-8-4	15 Jun 2023	2.EGCJ-8-4	22 Jan 2026
2.EGKA-7	2 Oct 2025	2.EGKA-7	22 Jan 2026
2.EGHI-12	2 Oct 2025	2.EGHI-12	22 Jan 2026
2.EGHI-13	2 Oct 2025	2.EGHI-13	22 Jan 2026
2.EGHI-4-1	27 Nov 2025	2.EGHI-4-1	22 Jan 2026
2.EGHI-7-1	17 Apr 2025	2.EGHI-7-1	22 Jan 2026
2.EGHI-7-2	17 Apr 2025	2.EGHI-7-2	22 Jan 2026
2.EGMC-10	2 Oct 2025	2.EGMC-10	22 Jan 2026
2.EGMC-7-3	25 Dec 2025	2.EGMC-7-3	22 Jan 2026
2.EGPO-1	20 Feb 2025	2.EGPO-1	22 Jan 2026
2.EGPO-2	20 Feb 2025	2.EGPO-2	22 Jan 2026
2.EGPO-3	20 Feb 2025	2.EGPO-3	22 Jan 2026
2.EGPO-4	20 Feb 2025	2.EGPO-4	22 Jan 2026
2.EGPO-5	10 Jul 2025	2.EGPO-5	22 Jan 2026
2.EGPO-7	2 Oct 2025	2.EGPO-7	22 Jan 2026
2.EGPO-8	2 Oct 2025	2.EGPO-8	22 Jan 2026
2.EGPO-9	2 Oct 2025	2.EGPO-9	22 Jan 2026
2.EGPO-10	10 Jul 2025	2.EGPO-10	22 Jan 2026
2.EGPO-11	20 Feb 2025	2.EGPO-11	22 Jan 2026
-	-	2.EGPO-12	22 Jan 2026
-	-	2.EGPO-13	22 Jan 2026
2.EGPB-2	20 Feb 2025	2.EGPB-2	22 Jan 2026
2.EGPB-7	10 Jul 2025	2.EGPB-7	22 Jan 2026
2.EGPB-8	2 Oct 2025	2.EGPB-8	22 Jan 2026
2.EGPB-9	10 Jul 2025	2.EGPB-9	22 Jan 2026
2.EGPB-10	10 Jul 2025	2.EGPB-10	22 Jan 2026
2.EGPB-11	10 Jul 2025	2.EGPB-11	22 Jan 2026
2.EGPB-2-1	10 Jul 2025	2.EGPB-2-1	22 Jan 2026
2.EGPB-2-2	10 Jul 2025	2.EGPB-2-2	22 Jan 2026
2.EGNL-8	31 Oct 2024	2.EGNL-8	22 Jan 2026
2.EGNL-9	31 Oct 2024	2.EGNL-9	22 Jan 2026

Remove		Insert	
Page No	Date	Page No	Date
2.EGNO-2	30 Oct 2025	2.EGNO-2	22 Jan 2026
2.EGNO-8	30 Oct 2025	2.EGNO-8	22 Jan 2026
2.EGNO-2-1	30 Oct 2025	2.EGNO-2-1	22 Jan 2026
2.EGCW-5	2 Oct 2025	2.EGCW-5	22 Jan 2026
2.EGLM-4-1	2 Mar 2017	2.EGLM-4-1	22 Jan 2026
2.EGPC-1	25 Dec 2025	2.EGPC-1	22 Jan 2026
2.EGPC-3	28 Nov 2024	2.EGPC-3	22 Jan 2026
2.EGPC-4	25 Dec 2025	2.EGPC-4	22 Jan 2026
2.EGPC-2-1	28 Nov 2024	2.EGPC-2-1	22 Jan 2026
2.EGHG-5	11 Jul 2024	2.EGHG-5	22 Jan 2026
3.EGLW-3	28 Dec 2023	3.EGLW-3	22 Jan 2026
3.EGLW-4	28 Dec 2023	3.EGLW-4	22 Jan 2026
3.EGLW-5	13 Jun 2024	3.EGLW-5	22 Jan 2026
3.EGLW-6	26 Dec 2024	3.EGLW-6	22 Jan 2026
3.EGLW-7	30 Oct 2025	3.EGLW-7	22 Jan 2026
3.EGLW-8	28 Dec 2023	3.EGLW-8	22 Jan 2026
3.EGLW-9	28 Dec 2023	3.EGLW-9	22 Jan 2026
3.EGLW-2-1	30 Oct 2025	3.EGLW-2-1	22 Jan 2026

The following publications have been incorporated in this AIRAC AMDT:

AIP SUP	NIL
AIC	NIL
NOTAM	A6910/25
	C6427/25, C6495/25
	I3459/25
	L5392/25, L5729/25
	U6736/25

## GEN 0.2 RECORD OF AIP AMENDMENTS (continued)

NR/Year	Publication Date	Effective Date	Inserted By	Date Inserted
AIRAC 02/2022	13 Jan 2022	24 Feb 2022		
AIRAC 03/2022	10 Feb 2022	24 Mar 2022		
AIRAC 04/2022	10 Mar 2022	21 Apr 2022		
AIRAC 05/2022	07 Apr 2022	19 May 2022		
AIRAC 06/2022	05 May 2022	16 Jun 2022		
AIRAC 07/2022	02 Jun 2022	14 Jul 2022		
AIRAC 08/2022	30 Jun 2022	11 Aug 2022		
AIRAC 09/2022	28 Jul 2022	08 Sep 2022		
AIRAC 10/2022	25 Aug 2022	06 Oct 2022		
AIRAC 11/2022	22 Sep 2022	03 Nov 2022		
AIRAC 12/2022	20 Oct 2022	01 Dec 2022		
AIRAC 13/2022	17 Nov 2022	29 Dec 2022		
AIRAC 01/2023	15 Dec 2022	26 Jan 2023		
AIRAC 02/2023	12 Jan 2023	23 Feb 2023		
AIRAC 03/2023	09 Feb 2023	23 Mar 2023		
AIRAC 04/2023	09 Mar 2023	20 Apr 2023		
AIRAC 05/2023	06 Apr 2023	18 May 2023		
AIRAC 06/2023	04 May 2023	15 Jun 2023		
AIRAC 07/2023	01 Jun 2023	13 Jul 2023		
AIRAC 08/2023	29 Jun 2023	10 Aug 2023		
AIRAC 09/2023	27 Jul 2023	07 Sep 2023		
AIRAC 10/2023	24 Aug 2023	05 Oct 2023		
AIRAC 11/2023	21 Sep 2023	02 Nov 2023		
AIRAC 12/2023	19 Oct 2023	30 Nov 2023		
AIRAC 13/2023	16 Nov 2023	28 Dec 2023		
AIRAC 01/2024	14 Dec 2023	25 Jan 2024		
AIRAC 02/2024	11 Jan 2024	22 Feb 2024		
AIRAC 03/2024	08 Feb 2024	21 Mar 2024		
AIRAC 04/2024	07 Mar 2024	18 Apr 2024		
AIRAC 05/2024	04 Apr 2024	16 May 2024		
AIRAC 06/2024	02 May 2024	13 Jun 2024		
AIRAC 07/2024	30 May 2024	11 Jul 2024		
AIRAC 08/2024	27 Jun 2024	08 Aug 2024		
AIRAC 09/2024	25 Jul 2024	05 Sep 2024		
AIRAC 10/2024	22 Aug 2024	03 Oct 2024		
AIRAC 11/2024	19 Sep 2024	31 Oct 2024		
AIRAC 12/2024	17 Oct 2024	28 Nov 2024		
AIRAC 13/2024	14 Nov 2024	26 Dec 2024		
AIRAC 01/2025	12 Dec 2024	23 Jan 2025		
AIRAC 02/2025	09 Jan 2025	20 Feb 2025		
AIRAC 03/2025	06 Feb 2025	20 Mar 2025		
AIRAC 04/2025	06 Mar 2025	17 Apr 2025		
AIRAC 05/2025	03 Apr 2025	15 May 2025		
AIRAC 06/2025	01 May 2025	12 Jun 2025		
AIRAC 07/2025	29 May 2025	10 Jul 2025		
AIRAC 08/2025	26 Jun 2025	07 Aug 2025		
AIRAC 09/2025	24 Jul 2025	04 Sep 2025		
AIRAC 10/2025	21 Aug 2025	02 Oct 2025		
AIRAC 11/2025	18 Sep 2025	30 Oct 2025		
AIRAC 12/2025	16 Oct 2025	27 Nov 2025		
AIRAC 13/2025	13 Nov 2025	25 Dec 2025		
AIRAC 01/2026	11 Dec 2025	22 Jan 2026		

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## GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity
019/2020	EGMC - SOUTHEND AIRPORT LARS AVAILABILITY	NIL	09 APR 2020 - PERM
031/2020	EGGW - NDB (L) LUT 345.000 KHZ UNAVAILABLE UNTIL FURTHER NOTICE	NIL	27 AUG 2020 - PERM
048/2020	ABERDEEN AIRPORT RUNWAY 34 INSTRUMENT FLIGHT PROCEDURE LIMITATION	NIL	17 DEC 2020 - PERM
020/2022	SOUTHEND (EGMC): GRF RUNWAY CONDITION REPORT NOT AVAILABLE VIA ATIS	NIL	07 APR 2022 - PERM
045/2022	UK STANDARD ARRIVAL ROUTES (STARS)	NIL	28 JUL 2022 - PERM
064/2023	SCILLY ISLES/ST MARY'S (EGHE) - RUNWAY LIGHTING UNSERVICEABLE	AD	21 SEP 2023 - UFN
005/2024	SOUTHEND AIRPORT (EGMC) - THE CENTRALISED DE-ICING FACILITY (CDF) CLOSURE	AD	11 JAN 2024 - UFN
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
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
048/2025	EXETER AIRPORT (EGTE) - RUNWAY 26 ILS FLUCTUATION	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

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**GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)**

NR/Year	Subject	AIP section(s) affected	Period of validity
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
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
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

## GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
092/2025	EDINBURGH AIRPORT (EGPH) - TEMPORARY FATO/HELIPAD	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
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	GRENELL SEARCHLIGHT INSTALLATION, 13 NOVEMBER 2025 - 31 DECEMBER 2028	ENR	13 NOV 2025 - UFN
110/2025	EDAY AIRPORT (EGED) - AD NOT AVAILABLE TO GA TRAFFIC DUE TO WIP	AD	11 DEC 2025 - UFN
111/2025	LEEDS BRADFORD AIRPORT (EGNM) - CRANE ACTIVITY ADVISORY	AD	11 DEC 2025 - UFN
112/2025	SOUTHAMPTON VOR/DME (SAM) - WARNING OF POTENTIAL BEARING FLUCTUATIONS BTW R195 - R285, EST UNTIL 04 MARCH 2026	AD, ENR	11 DEC 2025 - UFN
113/2025	EDINBURGH AIRPORT (EGPH) - MAJOR RUNWAY REHABILITATION WORKS, WINTER 2025/2026 - REPLACES SUP 103/2025	AD	11 DEC 2025 - UFN
114/2025	EXETER AIRPORT (EGTE) - CRANE ACTIVITY	AD	11 DEC 2025 - UFN
115/2025	BIGGIN HILL AIRPORT (EGKB) - RUNWAY 03 RNP APPROACH - AIRSPACE TRIAL, 13 NOVEMBER 2025 - 01 APRIL 2026 - REPLACES SUP 104/2025	AD	11 DEC 2025 - UFN
116/2025	TEMPORARY RESERVED AREA (TEESSIDE INTERNATIONAL AIRPORT): PRIME AIR BVLOS TRIAL 18 DECEMBER 2025 - 18 JUNE 2026	ENR	11 DEC 2025 - UFN
117/2025	LONDON GATWICK AIRPORT (EGKK) - TEMPORARY CHANGES TO TAXIWAYS QUEBEC, QUEBEC ALPHA AND QUEBEC CHARLIE DUE TO WIP	AD	11 DEC 2025 - UFN
118/2025	MANCHESTER BARTON AIRPORT (EGCB) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	11 DEC 2025 - UFN

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**GEN 0.4 CHECKLIST OF AIP PAGES**

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

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
<b>GEN</b>		<b>GEN</b>		<b>GEN</b>		<b>GEN</b>	
0.1-1	23 Jan 2025	1.3-4	16 Jun 2022	1.7-22	7 Sep 2023	2.2-9	18 Apr 2024
0.1-2	7 Oct 2021	1.4-1	24 May 2018	1.7-23	7 Sep 2023	2.3-1	7 Aug 2025
0.1-3	23 Jan 2025	1.4-2	21 Jun 2018	1.7-24	7 Sep 2023	2.3-2	7 Aug 2025
0.1-4	23 Jan 2025	1.4-3	21 Jun 2018	1.7-25	13 Jun 2024	* 2.3-3	22 Jan 2026
0.2-1	24 May 2018	1.5-1	28 Nov 2024	1.7-26	13 Jun 2024	* 2.3-4	22 Jan 2026
0.2-2	27 Jan 2022	1.5-2	24 May 2018	1.7-27	13 Jun 2024	2.3-5	23 Jan 2025
* 0.2-3	22 Jan 2026	1.5-3	20 Feb 2025	1.7-28	13 Jun 2024	2.3-6	23 Jan 2025
* 0.3-1	22 Jan 2026	1.5-4	20 Feb 2025	1.7-29	13 Jun 2024	2.3-7	23 Jan 2025
* 0.3-2	22 Jan 2026	1.5-5	27 Feb 2020	1.7-30	13 Jun 2024	2.3-8	23 Jan 2025
* 0.3-3	22 Jan 2026	1.5-6	27 Feb 2020	1.7-31	13 Jun 2024	* 2.3-9	22 Jan 2026
* 0.4-1	22 Jan 2026	1.5-7	27 Feb 2020	1.7-32	13 Jun 2024	* 2.3-10	22 Jan 2026
* 0.4-2	22 Jan 2026	1.5-8	24 Mar 2022	1.7-33	13 Jun 2024	2.4-1	4 Sep 2025
* 0.4-3	22 Jan 2026	1.5-9	24 Mar 2022	1.7-34	13 Jun 2024	2.4-2	2 Oct 2025
* 0.4-4	22 Jan 2026	1.5-10	24 Mar 2022	1.7-35	13 Jun 2024	2.4-3	2 Oct 2025
* 0.4-5	22 Jan 2026	1.5-11	27 Nov 2025	1.7-36	13 Jun 2024	2.4-4	2 Oct 2025
* 0.4-6	22 Jan 2026	1.5-12	27 Nov 2025	1.7-37	13 Jun 2024	2.4-5	2 Oct 2025
* 0.4-7	22 Jan 2026	1.5-13	27 Nov 2025	1.7-38	13 Jun 2024	2.4-6	2 Oct 2025
* 0.4-8	22 Jan 2026	1.5-14	25 Dec 2025	1.7-39	13 Jun 2024	2.5-1	12 Jun 2025
* 0.4-9	22 Jan 2026	1.5-15	27 Nov 2025	1.7-40	15 May 2025	2.5-2	4 Sep 2025
* 0.4-10	22 Jan 2026	1.5-16	27 Nov 2025	1.7-41	15 May 2025	2.5-3	4 Sep 2025
* 0.4-11	22 Jan 2026	1.5-17	27 Nov 2025	1.7-42	15 May 2025	2.5-4	25 Dec 2025
* 0.4-12	22 Jan 2026	1.5-18	27 Nov 2025	1.7-43	15 May 2025	2.5-5	25 Dec 2025
* 0.4-13	22 Jan 2026	1.5-19	4 Sep 2025	1.7-44	15 May 2025	2.5-6	25 Dec 2025
* 0.4-14	22 Jan 2026	1.5-20	24 Feb 2022	1.7-45	15 May 2025	2.5-7	25 Dec 2025
* 0.4-15	22 Jan 2026	1.5-21	28 Nov 2024	1.7-46	15 May 2025	2.6-1	28 Dec 2023
* 0.4-16	22 Jan 2026	1.6-1	30 Dec 2021	1.7-47	15 May 2025	2.6-2	24 May 2018
* 0.4-17	22 Jan 2026	1.6-2	17 Apr 2025	1.7-48	15 May 2025	2.7-1	24 May 2018
* 0.4-18	22 Jan 2026	1.6-3	17 Apr 2025	1.7-49	15 May 2025	3.1-1	23 Jan 2025
0.5-1	24 May 2018	1.6-4	17 Apr 2025	1.7-50	15 May 2025	3.1-2	23 Jan 2025
0.6-1	23 Apr 2020	1.6-5	17 Apr 2025	1.7-51	15 May 2025	3.1-3	23 Jan 2025
1.1-1	30 Oct 2025	* 1.6-6	22 Jan 2026	1.7-52	13 Jun 2024	3.1-4	30 Oct 2025
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1.2-4	4 Sep 2025	1.7-4	15 May 2025	1.7-57	13 Jun 2024	3.2-3	23 Jan 2025
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1.2-17	23 Apr 2020	1.7-17	20 Mar 2025	2.2-4	18 Apr 2024	3.3-8	18 Apr 2024
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1.3-3	16 Jun 2022	1.7-21	7 Sep 2023	2.2-8	18 Apr 2024	3.4-2	30 Oct 2025

**GEN 0.4 CHECKLIST OF AIP PAGES (continued)**

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
GEN		GEN		ENR		ENR	
3.4-3	30 Oct 2025	3.6-10	1 Dec 2022	0.1-1	14 Jul 2022	1.4-5	20 May 2021
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3.4-7	30 Oct 2025	4.2-2	20 Mar 2025	* 1.1-4	22 Jan 2026	1.4-9	27 Nov 2025
3.4-8	30 Oct 2025	4.2-3	18 Apr 2024	* 1.1-5	22 Jan 2026	* 1.4-10	22 Jan 2026
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3.4-10	30 Oct 2025			* 1.1-7	22 Jan 2026	1.5-1	10 Aug 2023
3.5-1	28 Nov 2024			* 1.1-8	22 Jan 2026	1.5-2	10 Aug 2023
3.5-2	17 Jun 2021			* 1.1-9	22 Jan 2026	1.5-3	10 Aug 2023
3.5-3	11 Aug 2022			* 1.1-10	22 Jan 2026	1.5-4	10 Aug 2023
3.5-4	17 Jun 2021			* 1.1-11	22 Jan 2026	1.6-1	12 Jun 2025
3.5-5	27 Nov 2025			* 1.1-12	22 Jan 2026	1.6-2	12 Jun 2025
3.5-6	27 Nov 2025			* 1.1-13	22 Jan 2026	1.6-3	5 Nov 2020
3.5-7	17 Apr 2025			* 1.1-14	22 Jan 2026	1.6-4	27 Feb 2020
3.5-8	11 Aug 2022			* 1.1-15	22 Jan 2026	1.6-5	27 Feb 2020
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3.5-10	25 Mar 2021			* 1.1-17	22 Jan 2026	1.6-7	4 Sep 2025
3.5-11	4 Nov 2021			* 1.1-18	22 Jan 2026	1.6-8	25 Dec 2025
3.5-12	4 Nov 2021			* 1.1-19	22 Jan 2026	1.6-9	30 Oct 2025
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3.5-15	11 Aug 2022			* 1.1-22	22 Jan 2026	1.6-12	4 Sep 2025
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3.5-29	30 Oct 2025			* 1.1-36	22 Jan 2026	1.6-26	25 Jan 2024
3.5-30	30 Oct 2025			* 1.1-37	22 Jan 2026	1.6-27	25 Jan 2024
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3.6-8	1 Dec 2022			1.4-3	20 May 2021	1.7-4	4 Sep 2025
3.6-9	1 Dec 2022			1.4-4	30 Oct 2025	1.7-5	30 Jan 2020

## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
ENR		ENR		ENR		ENR	
1.8-1	2 Oct 2025	2.1-16	12 Jun 2025	2.1-70	4 Sep 2025	2.2-8	2 Oct 2025
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1.10-21	22 Feb 2024	2.1-46	4 Sep 2025	2.1-100	4 Sep 2025	2.2-38	3 Oct 2024
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2.1-2	2 Oct 2025	2.1-56	4 Sep 2025	2.1-110	4 Sep 2025	2.2-48	25 Dec 2025
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2.1-5	15 Jun 2023	2.1-59	4 Sep 2025	2.1-113	4 Sep 2025	2.2-51	25 Dec 2025
* 2.1-6	22 Jan 2026	* 2.1-60	22 Jan 2026	2.1-114	4 Sep 2025	2.2-52	25 Dec 2025
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2.1-11	12 Jun 2025	2.1-65	4 Sep 2025	2.2-3	10 Jul 2025	2.2-57	27 Nov 2025
2.1-12	12 Jun 2025	2.1-66	4 Sep 2025	2.2-4	27 Nov 2025	2.2-58	27 Nov 2025
2.1-13	12 Jun 2025	2.1-67	4 Sep 2025	2.2-5	10 Jul 2025	3.1-1	24 Feb 2022
2.1-14	12 Jun 2025	2.1-68	4 Sep 2025	2.2-6	10 Jul 2025	3.2-1	7 Sep 2023
2.1-15	12 Jun 2025	2.1-69	4 Sep 2025	2.2-7	2 Oct 2025	3.2-2	11 Jul 2024



**GEN 0.4 CHECKLIST OF AIP PAGES (continued)**

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
ENR		ENR		ENR		ENR	
3.2-3	28 Nov 2024	3.2-57	2 Oct 2025	* 3.2-111	22 Jan 2026	3.2-165	12 Jun 2025
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3.2-6	23 Mar 2023	3.2-60	12 Jun 2025	3.2-114	2 Oct 2025	* 3.2-168	22 Jan 2026
3.2-7	23 Mar 2023	3.2-61	2 Oct 2025	3.2-115	2 Oct 2025	3.2-169	12 Jun 2025
3.2-8	7 Sep 2023	3.2-62	2 Oct 2025	3.2-116	12 Jun 2025	3.2-170	12 Jun 2025
* 3.2-9	22 Jan 2026	3.2-63	12 Jun 2025	3.2-117	12 Jun 2025	3.2-171	12 Jun 2025
3.2-10	11 Jul 2024	3.2-64	12 Jun 2025	3.2-118	12 Jun 2025	3.2-172	12 Jun 2025
3.2-11	7 Sep 2023	3.2-65	12 Jun 2025	3.2-119	12 Jun 2025	3.2-173	12 Jun 2025
3.2-12	23 Mar 2023	3.2-66	12 Jun 2025	* 3.2-120	22 Jan 2026	3.2-174	12 Jun 2025
3.2-13	28 Dec 2023	3.2-67	12 Jun 2025	3.2-121	12 Jun 2025	3.2-175	12 Jun 2025
3.2-14	11 Jul 2024	3.2-68	12 Jun 2025	3.2-122	12 Jun 2025	3.2-176	12 Jun 2025
3.2-15	20 Apr 2023	3.2-69	12 Jun 2025	3.2-123	12 Jun 2025	3.2-177	12 Jun 2025
3.2-16	23 Mar 2023	3.2-70	12 Jun 2025	3.2-124	12 Jun 2025	3.2-178	12 Jun 2025
3.2-17	7 Sep 2023	3.2-71	12 Jun 2025	3.2-125	12 Jun 2025	3.2-179	12 Jun 2025
3.2-18	4 Sep 2025	3.2-72	12 Jun 2025	3.2-126	12 Jun 2025	3.2-180	7 Aug 2025
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3.2-25	2 Oct 2025	3.2-79	12 Jun 2025	3.2-133	2 Oct 2025	3.2-187	12 Jun 2025
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3.2-28	12 Jun 2025	3.2-82	12 Jun 2025	3.2-136	12 Jun 2025	3.2-190	12 Jun 2025
3.2-29	12 Jun 2025	3.2-83	12 Jun 2025	3.2-137	12 Jun 2025	3.2-191	12 Jun 2025
3.2-30	12 Jun 2025	3.2-84	12 Jun 2025	3.2-138	12 Jun 2025	3.2-192	12 Jun 2025
3.2-31	12 Jun 2025	3.2-85	12 Jun 2025	* 3.2-139	22 Jan 2026	3.2-193	12 Jun 2025
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3.2-38	12 Jun 2025	3.2-92	12 Jun 2025	3.2-146	12 Jun 2025	3.2-200	12 Jun 2025
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3.2-40	7 Aug 2025	3.2-94	12 Jun 2025	3.2-148	12 Jun 2025	* 3.2-202	22 Jan 2026
3.2-41	12 Jun 2025	3.2-95	12 Jun 2025	3.2-149	12 Jun 2025	3.2-203	7 Aug 2025
3.2-42	12 Jun 2025	3.2-96	12 Jun 2025	3.2-150	12 Jun 2025	3.2-204	12 Jun 2025
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3.2-49	12 Jun 2025	3.2-103	12 Jun 2025	3.2-157	12 Jun 2025	3.2-211	12 Jun 2025
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3.2-54	12 Jun 2025	3.2-108	12 Jun 2025	3.2-162	12 Jun 2025	3.2-216	12 Jun 2025
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3.2-56	2 Oct 2025	3.2-110	12 Jun 2025	3.2-164	12 Jun 2025	3.2-218	12 Jun 2025

**GEN 0.4 CHECKLIST OF AIP PAGES (continued)**

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
ENR		ENR		ENR		ENR	
3.2-219	12 Jun 2025	3.2-273	12 Jun 2025	5.1-8	3 Oct 2024	5.1-62	7 Aug 2025
3.2-220	2 Oct 2025	3.2-274	12 Jun 2025	5.1-9	31 Oct 2024	5.1-63	7 Aug 2025
3.2-221	2 Oct 2025	3.2-275	12 Jun 2025	5.1-10	31 Oct 2024	5.1-64	7 Aug 2025
3.2-222	2 Oct 2025	3.2-276	12 Jun 2025	5.1-11	31 Oct 2024	5.1-65	20 Mar 2025
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3.2-224	12 Jun 2025	3.2-278	12 Jun 2025	5.1-13	27 Nov 2025	5.1-67	20 Mar 2025
3.2-225	12 Jun 2025	3.2-279	12 Jun 2025	5.1-14	31 Oct 2024	5.1-68	20 Mar 2025
3.2-226	12 Jun 2025	3.2-280	12 Jun 2025	5.1-15	31 Oct 2024	5.1-69	20 Mar 2025
3.2-227	12 Jun 2025	3.2-281	12 Jun 2025	5.1-16	31 Oct 2024	5.1-70	7 Aug 2025
3.2-228	12 Jun 2025	3.2-282	7 Aug 2025	5.1-17	31 Oct 2024	5.1-71	7 Aug 2025
3.2-229	12 Jun 2025	3.3-1	14 Jul 2022	5.1-18	31 Oct 2024	* 5.1-72	22 Jan 2026
3.2-230	2 Oct 2025	3.3-2	14 Jul 2022	5.1-19	31 Oct 2024	* 5.1-73	22 Jan 2026
3.2-231	12 Jun 2025	3.3-3	14 Jul 2022	5.1-20	27 Nov 2025	* 5.1-74	22 Jan 2026
3.2-232	12 Jun 2025	3.4-1	26 Dec 2024	5.1-21	26 Dec 2024	* 5.1-75	22 Jan 2026
3.2-233	12 Jun 2025	3.4-2	4 Sep 2025	5.1-22	26 Dec 2024	* 5.1-76	22 Jan 2026
3.2-234	2 Oct 2025	* 4.1-1	22 Jan 2026	5.1-23	26 Dec 2024	* 5.1-77	22 Jan 2026
3.2-235	2 Oct 2025	* 4.1-2	22 Jan 2026	5.1-24	26 Dec 2024	* 5.1-78	22 Jan 2026
3.2-236	2 Oct 2025	* 4.1-3	22 Jan 2026	5.1-25	26 Dec 2024	* 5.1-79	22 Jan 2026
3.2-237	2 Oct 2025	* 4.1-4	22 Jan 2026	5.1-26	26 Dec 2024	* 5.1-80	22 Jan 2026
3.2-238	12 Jun 2025	4.1-5	27 Nov 2025	5.1-27	26 Dec 2024	* 5.1-81	22 Jan 2026
3.2-239	12 Jun 2025	4.2-1	24 May 2018	5.1-28	7 Aug 2025	* 5.1-82	22 Jan 2026
3.2-240	12 Jun 2025	4.3-1	18 Jun 2020	5.1-29	26 Dec 2024	* 5.1-83	22 Jan 2026
3.2-241	12 Jun 2025	4.4-1	4 Sep 2025	5.1-30	26 Dec 2024	* 5.1-84	22 Jan 2026
3.2-242	12 Jun 2025	4.4-2	4 Sep 2025	5.1-31	26 Dec 2024	* 5.1-85	22 Jan 2026
3.2-243	12 Jun 2025	4.4-3	4 Sep 2025	5.1-32	26 Dec 2024	* 5.1-86	22 Jan 2026
3.2-244	12 Jun 2025	4.4-4	4 Sep 2025	5.1-33	26 Dec 2024	* 5.1-87	22 Jan 2026
3.2-245	12 Jun 2025	4.4-5	4 Sep 2025	5.1-34	26 Dec 2024	* 5.1-88	22 Jan 2026
3.2-246	12 Jun 2025	4.4-6	4 Sep 2025	5.1-35	10 Jul 2025	* 5.1-89	22 Jan 2026
3.2-247	12 Jun 2025	4.4-7	4 Sep 2025	5.1-36	30 Oct 2025	* 5.1-90	22 Jan 2026
3.2-248	12 Jun 2025	4.4-8	4 Sep 2025	5.1-37	30 Oct 2025	* 5.1-91	22 Jan 2026
3.2-249	12 Jun 2025	4.4-9	4 Sep 2025	5.1-38	30 Oct 2025	* 5.1-92	22 Jan 2026
3.2-250	2 Oct 2025	4.4-10	4 Sep 2025	5.1-39	30 Oct 2025	* 5.1-93	22 Jan 2026
3.2-251	12 Jun 2025	4.4-11	4 Sep 2025	5.1-40	30 Oct 2025	* 5.1-94	22 Jan 2026
3.2-252	12 Jun 2025	4.4-12	4 Sep 2025	5.1-41	30 Oct 2025	* 5.1-95	22 Jan 2026
3.2-253	12 Jun 2025	4.4-13	4 Sep 2025	5.1-42	30 Oct 2025	* 5.1-96	22 Jan 2026
3.2-254	2 Oct 2025	4.4-14	4 Sep 2025	5.1-43	30 Oct 2025	* 5.1-97	22 Jan 2026
3.2-255	2 Oct 2025	4.4-15	4 Sep 2025	5.1-44	30 Oct 2025	* 5.1-98	22 Jan 2026
3.2-256	12 Jun 2025	4.4-16	2 Oct 2025	5.1-45	30 Oct 2025	* 5.1-99	22 Jan 2026
3.2-257	12 Jun 2025	4.4-17	4 Sep 2025	5.1-46	30 Oct 2025	* 5.1-100	22 Jan 2026
3.2-258	12 Jun 2025	4.4-18	4 Sep 2025	5.1-47	30 Oct 2025	* 5.1-101	22 Jan 2026
3.2-259	12 Jun 2025	4.4-19	4 Sep 2025	5.1-48	30 Oct 2025	* 5.1-102	22 Jan 2026
3.2-260	12 Jun 2025	4.4-20	4 Sep 2025	5.1-49	30 Oct 2025	* 5.1-103	22 Jan 2026
3.2-261	12 Jun 2025	4.4-21	4 Sep 2025	5.1-50	30 Oct 2025	* 5.1-104	22 Jan 2026
3.2-262	12 Jun 2025	4.4-22	4 Sep 2025	5.1-51	30 Oct 2025	* 5.1-105	22 Jan 2026
3.2-263	12 Jun 2025	4.4-23	4 Sep 2025	5.1-52	20 Mar 2025	* 5.1-106	22 Jan 2026
3.2-264	12 Jun 2025	4.5-1	27 Nov 2025	5.1-53	20 Mar 2025	* 5.1-107	22 Jan 2026
3.2-265	7 Aug 2025	4.5-2	27 Nov 2025	5.1-54	20 Mar 2025	* 5.1-108	22 Jan 2026
3.2-266	12 Jun 2025	5.1-1	31 Oct 2024	5.1-55	20 Mar 2025	* 5.1-109	22 Jan 2026
3.2-267	12 Jun 2025	5.1-2	31 Oct 2024	5.1-56	20 Mar 2025	* 5.1-110	22 Jan 2026
3.2-268	2 Oct 2025	5.1-3	31 Oct 2024	5.1-57	20 Mar 2025	* 5.1-111	22 Jan 2026
3.2-269	12 Jun 2025	5.1-4	31 Oct 2024	5.1-58	7 Aug 2025	* 5.1-112	22 Jan 2026
3.2-270	12 Jun 2025	5.1-5	31 Oct 2024	5.1-59	7 Aug 2025	* 5.1-113	22 Jan 2026
3.2-271	12 Jun 2025	5.1-6	31 Oct 2024	5.1-60	7 Aug 2025	* 5.1-114	22 Jan 2026
3.2-272	12 Jun 2025	5.1-7	31 Oct 2024	5.1-61	7 Aug 2025	* 5.1-115	22 Jan 2026

**GEN 0.4 CHECKLIST OF AIP PAGES (continued)**

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
ENR		ENR		ENR		ENR	
* 5.1-116	22 Jan 2026	5.2-12	3 Oct 2024	5.5-23	4 Sep 2025	6-50	23 Mar 2023
* 5.1-117	22 Jan 2026	5.2-13	21 Mar 2024	5.5-24	4 Sep 2025	6-51	12 Jun 2025
* 5.1-118	22 Jan 2026	5.2-14	13 Jul 2023	5.5-25	4 Sep 2025	6-52	2 Jan 2020
* 5.1-119	22 Jan 2026	5.2-15	13 Jul 2023	5.5-26	27 Nov 2025	6-53	2 Dec 2021
* 5.1-120	22 Jan 2026	5.2-16	13 Jul 2023	5.5-27	27 Nov 2025	6-54	2 Jan 2020
* 5.1-121	22 Jan 2026	5.2-17	13 Jul 2023	5.6-1	4 Nov 2021	6-55	7 Nov 2019
* 5.1-122	22 Jan 2026	5.2-18	5 Sep 2024	5.6-2	13 Jun 2024	6-56	2 Jan 2020
* 5.1-123	22 Jan 2026	5.3-1	25 Jan 2024	6-1	30 Oct 2025	6-57	4 Sep 2025
* 5.1-124	22 Jan 2026	5.3-2	25 Jan 2024	6-2	12 Jun 2025	6-58	12 Jun 2025
* 5.1-125	22 Jan 2026	5.3-3	25 Jan 2024	6-3	30 Oct 2025	6-59	27 Nov 2025
* 5.1-126	22 Jan 2026	5.3-4	21 Mar 2024	6-5	27 Nov 2025	6-60	12 Jun 2025
* 5.1-127	22 Jan 2026	5.3-5	14 Jul 2022	6-7	27 Nov 2025	6-61	20 Apr 2023
* 5.1-128	22 Jan 2026	5.3-6	10 Jul 2025	6-8	12 Jun 2025	6-62	2 Jan 2020
* 5.1-129	22 Jan 2026	5.3-7	10 Jul 2025	6-9	12 Jun 2025	6-63	2 Jan 2020
* 5.1-130	22 Jan 2026	5.3-8	10 Jul 2025	6-10	12 Jun 2025	6-64	23 Mar 2023
* 5.1-131	22 Jan 2026	5.3-9	10 Jul 2025	6-11	2 Oct 2025	6-65	24 Feb 2022
* 5.1-132	22 Jan 2026	5.3-10	10 Jul 2025	6-12	4 Sep 2025	6-66	23 Mar 2023
* 5.1-133	22 Jan 2026	5.3-11	10 Jul 2025	6-13	12 Jun 2025	6-67	24 Feb 2022
* 5.1-134	22 Jan 2026	5.3-12	10 Jul 2025	6-14	4 Sep 2025	6-68	4 Sep 2025
* 5.1-135	22 Jan 2026	5.3-13	10 Jul 2025	6-15	27 Nov 2025	6-69	27 Nov 2025
* 5.1-136	22 Jan 2026	5.3-14	25 Dec 2025	* 6-16	22 Jan 2026	6-70	2 Oct 2025
* 5.1-137	22 Jan 2026	5.3-15	25 Dec 2025	* 6-17	22 Jan 2026	6-72	20 Mar 2025
* 5.1-138	22 Jan 2026	5.3-16	25 Dec 2025	6-18	27 Nov 2025	6-73	8 Sep 2022
* 5.1-139	22 Jan 2026	5.3-17	4 Sep 2025	6-19	8 Sep 2022	6-74	8 Sep 2022
* 5.1-140	22 Jan 2026	5.3-18	4 Sep 2025	6-20	4 Sep 2025	* 6-75	22 Jan 2026
* 5.1-141	22 Jan 2026	5.3-19	4 Sep 2025	6-21	4 Sep 2025	6-76	25 Dec 2025
* 5.1-142	22 Jan 2026	5.3-20	7 Aug 2025	6-22	2 Jan 2020	6-78	2 Jan 2020
* 5.1-143	22 Jan 2026	5.3-21	7 Aug 2025	6-23	20 Mar 2025	6-79	2 Jan 2020
* 5.1-144	22 Jan 2026	5.3-22	7 Aug 2025	6-24	22 Apr 2021	6-80	4 Sep 2025
* 5.1-145	22 Jan 2026	5.3-23	7 Aug 2025	6-25	25 Dec 2025	6-81	2 Oct 2025
* 5.1-146	22 Jan 2026	5.3-24	7 Aug 2025	6-26	22 Apr 2021	6-82	16 May 2024
* 5.1-147	22 Jan 2026	5.4-1	7 Oct 2021	6-27	28 Dec 2023	6-83	28 Dec 2023
* 5.1-148	22 Jan 2026	5.5-1	10 Jul 2025	6-28	20 Feb 2025	6-84	20 Mar 2025
* 5.1-149	22 Jan 2026	5.5-2	10 Jul 2025	6-29	25 Feb 2021		
* 5.1-150	22 Jan 2026	5.5-3	10 Jul 2025	6-30	25 Feb 2021		
* 5.1-151	22 Jan 2026	5.5-4	10 Jul 2025	6-31	2 Jan 2020		
* 5.1-152	22 Jan 2026	5.5-5	10 Jul 2025	6-32	22 Feb 2024		
* 5.1-153	22 Jan 2026	* 5.5-6	22 Jan 2026	6-33	22 Feb 2024		
* 5.1-154	22 Jan 2026	* 5.5-7	22 Jan 2026	6-34	20 Apr 2023		
* 5.1-155	22 Jan 2026	* 5.5-8	22 Jan 2026	6-35	12 Jun 2025		
* 5.1-156	22 Jan 2026	* 5.5-9	22 Jan 2026	6-36	20 Feb 2025		
* 5.1-157	22 Jan 2026	* 5.5-10	22 Jan 2026	6-37	27 Nov 2025		
* 5.1-158	22 Jan 2026	* 5.5-11	22 Jan 2026	6-38	27 Nov 2025		
5.2-1	20 Feb 2025	5.5-12	10 Jul 2025	6-39	3 Oct 2024		
5.2-2	21 Mar 2024	5.5-13	10 Jul 2025	6-40	4 Sep 2025		
5.2-3	25 Jan 2024	5.5-14	10 Jul 2025	6-41	7 Aug 2025		
5.2-4	12 Jun 2025	5.5-15	10 Jul 2025	* 6-42	22 Jan 2026		
5.2-5	21 Mar 2024	5.5-16	10 Jul 2025	* 6-43	22 Jan 2026		
5.2-6	21 Mar 2024	5.5-17	7 Aug 2025	6-44	27 Nov 2025		
5.2-7	13 Jul 2023	5.5-18	10 Jul 2025	6-45	1 Dec 2022		
5.2-8	13 Jul 2023	5.5-19	10 Jul 2025	6-46	25 Dec 2025		
5.2-9	2 Oct 2025	5.5-20	4 Sep 2025	6-47	3 Dec 2020		
5.2-10	2 Oct 2025	* 5.5-21	22 Jan 2026	6-48	23 Mar 2023		
5.2-11	4 Sep 2025	5.5-22	4 Sep 2025	6-49	4 Sep 2025		

## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
0.1-1	4 Sep 2025	2.EGJA-1	23 Jan 2025	* 2.EGAA-15	22 Jan 2026	* 2.EGPL-8-3	22 Jan 2026
0.1-2	7 Sep 2023	2.EGJA-2	25 Jan 2024	* 2.EGAA-16	22 Jan 2026	* 2.EGPL-8-4	22 Jan 2026
1.1-1	2 Jan 2020	2.EGJA-3	25 Jan 2024	2.EGAA-2-1	27 Nov 2025	* 2.EGPL-8-5	22 Jan 2026
1.1-2	10 Aug 2023	2.EGJA-4	10 Jul 2025	2.EGAA-2-2	10 Jul 2025	* 2.EGPL-8-6	22 Jan 2026
1.1-3	10 Aug 2023	2.EGJA-5	31 Oct 2024	2.EGAA-5-1	12 Jun 2025	* 2.EGPL-8-7	22 Jan 2026
1.1-4	10 Aug 2023	2.EGJA-6	31 Oct 2024	2.EGAA-8-1	15 May 2025	* 2.EGPL-8-8	22 Jan 2026
1.1-5	10 Aug 2023	2.EGJA-7	2 Oct 2025	2.EGAA-8-2	23 Jan 2025	2.EGKB-1	27 Nov 2025
1.1-6	10 Aug 2023	2.EGJA-8	23 Jan 2025	2.EGAA-8-3	15 May 2025	2.EGKB-2	27 Nov 2025
1.1-7	10 Aug 2023	2.EGJA-9	26 Jan 2023	2.EGAA-8-4	15 May 2025	2.EGKB-3	30 Oct 2025
1.1-8	10 Aug 2023	2.EGJA-10	25 Jan 2024	2.EGAA-8-5	15 May 2025	* 2.EGKB-4	22 Jan 2026
1.2-1	29 Dec 2022	2.EGJA-11	14 Jul 2022	2.EGAA-8-6	15 May 2025	* 2.EGKB-5	22 Jan 2026
1.2-2	29 Dec 2022	2.EGJA-2-1	31 Oct 2024	2.EGAA-8-7	15 May 2025	* 2.EGKB-6	22 Jan 2026
1.2-3	29 Dec 2022	2.EGJA-5-1	18 Jul 2019	2.EGAA-8-8	15 May 2025	* 2.EGKB-7	22 Jan 2026
1.2-4	29 Dec 2022	2.EGJA-7-1	11 Jul 2024	2.EGAA-8-9	15 May 2025	* 2.EGKB-8	22 Jan 2026
1.3-1	4 Sep 2025	2.EGJA-8-1	17 Apr 2025	2.EGAA-8-10	15 May 2025	* 2.EGKB-9	22 Jan 2026
1.3-2	4 Sep 2025	2.EGJA-8-2	17 Apr 2025	2.EGAA-8-11	15 May 2025	* 2.EGKB-10	22 Jan 2026
1.3-3	4 Sep 2025	2.EGJA-8-3	17 Apr 2025	2.EGAA-8-12	15 May 2025	* 2.EGKB-11	22 Jan 2026
1.3-4	4 Sep 2025	2.EGJA-8-4	17 Apr 2025	2.EGAA-8-13	15 May 2025	* 2.EGKB-12	22 Jan 2026
1.3-5	25 Jan 2024	2.EGJA-8-5	17 Apr 2025	2.EGAA-8-14	14 Jul 2022	* 2.EGKB-13	22 Jan 2026
1.4-1	30 Oct 2025	2.EGJA-8-6	10 Sep 2020	2.EGAC-1	25 Jan 2024	* 2.EGKB-14	22 Jan 2026
1.4-2	12 Jun 2025	2.EGJA-8-7	17 Apr 2025	2.EGAC-2	10 Jul 2025	* 2.EGKB-15	22 Jan 2026
1.5-1	4 Sep 2025	2.EGJA-8-8	10 Sep 2020	2.EGAC-3	16 May 2024	* 2.EGKB-2-1	22 Jan 2026
1.5-2	4 Sep 2025	2.EGSL-1	27 Nov 2025	2.EGAC-4	20 Feb 2025	2.EGKB-5-1	17 Apr 2025
1.5-3	4 Sep 2025	2.EGSL-2	10 Jul 2025	2.EGAC-5	20 Feb 2025	2.EGKB-7-1	3 Oct 2024
2.EGPD-1	25 Dec 2025	2.EGSL-3	3 Oct 2024	2.EGAC-6	20 Feb 2025	2.EGKB-7-2	3 Oct 2024
2.EGPD-2	25 Dec 2025	2.EGSL-4	10 Jul 2025	2.EGAC-7	10 Jul 2025	2.EGKB-8-1	23 Jan 2025
2.EGPD-3	25 Dec 2025	2.EGSL-5	14 Jul 2022	2.EGAC-8	10 Jul 2025	2.EGKB-8-2	23 Jan 2025
2.EGPD-4	25 Dec 2025	2.EGSL-6	14 Jul 2022	2.EGAC-9	2 Oct 2025	2.EGKB-8-3	23 Jan 2025
2.EGPD-5	25 Dec 2025	2.EGSL-2-1	27 Nov 2025	2.EGAC-10	10 Jul 2025	2.EGBB-1	25 Jan 2024
2.EGPD-6	25 Dec 2025	2.EGPR-1	26 Jan 2023	2.EGAC-11	16 May 2024	2.EGBB-2	28 Nov 2024
2.EGPD-7	25 Dec 2025	2.EGPR-2	17 Apr 2025	2.EGAC-12	16 May 2024	2.EGBB-3	12 Jun 2025
2.EGPD-8	25 Dec 2025	2.EGPR-3	10 Jul 2025	2.EGAC-13	16 May 2024	2.EGBB-4	27 Nov 2025
2.EGPD-9	25 Dec 2025	2.EGPR-4	17 Apr 2025	2.EGAC-14	16 May 2024	2.EGBB-5	28 Nov 2024
2.EGPD-10	25 Dec 2025	2.EGPR-5	2 Oct 2025	2.EGAC-2-1	20 Mar 2025	2.EGBB-6	28 Nov 2024
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2.EGPD-12	25 Dec 2025	2.EGPR-2-1	17 Apr 2025	2.EGAC-5-1	17 Apr 2025	2.EGBB-8	28 Nov 2024
2.EGPD-13	10 Jul 2025	2.EGPR-8-1	3 Oct 2024	2.EGAC-8-1	16 May 2024	2.EGBB-9	28 Nov 2024
2.EGPD-14	10 Jul 2025	2.EGPR-8-2	3 Oct 2024	2.EGAC-8-2	5 Oct 2023	2.EGBB-10	25 Dec 2025
2.EGPD-15	10 Jul 2025	2.EGPR-8-3	3 Oct 2024	2.EGAC-8-3	5 Oct 2023	2.EGBB-11	25 Dec 2025
2.EGPD-2-1	2 Oct 2025	2.EGPR-8-4	3 Oct 2024	2.EGAC-8-4	23 Jan 2025	2.EGBB-12	27 Nov 2025
2.EGPD-2-2	2 Oct 2025	2.EGAA-1	23 Jan 2025	2.EGAC-8-5	23 Jan 2025	2.EGBB-13	25 Dec 2025
2.EGPD-2-3	8 Aug 2024	2.EGAA-2	13 Jul 2023	2.EGAC-8-6	23 Jan 2025	2.EGBB-14	25 Dec 2025
2.EGPD-3-1	22 Feb 2024	* 2.EGAA-3	22 Jan 2026	* 2.EGPL-1	22 Jan 2026	2.EGBB-15	25 Dec 2025
2.EGPD-3-2	22 Feb 2024	2.EGAA-4	10 Jul 2025	2.EGPL-2	15 May 2025	2.EGBB-16	25 Dec 2025
2.EGPD-4-1	17 Apr 2025	2.EGAA-5	10 Jul 2025	2.EGPL-3	30 Oct 2025	2.EGBB-17	25 Dec 2025
2.EGPD-5-1	7 Aug 2025	2.EGAA-6	10 Jul 2025	2.EGPL-4	2 Oct 2025	2.EGBB-18	25 Dec 2025
2.EGPD-5-2	7 Aug 2025	2.EGAA-7	10 Jul 2025	* 2.EGPL-5	22 Jan 2026	2.EGBB-19	25 Dec 2025
2.EGPD-8-1	26 Dec 2024	2.EGAA-8	10 Jul 2025	* 2.EGPL-6	22 Jan 2026	2.EGBB-20	25 Dec 2025
2.EGPD-8-2	26 Dec 2024	2.EGAA-9	13 Jul 2023	* 2.EGPL-7	22 Jan 2026	2.EGBB-2-1	25 Dec 2025
2.EGPD-8-3	26 Dec 2024	2.EGAA-10	2 Oct 2025	* 2.EGPL-8	22 Jan 2026	2.EGBB-2-2	25 Dec 2025
2.EGPD-8-4	26 Dec 2024	* 2.EGAA-11	22 Jan 2026	* 2.EGPL-9	22 Jan 2026	2.EGBB-2-3	27 Nov 2025
2.EGPD-8-5	26 Dec 2024	* 2.EGAA-12	22 Jan 2026	2.EGPL-2-1	30 Oct 2025	2.EGBB-4-1	16 May 2024
2.EGPD-8-6	26 Dec 2024	* 2.EGAA-13	22 Jan 2026	* 2.EGPL-8-1	22 Jan 2026	2.EGBB-4-3	17 Apr 2025
2.EGPD-8-7	26 Dec 2024	* 2.EGAA-14	22 Jan 2026	* 2.EGPL-8-2	22 Jan 2026	2.EGBB-5-1	17 Apr 2025

**GEN 0.4 CHECKLIST OF AIP PAGES (continued)**

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGBB-6-1	20 Feb 2025	2.EGNH-2-2	7 Aug 2025	2.EGGD-15	25 Dec 2025	* 2.EGSC-8-7	22 Jan 2026
2.EGBB-6-2	30 Oct 2025	2.EGNH-8-1	21 Mar 2024	2.EGGD-2-1	7 Aug 2025	* 2.EGSC-8-8	22 Jan 2026
2.EGBB-6-3	17 Apr 2025	2.EGNH-8-2	21 Mar 2024	2.EGGD-2-2	2 Oct 2025	2.EGEC-1	14 Jul 2022
2.EGBB-6-4	20 Feb 2025	2.EGNH-8-3	16 May 2024	2.EGGD-4-1	7 Aug 2025	2.EGEC-2	7 Aug 2025
2.EGBB-6-5	20 Feb 2025	2.EGNH-8-4	16 May 2024	2.EGGD-5-1	17 Apr 2025	2.EGEC-3	7 Aug 2025
2.EGBB-6-6	20 Feb 2025	2.EGNH-8-5	21 Mar 2024	2.EGGD-6-1	18 Apr 2024	2.EGEC-4	10 Jul 2025
2.EGBB-6-7	20 Feb 2025	2.EGNH-8-6	21 Mar 2024	2.EGGD-6-2	18 Apr 2024	2.EGEC-5	2 Nov 2023
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
2.EGBB-6-9	20 Feb 2025	2.EGHH-1	4 Sep 2025	2.EGGD-7-1	16 May 2024	2.EGEC-7	31 Oct 2024
2.EGBB-7-1	13 Jun 2024	2.EGHH-2	2 Oct 2025	2.EGGD-7-2	18 Apr 2024	2.EGEC-2-1	7 Aug 2025
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
2.EGBB-7-4	20 Feb 2025	2.EGHH-5	2 Oct 2025	2.EGGD-7-5	18 Apr 2024	2.EGEC-8-3	3 Oct 2024
2.EGBB-7-5	25 Dec 2025	2.EGHH-6	2 Oct 2025	2.EGGD-7-6	12 Jun 2025	2.EGEC-8-4	3 Oct 2024
2.EGBB-7-6	13 Jun 2024	2.EGHH-7	2 Oct 2025	2.EGGD-7-7	18 Apr 2024	2.EGFF-1	20 Mar 2025
2.EGBB-7-7	13 Jun 2024	2.EGHH-8	2 Oct 2025	2.EGGD-7-8	23 Mar 2023	2.EGFF-2	20 Mar 2025
2.EGBB-7-8	13 Jun 2024	2.EGHH-9	2 Oct 2025	2.EGGD-7-9	12 Jun 2025	2.EGFF-3	20 Mar 2025
2.EGBB-7-9	13 Jun 2024	2.EGHH-10	2 Oct 2025	2.EGGD-7-10	23 Mar 2023	2.EGFF-4	5 Sep 2024
2.EGBB-7-10	13 Jun 2024	2.EGHH-11	2 Oct 2025	2.EGGD-8-1	15 May 2025	2.EGFF-5	10 Jul 2025
2.EGBB-7-11	13 Jun 2024	2.EGHH-12	2 Oct 2025	2.EGGD-8-2	15 May 2025	2.EGFF-6	5 Sep 2024
2.EGBB-8-1	11 Jul 2024	2.EGHH-13	2 Oct 2025	2.EGGD-8-3	15 May 2025	2.EGFF-7	2 Oct 2025
2.EGBB-8-2	11 Jul 2024	2.EGHH-14	27 Nov 2025	2.EGGD-8-4	15 May 2025	2.EGFF-8	2 Oct 2025
2.EGBB-8-3	11 Jul 2024	2.EGHH-15	27 Nov 2025	2.EGGD-8-5	15 May 2025	2.EGFF-9	20 Mar 2025
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
2.EGBB-8-5	11 Jul 2024	2.EGHH-2-2	27 Nov 2025	2.EGGD-8-7	15 May 2025	2.EGFF-11	15 Jun 2023
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
2.EGBB-8-7	11 Jul 2024	2.EGHH-5-1	17 Apr 2025	2.EGGD-8-9	15 May 2025	2.EGFF-13	15 Jun 2023
2.EGBB-8-8	11 Jul 2024	* 2.EGHH-7-1	22 Jan 2026	2.EGCK-1	2 Oct 2025	2.EGFF-14	4 Sep 2025
2.EGBB-8-9	11 Jul 2024	* 2.EGHH-7-2	22 Jan 2026	2.EGCK-2	16 May 2024	2.EGFF-2-1	20 Mar 2025
2.EGBB-8-10	11 Jul 2024	2.EGHH-7-3	8 Aug 2024	2.EGCK-3	10 Jul 2025	2.EGFF-2-2	8 Aug 2024
2.EGLK-1	25 Dec 2025	2.EGHH-7-4	8 Aug 2024	2.EGCK-4	10 Jul 2025	2.EGFF-4-1	7 Aug 2025
2.EGLK-2	25 Dec 2025	2.EGHH-7-5	8 Aug 2024	2.EGCK-5	10 Jul 2025	2.EGFF-4-2	23 Mar 2023
2.EGLK-3	25 Dec 2025	2.EGHH-7-6	8 Aug 2024	2.EGCK-6	3 Oct 2024	2.EGFF-5-1	17 Apr 2025
2.EGLK-4	25 Dec 2025	2.EGHH-7-7	8 Aug 2024	2.EGCK-2-1	2 Oct 2025	2.EGFF-6-1	10 Aug 2023
2.EGLK-5	25 Dec 2025	2.EGHH-8-1	31 Dec 2020	* 2.EGSC-1	22 Jan 2026	2.EGFF-6-2	10 Aug 2023
2.EGLK-6	25 Dec 2025	2.EGHH-8-2	31 Dec 2020	2.EGSC-2	3 Oct 2024	2.EGFF-6-3	10 Aug 2023
2.EGLK-7	25 Dec 2025	2.EGHH-8-3	31 Dec 2020	2.EGSC-3	20 Mar 2025	2.EGFF-7-1	16 May 2024
2.EGLK-8	25 Dec 2025	2.EGHH-8-4	31 Dec 2020	2.EGSC-4	27 Nov 2025	2.EGFF-7-2	18 May 2023
2.EGLK-9	25 Dec 2025	2.EGHH-8-5	31 Dec 2020	2.EGSC-5	25 Dec 2025	2.EGFF-7-3	4 Sep 2025
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
2.EGLK-11	25 Dec 2025	2.EGGD-1	20 Feb 2025	2.EGSC-7	25 Dec 2025	2.EGFF-7-5	12 Jun 2025
2.EGLK-12	25 Dec 2025	2.EGGD-2	4 Sep 2025	* 2.EGSC-8	22 Jan 2026	2.EGFF-7-6	23 Mar 2023
2.EGLK-2-1	25 Dec 2025	2.EGGD-3	3 Oct 2024	2.EGSC-9	25 Dec 2025	2.EGFF-7-7	23 Mar 2023
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
2.EGNH-1	13 Jun 2024	2.EGGD-5	10 Jul 2025	2.EGSC-11	25 Dec 2025	2.EGFF-7-9	12 Jun 2025
2.EGNH-2	13 Jun 2024	2.EGGD-6	10 Jul 2025	* 2.EGSC-2-1	22 Jan 2026	2.EGFF-7-10	23 Mar 2023
2.EGNH-3	7 Aug 2025	2.EGGD-7	18 May 2023	* 2.EGSC-2-2	22 Jan 2026	2.EGFF-8-1	10 Aug 2023
2.EGNH-4	7 Aug 2025	2.EGGD-8	10 Jul 2025	* 2.EGSC-5-1	22 Jan 2026	2.EGFF-8-2	10 Aug 2023
2.EGNH-5	7 Aug 2025	2.EGGD-9	2 Oct 2025	* 2.EGSC-8-1	22 Jan 2026	2.EGFF-8-3	12 Aug 2021
2.EGNH-6	2 Oct 2025	2.EGGD-10	25 Dec 2025	* 2.EGSC-8-2	22 Jan 2026	2.EGFF-8-4	2 Dec 2021
2.EGNH-7	2 Oct 2025	* 2.EGGD-11	22 Jan 2026	* 2.EGSC-8-3	22 Jan 2026	2.EGFF-8-5	10 Aug 2023
2.EGNH-8	13 Jun 2024	2.EGGD-12	25 Dec 2025	* 2.EGSC-8-4	22 Jan 2026	2.EGFF-8-6	10 Aug 2023
2.EGNH-9	13 Jun 2024	2.EGGD-13	25 Dec 2025	* 2.EGSC-8-5	22 Jan 2026	2.EGFF-8-7	10 Aug 2023
2.EGNH-2-1	7 Aug 2025	2.EGGD-14	25 Dec 2025	* 2.EGSC-8-6	22 Jan 2026	2.EGFF-8-8	10 Aug 2023



## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGFF-8-9	10 Aug 2023	2.EGTC-2	2 Oct 2025	2.EGPN-8-6	25 Jan 2024	2.EGNX-7-8	16 May 2024
2.EGFF-8-10	12 Aug 2021	2.EGTC-3	2 Oct 2025	2.EGPN-8-7	25 Jan 2024	2.EGNX-7-9	16 May 2024
2.EGFF-8-11	2 Dec 2021	2.EGTC-4	2 Oct 2025	2.EGTU-1	2 Oct 2025	2.EGNX-7-10	17 Apr 2025
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
2.EGFF-8-13	10 Aug 2023	2.EGTC-6	2 Oct 2025	2.EGTU-3	10 Jul 2025	2.EGNX-8-1	27 Nov 2025
2.EGFF-8-14	22 Apr 2021	2.EGTC-7	2 Oct 2025	2.EGTU-4	10 Jul 2025	2.EGNX-8-2	27 Nov 2025
2.EGFF-8-15	2 Dec 2021	2.EGTC-8	30 Oct 2025	2.EGTU-5	23 Mar 2023	2.EGNX-8-3	27 Nov 2025
2.EGLJ-1	2 Oct 2025	2.EGTC-9	20 Mar 2025	2.EGTU-6	23 Mar 2023	2.EGNX-8-4	27 Nov 2025
2.EGLJ-2	2 Oct 2025	2.EGTC-2-1	25 Dec 2025	2.EGTU-2-1	2 Oct 2025	2.EGNX-8-5	27 Nov 2025
2.EGLJ-3	2 Oct 2025	2.EGTC-8-1	25 Dec 2025	2.EGSU-1	2 Oct 2025	2.EGNX-8-6	27 Nov 2025
2.EGLJ-4	10 Jul 2025	2.EGTC-8-2	25 Dec 2025	2.EGSU-2	16 May 2024	2.EGNX-8-7	27 Nov 2025
* 2.EGLJ-5	22 Jan 2026	2.EGTC-8-3	25 Dec 2025	2.EGSU-3	10 Jul 2025	2.EGNX-8-8	27 Nov 2025
2.EGLJ-2-1	2 Oct 2025	2.EGTC-8-4	25 Dec 2025	2.EGSU-4	7 Aug 2025	2.EGNX-8-9	27 Nov 2025
2.EGHR-1	27 Nov 2025	2.EGTC-8-5	25 Dec 2025	2.EGSU-5	25 Dec 2025	2.EGNX-8-10	27 Nov 2025
2.EGHR-2	27 Nov 2025	2.EGTC-8-6	25 Dec 2025	2.EGSU-6	15 May 2025	2.EGNX-8-11	27 Nov 2025
2.EGHR-3	27 Nov 2025	2.EGTC-8-7	12 Jun 2025	2.EGSU-2-1	2 Oct 2025	2.EGNX-8-12	27 Nov 2025
2.EGHR-4	27 Nov 2025	2.EGPG-1	2 Oct 2025	2.EGSR-1	2 Oct 2025	2.EGED-1	2 Oct 2025
2.EGHR-5	27 Nov 2025	2.EGPG-2	18 Apr 2024	2.EGSR-2	13 Aug 2020	2.EGED-2	10 Jul 2025
2.EGHR-6	27 Nov 2025	2.EGPG-3	10 Jul 2025	2.EGSR-3	10 Jul 2025	2.EGED-3	14 Jul 2022
2.EGHR-7	27 Nov 2025	2.EGPG-4	13 Jul 2023	2.EGSR-4	10 Jul 2025	2.EGED-4	30 Oct 2025
2.EGHR-2-1	25 Dec 2025	2.EGPG-5	10 Jul 2025	2.EGSR-5	10 Jul 2025	2.EGED-5	14 Jul 2022
2.EGHR-4-1	23 Feb 2023	2.EGPG-6	14 Jul 2022	2.EGSR-2-1	27 Nov 2025	2.EGED-2-1	30 Oct 2025
2.EGEL-1	2 Oct 2025	2.EGPG-2-1	2 Oct 2025	2.EGNX-1	26 Dec 2024	2.EGPH-1	7 Aug 2025
2.EGEL-2	8 Aug 2024	2.EGLD-1	2 Oct 2025	2.EGNX-2	12 Jun 2025	2.EGPH-2	27 Nov 2025
2.EGEL-3	10 Jul 2025	2.EGLD-2	23 Mar 2023	2.EGNX-3	26 Dec 2024	2.EGPH-3	27 Nov 2025
2.EGEL-4	10 Jul 2025	2.EGLD-3	10 Jul 2025	2.EGNX-4	27 Nov 2025	* 2.EGPH-4	22 Jan 2026
2.EGEL-5	29 Dec 2022	2.EGLD-4	10 Jul 2025	2.EGNX-5	27 Nov 2025	* 2.EGPH-5	22 Jan 2026
2.EGEL-2-1	2 Oct 2025	2.EGLD-5	10 Jul 2025	2.EGNX-6	30 Oct 2025	* 2.EGPH-6	22 Jan 2026
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2.EGEY-2	5 Sep 2024	2.EGLD-7	10 Jul 2025	2.EGNX-8	30 Oct 2025	2.EGPH-8	27 Nov 2025
2.EGEY-3	10 Jul 2025	2.EGLD-2-1	2 Oct 2025	2.EGNX-9	30 Oct 2025	2.EGPH-9	27 Nov 2025
2.EGEY-4	10 Jul 2025	* 2.EGLD-4-1	22 Jan 2026	2.EGNX-10	27 Nov 2025	2.EGPH-10	27 Nov 2025
2.EGEY-5	29 Dec 2022	2.EGBD-1	2 Oct 2025	2.EGNX-11	27 Nov 2025	2.EGPH-11	27 Nov 2025
2.EGEY-6	29 Dec 2022	2.EGBD-2	10 Jul 2025	2.EGNX-12	30 Oct 2025	2.EGPH-12	27 Nov 2025
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	22 Jan 2026
2.EGHA-5	31 Oct 2024	2.EGPN-2	25 Jan 2024	2.EGNX-18	27 Nov 2025	* 2.EGPH-2-2	22 Jan 2026
2.EGHA-2-1	27 Nov 2025	2.EGPN-3	20 Feb 2025	2.EGNX-2-1	12 Jun 2025	* 2.EGPH-2-3	22 Jan 2026
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
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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
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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	22 Jan 2026	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



**GEN 0.4 CHECKLIST OF AIP PAGES (continued)**

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGPH-8-2	7 Aug 2025	2.EGEF-5	11 Jul 2024	* 2.EGLF-8-1	22 Jan 2026	2.EGPF-7-7	5 Sep 2024
2.EGPH-8-3	7 Aug 2025	2.EGEF-2-1	2 Oct 2025	* 2.EGLF-8-2	22 Jan 2026	2.EGPF-7-8	5 Sep 2024
2.EGPH-8-4	7 Aug 2025	2.EGTF-1	2 Oct 2025	* 2.EGLF-8-3	22 Jan 2026	2.EGPF-7-9	5 Sep 2024
2.EGPH-8-5	7 Aug 2025	2.EGTF-2	17 Apr 2025	* 2.EGLF-8-4	22 Jan 2026	2.EGPF-8-1	12 Jun 2025
2.EGPH-8-6	7 Aug 2025	2.EGTF-3	17 Apr 2025	* 2.EGLF-8-5	22 Jan 2026	2.EGPF-8-2	12 Jun 2025
2.EGTR-1	2 Oct 2025	2.EGTF-4	10 Jul 2025	* 2.EGLF-8-6	22 Jan 2026	2.EGPF-8-3	12 Jun 2025
2.EGTR-2	27 Nov 2025	2.EGTF-5	10 Jul 2025	* 2.EGLF-8-7	22 Jan 2026	2.EGPF-8-4	12 Jun 2025
2.EGTR-3	10 Jul 2025	2.EGTF-6	27 Nov 2025	* 2.EGLF-8-8	22 Jan 2026	2.EGPF-8-5	12 Jun 2025
2.EGTR-4	10 Jul 2025	2.EGTF-7	10 Jul 2025	* 2.EGLF-8-9	22 Jan 2026	2.EGPF-8-6	12 Jun 2025
2.EGTR-5	10 Jul 2025	2.EGTF-8	10 Jul 2025	* 2.EGCL-1	22 Jan 2026	2.EGPF-8-7	12 Jun 2025
2.EGTR-6	14 Jul 2022	2.EGTF-9	10 Jul 2025	2.EGCL-2	5 Sep 2024	2.EGPF-8-8	12 Jun 2025
2.EGTR-2-1	2 Oct 2025	2.EGTF-10	10 Jul 2025	2.EGCL-3	10 Jul 2025	2.EGPF-8-9	12 Jun 2025
2.EGAB-1	27 Nov 2025	2.EGTF-2-1	2 Oct 2025	* 2.EGCL-4	22 Jan 2026	2.EGPF-8-10	12 Jun 2025
2.EGAB-2	27 Nov 2025	2.EGTF-2-2	2 Oct 2025	* 2.EGCL-5	22 Jan 2026	2.EGBJ-1	15 May 2025
2.EGAB-3	27 Nov 2025	2.EGTF-4-1	18 Apr 2024	* 2.EGCL-6	22 Jan 2026	2.EGBJ-2	20 Feb 2025
2.EGAB-4	27 Nov 2025	* 2.EGLF-1	22 Jan 2026	2.EGCL-2-1	27 Nov 2025	2.EGBJ-3	26 Dec 2024
2.EGAB-5	27 Nov 2025	2.EGLF-2	28 Dec 2023	2.EGPF-1	3 Oct 2024	2.EGBJ-4	7 Aug 2025
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2.EGAB-2-1	27 Nov 2025	2.EGLF-4	27 Nov 2025	2.EGPF-3	27 Jan 2022	2.EGBJ-6	7 Aug 2025
2.EGTE-1	18 May 2023	2.EGLF-5	27 Nov 2025	2.EGPF-4	30 Oct 2025	2.EGBJ-7	7 Aug 2025
2.EGTE-2	7 Aug 2025	2.EGLF-6	27 Nov 2025	2.EGPF-5	30 Oct 2025	* 2.EGBJ-8	22 Jan 2026
2.EGTE-3	5 Oct 2023	2.EGLF-7	27 Nov 2025	2.EGPF-6	10 Jul 2025	* 2.EGBJ-9	22 Jan 2026
2.EGTE-4	18 Apr 2024	2.EGLF-8	28 Dec 2023	2.EGPF-7	3 Oct 2024	* 2.EGBJ-10	22 Jan 2026
2.EGTE-5	25 Jan 2024	2.EGLF-9	10 Jul 2025	2.EGPF-8	10 Jul 2025	* 2.EGBJ-11	22 Jan 2026
2.EGTE-6	10 Jul 2025	2.EGLF-10	2 Oct 2025	2.EGPF-9	2 Oct 2025	* 2.EGBJ-12	22 Jan 2026
2.EGTE-7	5 Oct 2023	2.EGLF-11	10 Jul 2025	2.EGPF-10	30 Oct 2025	* 2.EGBJ-2-1	22 Jan 2026
2.EGTE-8	10 Jul 2025	2.EGLF-12	27 Nov 2025	2.EGPF-11	30 Oct 2025	2.EGBJ-5-1	16 May 2024
2.EGTE-9	2 Oct 2025	* 2.EGLF-13	22 Jan 2026	2.EGPF-12	30 Oct 2025	2.EGBJ-8-1	16 May 2024
2.EGTE-10	10 Jul 2025	2.EGLF-14	28 Dec 2023	2.EGPF-13	3 Oct 2024	2.EGBJ-8-2	16 May 2024
2.EGTE-11	10 Jul 2025	2.EGLF-15	28 Dec 2023	2.EGPF-14	3 Oct 2024	2.EGBJ-8-3	16 May 2024
2.EGTE-12	10 Jul 2025	2.EGLF-16	21 Mar 2024	2.EGPF-15	3 Oct 2024	2.EGBJ-8-4	16 May 2024
2.EGTE-13	10 Jul 2025	2.EGLF-17	21 Mar 2024	2.EGPF-16	12 Jun 2025	2.EGBJ-8-5	16 May 2024
2.EGTE-14	2 Nov 2023	2.EGLF-18	21 Mar 2024	2.EGPF-17	3 Oct 2024	2.EGBJ-8-6	16 May 2024
2.EGTE-2-1	18 Apr 2024	2.EGLF-19	21 Mar 2024	2.EGPF-2-1	30 Oct 2025	2.EGBJ-8-7	16 May 2024
2.EGTE-2-2	18 Apr 2024	2.EGLF-20	21 Mar 2024	2.EGPF-2-2	30 Oct 2025	2.EGBJ-8-8	16 May 2024
2.EGTE-5-1	17 Apr 2025	* 2.EGLF-2-1	22 Jan 2026	2.EGPF-2-3	12 Jun 2025	2.EGBJ-8-9	16 May 2024
2.EGTE-8-1	2 Nov 2023	* 2.EGLF-2-2	22 Jan 2026	2.EGPF-4-1	27 Nov 2025	2.EGBJ-8-10	15 Jul 2021
2.EGTE-8-2	2 Nov 2023	2.EGLF-4-1	12 Jun 2025	2.EGPF-5-1	12 Jun 2025	2.EGBJ-8-11	15 Jul 2021
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2.EGTE-8-4	2 Nov 2023	* 2.EGLF-5-1	22 Jan 2026	2.EGPF-6-1	7 Aug 2025	2.EGJB-2	2 Oct 2025
2.EGTE-8-5	2 Nov 2023	* 2.EGLF-6-1	22 Jan 2026	2.EGPF-6-2	12 Jun 2025	2.EGJB-3	2 Oct 2025
2.EGTE-8-6	2 Nov 2023	* 2.EGLF-6-2	22 Jan 2026	2.EGPF-6-3	12 Jun 2025	2.EGJB-4	2 Oct 2025
2.EGTE-8-7	2 Nov 2023	* 2.EGLF-6-3	22 Jan 2026	2.EGPF-6-4	7 Aug 2025	2.EGJB-5	10 Jul 2025
2.EGTE-8-8	2 Nov 2023	* 2.EGLF-6-4	22 Jan 2026	2.EGPF-6-5	12 Jun 2025	2.EGJB-6	11 Jul 2024
2.EGTE-8-9	2 Nov 2023	* 2.EGLF-7-1	22 Jan 2026	2.EGPF-6-6	12 Jun 2025	2.EGJB-7	2 Oct 2025
2.EGTE-8-10	2 Nov 2023	* 2.EGLF-7-2	22 Jan 2026	2.EGPF-6-7	12 Jun 2025	2.EGJB-8	2 Oct 2025
2.EGTE-8-11	2 Nov 2023	* 2.EGLF-7-3	22 Jan 2026	2.EGPF-6-8	12 Jun 2025	2.EGJB-9	2 Oct 2025
2.EGTE-8-12	2 Nov 2023	* 2.EGLF-7-4	22 Jan 2026	2.EGPF-6-9	12 Jun 2025	2.EGJB-10	2 Oct 2025
2.EGTE-8-13	15 Jul 2021	* 2.EGLF-7-5	22 Jan 2026	2.EGPF-7-1	12 Jun 2025	2.EGJB-11	2 Oct 2025
2.EGTE-8-14	2 Nov 2023	* 2.EGLF-7-6	22 Jan 2026	2.EGPF-7-2	12 Jun 2025	2.EGJB-12	2 Oct 2025
2.EGEF-1	2 Oct 2025	* 2.EGLF-7-7	22 Jan 2026	2.EGPF-7-3	12 Jun 2025	2.EGJB-13	2 Oct 2025
2.EGEF-2	11 Jul 2024	* 2.EGLF-7-8	22 Jan 2026	2.EGPF-7-4	12 Jun 2025	2.EGJB-2-1	2 Oct 2025
2.EGEF-3	10 Jul 2025	* 2.EGLF-7-9	22 Jan 2026	2.EGPF-7-5	12 Jun 2025	2.EGJB-2-2	2 Oct 2025
2.EGEF-4	10 Jul 2025	* 2.EGLF-7-10	22 Jan 2026	2.EGPF-7-6	12 Jun 2025	2.EGJB-5-1	5 Oct 2023

## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGJB-6-1	2 Oct 2025	2.EGNJ-4	11 Jul 2024	2.EGPI-6	30 Oct 2025	2.EGJJ-6-1	25 Dec 2025
2.EGJB-6-2	2 Oct 2025	2.EGNJ-5	11 Jul 2024	2.EGPI-7	30 Oct 2025	2.EGJJ-6-2	25 Dec 2025
2.EGJB-6-3	2 Oct 2025	2.EGNJ-6	10 Jul 2025	2.EGPI-8	30 Oct 2025	2.EGJJ-6-3	25 Dec 2025
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
2.EGJB-8-1	11 Jul 2024	2.EGNJ-5-1	25 Dec 2025	* 2.EGNS-3	22 Jan 2026	2.EGJJ-7-5	25 Dec 2025
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
2.EGJB-8-5	11 Jul 2024	2.EGNJ-8-4	25 Dec 2025	2.EGNS-7	10 Jul 2025	2.EGJJ-8-4	25 Dec 2025
2.EGJB-8-6	11 Jul 2024	2.EGNJ-8-5	25 Dec 2025	2.EGNS-8	2 Oct 2025	2.EGJJ-8-5	25 Dec 2025
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
2.EGJB-8-8	11 Jul 2024	2.EGNJ-8-7	25 Dec 2025	2.EGNS-10	17 Apr 2025	2.EGJJ-8-7	25 Dec 2025
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	22 Jan 2026	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
2.EGFE-2	15 Jun 2023	2.EGPE-5	17 Apr 2025	2.EGNS-5-1	5 Sep 2024	2.EGJJ-8-13	25 Dec 2025
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
2.EGFE-5	4 Sep 2025	2.EGPE-8	10 Jul 2025	2.EGNS-8-3	5 Sep 2024	2.EGBP-2	31 Oct 2024
2.EGFE-6	10 Aug 2023	2.EGPE-9	25 Dec 2025	2.EGNS-8-4	5 Sep 2024	2.EGBP-3	20 Feb 2025
2.EGFE-2-1	2 Oct 2025	2.EGPE-10	2 Oct 2025	2.EGNS-8-5	5 Sep 2024	2.EGBP-4	4 Sep 2025
2.EGNR-1	30 Oct 2025	2.EGPE-11	2 Oct 2025	2.EGNS-8-6	5 Sep 2024	2.EGBP-5	20 Feb 2025
2.EGNR-2	10 Jul 2025	2.EGPE-2-1	4 Sep 2025	2.EGNS-8-7	5 Sep 2024	2.EGBP-6	20 Feb 2025
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
2.EGNR-5	10 Jul 2025	2.EGPE-8-1	12 Jun 2025	2.EGNS-8-10	5 Sep 2024	2.EGBP-2-1	20 Feb 2025
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
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2.EGNR-10	31 Oct 2024	2.EGPE-8-6	12 Jun 2025	2.EGJJ-5	12 Jun 2025	2.EGBP-8-4	20 Feb 2025
2.EGNR-11	31 Oct 2024	2.EGPE-8-7	12 Jun 2025	2.EGJJ-6	10 Jul 2025	2.EGPA-1	30 Nov 2023
2.EGNR-12	31 Oct 2024	2.EGPE-8-8	12 Jun 2025	2.EGJJ-7	11 Jul 2024	* 2.EGPA-2	22 Jan 2026
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
2.EGNR-5-1	30 Oct 2025	2.EGPE-8-10	12 Jun 2025	2.EGJJ-9	25 Dec 2025	2.EGPA-4	10 Jul 2025
2.EGNR-8-1	30 Oct 2025	2.EGPE-8-11	12 Jun 2025	2.EGJJ-10	8 Aug 2024	* 2.EGPA-5	22 Jan 2026
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	22 Jan 2026
2.EGNR-8-5	30 Oct 2025	2.EGPE-8-15	12 Jun 2025	2.EGJJ-14	8 Aug 2024	* 2.EGPA-9	22 Jan 2026
2.EGNR-8-6	30 Oct 2025	2.EGPE-8-16	12 Jun 2025	2.EGJJ-15	15 May 2025	* 2.EGPA-10	22 Jan 2026
2.EGNR-8-7	30 Oct 2025	2.EGPI-1	30 Oct 2025	2.EGJJ-16	20 Feb 2025	* 2.EGPA-2-1	22 Jan 2026
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
2.EGNJ-3	11 Jul 2024	2.EGPI-5	30 Oct 2025	2.EGJJ-5-1	25 Dec 2025	2.EGPA-8-4	25 Jan 2024

**GEN 0.4 CHECKLIST OF AIP PAGES (continued)**

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGPA-8-5	25 Jan 2024	2.EGNM-8	7 Aug 2025	2.EGGP-2	10 Jul 2025	2.EGLC-10	30 Oct 2025
2.EGPA-8-6	25 Jan 2024	2.EGNM-9	7 Aug 2025	2.EGGP-3	23 Mar 2023	2.EGLC-11	7 Aug 2025
2.EGPA-8-7	25 Jan 2024	2.EGNM-10	7 Aug 2025	2.EGGP-4	10 Jul 2025	2.EGLC-12	7 Aug 2025
2.EGPA-8-8	25 Jan 2024	2.EGNM-11	2 Oct 2025	2.EGGP-5	10 Jul 2025	2.EGLC-13	7 Aug 2025
2.EGPA-8-9	25 Jan 2024	* 2.EGNM-12	22 Jan 2026	2.EGGP-6	10 Jul 2025	2.EGLC-14	7 Aug 2025
2.EGPA-8-10	25 Jan 2024	* 2.EGNM-13	22 Jan 2026	2.EGGP-7	10 Jul 2025	2.EGLC-15	7 Aug 2025
2.EGPA-8-11	25 Jan 2024	* 2.EGNM-14	22 Jan 2026	2.EGGP-8	10 Jul 2025	2.EGLC-2-1	30 Oct 2025
2.EGPA-8-12	25 Jan 2024	* 2.EGNM-15	22 Jan 2026	2.EGGP-9	10 Jul 2025	2.EGLC-2-2	30 Oct 2025
2.EGPA-8-13	25 Jan 2024	* 2.EGNM-16	22 Jan 2026	2.EGGP-10	10 Jul 2025	2.EGLC-4-1	17 Apr 2025
2.EGPA-8-14	25 Jan 2024	* 2.EGNM-17	22 Jan 2026	2.EGGP-11	2 Oct 2025	2.EGLC-5-1	17 Apr 2025
2.EGPA-8-15	12 Aug 2021	* 2.EGNM-18	22 Jan 2026	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
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2.EGHC-3	27 Nov 2025	2.EGNM-6-1	7 Aug 2025	2.EGGP-16	10 Jul 2025	2.EGLC-6-5	29 Dec 2022
2.EGHC-4	27 Nov 2025	2.EGNM-6-2	4 Sep 2025	2.EGGP-17	10 Jul 2025	2.EGLC-6-6	29 Dec 2022
2.EGHC-5	27 Nov 2025	2.EGNM-8-1	7 Aug 2025	2.EGGP-18	4 Sep 2025	2.EGLC-6-7	29 Dec 2022
2.EGHC-6	27 Nov 2025	2.EGNM-8-2	7 Aug 2025	2.EGGP-19	4 Sep 2025	2.EGLC-6-8	25 Dec 2025
2.EGHC-7	30 Oct 2025	2.EGNM-8-3	7 Aug 2025	2.EGGP-2-1	10 Jul 2025	2.EGLC-7-1	5 Sep 2024
2.EGHC-8	10 Jul 2025	2.EGNM-8-4	7 Aug 2025	2.EGGP-2-2	20 Mar 2025	* 2.EGLC-7-2	22 Jan 2026
2.EGHC-9	31 Oct 2024	2.EGNM-8-5	7 Aug 2025	2.EGGP-4-1	17 Apr 2025	2.EGLC-7-3	5 Sep 2024
2.EGHC-10	31 Oct 2024	2.EGNM-8-6	7 Aug 2025	2.EGGP-5-1	17 Apr 2025	* 2.EGLC-7-4	22 Jan 2026
2.EGHC-2-1	27 Nov 2025	2.EGNM-8-7	7 Aug 2025	2.EGGP-6-1	20 Feb 2025	2.EGLC-7-5	25 Dec 2025
2.EGHC-2-2	27 Nov 2025	2.EGNM-8-8	7 Aug 2025	2.EGGP-6-2	20 Feb 2025	2.EGLC-7-6	5 Sep 2024
2.EGHC-3-1	17 Apr 2025	2.EGNM-8-9	7 Aug 2025	2.EGGP-6-3	20 Feb 2025	* 2.EGLC-7-7	22 Jan 2026
2.EGHC-8-1	22 Feb 2024	* 2.EGCM-1	22 Jan 2026	2.EGGP-6-4	20 Feb 2025	* 2.EGLC-7-8	22 Jan 2026
2.EGHC-8-2	22 Feb 2024	2.EGCM-2	25 Dec 2025	2.EGGP-6-5	20 Feb 2025	2.EGLC-7-9	5 Sep 2024
2.EGHC-8-3	22 Feb 2024	2.EGCM-3	10 Aug 2023	2.EGGP-7-1	20 Mar 2025	2.EGLC-7-10	5 Sep 2024
2.EGHC-8-4	22 Feb 2024	2.EGCM-4	10 Jul 2025	2.EGGP-7-2	4 Sep 2025	2.EGLC-7-11	5 Sep 2024
2.EGHC-8-5	30 Dec 2021	2.EGCM-5	10 Aug 2023	2.EGGP-7-3	20 Feb 2025	2.EGLC-7-12	5 Sep 2024
2.EGHC-8-6	30 Dec 2021	2.EGCM-6	10 Jul 2025	2.EGGP-7-4	23 Mar 2023	2.EGLC-7-13	5 Sep 2024
2.EGHC-8-7	30 Dec 2021	2.EGCM-7	31 Oct 2024	2.EGGP-7-5	4 Sep 2025	2.EGLC-7-14	5 Sep 2024
2.EGHC-8-8	30 Dec 2021	2.EGCM-8	25 Dec 2025	2.EGGP-7-6	23 Mar 2023	2.EGLC-7-15	5 Sep 2024
2.EGKH-1	2 Oct 2025	* 2.EGCM-2-1	22 Jan 2026	2.EGGP-7-7	23 Mar 2023	2.EGLC-7-16	5 Sep 2024
2.EGKH-2	26 Dec 2024	* 2.EGCM-8-1	22 Jan 2026	2.EGGP-8-1	20 Feb 2025	2.EGLC-7-17	28 Dec 2023
2.EGKH-3	10 Jul 2025	* 2.EGCM-8-2	22 Jan 2026	2.EGGP-8-2	20 Feb 2025	2.EGLC-7-18	28 Dec 2023
2.EGKH-4	10 Jul 2025	* 2.EGCM-8-3	22 Jan 2026	2.EGGP-8-3	20 Feb 2025	2.EGLC-7-19	28 Dec 2023
2.EGKH-5	14 Jul 2022	* 2.EGCM-8-4	22 Jan 2026	2.EGGP-8-4	20 Feb 2025	2.EGLC-8-1	3 Oct 2024
2.EGKH-2-1	2 Oct 2025	2.EGBG-1	27 Nov 2025	2.EGGP-8-5	20 Feb 2025	2.EGLC-8-2	3 Oct 2024
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
2.EGHF-2	27 Nov 2025	2.EGBG-3	14 Jul 2022	2.EGGP-8-7	20 Feb 2025	2.EGLC-8-4	3 Oct 2024
2.EGHF-3	10 Jul 2025	2.EGBG-4	10 Jul 2025	2.EGGP-8-8	20 Feb 2025	2.EGLC-8-5	3 Oct 2024
2.EGHF-4	10 Jul 2025	2.EGBG-5	25 Dec 2025	2.EGGP-8-9	20 Feb 2025	2.EGLC-8-6	13 Jul 2023
* 2.EGHF-5	22 Jan 2026	2.EGBG-6	25 Dec 2025	2.EGGP-8-10	17 Jun 2021	2.EGKK-1	30 Oct 2025
2.EGHF-6	10 Jul 2025	2.EGBG-2-1	25 Dec 2025	2.EGGP-8-11	17 Jun 2021	2.EGKK-2	27 Nov 2025
2.EGHF-7	10 Jul 2025	2.EGET-1	2 Oct 2025	2.EGLC-1	3 Oct 2024	2.EGKK-3	25 Dec 2025
2.EGHF-2-1	27 Nov 2025	2.EGET-2	2 Oct 2025	2.EGLC-2	28 Nov 2024	2.EGKK-4	27 Nov 2025
2.EGNM-1	7 Aug 2025	2.EGET-3	2 Oct 2025	2.EGLC-3	20 Mar 2025	2.EGKK-5	27 Nov 2025
2.EGNM-2	8 Sep 2022	2.EGET-4	2 Oct 2025	2.EGLC-4	7 Aug 2025	2.EGKK-6	27 Nov 2025
2.EGNM-3	19 May 2022	2.EGET-5	2 Oct 2025	2.EGLC-5	10 Jul 2025	2.EGKK-7	25 Dec 2025
2.EGNM-4	25 Dec 2025	2.EGET-6	27 Nov 2025	2.EGLC-6	10 Jul 2025	2.EGKK-8	25 Dec 2025
2.EGNM-5	7 Aug 2025	2.EGET-7	27 Nov 2025	2.EGLC-7	30 Oct 2025	2.EGKK-9	25 Dec 2025
2.EGNM-6	7 Aug 2025	2.EGET-2-1	27 Nov 2025	2.EGLC-8	10 Jul 2025	2.EGKK-10	25 Dec 2025
2.EGNM-7	7 Aug 2025	2.EGGP-1	10 Jul 2025	2.EGLC-9	2 Oct 2025	2.EGKK-11	25 Dec 2025

**GEN 0.4 CHECKLIST OF AIP PAGES (continued)**

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
<b>AD</b>		<b>AD</b>		<b>AD</b>		<b>AD</b>	
2.EGKK-12	25 Dec 2025	2.EGKK-7-6	25 Jan 2024	2.EGLL-33	27 Nov 2025	2.EGLL-7-18	25 Dec 2025
2.EGKK-13	25 Dec 2025	* 2.EGKK-7-7	22 Jan 2026	2.EGLL-34	27 Nov 2025	2.EGLL-7-19	25 Dec 2025
2.EGKK-14	25 Dec 2025	2.EGKK-7-8	25 Jan 2024	2.EGLL-35	27 Nov 2025	* 2.EGLL-7-20	22 Jan 2026
* 2.EGKK-15	22 Jan 2026	* 2.EGKK-7-9	22 Jan 2026	2.EGLL-36	27 Nov 2025	* 2.EGLL-7-21	22 Jan 2026
* 2.EGKK-16	22 Jan 2026	2.EGKK-7-10	25 Jan 2024	2.EGLL-37	27 Nov 2025	2.EGLL-7-22	25 Dec 2025
* 2.EGKK-17	22 Jan 2026	2.EGKK-7-11	25 Jan 2024	2.EGLL-38	27 Nov 2025	* 2.EGLL-7-23	22 Jan 2026
* 2.EGKK-18	22 Jan 2026	2.EGKK-7-12	25 Jan 2024	2.EGLL-39	27 Nov 2025	* 2.EGLL-7-24	22 Jan 2026
* 2.EGKK-19	22 Jan 2026	2.EGKK-7-13	25 Jan 2024	2.EGLL-40	27 Nov 2025	* 2.EGLL-7-25	22 Jan 2026
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* 2.EGKK-21	22 Jan 2026	2.EGKK-7-15	25 Jan 2024	2.EGLL-42	27 Nov 2025	* 2.EGLL-8-1	22 Jan 2026
* 2.EGKK-22	22 Jan 2026	2.EGKK-7-16	25 Jan 2024	2.EGLL-43	27 Nov 2025	* 2.EGLL-8-2	22 Jan 2026
* 2.EGKK-23	22 Jan 2026	2.EGKK-7-17	7 Aug 2025	2.EGLL-44	27 Nov 2025	* 2.EGLL-8-3	22 Jan 2026
* 2.EGKK-24	22 Jan 2026	2.EGKK-7-18	7 Aug 2025	2.EGLL-45	27 Nov 2025	* 2.EGLL-8-4	22 Jan 2026
* 2.EGKK-25	22 Jan 2026	2.EGKK-8-1	15 May 2025	2.EGLL-46	27 Nov 2025	* 2.EGLL-8-5	22 Jan 2026
* 2.EGKK-26	22 Jan 2026	2.EGKK-8-2	15 May 2025	2.EGLL-2-1	25 Dec 2025	* 2.EGLL-8-6	22 Jan 2026
* 2.EGKK-27	22 Jan 2026	2.EGKK-8-3	7 Aug 2025	2.EGLL-2-2	25 Dec 2025	* 2.EGLL-8-7	22 Jan 2026
* 2.EGKK-28	22 Jan 2026	2.EGKK-8-4	7 Aug 2025	2.EGLL-2-3	25 Dec 2025	* 2.EGLL-8-8	22 Jan 2026
* 2.EGKK-29	22 Jan 2026	2.EGKK-8-5	15 May 2025	2.EGLL-2-4	25 Dec 2025	* 2.EGLL-8-9	22 Jan 2026
2.EGKK-2-1	25 Dec 2025	2.EGKK-8-6	15 May 2025	2.EGLL-2-5	25 Dec 2025	* 2.EGLL-8-10	22 Jan 2026
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2.EGKK-2-5	30 Oct 2025	2.EGLL-1	25 Dec 2025	2.EGLL-2-9	25 Dec 2025	* 2.EGGW-1	22 Jan 2026
2.EGKK-2-6	30 Oct 2025	2.EGLL-2	28 Nov 2024	2.EGLL-2-10	25 Dec 2025	2.EGGW-2	5 Sep 2024
2.EGKK-4-1	28 Nov 2024	2.EGLL-3	28 Nov 2024	2.EGLL-2-11	25 Dec 2025	2.EGGW-3	25 Jan 2024
2.EGKK-4-2	23 Mar 2023	2.EGLL-4	28 Nov 2024	2.EGLL-2-12	25 Dec 2025	2.EGGW-4	25 Dec 2025
2.EGKK-5-1	17 Apr 2025	2.EGLL-5	25 Dec 2025	* 2.EGLL-3-1	22 Jan 2026	2.EGGW-5	25 Dec 2025
2.EGKK-6-1	7 Aug 2025	2.EGLL-6	25 Dec 2025	* 2.EGLL-3-2	22 Jan 2026	2.EGGW-6	25 Dec 2025
2.EGKK-6-2	2 Oct 2025	2.EGLL-7	25 Dec 2025	2.EGLL-4-1	01 May 2014	2.EGGW-7	2 Oct 2025
2.EGKK-6-3	17 Apr 2025	2.EGLL-8	25 Dec 2025	* 2.EGLL-5-1	22 Jan 2026	* 2.EGGW-8	22 Jan 2026
2.EGKK-6-4	2 Oct 2025	* 2.EGLL-9	22 Jan 2026	2.EGLL-5-2	31 Dec 2020	2.EGGW-9	30 Oct 2025
2.EGKK-6-5	17 Apr 2025	* 2.EGLL-10	22 Jan 2026	* 2.EGLL-6-1	22 Jan 2026	2.EGGW-10	2 Oct 2025
2.EGKK-6-6	12 Jun 2025	* 2.EGLL-11	22 Jan 2026	* 2.EGLL-6-2	22 Jan 2026	2.EGGW-11	2 Oct 2025
2.EGKK-6-7	17 Apr 2025	* 2.EGLL-12	22 Jan 2026	* 2.EGLL-6-3	22 Jan 2026	* 2.EGGW-12	22 Jan 2026
* 2.EGKK-6-8	22 Jan 2026	* 2.EGLL-13	22 Jan 2026	* 2.EGLL-6-4	22 Jan 2026	2.EGGW-13	2 Oct 2025
2.EGKK-6-9	17 Apr 2025	* 2.EGLL-14	22 Jan 2026	* 2.EGLL-6-5	22 Jan 2026	2.EGGW-14	2 Oct 2025
2.EGKK-6-10	17 Apr 2025	2.EGLL-15	27 Nov 2025	* 2.EGLL-6-6	22 Jan 2026	2.EGGW-15	2 Oct 2025
2.EGKK-6-11	17 Apr 2025	2.EGLL-16	27 Nov 2025	2.EGLL-7-1	25 Dec 2025	2.EGGW-16	2 Oct 2025
2.EGKK-6-12	2 Oct 2025	2.EGLL-17	27 Nov 2025	2.EGLL-7-2	25 Dec 2025	2.EGGW-17	2 Oct 2025
2.EGKK-6-13	17 Apr 2025	* 2.EGLL-18	22 Jan 2026	* 2.EGLL-7-3	22 Jan 2026	2.EGGW-18	2 Oct 2025
2.EGKK-6-14	2 Oct 2025	2.EGLL-19	27 Nov 2025	* 2.EGLL-7-4	22 Jan 2026	* 2.EGGW-19	22 Jan 2026
2.EGKK-6-15	17 Apr 2025	2.EGLL-20	27 Nov 2025	* 2.EGLL-7-5	22 Jan 2026	* 2.EGGW-2-1	22 Jan 2026
2.EGKK-6-16	7 Aug 2025	2.EGLL-21	27 Nov 2025	* 2.EGLL-7-6	22 Jan 2026	* 2.EGGW-2-2	22 Jan 2026
2.EGKK-6-17	17 Apr 2025	2.EGLL-22	27 Nov 2025	* 2.EGLL-7-7	22 Jan 2026	* 2.EGGW-2-3	22 Jan 2026
2.EGKK-6-18	17 Apr 2025	2.EGLL-23	27 Nov 2025	* 2.EGLL-7-8	22 Jan 2026	* 2.EGGW-3-1	22 Jan 2026
2.EGKK-6-19	17 Apr 2025	2.EGLL-24	27 Nov 2025	2.EGLL-7-9	25 Dec 2025	* 2.EGGW-4-1	22 Jan 2026
2.EGKK-6-20	17 Apr 2025	2.EGLL-25	27 Nov 2025	* 2.EGLL-7-10	22 Jan 2026	* 2.EGGW-5-1	22 Jan 2026
2.EGKK-6-21	17 Apr 2025	2.EGLL-26	27 Nov 2025	* 2.EGLL-7-11	22 Jan 2026	* 2.EGGW-6-1	22 Jan 2026
2.EGKK-6-22	17 Apr 2025	2.EGLL-27	27 Nov 2025	* 2.EGLL-7-12	22 Jan 2026	* 2.EGGW-6-2	22 Jan 2026
2.EGKK-7-1	10 Jul 2025	2.EGLL-28	27 Nov 2025	2.EGLL-7-13	25 Dec 2025	* 2.EGGW-6-3	22 Jan 2026
2.EGKK-7-2	25 Jan 2024	2.EGLL-29	27 Nov 2025	2.EGLL-7-14	25 Dec 2025	* 2.EGGW-6-4	22 Jan 2026
2.EGKK-7-3	25 Jan 2024	2.EGLL-30	25 Dec 2025	2.EGLL-7-15	25 Dec 2025	* 2.EGGW-6-5	22 Jan 2026
2.EGKK-7-4	25 Jan 2024	2.EGLL-31	25 Dec 2025	2.EGLL-7-16	25 Dec 2025	* 2.EGGW-6-6	22 Jan 2026
2.EGKK-7-5	25 Jan 2024	2.EGLL-32	27 Nov 2025	2.EGLL-7-17	25 Dec 2025	* 2.EGGW-6-7	22 Jan 2026

## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
* 2.EGGW-6-8	22 Jan 2026	2.EGSS-2-1	25 Dec 2025	* 2.EGAE-2-2	22 Jan 2026	2.EGCC-22	27 Nov 2025
* 2.EGGW-6-9	22 Jan 2026	* 2.EGSS-2-2	22 Jan 2026	2.EGAE-4-1	17 Apr 2025	2.EGCC-23	27 Nov 2025
* 2.EGGW-6-10	22 Jan 2026	2.EGSS-2-3	25 Dec 2025	2.EGAE-8-1	22 Feb 2024	2.EGCC-24	27 Nov 2025
* 2.EGGW-6-11	22 Jan 2026	2.EGSS-2-4	8 Aug 2024	2.EGAE-8-2	22 Feb 2024	2.EGCC-25	27 Nov 2025
* 2.EGGW-7-1	22 Jan 2026	2.EGSS-4-1	20 Feb 2025	2.EGAE-8-3	22 Feb 2024	2.EGCC-2-1	27 Nov 2025
* 2.EGGW-7-2	22 Jan 2026	2.EGSS-4-3	25 Jan 2024	2.EGAE-8-4	22 Feb 2024	2.EGCC-2-2	27 Nov 2025
* 2.EGGW-7-3	22 Jan 2026	2.EGSS-5-1	20 Feb 2025	2.EGAE-8-5	22 Feb 2024	2.EGCC-2-3	27 Nov 2025
* 2.EGGW-7-4	22 Jan 2026	2.EGSS-6-1	27 Nov 2025	2.EGAE-8-6	22 Feb 2024	2.EGCC-2-4	27 Nov 2025
* 2.EGGW-7-5	22 Jan 2026	2.EGSS-6-2	27 Nov 2025	2.EGAE-8-7	22 Feb 2024	2.EGCC-3-1	27 Nov 2025
* 2.EGGW-7-6	22 Jan 2026	2.EGSS-6-3	27 Nov 2025	2.EGAE-8-8	22 Feb 2024	2.EGCC-3-2	27 Nov 2025
* 2.EGGW-7-7	22 Jan 2026	2.EGSS-6-4	27 Nov 2025	2.EGAE-8-9	22 Feb 2024	2.EGCC-4-1	27 Nov 2025
* 2.EGGW-7-8	22 Jan 2026	2.EGSS-6-5	27 Nov 2025	2.EGAE-8-10	22 Feb 2024	2.EGCC-5-1	27 Nov 2025
* 2.EGGW-7-9	22 Jan 2026	2.EGSS-6-6	27 Nov 2025	2.EGAE-8-11	22 Feb 2024	2.EGCC-6-1	27 Nov 2025
* 2.EGGW-7-10	22 Jan 2026	2.EGSS-6-7	27 Nov 2025	* 2.EGMD-1	22 Jan 2026	2.EGCC-6-2	27 Nov 2025
* 2.EGGW-7-11	22 Jan 2026	2.EGSS-6-8	27 Nov 2025	2.EGMD-2	31 Oct 2024	2.EGCC-6-3	27 Nov 2025
* 2.EGGW-7-12	22 Jan 2026	* 2.EGSS-7-1	22 Jan 2026	2.EGMD-3	31 Oct 2024	2.EGCC-6-4	27 Nov 2025
* 2.EGGW-7-13	22 Jan 2026	2.EGSS-7-2	30 Oct 2025	2.EGMD-4	10 Jul 2025	2.EGCC-6-5	27 Nov 2025
* 2.EGGW-7-14	22 Jan 2026	2.EGSS-7-3	2 Oct 2025	2.EGMD-5	31 Oct 2024	2.EGCC-6-6	27 Nov 2025
* 2.EGGW-7-15	22 Jan 2026	* 2.EGSS-7-4	22 Jan 2026	2.EGMD-6	2 Oct 2025	2.EGCC-7-1	27 Nov 2025
* 2.EGGW-7-16	22 Jan 2026	2.EGSS-7-5	2 Oct 2025	2.EGMD-7	10 Jul 2025	2.EGCC-7-2	27 Nov 2025
* 2.EGGW-7-17	22 Jan 2026	* 2.EGSS-7-6	22 Jan 2026	2.EGMD-8	10 Jul 2025	2.EGCC-7-3	27 Nov 2025
* 2.EGGW-7-18	22 Jan 2026	* 2.EGSS-7-7	22 Jan 2026	* 2.EGMD-9	22 Jan 2026	2.EGCC-7-4	27 Nov 2025
* 2.EGGW-8-1	22 Jan 2026	* 2.EGSS-7-8	22 Jan 2026	2.EGMD-10	10 Jul 2025	2.EGCC-7-5	27 Nov 2025
* 2.EGGW-8-2	22 Jan 2026	2.EGSS-7-9	2 Oct 2025	* 2.EGMD-2-1	22 Jan 2026	2.EGCC-7-6	27 Nov 2025
* 2.EGGW-8-3	22 Jan 2026	2.EGSS-7-10	2 Oct 2025	* 2.EGMD-2-2	22 Jan 2026	2.EGCC-7-7	27 Nov 2025
* 2.EGGW-8-4	22 Jan 2026	2.EGSS-7-11	2 Oct 2025	* 2.EGMD-8-1	22 Jan 2026	2.EGCC-7-8	27 Nov 2025
* 2.EGGW-8-5	22 Jan 2026	2.EGSS-7-12	2 Oct 2025	* 2.EGMD-8-2	22 Jan 2026	2.EGCC-8-1	27 Nov 2025
* 2.EGGW-8-6	22 Jan 2026	2.EGSS-7-13	2 Oct 2025	* 2.EGMD-8-3	22 Jan 2026	2.EGCC-8-2	27 Nov 2025
* 2.EGGW-8-7	22 Jan 2026	2.EGSS-7-14	2 Oct 2025	* 2.EGMD-8-4	22 Jan 2026	2.EGCC-8-3	27 Nov 2025
2.EGSS-1	7 Sep 2023	2.EGSS-7-15	2 Oct 2025	* 2.EGMD-8-5	22 Jan 2026	2.EGCC-8-4	27 Nov 2025
2.EGSS-2	7 Oct 2021	2.EGSS-7-16	2 Oct 2025	* 2.EGMD-8-6	22 Jan 2026	2.EGCC-8-5	27 Nov 2025
* 2.EGSS-3	22 Jan 2026	2.EGSS-7-17	2 Oct 2025	* 2.EGMD-8-7	22 Jan 2026	2.EGCC-8-6	27 Nov 2025
* 2.EGSS-4	22 Jan 2026	2.EGSS-7-18	2 Oct 2025	* 2.EGMD-8-8	22 Jan 2026	2.EGCC-8-7	27 Nov 2025
2.EGSS-5	10 Jul 2025	2.EGSS-8-1	20 Feb 2025	2.EGCC-1	27 Nov 2025	2.EGCC-8-8	27 Nov 2025
2.EGSS-6	3 Oct 2024	2.EGSS-8-2	20 Feb 2025	2.EGCC-2	15 May 2025	2.EGCC-8-9	27 Nov 2025
2.EGSS-7	3 Oct 2024	2.EGSS-8-3	20 Feb 2025	2.EGCC-3	27 Nov 2025	2.EGCC-8-10	27 Nov 2025
2.EGSS-8	25 Jan 2024	2.EGSS-8-4	20 Feb 2025	2.EGCC-4	27 Nov 2025	2.EGCC-8-11	27 Nov 2025
2.EGSS-9	25 Dec 2025	2.EGSS-8-5	20 Feb 2025	2.EGCC-5	30 Oct 2025	2.EGCC-8-12	27 Nov 2025
2.EGSS-10	2 Oct 2025	2.EGSS-8-6	20 Feb 2025	2.EGCC-6	30 Oct 2025	2.EGCC-8-13	27 Nov 2025
* 2.EGSS-11	22 Jan 2026	2.EGSS-8-7	20 Feb 2025	2.EGCC-7	30 Oct 2025	2.EGCC-8-14	27 Nov 2025
2.EGSS-12	10 Jul 2025	2.EGSS-8-8	20 Feb 2025	2.EGCC-8	30 Oct 2025	2.EGCC-8-15	27 Nov 2025
2.EGSS-13	10 Jul 2025	2.EGSS-8-9	22 Feb 2024	2.EGCC-9	27 Nov 2025	2.EGCB-1	27 Nov 2025
2.EGSS-14	15 May 2025	2.EGSS-8-10	22 Feb 2024	2.EGCC-10	30 Oct 2025	2.EGCB-2	18 Apr 2024
2.EGSS-15	15 May 2025	2.EGAE-1	25 Dec 2025	2.EGCC-11	27 Nov 2025	2.EGCB-3	18 Apr 2024
2.EGSS-16	15 May 2025	2.EGAE-2	23 Jan 2025	* 2.EGCC-12	22 Jan 2026	2.EGCB-4	4 Sep 2025
2.EGSS-17	7 Aug 2025	2.EGAE-3	23 Jan 2025	* 2.EGCC-13	22 Jan 2026	2.EGCB-5	4 Sep 2025
2.EGSS-18	27 Nov 2025	2.EGAE-4	10 Jul 2025	* 2.EGCC-14	22 Jan 2026	2.EGCB-6	10 Jul 2025
2.EGSS-19	27 Nov 2025	2.EGAE-5	23 Jan 2025	* 2.EGCC-15	22 Jan 2026	2.EGCB-7	4 Sep 2025
2.EGSS-20	27 Nov 2025	* 2.EGAE-6	22 Jan 2026	* 2.EGCC-16	22 Jan 2026	2.EGCB-8	4 Sep 2025
2.EGSS-21	27 Nov 2025	2.EGAE-7	2 Oct 2025	* 2.EGCC-17	22 Jan 2026	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	22 Jan 2026	2.EGCC-21	27 Nov 2025	2.EGNF-2	10 Jul 2025



## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGNF-3	10 Jul 2025	2.EGHQ-2-1	25 Dec 2025	2.EGEO-3	3 Oct 2024	2.EGPK-1	27 Nov 2025
2.EGNF-4	10 Jul 2025	2.EGHQ-2-2	25 Dec 2025	2.EGEO-4	10 Jul 2025	2.EGPK-2	4 Sep 2025
2.EGNF-5	10 Jul 2025	2.EGHQ-5-1	25 Dec 2025	2.EGEO-5	15 Jun 2023	2.EGPK-3	16 May 2024
2.EGNF-6	10 Jul 2025	2.EGHQ-8-1	25 Dec 2025	2.EGEO-6	2 Oct 2025	2.EGPK-4	17 Apr 2025
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	22 Jan 2026	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
2.EGNT-8-4	11 Jul 2024	2.EGSH-2-1	31 Oct 2024	2.EGTK-8-2	30 Oct 2025	2.EGPK-8-6	27 Nov 2025
2.EGNT-8-5	11 Jul 2024	2.EGSH-2-2	11 Jul 2024	2.EGTK-8-3	30 Oct 2025	2.EGPK-8-7	27 Nov 2025
2.EGNT-8-6	11 Jul 2024	2.EGSH-4-1	17 Apr 2025	2.EGTK-8-4	30 Oct 2025	2.EGPK-8-8	27 Nov 2025
2.EGNT-8-7	11 Jul 2024	2.EGSH-5-1	17 Apr 2025	2.EGEP-1	2 Oct 2025	2.EGPK-8-9	27 Nov 2025
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
2.EGHQ-2	17 Apr 2025	2.EGBN-1	2 Oct 2025	2.EGEP-6	14 Jul 2022	2.EGPK-8-14	27 Nov 2025
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
2.EGHQ-5	23 Jan 2025	2.EGBN-4	17 Apr 2025	2.EGPT-2	30 Nov 2023	2.EGPK-8-17	27 Nov 2025
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

**GEN 0.4 CHECKLIST OF AIP PAGES (continued)**

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGKR-5	1 Dec 2022	2.EGCJ-6	7 Sep 2023	* 2.EGHI-4-1	22 Jan 2026	2.EGSY-1	25 Dec 2025
2.EGKR-6	10 Jul 2025	2.EGCJ-7	31 Oct 2024	2.EGHI-5-1	17 Apr 2025	2.EGSY-2	30 Oct 2025
2.EGKR-7	10 Jul 2025	* 2.EGCJ-2-1	22 Jan 2026	* 2.EGHI-7-1	22 Jan 2026	2.EGSY-3	16 May 2024
2.EGKR-8	17 Apr 2025	* 2.EGCJ-8-1	22 Jan 2026	* 2.EGHI-7-2	22 Jan 2026	2.EGSY-4	16 May 2024
2.EGKR-9	20 Mar 2025	* 2.EGCJ-8-2	22 Jan 2026	2.EGHI-7-3	8 Aug 2024	2.EGSY-5	10 Jul 2025
2.EGKR-2-1	25 Dec 2025	* 2.EGCJ-8-3	22 Jan 2026	2.EGHI-7-4	8 Aug 2024	2.EGSY-6	11 Jul 2024
2.EGKR-4-1	23 Mar 2023	* 2.EGCJ-8-4	22 Jan 2026	2.EGHI-7-5	8 Aug 2024	2.EGSY-7	11 Jul 2024
* 2.EGNE-1	22 Jan 2026	2.EGBS-1	2 Oct 2025	2.EGHI-7-6	8 Aug 2024	2.EGSY-8	10 Jul 2025
* 2.EGNE-2	22 Jan 2026	2.EGBS-2	27 Jan 2022	2.EGHI-7-7	8 Aug 2024	2.EGSY-9	2 Oct 2025
* 2.EGNE-3	22 Jan 2026	2.EGBS-3	10 Jul 2025	2.EGHI-8-1	27 Nov 2025	2.EGSY-10	30 Oct 2025
* 2.EGNE-4	22 Jan 2026	2.EGBS-4	10 Jul 2025	2.EGHI-8-2	27 Nov 2025	2.EGSY-11	30 Oct 2025
* 2.EGNE-5	22 Jan 2026	2.EGBS-5	15 May 2025	2.EGHI-8-3	27 Nov 2025	2.EGSY-12	30 Oct 2025
* 2.EGNE-6	22 Jan 2026	2.EGBS-6	20 Mar 2025	2.EGHI-8-4	27 Nov 2025	2.EGSY-13	30 Oct 2025
* 2.EGNE-7	22 Jan 2026	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	22 Jan 2026	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
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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
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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	22 Jan 2026
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2.EGES-6	14 Jul 2022	2.EGKA-8-3	25 Dec 2025	* 2.EGMC-10	22 Jan 2026	* 2.EGPO-5	22 Jan 2026
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	22 Jan 2026
2.EGCF-2	25 Dec 2025	2.EGCV-2	8 Aug 2024	2.EGMC-13	2 Oct 2025	* 2.EGPO-8	22 Jan 2026
2.EGCF-3	25 Dec 2025	2.EGCV-3	4 Sep 2025	2.EGMC-14	2 Oct 2025	* 2.EGPO-9	22 Jan 2026
2.EGCF-4	25 Dec 2025	2.EGCV-4	4 Sep 2025	2.EGMC-15	2 Oct 2025	* 2.EGPO-10	22 Jan 2026
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2.EGCF-2-1	25 Dec 2025	2.EGCV-6	12 Jun 2025	2.EGMC-2-2	8 Aug 2024	* 2.EGPO-12	22 Jan 2026
2.EGHE-1	25 Jan 2024	2.EGCV-7	12 Jun 2025	2.EGMC-4-1	17 Apr 2025	* 2.EGPO-13	22 Jan 2026
2.EGHE-2	3 Oct 2024	2.EGCV-2-1	2 Oct 2025	2.EGMC-5-1	17 Apr 2025	2.EGPO-2-1	2 Oct 2025
2.EGHE-3	10 Jul 2025	2.EGHI-1	23 Jan 2025	2.EGMC-7-1	15 May 2025	2.EGPO-8-1	11 Aug 2022
2.EGHE-4	23 Feb 2023	2.EGHI-2	4 Sep 2025	2.EGMC-7-2	15 May 2025	2.EGPO-8-2	11 Aug 2022
2.EGHE-5	3 Oct 2024	2.EGHI-3	12 Jun 2025	* 2.EGMC-7-3	22 Jan 2026	2.EGPO-8-3	12 Jun 2025
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2.EGHE-7	2 Oct 2025	2.EGHI-5	10 Jul 2025	2.EGMC-7-5	15 May 2025	2.EGPO-8-5	11 Aug 2022
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* 2.EGCJ-1	22 Jan 2026	2.EGHI-11	2 Oct 2025	2.EGMC-8-4	23 Jan 2025	2.EGER-1	2 Oct 2025
2.EGCJ-2	7 Sep 2023	* 2.EGHI-12	22 Jan 2026	2.EGMC-8-5	18 Apr 2024	2.EGER-2	23 Apr 2020
2.EGCJ-3	10 Jul 2025	* 2.EGHI-13	22 Jan 2026	2.EGMC-8-6	23 Jan 2025	2.EGER-3	10 Jul 2025
2.EGCJ-4	7 Sep 2023	2.EGHI-2-1	12 Jun 2025	2.EGMC-8-7	23 Jan 2025	2.EGER-4	14 Jul 2022
2.EGCJ-5	2 Oct 2025	2.EGHI-2-2	4 Sep 2025	2.EGMC-8-8	18 Apr 2024	2.EGER-5	30 Oct 2025

## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGER-6	10 Jul 2025	2.EGNV-8	25 Dec 2025	2.EGNO-3	30 Oct 2025	2.EGPC-7	25 Dec 2025
2.EGER-2-1	30 Oct 2025	2.EGNV-9	18 Apr 2024	2.EGNO-4	30 Oct 2025	2.EGPC-8	28 Nov 2024
2.EGPB-1	20 Feb 2025	2.EGNV-10	4 Sep 2025	2.EGNO-5	30 Oct 2025	2.EGPC-9	28 Nov 2024
* 2.EGPB-2	22 Jan 2026	2.EGNV-2-1	30 Oct 2025	2.EGNO-6	30 Oct 2025	2.EGPC-10	23 Feb 2023
2.EGPB-3	10 Jul 2025	2.EGNV-2-2	30 Oct 2025	2.EGNO-7	30 Oct 2025	* 2.EGPC-2-1	22 Jan 2026
2.EGPB-4	10 Jul 2025	2.EGNV-4-1	30 Oct 2025	* 2.EGNO-8	22 Jan 2026	2.EGPC-8-1	10 Aug 2023
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* 2.EGPB-7	22 Jan 2026	2.EGNV-8-2	30 Oct 2025	2.EGNO-11	30 Oct 2025	2.EGPC-8-4	10 Aug 2023
* 2.EGPB-8	22 Jan 2026	2.EGNV-8-3	30 Oct 2025	* 2.EGNO-2-1	22 Jan 2026	2.EGPC-8-5	10 Aug 2023
* 2.EGPB-9	22 Jan 2026	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	22 Jan 2026	2.EGNV-8-6	30 Oct 2025	2.EGBW-1	2 Oct 2025	2.EGPC-8-8	10 Aug 2023
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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	22 Jan 2026	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
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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	22 Jan 2026	2.EGLM-2	4 Sep 2025	2.EGHG-3	15 May 2025
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2.EGBM-4	10 Jul 2025	2.EGNL-2-1	27 Nov 2025	2.EGLM-4	20 Mar 2025	* 2.EGHG-5	22 Jan 2026
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2.EGNV-1	30 Oct 2025	2.EGNL-8-4	30 Oct 2025	* 2.EGLM-4-1	22 Jan 2026	2.EGHG-2-1	15 May 2025
2.EGNV-2	7 Aug 2025	2.EGNL-8-5	30 Oct 2025	* 2.EGPC-1	22 Jan 2026	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	22 Jan 2026	2.EGHG-8-3	4 Sep 2025
2.EGNV-5	7 Aug 2025	2.EGNL-8-8	30 Oct 2025	* 2.EGPC-4	22 Jan 2026	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	22 Jan 2026	2.EGPC-6	25 Dec 2025	2.EGHG-8-6	4 Sep 2025



## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date
<b>AD</b>	
2.EGHG-8-7	25 Feb 2021
2.EGHG-8-8	2 Dec 2021
3.EGBC-1	2 Oct 2025
3.EGBC-2	20 Mar 2025
3.EGBC-3	20 Mar 2025
3.EGBC-4	20 Apr 2023
3.EGBC-5	20 Apr 2023
3.EGLW-1	30 Oct 2025
3.EGLW-2	30 Oct 2025
* 3.EGLW-3	22 Jan 2026
* 3.EGLW-4	22 Jan 2026
* 3.EGLW-5	22 Jan 2026
* 3.EGLW-6	22 Jan 2026
* 3.EGLW-7	22 Jan 2026
* 3.EGLW-8	22 Jan 2026
* 3.EGLW-9	22 Jan 2026
* 3.EGLW-2-1	22 Jan 2026
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 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS (continued)

### 2 Landing and Taking Off Near Open Air Assemblies

- 2.1 When an event involving an organised open-air assembly of more than 1000 people takes place within 1000 metres of an unlicensed aerodrome or helicopter landing site, compliance with the following procedures is required under Standardised European Rules of the Air SERA.3105 Minimum Heights.
- 2.2 **Procedures applicable at a pre-existing unlicensed aerodrome:**
- a) Landing and take-off shall only be performed with the permission of the person in charge of the aerodrome;
  - b) Aircraft shall not fly over any area occupied by spectators or car parks below a height of 1000 FT AGL unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface; and
  - c) The person in charge of the aerodrome shall ensure that on the ground, aircraft and members of the public are segregated from each other.
- 2.3 **Procedures applicable at a temporary helicopter landing site:**
- a) The helicopter commander or operator shall obtain the written permission of the person in charge of the event prior to using the landing site;
  - b) The person in charge of the event should convey to helicopter commanders written details pertaining to the location and layout of the landing site and the procedures to be employed;
  - c) The person in charge of the event should inform the local police authority a minimum of 24 hours in advance of the commencement of operations;
  - d) The person in charge of the event shall ensure that on the ground, aircraft and members of the public are segregated from each other;
  - e) Landing and take-off shall only be performed:
    - i. During daylight hours;
    - ii. When the cloud ceiling is higher than 600 FT AGL and the flight visibility is more than 3 KM;
  - f) Helicopters shall not fly over any area occupied by spectators or car parks below a height of 1000 FT AGL or such height as will permit the helicopter, in the event of a power unit failure, to alight clear of the assembly, whichever is the higher;
  - g) Landing and take-off shall be made in an area which has been set aside for the purpose and helicopters which are landing and taking off shall maintain a safe distance from persons located outside the area, of at least 30 metres; and
  - h) Approach and departure shall be made over clear areas so that a safe forced landing can be achieved in the event of engine failure.
- 2.4 **Procedures applicable to aeroplane operations at a temporary aerodrome:**
- a) Operations should be conducted in accordance with the guidance contained in CAP 793;
  - b) The aircraft commander or operator shall obtain the written permission of the person in charge of the event prior to using the aerodrome;
  - c) The person in charge of the event should convey to aircraft commanders written details pertaining to the location and layout of the aerodrome and the procedures to be employed;
  - d) Aircraft shall not fly over any area occupied by spectators or car parks below a height of 1000 FT AGL or such height as will permit the aircraft, in the event of a power unit failure, to alight clear of the assembly, whichever is the higher.
- 2.5 CAP 793 contains guidance on safety standards at unlicensed aerodromes and CAP 789 contains guidance to operators who hold AOCs (both available at [www.caa.co.uk](http://www.caa.co.uk)). Further advice concerning operations at unlicensed aerodromes (for non-public transport operations) may be obtained from the Flight Operations Inspectorate (General Aviation) of the Civil Aviation Authority, Tel: 01293-573525. Further advice concerning operations at heliports or landing sites (for helicopter public transport operations) may be obtained from the Flight Operations Inspectorate (Helicopters) of the Civil Aviation Authority, Tel: 01293-573443.

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

- 3.1 Annex 1 to Commission Regulation (EU) 965/2012 (EASA Air Operations Regulation) contains the definition of Hostile Environment with regards to helicopter operations. (See also Air Navigation Order).
- 3.2 This designation and/or interpretation of a hostile environment applies only in relation to the EASA Air Operations Regulation and has no bearing on the circumstances in which the equipment requirements of the ANO apply.
- 3.3 Hostile environment means:
- a) an area in which:
    - i. a safe forced landing cannot be accomplished because the surface is inadequate; or
    - ii. the helicopter occupants cannot be adequately protected from the elements;
    - iii. search and rescue response/capability is not provided consistent with anticipated exposure; or
    - iv. there is an unacceptable risk of endangering persons or property on the ground;
  - b) in any case, the following areas shall be considered hostile:

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

- i. for over-water operations, the open sea areas North of 45N and South of 45S unless any part is designated as non-hostile by the responsible authority of the State' in which the operations take place; and
- ii. those parts of a congested area without adequate safe forced landing areas.

3.4 For the purposes of operations under 3.3(b)(i) above, the UK does not designate any of the open sea areas North of 45N and South of 45S as a non-hostile environment.

3.5 For the purposes of operations in Performance Class 3 under CAT.POL.H.420 and in accordance with ARO.OPS.215, the UK has not designated any area where helicopter operations may be conducted without a safe forced landing capability.

3.6 When conducting offshore operations under an Offshore Specific Approval (SPA.HOFO), flights shall only be planned and commenced when the significant wave height of the sea over which the flight is intended to be conducted to or from an offshore location:

- a) is 6 metres or less; and
- b) does not exceed the certificated ditching performance of the helicopter.

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

3.7 Interpretation of terms for use with paragraphs 3.3, 3.4 and 3.6:

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

Where used to define to airspace boundaries, 'Coastline' is defined as a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.

- c) 'Offshore operation' means a helicopter operation that has a substantial proportion of any flight conducted over open sea areas to or from an offshore location.
- d) 'Offshore location' means a facility intended to be used for helicopter operations on either a fixed or floating offshore structure or vessel including an offshore installation or a renewable energy installation as defined in the **Civil Aviation Act 1982**.
- e) 'Significant wave height' means the average value of the height (vertical distance between trough and crest) of the largest one-third of the waves present.
- f) 'Coastal Corridor' from GM1 CAT.OP.MPA.137(b) is used for helicopters operating as Commercial Air Transport in Performance Class 3 and means:

'A variable distance from the coastline to a maximum distance corresponding to three minutes flying at normal cruising speed.'

For the United Kingdom (including Northern Ireland), and from the coastline of islands surrounding it, the maximum distance from the coastline corresponds to three minutes flying at normal cruising speed, but to no greater than 6 NM, where conditions are suitable for coastal transit.

- g) 'Coastal Transit' from GM1 CAT.OP.MPA.137(b) in relation to helicopters operating as Commercial Air Transport in Performance Class 3 means:

'The conduct of operations over-water within the Coastal Corridor in conditions where there is a reasonable expectation that:

- i. the flight can be conducted safely in the conditions prevailing;
- ii. following an engine failure, a safe forced landing and successful evacuation can be achieved; and
- iii. survival of the crew and passengers can be assured until rescue is effected.'

## 4 Designation of the London and Scottish Flight Information Regions as the area within which certain documents may be retained at the aerodrome or operating site in accordance with UK Regulation 965/2012 – Air Operations and UK Regulation 2018/1976 - Sailplane Regulations

4.1 Annexes VII (Part-NCO) and VII (Part-SPO) to UK Regulation 965/2012 (UK Air Ops) and UK Regulation 2018/1976 (Sailplane Regulations) contain the option for the CAA to designate an area within which certain documents may be retained at the aerodrome or operating site.

4.2 The CAA, in accordance with NCO.GEN.135(b)(2) and SPO.GEN.140(b)(2), ARO.OPS.210, SAO.GEN.155(d) and SFCL.GEN.045(d)(2) has determined that the London and Scottish Flight Information Regions (FIR) are the designated areas for the purpose of these regulations.

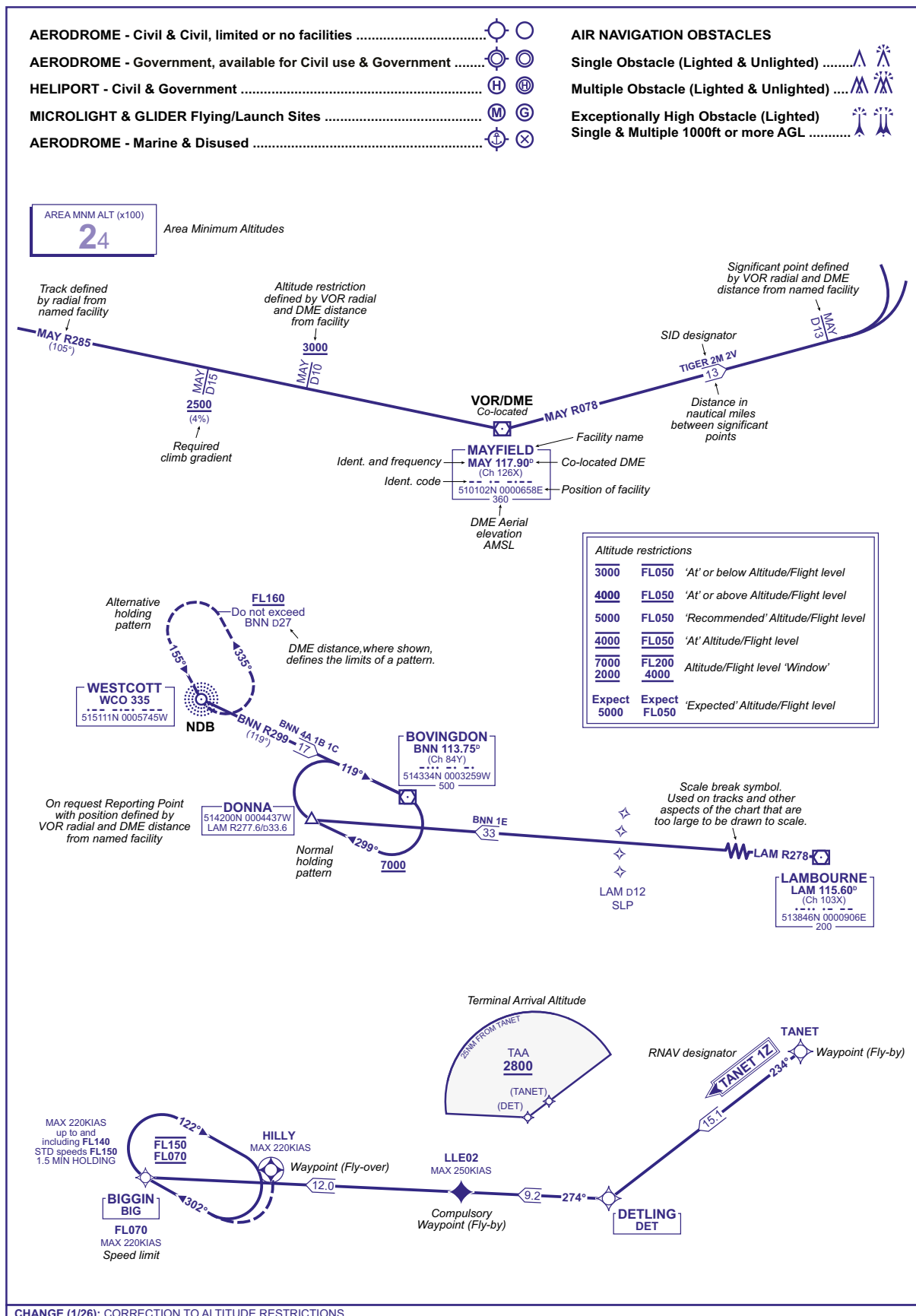
4.3 For details of the documents which shall be carried on all flights reference should be made to the relevant Annex of the UK Air Operations Regulations and Sailplane Regulations.

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

5.1 Commission Regulation (EU) No 73/2010 lays down 'requirements for the quality of aeronautical data and aeronautical information

## GEN 2.3 CHART SYMBOLS (continued)

## ADDITIONAL SYMBOLS FOR INSTRUMENT PROCEDURE CHARTS



CHANGE (1/26): CORRECTION TO ALTITUDE RESTRICTIONS.

AERO INFO DATE 04 NOV 25

## GEN 2.3 CHART SYMBOLS (continued)

STANDARD INSTRUMENT DEPARTURE (SID) AND ARRIVAL ROUTES (STAR)	
1	SID procedure charts are located in AD 2. They consist of a textual description of the procedure, a graphical illustration and explanatory notes. Only aeronautical information pertinent to the procedure is shown and these charts should therefore be used together with a suitable En-route chart which gives details of Airspace Reservations, Controlled Airspace and ATS routes.
2	SID charts are arranged by Main Exit Points: the various runway directions which can be used to the relevant Main Exit Point will be found on one chart.
3	The procedure charts are drawn to scale. Unless otherwise indicated: a) Distances are in nautical miles; b) Headings, bearings, tracks and radials are in degrees magnetic; c) Heights/altitudes where stated are based on QFE/QNH; d) Horizontal datum WGS 84 (CO-ORDS in DEG MIN SEC).
4	Area Minimum Altitude (AMA). The lowest altitude to be used under instrument meteorological conditions (IMC) that will provide a minimum vertical clearance of 300M (1000FT) or in designated mountainous terrain 600M (2000FT) above all obstacles located in the area specified, rounded up to the nearest (next higher) 30M (100FT).
5	Net Climb Gradient. The climb gradient, expressed as a percentage, that the aircraft is required to achieve to meet standard (ICAO PANS-OPS) obstacle clearance requirements, will be detailed in the textual description of the SID procedure when the required gradient is greater than 3.3% to be achieved. Procedure design gradients are annotated on charts as necessary. A table for conversion of percentage climb gradients to rates of climb for various speeds is given in the GEN 2.6 section.
6	Arrival Charts. STARs or established inbound routes are shown in a similar fashion to SIDs. Tracks terminate at the main inbound holding point from which the Instrument Approach commences.

## GEN 2.3 CHART SYMBOLS (continued)

## Meteorological Charts-Explanatory Notes

## 1 Symbols for significant Weather, Tropopause and Freezing Level etc

	Thunderstorm
	Tropical cyclone
	Severe squall line
	Hail
	Moderate turbulence
	Severe turbulence
	Mountain waves
	Moderate aircraft icing
	Severe aircraft icing
	Freezing precipitation
	Drizzle
	Rain

	Snow
	Widespread blowing snow
	Shower
	Severe sand or dust haze
	Widespread sandstorm or duststorm
	Widespread haze
	Widespread mist
	Widespread fog
	Freezing fog
	Widespread smoke
	Volcanic eruption
	Radioactive materials in the atmosphere

**Note:** Altitudes between which phenomena and any associated cloud are expected are indicated by flight levels, top over base or top followed by base. 'XXX' means the phenomenon is expected to continue above and/or below the vertical coverage of the chart. Phenomena of relatively lesser significance, for example light aircraft icing or drizzle, are not usually shown on charts even when the phenomenon is expected. The thunderstorm symbol implies hail, moderate or severe icing and/or turbulence.

**400** Tropopause spot altitude (eg FL400)

**H  
440** High point or maximum in tropopause topography (eg FL440)

**340  
L** Low point or minimum in tropopause topography (eg FL340)

**0°:100** Freezing level

Boundary of area of significant weather

Boundary of area of clear air turbulence. The CAT area may be marked by a numeral inside a square and a legend describing the numbered CAT area may be entered in the margin

**10** State of sea (wave height in metres)

**18** Sea surface temperature (°C)

## 2 Fronts and Convergence Zones

	Cold front at the surface
	Warm front at the surface
	Occluded front at the surface
	Quasi-stationary front at the surface

	Convergence line
	Inter-tropical convergence zone
	Position, speed and level of maximum wind
	Widespread strong surface wind

**Note:** An arrow with associated figures indicates the direction and the speed of the movement of the front (knots). Dots inserted at intervals along the line of a front indicate it is a developing feature (frontogenesis), while bars indicate it is a weakening feature (frontolysis).

CHANGE (2/21): PAGE FORMAT.

AERO INFO DATE 15 DEC 20

## GEN 2.3 CHART SYMBOLS (continued)

### 3 Cloud Abbreviations

#### 3.1 Type

CI = Cirrus  
CC = Cirrocumulus  
CS = Cirrostratus  
AC = Altocumulus  
AS = Altostratus  
NS = Nimbostratus  
SC = Stratocumulus  
ST = Stratus  
CU = Cumulus  
CB = Cumulonimbus (its insertion implies hail moderate or severe icing and/or turbulence)

#### 3.2 Amount

Clouds except CB  
FEW = few (1/8 or 2/8)  
SCT = scattered (3/8 or 4/8)  
BKN = broken (5/8 to 7/8)  
OVC = overcast (8/8)  
CB only  
ISOL = individual CB's (isolated)  
OCNL = well separated CB's (occasional)  
FRQ = CB's with little or no separation (frequent)  
EMBD = thunderstorm clouds contained in layers of other clouds (embedded).

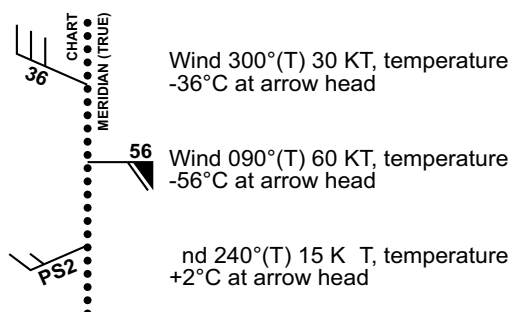
### 4 Example Weather Abbreviations

RA = rain  
DZ = drizzle  
SN = snow  
SH = showers  
FZ = freezing  
TS = thunderstorms

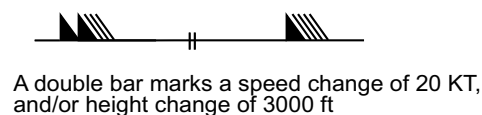
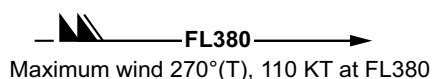
Other phenomena may be expressed as a combination of abbreviations or written in full. TS implies severe turbulence and icing.

### 5 Wind Symbols

#### 5.1 Wind/Temperature Chart



#### 5.2 Significant Weather/Tropopause/Maximum Wind Chart



If the maximum wind speed is 120kt or more, the flight levels between which winds are greater than 80kts is placed below the maximum wind level. In this example winds are greater than 80kt between FL220 and FL400

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AERO INFO DATE 15 DEC 20

## ENR 1.1 GENERAL RULES (continued)

## 1.4.5 Current Airspace Warnings

Serial	Location	Text	Lower Altitude	Upper Altitude	Date of Issue	
1	(Gulf of) Aqaba	<b>Security - Hazardous Situation in Gulf of Aqaba</b> UK civil air operators are advised to take risk into account when operating up to 150 NM from the centre point of the Gulf of Aqaba (calculated to be 284536N 344236E) due to potential risk from heightened military activity.	Surface	Unlimited	26 Dec 24	→
2	Belarus	<b>Security - Hazardous Situation in Belarus</b> UK civil air operators are recommended not to enter FIR MINSK (UMMV). Potential safety and security risks.	Surface	Unlimited	24 Jan 22	↓
3	Iran	<b>Security - Hazardous Situation in Iran</b> UK civil air operators are recommended not to enter FIR TEHRAN (OIIX). Potential risk from anti-aircraft weaponry and heightened military activity.	Surface	Unlimited	03 Oct 24	↓
4	Haiti	<b>Security - Hazardous Situation in Haiti</b> UK civil air operators are recommended not to enter FIR PORT-AU-PRINCE (MTEG) below 10,000 FT AGL due to potential risk to aviation from small arms fire.	Surface	10,000 FT AGL	15 Nov 24	↓
5	Iraq	<b>Security - Hazardous Situation in Iraq</b> UK civil air operators are recommended not to enter FIR BAGHDAD (ORBB) below FL 320. Potential risk from anti-aircraft weaponry.	Surface	FL 320	12 Sep 22	↓
6	Libya	<b>Security - Hazardous Situation in Libya</b> In accordance with Direction under the Aviation Security Act 1982, UK civil operators so served are prohibited to enter FIR TRIPOLI (HLLL) / the territory and airspace of the State of Libya. Potential risk from anti-aircraft weaponry.  UK operators not currently subject to direction under the Aviation Security Act should contact UK Department for Transport (DfT) before operating in this area.	Surface	Unlimited	12 Jun 15	↓
7	Mali	<b>Security - Hazardous Situation in Mali</b> UK civil air operators are advised to take potential risk into account within FIR NIAMEY (DRRR) and FIR DAKAR (GOOO) within the territory and airspace of Mali. Potential risk from anti-aircraft weaponry.	Surface	Unlimited	17 Mar 23	↓
8	Myanmar	<b>Security - Hazardous Situation in Myanmar</b> UK civil air operators are advised to take potential risk into account when operating below 25,000 FT above ground level (AGL) in FIR YANGON (VYYF). Potential risk from anti-aircraft weaponry.	Surface	25,000 FT AGL	15 May 25	↓
9	North Korea / Sea of Japan	<b>Security - Hazardous Situation in North Korea / Sea of Japan</b> UK civil air operators are recommended not to enter FIR PYONGYANG (ZKKP) and are advised to take potential risk into account over the Sea of Japan (within the geographical coordinates of 1280000E and 1400000E degrees of longitude). Potential risk from unannounced missile tests.	Surface	Unlimited	23 Aug 17	↓
10	Red Sea	<b>Security - Hazardous Situation in the Red Sea</b> UK civil air operators are advised to take potential risk into account when operating over the waters of the Red Sea due to potential risk from heightened military activity.	Surface	Unlimited	26 Dec 24	↓



## ENR 1.1 GENERAL RULES (continued)

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

### 1.5 Flight Planning Restrictions

- 1.5.1 Flight planning restrictions applicable to UK airspace are published within the **DNM RAD (a pre-flight ATFCM Tool)**. UK restrictions are contained within the UK Annex (Annex EG) as well as Appendices 2, 3, 4, 5 and 6 which can be found via the DNM NOP Portal website within the RAD Home page section - <https://www.nm.eurocontrol.int/RAD/>
- 1.5.1.1 Changes to the RAD are published in line with the AIRAC cycle. Any changes required between AIRAC Cycle publication dates, due to urgent operational reasons, will be notified by NOTAM.
- 1.5.1.2 Operators should refer to the RAD and its various appendices when constructing routes for an IFR flight within or overflying UK airspace.

**ENR 1.1 GENERAL RULES (continued)**

- 1.5.2 For information on standard routings within UK airspace, and alternative routings during CDR closures, users should refer to the **United Kingdom & Ireland Standard Route Document (SRD)** as published via the UK AIS CD-ROM (bespoke database and Adobe PDF formats) or via the DNM NOP Portal RAD Homepage within the 'Additional Documentation' section.
- 1.5.2.1 The United Kingdom & Ireland SRD is issued in line with the AIRAC cycle and is available to assist aircraft operators in constructing RAD compliant UK and Irish portions of IFR flight plannable routes. The route listings contained should be considered as 'preferred' and are not mandatory, however they are promulgated to identify optimum routings for operators with due regard for the ATC system. Reference may be made to applicable RAD restrictions for a route, details of which may be found via the DNM NOP Portal RAD Home page website.
- 1.5.3 Temporal flight planning buffers are added to Special Use Airspace (SUA) activation times in order to allow for flights departing late (or early) on their scheduled ETD. The parent Area Control Centre Airspace Management Cell (AMC) define the buffer requirement and parameters during the airspace planning phase of Airspace Management.
- When SUA areas are active, the AUP published activation time includes temporal buffer at the start and end of the activity. No extra buffer is required for flight planning purposes. SUA activation NOTAM define the actual parameters of the activity and do not include any element of a temporal flight planning buffer, therefore the NOTAM start and end time of the actual activity will be different to the AUP times.
- 1.6 Rules and Procedures**
- 1.6.1 Control Areas (Airways)**
- 1.6.1.1 Radio Communications and Equipment**
- 1.6.1.1.1 The requirements for radio communications and equipment are set out in GEN 1.5.
- 1.6.1.2 ATC Clearance**
- 1.6.1.2.1 One of the following phrases may be included in the initial clearance when the air traffic situation necessitates the regulation of departing flights:
- a) 'Clearance expires ..... (time)' - this indicates that if the aircraft is not airborne by the time stated, a fresh clearance will need to be obtained;
  - b) 'Take-off not before ..... (time)' - this is given so that the pilot can calculate the best time to start engines;
  - c) 'Unable to clear ..... (level planned)' - when ATC is unable to clear the flight at the level planned an alternative will be offered whenever possible, the acceptance of which will avoid or reduce delay;
  - d) 'Join Airways at ..... (place and level) not before ..... (time)' - may be used when an Airways clearance is given to an aircraft, the first part of whose flight from the origination aerodrome is in uncontrolled airspace.
- 1.6.1.3 Airborne Procedures (See also ENR 1.4, paragraph 2.1, Note 2)**
- 1.6.1.3.1 When an aircraft is cleared to leave or join an Airway at a certain point, it should be flown so as to cross the actual boundary of the Airway as near to that point as is practicable.
- 1.6.1.3.2 All aircraft flying Airways are required to adhere to IFR procedures in all weather conditions. However, when radar cover is not available ATC may offer VMC climb or descent clearances in order to avoid excessive traffic delays. Such clearances will be offered subject to the following:
- a) By day only in Visual Meteorological Conditions;
  - b) subject to the agreement of the pilot concerned;
  - c) the pilot will be responsible for effecting his own separation;
  - d) essential traffic information will be given;
- 1.6.1.3.3 Unless otherwise authorized by ATC, aircraft flying along Airways are required, in so far as practicable, to operate along the defined centre-line.
- 1.6.1.4 Flights Joining Airways**
- 1.6.1.4.1 Pilots wishing to join an Airway are required to file a flight plan either before departure or when airborne, and to request joining clearance when at least 10 minutes flying time from the intended joining point. If the destination or any part of the route is subject to Air Traffic Flow Management, pilots must have received the required authorisation/approval from the appropriate Air Traffic Flow Management Unit (ENR 1.9).
- 1.6.1.4.2 Joining clearance should be obtained as follows: Initial call - '..... (identification) request joining clearance ..... (Airway) at ..... (position)'. When instructed by ATC the following flight details should be passed:
- a) Identification;
  - b) Aircraft type;
  - c) Position and heading;

## ENR 1.1 GENERAL RULES (continued)

- d) Level and flight conditions;
  - e) Departure aerodrome;
  - f) Estimated time at entry point;
  - g) Route and point of first intended landing;
  - h) True Airspeed;
  - i) Desired level on Airway (if different from the above).
- 1.6.1.4.3 Requests for joining clearance of Airways for which the Controlling Authorities are London or Scottish Control should be obtained as follows:
  - a) From the ATSU with which the aircraft is already in communication; or
  - b) from the appropriate FIR Controller (if different from (a)); or, if it is not possible to obtain any form of clearance using (a) or (b), then
  - c) on the published frequency of the Airway Controlling Authority.
- 1.6.1.4.4 In order to prevent confliction with other Airways traffic, pilots should ensure that they are at the cleared flight level when they cross the Airway boundary, unless specific permission to do otherwise has been given by ATC.
- 1.6.1.5 **Flights Crossing Airways in IFR**
- 1.6.1.5.1 Pilots wishing to cross an Airway are required to file a flight plan either before departure or when airborne, and to request crossing clearance when at least ten minutes flying time from the intended crossing point.
- 1.6.1.5.2 Crossing clearance should be obtained as follows: Initial call - '..... (identification) request crossing ..... (Airway) at ..... (position)'. When instructed by ATC the following flight details should be passed:
  - a) Identification;
  - b) Aircraft type;
  - c) Position and heading;
  - d) Level and flight conditions;
  - e) Position of crossing;
  - f) Requested crossing level;
  - g) Estimated time of crossing.
- 1.6.1.5.3 Requests for joining clearance of Airways for which the Controlling Authorities are London or Scottish Control should be obtained as follows:
  - a) From the ATSU with which the aircraft is already in communication; or
  - b) from the appropriate FIR Controller (if different from (a)); or, if it is not possible to obtain any form of clearance using (a) or (b), then
  - c) on the published frequency of the Airway Controlling Authority.
- 1.6.1.5.4 Unless otherwise requested by ATC, aircraft crossing Airways will remain in communication with the FIR Controller and, after obtaining clearance, will report as follows when the aircraft is estimated to be at the boundary of the Airway:  
  
'..... (identification) - Crossing ..... (Airway) ..... (position) ..... (time) ..... at ..... (level)'.
- 1.6.1.5.5 Except where otherwise authorized by ATC, aircraft are required to cross the Airway by the shortest route (normally, at right angles) and to be in level flight at the cleared flight level on entering the Airway.
- 1.6.1.6 **Airway Crossings or Penetrations in VMC - Civil Aircraft**
- 1.6.1.6.1 **Powered Aircraft - Airway Crossings (See also ENR 1.4, paragraph 2.1, Note 2)**
- 1.6.1.6.1.1 Powered aircraft may cross an Airway in VMC by day without compliance with the full IFR requirements in relation to the aircraft equipment provided that the pilot holds a valid Instrument Rating and that clearance is obtained from the appropriate ACC. This clearance must be obtained by RTF (normally on the FIR frequency); the request for clearance and a crossing report should be made as shown in paragraphs 1.4.1.5.3 and 1.4.1.5.5.
- 1.6.1.6.2 **Powered Aircraft - Other penetrations of Airways (see also ENR 1.1, paragraph 4.1 and ENR 1.4, paragraph 2.1, Note 2).**
- 1.6.1.6.2.1 Other flights in VMC, for example photographic survey flights, may also do so without compliance with full IFR requirements, provided that:
  - a) Prior arrangements are made with the appropriate ACC;
  - b) specific ATC clearance is obtained for individual flights;
  - c) the aircraft can communicate by RTF on the appropriate Airways frequency.

**ENR 1.1 GENERAL RULES (continued)****1.6.1.7 Procedures for Military Aircraft**

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

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

1.6.1.7.1.2 Military aircraft crossing Airways will do so either:

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

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

**1.6.2 Air Traffic Advisory Routes**

None are currently established by the UK.

**1.6.3 The Upper Airspace Control Area**

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

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

**1.6.3.1.1 Altimeter Setting Procedures**

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

**1.6.3.1.2 Cruising Levels**

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

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

**1.6.3.1.3 Exemptions**

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

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

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

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

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

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

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

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

1.6.3.2.4 There is a military TACAN route system in the Upper Airspace. Some of the routes join the published Upper ATS Route Structure

## ENR 1.1 GENERAL RULES (continued)

at certain reporting points as well as to a similar TACAN route network over the rest of Europe. See chart of the military TACAN routes at ENR 6-72.

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

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

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

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

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

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

#### 1.6.3.4.1 Night Time Fuel Saving Routes

1.6.3.4.1.1 Night Time Fuel Saving Routes (NTFSR) are introduced in UK upper airspace, excluding airspace defined as FRA, and are routes that formalise the practice of giving flight plannable direct routings (DCT) to GAT at set times overnight. NTFSR will enable the proportion of flights flying direct to increase during their hours of operation and will thereby produce a reduction in CO<sub>2</sub> emissions. Details of the routes will be included in Appendix 4 of the UK RAD.

#### 1.6.3.4.2 Loss of Communication

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

### 1.6.3.5 Military Training Areas (MTA)

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

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

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

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

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

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

### 1.6.3.6 North Sea Reduced Co-Ordination Area

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

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

**ENR 1.1 GENERAL RULES (continued)****1.6.3.7 FRA Reduced Co-Ordination Area**

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

**1.7 Reporting Points**

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

**1.8 Terrain Clearance****1.8.1 Control Areas (Airways)**

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

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

**1.9 En-Route Holding****1.9.1 Control Areas (Airways)**

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

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

- 1.9.1.3 Pilots are required to report as follows:

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

**1.9.2 En-Route High Level Holding**

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

**1.10 Hazards and Danger Areas****1.10.1 The Upper Airspace Control Area**

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

**1.11 Glider Operations above FL 195**

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

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

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

- 1.11.2.1 VFR criteria:

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

## ENR 1.1 GENERAL RULES (continued)

- 1.11.2.2 Operations shall be in accordance with a Letter of Agreement (LoA), or specific permission.
- 1.11.2.3 Operations shall be conducted on the SPS (1013.2 mb).
- 1.11.2.4 Radio contact must be maintained on the appropriate frequency.
- Note:** *Radio frequency requirements for VFR operations by gliders above FL 195 within a Temporary Reserved Area (TRA), Temporary Reserved Area (Gliding) (TRA (G)) or for a specified VFR permission outside a TRA, will be detailed in the respective TRA Letter of Agreement (LoA), or specific permission.*
- 1.11.3 **Procedures for non-SSR equipped Glider Operations within Temporary Reserved Area (Gliding) (TRA (G)) in Class C Airspace between FL 195 - FL 240**
- 1.11.3.1 TRA (G) have been provided to accommodate non-SSR equipped gliders. (See ENR 5.2, ENR 6-64 and ENR 6-65).
- 1.11.3.2 Gliders equipped with SSR transponders should squawk 7006 whilst operating in the TRA (G).
- 1.11.3.3 **Glider Operations in TRA (G) between FL 195 - FL 240 must comply with the following requirements:**
- a) Each TRA (G) shall have a nominated gliding club(s) to manage booking arrangements with the appropriate ACC.
  - b) The nominated gliding club(s) will request booking of the required TRA (G) airspace 2 hours in advance on the day of operation.
  - c) A requested upper flight level shall be specified at the time of booking.
  - d) ACC civil and military supervisors shall co-ordinate booking request and agree initial access arrangements based on the prevailing and forecast GAT/OAT traffic situation.
  - e) A request to activate the TRA (G) shall be made only when the club(s) have positively established that access is required. No glider will enter until a positive ATC clearance has been obtained to enter the TRA (G). This may be either by telephone or RTF contact with the ACC.
  - f) Gliders shall monitor the appropriate gliding frequency specified in the LoA whilst operating within the TRA (G).
  - g) Gliders shall remain within the lateral boundaries of the TRA (G) and below the agreed upper flight level.
  - h) The gliding club(s) shall provide a contact telephone number to enable the parent ACC to close the TRA (G); if such a request is received the nominated gliding club(s) will direct gliders to vacate the TRA (G) as expeditiously as possible.
  - i) The nominated gliding club(s) will notify the ACC that TRA (G) activity is complete.
  - j) Additional requirements and detailed contact arrangements will be contained in a LoA between the responsible ACC and nominated gliding club.
- 1.11.4 **Procedures for non-SSR equipped Glider Operations within Temporary Reserved Area (Gliding) (TRA (G)) in Class C Airspace above FL 240**
- 1.11.4.1 All non-SSR equipped glider operations above FL 240 must be conducted in TRA (G).
- 1.11.4.2 The gliding representative will initiate a request to the appropriate area control supervisor (see paragraph 9.4.3) 2 hours in advance of the intended flight advising the intention to use the designated area and confirm the following details:
- a) Temporary Reserved Areas concerned (See ENR 5.2, ENR 6-66 and ENR 6-67);
  - b) Requested upper limit (Scottish Upper Area (North) has an upper limit of FL 270);
  - c) Expected time of entry into, and duration in the Upper TRA (G) (negotiated if any other priority ACC task);
  - d) The number of gliders and associated callsign(s);
  - e) Name and telephone contact number.
- 1.11.4.3 Area Control contact telephone numbers:
- For Scottish, Spadeadam, Yorkshire and Northern Ireland areas, contact Scottish ACC, Civil ATC Watch Supervisor (WS) on Tel: 01292-692763.
- For Welsh areas, contact Swanwick Military Supervisor (SMS) on Tel: 01489-612417.
- 1.11.4.4 Following notification, the Supervisor will contact the gliding representative to discuss the activity, and allocate the frequency to be employed, or, if the activity cannot be accommodated, advise the representative of the reason and negotiate a new period.
- 1.11.4.5 The glider pilot shall establish 2-way RTF contact passing FL 200 in the climb, obtain an ATC clearance to enter the TRA (G), maintain a listening watch on the frequency, and report again when passing FL 240 in descent.
- 1.11.4.6 The military controller will initiate a radio check with the glider pilot on the hour and half hour whilst the aircraft is above FL 240 to confirm continuing RTF contact. In the event of not receiving a radio check call the glider pilot will immediately attempt to re-establish 2-way contact and if unsuccessful shall descend below FL 240 within 15 minutes.
- Note:** *15 minutes after the last unsuccessful 'operations normal' radio check by the military controller the airspace above FL 240 will be deemed clear of gliders and GAT aircraft will be allowed access.*
- 1.11.4.7 The glider pilot is responsible for remaining within the designated area. In addition, all gliders flying within TRA (G) above FL 240



**ENR 1.1 GENERAL RULES (continued)**

are to be fitted with appropriate radio and navigational equipment. In the event of either of these equipments becoming unserviceable, gliders are to descend below FL 240.

- 1.11.4.8 Whilst operating within a designated area, glider pilots will be in receipt of a Flight Information Service with proximity warnings of either aircraft in emergency or Air Defence Flights, which need to transit the area. The glider pilots will be responsible for their own separation.
- 1.11.4.9 Whilst operating within a designated TRA (G) above FL 240, all position reports are to be made in relation to Airway/Upper ATS Route Reporting Points.
- 1.11.4.10 Additional requirements and detailed contact arrangements will be contained in a LoA between the responsible ACC and nominated gliding club(s).
- 1.11.5 **Procedures for SSR equipped Glider Operations within Temporary Reserved Area (TRA) in Class C Airspace between FL 195 - FL 245**
- 1.11.5.1 Gliders equipped with RTF and SSR transponder may operate in accordance with VFR within Temporary Reserved Areas (TRA) in Class C Airspace between FL 195 and FL 245 provided that the pilot:
  - a) Files a flight plan (when specified an abbreviated flight plan will be acceptable).
  - b) Obtains an ATC clearance to enter the TRA (See ENR 5.2 and ENR 6-13).
  - c) Monitors ATC frequency.
  - d) Selects SSR Code A/C as directed by ATC.
  - e) Whilst operating within a designated area, glider pilots will be in receipt of a Flight Information Service.
- 1.11.5.2 Detailed access requirements to TRA will be detailed in the LoA between the ACC responsible for the airspace and the nominated gliding club(s) concerned.
- 1.11.6 **Procedures for Glider Operations in Class C Airspace outside TRA and TRA (G) between FL 195 - FL 285**
- 1.11.6.1 Glider operations in Class C Airspace between FL 195 - FL 285 must comply with the following requirements:
  - a) The flight must be conducted in accordance with ATC instructions and/or conditions specified in LoAs or specific permission.
  - b) A flight plan must be filed. Where specified an Abbreviated Flight Plan will be acceptable as detailed in the LoA between the ACC responsible for the airspace and the nominated gliding club(s) concerned.
  - c) An ATC clearance must be obtained to fly within the airspace.
  - d) Select SSR Code A/C as directed by ATC.
  - e) Maintain listening watch on the ATC frequency.
  - f) In the event that 2-way RTF contact is lost, pilots shall squawk 7600 and descend below controlled airspace (FL 195) as expeditiously as possible.
- 1.11.6.2 Other Gliding Activity
- 1.11.6.2.1 Gliding clubs seeking access to airspace above FL 195 to facilitate special events should contact AUS in accordance with procedures detailed at ENR 1.1, paragraph 4.1.9.
- 1.12 **Procedures for Non-SSR Transponder equipped Glider Operations at and above FL 100 up to FL 195**
- 1.12.1 Non-SSR Glider Areas have been established to accommodate non-transponder equipped glider operations at and above FL 100 up to FL 195 (See ENR 5.2 and ENR 6-63).
- 1.12.2 ATC clearance is required prior to access of that Class A, C and D Airspace lying within Non-SSR Glider Areas.
- 1.12.3 Other than that portion of airspace notified as Class A, C and D Airspace the background airspace classification of Non-SSR Glider Areas is Class G, with UK FIS provided on request, where available; and in accordance with ENR 1.1 and ENR 1.6.
- 1.12.4 The glider pilot is responsible for remaining within the designated area.

**2 UK Flight Information Services****2.1 Overview**

- 2.1.1 The ICAO requirements for a Flight Information and Alerting Service are met in the Scottish FIR/UIR and the London FIR/UIR through a suite of services, collectively known as the UK Flight Information Services (FIS), and are provided through the following provisions:
  - a) To participating flights arriving at, departing from and overflying aerodromes located within Class G Airspace as listed at GEN 3.3.
  - b) To participating VFR flights operating within Class E Airspace, as listed at ENR 3.1.



## ENR 1.1 GENERAL RULES (continued)

- c) To aircraft within Advisory Radio Areas as listed at ENR 1.1, paragraphs 5.2.5/6 and ENR 5.2.
- d) Lower Airspace Radar Services (LARS) and Radar Service - FL 100 and above (outside CAS), as listed at ENR 1.6.
- e) Area Control Centre (ACC) services, including the provision of service by ACC FISOs as detailed at GEN 3.3.

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

### 2.2 Service Principles

- 2.2.1 Within Class G Airspace, regardless of the service being provided, pilots are ultimately responsible for collision avoidance and terrain clearance, and they should consider service provision to be constrained by the unpredictable nature of this environment.
- 2.2.2 A pilot shall determine the appropriate service for the various phases and conditions of flight and request that service from the controller/FISO; a Deconfliction Service and Procedural Service shall only be provided to flights under IFR, irrespective of meteorological conditions. An Alerting Service will be provided in association with all services.
- 2.2.3 Controllers will make all reasonable endeavours to provide the service that a pilot requests. However, due to finite resources or controller workload, tactical priorities may influence service availability. FISOs are not licensed to provide Traffic Service, Deconfliction Service, or Procedural Service.
- 2.2.4 Instructions issued by controllers/FISOs to pilots operating outside controlled airspace are not mandatory; however, the services rely upon pilot compliance with the specified terms and conditions so as to promote a safer operating environment for all airspace users.
- 2.2.5 Agreements can be established between a controller and a pilot such that the operation of an aircraft is laterally or vertically restricted beyond the core terms of the Basic Service or Traffic Service. Unless safety is likely to be compromised, a pilot shall not deviate from an agreement without first advising and obtaining a response from the controller.
- 2.2.6 There may be circumstances that prevent controllers/FISOs from passing timely traffic information and/or deconfliction advice, eg high workload, areas of high traffic density, against unknown aircraft conducting high energy manoeuvres, or when traffic is not displayed to the controller or obscured by surveillance clutter. Controllers/FISOs shall inform the pilot of known reductions in traffic information along with the reason and the probable duration; however, it may not always be possible to provide these warnings in a timely fashion.

### 2.3 Basic Service

- 2.3.1 Basic Service provides advice and information useful for the safe and efficient conduct of flights. This may include weather information, changes of serviceability of facilities, conditions at aerodromes, general airspace activity information, and any other information likely to affect safety. The avoidance of other traffic is solely the pilot's responsibility.
- 2.3.2 Basic Service is available under IFR outside controlled airspace in any meteorological conditions, or under VFR.
- 2.3.3 Pilots should not expect any form of traffic information from a controller/FISO and the pilot remains responsible for collision avoidance at all times. However, where a controller/FISO has information that indicates that there is aerial activity in a particular location that may affect a flight, they should provide traffic information in general terms to assist with the pilot's situational awareness. This will not normally be updated by the controller/FISO unless the situation has changed markedly, or the pilot requests an update.
- 2.3.4 Basic Service is available at all levels and the pilot remains responsible for terrain clearance at all times.
- 2.3.5 Unless the pilot has entered into an agreement with a controller to maintain a specific course of action, a pilot may change heading, route, or level without advising the controller. A controller will not issue specific heading instructions; however, generic navigational assistance may be provided on request.

### 2.4 Traffic Service

- 2.4.1 Traffic Service is a surveillance based ATS, where in addition to the provisions of a Basic Service, the controller provides specific surveillance derived traffic information to assist the pilot in avoiding other traffic. The avoidance of other traffic is solely the pilot's responsibility.
- 2.4.2 Traffic Service is available under IFR outside controlled airspace in any meteorological conditions, or under VFR. If a controller issues a heading and/or level that would require flight in IMC, a pilot who is not suitably qualified to fly in IMC shall inform the controller and request alternative instructions.
- 2.4.3 The controller will pass traffic information on relevant traffic, and update the traffic information if it continues to constitute a definite hazard, or if requested by the pilot. However, high controller workload and RTF loading may reduce the ability of the controller to pass traffic information, and the timeliness of such information. Whether traffic information has been passed or not, a pilot is expected to discharge his collision avoidance responsibility without assistance from the controller. Whilst operating in Class G Airspace, if after receiving traffic information a pilot requires deconfliction advice, an upgrade to Deconfliction Service shall be

**ENR 1.1 GENERAL RULES (continued)**

requested. Deconfliction Service is not available in Class E Airspace.

- 2.4.4 Subject to ATS surveillance system coverage, Traffic Service may be provided at any level and the pilot remains responsible for terrain clearance at all times.
- 2.4.5 A pilot may operate under their own navigation and may select their own operating levels, or a controller may provide headings and levels for the purpose of positioning, sequencing or as navigational assistance. If a heading or level is unacceptable to the pilot they shall advise the controller immediately.
- 2.4.6 When operating under their own navigation, pilots may alter course as required; however, unless safety is likely to be compromised, pilots shall not change their general route or manoeuvring area without first advising and obtaining a response from the controller.
- 2.4.7 When following an ATC heading, unless safety is likely to be compromised, a pilot shall not change heading without first advising and obtaining a response from the controller.
- 2.4.8 Unless safety is likely to be compromised, a pilot shall not change level or level band without first advising and obtaining a response from the controller.

**2.5 Deconfliction Service**

- 2.5.1 A Deconfliction Service is a surveillance based ATS where, in addition to the provisions of a Basic Service, the controller provides specific surveillance derived traffic information and deconfliction advice.
- 2.5.2 A Deconfliction Service shall only be provided to flights under IFR in Class G Airspace, irrespective of meteorological conditions. The controller will expect the pilot to accept headings and/or levels that may require flight in IMC. A pilot who is not suitably qualified to fly in IMC shall not request a Deconfliction Service unless compliance permits the flight to be continued in VMC.
- 2.5.3 A controller will provide traffic information, accompanied with a heading and/or level aimed at achieving a planned deconfliction minima. High controller workload or RTF loading may reduce the ability of the controller to pass such deconfliction advice; furthermore, unknown aircraft may make unpredictable or high-energy manoeuvres. Consequently, controllers cannot guarantee to achieve these deconfliction minima; however, they shall apply all reasonable endeavors. The avoidance of traffic is ultimately the pilot's responsibility.
- 2.5.4 The pilot shall inform the controller if he elects not to act on the controller's deconfliction advice, and therefore accepts responsibility for initiating any subsequent collision avoidance against that particular conflicting aircraft.
- 2.5.5 A Deconfliction Service will only be provided to aircraft operating at or above a terrain safe level, unless on departure from an aerodrome when climbing to a terrain safe level, or when following notified instrument approach procedures. If a controller detects a confliction when an aircraft is departing from an aerodrome and climbing to the terrain safe level, or when following notified instrument approach procedures, traffic information without deconfliction advice shall be passed. However, if the pilot requests deconfliction advice, or the controller considers that a definite risk of collision exists, the controller shall immediately offer such advice.
- 2.5.6 Unless safety is likely to be compromised, a pilot shall not change heading or level without first obtaining approval from the controller.

**2.6 Procedural Service**

- 2.6.1 A Procedural Service is a non surveillance ATS where, in addition to the provisions of a Basic Service, the controller provides instructions, which if complied with, shall achieve deconfliction minima against other aircraft participating in the Procedural Service. Neither traffic information nor deconfliction advice can be passed with respect to unknown traffic.
- 2.6.2 A Procedural Service shall only be provided to flights under IFR, irrespective of meteorological conditions. The controller will expect the pilot to accept levels, radials, tracks, routes and time allocations that may require flight in IMC. A pilot who is not suitably qualified to fly in IMC shall not request a Procedural Service unless compliance permits the flight to be continued in VMC.
- 2.6.3 A Procedural Service is available at all levels and the pilot remains wholly responsible for terrain clearance at all times.
- 2.6.4 A controller will provide deconfliction instructions by allocating levels, radials, tracks, routes, time restrictions, approach clearances and holding instructions, or use pilot position reports, aimed at achieving a planned deconfliction minima. The pilot shall inform the controller if they elect not to act on the controller's deconfliction advice, and therefore accepts responsibility for initiating any subsequent collision avoidance against the aircraft in question and any other aircraft affected.
- 2.6.5 The controller will provide traffic information on conflicting aircraft being provided with a Basic Service and those where traffic information has been passed by another ATS unit; however, there is no requirement for deconfliction advice to be passed, and the pilot is wholly responsible for collision avoidance.
- 2.6.6 Unless safety is likely to be compromised, a pilot shall not change level, radial, track, route or time restriction without first obtaining

## ENR 1.1 GENERAL RULES (continued)

approval from the controller. If a level, radial, track, route or time restriction is unacceptable to the pilot, they shall advise the controller immediately.

### 3 General Flight Procedures

#### 3.1 Position Reporting within the London and Scottish FIR/UIR

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

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

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

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

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

#### 3.1.2 Omit Position Report Procedure

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

#### 3.1.3 DME Distance Reports to ATC

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

### 3.2 Climb and Descent

#### 3.2.1 Vacating (Leaving) Levels

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

#### 3.2.2 Level Restrictions

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

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

#### 3.2.2.3 Maximum Rates of Climb and Descent

3.2.2.3.1 In order to ensure the credible interaction of Airborne Collision Avoidance Systems and ground based safety nets, other than aircraft in emergency and certain specific conditions for military aircraft (as detailed in Military AIP and MAA Regulatory Publication RA 3000 Series), all aircraft when operating under normal circumstances, when inside Controlled Airspace within the London and Scottish FIRs/UIRs should not operate with a climb or descent rate exceeding 8000 FT per minute. Aircraft when first approaching a cleared flight level and/or when changing flight level in Controlled Airspace should ensure that the vertical closure speed is not excessive. It is considered that, with about 1500 FT to go to a cleared level, vertical speed should be reduced to a maximum of 1500 FT per minute and ideally to between 1000 FT per minute and 500 FT per minute. Pilots should ensure that the aircraft neither

**ENR 1.1 GENERAL RULES (continued)**

undershoots nor overshoots the cleared level by more than 150 FT, manually overriding if necessary.

**3.2.2.4 Minimum Rates of Climb and Descent**

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

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

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

**3.2.2.5 Noise Abatement Approach Techniques**

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

**3.3 Speed Control**

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

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

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

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

**3.4 Radiotelephony, Radio Failure and Loss of Communication Procedures****3.4.1 General Radiotelephony Procedures**

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

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

3.4.1.3 So far as possible, pilots should make use of the ICAO standard RTF phraseology in ICAO Doc. 4444, Chapter 12 when communicating with ATC. UK specific differences to ICAO phraseology are notified in GEN 1.7 section.

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

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

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

## ENR 1.1 GENERAL RULES (continued)

- 3.4.1.3.3 When an estimate for a compulsory or non-compulsory reporting point, flight information boundary, or destination aerodrome is requested by an ATS unit and is in error by in excess of 2 minutes, pilots are required to provide a revised estimate to an appropriate ATS unit as soon as possible.
- 3.4.1.3.4 Where data link communications are used to facilitate clearance delivery, voice read-back of data link messages shall not be required unless otherwise notified by the appropriate authority.
- 3.4.1.4 **Operations Normal**
- 3.4.1.4.1 Pilot transmissions containing the RTF phraseology 'operations normal' are generally associated with aerial activities over mountainous or sparsely populated areas (including sea areas), where the flight receiving an ATS is required to operate within the area of responsibility of a single ATSU for prolonged periods of time. Such transmissions are made by pilots following a period of RT inactivity of 30 minutes.
- 3.4.1.4.2 The pilot's declaration of 'operations normal' is used to inform the ATSU that the flight is progressing according to plan. Controllers who do not receive an 'operations normal' report when expected will attempt to establish communications with the pilot. After three failed attempts, controllers will initiate overdue action.
- 3.4.2 **Radio Failure Procedures For Pilots**
- 3.4.2.1 **Failure of Navigation Equipment**
- 3.4.2.1.1 If part of an aircraft's radio navigation equipment fails but two-way communication can still be maintained with ATC, the pilot must inform ATC of the failure and report his altitude and approximate position. ATC may, at its discretion, authorize the pilot to continue his flight in or into Controlled Airspace. When radar is available it may, subject to workload, be used to provide navigational assistance to the pilot.
- 3.4.2.1.2 If no authorization to proceed is given by ATC, the pilot should leave, or avoid Controlled Airspace and areas of dense traffic, and either:
- a) Go to an area in which he can continue his flight in VMC or (if this is not possible);
  - b) select a suitable area in which to descend through cloud, fly visually to a suitable aerodrome and land as soon as practicable.
- But before doing so, however, he should consult ATC who may be able to give him instructions or advice. He should also take into consideration the latest meteorological information and terrain clearance and should make full use of ground VHF DF stations. He must at all times keep ATC informed of his intentions.
- 3.4.2.2 **Failure of Two-way Radio Communications Equipment**
- 3.4.2.2.1 As soon as ATC know that two-way communication has failed they will, as far as practical, maintain separation between the aircraft experiencing the communication failure and other aircraft, based on the assumption that the aircraft will operate in accordance with radio communication failure procedures described below.
- 3.4.2.2.2 Flight crews should note that air traffic control might not be aware of the loss of communications, so should not anticipate that appropriate measures to facilitate a landing have been implemented. Flight crews intending to land should therefore be alert to the possibility that vehicles, personnel and or other traffic may be occupying or entering the runway.
- 3.4.2.2.3 It should be noted that for many aerodromes in the UK, the radio communications failure procedures published in the AD 2 section differ from, or amplify, the basic procedures published below.
- 3.4.2.2.4 **For the purposes of these procedures, ATC will expect an IFR flight following the ATS route structure to adopt the IMC procedure in paragraph 3.4.2.4. If there is an overriding safety reason, the pilot may adopt the VMC procedure.**
- 3.4.2.2.5 Flights operating outside controlled airspace, without reference to ATS, should only use these procedures when the pilot decides that there is a need to alert ATC that two-way radio communications failure has occurred.
- 3.4.2.2.6 It should be noted that the use of loss of two-way communications procedures may result in aircraft flying outside controlled airspace.
- 3.4.2.2.7 The procedures detailed in this section apply to two-way radio communications failure. In the event that an additional emergency situation develops, ATC will expect the pilot to select secondary radar transponder on Mode A, Code 7700.
- 3.4.2.2.8 The expression Expected Approach Time (EAT) will mean either an EAT given by the appropriate ATC Unit or, if the pilot has been given 'No delay expected', the ETA over the appropriate designated landing aid serving the destination aerodrome.
- 3.4.2.2.9 Pilots are given an EAT of 'Delay not determined' when the destination runways cannot be used for landing and it is not possible to accurately predict when they will become available. In some circumstances an EAT of 'Delay not determined' will also be given when a preceding flight has elected to remain over the holding facility pending an improvement in weather conditions at the destination. If 'Delay not determined' has been given, do not attempt to land at the destination aerodrome, divert to the alternate des-

**ENR 1.1 GENERAL RULES (continued)**

mination specified in the current flight plan or another suitable airfield.

- 3.4.2.2.10 The 'current flight plan' is the flight plan, as filed and acknowledged with an ATC Unit, by the pilot or a designated representative.
- 3.4.2.2.11 The procedure that should be used by Special VFR Flights is detailed at ENR 1.2, paragraph 2.9.
- 3.4.2.2.12 Essential information may be relayed by ATC using the ACARS/Data Link. Pilots may endeavour to use alternative methods for communicating with ATC such as HF. The Distress and Diversion Cell (D&D) serving the London FIR/UIR and the Scottish FIR/UIR may be contacted by phone by aircraft that have approved installations that can access the UK telephone network. The telephone number is:

London D&D Tel: 01489-612406

3.4.2.3 **Visual Meteorological Conditions (VMC)**

- 3.4.2.3.1 A VFR flight experiencing communication failure shall:

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

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

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

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

3.4.2.4 **Instrument Meteorological Conditions (IMC)**

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

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

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

- a) Operate secondary radar transponder on Mode A code 7600 with Mode C.
- b)
  - i. Maintain for a period of seven minutes, the current speed and last assigned level or minimum safe altitude, if this is higher. The period of seven minutes begins when the transponder is set to 7600 and this should be done as soon as the pilot has detected communications failure.
  - ii. If failure occurs when the aircraft is following a notified departure procedure such as a Standard Instrument Departure (SID) and clearance to climb, or re-routing instructions have not been given, the procedure should be flown in accordance with the published lateral track and vertical profile, including any stepped climbs, until the last position, fix, or waypoint, published for the procedure, has been reached. Then, for that part of the period of seven minutes that may remain, maintain the current speed and last assigned level or minimum safe altitude if this is higher.
  - iii. Following the period of seven minutes, adjust the speed and level in accordance with the current flight plan and continue the flight to the appropriate designated landing aid serving the destination aerodrome. Attempt to transmit position reports and altitude/flight level on the appropriate frequency when over routine reporting points.
- c) If being radar vectored, or proceeding offset according to RNAV, without a specified limit, continue in accordance with ATC instructions last acknowledged for three minutes only and then proceed in the most direct manner possible to rejoin the current flight planned route. Pilots should ensure that they remain at, or above, the minimum safe altitude.
- d) Comply with the loss of communications procedures notified for the destination aerodrome in the AD 2 section of the UK AIP.
- e)
  - i. Arrange the flight to arrive over the appropriate designated landing aid serving the destination aerodrome as closely as possible to the ETA last acknowledged by ATC. If no such ETA has been acknowledged, the pilot should use an ETA derived from the last acknowledged position report and the flight-planned times for the subsequent sections of the flight.
  - ii. Arrange the flight to arrive over the appropriate designated landing aid serving the destination aerodrome at the highest notified Minimum Sector Altitude taking account of en-route terrain clearance requirements.



## ENR 1.1 GENERAL RULES (continued)

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

### 3.4.3 Actions taken by ATC

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

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

### 3.5.1 General

- 3.5.1.1 ACAS indications shall be used by pilots in the avoidance of potential collisions, enhancement of situational awareness, and the active search for, and visual acquisition of, conflicting traffic. The ability of ACAS to fulfil its role of assisting pilots in the avoidance of potential collisions is dependent on the correct and timely response by pilots to ACAS indications.
- 3.5.1.2 The Traffic Alert and Collision Avoidance System (TCAS) II is accepted by the Civil Aviation Authority (CAA) as a suitable ACAS system provided its installation is certificated by the State of Registry, and that its operation by flight crew is in accordance with appropriate operating instructions.

### 3.5.2 Procedures to be Established

- 3.5.2.1 An operator shall establish procedures to ensure that:

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

### 3.5.3 TCAS II Operating Characteristics

- 3.5.3.1 TCAS II will issue a TA only when another aircraft with a compatible operating transponder is close in both range and altitude. If the transponder in the potentially conflicting aircraft is providing altitude data, an RA may be issued.
- 3.5.3.2 TAs and RAs can be issued on the basis of 'time to closest point of approach (CPA)' or 'fixed distance' thresholds being penetrated. On most occasions, TAs and RAs will be issued on the 'time to CPA' basis, but in RVSM penetration of airspace fixed range and altitude thresholds are likely to be a more frequent cause.

**Note:** In cases where a vertical speed of closure causes RAs to be issued, TCAS II in the climbing/descending aircraft may advise a reduction in the climb or descent rate, whilst TCAS II in the other aircraft may advise a 'Climb' or 'Descend' RA. If the climbing/

**ENR 1.1 GENERAL RULES (continued)**

*descending aircraft in this pair is diverging in range at a slow rate, the 'Climb' or 'Descend' RA issued to the Flight Crew in the other aircraft may remain displayed for several minutes, even though the former has levelled off at its cleared flight level. Although this particular circumstance is likely to be rare, even when it does occur, excessive altitude excursions need not result.*

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

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

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

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

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

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

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

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

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

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

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

- a) Respond immediately and manoeuvre as indicated by the ACAS unless doing so would jeopardise the safety of the aircraft;
- b) follow the RA even if there is a conflict between that RA and an air traffic control (ATC) instruction to manoeuvre;
- c) not manoeuvre in the opposite sense or direction to that of the RA;
- d) limit RA manoeuvres to the minimum extent necessary to comply with the RA.

3.5.6.5 Flight Crews should note that:

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

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

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



## ENR 1.1 GENERAL RULES (continued)

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

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

- 3.5.7.1 The operation of TCAS II equipment will affect ATC operations to some extent, irrespective of the type of airspace. ATC will expect Flight Crew to react to RAs and to notify any manoeuvres initiated in response to RAs in accordance with standard practice. The Manual of Air Traffic Services Part 1, Section 1, Chapter 9 provides information on TCAS II to Air Traffic Controllers: it reiterates the phraseology that Flight Crews will use and the replies that Air Traffic Controllers should make.
- 3.5.7.2 It will be apparent from paragraph 3.5.5.1 that TAs will be more frequent in North Atlantic RVSM Airspace than elsewhere. Air Traffic Controllers should be aware of this and, where possible, be prepared to provide requested traffic information to Flight Crews.
- 3.5.7.3 As pilots are not required to take avoiding action on the basis of TA information alone, ATC does not expect requests for traffic information to be made unless the other aircraft cannot be seen and the pilots believe their aircraft is about to be endangered.
- 3.5.7.4 ATC expects pilots to respond immediately to an RA. Pilots are expected to restrict their RA manoeuvres to the minimum required to resolve the confliction, advise the Air Traffic Control Unit as soon as is practical thereafter and return to their original flight path as soon as it is safe to do so.
- 3.5.7.5 Pilots should be aware that any deviation from an ATC clearance has the potential to disrupt the controller's tactical plan and may result in a reduction of standard separation between aircraft other than those originally involved. It is vital that Flight Crew maintain a good look out and return to their original flight path as soon as it is safe and practical to do so.

## 3.6 Emergency Descents

### 3.6.1 General

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

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

- 3.6.2.1 UK Controlled Airspace is complex and congested, and traffic is often oriented on ATS routes in certain directions or flows. Therefore, if able, pilots should remain on the assigned route or track whilst carrying out the emergency descent, unless to do so would endanger the aircraft.
- 3.6.2.2 If a turn away from an assigned route or track is initiated, pilots should note that they may not be aware of traffic in their proximity (especially if flying on an assigned heading); nor of aircraft below them, not on the selected frequency, or in adjacent airspace 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

**ENR 1.1 GENERAL RULES (continued)**

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 transiting 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](http://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.**
- 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):
- Purpose of flight;
  - 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;
  - estimated duration of aerial task;
  - operating levels;
  - aircraft type, callsign and registration letters on any aircraft likely to be used;
  - aerodrome of departure;
  - planned date of operation and requested validity period;
  - communications equipment (including transponder fit).
- 4.1.2.1 Those applications which are agreed will be allocated a non-standard flight reference number. This is only an approval in principle and prior clearance must be obtained from the appropriate ATC Watch Supervisor on the day. This is normally obtained by telephone 1 hour prior to departure. However, since many tasks are weather-dependent, some have to be abandoned after the aircraft is airborne. To overcome the particular difficulty of having to land and co-ordinate another detail by telephone, the following procedures may be adopted by pilots of those NSFs which have been previously allocated a NSF number by London Area Control (Swanwick) or London Terminal Control (Swanwick), and who wish to abandon the original task co-ordinated prior to take-off and proceed to another location.
- 4.1.2.1.1 The aircraft commander will establish RTF contact on the London FIS frequency (callsign 'London Information') appropriate to the area of the country over which the new task is required to be flown, prefixing the message with the phrase 'Non-Standard Flight

## ENR 1.1 GENERAL RULES (continued)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.1.8 **Unmanned Aircraft Systems (UAS)**

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

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

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

**ENR 1.1 GENERAL RULES (continued)**

4.1.8.3 The FRZ consists of:

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

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

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

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

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

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

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

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

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

4.1.8.8 FRZ Permission Requirement Summary.

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

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

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

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

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

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

## ENR 1.1 GENERAL RULES (continued)

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

### 4.1.8.13 FRZ NOTAM Requirement Summary.

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

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

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

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

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

### 4.1.9 Unusual Aerial Activities Both Within and Outside Controlled Airspace

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

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

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

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

### 4.1.10 VFR Flight in Class C Airspace Above FL 195

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

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

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

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

**ENR 1.1 GENERAL RULES (continued)**

detailed at paragraphs 4.1.1 to 4.1.5. Applications for VFR flight to avoid IFR ATS route flow restrictions will not be granted.

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

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

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

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

**4.2 Non Deviating Status (NDS)**

- 4.2.1 NDS may be agreed by prior arrangement with the appropriate controlling authorities for certain flights within Controlled Airspace excluding in the UIR active Danger and Military Training Areas.
- 4.2.2 The requirement for NDS may be expressed as all, or part, of a notified flight profile and not merely for a constant heading and, or, flight level. Application for NDS should only be made where an inability to maintain specific track(s) and or flight level(s) could render a task operationally ineffective. NDS would not be appropriate for, nor would it be granted to, GAT aircraft carrying freight or passengers between destinations or GA aircraft general handling etc or in transit.
- 4.2.3 NDS affords priority of passage over all other OAT and GAT except for: aircraft in emergency; Royal Flights; Air Defence Priority Flights; GAT with higher civil priority category or other higher priority Special flights.
- 4.2.4 The Airspace Regulation (Utilisation) (AR(U)), is the central authority for authorising NDS and is the focal point for NDS applications, inter unit negotiations and approvals.
- 4.2.5 AR(U) normally requires a minimum of 21 days notice of pre-flight requests for NDS in order to obtain agreement from the affected Air Traffic Service Units (ATSUs) and, or, Airborne Surveillance and Control (ASAC) Units. A request for NDS should include:
- a) Operating authority, including a point of contact;
  - b) type of aircraft operation (e.g. flight trial, calibration etc);
  - c) reference number or other discrete nomenclature;
  - d) aircraft registration(s) and/or callsign(s);
  - e) details of flight(s);
    - i. departure aerodrome and destination;
    - ii. route or area;
    - iii. profiles (if appropriate);
    - iv. times;
    - v. altitudes or Flight Levels;
    - vi. facilities to be used (if appropriate);
    - vii. any non-ATC agencies involved;
    - viii. any specific requirements eg frequencies to be used etc.
  - f) details of any specific flexibility, limitation or critical aspect.
- Shorter notice applications may be considered on merit, but AR(U) may direct aircraft operating authorities to refer their requests for NDS direct to the appropriate ATSU(s) or ASAC unit(s) involved if the application cannot be processed in time by AR(U).
- 4.2.6 Units will attempt to agree to short notice requests for NDS but, if given insufficient time, may decline or modify the request. Profile adjustments may, in any event, need to be negotiated if such changes would result in less disruption to other traffic.
- 4.2.7 Flights granted NDS will remain under radar control or procedural service. If in the interest of flight safety it should become necessary to give NDS flights avoiding action, such instructions from a controller are **Mandatory**.

**4.3 Unusual Aerial Activities (UAA) Outside Controlled Airspace**

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



## ENR 1.1 GENERAL RULES (continued)

6005522) and on the CAA web site: <http://www.caa.co.uk/publications>

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

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

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

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

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

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

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

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

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

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

Post: Regional Manager ATS  
**Southern Regional Office**, Floor 2W, Aviation House, Gatwick Airport South, West Sussex RH6 0YR.  
Phone: 01293-573426.  
Fax: 01293-573974.

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

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

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

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

4.3.6 Display organisers and pilots are advised that, although every effort will be made to deal with late notification forms, no guarantee



**ENR 1.1 GENERAL RULES (continued)**

can be given that they will be processed in time for the event.

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

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

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

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

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

#### **4.4 Royal Flights**

##### **4.4.1 Introduction**

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

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

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

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

- 4.4.2.1.1 Royal Flights in fixed-wing aircraft will, whenever possible, take place within the national ATS route structure. Standard ATC procedures shall be applied to Royal Flights when operating in permanent Class A, C and D Airspace. In all other instances, the airspace around the route will be designated CAS-T.
- 4.4.2.1.2 CAS-T of appropriate height/width bands, and levels, will be established to encompass any portion of the track and flight level of the Royal aircraft that lies **outside** of permanent Class A, C and D Airspace or transits through an active Military TRA. Temporary Control Zones and Control Areas will be established, where not permanent/extant, around airfields, with an appropriate level of service provision, used for the departure or arrival of a Royal Flight.
- 4.4.2.1.3 Regardless of the prevailing meteorological conditions, aircraft shall only fly within CAS-T when ATC clearance has been obtained from the controlling authorities specified in the following sub-para:
- Temporary Control Zones.** Temporary Control Zones, Class D, will be established, where appropriate, around airfields of departure and destination where no permanent control zones exist. Control Zones for Royal Flights will extend between 5 and 10 NM radius from the centre of the aerodrome from ground level to an upper level designated for each Royal Flight dependent upon the Royal aircraft type and the aerodromes surrounding airspace. The Control Zone will be established for a period (for outbound flights) of 15 minutes before, until 30 minutes after, the ETD of the Royal aircraft or, for inbound flights, a period of 15 minutes before, until 30 minutes after, the ETA of the Royal aircraft at the airfield concerned. Overall control of these Control Zones is to be exercised, as appropriate, by the Commanding Officer of a military airfield or the appropriate ATS authority of a civil airfield.
  - Temporary Control Areas.** Temporary Control Areas, dimensions and duration thereof, will be established to meet the specific requirements of a Royal Flight. The controlling authority will be the appropriate civil or military ATCC.
  - Permanent Control Zones and Areas.** The controlling authority will be the designated controlling authority for the Permanent Control Zone or Area and the duration will be as laid down in sub-para 4.4.2.1.3 (a) and (b). Where an airfield has its own Control Zone, then the requirement to establish a Temporary Control Zone of the dimensions specified in para 4.4.2.1.3 (a) may be waived. The ATC Supervisor is to ensure that, when a Royal Flight is active or expected in the same airspace, Special VFR clearances stipulate conditions that provide separation standards against the Royal Flight mirroring IFR separation standards (para 4.4.2.2.2 refers).
  - Temporary Controlled Airways.** Class D airways will be established to join temporary or permanent Control Zones or Control Areas, as appropriate. Class C airways will be established for transit through an active TRA. Such airspace will be established for 15 minutes before ETA at the start point of the temporary airway until 30 minutes after ETD from the end/ departure point of the temporary airway. The lateral dimensions of such airways will be 5 NM each side of the intended track of the Royal Flight and vertical limits will be designated as required. The controlling authority will be the appropriate civil or military ATCC.

## ENR 1.1 GENERAL RULES (continued)

- 4.4.2.1.4 A Temporary Control Zone, Area or airway may be cancelled at the discretion of the Military Commander or Civil ATC Supervisor, as appropriate, when the Royal aircraft has left the temporary zone, area or airway and is established en-route in permanent Class A, C or D Airspace, or has landed.
- 4.4.2.1.5 Training Flights, including parachute-training flights, by any member of The Royal Family planned and carried out under VFR or IFR, and under the control of an ATCRU or aerodrome radar, will normally be classified as Royal Flights. CAS-T, where required, will be established as agreed by the aircraft operating organisation and CAA Airspace Regulation (Utilisation).
- 4.4.2.2 **Procedures Applicable to Royal Flight CAS-T**
- 4.4.2.2.1 CAS-T will be notified as Class C or Class D Airspace; applicable access criteria and separation standards apply.
- 4.4.2.2.2 Flights may operate in accordance with SVFR as described in ENR 1.2 para 2 of the UK AIP and CAP 493 (Manual of Air Traffic Services) Part 1, Section 1, Chapter 2, Para 8, within CAS-T CTRs.
- 4.4.2.2.3 CAS-T established outside of existing Class A/C Airspace is hereby notified respectively as either Control Zones or Control Areas (as appropriate) as defined in the UK Air Navigation Order.
- 4.4.2.3 **Promulgation of Royal Flight Information**
- 4.4.2.3.1 Dissemination of information concerning a Royal Flight is made via a Notification Message on a Royal Flight Collective, giving full flight details. Information on the establishment of CAS-T, including vertical limits, is promulgated by NOTAM.
- 4.4.3 **Royal Flights in Helicopters**
- 4.4.3.1 CAS-T is not normally established for Royal Flights in helicopters, but a degree of protection is provided by the establishment of a Royal Low-Level Corridor (RLLC).
- 4.4.3.2 A RLLC is marked by a series of waypoints and will be promulgated by Notification Message and are applicable to military aircraft only.
- a) Waypoints, approximately 20 minutes flying time apart, will coincide with turning points. The Notification Message will indicate the ETDs/ETAs for given check-points.
  - b) Within the RLLC, protected sectors, applying to military aircraft only, are established extending 5 NM either side of the helicopter's intended track and from ground level up to 1000 FT above the maximum cruise altitude.
  - c) In accordance with Military Regulations (RA 3237), prior to entering and when operating inside RLLCs, controllers and pilots of military aircraft should ensure that the military aircraft is in receipt of an ATS (either under Visual Flight Rules (VFR) or Instrument Flight Rules (IFR)) from:
    - i. The same Air Traffic Control (ATC) unit that is controlling the Royal Helicopter; or
    - ii. Another ATC unit that has established radar contract with the Royal Helicopter.
  - d) In addition to the requirements at 4.4.3.2(c), standard separation should be applied between military aircraft and the Royal Helicopter in accordance with Military Regulation RA 3228, with the following exceptions:
    - i. Light aeroplanes and helicopters operating under VFR with an Indicated Air Speed of 140 KT or less should be provided with sufficient traffic information to assist the military pilots to keep well clear of the Royal Helicopter; or
    - ii. Military aircraft operating VFR above 140 KT with the approval of the Royal Helicopter Commander.
- 4.4.3.3 The Notification Message will include a list of nominated aerodromes from which pilots may obtain information on the progress of the Royal Helicopter.
- 4.4.4 **Royal Flight Callsigns**
- 4.4.4.1 The flight plan aircraft identification and the radiotelephony designators for flights flown in aircraft of No. 32 (The Royal) Squadron, the King's Helicopter Flight (TKHF) or in civilian chartered aircraft are as follows:
- a) **Royal Flights.** Royal flight callsigns are as follows:
    - i. **No. 32 (The Royal) Squadron (See note).** The 3-letter operator designator KRF followed by an identification number and the letter R, eg KRF 1R, and the radiotelephony callsign 'KITTYHAWK' followed by an identification number and the letter R.
    - ii. **TKHF.** The 3-letter designator TKF followed by an identification number and the letter R, eg TKF 1R, and the radiotelephony callsign 'RAINBOW' followed by an identification number and the letter R.
    - iii. **Civilian Chartered Aircraft.** The 3-letter designator KRH followed by an identification number and the letter R, eg KRH 1R, and the radiotelephony callsign 'SPARROWHAWK' followed by an identification number and the letter R.
  - b) **Flights by Passengers entitled to CAA Priority.** Callsigns for flights by aircraft carrying passengers entitled to CAA priority are as follows:
    - i. **No. 32 (The Royal) Squadron (See note).** The 3-letter operator designator KRF and the radiotelephony callsign 'KITTYHAWK' followed by an identification number.

**ENR 1.1 GENERAL RULES (continued)**

- ii. **TKHF.** The 3-letter operator designator TKF and the radiotelephony callsign 'RAINBOW' followed by an identification number and the letter S.
  - iii. **Civilian Chartered Fixed-wing Aircraft.** The 3-letter operator designator KRH and the radiotelephony callsign 'SPARROWHAWK' followed by an identification number.
  - iv. **Civilian Chartered Rotary-wing Aircraft.** The 3-letter operator designator KRH and the radiotelephony callsign 'SPARROWHAWK' followed by an identification number and the letter S.
- c) **Positioning Flights.** Callsigns for positioning flights are as follows:
- i. **No. 32 (The Royal) Squadron (See note).** The 3-letter operator designator RRF and the radiotelephony callsign 'KITTY' followed by an identification number.
  - ii. **TKHF.** The 3-letter operator designator will be TKF and the radiotelephony callsign 'RAINBOW' followed by an identification number.
  - iii. **Civilian Chartered Fixed-wing Aircraft.** The normal aircraft callsign will be used.
  - iv. **Civilian Chartered Rotary-wing Aircraft.** The 3-letter operator designator KRH and the radiotelephony callsign 'SPARROWHAWK' followed by an identification number.
- d) **Other Flights by Aircraft of No. 32 (The Royal) Squadron (See note).** All other flights carried out by No. 32 (The Royal) Squadron will use the 3-letter designator RRR and the radiotelephony callsign 'ASCOT' followed by the required identification number.
- e) **Helicopters flown by HRH The Duke of York.** For helicopters of TKHF flown by HRH The Duke of York, the 3-letter operator designator will be LPD and the radiotelephony callsign will be 'LEOPARD'.

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

**4.5 Observation Flights Conducted Under the Treaty on Open Skies****4.5.1 Introduction**

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

**4.5.2 Observation Flights**

- 4.5.2.1 Observation Flights may be conducted from RAF Brize Norton and Glasgow Prestwick Airport.
- 4.5.2.1.1 Occasionally, an Observation Flight may overfly several Western European Union (WEU) Countries in one mission – Combined Observation Flight. In this case, the Observation Flight could commence and/or end within the UK, or merely overfly the UK during the mission. Additionally, a refuelling stop within the UK may be required.
- 4.5.2.1.2 The aircraft used during the Observation Flight may be provided by either the UK or the visiting Country. In either case, a UK Flight Monitor will always be available on the flight deck to act as an interface with ATC agencies.
- 4.5.2.2 Although His Majesty's Government will receive at least 3 days notice of the arrival of an Observation Team within the UK, the intended route and profile of the Observation Flight (Mission Plan) will not be known until approximately 24 hours prior to commencement. Upon receipt of the Mission Plan, the Airspace Regulation (Utilisation) (AR(U)) will initiate any Danger Area closure action and notify details of the route to the appropriate ATC agencies by means of an Airspace Co-ordination Notice (ACN). AR(U) will also take NOTAM action to notify other agencies and airspace users.
- 4.5.2.3 Under the terms of the Treaty, aircraft undertaking Observation Flights are to be afforded due priority over other aircraft, (**see Note 1**). Observation Flights within UK airspace are therefore granted Category B Status (as detailed in MATS Part 1, Section 1, Chapter 4, para 10C). In addition, when within Controlled Airspace, flights are to be afforded non-deviating status (ENR 1.1.4.2), and when outside of Controlled Airspace, as far as possible flights are to be afforded priority over all other aircraft except those in an emergency or performing roles where the safety of life is involved.
- 4.5.2.4 All Observation Flights within UK airspace shall be conducted in compliance with published National ATC rules, procedures and guidelines on flight safety, (**see Note 2**).
- 4.5.2.5 For flight safety reasons and to assist in affording priority over other traffic, whilst operating in Class G Airspace, Observation Flights are strongly recommended to remain within the bounds of radio and radar coverage. In addition, to enable the UK air traffic control authorities to meet their responsibilities in accordance with the Open Skies Treaty, in particular the preservation of flight safety, and the prioritisation obligation in Article VI, Section I, paragraph 15, Observation Flights operating in the Scottish Highlands Area are to operate under Instrument Flight Rules (IFR) and remain above the IFR Minimum Levels over high terrain as detailed in SERA.5015(b)(1).
- 4.5.2.6 The Open Skies Scottish Highland Area is within the area bounded by straight lines joining the following coordinates: 555300N 0050000W – 560400N 0045200W – 560100N 0044200W – 565400N 0022900W – 572800N 0025300W – 572600N 0044000W –

## ENR 1.1 GENERAL RULES (continued)

573700N 0043100W – 581300N 0032800W – 583500N 0045500W – 571200N 0062100W – 561800N 0061200W.

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

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

### 4.6 Special Flights

#### 4.6.1 Introduction

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

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

#### 4.6.2 Content

4.6.2.1 SFNs will contain details of:

- a) The purpose of the subject flight.
- b) The priority(ies) of the subject flight, to be in accordance with flight categories defined at CAP 493 Manual of Air Traffic Services Part 1, Section 1, Chapter 4 and as authorised by the CAA as follows:
  - i. Police Authority ASU and AOU flights - Category A (Police Emergencies), Category B (the normal operational priority) or Category Z (training, test and other flights involving Police Authority aircraft).
  - ii. HEMS flights - A, E or Z as described in AIC Y 9/2014 dated 20 February 2014.
  - iii. HM Government-sponsored flights, subject to the nature of the activity but usually Category B for special surveys. Category E applies to time-critical test and training flights, Category Z to all routine training, test and other flights.
- c) The period(s) during which flights may take place.
- d) The period of validity of the SFN.
  - i. A Special Flight Notification should normally be issued for no longer than twelve months from the date of issue.
  - ii. Exceptionally, subject to the approval of the NATS SFN Co-ordinator and the CAA, this period may be extended to no longer than fifteen months from the date of issue when the period of operation of the flight is expected to be longer than twelve, but no longer than fifteen months from the date of issue and/or to assist in the timely administration of notices of renewal.
- e) The name of the operator and the type of aircraft.
- f) The callsign(s) to be used and the main operating base(s).
- g) The routine operating area of the activity.
- h) The operating level (or levels), where appropriate to include minimum and/or maximum levels and/or level bands.
- i) The minimum weather criteria required for the particular operation.
- j) Points of contact for the operator and ATC agencies responsible for the area in which the flight is to be undertaken.
- k) The rules under which the aircraft captain is to operate the aircraft.
- l) Available communications and (if applicable) discrete SSR codes to be used.
- m) Pre-flight notification and co-ordination requirements for the flight, to include the minimum pre-notification period where appropriate or possible.
- n) The action by the aircraft captain in the event of loss of communications (AIP ENR 1.1, subsection 3 refers to basic national procedures).
- o) Any special considerations.

#### 4.6.3 Promulgation

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

Post: NATS SFN Co-ordinator, Room 3115/Box 3115, London Area Control (Swanwick), Sopwith Way, Swanwick, Hants, SO31 7AY

Phone: 01489-444182 (alternate 01489-444181)

Email: [special.flights@nats.co.uk](mailto:special.flights@nats.co.uk)

#### 4.6.4 Enquiries

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

Post: Airspace Regulation, Aviation House, Gatwick, RH6 0YR

**ENR 1.1 GENERAL RULES (continued)**

Phone: 01293-983880  
Email: [arops@caa.co.uk](mailto:arops@caa.co.uk)

**4.7 Civilian Formation Flights - ATC Procedures****4.7.1 General**

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

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

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

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

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

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

**4.7.2 Controlled Airspace**

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

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

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

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

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

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

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

4.8.1.1 Ideally, an air test request form is to be sent prior to midnight (local) the day before the test; this is to ensure that Swanwick(Mil) is able to offer a deconfliction service for the civil operator against busy military flying periods. However, should this notice period not be possible, the request to Swanwick(Mil) is to be made no less than 2 hours prior to the airtest commencing. If requests are made with only 2 hours notice then these must be made as early in the day as possible; this is to enable controller workload planning. Requests made late in the day are at risk of postponement until the following day. All pilots should note that the provision of service to any civil airtest is always subject to potential short notice cancellation or delay in the event of unexpected military activity.

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

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

## ENR 1.1 GENERAL RULES (continued)

### ANNEX A TO 3.01.18 CIVIL AIR TEST PROFORMA

Civil aircraft operators, including military contractors, should ideally inform 78 Squadron (78 Sqn), callsign Swanwick(Mil) of their requirements for a test flight at least 24 hours in advance. This is to deconflict between high intensity periods of military fast jet flying. Should this not be possible, the request to 78 Sqn is to be made no less than 2 hours prior to the air test commencing. 78 Sqn has reduced controlling capacity between 1800–0800(1700-0700) Mon to Fri and from 1700(1600) Fri to 0800(0700) Mon (extended until 0800(0700) on Tue following a Public Holiday); during these times operators should be aware they may be required to use the normal ATS network or reschedule their test flight.

This form is to be returned to 78 Sqn plans via email: [swk-plans@mod.gov.uk](mailto:swk-plans@mod.gov.uk) If the request falls within the reduced capacity timings or under 24 hours in advance, please forward to the respective Supervisors inbox: [SwanwickMilitary-East@nats.co.uk](mailto:SwanwickMilitary-East@nats.co.uk), [SwanwickMilitary-West@nats.co.uk](mailto:SwanwickMilitary-West@nats.co.uk) or [SwanwickMilitary-North@nats.co.uk](mailto:SwanwickMilitary-North@nats.co.uk) Upon approval, the reference number should be annotated on the flight plan.

OPERATORS ARE TO ENSURE THAT FLIGHT PLANS ARE ADDRESSED TO EGWDZQZX  
- FAILURE TO DO SO MAY RESULT IN A DELAY TO THE FLIGHT

Aircraft Operator								
Contact Telephone No								
Date	Day	Month	Year		Requested Date of Air Test	Day	Month	Year
Callsign				Aircraft Type				
RVSM Status								
Departure Aerodrome				Destination Aerodrome				
UTC				UTC				
Planned Manoeuvring Area								
Flight Profile								
1	FL (or level band)		Duration	mins	Remarks			
2	FL (or level band)		Duration	mins	Remarks			
3	FL (or level band)		Duration	mins	Remarks			
Detail Any Special Handling Requirements / Remarks								
Approved	Yes	No	Reference:			Date:		

Captains of test flights are requested to call the respective Supervisor, West (01489) 61 2417, East 2408 or North 2493 prior to engine start to ensure that the Sqn has the capacity to provide an Air Traffic Service outside of the ATS network.

CIVIL AIRTESTS ARE ACCEPTED SUBJECT TO MILITARY TRAFFIC LEVELS.



**ENR 1.1 GENERAL RULES (continued)****4.9 Civil Air Tests within the London FIR and UIR**

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

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

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

For non-standard flights, please see section 4.1.

**5 Special Use Airspace and Hazards to Flight****5.1 Special Use Airspace****5.1.1 Overview**

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

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

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

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

**5.1.2 Special Use Airspace Activities**

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

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



## ENR 1.1 GENERAL RULES (continued)

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

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

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

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

### 5.1.3 Restriction of Flying Regulations

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

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

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

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

### 5.1.4 Emergency Restriction of Flying Regulations

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

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

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

**ENR 1.1 GENERAL RULES (continued)**

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

- 5.1.4.3 The ECA, which will be identified in the relevant NOTAM, is the only authority that may grant permission for an aircraft to be flown within the designated area. Subject to any overriding considerations of safety, flights by aircraft directly associated with emergency action will invariably be given priority over those seeking to overfly the area for any other reason. Whenever possible, ATSUs in the vicinity of emergency incidents are requested to inform aircraft already airborne of the introduction of a TDA or RA(T). Details of RA(T)s will also be included on the NATS Aeronautical Information Service Freephone telephone number 08085-354802. Notification of the withdrawal of airspace restrictions will be published by NOTAM at the appropriate time.
- 5.1.4.4 Should a pilot see an emergency incident, which they believe may not have been previously notified, they should report the details to any ATSU by the quickest means possible.
- 5.1.4.5 To avoid any confusion between Air Traffic Controllers and Pilots, only the phrases 'Temporary Danger Area' or 'Restricted Area (Temporary)' are to be employed when describing temporary airspace associated with the handling of emergency incidents.
- 5.1.5 **Danger Areas, Temporary Segregated Areas and Temporary Reserved Areas**
- 5.1.5.1 The publication of the policy for the Establishment and Operation of Special Use Airspace has changed some of the requirements for Danger Areas and Temporary Reserved Areas meaning some of the information in this section is no longer aligned with current policy. However, operations remain extant until reviewed and updated to align with the policy.
- 5.1.5.2 **Danger Area** - airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.
- 5.1.5.3 **Temporary Segregated Area** - a defined volume of airspace, temporarily segregated and allocated for the exclusive use of a particular user during a determined period of time and through which other traffic will not be allowed to transit.
- 5.1.5.4 **Temporary Reserved Area** - airspace that is temporarily reserved and allocated for the specific use of a particular user during a determined period of time and through which other traffic may or may not be allowed to transit in accordance with the air traffic management arrangements notified for that volume of airspace.
- 5.1.5.5 **Cross Border Area** - an Airspace Restriction or Reservation established over international borders for specific operational requirements. Cross Border Areas may come in the form of a Danger Area, Temporary Segregated Area or Temporary Reserved Area.
- 5.1.5.6 Danger Areas, Temporary Segregated Areas and Temporary Reserved Areas are established to provide protection for or from specific operations that are taking place within them. Certain aircraft operating within some of these areas may be unable to comply with certain elements of SERA (such as SERA.3135 Formation Flights, SERA.3201 General, SERA.3205 Proximity and SERA.3210 Right-of-Way). Pilots should not enter these areas unless they have approval to do so and are strongly advised to make use of an Air Traffic Service when operating in the vicinity.
- 5.1.5.7 Approved Agencies are units that are permitted to request the reservation of Special Use Airspace from an AMC and are referenced in the Remarks column of the relevant area in ENR 5.1 and ENR 5.2 as the 'Contact: Booking'. Where the MAMC is described as the Approved Agency, the MAMC is responsible for ensuring only authorised users can reserve the Special Use Airspace. Entities not listed as an Approved Agency who wish to reserve AMC Managed Areas must seek approval from the relevant SUA Authority.
- 5.1.5.8 Permanent Danger Areas are tabulated at ENR 5.1. Temporary Segregated and Temporary Reserved Areas established on a permanent basis are tabulated at ENR 5.2.
- 5.1.6 **Danger Area Byelaws**
- 5.1.6.1 Unauthorised entry into many Danger Areas is prohibited within the period of activity of the Danger Area as listed at ENR 5.1 by reason of Byelaws made under the Military Lands Act 1892 and associated legislation. For those Danger Areas where Byelaws which prohibit entry apply, the Remarks column of ENR 5.1 includes the year and number of the relevant Statutory Instruments (SI). It should be noted that the geographical area of the Danger Area as presented in ENR 5.1 may not coincide with the areas defined within the associated SI. Information on the MOD SIs can be found at <https://www.gov.uk/guidance/ministry-of-defence-byelaws> or by contacting the MOD on 01276-412471.
- 5.1.6.2 ENR 5.1 contains details only of those UK Danger Areas that have an upper limit in excess of 500 FT above ground level. There are many ranges (rifle, small arms etc) with upper limits of 500 FT or less above ground level, see paragraph 5.3.1 Small Arms Ranges and details as listed at ENR 5.3. Pilots should therefore satisfy themselves that they are clear of such Small Arms Ranges when flying at or below 500 FT.
- 5.1.7 **Obtaining Information Regarding the Status of Special Use Airspace**
- 5.1.7.1 **Pre-flight information**  
Pre-flight information on the status (active/not active) of SUA can be obtained from several sources such as the AIP ENR 5.1 and 5.2 and NOTAMs. Obtaining pre-flight information can help pilots plan their flight safely and efficiently. Pre-flight information is not

## ENR 1.1 GENERAL RULES (continued)

classified as a SUA Activity Information Service, which can be used to obtain information regarding the status of SUA while in flight, as described below. The existence of an SUA Activity Information Service does not absolve pilots from the responsibility of obtaining as much information as possible on a relevant SUA as part of normal pre-flight briefing procedures.

### 5.1.7.2 **SUA Activity Information Service**

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

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

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

### 5.1.7.5 **SUA Crossing Service**

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

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

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

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

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

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

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

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

#### 5.1.9.1 **Introduction**

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

5.1.9.1.1 In complying with the EC Regulation lowering Class C Airspace to FL 195, TRA between FL 195 and FL 245 have been established to accommodate various VFR airspace users, including military autonomous operational requirements, above FL 195. These TRAs may be used simultaneously by both civil and military aircraft, including aircraft in transit through the TRA. Operations will be conducted in accordance with the Rules of the Air and relevant requirements for equipment carriage and operation, or as agreed via the Unusual Aerial Activities regulations. Although the background classification between FL 195 and FL 245 within UK airspace is Class C, to avoid operational restrictions military aircraft may operate autonomously or be in receipt of an ATS from an approved unit.

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

5.1.9.1.3 The requirement for VFR operations by civil aircraft above FL 195 has been assessed to be very small. Therefore, other than the

**ENR 1.1 GENERAL RULES (continued)**

schematic charts included at ENR 6-13, details of these TRAs will not be included in the CAA 1:500,000 chart series, but are represented on the military En-Route Low Altitude chart series, available from RAF AIDU, Customer Services Department, Tel: 020-8833 8587 or 020-8833 8209.

**5.1.9.2 ATS Routes**

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

**5.1.9.3 Air Traffic Services and Separation Requirements**

- 5.1.9.3.1 Class C requirements for the provision of ATS do not apply within these TRAs. ATS will be provided in accordance with UK Flight Information Services (UK FIS) by the appropriate military or civil Air Traffic Service Providers. Autonomous operations are permitted in TRAs in accordance with paragraph 5.1.9.7.
- 5.1.9.3.2 Airspace users are to note that the lateral limits of TRAs are coincident with adjacent Lower ATS routes. Aircraft operating within a TRA receiving a UK FIS will be advised of the proximity of aircraft operating within adjacent Class C Airspace and offered appropriate advice.
- 5.1.9.3.3 ATS above FL 195 will be provided by existing ACCs/ATCCs, approved military ATS and ASACS units and autonomous radar units in accordance with established operating limitations. Specified military ATS units may be authorised by the CAA to provide ATS within an active TRA to below FL 245 in accordance with the approval conditions. Unless approved by the CAA, provision of ATS by ATC Approach Units/Military ATC Terminal Units will be restricted to below FL 195.

**5.1.9.4 Operational Procedures**

- 5.1.9.4.1 Operations should normally be conducted on SPS (1013.2 mb).
- 5.1.9.4.2 IFR flights within a TRA should conform to the semicircular cruising levels at ENR 1.7 paragraph 6.1 within an active TRA.
- 5.1.9.4.3 Aircraft in receipt of a radar service may operate to the extremities of the TRAs and will be provided with advice from the controller that is appropriate to the service being received in order to remain clear of aircraft operating in adjacent Controlled Airspace.
- 5.1.9.4.4 Details for autonomous operations are included in the access requirements at paragraph 5.1.9.7.
- 5.1.9.4.5 Military airspace users and ANSPs should note that transponder equipped Gliders are permitted to enter TRA under appropriate ATS. However, gliders without transponders are only permitted to enter TRA (G) that have been specifically designed to cater for non-transponder equipped gliders. Airspace users and ANSPs should note that due to a CAA Safety Regulatory Requirement, no IFR traffic is permitted to enter a TRA (G) (except aircraft in emergency or Air Defence Priority Flights).
- 5.1.9.4.6 Glider access requirements to a TRA are detailed in ENR 1.1, paragraph 1.11.
- 5.1.9.4.7 Derogations from airborne carriage obligations of 8.33 KHz in Controlled Airspace above FL195 may be approved. Specific exemptions and arrangements for military aircraft operations in 8.33 KHz airspace are detailed separately in the Military AIP and ENR 1.8.

**5.1.9.5 VFR Weather Minima**

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

**5.1.9.6 Access Requirements****5.1.9.6.1 IFR**

- a) A flight plan must be filed. Abbreviated flight plans are permissible in accordance with AIP ENR 1.10 and CAP 493, MATS Pt 1, Section 1, Chapter 2, Paragraph 10. Abbreviated Flight Plans will only be acceptable for military aircraft operating under the control of a military ATS or ASACS unit.
- b) An ATC clearance must be obtained to fly within the airspace.
- c) Radio contact must be maintained on the appropriate frequency.
- d) The flight must be conducted in accordance with ATC instructions.
- e) Aircraft in IFR transit through a TRA from/to adjacent CAS will be in receipt of an ATC service and will not require to obtain an additional ATC clearance to transit the TRA.
- f) Traffic operating under the IFR shall not be cleared to transit through an activated TRA (G) (except aircraft in emergency or Air Defence Priority Flights). Aircraft in receipt of a Traffic Service or Deconfliction Service will be offered a re-route in these circumstances.

## ENR 1.1 GENERAL RULES (continued)

### 5.1.9.6.2 VFR

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

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

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

### 5.1.9.7 Military Autonomous Operations

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

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

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

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

### 5.1.9.8 Booking Procedures Outside Promulgated Hours of Activity

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

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

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

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

## 5.2 Hazards to Flight

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

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

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

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

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

- 5.2.3.1 Air combat training by military aircraft practicing high energy manoeuvres regularly takes place in the areas listed in ENR 5.2. Pilots unable to avoid these areas are strongly advised to make use of a radar service; these areas are depicted at ENR 6-76.

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

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

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

- 5.2.5.1 Test flight aircraft are routinely flown from MoD Boscombe Down in the Advisory Radio Area as shown at ENR 5.2. A test profile

**ENR 1.1 GENERAL RULES (continued)**

involves manoeuvres that are required to take place overland but which may place the aircraft at the limits of its flight envelope. Consequently, whilst the test pilot remains responsible for the safe conduct of the flight, there could be occasions when the pilot would be unable to manoeuvre the aircraft in compliance with SERA and the Rules of the Air Regulations 2015.

- 5.2.5.2 Pilots of other aircraft flying in the area are strongly advised to call Boscombe Down (ENR 5.2), who will provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour of the test area.
- 5.2.5.3 Participation in the Advisory Radio Area, which is highly recommended, is designed to enhance flight safety. It does not afford any form of increased separation or right of way for the test flights and is not intended to inhibit the passage of other aircraft in the area.
- 5.2.6 **Warton Advisory Radio Area** (As depicted at ENR 6-76)
- 5.2.6.1 Test flight aircraft are routinely flown from BAe Warton in the Advisory Radio Area as shown at ENR 5.2. A test profile involves manoeuvres that are required to take place overland, or sea, but which may place the aircraft at the limits of its flight envelope. Consequently, whilst the test pilot remains responsible for the safe conduct of the flight, there could be occasions when the pilot would be unable to manoeuvre the aircraft in compliance with SERA and the Rules of the Air Regulations 2015.
- 5.2.6.2 Pilots of other aircraft flying in the area are strongly advised to call Warton (ENR 5.2), who will provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour of the test area or provision of an air traffic service subject to controller workload.
- 5.2.6.3 Participation in the Advisory Radio Area, which is highly recommended, is designed to enhance flight safety. It does not afford any form of increased separation or right of way for the test flights and is not intended to inhibit the passage of other aircraft in the area.
- 5.2.7 **UK Military Low Flying System**
- 5.2.7.1 Military low flying occurs in most parts of the United Kingdom at any height up to 2000 FT above the surface. However, the greatest concentration is between 250 FT and 500 FT and civil pilots are advised to avoid flying in that height band whenever possible. See also ENR 1.10, subsection 7 Military Low Flying Training in the UK.
- 5.2.7.2 Military aircraft are considered to be low flying when:
- a) Fixed-wing aircraft, except light propeller-driven aircraft, are flying below 2000 FT above the surface;
  - b) Light propeller-driven aircraft and helicopters are flying below 500 FT above the surface.
- 5.2.7.3 **Military helicopter operations in the Salisbury Plain Area**
- 5.2.7.3.1 A considerable number of helicopters operate to and from the military establishments in, and around, the Salisbury Plain Area.
- 5.2.7.3.2 In addition to the intensive daytime activities, military helicopters may be encountered operating during the hours of darkness without, or with restricted, navigation lights within the area enclosed by the following co-ordinates:
- 513000N 0014200W - 513600N 0011336W thence anti-clockwise by an arc of a circle radius 5 NM centred on 513654N 0010543W - 513324N 0010000W - 513000N 0010000W - 513000N 0010600W - 512400N 0010600W - 511821N 0010036W thence clockwise by an arc of a circle radius 5 NM centred on 511403N 0005634W - 511114N 0005000W - 505336N 0005000W - 505654N 0011305W - 510115N 0011039W thence anti-clockwise by an arc of a circle radius 8 NM centred on 505701N 0012124W (EGHI ATZ) - 510459N 0012017W - 510123N 0012722W - 505512N 0013047W - 505003N 0020205W - 505027N 0020549W - 505718N 0021200W - 511109N 0021749W - 512036N 0020922W - 512224N 0020257W - 512909N 0014402W - 513000N 0014200W.
- 5.2.7.4 Geographical details of military low flying activities within the United Kingdom are shown on the chart ENR 6-76, copies of which may be obtained from:
- NATS AIS Supervisor  
Phone: 01489-887462  
Email: [aissupervisor@nats.co.uk](mailto:aissupervisor@nats.co.uk)

**5.3 Activities of a Dangerous Nature****5.3.1 Small Arms Ranges**

- 5.3.1.1 Small arms ranges in the UK with a vertical hazard height of 500 FT AGL do not attract UK Danger Area status. However, firing at some ranges can take place across open areas of ground over which an aircraft might legally be flown below 500 FT AGL.
- 5.3.1.2 Listed at ENR 5.3 are the details of the small arms ranges notified to the Authority which might pose a hazard to flight below 500 FT AGL. The small arms ranges may be in use at any time and pilots are strongly advised to avoid these areas. The list includes small arms ranges, located within the lateral boundaries of UK Danger Areas, which may be in use outside the activity hours of



## ENR 1.1 GENERAL RULES (continued)

those Danger Areas.

- 5.3.2 **High Intensity Radio Transmission Area (HIRTA)** - Airspace of defined dimensions within which there is radio energy of an intensity which may cause interference with and on rare occasions damage to communications and navigation equipment.
- 5.3.2.1 Areas within which there is radio energy of an intensity which could cause interference with and on rare occasions, cause damage to, communications and navigation equipment such as Radio Altimeter, VOR, ILS and Doppler are listed at ENR 5.3. The intensity may be sufficient to detonate electrically initiated explosive devices carried or fitted in aircraft.
- 5.3.2.2 Only the most significant sources are listed and in some of these areas the intensity of the radio energy may be such that it would be injurious to remain for more than one minute in the immediate vicinity of the energy source. This is especially relevant to helicopter operations and the list contains appropriate warnings; however it would be prudent for helicopter pilots to avoid lingering closer than 100 M to any radar aerial. Pilots approaching oil production platforms on which dish aerials can be observed should, wherever possible, approach from a direction out of the general line-of-shoot of such aerials.
- 5.3.2.3 Airborne Early Warning (AEW) aircraft operate within United Kingdom airspace. Due to possible radiation hazards all aircraft should maintain a minimum separation of 1000 M lateral and 1000 FT vertical from AEW aircraft. AEW aircraft operate in pre-designated areas; these areas are non-segregated. ATC will issue direction to ensure minimum separation distances are maintained between civilian aircraft and AEW aircraft. UK Orbit Areas and Operating Areas are listed at ENR 5.3.
- 5.3.3 **Gas Venting Operations**
- 5.3.3.1 Severe turbulence and power fluctuations in turbine engines could be experienced over gas venting sites during venting of natural (methane) gas under high pressure. Locations of gas venting sites are listed at ENR 5.3.
- 5.3.4 **Laser Sites**
- 5.3.4.1 Laser sites, as listed at ENR 5.3, are locations where laser sources are located permanently and which have been notified to the Airspace Regulation (Utilisation) (AR(U)). Only those sites which radiate sufficient power to cause distraction or eye damage, and which intentionally emit laser beams into airspace or are likely to in the event of a malfunction, are included.
- 5.3.5 **Radiosonde Balloon Ascents**
- 5.3.5.1 The Met Office releases helium or hydrogen filled balloons from a number of locations throughout the United Kingdom which are listed at ENR 5.3. These balloons carry a small radio transmitter which sends back atmospheric information about temperature, pressure and humidity; by way of a tracking system the balloons also provide data on wind speed and direction at various levels. A typical installation consists of a balloon, diameter at launch approximately 1.5 metres, to which is attached a small parachute. The radiosonde is attached underneath the parachute on a suspension string of approximately 33 metres in length. The distance the balloons travel away from the launch site is dependant on the wind strength, but they can attain altitudes of over 80000 FT.
- 5.3.5.2 Balloon launches from all other sites by organisations and members of the public require written permission from the CAA in accordance with the UK Air Navigation Order before releasing meteorological balloons into notified airspace. The ANO specifies the requirements for notification and permission for the launch of balloons; such permission may be conditional. Organisations and members of the public wishing to obtain permission for the above activity shall contact Airspace Regulation (Utilisation) (AR(U)) at Airspace Regulation, Aviation House, Gatwick RH6 0YR, e-mail: arops@caa.co.uk at least five working days in advance, to allow AR(U) to take appropriate notification action.
- 5.3.5.3 Radiosondes, minus the balloon, may also be air dropped; this activity will be promulgated by NOTAM.
- 5.4 **Air Navigation Obstacles**
- 5.4.1 **List of Air Navigation Obstacles**
- 5.4.1.1 The majority of air navigation obstacles listed in ENR 5.4 are solely identified by a combined Area Code and Reference Number e.g. UK0105A052F. These obstacles do not meet the accuracy requirements of original field work as specified in ICAO Annexes 11 and 14. Those obstacles identified additionally with an aerodrome ICAO identification code followed by the survey reference number are derived from aerodrome surveys and do meet the accuracy requirements of the original field work. The current Data Management Process does not provide assurance of the integrity of air navigation obstacles listed in ENR 5.4.
- 5.4.1.2 Air Navigation Obstacles listed in ENR 5.4 with an elevation but no height indicated are Off-Shore obstacles.
- 5.4.1.3 The Civil Aviation Authority (CAA) does not guarantee that the list of Air Navigation Obstacles in ENR 5.4 is complete.
- 5.4.2 **Aerodrome Obstacles**
- 5.4.2.1 An aerodrome obstacle is one that is located on an area intended for the surface movement of aircraft or that extends above a defined surface intended to protect aircraft in flight. Obstacle limitation surfaces can extend to distances greater than 15 KM from the runway thresholds. Details of aerodrome obstacles selected as significant are listed in the AD Section and are shown on Aerodrome and Instrument Approach Charts where these have been published. Obstacle data is provided to AIS in accordance



**ENR 1.1 GENERAL RULES (continued)**

with CAP 232 'Aerodrome Survey Information' or CAP 1732 'Aerodrome Survey Guidance'. By December 2023 all certificated aerodromes and aerodromes with Instrument Flight Procedures should be fully compliant with CAP 1732. The method of lighting aerodrome obstacles is detailed in CAP 168 'Licensing of Aerodromes' and is briefly described in CAP 637 'Visual Aids Handbook'.

**5.4.3 Land Based Air Navigation Obstacles**

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

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

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

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

**5.4.4 Off-shore Air Navigation Obstacles**

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

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

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

5.4.4.4 Article 225A of the Air Navigation Order 2016 mandates the requirement for the CAA to be notified of any existing or proposed off-shore obstacle (permanent or temporary) in UK territorial waters which attains or exceeds an elevation of 100 M (328 FT) AMSL. Proposed changes to any existing off-shore obstacles in UK territorial waters which (or will) attain or exceed an elevation of 100 M (328 FT) AMSL must also be notified. Persons in charge of existing or proposed off-shore obstacles outside UK territorial waters, but within the Scottish and London FIRs and the UK EEZ within the Polaris FIR are also advised to notify the CAA in accordance with Article 225A. See paragraph 5.4.3.2 for more details of the notification process. Details of those obstacles of which the CAA has been notified which attain or exceed an elevation of 100 M (328 FT) AMSL within the Scottish and London FIRs and UK EEZ within the Polaris FIR are listed in ENR 5.4.

**5.5 Aerial Sporting and Recreational Activities****5.5.1 Glider Launching Sites**

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

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

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

## ENR 1.1 GENERAL RULES (continued)

aircraft to use the sites.

### 5.5.2 Hang Gliding, Paragliding and Parascending Sites

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

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

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

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

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

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

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

### 5.5.4 Free-fall Parachuting Drop Zones

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

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

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

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

### 5.5.5 Microlight Flying sites

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

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

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

### 5.5.7 Kites

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

### 5.5.8 Training and Unusual Activity Aerodromes

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

**ENR 1.1 GENERAL RULES (continued)**

at a licensed aerodrome and within the defined Aerodrome Traffic Zone, the aerodrome will be listed within the AD section.

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

**6 Other Temporary Hazards**

- 6.1 Hazards of a temporary nature will be notified, whenever time permits, by NOTAM as Temporary Navigation Warnings.
- 6.2 Activity of a hazardous nature may occur without notification within the Aerodrome Traffic Zones of active aerodromes not normally available to civil aircraft (see ENR 2.2).

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**ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)****2.4 Class D - Controlled Airspace**

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

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

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

## ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

### 2.4.1 Notifications

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

Aberdeen Control Zone/Control Area (**Notes 1 and 2(a)**);  
Balder Control Area (**Note 3**);  
Belfast Control Zone;  
Belfast Terminal Control Area;  
Belfast/City Control Zone/Control Area;  
Birmingham Control Zone/Control Area;  
Borders Control Area 5, 9, 10, 11, 12, 13 & 14;  
Bournemouth Control Zone (**Note 1**);  
Bristol Control Zone/Control Area;  
Brize Norton Control Zone;  
Cardiff Control Zone/Control Area;  
Channel Islands Control Zone/Control Area;  
East Midlands Control Zone/Control Area;  
Edinburgh Control Zone/Control Area (**Notes 1 and 2(b)**);  
Ekofisk Control Area (**Note 3**);  
Farnborough Control Zone/Control Area (**Note 1**);  
Glasgow Control Zone/Control Area (**Notes 1 and 2(b)**);  
Isle of Man Control Zone/Control Area (**Note 1**);  
Leeds Bradford Control Zone/Control Area (**Note 1**);

Liverpool Control Zone/Control Area;  
London Control Zone;  
London/City Control Zone/Control Area;  
London Gatwick Control Zone/Control Area;  
London Luton Control Zone/Control Area;  
London Stansted Control Zone/Control Area;  
Manchester Control Zone/Control Area;  
Newcastle Control Zone/Control Area (**Notes 1 and 2(b)**);  
Norwich Control Zone/Control Area (**Note 1**);  
Prestwick Control Zone/Control Area (**Note 2(b)**);  
Scottish Terminal Control Area as shown at ENR 6-37;  
Solent Control Area (**Note 1**);  
Southampton Control Zone (**Note 1**);  
Southend Control Zone/Control Area;  
Strangford Control Area below FL 195;  
Sumburgh Control Zone/Control Area (**Note 2(c)**);  
Tay Control Area 10, 11, 12 & 13;  
Teesside International Control Zone/Control Area;  
Yorkshire Control Area 17.

#### Note 1

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

#### Note 2

- a) An aircraft without radio equipment must not fly in Class D Airspace during the notified hours of watch of the appropriate air traffic control unit unless it has been otherwise authorised by the appropriate air traffic control unit and is subject to the conditions at paragraph (c).
- b) An aircraft without radio equipment and flown in accordance with the Instrument Flight Rules must not fly in Class E Airspace during the notified hours of watch of the appropriate air traffic control unit unless it has been otherwise authorised by the appropriate air traffic control unit and is subject to the conditions at paragraph (c).
- c) For the purposes of paragraphs (1) and (2), the conditions are that the aircraft must:
  - i. only fly during the day;
  - ii. only fly within notified controlled airspace notified for the purpose of this paragraph;
  - iii. remain at least 1500 M horizontally and 1000 FT vertically away from cloud and in a flight visibility of at least 5 KM;
  - iv. comply with any electronic conspicuity requirements specified by the air traffic control unit; and
  - v. comply with any other conditions specified by the appropriate air traffic control unit.  
(As applied to the Isle of Man by the Civil Aviation (Subordinate Legislation) (Application) (No 2) Order 1996).

#### Note 3

- a) Balder CTA, Ekofisk CTA and Ekofisk RMZ.

At Polaris ACC (SG West), Sector Offshore is manned with Air Traffic Controllers and a Flight Data Operator (FDO), working channels 125.555, 134.205 and 125.880, for Ekofisk RMZ 130.550 MHz. The operation of ADS-B is mandated in those volumes of the Balder and Ekofisk CTA where the provision of air traffic services has been delegated by the UK to Norway. The following procedures outline the access arrangements for these volumes of airspace:

- i. The UK MOD reserves the right of access to such airspace for State aircraft regardless of their equipage or ability to comply with the requirements set out by the delegated service provider; for:
  - Aircraft in an emergency;
  - Aircraft involved in National Security tasks, where possible under the positive control of either: Land, Maritime or Airborne Units;
  - Aircraft engaged in Maritime operations, under positive control;
  - For Ekofisk RMZ; unless in an emergency, when an emergency squawk may be required, aircraft under positive control will wear a listening squawk of 0455 whilst monitoring 130.550 MHz when inside the RMZ. The Queen Elizabeth (QE) Class aircraft carriers may wish to utilise dedicated squawks subject to co-ordination with Offshore Sector 20 Ekofisk as per para (c).

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

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

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

**ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)**

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

The SUA request shall contain:

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

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

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

(aa) MOD OCU or OAT callsign;

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

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

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

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

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

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

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

- c) **Communications.**

- i. Exchange of Operational Air Traffic Information.

1. Means of Communication.

(aa) Equipment.

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

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

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

Switchboard: +47 51 65 8000

Supervisor: +47 51 65 8142

Sector Offshore (FDO): +47 51 65 8155

Sector Offshore (ATCO): +47 51 65 8232

Telefax: +47 51 65 8154

3. **VHF RX/TX Communication**

ATC Sector	R/T Callsign	Channel	Hours of Operation
Offshore Sector 20 Ekofisk	Polaris Control	125.880	0600-2030 Mon-Fri*
Offshore Sector 21 Balder	Polaris Control	134.205	0600-2030 Mon-Fri*
Offshore Sector 22 Statfjord	Polaris Control	125.555	H24

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

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



## ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

### 2.5 Class E - Controlled Airspace

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

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

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

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

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

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

#### 2.5.1 Notifications

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

**ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)****2.6 Class F - Advisory Airspace**

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

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

**No UK Airspace is currently designated Class F.**

## ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

### 2.7 Class G Airspace

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

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

#### 2.7.1 Designation

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

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

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

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

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

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

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

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

**ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)**

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

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

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

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

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

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

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
<b>ABERDEEN CTA 2</b> 571522N 0015428W - 570845N 0015019W thence clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to 570214N 0022458W - 570850N 0022913W thence anti- clockwise by the arc of a circle radius 10 NM centred on 571207N 0021152W to - 571522N 0015428W Upper limit: FL115 Lower limit: 1500 FT ALT Class: D	ABERDEEN APP	ABERDEEN RADAR English	119.055 DOC 55 NM/25,000 FT.	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.  To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.
<b>ABERDEEN CTA 3</b> 572100N 0023356W - 570015N 0025056W - 565433N 0023557W - 565533N 0020635W thence clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to 570214N 0022458W - 571520N 0023326W thence clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to - 572100N 0023356W Upper limit: FL115 Lower limit: 3000 FT ALT Class: D	ABERDEEN APP	ABERDEEN RADAR English	119.055 DOC 55 NM/25,000 FT.	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.  To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.
<b>ARGYLL CTA 1</b> 561844N 0054648W - 560727N 0050308W - 560127N 0044028W - 560000N 0044400W - 555356N 0045343W - 555825N 0051042W - 560939N 0055411W - 561844N 0054648W Upper limit: FL195 Lower limit: 5500 FT ALT Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Route L602 is contained within the CTA.  Class E + TMZ (Transponder Mandatory Zone).  To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
<b>ARGYLL CTA 2</b> 564819N 0062031W - 561807N 0054423W - 561844N 0054648W - 560939N 0055411W - 562501N 0065609W - 563408N 0064847W - 562552N 0061508W - 564248N 0063539W - 564819N 0062031W Upper limit: FL195 Lower limit: FL115 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Route L602 is contained within the CTA.  Class E + TMZ (Transponder Mandatory Zone).  To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
ARGYLL CTA 3 553039N 0053655W - 552543N 0050000W - 551527N 0050000W - 552057N 0054102W - 553039N 0053655W Upper limit: FL195 Lower limit: FL105 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Route N562 is contained within the CTA.  Class E + TMZ (Transponder Mandatory Zone).  To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
ARGYLL CTA 4 564819N 0062031W - 561807N 0054423W - 560727N 0050308W - 560127N 0044028W - 560000N 0044400W - 555356N 0045343W - 555825N 0051042W - 560939N 0055411W - 562501N 0065609W - 563408N 0064847W - 564248N 0063539W - 564819N 0062031W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Parts of ATS Routes L602 and Y958 are incorporated within this CTA.
ARGYLL CTA 5 560506N 0100000W - 554802N 0073952W - 553039N 0053655W - 552543N 0050000W - 551527N 0050000W - 552044N 0053924W - 551324N 0070414W - 552000N 0065500W - 552302N 0071008W - 552710N 0062313W - 553817N 0074336W - 555454N 0100000W - 560506N 0100000W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Routes N552 and N562 are incorporated within this CTA.
BALDER CTA 590504N 0013916E - 581105N 0030951E - 575608N 0015608E - 582546N 0012854E - 590504N 0013916E Upper limit: FL85 Lower limit: 1500 FT ALT Class: D	POLARIS ACC	POLARIS CONTROL English H24	134.205	Mandatory carriage of ADS-B equipment.
BANBA CTA 520049N 0060720W - 514034N 0060027W - 512400N 0065305W - 512528N 0071351W - 520049N 0060720W Upper limit: FL660 Lower limit: FL195 Class: C	SHANNON ACC	SHANNON CONTROL English H24	131.150 132.150	ATS within the BANBA CTA is delegated to Shannon ACC.



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

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

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
EKOFISK CTA 575515N 0033514E - 571608N 0043551E - 561305N 0034201E - 560510N 0031455E - 563540N 0023642E - 570831N 0022047E - 575515N 0033514E Upper limit: FL85 Lower limit: 1500 FT ALT Class: D	POLARIS ACC	POLARIS CONTROL English H24	125.880	Mandatory carriage of ADS-B equipment.
FARNBOROUGH CTA 1 512014N 0003104W - 511741N 0002927W - 511520N 0003639W - 512013N 0003800W - 512014N 0003104W Upper limit: 2500 FT ALT Lower limit: 2000 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.
FARNBOROUGH CTA 2 511705N 0005508W - 511035N 0005054W - 511101N 0005355W - 511535N 0005748W thence clockwise by the arc of a circle radius 4.7168 NM centred on 511256N 0005136W to - 511705N 0005508W Upper limit: 5500 FT ALT Lower limit: 1500 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.
FARNBOROUGH CTA 3 511535N 0005748W - 511101N 0005355W - 511143N 0005851W thence clockwise by the arc of a circle radius 4.7168 NM centred on 511256N 0005136W to - 511535N 0005748W Upper limit: 5500 FT ALT Lower limit: 2000 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.
FARNBOROUGH CTA 4 511520N 0003639W - 511014N 0003325W - 510832N 0004055W - 510632N 0003937W - 510449N 0004709W - 510652N 0004829W - 511035N 0005054W - 511520N 0003639W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDON STANSTED CTA 3 515828N 0003314E thence clockwise by the arc of a circle radius 13 NM centred on 515306N 0001406E to 515349N 0003503E - 514556N 0002309E - 514508N 0001309E - 515828N 0003314E Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	LONDON STANSTED APP	STANSTED RADAR English H24	120.625 132.050 As directed by ATC.	A pilot wishing to fly within the CTR/ CTA must unless otherwise notified, comply with the following procedures:  1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track. 2 Obtain clearance from the appropriate ATC Unit for the flight. 3 Listen out on the appropriate frequency. 4 Obey all instructions from the appropriate ATC Unit.  See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.  To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.
LONDON STANSTED CTA 4 520300N 0000907E - 520517N 0002124E - 515155N 0000120E - 515146N 0000006W - 520127N 0000000E - 520300N 0000907E Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	LONDON STANSTED APP	STANSTED RADAR English H24	120.625 132.050 As directed by ATC.	A pilot wishing to fly within the CTR/ CTA must unless otherwise notified, comply with the following procedures:  1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track. 2 Obtain clearance from the appropriate ATC Unit for the flight. 3 Listen out on the appropriate frequency. 4 Obey all instructions from the appropriate ATC Unit.  See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.  To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDON/CITY CTA 513547N 0001221W - 513505N 0001022E thence clockwise by the arc of a circle radius 6.5 NM centred on 513019N 0000319E to 512507N 0000932E - 512541N 0000828W thence anti- clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512640N 0000811W - 512610N 0000747E thence anti- clockwise by the arc of a circle radius 5 NM centred on 513019N 0000319E to 513409N 0000826E - 513445N 0001108W thence anti- clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to - 513547N 0001221W Upper limit: 2500 FT ALT Lower limit: 1500 FT ALT Class: D	LONDON CITY APP	HEATHROW RADAR English H24	125.625	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.
		THAMES DIRECTOR English As directed by ATC.	128.025	
			132.700	
			133.455	
LONDONDERRY/EGLINTON CTA 1 550527N 0071520W - 545506N 0072926W - 550205N 0073332W - 550527N 0071520W Upper limit: FL75 Lower limit: 1500 FT ALT Class: C	LONDONDERRY APP	EGLINTON APPROACH English	123.630 DOC 25 NM/10000 FT	VMC visibility and distance from cloud minima applicable in this Class C Airspace in accordance with ICAO criteria. (5 KM visibility, 1500 M horizontal and 1000 FT vertical distance from cloud). Outside the published hours of operation of Eglinton ATC (or NOTAM extension thereof), the blocks of Airspace CTA 1, CTA 2 and CTA 3, revert to Class G Airspace under the authority of Shannon ACC.  CTA Chart published in AD-2 Section.
LONDONDERRY/EGLINTON CTA 2 550205N 0073332W - 545506N 0072926W - 545212N 0073329W - 550114N 0073807W - 550205N 0073332W Upper limit: FL75 Lower limit: 2000 FT ALT Class: C	LONDONDERRY APP	EGLINTON APPROACH English	123.630 DOC 25 NM/10000 FT	VMC visibility and distance from cloud minima applicable in this Class C Airspace in accordance with ICAO criteria. (5 KM visibility, 1500 M horizontal and 1000 FT vertical distance from cloud). Outside the published hours of operation of Eglinton ATC (or NOTAM extension thereof), the blocks of Airspace CTA 1, CTA 2 and CTA 3, revert to Class G Airspace under the authority of Shannon ACC.  CTA Chart published in AD-2 Section.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDONDERRY/EGLINTON CTA 3 551217N 0070547W - 550527N 0071520W - 550317N 0072703W thence clockwise by the arc of a circle radius 10 NM centred on 550234N 0070943W to - 551217N 0070547W Upper limit: FL75 Lower limit: 3000 FT ALT Class: C	LONDONDERRY APP	EGLINTON APPROACH English	123.630 DOC 25 NM/10000 FT	VMC visibility and distance from cloud minima applicable in this Class C Airspace in accordance with ICAO criteria. (5 KM visibility, 1500 M horizontal and 1000 FT vertical distance from cloud). Outside the published hours of operation of Eglinton ATC (or NOTAM extension thereof), the blocks of Airspace CTA 1, CTA 2 and CTA 3, revert to Class G Airspace under the authority of Shannon ACC.  CTA Chart published in AD-2 Section.
MANCHESTER CTA 1 533430N 0020400W - 532734N 0030310W - 533200N 0025000W - 533430N 0020400W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	MANCHESTER APP	MANCHESTER DIRECTOR English As directed by ATC.	121.355 DOC 25 NM/10,000 FT.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.
		MANCHESTER RADAR English H24	118.580 DOC 40 NM/15,000 FT.	
			135.005 DOC 40 NM/15,000 FT.	
MANCHESTER CTA 2 531047N 0020459W - 530602N 0022246W - 530626N 0024349W - 531427N 0030140W - 531050N 0023224W - 531055N 0022207W - 531616N 0020131W - 531047N 0020459W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	MANCHESTER APP	MANCHESTER DIRECTOR English As directed by ATC.	121.355 DOC 25 NM/10,000 FT.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.
		MANCHESTER RADAR English H24	118.580 DOC 40 NM/15,000 FT.	
			135.005 DOC 40 NM/15,000 FT.	
MANCHESTER CTA 3 533650N 0015216W - 532719N 0014617W - 532656N 0015000W - 530732N 0020056W - 531047N 0020459W - 532730N 0015400W - 533430N 0020400W - 533650N 0015216W Upper limit: 3500 FT ALT Lower limit: 3000 FT ALT Class: D	MANCHESTER APP	MANCHESTER DIRECTOR English As directed by ATC.	121.355 DOC 25 NM/10,000 FT.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.
		MANCHESTER RADAR English H24	118.580 DOC 40 NM/15,000 FT.	
			135.005 DOC 40 NM/15,000 FT.	
MANCHESTER CTA 4 533011N 0024123W - 532708N 0023744W - 531130N 0023744W - 531309N 0025059W - 532902N 0025059W - 533011N 0024123W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	MANCHESTER APP	MANCHESTER DIRECTOR English As directed by ATC.	121.355 DOC 25 NM/10,000 FT.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.
		MANCHESTER RADAR English H24	118.580 DOC 40 NM/15,000 FT.	
			135.005 DOC 40 NM/15,000 FT.	

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
MANCHESTER CTA 5 533124N 0023102W - 532056N 0023103W - 532638N 0022258W - 533430N 0020400W - 533124N 0023102W Upper limit: 3500 FT ALT Lower limit: 2000 FT ALT Class: D	MANCHESTER APP	MANCHESTER DIRECTOR English As directed by ATC.	121.355 DOC 25 NM/10,000 FT.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.
		MANCHESTER RADAR English H24	118.580 DOC 40 NM/15,000 FT.	
			135.005 DOC 40 NM/15,000 FT.	
MANCHESTER CTA 6 533124N 0023102W - 532056N 0023103W - 532141N 0023000W - 531255N 0023000W - 531050N 0022814W following the line of latitude to - 531050N 0023224W - 531130N 0023744W - 532708N 0023744W - 533011N 0024123W - 533124N 0023102W Upper limit: 3500 FT ALT Lower limit: 1500 FT ALT Class: D	MANCHESTER APP	MANCHESTER DIRECTOR English As directed by ATC.	121.355 DOC 25 NM/10,000 FT.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.  CTA Chart published in AD-2 Section.
		MANCHESTER RADAR English H24	118.580 DOC 40 NM/15,000 FT.	
			135.005 DOC 40 NM/15,000 FT.	
MIDLANDS CTA 532719N 0014617W - 532227N 0014315W - 532109N 0012904W - 532012N 0011840W - 531755N 0010606W - 530016N 0010043W - 522631N 0002729W - 522632N 0003702W - 521126N 0002220W - 520316N 0003441W - 520421N 0003712W - 515745N 0011126W - 514420N 0010041W - 513423N 0011138W - 513640N 0013011W - 513911N 0012629W - 513945N 0012646W - 514412N 0014010W - 514457N 0015035W - 514707N 0020509W - 515351N 0023017W - 515640N 0024718W - 515749N 0032602W - 523810N 0032308W - 524429N 0031923W - 532345N 0031625W - 532336N 0031110W - 532309N 0031205W - 531427N 0030140W - 530626N 0024349W - 530602N 0022246W - 530732N 0020056W - 532656N 0015000W - 532719N 0014617W Upper limit: FL245 Lower limit: FL195 Class: C	LONDON ACC	LONDON CONTROL English H24	127.105 129.205 130.925 133.600 134.390	Parts of the following ATS Routes are incorporated within the CTA: L8, L9, L10, L15, L28, L151, L180, L608, L612, M183, M605, M868, N14, N38, N42, N57, N58, N84, N91, N92, N93, N601, N859, N862, N864, P6, P16, P17, P18, P69, P86, P155, P166, Q4, Q36, Q38, Q41, T418, T420, T421, Y53, Y124, Y125, Y250, Y321, Y322 and Z197.
	SCOTTISH ACC	SCOTTISH CONTROL English H24	118.780	

## ENR 2.2 OTHER REGULATED AIRSPACE

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz) Purpose	Remarks
1	2	3	4	5
BARKSTON HEATH ATZ A circle, 2 NM radius, centred at 525747N 0003337W on longest notified runway (06/24) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	CRANWELL	CRANWELL APPROACH English Mon-Thu 0830-1730 (0730-1630); Fri 0830-1700 (0730-1600).	124.455 ATC	Elevation: 367 FT AMSL.  Hours of applicability for Rule 11 - See Column 3 Hours of Service.
BENSON ATZ A circle, 2 NM radius, centred at 513654N 0010545W on longest notified runway (01/19) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	BENSON	BENSON ZONE English H24	120.905 ATC	Elevation: 203 FT AMSL.  Note 1: Prior to entering the ATZ, aircraft inbound to sites within the ATZ are to contact Benson Zone (120.905) in the first instance, or if no answer, Benson Tower (127.155), with details of route and landing site location. If no response is received this information should be transmitted blind.  Note 2: ATZ crossing service only available to meet operational requirements which may include night flying. If contact is not made with Benson Zone or Tower, all aircraft are to avoid the ATZ as Air Ambulance and Police operate H24.  Hours of applicability for Rule 11 - See Column 3 Hours of Service.
BOSCOMBE DOWN ATZ A circle, 2.5 NM radius, centred at 510912N 0014504W on longest notified runway (05/23) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	BOSCOMBE DOWN	BOSCOMBE ZONE English Mon-Fri 0730-2359 (0630-2300); Sat-Sun SR-SS.	126.705 ATC	Elevation: 407 FT AMSL.  Hours of applicability for Rule 11 - See Column 3 Hours of Service.  Note: When EGDM MATZ is active, flights into Old Sarum are subject to local agreement between Old Sarum and Boscombe Down.
BRIZE NORTON ATZ A circle, 2.5 NM radius, centred at 514500N 0013459W on longest notified runway (08/26) Upper limit: 2000 FT AGL Lower limit: SFC Class: D	BRIZE NORTON	BRIZE ZONE English H24	119.005 ATC	Elevation: 287 FT AMSL.  Hours of applicability for Rule 11 - See Column 3 Hours of Service.
CONINGSBY ATZ A circle, 2.5 NM radius, centred at 530535N 0000958W on longest notified runway (07/25) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	CONINGSBY	CONINGSBY APPROACH English H24	119.205 ATC	Elevation: 24 FT AMSL.  Hours of applicability for Rule 11 - See Column 3 Hours of Service.
COSFORD ATZ A circle, 2 NM radius, centred at 523826N 0021819W on longest notified runway (06/24) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	COSFORD	COSFORD APPROACH English Sep-Jun: Sat-Wed 0900-1730 (0800-1630); Jul-Aug: Mon-Fri (0800-1630).	135.875 ATC	Elevation: 272 FT AMSL.  Hours of applicability for Rule 11 - See Column 3 Hours of Service.  Note 1: Crews wishing to transit when ATC is closed should make blind calls on Cosford APP 135.875 MHz.  Note 2: Air Ambulance and resident flying club activity may continue outside ATS times.



## ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz) Purpose	Remarks
1	2	3	4	5
<b>CRANWELL ATZ</b> A circle, 2.5 NM radius, centred at 530147N 0002934W on longest notified runway (08/26) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	CRANWELL	CRANWELL APPROACH English Mon-Thu 0800-1730 (0700-1630); Fri 0800-1700 (0700-1600); Sat-Sun 0900-1700 (0800-1600).	124.455 ATC	Elevation: 222 FT AMSL.  Hours of applicability for Rule 11 - See Column 3 Hours of Service.  Note: At weekends 124.455 is monitored by Cranwell Tower and pilots may make contact if requiring an ATZ/ MATZ crossing. No radar services available at weekends.  When Air Traffic Control Services are not available, control of the ATZ is transferred to Cranwell Gliding Club 129.980 MHz (Cranwell Gliders).
<b>CULDROSE ATZ</b> A circle, 2.5 NM radius, centred at 500507N 0051515W on longest notified runway (11/29) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	CULDROSE	CULDROSE APPROACH English H24	134.055 ATC	Elevation: 268 FT AMSL.  Hours of applicability for Rule 11 - See Column 3 Hours of Service.
<b>EGPX FRA (AS PART OF BOREALIS FRA CONTINUUM)</b> 610000N 0100000W following the line of latitude to - 610000N 0000000E - 600000N 0000000E - 570000N 0050000E - 550000N 0050000E - 543000N 0043209E - 543843N 0042000E - 544927N 0041110E - 550252N 0040000E - 552547N 0034557E - 552536N 0034259E - 552528N 0024830E - 552517N 0022451E - 552507N 0020850E - 552436N 0013246E - 552754N 0001453E - 552751N 0001521W - 552733N 0010125W - 552700N 0011023W - 552650N 0013354W - 552703N 0021345W - 552702N 0021836W - 552700N 0022627W - 552740N 0025947W - 552957N 0032110W - 553146N 0035631W - 552943N 0040436W - 552338N 0042825W - 550947N 0044512W - 550520N 0044907W - 544014N 0032836W - 542220N 0032542W - 540257N 0033104W - 535548N 0032947W - 535316N 0032923W - 535017N 0032855W - 534125N 0032734W - 534150N 0033649W - 535439N 0040737W - 535623N 0041926W - 535419N 0042151W - 535216N 0042414W - 534856N 0043030W - 534617N 0043112W - 534817N 0053000W - 535500N 0053000W - 540316N 0061212W - 542500N 0081000W - 543858N 0093320W - 543400N 0100000W - 610000N 0100000W Upper limit: FL660 Lower limit: FL255 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.325 (Note 2 and 4) 125.680 (Note 4) 126.930 (Note 4) 129.100 (Note 1 and 4) 129.225 (Note 1, 3 and 5) 132.730 (Note 4) 134.775 (Note 2 and 4) 135.855 (Note 4)	Note 1: Scottish ACC is responsible for providing ATS between FL 245 and FL 660 within the Donegal Area. See ENR 2.2 Sect 1.8.  Note 2: Copenhagen ACC is responsible for providing ATS between FL 195 and FL 660, within the North Sea High Area. See ENR 2.2 Sect 1.3.  Note 3: Reykjavik ACC is responsible for providing ATS between SFC and FL 660, within the RATSU Triangle. See ENR 2.2 Sect 1.9.  Note 4: Shannon ACC is responsible for providing ATS between FL 255 and FL 660, within the MOLAK Triangle. See ENR 2.2 Sect 1.9.3.  Note 5: For sector dimensions associated with frequency allocation see UK AIP Supplement 017/2020.

**ENR 2.2 OTHER REGULATED AIRSPACE (continued)**

provisions of Rule 11 of the Rules of the Air Regulations 2015 in respect of the ATZ. The notified hours of operation of an ATZ may vary from the notified hours of watch of a MATZ.

- 2.1.6 A MATZ is operative when the aerodrome concerned, or in the case of a CMATZ, any one of the aerodromes, is open. Normally, the Controlling Aerodrome ATC Unit for a CMATZ is to remain open while any one of the aerodromes in the CMATZ is open for flying. Alternatively, the Controlling Aerodrome is to delegate overall responsibility to the aerodrome remaining open, including arrangements for operating the CMATZ frequency.

**2.2 Procedures for Penetration of a MATZ**

- 2.2.1 A MATZ Penetration Service is available from the controlling aerodromes listed at paragraph 2.4 for the provision of increased protection to RTF equipped aircraft. Pilots wishing to penetrate a MATZ, and where required the associated ATZ, are requested to observe the following procedures:

- a) When 15 NM or 5 minutes flying time from the zone boundary, whichever is the greater, establish two-way RTF communication with the controlling aerodrome on the appropriate frequency using the phraseology:  
'..... (controlling aerodrome), this is ..... (aircraft callsign), request MATZ (and ATZ) penetration.'
- b) when the call is acknowledged and when asked to 'pass your message', the pilot should pass the following information:
  - i. Callsign;
  - ii. Type of aircraft;
  - iii. Position;
  - iv. Heading;
  - v. Altitude;
  - vi. Intentions (eg destination and the intention to route through one or more ATZ);
- c) comply with any instructions issued by the controller;
- d) maintain a listening watch on the allocated RTF frequency until the aircraft is clear of the MATZ/ATZ;
- e) advise the controller when the aircraft is clear of the MATZ/ATZ.

**Note 1:** *Flight conditions are not required unless requested by the controller.*

**Note 2:** *Terrain clearance will be the responsibility of the pilot.*

**Note 3:** *Since compliance is not compulsory for civil aircraft some aircraft within the MATZ may not be known to the controller. All pilots should therefore maintain a good look-out at all times.*

- 2.2.2 The military ATSU providing the MATZ Penetration Service will normally continue with the service that the aircraft was previously receiving. In the interests of flight safety and good airmanship, it is strongly recommended that all pilots not previously receiving an ATS obtain a MATZ penetration 'approval' from the MATZ operating authority prior to entering a MATZ. It is recognised that most MATZ crossing/penetration 'approvals' will be obtained via RTF by pilots in receipt of a UK FIS; however, it should be possible for a pilot to request a MATZ crossing/penetration 'approval' without the use of radio (i.e. by prior agreement via telephone). In accordance with Class G Airspace classification and the rules of UK FIS, pilots are ultimately responsible for maintaining their own separation against other airspace users within the MATZ. Occasionally, a change in service may need to be negotiated in order to facilitate the MATZ crossing and the advisory information and/or instructions passed by the ATSU will accord with the service being provided. In the event of no radar being available, a non-radar Basic Service, and/or routing instructions, might be provided to aircraft penetrating the MATZ.
- 2.2.3 Where a MATZ penetration approval cannot be issued, pilots are advised to avoid the MATZ, notwithstanding any action necessary to maintain the safety of the aircraft and/or its occupants.
- 2.2.4 Subject to paragraph 2.2.5, when crossing a MATZ or CMATZ it is the responsibility of the pilot to ensure that permission is obtained to transit each individual ATZ embedded therein. The pilot, in his request for approval to transit the MATZ/CMATZ, may ask the controller to obtain such permission on his behalf. When issuing any approval to cross a MATZ or CMATZ controllers are, where appropriate, to articulate clearly any permission to transit embedded ATZs.
- 2.2.5 Whilst specific permission is not required to transit an ATZ that is not served by an ATC unit, flights within such ATZs are nevertheless subject to the pilot obtaining information from the associated flight information service unit or air/ground unit to enable the flight to be conducted safely (Rule 11 of the Rules of the Air Regulations 2015 refers). In such cases the pilot may ask the controller to obtain relevant information on his behalf.
- 2.2.6 If appropriate, controllers will endeavour to co-ordinate flights with the controlling authority of an adjacent MATZ, but pilots should not assume approval to penetrate another MATZ until it is explicitly given.
- Note:** *Given that military aircrew observance of a MATZ and associated ATC requirements are mandatory, MATZ penetration by a military aircraft is subject to specific permission/clearance.*
- 2.2.7 To enable vertical separation to be applied, all aircraft will be given an altimeter setting to use within the MATZ. Normally this will be the aerodrome QFE, with the exceptions being listed in the table remarks at para 2.4. In the case of overlapping MATZs, the altimeter setting to be used will be the QFE of the higher or highest aerodrome of the CMATZ. This will be passed as the 'Clutch

## ENR 2.2 OTHER REGULATED AIRSPACE (continued)

QFE'.

### 2.3 Availability of the MATZ Penetration Service

2.3.1 A MATZ Penetration Service will be available during the published hours of watch of the respective ATS Units. However, as many units are often open for flying outside normal operating hours, pilots should call for the penetration service irrespective of the hours of watch published. If, outside normal operating hours, no reply is received after two consecutive calls, pilots are advised to proceed with caution. Information on the operation of aerodromes outside their normal operating hours may be obtained by telephone from the Distress and Diversion (D & D) cell at the London ATCC. Telephone: 01489-612406.

### 2.4 MATZ Participating Aerodromes

MATZ Designation/ Mid-point of Longest Runway	AD Elevation (FT) (AMSL)	MATZ Core Radius/Limits	1st Stub Heading °T to AD/ Distance/ Limits	2nd Stub Heading °T to AD/ Distance	Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language	Hours of applicability	Remarks
1	2	3	4	5	6	7	8
Barkston Heath 525746.74N 0003337.16W	367	Radius: 3 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	058 2 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Cranwell CRANWELL APPROACH 124.455 English	—	—
Benson 513654.14N 0010545.05W	203	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	008 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	188 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	Benson BENSON ZONE 120.905 English	—	—
Boscombe Down 510911N 0014504W	407	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	050 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	230 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	Boscombe Down BOSCOMBE ZONE 126.705 English	—	If Boscombe Down is closed but Middle Wallop remains open, a CMATZ penetration service will be provided by Wallop Approach on 126.705.
Coningsby 530535N 0000958W	24	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	252 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Coningsby CONINGSBY APPROACH 119.205 MHz English	—	—
Cranwell 530147.04N 0002933.91W	222	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	263 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Cranwell CRANWELL APPROACH 124.455 English	—	—
Culdrose 500507.43N 0051514.66W	268	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	293 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Culdrose CULDROSE APPROACH 134.055 English	—	Culdrose Combined MATZ is formed with the Predannack MATZ, based on the Culdrose QFE.
Fairford 514101N 0014725W	285	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	268 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Brize Norton BRIZE ZONE 119.005 English	NOTAM or Supplement	This aerodrome is open on very limited occasions when advised by NOTAM or Supplement.

**ENR 2.2 OTHER REGULATED AIRSPACE (continued)**

Radar units. The HF radio communications for the Shanwick Oceanic Centre are remotely located, so will not be affected.

- 3.22.2 In the event that Shanwick OAC is evacuated, Gander Oceanic will assume responsibility for the provision of Air Traffic Services (ATS) within the Shanwick OCA to the best of their ability.
- 3.22.3 As soon as possible after evacuation a contingency message will be sent to the operators and agencies that receive the NAT track message. A NOTAM shall also be issued. Recipients of both messages shall advise the affected traffic.
- 3.22.4 On receipt of the contingency message pilots are requested to broadcast to other flights on 121.500 and 123.450 MHz. A listening watch on these frequencies must be maintained.
- 3.22.5 HF congestion is likely. Communications should be kept to a necessary minimum. Unnecessary route changes will not be issued.
- 3.22.6 The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.
- 3.22.7 **Procedures - Westbound Flights**
- 3.22.7.1 Due to the uncertainty surrounding the contingency situation pilots are strongly advised to re-route around the Shanwick OCA or to land at an appropriate aerodrome.
- 3.22.7.2 **Westbound Flights within Scottish FIR**
- 3.22.7.2.1 If Scottish radar is subject to evacuation also, pilots of flights operating within the Scottish FIR may elect to continue, the flight must be operated in accordance with the last submitted and acknowledged 'RCL' from eastern boundary until last specified route point, normally landfall.
- 3.22.7.2.2 Whilst operating within the Scottish FIR all flights are requested to make position reports on the last assigned frequency, stating position, level and next fix.
- 3.22.7.2.3 Flights may also elect to contact Scottish FIR aerodromes for assistance.
- 3.22.7.2.4 The following communications procedures have been developed in accordance with the Traffic Information Broadcast by Aircraft (TIBA) procedures recommended by ICAO (Annex 11 - Air Traffic Services, Attachment C).
- At least 3 minutes prior to the commencement of a climb or descent the flight should broadcast on the last assigned frequency, 121.500, 243.000 and 123.450 MHz the following:
- ALL STATIONS  
(callsign)  
(direction)  
DIRECT FROM (landfall fix) TO (Oceanic entry point)  
LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (distance)(direction) FROM (Oceanic entry point) AT (time)
- When the level change begins, the flight should make the following broadcast:
- ALL STATIONS  
(callsign)  
(direction)  
DIRECTION FROM (landfall fix) TO (Oceanic entry point)  
LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)
- When level, the flight should make the following broadcast:
- ALL STATIONS  
(callsign)  
MAINTAINING FLIGHT LEVEL (number)
- 3.22.7.3 **Westbound Flights within the Shanwick Oceanic Control Area**
- 3.22.7.3.1 Gander Oceanic shall endeavor to provide an ATC service throughout the Shanwick OCA as soon as evacuation commences.
- 3.22.7.3.2 All flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate, and subsequent position. This also applies to flights using automated position reports (ADS/FMC) because those reports may not have been received by the next agency.
- 3.22.7.3.3 When ADS equipped flights are notified of a Shanwick evacuation they must revert to voice position reporting until clear of Shanwick OCA, or notified otherwise. Pilots should note that they may be asked to log-on to CYQX when within the Shanwick OCA.

## ENR 2.2 OTHER REGULATED AIRSPACE (continued)

They should not initiate this action until instructed to do so.

3.22.7.3.4 Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

3.22.7.3.5 If unable to establish radio contact, flights may use SATCOM voice or satellite telephone to provide position reports.

3.22.7.3.6 Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

### 3.22.8 Procedures for Eastbound Flights within the Shanwick Oceanic Control Area

3.22.8.1 Gander Oceanic shall endeavour to provide an ATC service throughout the Shanwick OCA as soon as evacuation commences.

3.22.8.2 Flights operating with a received and acknowledged Oceanic Clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

3.22.8.3 When ADS equipped flights are notified of a Shanwick evacuation they must revert to voice position reporting until clear of Shanwick OCA, or notified otherwise. Pilots should note that they may be asked to log-on to CYQX when within the Shanwick OCA. They should not initiate this action until instructed to do so.

3.22.8.4 Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

3.22.8.5 If unable to establish radio contact, flights may use SATCOM voice or satellite telephone to provide position reports.

3.22.8.6 Flights making automatic position reports are required to make voice position reports whilst within the Shanwick OCA, unless advised otherwise.

3.22.8.7 Communications with the next ATSU should be established at the earliest opportunity. Where no contact can be established, Shanwick Radio should be contacted on HF for advice.

### 3.22.8.8 Procedures for Eastbound Flights entering the Scottish FIR

3.22.8.8.1 Unless instructed otherwise, flights entering the Scottish FIR should use the following contingency routes:

- a) RATSU DCT GUNPA contact Reykjavik Oceanic Control - 125.500 MHz;
- b) LUSEN DCT ELKOG DCT ORVIK contact Polaris Control - channel 135.680;
- c) ATSIX DCT AKIVO DCT KLONN contact Polaris Control - channel 136.280;
- d) ORTAV DCT ODPEX DCT ELSAN contact Copenhagen Control - 134.680 MHz;
- e) BALIX DCT NINEX DCT ASKAM contact Maastricht Control - 132.085 MHz;
- f) ADODO DCT AMTAP DCT ROKAN DCT TOPPA contact Maastricht Control - 132.085 MHz;
- g) ERAKA DCT ETSOM DCT ERKIT contact London Control - 128.130 MHz;
- h) ETILO DCT EVNAL DCT DCS DCT LAKEY contact London Control - 132.860 MHz;
- i) GOMUP DCT GINGA DCT SOSIM contact London Control - 135.580 MHz.

3.22.8.8.2 Flights operating close to the Reykjavik or Shannon northern boundaries should, where possible, establish communications with those units in order to negotiate a re-route to avoid the Scottish FIR.

### 3.22.9 Procedures for Flights Flight Planned to enter Shanwick OCA from other Oceanic Centres

3.22.9.1 Flights within Reykjavik or Santa Maria Oceanic airspace, can anticipate a large re-route to avoid the Shanwick OCA and Scottish FIR. Reykjavik and Santa Maria will issue advice on procedures to be followed.

## 3.23 Enquiries and Comments

3.23.1 Enquiries and comments about ATS procedures applicable to the Shanwick OCA should be addressed to:

Manager PC Procedures and Development,

Post: Room F-059, NATS Prestwick, Prestwick Centre, Fresson Avenue, Prestwick, Ayrshire, KA9 2GX.

3.23.2 Advice on day-to-day operations is available from Shanwick Oceanic Watch Manager Prestwick.

Phone: 01294-655300.

## 3.24 Format of NAT Company Preferred Routing Messages (CPR PRM)

**Westbound:**

(PRIORITY) (DESTINATION ADDRESS)

(DATE TIME OF ORIGIN) (ORIGIN ADDRESS)

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min	
					↓	↑
△	BROOKMANS PARK DME (BPK)	514459.05N 0000624.25W				
(RNAV 5)		305°/124°	20.2 NM	FL 460 / FL 75	even FL 430 / FL 100	odd FL 450 / FL 90
FL 460/FL 195 Class C, FL 195/FL 75 Class A.  Between BPK and 10 NM before BUZAD: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 295); Freq: 127.105 (Below FL 295).  Between 10 NM before BUZAD and BUZAD: London ACC Freq: 132.605 (FL 215 and above); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115).  Between 10 NM NW of BPK and BUZAD: London ACC Freq: 132.605 (FL 215 and above); Freq: 130.925 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125).						
△	BUZAD	515632.08N 0003308.21W		BNN R358 13.0 NM 558 FT		
(RNAV 5)		304°/124°	8.2 NM	FL 460 / FL 75	even FL 430 / FL 100	odd FL 450 / FL 90
FL 460/FL 195 Class C, FL 195/FL 75 Class A.  London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below 215 to FL 165); Freq: 130.925 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125).						
△	WOBUN	520110.27N 0004400.00W		DTY R123 17.1 NM 600 FT		
(RNAV 5)		304°/124°	17.1 NM	FL 460 / FL 65	even FL 430 / FL 80	odd FL 450 / FL 70
FL 460/FL 195 Class C, FL 195/FL 65 Class A.  Between WOBUN and 7 NM before DTY: London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 215); Freq: 130.925 (Below FL 215).  Between 7 NM before DTY and DTY: London ACC Freq: 129.205 (FL 215 and above); Freq: 130.925 (Below FL 215).						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
					↓	↑	
△	DAVENTRY DME (DTY)	521048.51N 0010649.64W					
(RNAV 5)		298°/117°	22.9 NM	FL 460 / 5500 FT ALT	even FL 460 / 6000 FT ALT	odd FL 450 / FL 70	FL 460/FL 195 Class C, FL 195/ALT 5500 FT Class A.  London ACC Freq: 129.205 (FL 225 and above); Freq: 121.030 (Below FL 225).
△	HONILEY VOR/DME (HON)	522124.04N 0013949.41W				Eastbound route only btn WAL and HON. Intersection with L15, L612, N859 and P155.	
(RNAV 5)		- /139°	82.0 NM	FL 460 / FL 85		odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A.  Between WAL and abm Crewe: London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).  Between abm Crewe and abm Birmingham: London ACC Freq: 134.390 for traffic via L612 and N859 (FL 195 and above); Freq: 129.205 for traffic via L15 and P155 (FL 195 and above); Scottish ACC Freq: 134.430 (Below FL 195).  Between abm Birmingham and HON: London ACC Freq: 134.390 for traffic via L612 and N859 (FL 195 and above); Freq: 129.205 for traffic via L15 and P155 (FL 195 and above); Freq: 130.925 (Below FL 195).



## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator			Route Usage Notes					
Significant Point Name			Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(RNP/RNAV Type & Accuracy)			MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
						↓	↑	
△	VAPID		511513.97N 0010242.40W					
(RNAV 5)			307°/127°	5.9 NM	FL 460 / FL 65	even FL 430 / FL 240	odd FL 450 / FL 70	FL 460/FL 195 Class C, FL 195/FL 65 Class A.  London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 129.080 (Below FL 175).
△	NIGIT		511846.96N 0011014.71W		MID R306 25.8 NM 233 FT			
(RNAV 5)			303°/123°	2.8 NM	FL 460 / FL 65	even FL 430 / FL 240	odd FL 450 / FL 70	FL 460/FL 195 Class C, FL 195/FL 65 Class A.  London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155).
△	NUBRI		512016.68N 0011355.99W		Eastbound route only btn CONKO and NUBRI. Intersection with N14 and Y321.			
(RNAV 5)			- /115°	18.5 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A.  London ACC Freq: 134.460 (FL 305 and above); Freq: 133.600 (Below FL 305 to FL 265); Freq: 134.755 (Below FL 265).
△	NUCHU		512808.10N 0014035.43W		FRA Exit Point. Intersection with L607, P73 and Q295.			
(RNAV 5)			- /096°	11.8 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A.  Dual designation with L607 between NUCHU and UNZIB.  London ACC Freq: 134.755 (All Levels).
△	UNZIB		512929.62N 0015920.96W					
(RNAV 5)			- /162°	7.7 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A.  London ACC Freq: 134.755 (All Levels).
△	CONKO		513648.00N 0020310.18W		Extremity of partition of L18.			
(RNAV )								ROUTE BREAK - THIS ATS ROUTE IS NOT CONTINUOUS.
△	LANON		522551.90N 0042220.94W		Westbound route only btn LANON and LIPGO. Extremity of partition of L18.			
(RNAV 5)			314°/-	20.0 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C.  London ACC Freq: 129.380 (All Levels).

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					Remarks
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
△ BADSI (RNAV 5)	523930.00N 0044617.12W 314° / -	11.0 NM	FL 245 / FL 145	even FL 240 / FL 160		Class C.  ATS delegated to Dublin ATC.
△ ABLIN (RNAV 5)	524657.86N 0045933.38W 314° / -	19.0 NM	FL 245 / FL 85	even FL 240 / FL 100		Class C.  ATS delegated to Dublin ATC.
△ IRKUM (RNAV 5)	525947.90N 0052239.45W 314° / -	6.0 NM	FL 245 / FL 55	even FL 240 / FL 60		Class C.  ATS delegated to Dublin ATC.
△ LIPGO	530350.13N 0053000.00W					FIR/UIR Boundary. For continuation see AIP Ireland.
<b>Route Remarks:</b> LANON - LIPGO CDR H24. Rest of L18 - PERM.  See also ENR 1.1, paragraph 1.1.3.  During periods of North Wales MTA activation L18 LANON - LIPGO will not be avbl. Non-availability of L18 will be notified to GAT by London Control and traffic will be re-routed via PEMOB.						

Route Designator	Route Usage Notes					Remarks
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
<b>L22</b>						
△ SKERY (RNAV 1)	500000.00N 0031023.06W 301° / -	6.6 NM	BHD R152 26.9 NM 218 FT FL 245 / FL 85	even FL 240 / FL 100		Westbound route only. Extremity of L22.  FL 245/FL 195 Class C, FL 195/FL 85 Class A.  London ACC Freq: 126.080 (All Levels).
△ EMWIP	500319.72N 0031908.98W					Extremity of L22.

Route Designator	Route Usage Notes					Remarks
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
<b>L28</b>						
△ TRENT DME (TNT) (RNAV 5)	530314.23N 0014011.90W 328° / -	13.1 NM	FL 245 / FL 195	even FL 240 / FL 200		Westbound route only btn TNT and ASNIP. Extremity of L28.  Class C.  Scottish ACC Freq: 118.780 (All Levels).

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
					↓	↑	
△	KOBBI	514113.77N 0000918.34W					
(RNAV 5)		075° / -	31.0 NM	FL 460 / FL 85	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A.  Between KOBBI and 10 NM from KOBBI: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115).  Between 10 NM from KOBBI and BRAIN: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).	
△	BRAIN	514839.91N 0003906.00E		BKY R114 24.4 NM 486 FT		Intersection with P44 and Q295.	
(RNAV 1)		075° / -	6.3 NM	FL 460 / FL 85	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A.  London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).	
△	GASBA	515010.40N 0004852.85E					
(RNAV 1)		073° / -	33.5 NM	FL 460 / FL 85	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A.  Between GASBA and 20 NM from GASBA: London ACC Freq: 133.940 (FL 245 and above); Freq: 134.440 (Below FL 245 to FL 185); Freq: 124.930 (Below FL 185 to FL 155); Freq: 121.230 (Below FL 155).  Between 20 NM from GASBA and RATLO: London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).	
△	RATLO	515929.13N 0014055.18E					
(RNAV 1)		075° / -	30.8 NM	FL 460 / FL 85	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A.  London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).	

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

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

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

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
					↓	↑	
(RNAV 1)		- /144°	7.4 NM	FL 245 / FL 65		odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A.  0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165).  2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△	EXMOR	511042.76N 0032135.11W		BHD R005 47.1 NM 218 FT			Extremity of N40.
Route Remarks: CDR Fri 1700 - Mon 0745 (0645).							

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
N42						
△	MIDJO	524754.42N 0024827.24W				Eastbound route only. Extremity of N42. Intersection with P17. Base level change is aligned with PEPZE CTA 6.
(RNAV 1)		- /142°	11.8 NM	FL 245 / FL 95		odd FL 230 / FL 110  FL 245/FL 195 Class C, FL 195/FL 95 Class A.  London ACC Freq: 133.600 (All Levels).
△	ELLIQ	525706.48N 0030030.80W				
(RNAV 1)		- /142°	8.8 NM	FL 245 / FL 65		odd FL 230 / FL 70  FL 245/FL 195 Class C, FL 195/FL 65 Class A.  Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△	REXAM	530400.00N 0030937.21W		WAL R183 19.6 NM 55 FT		Extremity of N42.

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
N44						
	GIGUL	543626.27N 0031009.89E				Westbound route only. Extremity of N44.
(RNAV 5)	333° / -	10.0 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C.  Scottish ACC Freq: 121.325 (All Levels).

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓      ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△	ODMOS	544526.32N	0030252.23E			Intersection with P58.
(RNAV 5)		335° / -	21.3 NM	FL 460 / FL 245	even FL 430 / FL 260	Class C.  Scottish ACC Freq: 121.325 (All Levels).
△	NOBDO	550453.28N	0024747.63E			Intersection with UP59.
(RNAV 5)		326° / -	24.3 NM	FL 460 / FL 245	even FL 430 / FL 260	Class C.  Scottish ACC Freq: 121.325 (All Levels).
△	UPNAL	552516.67N	0022451.00E			FRA Entry Point. Extremity of N44.

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓      ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
<b>N57</b>						
△	DEVAL	505125.35N	0012800.00E			Westbound route only btn DEVAL and SAPCO. FIR Boundary.
(RNAV 5)		308° / -	19.6 NM	FL 245 / FL 75	even FL 240 / FL 80	FL 245/FL 195 Class C, FL 195/FL 75 Class A.  London ACC Freq: 134.905 (FL 195 and above); Freq: 135.325 (Below FL 195).
△	SANDY	510350.81N	0010403.13E	DET R128 22.9 NM 645 FT		
(RNAV 5)		308° / -	22.9 NM	FL 245 / FL 95	even FL 240 / FL 100	FL 245/FL 195 Class C, FL 195/FL 95 Class A.  London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195).
△	DETLING DME (DET)	511814.41N	0003550.19E			
(RNAV 5)		320° / -	26.5 NM	FL 245 / FL 95	even FL 240 / FL 100	FL 245/FL 195 Class C, FL 195/FL 95 Class A.  London ACC Freq: 134.905 (All Levels).

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
					↓	↑	
△	ABBEW	503011.88N 0032833.64W				Extremity of N90.	
<u>Route Remarks:</u> CDR H24.							
Due to ATC operational requirements, the cruising level allocation between EPLEF and SKESO is inappropriate to the MAG Track.							

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
N91						
△	EPACE	511420.88N 0033111.46W				Eastbound route only. Extremity of N91.
(RNAV 1)		038° / -	13.7 NM	FL 245 / FL 195	odd FL 230 / FL 210	Class C.  London ACC Freq: 134.755 (All Levels).
△	CARWI	512505.88N 0031744.16W				
(RNAV 1)		038° / -	30.9 NM	FL 245 / FL 125	odd FL 230 / FL 130	FL 245/FL 195 Class C, FL 195/FL 125 Class A.  0600-2300 (0500-2200) London ACC Freq: 134.755 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below).  2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△	MULYM	514917.14N 0024657.01W				
(RNAV 1)		039° / -	10.6 NM	FL 245 / FL 125	odd FL 230 / FL 130	Class C.  London ACC Freq: 134.755 (All Levels).
△	FIGZI	515734.77N 0023613.57W				Extremity of N91.
Route Remarks: CARWI – FIGZI CDR H24. Rest of N91 Perm.						

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
N92						
△	DAWLY	503427.31N 0032750.23W			Extremity of N92. Intersection with L149 and N864.	



## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
(RNAV 5)	007°/187°	14.2 NM	FL 245 / FL 65	even FL 160 / FL 80	odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A.  Between DAWLY and 10 NM from DAWLY: London ACC Freq: 126.080 (All Levels).  Between 10 NM from DAWLY and TIVER: 0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165).  2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ TIVER		504832.58N 0032525.65W	BHD R005 24.8 NM 218 FT			
(RNAV 5)	007°/187°	22.3 NM	FL 245 / FL 65	even FL 160 / FL 80	odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A.  0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165).  2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ EXMOR		511042.76N 0032135.11W	BHD R005 47.1 NM 218 FT			
(RNAV 1)	- /218°	1.1 NM	FL 245 / FL 75		even FL 240 / FL 80	FL 245/FL 195 Class C, FL 195/FL 105 Class A, FL 105/FL 75 Class D.  0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165).  2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ WIGGU		511136.66N 0032027.75W				
(RNAV 1)	- /218°	13.8 NM	FL 245 / FL 125		even FL 240 / FL 140	FL 245/FL 195 Class C, FL 195/FL 125 Class A.  0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165).  2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ PACSE		512226.78N 0030650.70W				Intersection with N862.

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
					↓	↑	
△	HONILEY VOR/DME (HON)	522124.04N 0013949.41W					Southbound route only btn SANBA and HON. Intersection with L10, L15, L612 and P155.
(RNAV 5)		- /153°	44.1 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A.  Between abm EGBB and HON: London ACC Freq: 134.390 (FL 195 and above); Freq: 133.080 (Below FL 195).  Between 10 NM after UTUXA and abm EGBB: London ACC Freq: 134.390 (FL 195 and above). Scottish ACC Freq: 134.430 (Below FL 195).  Between UTUXA and 10 NM after UTUXA: Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 134.430 (Below FL 195).
△	UTUXA	530030.45N 0021312.52W					Intersection with P18.
(RNAV 5)		- /153°	8.9 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A.  Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 134.430 (Below FL 195).
△	SANBA	530821.53N 0022002.98W		HON R332 53.0 NM 435 FT			Extremity of N859.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.							

Route Designator		Route Usage Notes							
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks		
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations		
					↓	↑			
N862									
△	SKESO	494929.42N 0030202.60W					FIR Boundary. Extremity of N862. Intersection with A25 (see AIP France).		
(RNAV 5)		333°/153°	11.8 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A.  London ACC Freq: 126.080 (FL 195 and above); Jersey Control Freq: 125.205 (Below FL 195).		
△	SKERY	500000.00N 0031023.06W		BHD R152 26.9 NM 218 FT			Westbound (southbound) route only btn WAL and SKERY.		
(RNAV 1)		- /167°	14.3 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A.  London ACC Freq: 126.080 (All Levels).		

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/SATVOICE number/ RCP & RSP limitations
				↓	↑	
△ ENHEL		501354.15N 0031523.42W				Intersection with N90.
(RNAV 1)	- /167°	9.5 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A.  London ACC Freq: 126.080 (All Levels).
△ TONQU		502309.42N 0031845.03W				
(RNAV 1)	- /187°	5.2 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A.  London ACC Freq: 126.080 (All Levels).
△ BUDXE		502818.29N 0031744.21W				Intersection with L149.
(RNAV 1)	- /187°	17.5 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A.  London ACC Freq: 126.080 (All Levels).
△ SIDHO		504538.88N 0031417.65W				Intersection with N40.
(RNAV 1)	- /187°	37.1 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A.  0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165).  2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ PACSE		512226.78N 0030650.70W				Intersection with N92.
(RNAV 5)	- /187°	30.7 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A.  0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165).  2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ ABWIV		515248.67N 0030032.70W				
(RNAV 5)	- /183°	4.3 NM	FL 245 / FL 145		odd FL 230 / FL 150	FL 245/FL 195 Class C, FL 195/FL 145 Class A.  0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165).  2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ UBCAM		515704.18N 0030012.19W				

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations	
				↓	↑		
N864							
△	SKERY	500000.00N 0031023.06W		BHD R152 26.9 NM 218 FT			Extremity of N864. Intersection with N862.
(RNAV 5)		333°/153°	26.9 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A.  London ACC Freq: 126.080 (All Levels).
△	BERRY HEAD VOR/DME (BHD)	502354.96N 0032937.28W					
(RNAV 5)		007°/186°	6.3 NM	FL 245 / FL 65	even FL 240 / FL 80	odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A.  London ACC Freq: 126.080 (All Levels).
△	ABBEW	503011.88N 0032833.64W					
(RNAV 5)		006°/187°	4.3 NM	FL 245 / FL 65	even FL 240 / FL 80	odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A.  London ACC Freq: 126.080 (All Levels).
△	DAWLY	503427.31N 0032750.23W					Intersection with N92.
(RNAV 1)		008°/187°	37.5 NM	FL 245 / FL 65	even FL 240 / FL 80	odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A.  Between DAWLY and 10 NM from DAWLY: London ACC Freq: 126.080 (All Levels).  Between 10 NM from DAWLY and WIGGU: 0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165).  2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△	WIGGU	511136.66N 0032027.75W					Eastbound (northbound) route only b/n WIGGU and WAL.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
					↓	↑	
(RNAV 1)		007° / -	13.6 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A.  Between WIGGU and 5 NM from CARWI: 0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165).  2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).  Between 5 NM from CARWI and CARWI: 0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165).  2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△	CARWI	512505.88N 0031744.16W					Intersection with N91.
(RNAV 5)		007° / -	16.5 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A.  0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165).  2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△	ETNAH	514126.45N 0031423.74W					
(RNAV 5)		007° / -	7.0 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A.  0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165).  2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△	TIGWE	514822.73N 0031257.91W					Intersection with L9.

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes						
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks	
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations		
				↓	↑			
P38								
△	RENEQ	541424.84N 0041759.87E					UIR Boundary. Extremity of P38.	
(RNAV 5)		291°/110°	198.5 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C.  Scottish ACC Freq: 121.325 (All Levels).	
△	ROBEM	552733.36N 0010113.69W					FRA Entry/Exit Point. Extremity of P38.	
Route Remarks: CDR H24.								

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations	
				↓	↑		
P39							
△	ROVNI	535313N 0003901E				Extremity of P39. Intersection with UL975.	
(RNAV 5)		079°/260°	130.8 NM	FL 460 / FL 245	odd FL 450 / FL 250	even FL 430 / FL 260	Class C.  Scottish ACC Freq: 121.325 (All Levels).
	RENEQ	541424.84N 0041759.87E				Extremity of P39. UIR Boundary.	
Route Remarks: CDR H24.							

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations	
				↓	↑		
P40							
△	ADGEG	531343N 0021906E				Extremity of P40. Intersection with UM185. Westbound route only btn ROKAN and ADGEG.	
(RNAV 5)		- /229°	40.7 NM	FL 460 / FL 245			even FL 430 / FL 260  Class C.  Scottish ACC Freq: 121.325 (All Levels).
△	ROKAN	533947.50N 0031119.84E				Intersection with P48.	
(RNAV 5)		047°/227°	52.5 NM	FL 460 / FL 245		odd FL 450 / FL 250	even FL 430 / FL 260  Class C.  Scottish ACC Freq: 121.325 (All Levels).
△	RENEQ	541424.84N 0041759.87E				Extremity of P40. UIR Boundary.	
Route Remarks: CDR H24.							

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes						
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks	
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations		
				↓	↑			
P43								
△	LARDI	533616.09N 0033057.16E					Extremity of P43. Intersection with N866. Westbound route only.	
(RNAV 5)		- /226°	20.8 NM	FL 460 / FL 245			even FL 430 / FL 260	Class C.  Scottish ACC Freq: 121.325 (All Levels).
△	LONAM	535022.32N 0035633.03E					Extremity of P43. UIR Boundary.	
Route Remarks: CDR H24.								

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations	
				↓	↑		
P44							
△	BRAIN	514839.91N 0003906.00E		BKY R114 24.4 NM 486 FT			Eastbound route only. Extremity of P44.
(RNAV 5)		082° / -	5.3 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A.  London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).
△	DAGGA	514919.37N 0004739.00E		CLN R262 13.2 NM 100 FT			
(RNAV 5)		082° / -	13.2 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A.  London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 121.230 (Below FL 155).
△	CLACTON VOR/DME (CLN)	515054.50N 0010851.32E					Intersection with L620.
(RNAV 5)		065° / -	21.6 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A.  Between CLN and 9 NM from CLN: London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 121.230 (Below FL 155).  Between 9 NM from CLN and RATLO: London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).



## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
Q75						
△	BUZAD	515632.08N 0003308.21W		BNN R358 13.0 NM 558 FT		Westbound route only. Extremity of Q75. Intersection with L10 and T420.
(RNAV 5)		- /262°	18.0 NM	FL 245 / FL 95	even FL 240 / FL 100	FL 245/FL 195 Class C, FL 195/FL 95 Class A.  Between 5nm west of UTAVA and BUZAD: London ACC Freq: 127.105 (Below FL 215 to FL 195); Freq: 130.925 (Below FL 195 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125).  Between UTAVA and 5nm west of UTAVA: London ACC Freq: 130.925 (FL 155 and above); Freq: 129.280 (Below FL 155).
△	UTAVA	515846.91N 0000418.79W		BKY R262 5.0 NM 486 FT		Not available for flight planning btn BKY and UTAVA.
(RNAV 5)		- /263°	5.0 NM	FL 245 / FL 95	even FL 240 / FL 100	FL 245/FL 195 Class C, FL 195/FL 95 Class A.  London ACC Freq: 130.925 (FL 155 and above); Freq: 129.280 (Below FL 155).
△	BARKWAY DME (BKY)	515923.17N 0000342.87E				Extremity of Q75.

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
					↓	↑	
Q295							
△	NUCHU	512808.10N 0014035.43W				FRA Exit Point. Extremity of Q295. Eastbound route only.	
(RNAV 1)		079° / -	19.6 NM	FL 460 / FL 245	odd FL 450 / FL 250	Class C.  Between NUCHU and abm HEKXA: London ACC Freq: 134.460 (FL 305 and above); Freq: 133.600 (Below FL 305 to FL 265); Freq: 134.755 (Below FL 265).  Between abm HEKXA and ICTAM: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305).	
△	ICTAM	513137.37N 0010948.12W				Intersection with M197.	

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					Remarks
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
(RNAV 5)	070° -	41.7 NM	FL 460 / FL 85	odd FL 450 / FL 90		<p>FL 460/FL 195 Class C, FL 195/FL 85 Class A.</p> <p>Between ICTAM and 5 NM from ICTAM: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.800 (Below FL 215 to FL 155); Freq: 134.125 (Below FL 155).</p> <p>Between 5 NM from ICTAM and 18 NM from ICTAM: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 135.800 (Below FL 215 to FL 155); Freq: 119.780 (Below FL 155).</p> <p>Between 18 NM from ICTAM and 31 NM from ICTAM: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 175); Freq: 135.800 (Below FL 175 to FL 155); Freq: 119.780 (Below FL 155).</p> <p>Between 31 NM from ICTAM and BPK: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115).</p>

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
					↓	↑	
△	BROOKMANS PARK DME (BPK)	514459.05N 0000624.25W					Eastbound route only btn BPK and SOMVA.
(RNAV 5)		082° / -	11.4 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL460/FL195 Class C, FL195/FL 85 Class A.  Between BPK and 6 NM from BPK: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115).  Between 6 NM from BPK and TOTRI: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).
△	TOTRI	514629.57N 0001147.72E					
(RNAV 5)		082° / -	2.0 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A.  London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).
△	MATCH	514645.20N 0001500.00E		BPK R082 13.4 NM 392 FT			
(RNAV 5)		082° / -	15.1 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A.  Between MATCH and 11 NM from MATCH: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).  Between 11 NM from MATCH and BRAIN: London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
					↓	↑	
△	BRAIN	514839.91N 0003906.00E		BKY R114 24.4 NM 486 FT		Intersection with M197 and P44.	
(RNAV 5)		066° / -	8.2 NM	FL 460 / FL 85	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A.  London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).	
△	PAAVO	515149.03N 0005115.76E				Intersection with M604.	
(RNAV 5)		067° / -	71.4 NM	FL 460 / FL 195	odd FL 450 / FL 210	Class C.  Between PAAVO and 16 NM from PAAVO: London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245).  Between 16 NM from PAAVO and SOMVA: London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).	
△	SOMVA	521826.00N 0023838.44E				Extremity of Q295. Intersection with UP155 (see AIP Netherlands).	

Route Designator		Route Usage Notes							
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks		
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations		
					↓	↑			
T71									
△	VAPID	511513.97N 0010242.40W					Eastbound route only. Extremity of T71. Intersection with N859.		
(RNAV 5)		- /178°	5.8 NM	FL 245 / FL 175		odd FL 230 / FL 190	FL 245/FL 195 Class C, FL 195/FL 175 Class A.  London ACC Freq: 132.165 (All Levels).		
△	TEVSI	512100.75N 0010301.26W							
(RNAV 5)		- /178°	16.0 NM	FL 245 / FL 175		odd FL 230 / FL 190	FL 245/FL 195 Class C, FL 195/FL 175 Class A.  London ACC Freq: 132.165 (All Levels).		
△	COWLY	513657.58N 0010353.72W					Extremity of T71.		

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min	
					↓	↑
△	BUZAD	515632.08N 0003308.21W		BNN R358 13.0 NM 558 FT		
(RNAV 5)		329° / -	13.0 NM	FL 460 / FL 115	even FL 430 / FL 120	Intersection with L10.  FL 460/FL 195 Class C, FL 195/FL 115 Class A.  Between BUZAD and 10 NM north of BUZAD: London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 215); Freq: 130.925 (Below FL 215 to FL 155); Freq: 121.275 (Below FL 155).  Between 10 NM north of BUZAD and OLNEY: London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 195); Freq: 130.925 (Below FL 195).
△	OLNEY	520740.22N 0004403.32W		DTY R102 14.4 NM 600 FT		
(RNAV 5)		329° / -	8.4 NM	FL 460 / FL 115	even FL 430 / FL 120	FL 460/FL 195 Class C, FL 195/FL 115 Class A.  London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 195); Freq: 130.925 (Below FL 195).
△	WELIN	521450.25N 0005108.41W		HON R101 30.6 NM 435 FT		
(RNAV 5)		328°/148°	16.8 NM	FL 460 / FL 105	even FL 430 / FL 120	odd FL 450 / FL 110
						FL 460/FL 195 Class C, FL 195/FL 105 Class A.  FL 140 not available between WELIN and TNT.  London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 195); Freq: 130.925 (Below FL 195).
△	AKUPA	522911.57N 0010528.03W				
(RNAV 5)		328°/148°	5.1 NM	FL 460 / FL 105	even FL 430 / FL 120	odd FL 450 / FL 110
						Intersection with (U)Y250.  FL 460/FL 195 Class C, FL 195/FL 105 Class A.  FL 140 not available between WELIN and TNT.  London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 195); Freq: 130.925 (Below FL 195).

## ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
△ TIMPO (RNAV 5)	523331.58N 0010949.71W 328°/148°	10.0 NM	FL 460 / FL 105	even FL 430 / FL 120	odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A.  FL 140 not available between WELIN and TNT.  Between TIMPO and 10 NM before ELVOS: London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 195); Freq: 130.925 (Below FL 195).  Between 10 NM before ELVOS and ELVOS: London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 195); Scottish ACC Freq: 134.430 (Below FL 195 to FL 135); London ACC Freq: 130.925 (Below FL 135).
△ ELVOS (RNAV 5)	524201N 0011825W 328°/148°	25.0 NM	FL 460 / FL 105	even FL 430 / FL 120	odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A.  FL 140 not available between WELIN and TNT.  Between ELVOS and 12 NM north of ELVOS: London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 195). Scottish ACC Freq: 134.430 (Below FL 195 to FL 135). London ACC Freq: 130.925 (Below FL 135).  Between 12 NM north of ELVOS and TNT: London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 195). Scottish ACC Freq: 134.430 (Below FL 195).
△ TRENT DME (TNT)	530314.23N 0014011.90W					Extremity of T420. Intersection with (U)L28.
<b>Route Remarks:</b> See also ENR 1.1, paragraph 1.1.3.						

## ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

## ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of Station/ MAG Var/ VOR Declination	Ident	Frequency (Channel)	Hours of operation	Coordinates	DME Aerial Elevation	FRA Relevance	Remarks/ Usage
1.	2.	3.	4.	5.	6.	7.	8.
ABERDEEN VOR/DME 0.04°E (2027) 0.37°W (2021)	ADN	114.300 MHz 90X	H24 Hours of operation for aerodrome purposes: HO	571837.62N 0021602.09W	610 FT	IAD	FRA (A): EGPC, EGPE, EGPB, EGPT, EGQL, EGPF, EGPH, EGPB, EGPK FRA (D): EGPC, EGPE, EGPB, EGPT, EGQL  APCH Aid to Aberdeen/Dyce. VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R045- 135).
BARKWAY DME 1.36°E (2027)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT		No associated En-route VOR. DME DOC: 120 NM/50,000 FT.
BELFAST VOR/DME 1.19°W (2027) 1.2°W (2024)	BEL	117.200 MHz 119X	H24	543940.12N 0061347.66W	221 FT		APCH Aid to Belfast Aldergrove. On Belfast Aldergrove AD. VOR/DME DOC: 40 NM/50,000 FT (200 NM/50,000 FT in Sector R226- 346). There may be VOR bearing fluctuations in Sectors R060-110 and R140-180.
BENBECULA DME 2.11°W (2027)	BEN	86Y 113.950 MHz	H24 Hours of operation for aerodrome purposes: Mon-Fri 0800-1630 (0700-1530); Sat 0800- 0915 (0700- 0815), 1030- 1245 (0930- 1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	572840.57N 0072155.08W	46 FT		No associated En-route VOR. APCH Aid to Benbecula. On Benbecula AD. DME DOC: 150 NM/50,000 FT (200 NM/50,000 FT in Sector R197-002).
BERRY HEAD VOR/DME 0.32°E (2027) 0.7°E (2025)	BHD	112.050 MHz 57Y	H24	502354.96N 0032937.28W	218 FT	IAD	FRA (A): EGHH FRA (D): EGFF, EGGD  VOR DOC: 85 NM/50,000 FT. DME DOC: 85 NM/50,000 FT (160 NM in Sector R209-014). Due to terrain effects significant bearing errors may occur below 3000 FT in Sector R009-024 at ranges between 14 NM and 19 NM.
BIGGIN DME 1.39°E (2027)	BIG	98X 115.100 MHz	H24	511951.15N 0000205.32E	589 FT		No associated En-route VOR. APCH Aid to Biggin Hill. On Biggin Hill AD. DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.
BOVINGDON DME 1.18°E (2027)	BNN	84Y 113.750 MHz	H24	514334.19N 0003259.10W	558 FT		No associated En-route VOR. DME DOC: 60 NM/50,000 FT.



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

Name of Station/ MAG Var/ VOR Declination	Ident	Frequency (Channel)	Hours of operation	Coordinates	DME Aerial Elevation	FRA Relevance	Remarks/ Usage
1.	2.	3.	4.	5.	6.	7.	8.
BRECON DME 0.27°E (2027)	BCN	121Y 117.450 MHz	H24	514331.89N 0031546.92W	1450 FT	D	FRA (D): EGTE  No associated En-route VOR. DME DOC: 65 NM/50,000 FT (125 NM/50,000 FT in Sector R136-001).
BROOKMANS PARK DME 1.32°E (2027)	BPK	122X 117.500 MHz	H24	514459.05N 0000624.25W	392 FT		No associated En-route VOR. DME DOC: 40 NM/50,000 FT (80 NM/50,000 FT in Sector R284-359).
CLACTON VOR/DME 1.72°E (2027) 1.3°E (2022)	CLN	114.550 MHz 92Y	H24	515054.50N 0010851.32E	100 FT		VOR/DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R314-044).
COMPTON VOR/DME 0.98°E (2027) 0.4°E (2021)	CPT	114.350 MHz 90Y	H24	512929.66N 0011310.89W	498 FT		VOR/DME DOC: 80 NM/50,000 FT (150 NM/50,000 FT in Sector R225-045 and 130 NM/ 50,000 FT in Sector R045-135).
DAVENTRY DME 0.96°E (2027)	DTY	111X 116.400 MHz	H24	521048.51N 0010649.64W	600 FT		No associated En-route VOR. DME DOC: 60 NM/50,000 FT (75 NM/50,000 FT in Sector R284-344).
DEAN CROSS DME 0.08°W (2027)	DCS	99X 115.200 MHz	H24	544318.88N 0032026.30W	732 FT		No associated VOR. Any VOR indications should be ignored. DME DOC: 100 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R093-163.
DETLING DME 1.58°E (2027)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT		No associated En-route VOR. DME DOC: 60 NM/50,000 FT.
DOVER DME 1.82°E (2027)	DVR	96Y 114.950 MHz	H24	510945.44N 0012132.71E	325 FT		No associated En-route VOR. DME DOC: 80 NM/50,000 FT (200 NM/50,000 FT in Sector R014-074).
DUNDONALD DME 0.68°W (2027)	DUD	101Y 115.450 MHz	H24	553331.70N 0043605.54W	506 FT		No associated En-route VOR. DME DOC: 160 NM/50,000 FT. Coverage is reduced in the sector R115-145.
GAMSTON DME 0.93°E (2027)	GAM	75X 112.800 MHz	H24	531653.28N 0005649.79W	115 FT		No associated En-route VOR. DME DOC: 80 NM/25,000 FT.
GLASGOW DME 0.66°W (2027)	GOW	101X 115.400 MHz	H24 Hours of operation for aerodrome purposes: HO	555213.81N 0042644.60W	46 FT	IAD	FRA (A): EGPI, EGPU FRA (D): EGPI, EGPV, EGPT, EGPU, EGQL  No associated En-route VOR. DME DOC: 70 NM/50,000 FT (200 NM/50,000 FT in Sector R241-001). Due to terrain, coverage at low level is reduced in Sectors R346-026 and R181-201.
GOODWOOD DME 1.17°E (2027)	GWC	94Y 114.750 MHz	H24	505118.79N 0004524.25W	122 FT		No associated En-route VOR. DME DOC: 80 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R299-044.
GREAT DUN FELL DME 0.25°E (2027)	DUF	99Y 115.250 MHz	H24	544100.60N 0022703.66W	2803 FT		No associated En-route VOR. DME DOC: 160 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R300-020.
GREEN LOWTHER DME 0.32°W (2027)	GLO	33Y 109.650 MHz	H24	552324.44N 0034411.52W	2408 FT		No associated En-route VOR. DME DOC: 160 NM/50,000 FT. Coverage is reduced in the sectors R005-020 and R235-270.
HENTON NDB 1.10°E (2027)	HEN	433.500 kHz	H24	514535.07N 0004725.05W			No associated En-route navigational dependency. Range 30 NM.

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

Name of Station/ MAG Var/ VOR Declination	Ident	Frequency (Channel)	Hours of operation	Coordinates	DME Aerial Elevation	FRA Relevance	Remarks/ Usage
1.	2.	3.	4.	5.	6.	7.	8.
HONILEY VOR/DME 0.76°E (2027) 0.6°E (2023)	HON	113.650 MHz 83Y	H24	522124.04N 0013949.41W	435 FT		VOR/DME DOC: 60 NM/50,000 FT (85 NM/50,000 FT in Sector R179- 239 and 100 NM/50,000 FT in Sector R314-001).
ISLE OF MAN VOR/DME 0.54°W (2027) 0.8°W (2022)	IOM	112.200 MHz 59X	H24	540401.12N 0044548.50W	567 FT	I	APCH Aid to Isle of Man. VOR DOC: 60 NM/50,000 FT (75 NM/50,000 FT in Sector R271-211). DME DOC: 60 NM/50,000 FT (160 NM/18,000 FT in Sector R271-091 and 130 NM/ 18,000 FT in Sector R091-211) (160 NM/18,000-50,000 FT in Sector R271-076 and 100 NM/18,000- 50,000 FT in Sector R076-211).
JERSEY VOR/DME 0.88°E (2027) 0.65°W (2020)	JSY	112.200 MHz 59X	H24 Hours of operation for aerodrome purposes: HO	491315.98N 0020246.12W	276 FT		APCH Aid to Jersey. DOC: 60 NM/50,000 FT (40 NM/ 50,000 FT in Sector 048-183M). Due to terrain effects DME coverage is reduced in Sector R180-360 and unlocks occur. DME unlocks may occur on the 08 Approach Procedure. ENR Purpose: 491316N 0020246W
LAMBOURNE DME 1.41°E (2027)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT		No associated En-route VOR. DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
LAND'S END VOR/DME 0.38°W (2027) 0.1°W (2025)	LND	114.200 MHz 89X	H24	500810.54N 0053813.06W	760 FT	IAD	FRA (A): EGHQ FRA (D): EGTE, EGHQ  VOR/DME DOC: 200 NM/50,000 FT
LONDON DME 1.22°E (2027)	LON	83X	H24	512914.09N 0002759.54W	113 FT		No associated En-route VOR.  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.
LYDD DME 1.68°E (2027)	LYD	87Y 114.050 MHz	H24	505958.87N 0005243.18E	30 FT		No associated En-route VOR. DME DOC: 80 NM/50,000 FT (100 NM/50,000 FT in Sector R194-254).
MACHRIHANISH DME 1.07°W (2027)	MAC	107X 116.000 MHz	H24	552548.08N 0053901.49W	122 FT	IAD	FRA (A): EGAA, EGAC, EGEO, EGPF, EGPG, EGPH, EGPU, EIDL FRA (D): EGAA, EGAC, EGEO, EGPF, EGPG, EGPU, EIDL  No associated En-route VOR. DME DOC: 150 NM/50,000 FT (200 NM/50,000 FT in Sector R227-347). Due to terrain, coverage at low level is reduced in Sectors R122-162, R207-237 and R347-082.
MADFORD DME 0.36°E (2027)	DFO	45Y 110.850 MHz	H24	505131.28N 0031426.45W	870 FT		No associated En-route VOR. DME DOC: 130 NM/50,000 FT.
MANCHESTER DME 0.46°E (2027)	MCT	82Y 113.550 MHz	H24 Hours of operation for aerodrome purposes: HO	532125.29N 0021544.24W	280 FT		On Manchester AD. No associated En-route VOR. DME DOC: 90 NM/50,000 FT.

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

Name of Station/ MAG Var/ VOR Declination	Ident	Frequency (Channel)	Hours of operation	Coordinates	DME Aerial Elevation	FRA Relevance	Remarks/ Usage
1.	2.	3.	4.	5.	6.	7.	8.
MAYFIELD DME 1.44°E (2027)	MAY	126X 117.900 MHz	H24	510101.86N 0000658.04E	384 FT		No associated En-route VOR. 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.
MIDHURST DME 1.20°E (2027)	MID	87X 114.000 MHz	H24	510314.23N 0003730.01W	233 FT		No associated En-route VOR. DME DOC: 60 NM/50,000 FT (100 NM/50,000 FT in Sector R239-359).
NEWCASTLE DME 0.50°E (2027)	NEW	89Y 114.250 MHz	H24	550218.41N 0014154.14W	287 FT		On Newcastle AD. No associated VOR. Any VOR indications should be ignored. DME DOC: 200 NM/50,000 FT. ENR Purpose: 550218N 0014154W
OCKHAM DME 1.24°E (2027)	OCK	100X 115.300 MHz	H24	511818.17N 0002649.86W	200 FT		RNAV Substitution Only. No associated En-route VOR. DME DOC: 70 NM/25,000 FT (90 NM/25,000 FT in Sector R059-089).
OTTRINGHAM VOR/DME 1.19°E (2027) 1.4°E (2024)	OTR	113.900 MHz 86X	H24	534153.49N 0000613.61W	34 FT		VOR/DME DOC: 100 NM/60,000 FT (200 NM/60,000 FT in Sector R014-074 and 150 NM/60,000 FT in Sector R074-134).
PERTH VOR 0.30°W (2027) 0.5°W (2023)	PTH	110.400 MHz	H24	562632.63N 0032206.96W		IAD	FRA (A): EGEO FRA (D): EGPD, EGPK, EGEO  No associated En-route navigational dependency. No associated DME. Any DME indications should be ignored.
POLE HILL VOR/DME 0.48°E (2027) 0.50°E (2023)	POL	112.100 MHz 58X	H24	534437.60N 0020611.83W	1438 FT		VOR/DME DOC: 115 NM/50,000 FT (150 NM/50,000 FT in Sector R075-015). Due to terrain, coverage at low level is reduced in Sector R280-335.
SAINT ABBS VOR/DME 0.22°E (2027) 0.2°W (2022)	SAB	112.500 MHz 72X	H24	555427.04N 0021222.81W	760 FT	IA	FRA (A): EGPF VOR DOC: 50 NM/50,000 FT (200 NM/50,000 FT in Sector R045-135 and 100 NM/50,000 FT in Sector R240-285). DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R045-135 and 100 NM/50,000 FT in Sector R240-285).
SEAFORD VOR/DME 1.46°E (2027) 1.0°E (2021)	SFD	117.000 MHz 117X	H24	504538.48N 0000718.89E	289 FT		VOR/DME DOC: 75 NM/50,000 FT (120 NM/50,000 FT in Sector R254-299).
SOUTHAMPTON DME 0.98°E (2027)	SAM	80Y 113.350 MHz	H24 Hours of operation for aerodrome purposes: HO	505718.90N 0012042.20W	64 FT		No associated En-route VOR. DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314). DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT.
STORNOWAY VOR/DME 1.72°W (2027) 2.2°W (2022)	STN	115.100 MHz 98X	H24	581225.02N 0061058.97W	299 FT	IAD	FRA (A): EGPE, EGPL, EGPU, EGEO, EGQS FRA (D): EGPE, EGPL, EGPU, EGEO  APCH Aid to Stornoway. VOR/DME DOC: 105 NM/50,000 FT (200 NM/50,000 FT in Sector R167-107). ENR Purpose: 581225N 0061059W

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD710 RAASAY 572200N 0054927W - 572200N 0055935W - then along the east coast of Raasay and Rona in an northerly direction to 573500N 0055800W - 573800N 0055800W - 573800N 0055000W - 573445N 0055000W - then along the west coast of the Applecross peninsula in an southerly direction to 572200N 0054927W	Upper limit: 1500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards / Unmanned Aircraft System (VLOS/BVLOS).  Service: SUAAIS: Scottish Information on 127.275 MHz.  Contact: Pre-flight information: Range Control, Tel: 01397-436720.  SI 2016/654.  SUA Authority: DAATM (DE&S).  This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.  Hours: Activated by NOTAM.  Mon-Sat SR to SS.
EGD712A NORTHERN COMPLEX 585202N 0052659W - 581310N 0052344W - 581920N 0055243W - 584432N 0055510W - 585202N 0052659W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable.  Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS).  Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.  SUA Authority: DAATM (HQ Air).  Hours: Activated by NOTAM.
EGD712AZ NORTHERN COMPLEX FBZ 585743N 0052640W - 585458N 0051735W - 581039N 0051405W - 580731N 0052231W - 581514N 0055848W - 581737N 0060202W - 584544N 0060454W - 584817N 0060206W - 585743N 0052640W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD712B NORTHERN COMPLEX 591444N 0035801W - 590716N 0033308W - 580412N 0044247W - 581310N 0052344W - 585202N 0052659W - 591444N 0035801W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable.  Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS).  Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.  SUA Authority: DAATM (HQ Air).  Hours: Activated by NOTAM.
EGD712BZ NORTHERN COMPLEX FBZ 591945N 0040004W - 591940N 0035513W - 591031N 0032445W - 590631N 0032245W - 580006N 0043621W - 575852N 0044307W - 580906N 0052952W - 581129N 0053303W - 585317N 0053644W - 585549N 0053353W - 591945N 0040004W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD712C NORTHERN COMPLEX 590716N 0033308W - 584654N 0022720W - 574827N 0033350W - 580412N 0044247W - 590716N 0033308W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable.  Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS).  Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.  SUA Authority: DAATM (HQ Air).  Hours: Activated by NOTAM.

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD712CZ NORTHERN COMPLEX FBZ 591237N 0033141W - 585005N 0021855W - 584604N 0021704W - 574417N 0032735W - 574307N 0033420W - 580028N 0045018W - 580442N 0045303W - 591135N 0033929W - 591237N 0033141W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD712D NORTHERN COMPLEX 584654N 0022720W - 583622N 0015427W - 574000N 0020624W following the line of latitude to - 574000N 0025821W - 574827N 0033350W - 584654N 0022720W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable.  Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS).  Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.  SUA Authority: DAATM (HQ Air).  Hours: Activated by NOTAM.
EGD712DZ NORTHERN COMPLEX FBZ 585214N 0022543W - 583950N 0014702W - 583713N 0014438W - 573732N 0015733W - 573501N 0020251W following the line of latitude to - 573501N 0030021W - 574447N 0034125W - 574902N 0034401W - 585116N 0023328W - 585214N 0022543W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD713 FAST JET AREA SOUTH 575900N 0065200W - 574600N 0061000W - 563500N 0052200W - 560600N 0063000W - 561000N 0065400W - 564200N 0081500W - 575000N 0081500W - 575900N 0065200W	Upper limit: FL550 Lower limit: FL245	AMC: Manageable.  Activity: High Energy Manoeuvres / Ordnance, Munitions & Explosives (OME).  Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel 01489-612495.  SUA Authority: DAATM (HQ Air).  EGD713 is solely in support of Ex Joint Warrior.  Hours: Activated by NOTAM.
EGD713Z FAST JET AREA SOUTH FBZ 580415N 0065021W - 574924N 0060224W - 563509N 0051229W - 563200N 0051411W - 560119N 0062614W - 560052N 0063030W - 560527N 0065800W - 563836N 0082200W - 564046N 0082404W - 575146N 0082422W - 575430N 0082012W - 580415N 0065021W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR planning purposes only
EGD714A SPACEPORT ONE A circle, 0.75 NM radius, centred at 573901N 0072905W	Upper limit: 3000 FT ALT Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives.  Service: SUAAIS: Scottish Information on 127.275 MHz.  Contact: Pre-flight information: MOD Hebrides Range Control, Tel: 01870-604449.  SUA Authority: QinetiQ Ltd.  Hours: Activated by NOTAM.
EGD714B SPACEPORT ONE 574128N 0073703W - 574923N 0071500W - 574004N 0072232W - 573601N 0072211W - 573305N 0073017W - 574128N 0073703W	Upper limit: UNL Lower limit: SFC	AMC - Manageable.  Activity: Spaceflight Activities / Ordnance Munitions and Explosives.  Service: SUAAIS: Scottish Information on 127.275 MHz.  Contact: Pre-flight information: MOD Hebrides Range Control, Tel: 01870-604449.  SUA Authority: QinetiQ Ltd.  Hours: Activated by NOTAM.

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD714BZ1 SPACEPORT ONE 575033N 0071508W - 575011N 0071338W - 574926N 0071256W - 574842N 0071329W - 573952N 0072040W - 573545N 0072016W - 573517N 0072047W - 573208N 0072936W - 573203N 0073037W - 573217N 0073133W - 573237N 0073201W - 574105N 0073848W - 574129N 0073857W - 574205N 0073842W - 575033N 0071508W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD801 CAPE WRATH (NORTH WEST) 590000N 0043000W - 584500N 0043000W following the line of latitude to - 584500N 0050000W - 590000N 0050000W following the line of latitude to - 590000N 0043000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable.  Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.  Service: SUAAIS: Scottish Information on 133.675 MHz.  Contact: Pre-flight information / Booking: Range Control, Tel: 01971- 511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945.  SI 1933/40.  SUA Authority: DAATM (DIO).  Hours: Activated by NOTAM.
EGD801Z CAPE WRATH (NORTH WEST) FBZ 590459N 0050402W following the line of latitude to - 590459N 0042558W - 590203N 0042019W - 584255N 0042025W - 584000N 0042604W following the line of latitude to - 584000N 0050356W - 584255N 0050935W - 590203N 0050941W - 590459N 0050402W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD802 CAPE WRATH (SOUTH EAST) 584500N 0043000W - 583435N 0043000W - then along the coastline to 583200N 0044728W - 583200N 0050000W - 584500N 0050000W - 584500N 0043000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable.  Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.  Service: SUAAIS: Scottish Information on 133.675 MHz.  Contact: Pre-flight information / Booking: Range Control, Tel: 01971- 511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945.  SI 1933/40.  SUA Authority: DAATM (DIO).  This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.  Hours: Activated by NOTAM.
EGD802Z CAPE WRATH (SOUTH EAST) FBZ 584959N 0050401W following the line of latitude to - 584959N 0042559W - 584703N 0042024W - 583236N 0042028W - 582715N 0043007W - 582529N 0043257W - 582258N 0043807W - 582211N 0044011W - 582134N 0044517W - 582212N 0044953W - 582426N 0045426W - 582701N 0045522W - 582700N 0050356W - 582956N 0050932W - 584703N 0050936W - 584959N 0050401W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

## 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
EGD803 GARVIE ISLAND A circle, 4 NM radius, centred at 583705N 0045220W	Upper limit: 40000 FT ALT Lower limit: SFC	AMC - Manageable.  Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.  Service: SUAAIS: Scottish Information on 133.675 MHz.  Contact: Pre-flight information / Booking: Range Control, Tel: 01971-511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945.  SUA Authority: DAATM (DIO).  Hours: Activated by NOTAM.
EGD803Z GARVIE ISLAND FBZ A circle, 9 NM radius, centred at 583705N 0045220W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD809C MORAY FIRTH (CENTRAL) 585000N 0023314W following the line of latitude to - 585000N 0014526W - 582600N 0015049W following the line of latitude to - 582600N 0024048W - 585000N 0023314W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable.  Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (VLOS/BVLOS) / High Energy Manoeuvres.  Service: SUAAIS: Scottish Information on 133.675 MHz.  Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.  SUA Authority: DAATM (HQ Air).  Hours: Activated by NOTAM.
EGD809CZ MORAY FIRTH (CENTRAL) FBZ 585459N 0023649W - 585458N 0014104W - 585138N 0013522W - 582331N 0014148W - 582100N 0014715W - 582100N 0024509W - 582431N 0025054W - 585236N 0024210W - 585459N 0023649W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD809N MORAY FIRTH (NORTH) 592300N 0015130W following the line of latitude to - 592300N 0014200W - 590500N 0014200W - 585000N 0014526W following the line of latitude to - 585000N 0023314W - 585800N 0023040W - 592300N 0015130W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable.  Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (VLOS/BVLOS) / High Energy Manoeuvres.  Service: SUAAIS: Scottish Information on 133.675 MHz.  Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.  SUA Authority: DAATM (HQ Air).  Hours: Activated by NOTAM.
EGD809NZ MORAY FIRTH (NORTH) FBZ 592759N 0015343W - 592759N 0013756W - 592503N 0013213W - 590442N 0013219W - 584731N 0013619W - 584500N 0014149W - 584500N 0023730W - 584827N 0024328W - 590005N 0023947W - 592701N 0015743W - 592759N 0015343W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only



## 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
EGD809S MORAY FIRTH (SOUTH) 582600N 0024048W following the line of latitude to - 582600N 0015049W - 575000N 0015840W following the line of latitude to - 575000N 0022415W - 581630N 0024345W - 582600N 0024048W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable.  Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (VLOS/BVLOS) / High Energy Manoeuvres.  Service: SUAAIS: Scottish Information on 133.675 MHz.  Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.  SUA Authority: DAATM (HQ Air).  Hours: Activated by NOTAM.
EGD809SZ MORAY FIRTH (SOUTH) FBZ 583059N 0024421W - 583058N 0014630W - 582738N 0014052W - 574732N 0014947W - 574500N 0015508W - 574500N 0022707W - 574645N 0023155W - 581557N 0025331W - 582836N 0024938W - 583059N 0024421W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD901 FAST JET AREA NORTH 594000N 0013000W - 591000N 0010000W - 580215N 0000948E - 574700N 0010000W - 574000N 0013100W following the line of latitude to - 574000N 0025821W - 581920N 0055243W - 595000N 0060149W - 594000N 0013000W	Upper limit: FL550 Lower limit: FL245	AMC: Manageable.  Activity: High Energy Manoeuvres / Ordnance, Munitions & Explosives (OME).  Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel 01489-612495.  SUA Authority: DAATM (HQ Air).  EGD901 is solely in support of Ex Joint Warrior.  Hours: Activated by NOTAM.
EGD901Z FAST JET AREA NORTH FBZ 595504N 0060549W - 594449N 0012628W - 594324N 0012222W - 591224N 0005129W - 580236N 0002004E - 575826N 0001710E - 574224N 0005624W - 573500N 0012909W - 573500N 0030018W - 581514N 0055848W - 581737N 0060202W - 595156N 0061157W - 595504N 0060549W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR planning purposes only
EGD902A SAXAVORD A circle, 0.75 NM radius, centred at 604906N 0004612W	Upper limit: 3000 FT ALT Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives.  Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.  SUA Authority: SaxaVord Spaceport.  Hours: Activated by NOTAM.
EGD902B SAXAVORD 610000N 0010600W following the line of latitude to - 610000N 0002500W - 604600N 0002500W following the line of latitude to - 604600N 0010600W - 610000N 0010600W	Upper limit: UNL Lower limit: SFC	AMC - Manageable.  Activity: Spaceflight Activities / Ordnance Munitions and Explosives.  Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.  SUA Authority: SaxaVord Spaceport.  Hours: Activated by NOTAM.
EGD902BZ SAXAVORD FBZ 610000N 0010802W following the line of latitude to - 610000N 0002257W - 604537N 0002257W - 604505N 0002353W - 604500N 0002449W following the line of latitude to - 604500N 0010614W - 604510N 0010715W - 604538N 0010803W - 610000N 0010802W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

## 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
EGD902C SAXAVORD 604600N 0010600W following the line of latitude to - 604600N 0002500W - 604000N 0002500W following the line of latitude to - 604000N 0010600W - 604600N 0010600W	Upper limit: UNL Lower limit: SFC	AMC - Manageable.  Activity: Spaceflight Activities / Ordnance Munitions and Explosives.  Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.  SUA Authority: SaxaVord Spaceport.  Hours: Activated by NOTAM.
EGD902CZ SAXAVORD FBZ 604700N 0010634W following the line of latitude to - 604700N 0002430W - 604647N 0002338W - 604617N 0002257W - 603918N 0002257W - 603900N 0002416W following the line of latitude to - 603900N 0010622W - 603906N 0010656W - 603920N 0010734W - 603945N 0010802W - 604617N 0010803W - 604644N 0010730W - 604700N 0010634W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902D SAXAVORD 610000N 0013000W - 604600N 0010600W - 604000N 0010600W - 604805N 0013000W - 610000N 0013000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable.  Activity: Spaceflight Activities / Ordnance Munitions and Explosives.  Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.  SUA Authority: SaxaVord Spaceport.  Hours: Activated by NOTAM.
EGD902DZ SAXAVORD FBZ 610000N 0013203W following the line of latitude to - 610000N 0012719W - 604622N 0010357W - 603939N 0010357W - 603913N 0010440W - 603901N 0010530W - 603900N 0010622W - 603906N 0010656W - 603920N 0010734W - 604657N 0013016W - 604725N 0013137W - 604747N 0013203W - 610000N 0013203W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902E SAXAVORD 610000N 0000000E - 604805N 0000000E - 604000N 0002500W - 604600N 0002500W - 610000N 0000000E	Upper limit: UNL Lower limit: SFC	AMC - Manageable.  Activity: Spaceflight Activities / Ordnance Munitions and Explosives.  Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.  SUA Authority: SaxaVord Spaceport.  Hours: Activated by NOTAM.
EGD902EZ SAXAVORD FBZ 610000N 0000243W following the line of latitude to - 610000N 0000000E - 604704N 0000000E - 603918N 0002257W - 603900N 0002416W following the line of latitude to - 603900N 0002605W - 603941N 0002705W - 604541N 0002704W - 604621N 0002704W - 610000N 0000243W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902F SAXAVORD 610000N 0020445W following the line of latitude to - 610000N 0013000W - 604805N 0013000W - 610000N 0020445W	Upper limit: UNL Lower limit: SFC	AMC - Manageable.  Activity: Spaceflight Activities / Ordnance Munitions and Explosives.  Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.  SUA Authority: SaxaVord Spaceport.  Hours: Activated by NOTAM.

**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
EGD902FZ SAXAVORD FBZ 610000N 0020819W following the line of latitude to - 610000N 0012753W - 604748N 0012758W - 604715N 0012837W - 604657N 0013016W - 604725N 0013137W - 610000N 0020819W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902G SAXAVORD 610000N 0013000W following the line of latitude to - 610000N 0010600W - 604600N 0010600W - 610000N 0013000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable.  Activity: Spaceflight Activities / Ordnance Munitions and Explosives.  Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.  SUA Authority: SaxaVord Spaceport.  Hours: Activated by NOTAM.
EGD902GZ SAXAVORD FBZ 610000N 0013203W following the line of latitude to - 610000N 0010357W - 604621N 0010357W - 604540N 0010357W - 604515N 0010435W - 604500N 0010521W following the line of latitude to - 604500N 0010614W - 604510N 0010715W - 610000N 0013203W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902H SAXAVORD 610000N 0002500W following the line of latitude to - 610000N 0000000E - 604600N 0002500W - 610000N 0002500W	Upper limit: UNL Lower limit: SFC	AMC - Manageable.  Activity: Spaceflight Activities / Ordnance Munitions and Explosives.  Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.  SUA Authority: SaxaVord Spaceport.  Hours: Activated by NOTAM.
EGD902HZ SAXAVORD FBZ 610000N 0002704W following the line of latitude to - 610000N 0000000E - 605828N 0000000E - 604505N 0002353W - 604500N 0002449W - 604500N 0002605W - 604541N 0002704W - 610000N 0002704W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

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

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
Restricted Area		

## 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
EGR002 DEVONPORT A circle, 1 NM radius, centred at 502317N 0041114W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted by helicopter for the purpose of landing or taking off from Kinterbury Point (KP) Helicopter Landing Site (HLS) and Ships within HM Naval Base with the permission of FOST / Plymouth Military Radar and in accordance with any conditions to which permission is subject.  SI 1003/2016.  Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR063 DUNGENESS A circle, 2 NM radius, centred at 505449N 0005717E	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Dungeness, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.  Flight permitted by an aircraft which has taken off from or intends to land at London Ashford (Lydd) Airport flying in accordance with normal aviation practice which remains at least 1.5 NM from the position given at column 1 for Dungeness.  SI 1003/2016.  Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR095 SARK A circle, 3 NM radius, centred at 492546N 0022145W	Upper limit: 2374 FT ALT Lower limit: SFC	Flight is not permitted except in conformity with any permission granted by or on behalf of the Channel Islands Director of Civil Aviation. The Island of Sark is within Bailiwick of Guernsey territorial waters although within the Brest FIR.  Guernsey SI 1985/21.  Contact: Refer to Statutory Instrument.
EGR101 ALDERMASTON A circle, 1.5 NM radius, centred at 512203N 0010847W	Upper limit: 2400 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Aldermaston, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.  SI 1003/2016.  Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR104 BURGHFIELD A circle, 1 NM radius, centred at 512424N 0010125W	Upper limit: 2400 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Burghfield, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.  SI 1003/2016.  Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR105 HIGHGROVE HOUSE A circle, 1.5 NM radius, centred at 513720N 0021050W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Service; any aircraft flying in the service of the Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Gloucestershire Constabulary Royalty Household Protection Group; any aircraft either operated by a member of the Royal Family, or landing in the grounds of Highgrove House at the invitation of the person in charge of the household there, provided that the Gloucestershire Constabulary Royalty Household Protection Group has been informed in advance of such intended flight or landing.  SI 907/2018.  Contact: Refer to Statutory Instrument.

**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
EGR106 RAYMILL HOUSE, LACOCK A circle, 1 NM radius, centred at 512523N 0020646W	Upper limit: 1600 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Services; any aircraft flying in the service of Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight.  Flying in accordance with an agreed exemption issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department.  SI 703/2021.  Contact: Refer to Statutory Instrument.
EGR107 BELMARSH 513020N 0000529E thence clockwise by the arc of a circle radius 0.5 NM centred on 512951N 0000541E to 512943N 0000454E - 513020N 0000529E	Upper limit: 2000 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters.  Flight permitted by any helicopter for the purpose of carrying out an IFR approach to London/City Airport for cloud break purposes.  Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom.  SI 1989/2118 as amended by SI 1993/2123.  Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR153 HINKLEY POINT A circle, 2 NM radius, centred at 511233N 0030749W	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 Hinkley Point, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.  Flight permitted by a helicopter flying within the Bridgewater Bay Danger Area with the permission of the person in charge of that Area and in accordance with any conditions to which that permission is subject which remains at least 1 NM from the position given at column 1 for Hinkley Point.  SI 1003/2016.  Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR154 OLDBURY A circle, 2 NM radius, centred at 513852N 0023415W	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 Oldbury, 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.
EGR155 BERKELEY A circle, 2 NM radius, centred at 514134N 0022936W	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 Berkeley, 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
EGR156 WINDSOR CASTLE A circle, 1.25 NM radius, centred at 512902N 0003614W	Upper limit: 2500 FT ALT Lower limit: SFC	Flight permitted by: any aircraft operating for or on behalf of National Police Air Service; any aircraft operating for or on behalf of The Helicopter Emergency Medical Service; any aircraft operating for or on behalf of The Maritime and Coastguard Agency for the purposes of search and rescue operations; any aircraft operating for or on behalf of The King's Helicopter Flight; any aircraft operated by a member of the Royal Family; any aircraft flying in accordance with an agreed exemption issued by, or with the permission of, the Metropolitan Police (Royalty and Special Protection); or landing in the grounds of Windsor Great Park at the invitation of the Director of Royal Travel provided that Protective Security Operations (PSO) has been informed in advance of such intended flight or landing; any aircraft approaching to, or departing from, London Heathrow Airport.  SI 1137/2021.  Contact: Refer to Statutory Instrument.
EGR157 HYDE PARK 513212N 0000911W - 513020N 0000648W thence clockwise by the arc of a circle radius 0.55 NM centred on 513000N 0000730W to 513001N 0000637W - 512917N 0000634W thence clockwise by the arc of a circle radius 0.55 NM centred on 512915N 0000726W to 512852N 0000649W - 512834N 0000719W thence clockwise by the arc of a circle radius 0.55 NM centred on 512857N 0000756W to 512858N 0000849W - 512921N 0000847W - 512939N 0001132W thence clockwise by the arc of a circle radius 0.55 NM centred on 513011N 0001123W to 513028N 0001209W - 513208N 0001038W thence clockwise by the arc of a circle radius 0.55 NM centred on 513151N 0000952W to 513212N 0000911W	Upper limit: 1400 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route H4; any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit.  See also ENR 1.1, paragraph 4.1.6.  SI 1300/2017  Contact: <a href="http://www.nats.co.uk/nsf">www.nats.co.uk/nsf</a>
EGR158 CITY OF LONDON 513125N 0000547W - 513118N 0000439W - 513043N 0000418W - 513016N 0000433W - 513037N 0000704W - 513108N 0000653W - 513125N 0000547W	Upper limit: 1400 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route H4; any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit.  See also ENR 1.1, paragraph 4.1.6.  SI 2092/2004.  Contact: <a href="http://www.nats.co.uk/nsf">www.nats.co.uk/nsf</a>
EGR159 ISLE OF DOGS 513035N 0000025W - 512954N 0000033W - 512938N 0000022W thence clockwise by the arc of a circle radius 0.3 NM centred on 512931N 0000049W to 512921N 0000113W - 513000N 0000154W thence clockwise by the arc of a circle radius 0.55 NM centred on 513018N 0000110W to 513035N 0000025W	Upper limit: 1400 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route H4; any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit; any aircraft approaching to, or departing from, London/City Airport.  See also ENR 1.1, paragraph 4.1.6.  SI 2091/2004.  Contact: <a href="http://www.nats.co.uk/nsf">www.nats.co.uk/nsf</a>

## 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
EGR160 THE SPECIFIED AREA 512912N 0001716W - 513420N 0001407W - 513318N 0000904W - 513409N 0000318W - 513130N 0000045W - 512645N 0000044W - 512712N 0000610W - 512515N 0001222W - 512854N 0001407W - 512912N 0001716W Excluding so much of the bed of the River Thames as lies within that area between the ordinary high water marks on each of its banks.	Upper limit: UNL Lower limit: SFC	Except with the written permission of the Civil Aviation Authority a helicopter shall not fly over the Specified Area of Central London below such a height as would enable it, in the event of an engine failure, to land clear of that area.  See also ENR 1.1, subsection 4.  Further information may be obtained from the General Aviation Department (for non-public transport operations) or Flight Operations Department (for public transport operations) of the Civil Aviation Authority, Tel: 01293-567171.  SI 964/2005.
EGR161 WINDSOR GREAT PARK A circle, 0.65 NM radius, centred at 512635N 0003814W	Upper limit: 2500 FT ALT Lower limit: SFC	Flight permitted by: any aircraft making an approach to or departure from London Heathrow Airport whilst under the control of London Terminal Control, Swanwick or the air traffic control unit at London Heathrow Airport; 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 for the purposes of search and rescue operations; 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 an agreed exemption issued by, or with the permission of, the Thames Valley Police Service.  SI 1177/2025.  Contact: Thames Valley Police Service - pgairspacerequests@thamesvalley.police.uk.
EGR204 LONG LARTIN A circle, 2 NM radius, centred at 520627N 0015119W	Upper limit: 2200 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.
EGR212 WHITEMOOR A circle, 2 NM radius, centred at 523430N 0000446E	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 1991/1679.  Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR214 WOODHILL A circle, 1.5 NM radius, centred at 520049N 0004813W	Upper limit: 2400 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.
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.



## 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
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: SandringhamSCR@norfolk.police.uk
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: SandringhamSCR@norfolk.police.uk
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.
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.

## 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
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.
EGR413 SELLAFIELD A circle, 2 NM radius, centred at 542505N 0032944W	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 Sellafield, 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
EGR431 MAGHABERRY A circle, 2 NM radius, centred at 543053N 0061110W	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.  Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR432 FRANKLAND/DURHAM 544859N 0013617W thence clockwise by the arc of a circle radius 2 NM centred on 544820N 0013301W to 544741N 0012945W - 544544N 0013054W thence clockwise by the arc of a circle radius 2 NM centred on 544623N 0013410W to 544702N 0013726W - 544859N 0013617W	Upper limit: 2200 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.
EGR444 HEYSHAM A circle, 2 NM radius, centred at 540147N 0025452W	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 Heysham, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.  Microlight access to Middleton Sands obtained from BMAA head office.  SI 1003/2016.  Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR445 BARROW IN FURNESS A circle, 0.5 NM radius, centred at 540635N 0031410W	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 Barrow in Furness, 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.
EGR446 HARTLEPOOL A circle, 2 NM radius, centred at 543807N 0011049W	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 Hartlepool, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.  Flight at a height of not less than 1800 FT amsl whilst conducting an instrument approach procedure at Teesside International Airport.  SI 1003/2016.  Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR504 SHOTTS A circle, 2 NM radius, centred at 554950N 0034935W	Upper limit: 2800 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.
EGR515 HUNTERSTON A circle, 2 NM radius, centred at 554317N 0045338W	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 Hunterston, 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
EGR516 TORNESS A circle, 2 NM radius, centred at 555806N 0022431W	Upper limit: 2100 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Torness, 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.
EGR603 ROSYTH A circle, 0.5 NM radius, centred at 560147N 0032703W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted within the route notified as the Kelty Lane for the purpose of making an approach to land at, or a departure from, Edinburgh Airport.  SI 1003/2016.  Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR610A THE HIGHLANDS 583000N 0033902W - 582828N 0033815W - 582356N 0032847W - 580345N 0041248W - 580300N 0043000W - 580000N 0043700W - 574700N 0042500W - 573900N 0043000W - 573800N 0044500W - 573000N 0043800W - 571800N 0045200W - 571100N 0045300W - 570900N 0050000W - 570000N 0050200W - 565400N 0050500W - 565600N 0054700W - 571300N 0053500W - 575000N 0054300W - 580000N 0051500W - 583000N 0044900W - 583000N 0043000W - 582500N 0043000W - 583000N 0042000W - 583000N 0033902W	Upper limit: 5000 FT ALT Lower limit: SFC	When active, entry of non-participating aircraft is prohibited unless flying in accordance with an authorisation given by the Military Airspace Management Cell - Low Flying (MAMC LF) at RAF (U) Swanwick, Tel: 01489-443100.  In the event of an emergency which requires airborne assistance the HRA will be cleared of military low flying aircraft.  Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFC and the Aeronautical Rescue Co-ordination Centre.  New SI issued on activation.  Hours: Activated by NOTAM.  Not permanently active. Periods when restrictions in place promulgated by J Series NOTAM.
EGR610B THE HIGHLANDS 575000N 0054300W - 574004N 0054050W - 573840N 0055739W - 570000N 0055644W - 570000N 0061504W - 574715N 0061637W - 575000N 0054300W	Upper limit: 5000 FT ALT Lower limit: 750 FT ALT	When active, entry of non-participating aircraft is prohibited unless flying in accordance with an authorisation given by the Low Flying Co-ord (LFC) at RAF (U) Swanwick, Tel: 01489-443100.  In the event of an emergency which requires airborne assistance the HRA will be cleared of military low flying aircraft.  Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFC and the Aeronautical Rescue Co-ordination Centre.  New SI issued on activation.  Hours: Activated by NOTAM.  Not permanently active. Periods when restrictions in place promulgated by J Series NOTAM.

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR610C THE HIGHLANDS 582218N 0033224W - 581434N 0031929W - 581121N 0032654W - 581900N 0033940W - 582218N 0033224W	Upper limit: 2000 FT ALT Lower limit: SFC	<p>When active, entry of non-participating aircraft is prohibited unless flying in accordance with an authorisation given by the Low Flying Co-ord (LFC) at RAF (U) Swanwick, Tel: 01489-443100. Additionally a tactical clearance may be provided by the Range Control Officer for Tain Range during their hours of operation on 122.755.</p> <p>In the event of an emergency which requires airborne assistance the HRA will be cleared of military low flying aircraft.</p> <p>Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFC and the Aeronautical Rescue Co-ordination Centre.</p> <p>New SI issued on activation.</p> <p>Hours: Activated by NOTAM.</p> <p>Not permanently active. Periods when restrictions in place promulgated by J Series NOTAM.</p>
EGR610D THE HIGHLANDS 574900N 0040606W - 574500N 0040254W - 574234N 0041056W - 573900N 0043000W - 574700N 0042500W - 574900N 0040606W	Upper limit: 2000 FT ALT Lower limit: SFC	<p>When active, entry of non-participating aircraft is prohibited unless flying in accordance with an authorisation given by the Low Flying Co-ord (LFC) at RAF (U) Swanwick, Tel: 01489-443100. Additionally a tactical clearance may be provided by the Range Control Officer for Tain Range during their hours of operation on 122.755.</p> <p>In the event of an emergency which requires airborne assistance the HRA will be cleared of military low flying aircraft.</p> <p>Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFC and the Aeronautical Rescue Co-ordination Centre.</p> <p>New SI issued on activation.</p> <p>Hours: Activated by NOTAM.</p> <p>Not permanently active. Periods when restrictions in place promulgated by J Series NOTAM.</p>
EGR704 BALMORAL A circle, 1 NM radius, centred at 570227N 0031349W	Upper limit: 3500 FT ALT Lower limit: SFC	<p>Flight permitted by:</p> <ul style="list-style-type: none"> <li>Any aircraft operated by or on behalf of Police Scotland;</li> <li>any aircraft operated by or on behalf of the Scottish Air Ambulance Service;</li> <li>any aircraft operated by or on behalf of the Maritime and Coastguard Agency for the purposes of a Search and Rescue operation;</li> <li>any aircraft operated by or on behalf of The King's Helicopter Flight;</li> <li>any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either —</li> </ul> <p>Operated by a member of the Royal Family, or landing in the grounds of Balmoral at the invitation of the person in charge of the household there, provided that the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been informed in advance of such intended flight or landing.</p> <p>SI 2019/1321.</p> <p>Contact: Refer to Statutory Instrument.</p> <p>Hours: In the period 0001 hours on 16th May and ending at 2359 hours on 2nd June each year, and in the period 0001 hours on 10th July and ending at 2359 hours on 31st October each year.</p>

**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
EGR705 BIRKHALL A circle, 1 NM radius, centred at 570144N 0030427W	Upper limit: 3500 FT ALT Lower limit: SFC	Flight permitted by: Any aircraft operated by, or on behalf of, Police Scotland; any aircraft operated by, or on behalf of, the Scottish Air Ambulance Service; any aircraft operated by, or on behalf of, the Maritime and Coastguard Agency for the purposes of a Search and Rescue operation; any aircraft operated by, or on behalf of, The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either —  Operated by a member of the Royal Family, or landing in the grounds of Birkhall at the invitation of the person in charge of the household there, provided that the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been informed in advance of such intended flight or landing.  SI 2019/1320.  Contact: Refer to Statutory Instrument.
EGRU001A LAND'S END A circle, 2 NM radius, centred at 500610N 0054014W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU001B LAND'S END RWY 02 500326N 0054128W - 500337N 0054215W - 500426N 0054148W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500414N 0054102W - 500326N 0054128W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU001C LAND'S END RWY 20 500855N 0053919W - 500845N 0053832W - 500759N 0053857W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500808N 0053945W - 500855N 0053919W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU001D LAND'S END RWY 07 500441N 0054420W - 500511N 0054441W - 500537N 0054314W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500508N 0054254W - 500441N 0054420W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU001E LAND'S END RWY 25 500738N 0053637W - 500708N 0053616W - 500650N 0053718W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500718N 0053741W - 500738N 0053637W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU001F LAND'S END RWY 11 500657N 0054430W - 500726N 0054411W - 500707N 0054258W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500637N 0054316W - 500657N 0054430W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU001G LAND'S END RWY 29 500516N 0053607W - 500446N 0053627W - 500505N 0053737W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500535N 0053716W - 500516N 0053607W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU001H LAND'S END RWY 16 500843N 0054216W - 500855N 0054130W - 500806N 0054059W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500754N 0054146W - 500843N 0054216W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU001I LAND'S END RWY 34 500334N 0053810W - 500322N 0053857W - 500413N 0053929W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500425N 0053842W - 500334N 0053810W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU002A PENZANCE A circle, 2 NM radius, centred at 500749N 0053050W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2
EGRU002B PENZANCE RWY 08 500706N 0053454W - 500738N 0053503W - 500745N 0053357W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500749N 0053050W to 500713N 0053348W - 500706N 0053454W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2
EGRU002C PENZANCE RWY 26 500833N 0052646W - 500801N 0052637W - 500754N 0052744W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500749N 0053050W to 500826N 0052752W - 500833N 0052646W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2
EGRU003A CULDROSE A circle, 2.5 NM radius, centred at 500507N 0051515W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU003B CULDROSE RWY 06 500339N 0051921W - 500408N 0051944W - 500423N 0051857W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500353N 0051837W - 500339N 0051921W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU003C CULDROSE RWY 24 500650N 0051129W - 500621N 0051106W - 500609N 0051142W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500637N 0051208W - 500650N 0051129W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU003D CULDROSE RWY 11 500607N 0051959W - 500637N 0051939W - 500620N 0051838W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500550N 0051858W - 500607N 0051959W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU003E CULDROSE RWY 29 500408N 0051031W - 500338N 0051050W - 500355N 0051151W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500424N 0051132W - 500408N 0051031W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU003F CULDROSE RWY 18 500805N 0051538W - 500806N 0051448W - 500736N 0051447W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500737N 0051537W - 500805N 0051538W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2



**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)**

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU003G CULDROSE RWY 36 500209N 0051433W - 500208N 0051524W - 500238N 0051525W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500240N 0051435W - 500209N 0051433W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004A PREDANNACK A circle, 2 NM radius, centred at 500007N 0051354W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004B PREDANNACK RWY 05 495742N 0051701W - 495805N 0051736W - 495854N 0051622W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 495831N 0051546W - 495742N 0051701W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004C PREDANNACK RWY 23 500232N 0051048W - 500209N 0051012W - 500121N 0051127W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 500143N 0051203W - 500232N 0051048W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004D PREDANNACK RWY 09 495940N 0051842W - 500013N 0051843W - 500013N 0051700W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 495940N 0051656W - 495940N 0051842W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004E PREDANNACK RWY 27 500013N 0050926W - 495941N 0050926W - 495941N 0051053W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 500013N 0051049W - 500013N 0050926W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004F PREDANNACK RWY 13 500131N 0051744W - 500157N 0051713W - 500127N 0051613W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 500100N 0051641W - 500131N 0051744W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004G PREDANNACK RWY 31 495826N 0051006W - 495800N 0051037W - 495837N 0051152W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 495902N 0051119W - 495826N 0051006W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004H PREDANNACK RWY 18 500307N 0051420W - 500308N 0051330W - 500206N 0051328W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 500206N 0051419W - 500307N 0051420W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004I PREDANNACK RWY 36 495707N 0051321W - 495706N 0051411W - 495808N 0051413W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 495809N 0051322W - 495707N 0051321W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU005A NEWQUAY A circle, 2.5 NM radius, centred at 502627N 0045943W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU005B NEWQUAY RWY 12 502758N 0050435W - 502825N 0050409W - 502756N 0050252W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 502627N 0045943W to 502728N 0050317W - 502758N 0050435W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU005C NEWQUAY RWY 30 502501N 0045506W - 502433N 0045531W - 502457N 0045635W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 502627N 0045943W to 502525N 0045610W - 502501N 0045506W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU006A EXETER A circle, 2.5 NM radius, centred at 504403N 0032450W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU006B EXETER RWY 08 504301N 0032942W - 504332N 0032954W - 504343N 0032844W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 504403N 0032450W to 504312N 0032831W - 504301N 0032942W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU006C EXETER RWY 26 504506N 0031958W - 504434N 0031946W - 504423N 0032056W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 504403N 0032450W to 504455N 0032108W - 504506N 0031958W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU007A DUNKESWELL A circle, 2 NM radius, centred at 505136N 0031405W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU007B DUNKESWELL RWY 04 504912N 0031650W - 504933N 0031729W - 505017N 0031628W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505136N 0031405W to 504956N 0031549W - 504912N 0031650W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU007C DUNKESWELL RWY 22 505400N 0031120W - 505339N 0031042W - 505255N 0031142W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505136N 0031405W to 505316N 0031221W - 505400N 0031120W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU008A MERRYFIELD A circle, 2.5 NM radius, centred at 505747N 0025620W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU008B MERRYFIELD RWY 03 505506N 0025754W - 505519N 0025840W - 505540N 0025825W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 505526N 0025739W - 505506N 0025754W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU008C MERRYFIELD RWY 21 510051N 0025444W - 510038N 0025357W - 505958N 0025425W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 510011N 0025512W - 510051N 0025444W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)**

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU008D MERRYFIELD RWY 09 505714N 0030118W - 505746N 0030122W - 505750N 0030017W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 505718N 0030012W - 505714N 0030118W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU008E MERRYFIELD RWY 27 505820N 0025122W - 505748N 0025117W - 505745N 0025223W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 505817N 0025227W - 505820N 0025122W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU008F MERRYFIELD RWY 16 510036N 0025807W - 510047N 0025718W - 510015N 0025702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 510006N 0025751W - 510036N 0025807W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU008G MERRYFIELD RWY 34 505508N 0025421W - 505458N 0025510W - 505522N 0025522W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 505533N 0025434W - 505508N 0025421W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU009A YEOVIL/WESTLAND 505817N 0024035W - 505804N 0023747W thence clockwise by the arc of a circle radius 2 NM centred on 505624N 0023932W to 505817N 0024035W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU009B YEOVIL/WESTLAND RWY 09 505614N 0024415W - 505646N 0024414W - 505644N 0024239W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505624N 0023932W to 505612N 0024241W - 505614N 0024415W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU009C YEOVIL/WESTLAND RWY 27 505635N 0023449W - 505602N 0023450W - 505604N 0023625W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505624N 0023932W to 505636N 0023623W - 505635N 0023449W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU010A COMPTON ABBAS A circle, 2 NM radius, centred at 505802N 0020913W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU010B COMPTON ABBAS RWY 08 505708N 0021337W - 505739N 0021349W - 505752N 0021222W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505802N 0020913W to 505720N 0021211W - 505708N 0021337W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU010C COMPTON ABBAS RWY 26 505857N 0020449W - 505825N 0020438W - 505813N 0020604W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505802N 0020913W to 505844N 0020615W - 505857N 0020449W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU011A BOURNEMOUTH A circle, 2.5 NM radius, centred at 504648N 0015033W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU011B BOURNEMOUTH RWY 08 504546N 0015508W - 504617N 0015521W - 504626N 0015427W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 504648N 0015033W to 504555N 0015414W - 504546N 0015508W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU011C BOURNEMOUTH RWY 26 504754N 0014536W - 504723N 0014523W - 504710N 0014639W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 504648N 0015033W to 504742N 0014652W - 504754N 0014536W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU012A SOUTHAMPTON A circle, 2.5 NM radius, centred at 505701N 0012124W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU012B SOUTHAMPTON RWY 02 505359N 0012239W - 505410N 0012327W - 505446N 0012307W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505701N 0012124W to 505435N 0012218W - 505359N 0012239W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU012C SOUTHAMPTON RWY 20 510004N 0012010W - 505953N 0011921W - 505916N 0011942W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505701N 0012124W to 505927N 0012030W - 510004N 0012010W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU013A LEE-ON-SOLENT 504810N 0010930W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504824N 0010921W - 505049N 0011117W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504810N 0010930W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU013B LEE-ON-SOLENT RWY 05 504641N 0011523W - 504704N 0011559W - 504744N 0011455W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504721N 0011419W - 504641N 0011523W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU013C LEE-ON-SOLENT RWY 23 505115N 0010919W - 505052N 0010843W - 504947N 0011027W - 505017N 0011052W - 505115N 0010919W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU014A FLEETLANDS 504810N 0010929W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505007N 0011010W to 505054N 0011304W thence clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 505049N 0011117W - 504824N 0010921W thence clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504810N 0010929W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details, see UK MIL AIP, Part 3 - Heliports, Section AD 3.2
EGRU015A CHICHESTER/GOODWOOD A circle, 2 NM radius, centred at 505134N 0004533W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)**

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU015B CHICHESTER/GOODWOOD RWY 06 504950N 0004906W - 505017N 0004934W - 505045N 0004826W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505018N 0004800W - 504950N 0004906W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU015C CHICHESTER/GOODWOOD RWY 24 505327N 0004155W - 505300N 0004127W - 505228N 0004244W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505254N 0004313W - 505327N 0004155W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU015D CHICHESTER/GOODWOOD RWY 10 505207N 0005003W - 505239N 0004952W - 505226N 0004824W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505155N 0004840W - 505207N 0005003W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU015E CHICHESTER/GOODWOOD RWY 28 505121N 0004059W - 505049N 0004110W - 505101N 0004231W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505133N 0004224W - 505121N 0004059W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU015F CHICHESTER/GOODWOOD RWY 14 505338N 0004857W - 505359N 0004818W - 505314N 0004717W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505253N 0004755W - 505338N 0004857W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU015G CHICHESTER/GOODWOOD RWY 32 504930N 0004212W - 504909N 0004250W - 504953N 0004350W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505014N 0004312W - 504930N 0004212W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU016A SHOREHAM A circle, 2 NM radius, centred at 505008N 0001750W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU016B SHOREHAM RWY 02 504721N 0001907W - 504733N 0001954W - 504824N 0001923W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 504812N 0001836W - 504721N 0001907W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU016C SHOREHAM RWY 20 505257N 0001632W - 505245N 0001544W - 505153N 0001617W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 505204N 0001705W - 505257N 0001632W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU016D SHOREHAM RWY 02G 504726N 0001901W - 504737N 0001949W - 504823N 0001920W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 504811N 0001833W - 504726N 0001901W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2



## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU016E SHOREHAM RWY 20G 505257N 0001630W - 505245N 0001542W - 505152N 0001615W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 505204N 0001703W - 505257N 0001630W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU016F SHOREHAM RWY 06 504834N 0002129W - 504903N 0002152W - 504924N 0002046W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 504856N 0002021W - 504834N 0002129W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU016G SHOREHAM RWY 24 505136N 0001347W - 505107N 0001324W - 505041N 0001448W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 505110N 0001508W - 505136N 0001347W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU016H SHOREHAM RWY 13 505137N 0002125W - 505204N 0002056W - 505137N 0001956W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 505113N 0002029W - 505137N 0002125W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU016I SHOREHAM RWY 31 504851N 0001339W - 504825N 0001408W - 504856N 0001519W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 504924N 0001454W - 504851N 0001339W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU017A LYDD A circle, 2 NM radius, centred at 505722N 0005621E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU017B LYDD RWY 03 505437N 0005403E - 505454N 0005320E - 505551N 0005418E thence anti-clockwise by the arc of a circle radius 2 NM centred on 505722N 0005621E to 505534N 0005501E - 505437N 0005403E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU017C LYDD RWY 21 510007N 0005838E - 505949N 0005921E - 505853N 0005824E thence anti-clockwise by the arc of a circle radius 2 NM centred on 505722N 0005621E to 505911N 0005741E - 510007N 0005838E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU019A LERWICK/TINGWALL A circle, 2 NM radius, centred at 601131N 0011437W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU019B LERWICK/TINGWALL RWY 01 600839N 0011524W - 600847N 0011627W - 600939N 0011603W thence anti-clockwise by the arc of a circle radius 2 NM centred on 601131N 0011437W to 600932N 0011500W - 600839N 0011524W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU019C LERWICK/TINGWALL RWY 19 601424N 0011349W - 601417N 0011245W - 601323N 0011311W thence anti-clockwise by the arc of a circle radius 2 NM centred on 601131N 0011437W to 601330N 0011414W - 601424N 0011349W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)**

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU020 HMP CHANNINGS WOOD 503110N 0033918W - 503108N 0033842W - 503054N 0033836W - 503029N 0033847W - 503022N 0033920W - 503034N 0033946W - 503049N 0033947W - 503110N 0033918W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 291 FT AMSL
EGRU021 HMP DARTMOOR 503318N 0035946W - 503312N 0035925W - 503259N 0035917W - 503247N 0035924W - 503235N 0035957W - 503308N 0040020W - 503318N 0035946W	Upper limit: 1900 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 1403 FT AMSL
EGRU022 HMP EXETER 504400N 0033157W - 504357N 0033136W - 504332N 0033124W - 504325N 0033218W - 504352N 0033230W - 504400N 0033157W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 184 FT AMSL
EGRU023 HMP GUYS MARSH 505925N 0021325W - 505928N 0021252W - 505901N 0021229W - 505842N 0021316W - 505909N 0021348W - 505925N 0021325W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 346 FT AMSL
EGRU024 HMP ISLE OF WIGHT 504308N 0011912W - 504318N 0011810W - 504227N 0011750W - 504216N 0011840W - 504308N 0011912W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 157 FT AMSL
EGRU025 HMP LEWES 505243N 0000018W - 505231N 0000006E - 505216N 0000007E - 505200N 0000032W - 505228N 0000058W - 505243N 0000018W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 207 FT AMSL
EGRU026 HMP PORTLAND 503323N 0022549W - 503325N 0022513W - 503306N 0022455W - 503247N 0022444W - 503243N 0022529W - 503306N 0022556W - 503323N 0022549W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 382 FT AMSL
EGRU027 HMP THE VERNE 503359N 0022615W - 503358N 0022546W - 503333N 0022528W - 503320N 0022612W - 503326N 0022617W - 503327N 0022640W - 503351N 0022636W - 503359N 0022615W	Upper limit: 900 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 476 FT AMSL
EGRU101A HAVERFORDWEST A circle, 2 NM radius, centred at 515000N 0045739W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU101B HAVERFORDWEST RWY 03 514716N 0045940W - 514732N 0050025W - 514825N 0045937W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515000N 0045739W to 514809N 0045851W - 514716N 0045940W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU101C HAVERFORDWEST RWY 21 515243N 0045539W - 515227N 0045454W - 515135N 0045541W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515000N 0045739W to 515151N 0045627W - 515243N 0045539W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2



## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU101D HAVERFORDWEST RWY 09 514940N 0050222W - 515012N 0050224W - 515015N 0050051W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515000N 0045739W to 514942N 0050050W - 514940N 0050222W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU101E HAVERFORDWEST RWY 27 515027N 0045311W - 514955N 0045309W - 514953N 0045426W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515000N 0045739W to 515025N 0045430W - 515027N 0045311W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU103A SWANSEA A circle, 2 NM radius, centred at 513619N 0040404W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU103B SWANSEA RWY 04 513341N 0040638W - 513400N 0040720W - 513453N 0040618W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513619N 0040404W to 513434N 0040536W - 513341N 0040638W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU103C SWANSEA RWY 22 513854N 0040133W - 513835N 0040052W - 513745N 0040150W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513619N 0040404W to 513804N 0040232W - 513854N 0040133W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU103D SWANSEA RWY 10 513606N 0040854W - 513638N 0040848W - 513632N 0040715W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513619N 0040404W to 513559N 0040714W - 513606N 0040854W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU103E SWANSEA RWY 28 513600N 0035931W - 513527N 0035937W - 513534N 0040106W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513619N 0040404W to 513605N 0040053W - 513600N 0035931W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU104A ST ATHAN 512532N 0032328W - 512241N 0032410W thence clockwise by the arc of a circle radius 2 NM centred on 512419N 0032600W to 512532N 0032328W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU104B ST ATHAN RWY 07 512308N 0033043W - 512339N 0033058W - 512400N 0032909W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512419N 0032600W to 512329N 0032854W - 512308N 0033043W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU104C ST ATHAN RWY 25 512530N 0032116W - 512459N 0032101W - 512428N 0032344W - 512503N 0032335W - 512530N 0032116W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU105A CARDIFF 512532N 0032328W thence clockwise by the arc of a circle radius 2.5 NM centred on 512348N 0032036W to 512241N 0032410W - 512532N 0032328W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU105B CARDIFF RWY 12 512500N 0032523W - 512529N 0032500W - 512502N 0032335W - 512429N 0032344W - 512500N 0032523W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU105C CARDIFF RWY 30 512234N 0031546W - 512205N 0031610W - 512226N 0031715W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512348N 0032036W to 512255N 0031652W - 512234N 0031546W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU106A BRISTOL A circle, 2.5 NM radius, centred at 512258N 0024309W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU106B BRISTOL RWY 09 512229N 0024817W - 512302N 0024820W - 512304N 0024708W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512258N 0024309W to 512232N 0024705W - 512229N 0024817W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU106C BRISTOL RWY 27 512325N 0023807W - 512253N 0023804W - 512251N 0023910W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512258N 0024309W to 512323N 0023913W - 512325N 0023807W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU107A YEOVILTON 505817N 0024035W thence clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 505804N 0023747W - 505817N 0024035W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU107B YEOVILTON RWY 04 505754N 0024053W - 505814N 0024134W - 505832N 0024111W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 505817N 0024035W - 505817N 0024026W - 505754N 0024053W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU107C YEOVILTON RWY 22 510310N 0023540W - 510250N 0023459W - 510210N 0023547W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 510232N 0023626W - 510310N 0023540W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU107D YEOVILTON RWY 08 505950N 0024354W - 510022N 0024400W - 510028N 0024241W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 505956N 0024235W - 505950N 0024354W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU107E YEOVILTON RWY 26 510110N 0023334W - 510038N 0023328W - 510032N 0023446W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 510104N 0023452W - 510110N 0023334W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU108 PORT OF DOVER 510907N 0012206E thence clockwise by the arc of a circle radius 2.25 NM centred on 510800N 0011900E to 510656N 0011551E - 510907N 0012206E	Upper limit: 1000 FT ALT Lower limit: SFC	Flight permitted by any unmanned aircraft: operating in the service of the Port of Dover Police; operating in the service of the Kent Police; operating in the service of Kent Fire and Rescue Service; or operating with the permission of the Port of Dover Police.  SI 1329/2019.  Contact: Refer to Statutory Instrument.

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU109A GLOUCESTERSHIRE A circle, 2 NM radius, centred at 515339N 0021002W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU109B GLOUCESTERSHIRE RWY 04 515057N 0021212W - 515115N 0021255W - 515204N 0021200W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515148N 0021115W - 515057N 0021212W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU109C GLOUCESTERSHIRE RWY 22 515605N 0020732W - 515547N 0020648W - 515501N 0020740W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515521N 0020821W - 515605N 0020732W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU109F GLOUCESTERSHIRE RWY 09 515302N 0021455W - 515335N 0021500W - 515342N 0021316W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515310N 0021310W - 515302N 0021455W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU109G GLOUCESTERSHIRE RWY 27 515414N 0020522W - 515342N 0020517W - 515335N 0020648W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515408N 0020654W - 515414N 0020522W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU110A KEMBLE A circle, 2 NM radius, centred at 514005N 0020325W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU110B KEMBLE RWY 08 513918N 0020819W - 513950N 0020828W - 514001N 0020638W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514005N 0020325W to 513929N 0020629W - 513918N 0020819W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU110C KEMBLE RWY 26 514052N 0015832W - 514020N 0015823W - 514009N 0020013W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514005N 0020325W to 514041N 0020021W - 514052N 0015832W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU110D KEMBLE RWY 08G 513924N 0020746W - 513956N 0020755W - 514004N 0020638W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514005N 0020325W to 513932N 0020630W - 513924N 0020746W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU110E KEMBLE RWY 26G 514053N 0015853W - 514021N 0015844W - 514012N 0020013W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514005N 0020325W to 514044N 0020023W - 514053N 0015853W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU111A FAIRFORD A circle, 2.5 NM radius, centred at 514101N 0014724W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)**

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU111B FAIRFORD RWY 09 514037N 0015302W - 514110N 0015304W - 514112N 0015124W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514101N 0014724W to 514039N 0015123W - 514037N 0015302W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU111C FAIRFORD RWY 27 514124N 0014146W - 514052N 0014144W - 514050N 0014324W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514101N 0014724W to 514122N 0014325W - 514124N 0014146W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU112A NETHERAVON A circle, 2 NM radius, centred at 511453N 0014517W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU112B NETHERAVON RWY 04 511235N 0014751W - 511255N 0014830W - 511333N 0014739W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511453N 0014517W to 511312N 0014700W - 511235N 0014751W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU112C NETHERAVON RWY 22 511718N 0014235W - 511657N 0014156W - 511613N 0014255W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511453N 0014517W to 511634N 0014335W - 511718N 0014235W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU112D NETHERAVON RWY 11 511535N 0014957W - 511605N 0014941W - 511546N 0014809W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511453N 0014517W to 511515N 0014825W - 511535N 0014957W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU112E NETHERAVON RWY 29 511412N 0014038W - 511341N 0014054W - 511400N 0014226W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511453N 0014517W to 511431N 0014210W - 511412N 0014038W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113A BOSCOMBE A circle, 2.5 NM radius, centred at 510912N 0014504W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113B BOSCOMBE RWY 05 510643N 0014908W - 510707N 0014941W - 510749N 0014822W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510724N 0014749W - 510643N 0014908W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113C BOSCOMBE RWY 23 511139N 0014103W - 511114N 0014030W - 511035N 0014145W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511100N 0014218W - 511139N 0014103W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113D BOSCOMBE RWY 05N 510706N 0014834W - 510731N 0014907W - 510753N 0014826W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510727N 0014754W - 510706N 0014834W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU113E BOSCOMBE RWY 23N 511114N 0014202W - 511049N 0014129W - 511039N 0014149W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511103N 0014223W - 511114N 0014202W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113F BOSCOMBE RWY 05S 510635N 0014909W - 510700N 0014941W - 510745N 0014817W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510720N 0014743W - 510635N 0014909W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113H BOSCOMBE RWY 17 511215N 0014526W - 511223N 0014436W - 511139N 0014419W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511142N 0014513W - 511215N 0014526W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113I BOSCOMBE RWY 35 510608N 0014214W - 510600N 0014304W - 510656N 0014325W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510713N 0014238W - 510608N 0014214W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU114A THRUXTON A circle, 2 NM radius, centred at 511240N 0013549W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: tower@thruxton.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight.
EGRU114B THRUXTON RWY 07 511117N 0013954W - 511147N 0014014W - 511209N 0013853W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511240N 0013549W to 511139N 0013833W - 511117N 0013954W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: tower@thruxton.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight.
EGRU114C THRUXTON RWY 25 511403N 0013144W - 511334N 0013124W - 511312N 0013245W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511240N 0013549W to 511342N 0013305W - 511403N 0013144W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: tower@thruxton.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight.
EGRU114D THRUXTON RWY 12 511357N 0014004W - 511424N 0013936W - 511354N 0013820W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511240N 0013549W to 511326N 0013846W - 511357N 0014004W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: tower@thruxton.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight.
EGRU114E THRUXTON RWY 30 511116N 0013150W - 511048N 0013218W - 511118N 0013331W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511240N 0013549W to 511144N 0013301W - 511116N 0013150W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: tower@thruxton.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight.
EGRU115A BRIZE NORTON A circle, 2.5 NM radius, centred at 514500N 0013459W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU115B BRIZE NORTON RWY 07 514344N 0014017W - 514415N 0014032W - 514433N 0013856W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514500N 0013459W to 514402N 0013841W - 514344N 0014017W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2



## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU115C BRIZE NORTON RWY 25 514615N 0012940W - 514544N 0012925W - 514527N 0013101W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514500N 0013459W to 514558N 0013116W - 514615N 0012940W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU116A MIDDLE WALLOP A circle, 2 NM radius, centred at 510828N 0013422W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU116B MIDDLE WALLOP RWY 08 510812N 0013842W - 510844N 0013847W - 510849N 0013729W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 510816N 0013731W - 510812N 0013842W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU116C MIDDLE WALLOP RWY 26 510922N 0012924W - 510849N 0012919W - 510842N 0013112W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 510914N 0013126W - 510922N 0012924W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU116D MIDDLE WALLOP RWY 17 511125N 0013520W - 511129N 0013429W - 511027N 0013418W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 511024N 0013509W - 511125N 0013520W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU116E MIDDLE WALLOP RWY 35 510530N 0013323W - 510526N 0013414W - 510628N 0013426W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 510631N 0013334W - 510530N 0013323W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU117A OXFORD A circle, 2 NM radius, centred at 515013N 0011912W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU117B OXFORD RWY 01 514710N 0011941W - 514716N 0012032W - 514819N 0012013W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515013N 0011912W to 514813N 0011922W - 514710N 0011941W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU117C OXFORD RWY 19 515316N 0011843W - 515310N 0011751W - 515207N 0011811W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515013N 0011912W to 515213N 0011902W - 515316N 0011843W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU118A BENSON A circle, 2 NM radius, centred at 513654N 0010545W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU118B BENSON RWY 01 513342N 0010601W - 513347N 0010653W - 513459N 0010637W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513654N 0010545W to 513454N 0010545W - 513342N 0010601W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU118C BENSON RWY 19 514006N 0010529W - 514001N 0010437W - 513850N 0010453W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513654N 0010545W to 513854N 0010545W - 514006N 0010529W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU119A CHALGROVE A circle, 2 NM radius, centred at 514028N 0010507W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU120A ODIHAM A circle, 2 NM radius, centred at 511403N 0005634W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU120B ODIHAM RWY 09 511356N 0010140W - 511428N 0010137W - 511425N 0005942W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511403N 0005634W to 511352N 0005944W - 511356N 0010140W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU120C ODIHAM RWY 27 511410N 0005128W - 511338N 0005130W - 511341N 0005326W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511403N 0005634W to 511414N 0005324W - 511410N 0005128W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU121A BLACKBUSHE 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	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU121B BLACKBUSHE RWY 07 511815N 0005513W - 511845N 0005530W - 511904N 0005359W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511926N 0005051W to 511834N 0005343W - 511815N 0005513W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU121C BLACKBUSHE RWY 25 512038N 0004631W - 512007N 0004614W - 511949N 0004743W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511926N 0005051W to 512019N 0004800W - 512038N 0004631W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU122A WYCOMBE AIR PARK/BOOKER A circle, 2 NM radius, centred at 513642N 0004830W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU122B WYCOMBE AIR PARK/BOOKER RWY 06 513508N 0005225W - 513536N 0005249W - 513602N 0005131W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513533N 0005107W - 513508N 0005225W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU122C WYCOMBE AIR PARK/BOOKER RWY 24 513817N 0004434W - 513748N 0004410W - 513723N 0004529W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513752N 0004553W - 513817N 0004434W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2



## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU122D WYCOMBE AIR PARK/BOOKER RWY 06G 513506N 0005218W - 513535N 0005242W - 513559N 0005129W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513531N 0005104W - 513506N 0005218W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU122E WYCOMBE AIR PARK/BOOKER RWY 24G 513814N 0004433W - 513746N 0004408W - 513720N 0004527W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513749N 0004550W - 513814N 0004433W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU122G WYCOMBE AIR PARK/BOOKER RWY 35 513351N 0004703W - 513344N 0004754W - 513443N 0004815W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513450N 0004724W - 513351N 0004703W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU123A FARNBOROUGH 511758N 0004954W - 511801N 0004919W - 511806N 0004829W - 511812N 0004723W - 511817N 0004705W - 511851N 0004551W - 511856N 0004537W thence clockwise by the arc of a circle radius 2.5 NM centred on 511631N 0004639W to 511758N 0004954W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU123B FARNBOROUGH RWY 06 511452N 0005042W - 511521N 0005107W - 511536N 0005021W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 511631N 0004639W to 511507N 0004957W - 511452N 0005042W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU123C FARNBOROUGH RWY 24 511811N 0004233W - 511743N 0004209W - 511727N 0004257W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 511631N 0004639W to 511755N 0004322W - 511811N 0004233W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU124A WHITE WALTHAM A circle, 2 NM radius, centred at 513002N 0004629W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU124B WHITE WALTHAM RWY 03 512712N 0004802W - 512727N 0004848W - 512819N 0004807W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 512807N 0004719W - 512712N 0004802W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU124C WHITE WALTHAM RWY 21 513247N 0004436W - 513233N 0004349W - 513137N 0004433W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 513154N 0004518W - 513247N 0004436W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU124D WHITE WALTHAM RWY 07 512831N 0005037W - 512900N 0005059W - 512926N 0004932W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 512857N 0004910W - 512831N 0005037W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU124E WHITE WALTHAM RWY 25 513134N 0004222W - 513104N 0004159W - 513039N 0004326W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 513108N 0004349W - 513134N 0004222W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU124F WHITE WALTHAM RWY 11 513039N 0005100W - 513109N 0005042W - 513052N 0004925W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 513020N 0004939W - 513039N 0005100W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU124G WHITE WALTHAM RWY 29 512909N 0004152W - 512839N 0004210W - 512900N 0004345W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 512930N 0004324W - 512909N 0004152W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU125A HALTON A circle, 2 NM radius, centred at 514732N 0004411W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU125B HALTON RWY 02 514440N 0004521W - 514451N 0004610W - 514546N 0004539W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514732N 0004411W to 514535N 0004450W - 514440N 0004521W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU125C HALTON RWY 20 515024N 0004301W - 515013N 0004212W - 514919N 0004243W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514732N 0004411W to 514930N 0004332W - 515024N 0004301W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU125D HALTON RWY 07 514615N 0004829W - 514646N 0004846W - 514705N 0004719W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514732N 0004411W to 514635N 0004701W - 514615N 0004829W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU125E HALTON RWY 25 514840N 0004002W - 514810N 0003944W - 514753N 0004101W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514732N 0004411W to 514824N 0004117W - 514840N 0004002W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU126A FAIROAKS A circle, 2 NM radius, centred at 512053N 0003331W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU126B FAIROAKS RWY 06 511907N 0003712W - 511934N 0003739W - 512003N 0003626W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512053N 0003331W to 511936N 0003558W - 511907N 0003712W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU126C FAIROAKS RWY 24 512239N 0002949W - 512212N 0002922W - 512142N 0003037W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512053N 0003331W to 512210N 0003104W - 512239N 0002949W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)**

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU127A DENHAM A circle, 2 NM radius, centred at 513518N 0003047W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU127B DENHAM RWY 06 513336N 0003432W - 513404N 0003459W - 513431N 0003344W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513518N 0003047W to 513404N 0003317W - 513336N 0003432W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU127C DENHAM RWY 24 513700N 0002704W - 513632N 0002637W - 513605N 0002750W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513518N 0003047W to 513633N 0002816W - 513700N 0002704W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU127D DENHAM RWY 12 513623N 0003455W - 513652N 0003431W - 513629N 0003322W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513518N 0003047W to 513600N 0003347W - 513623N 0003455W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU127E DENHAM RWY 30 513416N 0002641W - 513347N 0002706W - 513409N 0002810W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513518N 0003047W to 513437N 0002746W - 513416N 0002641W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU128A LONDON HEATHROW A circle, 2.5 NM radius, centred at 512839N 0002741W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU128B LONDON HEATHROW RWY 09L 512814N 0003325W - 512902N 0003325W - 512903N 0003138W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512839N 0002741W to 512814N 0003137W - 512814N 0003325W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU128C LONDON HEATHROW RWY 27R 512905N 0002141W - 512816N 0002141W - 512816N 0002344W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512839N 0002741W to 512904N 0002344W - 512905N 0002141W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU128D LONDON HEATHROW RWY 09R 512728N 0003315W - 512817N 0003316W - 512817N 0003138W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512839N 0002741W to 512729N 0003112W - 512728N 0003315W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU128E LONDON HEATHROW RWY 27L 512819N 0002144W - 512730N 0002144W - 512730N 0002408W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512839N 0002741W to 512819N 0002343W - 512819N 0002144W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU129A NORTHOLT A circle, 2 NM radius, centred at 513310N 0002511W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU129B NORTHOLT RWY 07 513150N 0002942W - 513221N 0003000W - 513244N 0002819W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513310N 0002511W to 513214N 0002801W - 513150N 0002942W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU129C NORTHOLT RWY 25 513430N 0002035W - 513400N 0002017W - 513335N 0002203W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513310N 0002511W to 513406N 0002221W - 513430N 0002035W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU130A LONDON LUTON A circle, 2.5 NM radius, centred at 515229N 0002206W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU130B LONDON LUTON RWY 07 515120N 0002706W - 515151N 0002720W - 515204N 0002605W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 515229N 0002206W to 515133N 0002551W - 515120N 0002706W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU130C LONDON LUTON RWY 25 515336N 0001711W - 515305N 0001657W - 515253N 0001808W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 515229N 0002206W to 515324N 0001822W - 515336N 0001711W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU131A ELSTREE A circle, 2 NM radius, centred at 513921N 0001933W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU131B ELSTREE RWY 08 513834N 0002401W - 513906N 0002410W - 513916N 0002246W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513921N 0001933W to 513844N 0002236W - 513834N 0002401W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU131C ELSTREE RWY 26 514008N 0001505W - 513936N 0001456W - 513926N 0001621W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513921N 0001933W to 513958N 0001630W - 514008N 0001505W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU132A LONDON GATWICK A circle, 2.5 NM radius, centred at 510853N 0001125W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU132B LONDON GATWICK RWY 08L 510801N 0001635W - 510832N 0001646W - 510844N 0001523W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510853N 0001125W to 510812N 0001514W - 510801N 0001635W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU132C LONDON GATWICK RWY 26R 510954N 0000652W - 510922N 0000641W - 510916N 0000730W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510853N 0001125W to 510947N 0000743W - 510954N 0000652W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)**

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU132D LONDON GATWICK RWY 08R 510755N 0001630W - 510826N 0001641W - 510837N 0001522W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510853N 0001125W to 510806N 0001511W - 510755N 0001630W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU132E LONDON GATWICK RWY 26L 510953N 0000613W - 510921N 0000602W - 510909N 0000728W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510853N 0001125W to 510941N 0000739W - 510953N 0000613W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133A REDHILL 511134N 0001048W thence clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511230N 0000511W - 511134N 0001048W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133B REDHILL RWY 07L 511150N 0001237W - 511221N 0001251W - 511235N 0001129W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511204N 0001116W - 511150N 0001237W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133C REDHILL RWY 25R 511354N 0000400W - 511323N 0000347W - 511308N 0000511W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511339N 0000526W - 511354N 0000400W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133D REDHILL RWY 07R 511146N 0001243W - 511218N 0001257W - 511233N 0001128W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511202N 0001115W - 511146N 0001243W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133E REDHILL RWY 25L 511351N 0000355W - 511320N 0000342W - 511305N 0000510W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511336N 0000524W - 511351N 0000355W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133F REDHILL RWY 18 511545N 0000848W - 511545N 0000756W - 511448N 0000758W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511447N 0000849W - 511545N 0000848W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133G REDHILL RWY 36 510959N 0000806W - 510959N 0000857W - 511153N 0000854W - 511202N 0000802W - 510959N 0000806W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133H REDHILL RWY H07 511147N 0001226W - 511218N 0001240W - 511230N 0001128W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511159N 0001113W - 511147N 0001226W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133I REDHILL RWY H25 511345N 0000415W - 511314N 0000401W - 511302N 0000510W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511333N 0000522W - 511345N 0000415W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2



## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU133J REDHILL RWY H18 511528N 0000927W - 511530N 0000836W - 511449N 0000832W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511442N 0000923W - 511528N 0000927W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133K REDHILL RWY H36 511002N 0000802W - 511000N 0000854W - 511151N 0000905W - 511200N 0000814W - 511002N 0000802W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU134A BIGGIN HILL A circle, 2.5 NM radius, centred at 511951N 0000157E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU134B BIGGIN HILL RWY 03 511700N 0000013E - 511714N 0000033W - 511744N 0000010W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 511951N 0000157E to 511730N 0000037E - 511700N 0000013E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU134C BIGGIN HILL RWY 21 512251N 0000346E - 512236N 0000432E - 512158N 0000403E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 511951N 0000157E to 512212N 0000316E - 512251N 0000346E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU135A LONDON CITY A circle, 2 NM radius, centred at 513019N 0000319E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU135B LONDON CITY RWY 09 513012N 0000136W - 513044N 0000133W - 513041N 0000010E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513019N 0000319E to 513009N 0000007E - 513012N 0000136W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU135C LONDON CITY RWY 27 513026N 0000814E - 512953N 0000811E - 512957N 0000627E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513019N 0000319E to 513029N 0000630E - 513026N 0000814E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU136A STAPLEFORD A circle, 2 NM radius, centred at 513909N 0000922E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU136B STAPLEFORD RWY 03L 513634N 0000654E - 513653N 0000612E - 513743N 0000708E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513909N 0000922E to 513724N 0000750E - 513634N 0000654E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU136C STAPLEFORD RWY 21R 514140N 0001141E - 514122N 0001223E - 514037N 0001132E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513909N 0000922E to 514056N 0001050E - 514140N 0001141E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU136D STAPLEFORD RWY 03R 513634N 0000656E - 513652N 0000613E - 513742N 0000710E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513909N 0000922E to 513723N 0000752E - 513634N 0000656E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)**

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU136E STAPLEFORD RWY 21L 514140N 0001143E - 514121N 0001225E - 514036N 0001134E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513909N 0000922E to 514055N 0001051E - 514140N 0001143E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU137A LONDON STANSTED A circle, 2.5 NM radius, centred at 515306N 0001406E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU137B LONDON STANSTED RWY 04 515028N 0001044E - 515050N 0001005E - 515128N 0001103E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 515306N 0001406E to 515106N 0001141E - 515028N 0001044E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU137C LONDON STANSTED RWY 22 515552N 0001739E - 515530N 0001817E - 515444N 0001709E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 515306N 0001406E to 515506N 0001630E - 515552N 0001739E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU138A ANDREWSFIELD A circle, 2 NM radius, centred at 515342N 0002657E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU138B ANDREWSFIELD RWY 09L 515311N 0002223E - 515343N 0002219E - 515348N 0002344E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515342N 0002657E to 515316N 0002348E - 515311N 0002223E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU138C ANDREWSFIELD RWY 27R 515413N 0003137E - 515341N 0003142E - 515336N 0003010E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515342N 0002657E to 515408N 0003006E - 515413N 0003137E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU138D ANDREWSFIELD RWY 09R 515310N 0002223E - 515342N 0002218E - 515347N 0002343E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515342N 0002657E to 515315N 0002348E - 515310N 0002223E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU138E ANDREWSFIELD RWY 27L 515412N 0003137E - 515340N 0003142E - 515335N 0003010E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515342N 0002657E to 515407N 0003006E - 515412N 0003137E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU139A ROCHESTER A circle, 2 NM radius, centred at 512107N 0003010E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU139B ROCHESTER RWY 02L 511821N 0002901E - 511833N 0002812E - 511920N 0002842E thence anti-clockwise by the arc of a circle radius 2 NM centred on 512107N 0003010E to 511909N 0002931E - 511821N 0002901E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2



## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU139C ROCHESTER RWY 20R 512359N 0003136E - 512347N 0003224E - 512250N 0003148E thence anti-clockwise by the arc of a circle radius 2 NM centred on 512107N 0003010E to 512302N 0003100E - 512359N 0003136E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU139D ROCHESTER RWY 02R 511819N 0002902E - 511831N 0002814E - 511920N 0002844E thence anti-clockwise by the arc of a circle radius 2 NM centred on 512107N 0003010E to 511909N 0002933E - 511819N 0002902E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU139E ROCHESTER RWY 20L 512354N 0003134E - 512342N 0003222E - 512249N 0003149E thence anti-clockwise by the arc of a circle radius 2 NM centred on 512107N 0003010E to 512302N 0003102E - 512354N 0003134E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU140A LASHENDEN/HEADCORN A circle, 2 NM radius, centred at 510923N 0003840E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU140B LASHENDEN/HEADCORN RWY 10 510953N 0003359E - 511024N 0003412E - 511009N 0003544E thence anti-clockwise by the arc of a circle radius 2 NM centred on 510923N 0003840E to 510937N 0003531E - 510953N 0003359E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU140C LASHENDEN/HEADCORN RWY 28 510853N 0004319E - 510821N 0004306E - 510836N 0004136E thence anti-clockwise by the arc of a circle radius 2 NM centred on 510923N 0003840E to 510908N 0004149E - 510853N 0004319E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU141A EARLS COLNE A circle, 2 NM radius, centred at 515452N 0004057E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU141B EARLS COLNE RWY 06 515309N 0003708E - 515337N 0003642E - 515405N 0003759E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515452N 0004057E to 515337N 0003826E - 515309N 0003708E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU141C EARLS COLNE RWY 24 515631N 0004450E - 515603N 0004516E - 515535N 0004358E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515452N 0004057E to 515604N 0004332E - 515631N 0004450E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU142A SOUTHEND A circle, 2.5 NM radius, centred at 513413N 0004136E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU142B SOUTHEND RWY 05 513209N 0003745E - 513236N 0003714E - 513259N 0003807E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 513413N 0004136E to 513233N 0003837E - 513209N 0003745E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)**

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU142C SOUTHEND RWY 23 513615N 0004523E - 513549N 0004553E - 513527N 0004505E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 513413N 0004136E to 513554N 0004434E - 513615N 0004523E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU143A LONDON HELIPORT A circle, 2 NM radius, centred at 512812N 0001046W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2
EGRU145A KENLEY A circle, 2 NM radius, centred at 511821N 0000536W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU146A UPAVON A circle, 2 NM radius, centred at 511710N 0014652W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU147A WESTON ON THE GREEN A circle, 2 NM radius, centred at 515245N 0011304W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148A LITTLE RISSINGTON A circle, 2 NM radius, centred at 515202N 0014139W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148B LITTLE RISSINGTON RWY 04 514928N 0014421W - 514948N 0014502W - 515038N 0014358W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515018N 0014317W - 514928N 0014421W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148C LITTLE RISSINGTON RWY 22 515435N 0013857W - 515415N 0013816W - 515325N 0013920W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515345N 0014001W - 515435N 0013857W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148D LITTLE RISSINGTON RWY 09 515133N 0014621W - 515205N 0014626W - 515210N 0014452W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515138N 0014449W - 515133N 0014621W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148E LITTLE RISSINGTON RWY 27 515236N 0013649W - 515204N 0013645W - 515158N 0013826W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515230N 0013831W - 515236N 0013649W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148F LITTLE RISSINGTON RWY 13 515336N 0014536W - 515400N 0014501W - 515326N 0014357W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515300N 0014429W - 515336N 0014536W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148G LITTLE RISSINGTON RWY 31 515008N 0013751W - 514943N 0013825W - 515025N 0013943W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515048N 0013906W - 515008N 0013751W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU149 HMP ASHFIELD 512911N 0022623W - 512908N 0022602W - 512901N 0022556W - 512852N 0022556W - 512843N 0022602W - 512836N 0022619W - 512841N 0022644W - 512854N 0022652W - 512907N 0022641W - 512911N 0022623W	Upper limit: 900 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 405 FT AMSL
EGRU150 HMP AYLESBURY 514938N 0004807W - 514935N 0004742W - 514916N 0004724W - 514904N 0004732W - 514857N 0004807W - 514914N 0004830W - 514926N 0004829W - 514938N 0004807W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 311 FT AMSL
EGRU151 HMP BELMARSH/THAMESIDE/ ISIS 513012N 0000557E - 512942N 0000624E - 512930N 0000550E - 512918N 0000540E - 512927N 0000450E - 512952N 0000501E - 513012N 0000557E	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS. NSF: Online Application: <a href="https://nsf.nats.aero/drones-and-model-aircraft/">https://nsf.nats.aero/drones-and-model-aircraft/</a> HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 16 FT AMSL
EGRU152 HMP BRISTOL 512909N 0023540W - 512905N 0023520W - 512857N 0023505W - 512849N 0023503W - 512837N 0023512W - 512834N 0023540W - 512848N 0023602W - 512901N 0023600W - 512909N 0023540W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 206 FT AMSL
EGRU153 HMP BRIXTON 512722N 0000738W - 512718N 0000710W - 512709N 0000703W - 512656N 0000707W - 512650N 0000721W - 512653N 0000755W - 512714N 0000758W - 512722N 0000738W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by London Heliport (FRZ - EGRU143A) and HMPPS. London Heliport 020-7228 0181 or email: <a href="mailto:Info@londonheliport.co.uk">Info@londonheliport.co.uk</a> HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 125 FT AMSL
EGRU154 HMP BRONZEFIELD 512610N 0002935W - 512618N 0002841W - 512554N 0002832W - 512544N 0002845W - 512541N 0002907W - 512549N 0002925W - 512610N 0002935W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS. NSF: Online Application: <a href="https://nsf.nats.aero/drones-and-model-aircraft/">https://nsf.nats.aero/drones-and-model-aircraft/</a> HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 53 FT AMSL
EGRU155 HMP BULLINGDON 515113N 0010603W - 515114N 0010521W - 515103N 0010505W - 515049N 0010507W - 515037N 0010526W - 515038N 0010553W - 515050N 0010610W - 515113N 0010603W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 267 FT AMSL
EGRU156 HMP CARDIFF 512910N 0031002W - 512854N 0030934W - 512834N 0030952W - 512831N 0031011W - 512844N 0031031W - 512902N 0031033W - 512910N 0031002W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 39 FT AMSL
EGRU157 HMP CHELMSFORD 514431N 0002858E - 514416N 0002945E - 514359N 0002948E - 514351N 0002936E - 514352N 0002909E - 514404N 0002833E - 514431N 0002858E	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 135 FT AMSL
EGRU158 HMP COLDINGLEY 511938N 0003849W - 511937N 0003818W - 511917N 0003756W - 511858N 0003841W - 511917N 0003910W - 511938N 0003849W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 174 FT AMSL

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU159 HMP DOWNVIEW/HIGH DOWN 512036N 0001131W - 512039N 0001059W - 512019N 0001050W - 511952N 0001055W - 511948N 0001137W - 511959N 0001154W - 512027N 0001150W - 512036N 0001131W	Upper limit: 900 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 457 FT AMSL
EGRU160 HMP EAST SUTTON PARK 511311N 0003654E - 511313N 0003731E - 511249N 0003733E - 511235N 0003642E - 511301N 0003632E - 511311N 0003654E	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 376 FT AMSL
EGRU161 HMP EASTWOOD PARK 513819N 0022840W - 513823N 0022800W - 513822N 0022740W - 513803N 0022723W - 513751N 0022754W - 513747N 0022829W - 513819N 0022840W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 117 FT AMSL
EGRU162 HMP ERLESTOKE 511726N 0020243W - 511728N 0020206W - 511703N 0020205W - 511643N 0020217W - 511650N 0020308W - 511712N 0020324W - 511726N 0020243W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 360 FT AMSL
EGRU163 HMP FELTHAM 512644N 0002615W - 512640N 0002532W - 512559N 0002547W - 512607N 0002647W - 512639N 0002641W - 512644N 0002615W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS. NSF: Online Application: <a href="https://nsf.nats.aero/drones-and-model-aircraft/">https://nsf.nats.aero/drones-and-model-aircraft/</a> HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 62 FT AMSL
EGRU164 HMP GRENDON 515354N 0010045W - 515352N 0010002W - 515339N 0005949W - 515321N 0005949W - 515310N 0010013W - 515317N 0010046W - 515332N 0010050W - 515354N 0010045W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 296 FT AMSL
EGRU165 HMP HUNTERCOMBE 513536N 0010124W - 513528N 0010033W - 513455N 0010046W - 513504N 0010142W - 513536N 0010124W	Upper limit: 1100 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 691 FT AMSL
EGRU166 HMP MAIDSTONE 511709N 0003128E - 511642N 0003202E - 511622N 0003124E - 511648N 0003046E - 511709N 0003128E	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 123 FT AMSL
EGRU167 HMP PARC 513207N 0033404W - 513211N 0033313W - 513138N 0033308W - 513133N 0033411W - 513158N 0033416W - 513207N 0033404W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 343 FT AMSL
EGRU168 HMP PENTONVILLE 513256N 0000726W - 513258N 0000659W - 513257N 0000641W - 513231N 0000624W - 513222N 0000721W - 513256N 0000726W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 141 FT AMSL

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU169 HMP ROCHESTER 512226N 0002853E - 512227N 0002947E - 512201N 0003010E - 512147N 0003000E - 512136N 0002947E - 512137N 0002930E - 512226N 0002853E	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by Rochester Tower (FRZ - EGRU139A) and HMPPS. Contact: Rochester Tower 01634-869969 (Option 3 (Air Traffic Control)) Tower@rochesterairport.co.uk HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 326 FT AMSL
EGRU170 HMP SEND 511647N 0002943W - 511649N 0002911W - 511610N 0002857W - 511605N 0002942W - 511620N 0002953W - 511634N 0002958W - 511647N 0002943W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 182 FT AMSL
EGRU171 HMP SWALESIDE/ELMLEY 512358N 0005051E - 512345N 0005148E - 512306N 0005126E - 512259N 0005101E - 512309N 0005025E - 512358N 0005051E	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 73 FT AMSL
EGRU172 HMP SWANSEA 513706N 0035719W - 513711N 0035655W - 513707N 0035636W - 513647N 0035625W - 513637N 0035706W - 513647N 0035724W - 513706N 0035719W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 27 FT AMSL
EGRU173 HMP THE MOUNT 514353N 0003231W - 514355N 0003207W - 514340N 0003138W - 514313N 0003213W - 514315N 0003255W - 514332N 0003253W - 514343N 0003245W - 514353N 0003231W	Upper limit: 1000 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 539 FT AMSL
EGRU174 HMP USK 514218N 0025347W - 514153N 0025327W - 514139N 0025411W - 514205N 0025433W - 514218N 0025347W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 61 FT AMSL
EGRU175 HMP WANDSWORTH 512722N 0001030W - 512653N 0001006W - 512636N 0001042W - 512659N 0001111W - 512714N 0001056W - 512722N 0001030W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by London Heliport (FRZ - EGRU143A) and HMPPS. London Heliport 020-7228 0181 or email: Info@londonheliport.co.uk HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 112 FT AMSL
EGRU176 HMP WINCHESTER 510400N 0012008W - 510409N 0011927W - 510355N 0011917W - 510334N 0011913W - 510330N 0012001W - 510400N 0012008W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 333 FT AMSL
EGRU177 HMP WORMWOOD SCRUBS 513116N 0001456W - 513119N 0001401W - 513047N 0001352W - 513044N 0001445W - 513057N 0001454W - 513116N 0001456W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 51 FT AMSL
EGRU178 PORTLAND FRZ 503400N 0023006W thence clockwise by the arc of a circle radius 2 NM centred on 503404N 0022658W to 503333N 0023000W - 503400N 0023000W following the line of latitude to - 503400N 0023006W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or heliport operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 3.2.



## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU181 ALMONDSBURY A circle, 0.5 NM radius, centred at 513308N 0023335W	Upper limit: 1300 FT ALT Lower limit: SFC	Unmanned Aircraft Restriction. H24. National Police Air Service activity. Permissions to fly UAS within the Restricted Area are to be obtained from NPAS Operations Centre via email: ops.centre@npas.police.uk or telephone: 01924-962814. Site elevation: 307 FT AMSL
EGRU182 LIPPITT'S HILL A circle, 0.5 NM radius, centred at 513916N 0000103E	Upper limit: 1350 FT ALT Lower limit: SFC	Unmanned Aircraft Restriction. H24. National Police Air Service activity. Permissions to fly UAS within the Restricted Area are to be obtained from NPAS Operations Centre via email: ops.centre@npas.police.uk or telephone: 01924-962814. Site elevation: 369 FT AMSL
EGRU183 GATCOMBE PARK 514214N 0021055W - 514236N 0020937W - 514143N 0020821W - 514104N 0020905W - 514040N 0021035W - 514131N 0021151W - 514214N 0021055W	Upper limit: 1700 FT ALT Lower limit: SFC	Flight Permitted by any unmanned aircraft operated by or on behalf of: a Police Air Support Unit; an Emergency Medical Service; a member of the Royal Family; flying in accordance with the permission of the Gloucestershire Constabulary Royalty Household Protection Group.  SI 907/2025.  Contact: Gloucestershire Constabulary Royalty Household Protection Group, RHPG.EZ@gloucestershire.police.uk.
EGRU201A WEST WALES/ABERPORTH A circle, 2 NM radius, centred at 520653N 0043334W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flights not permitted unless permission has been granted by the aerodrome operator. Information relating to flight within the FRZ and an on-line application form is available on the aerodrome's website <a href="http://www.flyuav.co.uk">http://www.flyuav.co.uk</a> .
EGRU201B WEST WALES/ABERPORTH RWY 07 520543N 0043806W - 520614N 0043822W - 520633N 0043646W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520653N 0043334W to 520602N 0043630W - 520543N 0043806W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flights not permitted unless permission has been granted by the aerodrome operator. Information relating to flight within the FRZ and an on-line application form is available on the aerodrome's website <a href="http://www.flyuav.co.uk">http://www.flyuav.co.uk</a> .
EGRU201C WEST WALES/ABERPORTH RWY 25 520803N 0042902W - 520732N 0042846W - 520713N 0043022W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520653N 0043334W to 520744N 0043038W - 520803N 0042902W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flights not permitted unless permission has been granted by the aerodrome operator. Information relating to flight within the FRZ and an on-line application form is available on the aerodrome's website <a href="http://www.flyuav.co.uk">http://www.flyuav.co.uk</a> .
EGRU202A WELSHPOOL A circle, 2 NM radius, centred at 523743N 0030912W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU202B WELSHPOOL RWY 04 523510N 0031134W - 523529N 0031218W - 523615N 0031125W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523743N 0030912W to 523556N 0031041W - 523510N 0031134W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU202C WELSHPOOL RWY 22 524016N 0030650W - 523957N 0030606W - 523911N 0030658W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523743N 0030912W to 523930N 0030742W - 524016N 0030650W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU203A SHOBDON A circle, 2 NM radius, centred at 521430N 0025252W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU203B SHOBDON RWY 08 521352N 0025732W - 521424N 0025739W - 521431N 0025607W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521430N 0025252W to 521359N 0025600W - 521352N 0025732W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU203C SHOBODON RWY 26 521508N 0024813W - 521436N 0024806W - 521429N 0024937W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521430N 0025252W to 521501N 0024943W - 521508N 0024813W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU204A SLEAP A circle, 2 NM radius, centred at 525002N 0024618W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU204B SLEAP RWY 05 524748N 0024923W - 524811N 0025001W - 524850N 0024856W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525002N 0024618W to 524827N 0024818W - 524748N 0024923W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU204C SLEAP RWY 23 525217N 0024311W - 525154N 0024234W - 525114N 0024340W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525002N 0024618W to 525137N 0024418W - 525217N 0024311W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU204D SLEAP RWY 18 525253N 0024646W - 525253N 0024553W - 525201N 0024551W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525002N 0024618W to 525201N 0024644W - 525253N 0024646W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU204E SLEAP RWY 36 524705N 0024539W - 524704N 0024633W - 524803N 0024635W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525002N 0024618W to 524804N 0024542W - 524705N 0024539W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU205A SHAWBURY A circle, 2 NM radius, centred at 524737N 0024005W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU205B SHAWBURY RWY 05 524527N 0024325W - 524550N 0024403W - 524633N 0024252W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524609N 0024218W - 524527N 0024325W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU205C SHAWBURY RWY 23 525011N 0023655W - 524949N 0023617W - 524858N 0023740W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524919N 0023821W - 525011N 0023655W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU205D SHAWBURY RWY 18 525048N 0024032W - 525048N 0023939W - 524936N 0023938W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524936N 0024032W - 525048N 0024032W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU205E SHAWBURY RWY 36 524426N 0023937W - 524426N 0024031W - 524538N 0024031W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524538N 0023938W - 524426N 0023937W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2



**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)**

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU206A TERNHILL A circle, 2 NM radius, centred at 525223N 0023156W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU206B TERNHILL RWY 04 525004N 0023450W - 525026N 0023529W - 525107N 0023428W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525045N 0023348W - 525004N 0023450W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU206C TERNHILL RWY 22 525443N 0022902W - 525421N 0022822W - 525340N 0022924W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525402N 0023003W - 525443N 0022902W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU206D TERNHILL RWY 10 525233N 0023651W - 525305N 0023643W - 525256N 0023506W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525224N 0023514W - 525233N 0023651W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU206E TERNHILL RWY 28 525212N 0022717W - 525140N 0022725W - 525148N 0022847W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525219N 0022838W - 525212N 0022717W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU206F TERNHILL RWY 17 525513N 0023310W - 525520N 0023217W - 525423N 0023159W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525418N 0023252W - 525513N 0023310W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU206G TERNHILL RWY 35 524937N 0023023W - 524931N 0023116W - 525024N 0023134W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525032N 0023042W - 524937N 0023023W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU207A COSFORD A circle, 2 NM radius, centred at 523826N 0021819W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU207B COSFORD RWY 06 523637N 0022215W - 523704N 0022243W - 523737N 0022118W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523709N 0022050W - 523637N 0022215W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU207C COSFORD RWY 24 524015N 0021423W - 523947N 0021355W - 523915N 0021519W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523943N 0021547W - 524015N 0021423W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU207D COSFORD RWY 06L 523639N 0022217W - 523707N 0022245W - 523739N 0022120W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523711N 0022053W - 523639N 0022217W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU207E COSFORD RWY 24R 524016N 0021428W - 523948N 0021359W - 523917N 0021521W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523944N 0021550W - 524016N 0021428W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU208A WOLVERHAMPTON/ HALFPENNY GREEN A circle, 2 NM radius, centred at 523103N 0021534W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU208B WOLVERHAMPTON/ HALFPENNY GREEN RWY 04 522840N 0021816W - 522859N 0021859W - 522945N 0021803W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 522923N 0021724W - 522840N 0021816W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU208C WOLVERHAMPTON/ HALFPENNY GREEN RWY 22 523332N 0021326W - 523313N 0021243W - 523235N 0021329W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 523252N 0021414W - 523332N 0021326W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU208D WOLVERHAMPTON/ HALFPENNY GREEN RWY 16 523335N 0021755W - 523348N 0021707W - 523258N 0021630W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 523244N 0021718W - 523335N 0021755W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU208E WOLVERHAMPTON/ HALFPENNY GREEN RWY 34 522830N 0021313W - 522816N 0021401W - 522908N 0021439W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 522921N 0021351W - 522830N 0021313W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU208F WOLVERHAMPTON/ HALFPENNY GREEN RWY 10 523105N 0022029W - 523137N 0022022W - 523130N 0021846W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 523058N 0021851W - 523105N 0022029W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU208G WOLVERHAMPTON/ HALFPENNY GREEN RWY 28 523056N 0021055W - 523024N 0021101W - 523030N 0021225W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 523102N 0021218W - 523056N 0021055W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU209A TATENHILL A circle, 2 NM radius, centred at 524851N 0014553W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU209B TATENHILL RWY 08 524744N 0015032W - 524815N 0015047W - 524833N 0014908W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524851N 0014553W to 524802N 0014853W - 524744N 0015032W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU209C TATENHILL RWY 26 524957N 0014114W - 524926N 0014059W - 524908N 0014237W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524851N 0014553W to 524939N 0014252W - 524957N 0014114W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU210A BIRMINGHAM A circle, 2.5 NM radius, centred at 522722N 0014502W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU210B BIRMINGHAM RWY 15 522953N 0014822W - 523011N 0014738W - 522934N 0014657W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522722N 0014502W to 522916N 0014741W - 522953N 0014822W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU210C BIRMINGHAM RWY 33 522442N 0014132W - 522424N 0014216W - 522510N 0014307W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522722N 0014502W to 522528N 0014223W - 522442N 0014132W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU211A DERBY A circle, 2 NM radius, centred at 525135N 0013703W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU211B DERBY RWY 05 524927N 0014006W - 524951N 0014042W - 525024N 0013942W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525001N 0013905W - 524927N 0014006W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU211C DERBY RWY 23 525336N 0013355W - 525312N 0013319W - 525240N 0013417W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525305N 0013452W - 525336N 0013355W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU211D DERBY RWY 10 525144N 0014134W - 525216N 0014126W - 525210N 0014012W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525138N 0014021W - 525144N 0014134W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU211E DERBY RWY 28 525131N 0013225W - 525059N 0013233W - 525106N 0013351W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525138N 0013345W - 525131N 0013225W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU211F DERBY RWY 17 525422N 0013812W - 525427N 0013720W - 525335N 0013706W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525330N 0013759W - 525422N 0013812W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU211G DERBY RWY 35 524849N 0013554W - 524844N 0013647W - 524935N 0013700W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 524940N 0013607W - 524849N 0013554W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU212A WELLESBOURNE MOUNTFORD A circle, 2 NM radius, centred at 521132N 0013652W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU212B WELLESBOURNE MOUNTFORD RWY 05 520909N 0013952W - 520932N 0014029W - 521014N 0013920W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521132N 0013652W to 520952N 0013840W - 520909N 0013952W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU212C WELLESBOURNE MOUNTFORD RWY 23 521332N 0013352W - 521309N 0013315W - 521237N 0013408W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521132N 0013652W to 521302N 0013443W - 521332N 0013352W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU212D WELLESBOURNE MOUNTFORD RWY 18 521427N 0013738W - 521429N 0013645W - 521332N 0013639W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521132N 0013652W to 521329N 0013731W - 521427N 0013738W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU212E WELLESBOURNE MOUNTFORD RWY 36 520837N 0013606W - 520835N 0013659W - 520932N 0013705W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521132N 0013652W to 520935N 0013613W - 520837N 0013606W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU213A COVENTRY A circle, 2.5 NM radius, centred at 522211N 0012847W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU213B COVENTRY RWY 05 521952N 0013215W - 522016N 0013250W - 522042N 0013204W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522211N 0012847W to 522019N 0013128W - 521952N 0013215W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU213C COVENTRY RWY 23 522430N 0012519W - 522407N 0012443W - 522340N 0012530W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522211N 0012847W to 522404N 0012606W - 522430N 0012519W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU214A EAST MIDLANDS A circle, 2.5 NM radius, centred at 524952N 0011940W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU214B EAST MIDLANDS RWY 09 524929N 0012515W - 525002N 0012517W - 525003N 0012347W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524952N 0011940W to 524931N 0012345W - 524929N 0012515W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU214C EAST MIDLANDS RWY 27 525014N 0011405W - 524941N 0011403W - 524940N 0011534W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524952N 0011940W to 525012N 0011535W - 525014N 0011405W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)**

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU215A NOTTINGHAM A circle, 2 NM radius, centred at 525515N 0010448W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU215B NOTTINGHAM RWY 03 525228N 0010627W - 525244N 0010715W - 525333N 0010632W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525515N 0010448W to 525320N 0010542W - 525228N 0010627W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU215C NOTTINGHAM RWY 21 525754N 0010243W - 525738N 0010156W - 525647N 0010241W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525515N 0010448W to 525704N 0010327W - 525754N 0010243W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU215D NOTTINGHAM RWY 09 525452N 0010933W - 525524N 0010935W - 525526N 0010805W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525515N 0010448W to 525454N 0010803W - 525452N 0010933W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU215E NOTTINGHAM RWY 27 525537N 0005958W - 525505N 0005956W - 525503N 0010131W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525515N 0010448W to 525535N 0010133W - 525537N 0005958W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU216A LEICESTER A circle, 2 NM radius, centred at 523628N 0010155W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU216B LEICESTER RWY 04 523354N 0010406W - 523413N 0010448W - 523454N 0010358W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523438N 0010312W - 523354N 0010406W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU216C LEICESTER RWY 22 523845N 0005914W - 523826N 0005831W - 523744N 0005923W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523806N 0010002W - 523845N 0005914W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU216D LEICESTER RWY 06 523417N 0010449W - 523441N 0010525W - 523513N 0010428W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523450N 0010349W - 523417N 0010449W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU216E LEICESTER RWY 24 523827N 0005840W - 523803N 0005804W - 523729N 0005905W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523754N 0005938W - 523827N 0005840W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU216F LEICESTER RWY 10 523631N 0010647W - 523703N 0010641W - 523657N 0010506W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523625N 0010512W - 523631N 0010647W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2



## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU216G LEICESTER RWY 28 523626N 0005704W - 523554N 0005709W - 523600N 0005844W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523632N 0005838W - 523626N 0005704W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU216H LEICESTER RWY 15 523841N 0010436W - 523857N 0010350W - 523818N 0010314W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523801N 0010359W - 523841N 0010436W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU216I LEICESTER RWY 33 523401N 0005915W - 523345N 0010001W - 523435N 0010048W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523450N 0010001W - 523401N 0005915W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU216J LEICESTER RWY 16 523837N 0010440W - 523854N 0010355W - 523817N 0010318W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523759N 0010403W - 523837N 0010440W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU216K LEICESTER RWY 34 523405N 0005906W - 523348N 0005952W - 523437N 0010040W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523453N 0005954W - 523405N 0005906W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU218A CRANFIELD A circle, 2 NM radius, centred at 520420N 0003700W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU218B CRANFIELD RWY 03 520134N 0003915W - 520151N 0004000W - 520247N 0003903W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520420N 0003700W to 520230N 0003819W - 520134N 0003915W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU218C CRANFIELD RWY 21 520710N 0003439W - 520653N 0003355W - 520552N 0003456W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520420N 0003700W to 520609N 0003541W - 520710N 0003439W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU219A BARKSTON HEATH A circle, 2 NM radius, centred at 525747N 0003337W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU219B BARKSTON HEATH RWY 06 525553N 0003743W - 525620N 0003812W - 525656N 0003637W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525629N 0003608W - 525553N 0003743W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU219C BARKSTON HEATH RWY 24 525943N 0002924W - 525916N 0002856W - 525837N 0003037W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525904N 0003106W - 525943N 0002924W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU219D BARKSTON HEATH RWY 10 525756N 0003847W - 525827N 0003836W - 525813N 0003651W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525741N 0003655W - 525756N 0003847W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU219E BARKSTON HEATH RWY 28 525709N 0002854W - 525638N 0002906W - 525651N 0003042W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525721N 0003023W - 525709N 0002854W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU219F BARKSTON HEATH RWY 18 530037N 0003400W - 530038N 0003306W - 525945N 0003303W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525946N 0003356W - 530037N 0003400W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU219G BARKSTON HEATH RWY 36 525449N 0003243W - 525448N 0003337W - 525547N 0003341W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525551N 0003247W - 525449N 0003243W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU220A WITTERING A circle, 2.5 NM radius, centred at 523647N 0002833W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU220B WITTERING RWY 07 523532N 0003349W - 523603N 0003404W - 523619N 0003235W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523647N 0002833W to 523548N 0003220W - 523532N 0003349W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU220C WITTERING RWY 25 523802N 0002317W - 523731N 0002302W - 523715N 0002431W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523647N 0002833W to 523746N 0002447W - 523802N 0002317W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU222A OLD WARDEN A circle, 2 NM radius, centred at 520512N 0001907W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU222B OLD WARDEN RWY 03 520232N 0002041W - 520245N 0002128W - 520332N 0002053W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520512N 0001907W to 520318N 0002006W - 520232N 0002041W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU222C OLD WARDEN RWY 21 520753N 0001732W - 520739N 0001645W - 520652N 0001721W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520512N 0001907W to 520706N 0001808W - 520753N 0001732W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU222D OLD WARDEN RWY 03X 520218N 0002051W - 520231N 0002139W - 520332N 0002053W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520512N 0001907W to 520318N 0002005W - 520218N 0002051W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2



## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU222E OLD WARDEN RWY 21X 520753N 0001732W - 520739N 0001645W - 520652N 0001721W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520512N 0001907W to 520706N 0001808W - 520753N 0001732W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU224A FENLAND A circle, 2 NM radius, centred at 524422N 0000148W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU224B FENLAND RWY 18 524711N 0000210W - 524710N 0000116W - 524620N 0000118W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524422N 0000148W to 524621N 0000211W - 524711N 0000210W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU224C FENLAND RWY 36 524130N 0000125W - 524131N 0000219W - 524224N 0000217W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524422N 0000148W to 524223N 0000124W - 524130N 0000125W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU225A DUXFORD A circle, 2 NM radius, centred at 520526N 0000753E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU225B DUXFORD RWY 06L 520342N 0000358E - 520409N 0000331E - 520441N 0000453E thence anti-clockwise by the arc of a circle radius 2 NM centred on 520526N 0000753E to 520413N 0000519E - 520342N 0000358E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU225C DUXFORD RWY 24R 520716N 0001135E - 520648N 0001203E - 520619N 0001047E thence anti-clockwise by the arc of a circle radius 2 NM centred on 520526N 0000753E to 520646N 0001018E - 520716N 0001135E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU225D DUXFORD RWY 06R 520334N 0000352E - 520401N 0000325E - 520437N 0000456E thence anti-clockwise by the arc of a circle radius 2 NM centred on 520526N 0000753E to 520409N 0000524E - 520334N 0000352E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU225E DUXFORD RWY 24L 520716N 0001150E - 520648N 0001218E - 520615N 0001051E thence anti-clockwise by the arc of a circle radius 2 NM centred on 520526N 0000753E to 520642N 0001023E - 520716N 0001150E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU226A CAMBRIDGE A circle, 2.5 NM radius, centred at 521218N 0001030E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU226B CAMBRIDGE RWY 05 521006N 0000655E - 521030N 0000621E - 521055N 0000708E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 521218N 0001030E to 521030N 0000742E - 521006N 0000655E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)**

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU226C CAMBRIDGE RWY 23 521432N 0001409E - 521407N 0001442E - 521341N 0001352E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 521218N 0001030E to 521406N 0001319E - 521432N 0001409E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU227A MILDENHALL A circle, 2.5 NM radius, centred at 522143N 0002911E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU227B MILDENHALL RWY 11 522215N 0002335E - 522246N 0002348E - 522233N 0002520E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522143N 0002911E to 522201N 0002508E - 522215N 0002335E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU227C MILDENHALL RWY 29 522111N 0003446E - 522040N 0003434E - 522053N 0003302E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522143N 0002911E to 522124N 0003314E - 522111N 0003446E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU228A MARHAM A circle, 2.5 NM radius, centred at 523854N 0003302E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU228B MARHAM RWY 01 523538N 0003307E - 523543N 0003215E - 523626N 0003225E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523854N 0003302E to 523625N 0003319E - 523538N 0003307E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU228C MARHAM RWY 19 524200N 0003348E - 524156N 0003441E - 524114N 0003430E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523854N 0003302E to 524122N 0003339E - 524200N 0003348E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU228D MARHAM RWY 05 523643N 0002837E - 523710N 0002807E - 523743N 0002925E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523854N 0003302E to 523716N 0002956E - 523643N 0002837E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU228E MARHAM RWY 23 524104N 0003727E - 524038N 0003757E - 524005N 0003639E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523854N 0003302E to 524032N 0003609E - 524104N 0003727E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU229A LAKENHEATH A circle, 2.5 NM radius, centred at 522434N 0003340E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU229B LAKENHEATH RWY 06 522224N 0002916E - 522251N 0002847E - 522323N 0003004E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522434N 0003340E to 522257N 0003034E - 522224N 0002916E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU229C LAKENHEATH RWY 24 522643N 0003803E - 522617N 0003833E - 522544N 0003716E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522434N 0003340E to 522611N 0003646E - 522643N 0003803E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU230A WATTISHAM A circle, 2.5 NM radius, centred at 520737N 0005719E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU230B WATTISHAM RWY 05 520513N 0005340E - 520537N 0005305E - 520609N 0005402E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 520737N 0005719E to 520545N 0005438E - 520513N 0005340E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU230C WATTISHAM RWY 23 521004N 0010104E - 520940N 0010139E - 520905N 0010037E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 520737N 0005719E to 520929N 0010001E - 521004N 0010104E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU231A OLD BUCKENHAM A circle, 2 NM radius, centred at 522951N 0010307E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU231B OLD BUCKENHAM RWY 02 522715N 0010159E - 522726N 0010110E - 522806N 0010133E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522951N 0010307E to 522755N 0010223E - 522715N 0010159E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU231C OLD BUCKENHAM RWY 20 523242N 0010416E - 523231N 0010506E - 523138N 0010435E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522951N 0010307E to 523149N 0010345E - 523242N 0010416E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU231D OLD BUCKENHAM RWY 07 522822N 0005900E - 522851N 0005837E - 522915N 0010000E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522951N 0010307E to 522846N 0010023E - 522822N 0005900E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU231E OLD BUCKENHAM RWY 25 523120N 0010715E - 523051N 0010737E - 523027N 0010615E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522951N 0010307E to 523057N 0010552E - 523120N 0010715E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU231F OLD BUCKENHAM RWY 07L 522828N 0005916E - 522857N 0005853E - 522917N 0005959E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522951N 0010307E to 522847N 0010021E - 522828N 0005916E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU231G OLD BUCKENHAM RWY 25R 523122N 0010711E - 523053N 0010734E - 523030N 0010613E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522951N 0010307E to 523059N 0010550E - 523122N 0010711E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU232A NORWICH A circle, 2.5 NM radius, centred at 524033N 0011658E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU232B NORWICH RWY 09 524015N 0011143E - 524047N 0011142E - 524048N 0011252E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524033N 0011658E to 524015N 0011253E - 524015N 0011143E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU232C NORWICH RWY 27 524052N 0012212E - 524019N 0012213E - 524019N 0012103E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524033N 0011658E to 524051N 0012102E - 524052N 0012212E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU233A CHETWYND A circle, 2 NM radius, centred at 524842N 0022425W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU234A HONINGTON A circle, 2 NM radius, centred at 522036N 0004648E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU234B HONINGTON 521947N 0004055E - 522019N 0004047E - 522035N 0004332E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522036N 0004648E to 522003N 0004340E - 521947N 0004055E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU234C HONINGTON 522121N 0005151E - 522049N 0005159E - 522039N 0005004E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522036N 0004648E to 522110N 0004955E - 522121N 0005151E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU235 HMP BEDFORD 520840N 0002812W - 520836N 0002756W - 520822N 0002743W - 520804N 0002758W - 520807N 0002824W - 520815N 0002840W - 520835N 0002832W - 520840N 0002812W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 115 FT AMSL
EGRU236 HMP BIRMINGHAM 522954N 0015626W - 522952N 0015553W - 522944N 0015547W - 522925N 0015547W - 522918N 0015558W - 522917N 0015633W - 522944N 0015648W - 522954N 0015626W	Upper limit: 900 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 483 FT AMSL
EGRU237 HMP BURE 524549N 0012029E - 524552N 0012052E - 524537N 0012123E - 524511N 0012049E - 524532N 0012007E - 524549N 0012029E	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 77 FT AMSL
EGRU238 HMP DOVEGATE 525234N 0014708W - 525234N 0014639W - 525215N 0014608W - 525150N 0014649W - 525212N 0014724W - 525226N 0014723W - 525234N 0014708W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 243 FT AMSL

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU239 HMP DRAKE HALL 525309N 0021429W - 525249N 0021352W - 525224N 0021421W - 525223N 0021445W - 525241N 0021503W - 525255N 0021453W - 525309N 0021429W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 347 FT AMSL
EGRU240 HMP FEATHERSTONE/ BRINSFORD/OAKWOOD 523917N 0020718W - 523923N 0020623W - 523849N 0020555W - 523821N 0020609W - 523826N 0020658W - 523841N 0020716W - 523917N 0020718W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 393 FT AMSL
EGRU241 HMP FIVE WELLS 521728N 0004128W - 521727N 0004101W - 521710N 0004054W - 521646N 0004102W - 521645N 0004141W - 521658N 0004205W - 521714N 0004205W - 521728N 0004128W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 226 FT AMSL
EGRU242 HMP FOSSE WAY 523531N 0010859W - 523528N 0010812W - 523443N 0010815W - 523439N 0010853W - 523446N 0010924W - 523531N 0010859W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 298 FT AMSL
EGRU243 HMP FOSTON HALL 525313N 0014400W - 525314N 0014325W - 525303N 0014256W - 525237N 0014314W - 525237N 0014357W - 525313N 0014400W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 223 FT AMSL
EGRU244 HMP GARTREE 523004N 0005752W - 522959N 0005714W - 522931N 0005708W - 522921N 0005801W - 522945N 0005814W - 523004N 0005752W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 398 FT AMSL
EGRU245 HMP HEWELL 521951N 0015926W - 521935N 0015833W - 521911N 0015853W - 521911N 0015919W - 521917N 0015936W - 521930N 0015948W - 521951N 0015926W	Upper limit: 900 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 443 FT AMSL
EGRU246 HMP HIGHPOINT 520847N 0003034E - 520845N 0003109E - 520801N 0003134E - 520749N 0003019E - 520822N 0003003E - 520847N 0003034E	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 390 FT AMSL
EGRU247 HMP LEICESTER 523755N 0010756W - 523744N 0010724W - 523728N 0010735W - 523721N 0010753W - 523730N 0010818W - 523749N 0010821W - 523755N 0010756W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 215 FT AMSL
EGRU248 HMP LITTLEHEY 521707N 0001916W - 521706N 0001824W - 521656N 0001811W - 521637N 0001817W - 521627N 0001846W - 521633N 0001920W - 521648N 0001924W - 521707N 0001916W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 173 FT AMSL



## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU249 HMP LONG LARTIN 520649N 0015133W - 520643N 0015034W - 520609N 0015055W - 520616N 0015158W - 520649N 0015133W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 160 FT AMSL
EGRU250 HMP NORWICH 523836N 0011852E - 523838N 0011915E - 523811N 0011938E - 523801N 0011938E - 523748N 0011855E - 523753N 0011845E - 523821N 0011823E - 523836N 0011852E	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by Norwich Airport (FRZ - EGRU232A) and HMPPS. Contact online: <a href="https://www.norwichairport.co.uk/airfield-pilot-information/">https://www.norwichairport.co.uk/airfield-pilot-information/</a> HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 160 FT AMSL
EGRU251 HMP NOTTINGHAM 525921N 0010935W - 525925N 0010857W - 525856N 0010848W - 525850N 0010906W - 525848N 0010942W - 525905N 0010948W - 525915N 0010946W - 525921N 0010935W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 255 FT AMSL
EGRU252 HMP PETERBOROUGH 523529N 0001553W - 523535N 0001524W - 523459N 0001501W - 523451N 0001534W - 523458N 0001559W - 523506N 0001602W - 523520N 0001602W - 523529N 0001553W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 62 FT AMSL
EGRU253 HMP RYE HILL/OLNEY 522004N 0011457W - 522005N 0011435W - 521956N 0011413W - 521948N 0011408W - 521937N 0011406W - 521925N 0011421W - 521919N 0011455W - 521920N 0011535W - 522000N 0011513W - 522004N 0011457W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 361 FT AMSL
EGRU254 HMP STAFFORD 524854N 0020734W - 524902N 0020643W - 524841N 0020635W - 524828N 0020639W - 524820N 0020720W - 524854N 0020734W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 267 FT AMSL
EGRU255 HMP STOCKEN 524512N 0003449W - 524513N 0003414W - 524450N 0003403W - 524434N 0003430W - 524429N 0003454W - 524440N 0003514W - 524449N 0003518W - 524504N 0003516W - 524512N 0003449W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 371 FT AMSL
EGRU256 HMP STOKES HEATH 525231N 0023138W - 525224N 0023119W - 525231N 0023107W - 525216N 0023045W - 525202N 0023043W - 525157N 0023052W - 525142N 0023059W - 525152N 0023157W - 525231N 0023138W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by RAF Shawbury (Ternhill FRZ - EGRU206A) and HMPPS. Contact: RAF Shawbury Station Ops 01939-250341 ext 7163 shy-ops@mod.gov.uk HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 269 FT AMSL
EGRU257 HMP SWINFEN HALL 523936N 0014816W - 523921N 0014741W - 523908N 0014741W - 523849N 0014810W - 523857N 0014834W - 523910N 0014858W - 523936N 0014816W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 309 FT AMSL
EGRU258 HMP WARREN HILL 520356N 0012736E - 520335N 0012812E - 520319N 0012809E - 520307N 0012727E - 520333N 0012659E - 520356N 0012736E	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 59 FT AMSL

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU259 HMP WAYLAND 523337N 0005103E - 523337N 0005158E - 523256N 0005158E - 523256N 0005109E - 523313N 0005056E - 523337N 0005103E	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 189 FT AMSL
EGRU260 HMP WHATTON 525709N 0005519W - 525708N 0005442W - 525710N 0005428W - 525659N 0005406W - 525634N 0005402W - 525638N 0005523W - 525709N 0005519W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 87 FT AMSL
EGRU261 HMP WHITEMOOR 523445N 0000411E - 523456N 0000509E - 523421N 0000527E - 523410N 0000430E - 523445N 0000411E	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 17 FT AMSL
EGRU262 HMP WOODHILL 520113N 0004826W - 520038N 0004752W - 520021N 0004838W - 520056N 0004913W - 520113N 0004826W	Upper limit: 900 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 401 FT AMSL
EGRU263 HUSBANDS BOSWORTH 522616N 0010220W - 522619N 0010135W - 522559N 0010133W - 522556N 0010200W - 522537N 0010221W - 522550N 0010250W - 522616N 0010220W	Upper limit: 1550 FT ALT Lower limit: SFC	Unmanned Aircraft Restriction. H24. National Police Air Service activity. Permissions to fly UAS within the Restricted Area are to be obtained from NPAS Operations Centre via email: ops.centre@npas.police.uk or telephone: 01924-962814. Site elevation: 528 FT AMSL
EGRU301A VALLEY A circle, 2.5 NM radius, centred at 531453N 0043207W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU301B VALLEY RWY 01 531154N 0043228W - 531158N 0043322W - 531229N 0043316W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531453N 0043207W to 531224N 0043223W - 531154N 0043228W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU301C VALLEY RWY 19 531810N 0043213W - 531806N 0043120W - 531721N 0043128W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531453N 0043207W to 531723N 0043222W - 531810N 0043213W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU301D VALLEY RWY 13 531646N 0043630W - 531711N 0043555W - 531642N 0043459W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531453N 0043207W to 531618N 0043534W - 531646N 0043630W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU301E VALLEY RWY 31 531253N 0042730W - 531228N 0042805W - 531305N 0042916W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531453N 0043207W to 531329N 0042841W - 531253N 0042730W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU302A CAERNARFON A circle, 2 NM radius, centred at 530607N 0042015W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2



## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU302B CAERNARFON RWY 07 530455N 0042437W - 530525N 0042455W - 530543N 0042331W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530607N 0042015W to 530512N 0042313W - 530455N 0042437W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU302C CAERNARFON RWY 25 530718N 0041554W - 530648N 0041536W - 530630N 0041700W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530607N 0042015W to 530701N 0041718W - 530718N 0041554W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU303A WOODVALE A circle, 2 NM radius, centred at 533454N 0030327W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU303B WOODVALE RWY 03 533204N 0030543W - 533220N 0030630W - 533320N 0030531W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533454N 0030327W to 533304N 0030444W - 533204N 0030543W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU303C WOODVALE RWY 21 533745N 0030111W - 533728N 0030024W - 533628N 0030123W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533454N 0030327W to 533645N 0030210W - 533745N 0030111W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU303D WOODVALE RWY 08 533358N 0030816W - 533430N 0030825W - 533439N 0030647W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533454N 0030327W to 533408N 0030633W - 533358N 0030816W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU303E WOODVALE RWY 26 533526N 0025847W - 533454N 0025838W - 533446N 0030006W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533454N 0030327W to 533518N 0030010W - 533526N 0025847W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU304A BLACKPOOL A circle, 2.5 NM radius, centred at 534618N 0030143W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU304B BLACKPOOL RWY 10 534617N 0030708W - 534649N 0030704W - 534646N 0030551W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534618N 0030143W to 534613N 0030556W - 534617N 0030708W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU304C BLACKPOOL RWY 28 534618N 0025618W - 534546N 0025622W - 534549N 0025735W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534618N 0030143W to 534622N 0025730W - 534618N 0025618W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU304D BLACKPOOL RWY 13 534750N 0030625W - 534816N 0030552W - 534752N 0030459W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534618N 0030143W to 534725N 0030529W - 534750N 0030625W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU304E BLACKPOOL RWY 31 534444N 0025801W - 534418N 0025834W - 534427N 0025854W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534618N 0030143W to 534451N 0025817W - 534444N 0025801W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU305A HAWARDEN A circle, 2.5 NM radius, centred at 531041N 0025840W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU305B HAWARDEN RWY 04 530811N 0030141W - 530832N 0030222W - 530859N 0030143W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531041N 0025840W to 530838N 0030102W - 530811N 0030141W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU305C HAWARDEN RWY 22 531311N 0025538W - 531250N 0025457W - 531223N 0025537W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531041N 0025840W to 531244N 0025618W - 531311N 0025538W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU306A WARTON A circle, 2.5 NM radius, centred at 534442N 0025300W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU306B WARTON RWY 07 534322N 0025811W - 534353N 0025828W - 534409N 0025707W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534442N 0025300W to 534339N 0025649W - 534322N 0025811W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU306C WARTON RWY 25 534602N 0024750W - 534531N 0024732W - 534515N 0024854W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534442N 0025300W to 534545N 0024911W - 534602N 0024750W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU307A LIVERPOOL A circle, 2.5 NM radius, centred at 532001N 0025059W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU307B LIVERPOOL RWY 09 531930N 0025625W - 532002N 0025629W - 532006N 0025509W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532001N 0025059W to 531933N 0025505W - 531930N 0025625W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU307C LIVERPOOL RWY 27 532032N 0024530W - 532000N 0024526W - 531956N 0024649W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532001N 0025059W to 532029N 0024653W - 532032N 0024530W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU308A MANCHESTER A circle, 2.5 NM radius, centred at 532113N 0021630W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU308B MANCHESTER RWY 05L 531857N 0022029W - 531922N 0022103W - 531953N 0022000W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532113N 0021630W to 531928N 0021926W - 531857N 0022029W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**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
EGRU308C MANCHESTER RWY 23R 532335N 0021220W - 532310N 0021146W - 532235N 0021259W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532113N 0021630W to 532300N 0021333W - 532335N 0021220W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU308D MANCHESTER RWY 05R 531801N 0022151W - 531826N 0022225W - 531942N 0021948W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532113N 0021630W to 531919N 0021910W - 531801N 0022151W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309A MANCHESTER BARTON 532618N 0022327W thence clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532749N 0022008W - 532638N 0022258W - 532618N 0022327W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309B MANCHESTER BARTON RWY 02 532531N 0022405W - 532540N 0022457W - 532626N 0022437W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532619N 0022344W - 532531N 0022405W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309C MANCHESTER BARTON RWY 20 533107N 0022234W - 533059N 0022141W - 533008N 0022204W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 533016N 0022256W - 533107N 0022234W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309D MANCHESTER BARTON RWY 08L 532741N 0022809W - 532813N 0022816W - 532820N 0022644W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532748N 0022637W - 532741N 0022809W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309E MANCHESTER BARTON RWY 26R 532856N 0021843W - 532824N 0021836W - 532817N 0022002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532850N 0022009W - 532856N 0021843W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309F MANCHESTER BARTON RWY 08R 532740N 0022805W - 532812N 0022812W - 532819N 0022644W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532747N 0022637W - 532740N 0022805W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309G MANCHESTER BARTON RWY 26L 532855N 0021841W - 532823N 0021834W - 532816N 0022002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532848N 0022009W - 532855N 0021841W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**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
EGRU309H MANCHESTER BARTON RWY 13 533006N 0022654W - 533029N 0022616W - 532956N 0022518W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532934N 0022558W - 533006N 0022654W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309I MANCHESTER BARTON RWY 31 532635N 0021932W - 532612N 0022010W - 532708N 0022146W - 532727N 0022101W - 532635N 0021932W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU310A LEEDS BRADFORD A circle, 2.5 NM radius, centred at 535158N 0013939W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU310B LEEDS BRADFORD RWY 14 535406N 0014333W - 535428N 0014253W - 535359N 0014208W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535158N 0013939W to 535337N 0014249W - 535406N 0014333W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU310C LEEDS BRADFORD RWY 32 534948N 0013543W - 534927N 0013624W - 534957N 0013710W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535158N 0013939W to 535018N 0013629W - 534948N 0013543W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311A SHERBURN-IN-ELMET 534837N 0011510W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534837N 0011510W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311B SHERBURN-IN-ELMET RWY 01 534422N 0011301W - 534426N 0011355W - 534506N 0011346W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534504N 0011251W - 534422N 0011301W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311C SHERBURN-IN-ELMET RWY 19 535003N 0011234W - 534959N 0011140W - 534827N 0011202W - 534830N 0011257W - 535003N 0011234W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311D SHERBURN-IN-ELMET RWY 06 534533N 0011659W - 534601N 0011727W - 534627N 0011616W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534558N 0011553W - 534533N 0011659W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311E SHERBURN-IN-ELMET RWY 24 534901N 0010912W - 534834N 0010843W - 534803N 0011008W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534824N 0011054W - 534901N 0010912W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311F SHERBURN-IN-ELMET RWY 10 534728N 0011758W - 534759N 0011745W - 534746N 0011612W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534715N 0011625W - 534728N 0011758W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**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
EGRU311G SHERBURN-IN-ELMET RWY 28 534640N 0010821W - 534609N 0010834W - 534620N 0010955W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534652N 0010942W - 534640N 0010821W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311H SHERBURN-IN-ELMET RWY 10G 534730N 0011755W - 534801N 0011743W - 534748N 0011611W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534717N 0011625W - 534730N 0011755W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311I SHERBURN-IN-ELMET RWY 28G 534643N 0010818W - 534611N 0010830W - 534623N 0010953W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534654N 0010942W - 534643N 0010818W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU312A NETHERTHORPE A circle, 2 NM radius, centred at 531901N 0011146W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU312B NETHERTHORPE RWY 06 531712N 0011522W - 531739N 0011552W - 531807N 0011445W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 531740N 0011414W - 531712N 0011522W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU312C NETHERTHORPE RWY 24 532049N 0010813W - 532022N 0010742W - 531955N 0010848W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 532022N 0010918W - 532049N 0010813W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU312D NETHERTHORPE RWY 18 532146N 0011236W - 532149N 0011142W - 532101N 0011135W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 532058N 0011229W - 532146N 0011236W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU312E NETHERTHORPE RWY 36 531617N 0011052W - 531614N 0011146W - 531701N 0011153W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 531705N 0011059W - 531617N 0011052W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU313A LEEDS EAST 534837N 0011510W thence clockwise by the arc of a circle radius 2.5 NM centred on 535004N 0011144W to 534749N 0010956W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534837N 0011510W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU313B LEEDS EAST RWY 06 534803N 0011546W - 534829N 0011617W - 534851N 0011525W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535004N 0011144W to 534837N 0011510W - 534835N 0011429W - 534803N 0011546W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2



## 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
EGRU313C LEEDS EAST RWY 24 535208N 0010735W - 535142N 0010703W - 535117N 0010802W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535004N 0011144W to 535143N 0010834W - 535208N 0010735W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU315A RETFORD/GAMSTON A circle, 2 NM radius, centred at 531650N 0005705W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU315B RETFORD/GAMSTON RWY 03 531359N 0005848W - 531413N 0005937W - 531509N 0005853W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531650N 0005705W to 531456N 0005804W - 531359N 0005848W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU315C RETFORD/GAMSTON RWY 21 531941N 0005522W - 531928N 0005433W - 531831N 0005517W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531650N 0005705W to 531844N 0005606W - 531941N 0005522W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316A SYERSTON A circle, 2 NM radius, centred at 530124N 0005442W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316B SYERSTON RWY 02L 525833N 0005647W - 525847N 0005735W - 525949N 0005644W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525933N 0005557W - 525833N 0005647W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316C SYERSTON RWY 20R 530411N 0005312W - 530356N 0005223W - 530308N 0005303W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530320N 0005353W - 530411N 0005312W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316D SYERSTON RWY 02R 525834N 0005641W - 525848N 0005729W - 525948N 0005640W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525932N 0005553W - 525834N 0005641W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316E SYERSTON RWY 20L 530411N 0005306W - 530357N 0005218W - 530307N 0005259W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530319N 0005348W - 530411N 0005306W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316F SYERSTON RWY 06 525941N 0005911W - 530010N 0005936W - 530043N 0005749W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530015N 0005724W - 525941N 0005911W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316G SYERSTON RWY 24 530305N 0005018W - 530236N 0004953W - 530204N 0005135W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530233N 0005200W - 530305N 0005018W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

**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
EGRU316H SYERSTON RWY 06L 525945N 0005907W - 530013N 0005931W - 530045N 0005750W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530016N 0005726W - 525945N 0005907W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316I SYERSTON RWY 24R 530301N 0005038W - 530232N 0005013W - 530206N 0005136W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530235N 0005201W - 530301N 0005038W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316J SYERSTON RWY 06R 525942N 0005904W - 530010N 0005929W - 530042N 0005748W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530014N 0005723W - 525942N 0005904W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316K SYERSTON RWY 24L 530256N 0005042W - 530227N 0005017W - 530203N 0005134W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530232N 0005158W - 530256N 0005042W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316L SYERSTON RWY 11 530158N 0005936W - 530229N 0005919W - 530210N 0005745W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530139N 0005759W - 530158N 0005936W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316M SYERSTON RWY 29 530042N 0005021W - 530011N 0005038W - 530025N 0005149W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530055N 0005129W - 530042N 0005021W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316N SYERSTON RWY 11L 530201N 0005937W - 530231N 0005921W - 530212N 0005744W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530141N 0005759W - 530201N 0005937W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316O SYERSTON RWY 29R 530038N 0004954W - 530008N 0005010W - 530027N 0005147W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530057N 0005128W - 530038N 0004954W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316P SYERSTON RWY 11R 530157N 0005940W - 530228N 0005923W - 530209N 0005747W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530137N 0005800W - 530157N 0005940W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316Q SYERSTON RWY 29L 530034N 0004949W - 530003N 0005006W - 530024N 0005150W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530054N 0005130W - 530034N 0004949W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2



## 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
EGRU316R SYERSTON RWY 15 530357N 0005715W - 530413N 0005628W - 530319N 0005538W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530306N 0005627W - 530357N 0005715W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316S SYERSTON RWY 33 525859N 0005135W - 525843N 0005222W - 525937N 0005312W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525955N 0005228W - 525859N 0005135W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316T SYERSTON RWY 15L 530354N 0005709W - 530410N 0005622W - 530320N 0005534W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530307N 0005624W - 530354N 0005709W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316U SYERSTON RWY 33R 525857N 0005130W - 525841N 0005217W - 525938N 0005310W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525957N 0005226W - 525857N 0005130W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316V SYERSTON RWY 15R 530355N 0005717W - 530411N 0005630W - 530318N 0005541W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530305N 0005630W - 530355N 0005717W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316W SYERSTON RWY 33L 525901N 0005141W - 525845N 0005228W - 525936N 0005315W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525954N 0005231W - 525901N 0005141W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU317A SANDTOFT A circle, 2 NM radius, centred at 533335N 0005130W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU317B SANDTOFT RWY 05 533118N 0005438W - 533141N 0005517W - 533222N 0005409W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533335N 0005130W to 533159N 0005330W - 533118N 0005438W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU317C SANDTOFT RWY 23 533547N 0004830W - 533525N 0004751W - 533448N 0004851W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533335N 0005130W to 533511N 0004930W - 533547N 0004830W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU319A WADDINGTON A circle, 2.5 NM radius, centred at 530958N 0003126W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU319B WADDINGTON RWY 02 530639N 0003308W - 530651N 0003358W - 530746N 0003322W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530958N 0003126W to 530734N 0003233W - 530639N 0003308W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

**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
EGRU319C WADDINGTON RWY 20 531313N 0002946W - 531301N 0002856W - 531210N 0002929W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530958N 0003126W to 531222N 0003019W - 531313N 0002946W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320A CRANWELL A circle, 2.5 NM radius, centred at 530147N 0002934W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320B CRANWELL RWY 01 525833N 0002919W - 525838N 0003012W - 525918N 0003003W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 525918N 0002909W - 525833N 0002919W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320C CRANWELL RWY 19 530445N 0002845W - 530440N 0002751W - 530406N 0002800W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530415N 0002852W - 530445N 0002845W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320D CRANWELL RWY 08 530107N 0003443W - 530139N 0003450W - 530144N 0003342W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530112N 0003335W - 530107N 0003443W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320E CRANWELL RWY 26 530227N 0002421W - 530155N 0002414W - 530150N 0002526W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530222N 0002532W - 530227N 0002421W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320F CRANWELL RWY 08N 530107N 0003416W - 530139N 0003423W - 530142N 0003342W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530110N 0003335W - 530107N 0003416W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320G CRANWELL RWY 26N 530221N 0002450W - 530149N 0002443W - 530146N 0002525W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530218N 0002531W - 530221N 0002450W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320H CRANWELL RWY 06 530100N 0003352W - 530129N 0003415W - 530139N 0003342W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530106N 0003333W - 530100N 0003352W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320I CRANWELL RWY 24 530406N 0002513W - 530337N 0002450W - 530314N 0002611W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530339N 0002648W - 530406N 0002513W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320K CRANWELL RWY 21 530519N 0002721W - 530503N 0002635W - 530359N 0002737W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530411N 0002828W - 530519N 0002721W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

## 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
EGRU321A HUMBERSIDE A circle, 2.5 NM radius, centred at 533424N 0002105W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU321B HUMBERSIDE RWY 02 533119N 0002244W - 533132N 0002334W - 533213N 0002305W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533201N 0002215W - 533119N 0002244W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU321C HUMBERSIDE RWY 20 533729N 0001927W - 533717N 0001836W - 533636N 0001905W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533648N 0001955W - 533729N 0001927W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU321D HUMBERSIDE RWY 08 533356N 0002538W - 533428N 0002545W - 533430N 0002517W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533358N 0002513W - 533356N 0002538W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU321E HUMBERSIDE RWY 26 533513N 0001609W - 533441N 0001602W - 533437N 0001655W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533509N 0001705W - 533513N 0001609W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU322A WICKENBY A circle, 2 NM radius, centred at 531901N 0002056W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU322B WICKENBY RWY 03 531620N 0002232W - 531634N 0002321W - 531720N 0002245W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 531707N 0002156W - 531620N 0002232W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU322C WICKENBY RWY 21 532142N 0001919W - 532128N 0001830W - 532041N 0001907W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 532055N 0001955W - 532142N 0001919W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU322D WICKENBY RWY 15 532121N 0002345W - 532137N 0002258W - 532051N 0002214W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 532035N 0002300W - 532121N 0002345W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU322E WICKENBY RWY 33 531643N 0001817W - 531627N 0001904W - 531709N 0001944W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 531725N 0001857W - 531643N 0001817W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU323A CONINGSBY A circle, 2.5 NM radius, centred at 530535N 0000958W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

**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
EGRU323B CONINGSBY RWY 07 530416N 0001515W - 530447N 0001532W - 530505N 0001402W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530535N 0000958W to 530434N 0001345W - 530416N 0001515W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU323C CONINGSBY RWY 25 530655N 0000441W - 530624N 0000424W - 530606N 0000555W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530535N 0000958W to 530637N 0000611W - 530655N 0000441W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU324A MONA A circle, 2 NM radius, centred at 531533N 0042226W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU324B MONA RWY 04 531255N 0042513W - 531315N 0042556W - 531409N 0042448W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531533N 0042226W to 531349N 0042405W - 531255N 0042513W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU324C MONA RWY 22 531813N 0041938W - 531753N 0041855W - 531658N 0042005W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531533N 0042226W to 531718N 0042048W - 531813N 0041938W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU325 HMP ALTCOURSE 532802N 0025617W - 532801N 0025600W - 532751N 0025537W - 532734N 0025532W - 532725N 0025547W - 532726N 0025636W - 532740N 0025641W - 532753N 0025641W - 532802N 0025617W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 86 FT AMSL
EGRU326 HMP ASKHAM GRANGE 535551N 0011124W - 535552N 0011041W - 535537N 0011031W - 535520N 0011046W - 535516N 0011105W - 535520N 0011123W - 535539N 0011137W - 535551N 0011124W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 104 FT AMSL
EGRU327 HMP BERWYN 530233N 0025539W - 530210N 0025453W - 530137N 0025537W - 530159N 0025625W - 530233N 0025539W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 118 FT AMSL
EGRU328 HMP BUCKLEY HALL 533825N 0020916W - 533826N 0020823W - 533805N 0020814W - 533754N 0020816W - 533744N 0020841W - 533758N 0020909W - 533825N 0020916W	Upper limit: 1000 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 585 FT AMSL
EGRU329 HMP DONCASTER 533154N 0010840W - 533130N 0010807W - 533104N 0010843W - 533126N 0010928W - 533154N 0010840W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 55 FT AMSL
EGRU330 HMP FOREST BANK 533113N 0021811W - 533102N 0021732W - 533047N 0021730W - 533029N 0021808W - 533056N 0021847W - 533113N 0021811W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 128 FT AMSL

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU331 HMP FULL SUTTON 535923N 0005234W - 535920N 0005134W - 535842N 0005138W - 535845N 0005239W - 535923N 0005234W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 57 FT AMSL
EGRU332 HMP GARTH/WYMOTT 534108N 0024604W - 534108N 0024455W - 534103N 0024428W - 534023N 0024424W - 534022N 0024529W - 534033N 0024603W - 534108N 0024604W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 50 FT AMSL
EGRU333 HMP HINDLEY 533127N 0023410W - 533057N 0023356W - 533048N 0023459W - 533119N 0023510W - 533127N 0023410W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 127 FT AMSL
EGRU334 HMP HULL 534518N 0001815W - 534518N 0001708W - 534458N 0001709W - 534439N 0001732W - 534439N 0001817W - 534518N 0001815W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 17 FT AMSL
EGRU335 HMP HUMBER 534633N 0003818W - 534627N 0003753W - 534605N 0003727W - 534549N 0003759W - 534550N 0003846W - 534617N 0003904W - 534633N 0003818W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 71 FT AMSL
EGRU336 HMP LEEDS 534805N 0013438W - 534758N 0013410W - 534733N 0013407W - 534727N 0013438W - 534739N 0013509W - 534801N 0013501W - 534805N 0013438W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 245 FT AMSL
EGRU337 HMP LINCOLN 531426N 0003115W - 531422N 0003038W - 531400N 0003032W - 531350N 0003046W - 531353N 0003122W - 531401N 0003132W - 531415N 0003132W - 531426N 0003115W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk EGRU337 is contained within EGD324A (activated by NOTAM) SI 2023/1101 Site elevation: 163 FT AMSL
EGRU338 HMP LINDHOLME/MOORLAND 533313N 0005850W - 533311N 0005732W - 533254N 0005713W - 533214N 0005733W - 533219N 0005853W - 533313N 0005850W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 29 FT AMSL
EGRU339 HMP LIVERPOOL 532740N 0025848W - 532750N 0025753W - 532742N 0025741W - 532719N 0025731W - 532706N 0025834W - 532740N 0025848W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 117 FT AMSL
EGRU340 HMP LOWDHAM GRANGE 530115N 0010219W - 530110N 0010156W - 530055N 0010149W - 530039N 0010203W - 530035N 0010234W - 530052N 0010258W - 530108N 0010247W - 530115N 0010219W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 281 FT AMSL



**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
EGRU341 HMP MANCHESTER 533000N 0021509W - 532957N 0021446W - 532943N 0021414W - 532929N 0021413W - 532919N 0021435W - 532916N 0021448W - 532920N 0021507W - 532937N 0021520W - 533000N 0021509W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 153 FT AMSL
EGRU342 HMP MORTON HALL 531026N 0004128W - 531021N 0004043W - 530946N 0004034W - 530938N 0004054W - 530942N 0004135W - 531008N 0004144W - 531026N 0004128W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 79 FT AMSL
EGRU343 HMP NEW HALL 533826N 0013700W - 533826N 0013620W - 533811N 0013613W - 533753N 0013618W - 533752N 0013640W - 533800N 0013716W - 533818N 0013719W - 533826N 0013700W	Upper limit: 900 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 458 FT AMSL
EGRU344 HMP PRESTON 534606N 0024105W - 534537N 0024043W - 534525N 0024124W - 534538N 0024149W - 534555N 0024139W - 534606N 0024105W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 147 FT AMSL
EGRU345 HMP RANBY 531943N 0005946W - 531922N 0005920W - 531858N 0005925W - 531903N 0010035W - 531926N 0010034W - 531943N 0005946W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 153 FT AMSL
EGRU346 HMP RISLEY 532638N 0023135W - 532635N 0023109W - 532624N 0023059W - 532602N 0023050W - 532558N 0023204W - 532625N 0023154W - 532638N 0023135W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 126 FT AMSL
EGRU347 HMP STYAL 532043N 0021412W - 532031N 0021342W - 532010N 0021357W - 532005N 0021442W - 532019N 0021500W - 532038N 0021441W - 532043N 0021412W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS. NSF: Online Application: <a href="https://nsf.nats.aero/drones-and-model-aircraft/">https://nsf.nats.aero/drones-and-model-aircraft/</a> HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 271 FT AMSL
EGRU348 HMP WAKEFIELD 534112N 0013105W - 534118N 0013027W - 534051N 0012947W - 534035N 0013042W - 534054N 0013104W - 534112N 0013105W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 117 FT AMSL
EGRU349 HMP WEALSTUN 535520N 0011957W - 535515N 0011917W - 535456N 0011909W - 535432N 0011932W - 535432N 0011955W - 535443N 0012021W - 535454N 0012018W - 535506N 0012011W - 535520N 0011957W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 104 FT AMSL
EGRU350 HMP WERRINGTON 530135N 0020538W - 530140N 0020507W - 530131N 0020450W - 530108N 0020437W - 530100N 0020530W - 530118N 0020540W - 530135N 0020538W	Upper limit: 1300 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 834 FT AMSL



## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU351 HMP WETHERBY 535628N 0012218W - 535633N 0012138W - 535557N 0012124W - 535551N 0012229W - 535616N 0012241W - 535623N 0012221W - 535628N 0012218W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 89 FT AMSL
EGRU353 CARR GATE A circle, 0.5 NM radius, centred at 534238N 0013222W	Upper limit: 1400 FT ALT Lower limit: SFC	Unmanned Aircraft Restriction. H24. National Police Air Service activity. Permissions to fly UAS within the Restricted Area are to be obtained from NPAS Operations Centre via email: <a href="mailto:ops.centre@npas.police.uk">ops.centre@npas.police.uk</a> or telephone: 01924-962814. Site elevation: 403 FT AMSL
EGRU401A ENNISKILLEN/ST ANGELO A circle, 2 NM radius, centred at 542355N 0073907W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU401B ENNISKILLEN/ST ANGELO RWY 14 542602N 0074247W - 542623N 0074205W - 542536N 0074057W thence anti-clockwise by the arc of a circle radius 2 NM centred on 542355N 0073907W to 542515N 0074139W - 542602N 0074247W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU401C ENNISKILLEN/ST ANGELO RWY 32 542152N 0073531W - 542131N 0073613W - 542214N 0073716W thence anti-clockwise by the arc of a circle radius 2 NM centred on 542355N 0073907W to 542235N 0073634W - 542152N 0073531W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU402A BELFAST ALDERGROVE A circle, 2.5 NM radius, centred at 543927N 0061257W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU402B BELFAST ALDERGROVE RWY 07 543745N 0061808W - 543815N 0061831W - 543839N 0061702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 543810N 0061638W - 543745N 0061808W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU402C BELFAST ALDERGROVE RWY 25 544109N 0060745W - 544039N 0060721W - 544015N 0060852W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 544044N 0060916W - 544109N 0060745W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU402D BELFAST ALDERGROVE RWY 17 544157N 0061536W - 544207N 0061443W - 544146N 0061431W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 544131N 0061521W - 544157N 0061536W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU402E BELFAST ALDERGROVE RWY 35 543604N 0061119W - 543554N 0061212W - 543657N 0061247W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 543702N 0061152W - 543604N 0061119W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU403A BELFAST/CITY A circle, 2 NM radius, centred at 543705N 0055221W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**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
EGRU403B BELFAST/CITY RWY 04 543421N 0055503W - 543440N 0055549W - 543537N 0055441W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543705N 0055221W to 543518N 0055355W - 543421N 0055503W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU403C BELFAST/CITY RWY 22 543951N 0054936W - 543933N 0054850W - 543833N 0055002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543705N 0055221W to 543852N 0055047W - 543951N 0054936W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404A NEWTOWNARDS A circle, 2 NM radius, centred at 543452N 0054131W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404B NEWTOWNARDS RWY 03 543214N 0054343W - 543231N 0054430W - 543319N 0054340W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543302N 0054253W - 543214N 0054343W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404C NEWTOWNARDS RWY 21 543727N 0053922W - 543710N 0053834W - 543625N 0053921W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543642N 0054009W - 543727N 0053922W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404D NEWTOWNARDS RWY 08 543356N 0054615W - 543428N 0054627W - 543440N 0054456W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543408N 0054443W - 543356N 0054615W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404E NEWTOWNARDS RWY 26 543545N 0053655W - 543513N 0053642W - 543502N 0053806W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543534N 0053818W - 543545N 0053655W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404F NEWTOWNARDS RWY 15 543716N 0054418W - 543733N 0054330W - 543645N 0054241W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543630N 0054331W - 543716N 0054418W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404G NEWTOWNARDS RWY 33 543241N 0053834W - 543224N 0053922W - 543304N 0054002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543322N 0053916W - 543241N 0053834W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU406A WALNEY A circle, 2 NM radius, centred at 540752N 0031548W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU406B WALNEY RWY 17 541032N 0031742W - 541040N 0031649W - 540949N 0031628W thence anti-clockwise by the arc of a circle radius 2 NM centred on 540752N 0031548W to 540939N 0031720W - 541032N 0031742W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## 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
EGRU406C WALNEY RWY 35 540454N 0031423W - 540447N 0031517W - 540552N 0031544W thence anti-clockwise by the arc of a circle radius 2 NM centred on 540752N 0031548W to 540557N 0031450W - 540454N 0031423W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408A LEEMING A circle, 2.5 NM radius, centred at 541733N 0013207W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408B LEEMING RWY 16 542028N 0013452W - 542041N 0013402W - 541955N 0013327W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541942N 0013417W - 542028N 0013452W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408C LEEMING RWY 34 541438N 0012923W - 541425N 0013013W - 541511N 0013048W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541524N 0012958W - 541438N 0012923W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408D LEEMING RWY 03 541517N 0013411W - 541532N 0013459W - 541539N 0013453W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541521N 0013407W - 541517N 0013411W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408E LEEMING RWY 21 542039N 0013015W - 542024N 0012927W - 541944N 0013003W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541957N 0013055W - 542039N 0013015W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU409A TEESIDE INTERNATIONAL A circle, 2.5 NM radius, centred at 543033N 0012546W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU409B TEESIDE INTERNATIONAL RWY 05 542807N 0012938W - 542831N 0013016W - 542904N 0012913W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543033N 0012546W to 542840N 0012836W - 542807N 0012938W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU409C TEESIDE INTERNATIONAL RWY 23 543259N 0012153W - 543235N 0012115W - 543202N 0012219W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543033N 0012546W to 543226N 0012256W - 543259N 0012153W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410A TOPCLIFFE A circle, 2 NM radius, centred at 541220N 0012254W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410B TOPCLIFFE RWY 02 540928N 0012421W - 540940N 0012512W - 541036N 0012434W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541024N 0012343W - 540928N 0012421W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

**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
EGRU410C TOPCLIFFE RWY 20 541524N 0012119W - 541512N 0012027W - 541405N 0012113W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541417N 0012204W - 541524N 0012119W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410D TOPCLIFFE RWY 13 541355N 0012720W - 541421N 0012647W - 541344N 0012520W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541318N 0012553W - 541355N 0012720W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410E TOPCLIFFE RWY 31 541053N 0011838W - 541027N 0011910W - 541059N 0012024W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541125N 0011953W - 541053N 0011838W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410F TOPCLIFFE RWY 07 541107N 0012746W - 541138N 0012800W - 541155N 0012614W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541124N 0012555W - 541107N 0012746W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410G TOPCLIFFE RWY 25 541311N 0011812W - 541240N 0011758W - 541225N 0011930W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541257N 0011939W - 541311N 0011812W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU411A ISLE OF MAN A circle, 2.7 NM radius, centred at 540500N 0043724W	Upper limit: UNL Lower limit: SFC	Restricted airspace active H24. Small unmanned aircraft flight not permitted except with the permission of the Isle of Man CAA. Contact caa@gov.im or 01624-682358
EGRU412 ISLE OF MAN PRISON 542124N 0043154W - 542128N 0043151W - 542129N 0043150W - 542133N 0043143W - 542132N 0043141W - 542117N 0043127W - 542114N 0043143W - 542113N 0043153W - 542116N 0043201W - 542117N 0043201W - 542124N 0043154W	Upper limit: UNL Lower limit: SFC	Restricted airspace active H24. Contact caa@gov.im or 01624-682358 for further details
EGRU413 HMP DEERBOLT 543255N 0015600W - 543222N 0015541W - 543214N 0015609W - 543221N 0015700W - 543244N 0015701W - 543255N 0015600W	Upper limit: 1100 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 602 FT AMSL
EGRU414 HMP DURHAM 544641N 0013402W - 544635N 0013340W - 544614N 0013337W - 544602N 0013352W - 544609N 0013429W - 544637N 0013440W - 544641N 0013402W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 196 FT AMSL
EGRU415 HMP FRANKLAND/LOW NEWTON 544839N 0013233W - 544800N 0013221W - 544753N 0013317W - 544810N 0013351W - 544832N 0013351W - 544839N 0013233W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 208 FT AMSL
EGRU416 HMP HOLME HOUSE 543500N 0011748W - 543500N 0011715W - 543433N 0011658W - 543422N 0011718W - 543423N 0011748W - 543435N 0011809W - 543448N 0011809W - 543500N 0011748W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 39 FT AMSL

## 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
EGRU417 HMP LANCASTER FARMS 540337N 0024623W - 540334N 0024557W - 540325N 0024544W - 540304N 0024548W - 540255N 0024607W - 540256N 0024629W - 540309N 0024645W - 540329N 0024641W - 540337N 0024623W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 238 FT AMSL
EGRU501A LONDONDERRY/EGLINTON A circle, 2.5 NM radius, centred at 550234N 0070943W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU501B LONDONDERRY/EGLINTON RWY 08 550123N 0071453W - 550154N 0071509W - 550206N 0071359W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550234N 0070943W to 550135N 0071343W - 550123N 0071453W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU501C LONDONDERRY/EGLINTON RWY 26 550345N 0070429W - 550314N 0070412W - 550301N 0070527W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550234N 0070943W to 550332N 0070543W - 550345N 0070429W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU502A ISLAY A circle, 2 NM radius, centred at 554100N 0061535W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU502B ISLAY RWY 07 553948N 0061952W - 554018N 0062011W - 554032N 0061901W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554002N 0061840W - 553948N 0061952W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU502C ISLAY RWY 25 554212N 0061040W - 554142N 0061021W - 554121N 0061206W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554152N 0061224W - 554212N 0061040W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU502D ISLAY RWY 12 554220N 0062026W - 554248N 0061957W - 554215N 0061820W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554147N 0061850W - 554220N 0062026W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU502E ISLAY RWY 30 553941N 0061044W - 553913N 0061113W - 553945N 0061249W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554013N 0061220W - 553941N 0061044W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU503A CAMPBELTOWN A circle, 2 NM radius, centred at 552615N 0054117W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU503B CAMPBELTOWN RWY 11 552646N 0054608W - 552717N 0054552W - 552704N 0054430W thence anti-clockwise by the arc of a circle radius 2 NM centred on 552615N 0054117W to 552633N 0054446W - 552646N 0054608W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2



**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
EGRU503C CAMPBELTOWN RWY 29 552535N 0053529W - 552504N 0053544W - 552527N 0053804W thence anti-clockwise by the arc of a circle radius 2 NM centred on 552615N 0054117W to 552558N 0053749W - 552535N 0053529W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU504A PRESTWICK A circle, 2.5 NM radius, centred at 553034N 0043540W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU504B PRESTWICK RWY 02 552644N 0043643W - 552657N 0043735W - 552808N 0043640W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 552804N 0043541W - 552644N 0043643W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU504C PRESTWICK RWY 20 553247N 0043304W - 553234N 0043212W - 553215N 0043226W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 553237N 0043311W - 553247N 0043304W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU504D PRESTWICK RWY 12 553205N 0044100W - 553233N 0044030W - 553205N 0043910W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 553137N 0043939W - 553205N 0044100W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU504E PRESTWICK RWY 30 552858N 0043010W - 552831N 0043040W - 552903N 0043211W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 552930N 0043142W - 552858N 0043010W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU505A GLASGOW A circle, 2.5 NM radius, centred at 555218N 0042601W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU505B GLASGOW RWY 05 554945N 0043005W - 555009N 0043044W - 555047N 0042933W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555218N 0042601W to 555024N 0042853W - 554945N 0043005W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU505C GLASGOW RWY 23 555444N 0042210W - 555421N 0042130W - 555349N 0042229W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555218N 0042601W to 555412N 0042309W - 555444N 0042210W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU506A CUMBERNAULD A circle, 2 NM radius, centred at 555829N 0035832W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU506B CUMBERNAULD RWY 07 555721N 0040320W - 555752N 0040338W - 555809N 0040202W thence anti-clockwise by the arc of a circle radius 2 NM centred on 555829N 0035832W to 555738N 0040145W - 555721N 0040320W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2



## 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
EGRU506C CUMBERNAULD RWY 25 555937N 0035343W - 555906N 0035325W - 555849N 0035501W thence anti-clockwise by the arc of a circle radius 2 NM centred on 555829N 0035832W to 555920N 0035518W - 555937N 0035343W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU507A EDINBURGH A circle, 2.5 NM radius, centred at 555700N 0032221W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU507B EDINBURGH RWY 06 555504N 0032705W - 555532N 0032735W - 555557N 0032623W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555700N 0032221W to 555529N 0032553W - 555504N 0032705W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU507C EDINBURGH RWY 24 555855N 0031737W - 555827N 0031707W - 555803N 0031819W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555700N 0032221W to 555831N 0031849W - 555855N 0031737W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU508A NEWCASTLE A circle, 2.5 NM radius, centred at 550217N 0014123W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU508B NEWCASTLE RWY 07 550040N 0014620W - 550109N 0014644W - 550129N 0014530W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550217N 0014123W to 550059N 0014507W - 550040N 0014620W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU508C NEWCASTLE RWY 25 550353N 0013627W - 550324N 0013603W - 550304N 0013716W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550217N 0014123W to 550334N 0013740W - 550353N 0013627W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU509A KIRKNEWTON A circle, 2 NM radius, centred at 555224N 0032355W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU510 HMP NORTHUMBERLAND 551818N 0013757W - 551756N 0013719W - 551743N 0013716W - 551716N 0013805W - 551720N 0013839W - 551737N 0013910W - 551818N 0013757W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: <a href="mailto:drone.RFZapplication@justice.gov.uk">drone.RFZapplication@justice.gov.uk</a> SI 2023/1101 Site elevation: 118 FT AMSL
EGRU601A TIREE A circle, 2 NM radius, centred at 562957N 0065209W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU601B TIREE RWY 05 562739N 0065554W - 562803N 0065634W - 562848N 0065506W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 562824N 0065426W - 562739N 0065554W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU601C TIREE RWY 23 563213N 0064828W - 563149N 0064748W - 563106N 0064912W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 563130N 0064952W - 563213N 0064828W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**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
EGRU601D TIREE Rwy 11 563040N 0065734W - 563111N 0065716W - 563051N 0065522W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 563021N 0065541W - 563040N 0065734W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU601E TIREE Rwy 29 562928N 0064712W - 562857N 0064730W - 562911N 0064849W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 562942N 0064834W - 562928N 0064712W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU602A COLL A circle, 2 NM radius, centred at 563607N 0063704W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU603A COLONSAY A circle, 2 NM radius, centred at 560327N 0061435W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU604A OBAN A circle, 2 NM radius, centred at 562749N 0052400W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU604B OBAN Rwy 01 562451N 0052402W - 562454N 0052500W - 562553N 0052449W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562749N 0052400W to 562550N 0052351W - 562451N 0052402W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU604C OBAN Rwy 19 563046N 0052358W - 563043N 0052300W - 562946N 0052310W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562749N 0052400W to 562949N 0052408W - 563046N 0052358W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605A PERTH/SCONE A circle, 2 NM radius, centred at 562628N 0032226W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605B PERTH/SCONE Rwy 03 562346N 0032431W - 562401N 0032522W - 562451N 0032433W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562436N 0032342W - 562346N 0032431W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605C PERTH/SCONE Rwy 21 562910N 0032021W - 562855N 0031930W - 562805N 0032019W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562820N 0032110W - 562910N 0032021W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605D PERTH/SCONE Rwy 09 562554N 0032720W - 562627N 0032721W - 562628N 0032602W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562556N 0032554W - 562554N 0032720W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605E PERTH/SCONE Rwy 27 562637N 0031711W - 562604N 0031709W - 562603N 0031855W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562635N 0031850W - 562637N 0031711W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## 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
EGRU605F PERTH/SCONE RWY 15 562844N 0032509W - 562900N 0032418W - 562821N 0032337W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562806N 0032429W - 562844N 0032509W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605G PERTH/SCONE RWY 33 562404N 0031904W - 562348N 0031954W - 562441N 0032050W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562459N 0032002W - 562404N 0031904W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU606A DUNDEE A circle, 2 NM radius, centred at 562709N 0030133W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU606B DUNDEE RWY 09 562654N 0030706W - 562726N 0030705W - 562726N 0030507W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562709N 0030133W to 562654N 0030507W - 562654N 0030706W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU606C DUNDEE RWY 27 562723N 0025600W - 562651N 0025600W - 562651N 0025759W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562709N 0030133W to 562724N 0025758W - 562723N 0025600W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607A LEUCHARS A circle, 2.5 NM radius, centred at 562230N 0025132W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607B LEUCHARS RWY 04 561957N 0025452W - 562017N 0025539W - 562050N 0025453W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562028N 0025410W - 561957N 0025452W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607C LEUCHARS RWY 22 562509N 0024905W - 562449N 0024819W - 562428N 0024847W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562445N 0024937W - 562509N 0024905W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607D LEUCHARS RWY 08 562145N 0025723W - 562217N 0025731W - 562224N 0025601W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562152N 0025553W - 562145N 0025723W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607E LEUCHARS RWY 26 562314N 0024541W - 562242N 0024532W - 562235N 0024702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562307N 0024710W - 562314N 0024541W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701A BARRA A circle, 2 NM radius, centred at 570122N 0072635W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**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
EGRU701B BARRA RWY 07 570009N 0073107W - 570038N 0073131W - 570058N 0073010W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570027N 0072950W - 570009N 0073107W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701C BARRA RWY 25 570300N 0072146W - 570230N 0072122W - 570204N 0072310W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570233N 0072338W - 570300N 0072146W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701D BARRA RWY 11 570143N 0073151W - 570214N 0073140W - 570204N 0073000W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570133N 0073014W - 570143N 0073151W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701E BARRA RWY 29 570111N 0072125W - 570039N 0072136W - 570049N 0072304W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570121N 0072255W - 570111N 0072125W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701F BARRA RWY 15 570324N 0073025W - 570345N 0072940W - 570303N 0072834W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570242N 0072919W - 570324N 0073025W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701G BARRA RWY 33 565921N 0072247W - 565900N 0072332W - 565941N 0072436W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570002N 0072351W - 565921N 0072247W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU702A BENBECULA A circle, 2 NM radius, centred at 572850N 0072150W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU702B BENBECULA RWY 06 572652N 0072615W - 572719N 0072649W - 572756N 0072509W thence anti-clockwise by the arc of a circle radius 2 NM centred on 572850N 0072150W to 572730N 0072435W - 572652N 0072615W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU702C BENBECULA RWY 24 573054N 0071710W - 573027N 0071636W - 572944N 0071832W thence anti-clockwise by the arc of a circle radius 2 NM centred on 572850N 0072150W to 573011N 0071906W - 573054N 0071710W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703A INVERNESS A circle, 2.5 NM radius, centred at 573233N 0040251W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703B INVERNESS RWY 05 573017N 0040700W - 573042N 0040739W - 573108N 0040641W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573044N 0040602W - 573017N 0040700W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## 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
EGRU703C INVERNESS RWY 23 573450N 0035839W - 573426N 0035800W - 573357N 0035901W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573422N 0035940W - 573450N 0035839W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703D INVERNESS RWY 11 573320N 0040829W - 573350N 0040809W - 573337N 0040702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573307N 0040722W - 573320N 0040829W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703E INVERNESS RWY 29 573154N 0035803W - 573124N 0035823W - 573127N 0035841W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573158N 0035821W - 573154N 0035803W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705A LOSSIEMOUTH A circle, 2.5 NM radius, centred at 574224N 0032016W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705B LOSSIEMOUTH RWY 05 573945N 0032419W - 574007N 0032502W - 574048N 0032350W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574025N 0032307W - 573945N 0032419W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705C LOSSIEMOUTH RWY 23 574503N 0031614W - 574441N 0031530W - 574400N 0031642W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574423N 0031726W - 574503N 0031614W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705D LOSSIEMOUTH RWY 10 574228N 0032535W - 574300N 0032529W - 574258N 0032449W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574225N 0032456W - 574228N 0032535W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705E LOSSIEMOUTH RWY 28 574217N 0031343W - 574145N 0031350W - 574152N 0031543W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574224N 0031537W - 574217N 0031343W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706A ABERDEEN/DYCE A circle, 2.5 NM radius, centred at 571209N 0021153W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706B ABERDEEN/DYCE RWY 05 571012N 0021521W - 571035N 0021602W - 571046N 0021542W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571021N 0021503W - 571012N 0021521W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706C ABERDEEN/DYCE RWY 23 571428N 0020830W - 571405N 0020749W - 571347N 0020824W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571409N 0020908W - 571428N 0020830W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2



**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
EGRU706D ABERDEEN/DYCE RWY 14 571403N 0021541W - 571424N 0021456W - 571410N 0021434W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571349N 0021518W - 571403N 0021541W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706E ABERDEEN/DYCE RWY 32 571005N 0020803W - 570944N 0020848W - 571004N 0020920W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571025N 0020835W - 571005N 0020803W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706F ABERDEEN/DYCE RWY 16 571502N 0021434W - 571514N 0021338W - 571433N 0021308W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571421N 0021403W - 571502N 0021434W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706G ABERDEEN/DYCE RWY 34 570915N 0020914W - 570903N 0021009W - 570945N 0021039W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 570957N 0020944W - 570915N 0020914W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706I ABERDEEN/DYCE RWY 36 570935N 0021131W - 570935N 0021231W - 570941N 0021231W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 570940N 0021131W - 570935N 0021131W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU801A STORNOWAY A circle, 2.5 NM radius, centred at 581256N 0061952W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU801B STORNOWAY RWY 06 581108N 0062422W - 581136N 0062453W - 581150N 0062406W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581123N 0062333W - 581108N 0062422W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU801C STORNOWAY RWY 24 581434N 0061510W - 581406N 0061439W - 581351N 0061528W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581420N 0061557W - 581434N 0061510W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU801D STORNOWAY RWY 18 581607N 0062059W - 581610N 0061958W - 581526N 0061949W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581523N 0062050W - 581607N 0062059W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU801E STORNOWAY RWY 36 580941N 0061844W - 580938N 0061945W - 581027N 0061954W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581030N 0061853W - 580941N 0061844W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU802A WICK A circle, 2 NM radius, centred at 582732N 0030535W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2



## 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
EGRU802B WICK RWY 13 582909N 0031033W - 582935N 0030956W - 582856N 0030818W thence anti-clockwise by the arc of a circle radius 2 NM centred on 582732N 0030535W to 582830N 0030855W - 582909N 0031033W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU802C WICK RWY 31 582555N 0030040W - 582529N 0030117W - 582608N 0030253W thence anti-clockwise by the arc of a circle radius 2 NM centred on 582732N 0030535W to 582633N 0030216W - 582555N 0030040W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU803A KIRKWALL A circle, 2 NM radius, centred at 585729N 0025402W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU803B KIRKWALL RWY 09 585704N 0025947W - 585737N 0025950W - 585740N 0025753W thence anti-clockwise by the arc of a circle radius 2 NM centred on 585729N 0025402W to 585707N 0025750W - 585704N 0025947W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU803C KIRKWALL RWY 27 585753N 0024808W - 585721N 0024806W - 585718N 0025011W thence anti-clockwise by the arc of a circle radius 2 NM centred on 585729N 0025402W to 585750N 0025014W - 585753N 0024808W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU803D KIRKWALL RWY 14 585932N 0025817W - 585953N 0025729W - 585907N 0025615W thence anti-clockwise by the arc of a circle radius 2 NM centred on 585729N 0025402W to 585845N 0025701W - 585932N 0025817W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU803E KIRKWALL RWY 32 585530N 0025028W - 585509N 0025116W - 585544N 0025211W thence anti-clockwise by the arc of a circle radius 2 NM centred on 585729N 0025402W to 585603N 0025121W - 585530N 0025028W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU901A TRESCO A circle, 2 NM radius, centred at 495644N 0061955W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2
EGRU902A SCILLY ISLES/ST MARY'S A circle, 2 NM radius, centred at 495448N 0061730W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU902B SCILLY ISLES/ST MARY'S RWY 09 495423N 0062152W - 495456N 0062155W - 495458N 0062035W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495426N 0062033W - 495423N 0062152W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU902C SCILLY ISLES/ST MARY'S RWY 27 495513N 0061309W - 495441N 0061307W - 495438N 0061425W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495510N 0061428W - 495513N 0061309W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

**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
EGRU902D SCILLY ISLES/ST MARY'S RWY 14 495647N 0062042W - 495709N 0062004W - 495629N 0061911W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495607N 0061949W - 495647N 0062042W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU902E SCILLY ISLES/ST MARY'S RWY 32 495248N 0061419W - 495227N 0061457W - 495307N 0061550W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495328N 0061512W - 495248N 0061419W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU903A EDAY A circle, 2 NM radius, centred at 591125N 0024621W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU904A STRONSAY A circle, 2 NM radius, centred at 590919N 0023830W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU905A SANDAY A circle, 2 NM radius, centred at 591501N 0023430W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU906A NORTH RONALDSAY A circle, 2 NM radius, centred at 592203N 0022605W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU907A FAIR ISLE A circle, 2 NM radius, centred at 593205N 0013743W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU908A SUMBURGH A circle, 2 NM radius, centred at 595253N 0011738W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU908B SUMBURGH RWY 06 595040N 0012125W - 595106N 0012203W - 595137N 0012040W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595114N 0011952W - 595040N 0012125W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU908C SUMBURGH RWY 24 595429N 0011258W - 595403N 0011220W - 595329N 0011351W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595359N 0011419W - 595429N 0011258W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU908D SUMBURGH RWY 09 595217N 0012335W - 595249N 0012342W - 595256N 0012136W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595224N 0012129W - 595217N 0012335W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU908E SUMBURGH RWY 27 595330N 0011140W - 595258N 0011133W - 595251N 0011340W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595323N 0011347W - 595330N 0011140W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

## 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
EGRU908F SUMBURGH RWY 15 595450N 0012132W - 595509N 0012041W - 595434N 0011948W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595412N 0012037W - 595450N 0012132W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU908G SUMBURGH RWY 33 595022N 0011337W - 595003N 0011429W - 595104N 0011559W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595122N 0011504W - 595022N 0011337W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU909A WESTRAY A circle, 2 NM radius, centred at 592100N 0025700W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU910A PAPA WESTRAY A circle, 2 NM radius, centred at 592103N 0025401W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU911 SAXAVORD A circle, 2.7 NM radius, centred at 604906N 0004612W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator.  Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.

### Airspace Restrictions - Unmanned Aircraft Systems (UAS)

Unless otherwise stated either in the remarks section or associated SI the Navigational restrictions listed above with an identification which starts with "EGD", "EGP" or "EGR" are applicable to **both** manned **and** unmanned aircraft systems. Restrictions listed above with an identification which starts with "EGRU" are applicable to **Unmanned Aircraft Systems only**.

### Unmanned Aircraft Systems (UAS) - Data File

To satisfy the requirement for the provision of a dataset of UAS Airspace Restrictions an electronic file is available by selecting the UAS Airspace Restrictions File (ENR 5.1) link from the list available on the current IAIP website (updated each AIRAC).

## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
CHALGROVE PARACHUTE SITE, OXON A circle, 1.5 NM radius, centred at 514032N 0010459W	Upper limit: 5500 FT ALT Lower limit: SFC	Phone: 01865-892200/ 892201. Benson ATC: 01491-837766 Ext 7017. London Control (Swanwick): 023-8040 1102.	Activity notified on the day to Benson ATC or London Control (Swanwick) outside hours of Benson.
CHALLOCK GLIDER SITE, NR ASHFORD, KENT (W AND T) 511230N 0004945E	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Kent Gliding Club 01233-740274.	Strictly PPR. Freq: 122.915. Site elevation: 600 FT AMSL.  Hours: HJ
CHAPEL ST LEONARDS KITE FLYING SITE, LINCOLNSHIRE A circle, 1 NM radius, centred at 531455N 0001951E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 13 FT AMSL. VFR ID: K14  Hours: SR-SS.  Activated by NOTAM.
CHATTERIS MICROLIGHT SITE (MOUNT PLEASANT) 522910N 0000523E			Site elevation: 5 FT AMSL.
CHATTERIS PARACHUTE SITE, CAMBS A circle, 1.5 NM radius, centred at 522919N 0000512E	Upper limit: FL150 Lower limit: SFC	Phone: 01354-740810. London Control (Swanwick): 01489- 612420.	Activity notified on the day to London Control (Swanwick).  Alternative contact: 129.905 MHz.  Hours: Normally during daylight hours Tue-Sun & PH.
CHIPPING GLIDER SITE, PRESTON, LANCS (AD) (W) 535301N 0023714W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Bowland Forest Gliding Club 01995-61267.	Freq: 118.685 MHz. Site elevation: 600 FT AMSL.  Hours: HJ
CHIRK MICROLIGHT SITE 525649N 0030243W			Site elevation: 430 FT AMSL.
CLAYPOLE MODEL AIRCRAFT FLYING, LINCOLNSHIRE 530217N 0004501W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07977-804310.	Site elevation: 60 FT AMSL. VFR ID: M15  Hours: HJ
CLENCH COMMON MICROLIGHT SITE 512314N 0014411W			Site elevation: 623 FT AMSL.
CLEVELEYS KITE FLYING SITE, LANCASHIRE A circle, 1 NM radius, centred at 535300N 0030250W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 29 FT AMSL. VFR ID: K15  Hours: SR-SS.  Activated by NOTAM.
COCKERHAM PARACHUTE SITE, LANCS A circle, 1.5 NM radius, centred at 535744N 0025007W	Upper limit: FL150 Lower limit: SFC	Phone: 01524-791820. Scottish Control (Prestwick): 01294- 655300. London Control (Swanwick): 01489- 612420.	Activity notified on the day to Scottish Control (Prestwick) then London Control (Swanwick).  Alternative contact: 129.905 MHz.  Hours: Daily 0830 to 2000 local or SS when earlier.
COLDHARBOUR FARM MICROLIGHT SITE 505925N 0005149E		Phone: Kent Microlight Aircraft Club 07773- 056397, 07973-479309, 07807-169226.	Site Elevation: 4 FT AMSL.  Hours: HJ
COLEMORE COMMON MICROLIGHT SITE , PETERSFIELD, HANTS 510338N 0010035W			Site elevation: 610 FT AMSL.

**ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)**

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
COLESDEN MODEL AIRCRAFT FLYING, BEDFORDSHIRE 521200N 0002132W	Upper limit: 1200 FT AGL Lower limit: SFC	Phone: 01462-851515 Ext 4717.	Site elevation: 150 FT AMSL. VFR ID: M16  Hours: HJ
COODEN KITE FLYING SITE, SUSSEX A circle, 1 NM radius, centred at 504944N 0002445E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 0 FT AMSL. VFR ID: K16  Hours: SR-SS.  Activated by NOTAM.
COWTON MOOR MODEL AIRCRAFT FLYING, COUNTY DURHAM 542629N 0013208W	Upper limit: 1000 FT AGL Lower limit: SFC	Phone: 01748-812028.	Site elevation: 190 FT AMSL. VFR ID: M17  Hours: HJ
CRANWELL (NORTH) GLIDER SITE, Lincs (AD) (W AND T) 530231N 0002936W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Cranwell Gliding Club 01400 261201 Ext 7230.	Freq: 129.060. Site elevation: 220 FT AMSL.  Hours: HJ Sat, Sun, PH & 1700 (1600)-SS Mon-Fri.
CRAVENS GORSE HANGGLIDER SITE, CHARLTON ABBOTS, GLOS A circle, 2 NM radius, centred at 515452N 0015528W	Upper limit: 1000 FT AGL Lower limit: SFC		Site elevation: 886 FT AMSL.  Hours: HJ
CROWLAND GLIDER SITE, Lincs (T) 524233N 0000834W		Phone: Peterborough and Spalding Gliding Club 01733-210463.	Freq: 129.980 MHz. Site elevation: 10 FT AMSL.  Hours: HJ
CULDROSE GLIDER SITE, CORNWALL (AD) (W AND T) 500510N 0051521W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 267 FT AMSL.  Hours: HJ
CULTER HELIPAD TRAINING AERODROME 570711N 0021915W		Phone: 01224-739111.	Site elevation: 300 FT AMSL. Training Aerodrome.
CUMBERLAND INFIRMARY HOSPITAL HELICOPTER LANDING SITE 545350N 0025738W			Site elevation: 86 FT AMSL.
CURROCK HILL GLIDER SITE, NORTHUMBERLAND (W AND T) 545602N 0015043W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Northumbria Gliding Club 01207- 561286.	Freq: 125.185. Site elevation: 800 FT AMSL.  Hours: HJ
DAIRY HOUSE FARM MICROLIGHT SITE 530623N 0023015W		Phone: 07831-274201.	Site elevation: 150 FT AMSL.  PPR. Microlight Training 7 Days a week.
DAMYNYS HALL TRAINING AERODROME 513143N 0001444E		Phone: 07496-539206. Email: tony@skymax.co.uk. Website: www.damynshall.co.uk.	Site elevation: 56 FT AMSL. Training Aerodrome. PPR. Freq: 119.555 MHz.  Hours: 0900(0800)-SS.
DARLEY MOOR HANGGLIDER SITE, DERBYSHIRE (AD) A circle, 2 NM radius, centred at 525814N 0014454W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 580 FT AMSL.  Hours: HJ
DARLEY MOOR MICROLIGHT SITE, DERBS (AD) 525814N 0014454W			Site elevation: 580 FT AMSL.
DARLTON GLIDER SITE, NOTTS (W AND T) 531444N 0005132W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Darlton Gliding Club 07772-704178 (when operating).	Site elevation: 155 FT AMSL.  Hours: HJ
DAVIDSTOW MOOR MICROLIGHT SITE 503815N 0043708W			Site elevation: 969 FT AMSL.
DEVILS DYKE HANGGLIDER SITE, SADDLESCOMBE FARM, W SUSSEX A circle, 2 NM radius, centred at 505233N 0001303W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 666 FT AMSL.  Hours: HJ

## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
DREM MODEL AIRCRAFT FLYING, EAST LOTHIAN 560050N 0024738W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07770-746850.	Site elevation: 30 FT AMSL. VFR ID: M18  Hours: HJ
DUNDEE NINEWELLS HOSPITAL HELICOPTER LANDING SITE 562745N 0030230W			Site elevation: 170 FT AMSL.
DUNKESWELL PARACHUTE SITE, DEVON A circle, 1.5 NM radius, centred at 505151N 0031353W	Upper limit: FL150 Lower limit: SFC	Phone: 01404-891690. Exeter ATC: 01392- 367433 Ext 215. London Control (Swanwick): 01489-612420.	Activity notified on the day to Exeter ATC or London Control (Swanwick) outside hours of Exeter.  Alternative contact: 129.905 MHz or 123.480 MHz.  Hours: Normally during daylight hours.
DUNSFOLD UNUSUAL ACT AERODROME 510700N 0003209W		Phone: 01483-200900.	Site elevation: 172 FT AMSL. Unusual Activity.
DUNSTABLE DOWNS GLIDER SITE, BEDS (W AND T) 515200N 0003254W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: London Gliding Club 01582-663419.	Site elevation: 500 FT AMSL.  Hours: HJ
EAGLESCOTT GLIDER SITE, DEVON (AD) (W AND T) 505542N 0035922W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: North Devon Gliding Club 01769- 520404.	Site elevation: 655 FT AMSL.  Hours: HJ
EAGLESCOTT TRAINING AERODROME 505543N 0035922W		Phone: 01769-520404 Email: info@eaglescott- airfield.com.	Site elevation: 655 FT AMSL. Training Aerodrome.
EAST FORTUNE MICROLIGHT SITE 560003N 0024404W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: East of Scotland Microlights AD: 01620- 880332; CFI: 01875- 820102.	Site elevation: 120 FT AMSL.  PPR.  Hours: HJ
EAST FORTUNE, MODEL AIRCRAFT FLYING, EAST LOTHIAN 555950N 0024231W	Upper limit: 1200 FT AGL Lower limit: SFC	Phone: East Fortune Aeromodellers 07976- 252255.	Site elevation: 120 FT AMSL. VFR ID: M30  Hours: SR-SS
EASTER TRAINING AERODROME 574507N 0035620W		Phone: 01862-871717.	Site elevation: 22 FT AMSL. Training Aerodrome.
EASTERTON GLIDER SITE, NR ELGIN, GRAMPIAN (W AND T) 573508N 0031841W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Highland Gliding Club 01343-860272.	Freq: 130.290. Site elevation: 361 FT AMSL.  Hours: HJ
EDGE HILL/SHENNINGTON GLIDER SITE, OXON (AD) (W AND T) 520507N 0012828W	Upper limit: 2500 FT AGL Lower limit: SFC	Phone: Edge Hill Gliding Centre Limited 07548- 069341.	Freq: 129.980 MHz. Site elevation: 642 FT AMSL.  Hours: HJ
EDINBURGH ROYAL INFIRMARY HOSPITAL HELICOPTER LANDING SITE 555516N 0030813W			Site elevation: 242 FT AMSL.
EGERTON MICROLIGHT SITE 511149N 0004132E		Phone: 07751-828221.	Site elevation: 165 FT AMSL.
ELSWORTH ROCKET SITE A circle, 1 NM radius, centred at 521500N 0000537W	Upper limit: FL75 Lower limit: SFC	Phone: East Anglian Rocketry Society 07813- 037022 / 07849-440209.	Site elevation: 189 FT AMSL. VFR ID: R2  Hours: HJ  Activated by NOTAM.
ENNISKILLEN HOSPITAL HELICOPTER LANDING SITE 542204N 0073811W			Site elevation: 158 FT AMSL.
ENSTONE TRAINING AERODROME 515541N 0012542W		Phone: 01608-677208 Email: osf@enstoneaerodrome.c o.uk.	Site elevation: 550 FT AMSL. Training Aerodrome.



**ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)**

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
ERROL PARACHUTE SITE, TAYSIDE A circle, 1.5 NM radius, centred at 562418N 0031055W	Upper limit: FL104 Lower limit: SFC	Phone: 01821-642454. Scottish Control (Prestwick): 01294-655300.	Activity notified on the day to Scottish Control (Prestwick), RAF Leuchars and Dundee ATC.  Drops may be made up to, but not including, the base of the overlaying controlled airspace.  Alternative contact: 129.905 MHz; Drop Zone Tel: 01738-635347.  Hours: Normally during daylight hours Wed-Sun & PH.
EWE FARM MODEL AIRCRAFT FLYING, OXFORDSHIRE 513921N 0010609W	Upper limit: 1000 FT AGL Lower limit: SFC	Phone: 01865-891236.	Site elevation: 266 FT AMSL. VFR ID: M29  Hours: HJ
EYRES FIELD GLIDER SITE, GALLOWES HILL, DORSET (W AND T) 504233N 0021310W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Dorset Gliding Club 01929-405599.	Freq: 132.910. Site elevation: 205 FT AMSL.  Hours: HJ
FAIRLIE MOOR ROCKET SITE A circle, 1 NM radius, centred at 554336N 0044840W	Upper limit: FL160 Lower limit: SFC	Phone: Scottish Aeronautics and Rocketry Association 07733-250135.	Height Subject to ATC Clearance. Site elevation: 778 FT AMSL. VFR ID: R1  Hours: HJ  Activated by NOTAM.
FALGUNZEON GLIDER SITE, DALBEATTIE, DUMFRIES (W) 545638N 0034424W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Dumfries & District Gliding Club 01387-760601.	Freq: 129.965. Site elevation: 600 FT AMSL.  Hours: HJ
FESHIEBRIDGE GLIDER SITE, HIGHLANDS (W AND T) 570613N 0035330W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Cairngorm Gliding Club 01540-651317.	Site elevation: 860 FT AMSL.  Hours: HJ
FIFE AIRPORT PARACHUTE SITE, GLENROTHES, FIFE A circle, 1.5 NM radius, centred at 561100N 0031313W	Upper limit: FL130 Lower limit: SFC	Phone: 0845-189 5865 or 07885-617418. Edinburgh ATC: 0131-333 6234.	Activity must be notified to and co-ordinated with Edinburgh ATC.  Alternative contact: 130.455 MHz.  Hours: Sat & Sun 0900-2100 (Winter); Fri 1600-2000, Sat & Sun 0800-2000 (Summer).
FINMERE MICROLIGHT SITE 515907N 0010323W			Site elevation: 395 FT AMSL.
FISHERWICK MICROLIGHT SITE 524024N 0014325W		Phone: 07951-635207.	Site elevation: 184 FT AMSL.  PPR.  Microlight training 7 days a week.  Hours: 0800-SS+30 (0700-SS+30).

**ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)**

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
FLEETWOOD KITE FLYING SITE, LANCASHIRE A circle, 1 NM radius, centred at 535544N 0030031W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 18 FT AMSL. VFR ID: K17  Hours: SR-SS.  Activated by NOTAM.
FOWLMERE TRAINING AERODROME 520439N 0000342E		Phone: 01763-208281 Email: dg@modair.co.uk.	Site elevation: 117 FT AMSL. Training Aerodrome.
GLASGOW CLYDEBANK HOSPITAL HELICOPTER LANDING SITE 555417N 0042524W			Site elevation: 12 FT AMSL.
GLASGOW QUEEN ELIZABETH HOSPITAL HELICOPTER LANDING SITE 555142N 0042032W			Site elevation: 233 FT AMSL.
GLASSONBY MICROLIGHT SITE (PENRITH) 544418N 0023905W		Phone: 01768-898382.	Site elevation: 600 FT AMSL.
GLIDDEN FARM MICROLIGHT SITE, PORTSMOUTH, HANTS 505603N 0010318W			Site elevation: 450 FT AMSL.
GRANGE UNIVERSITY HOSPITAL HELICOPTER LANDING SITE 513902N 0025944W			Site elevation: 315 FT AMSL.
GRANDSDEN LODGE GLIDER SITE, CAMBRIDGE (AD) (W AND T) 521041N 0000653W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Cambridge Gliding Club 01767-677077.	Site elevation: 254 FT AMSL.  Hours: HJ
GRAVELEY MICROLIGHT SITE 515628N 0001212W			Site elevation: 395 FT AMSL.
GREAT FRANSHAM HANGGLIDER SITE, NORFOLK A circle, 2 NM radius, centred at 524059N 0004855E	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 220 FT AMSL.  Hours: HJ
GREAT MASSINGHAM TRAINING AERODROME 524644N 0004021E		Phone: 01485-520257.	Site elevation: 295 FT AMSL. Training Aerodrome.
GREAT OAKLEY TRAINING AERODROME 515400N 0011018E		Phone: 01255-880045 Email: tim.spurge@btconnect.co m.	Site elevation: 60 FT AMSL. Training Aerodrome.
GREAT WESTERN HOSPITAL HELICOPTER LANDING SITE 513214N 0014340W			Site elevation: 405 FT AMSL.
GROVE FARM MICROLIGHT SITE 522950N 0013222E		Phone: 01502-713125.	Site elevation: 102 FT AMSL.
HALESLAND GLIDER SITE, AVON (AD) (W AND T) 511544N 0024356W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Mendip Gliding Club 01749-870312.	Freq: 129.060. Site elevation: 870 FT AMSL.  Hours: HJ
HALTON GLIDER SITE (MIL), BUCKS (AD) (W AND T) 514733N 0004416W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Mil Ops 01296- 656367.	Strictly PPR.  Channel: 130.430.  Site elevation: 370 FT AMSL.  Hours: 0900-2000 (0800- 1900) or SS+15 (Whichever is earlier).
HALWELL MICROLIGHT SITE, SOUTH DEVON 502155N 0034235W			Site elevation: 623 FT AMSL.
HAREFIELD MODEL AIRCRAFT FLYING, MIDDLESEX 513730N 0002917W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: West London Model Aeroplane Club 07764-991001.	Site elevation: 263 FT AMSL. VFR ID: M32  Hours: HJ
HARRINGE COURT FARM MICROLIGHT SITE 510531N 0005918E		Phone: Kent Microlight Aircraft Club 07773- 056397, 07973-479309, 07807-169226.	Site Elevation: 279 FT AMSL.  Hours: HJ

## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
HAWKSVIEW MICROLIGHT SITE 532032N 0023133W		Phone: 07860-558707.	Strictly PPR.  Site elevation: 220 FT AMSL.
HENSTRIDGE TRAINING AERODROME 505930N 0022130W		Phone: 01963-364231.	Site elevation: 184 FT AMSL. Training Aerodrome.
HIBALDSTOW PARACHUTE SITE, HUMBERSIDE A circle, 1.5 NM radius, centred at 532956N 0003048W	Upper limit: FL120 Lower limit: SFC	Phone: 01652-648837. Humberside ATC: 01652-688456.	Activity subject to permission from Humberside ATC.  Drops may be made from up to FL 150 with Scottish Control (Prestwick) permission.  Alternative contact: 129.925 MHz.  Hours: Normally during daylight hours.
HIGH TREES FARM MICROLIGHT SITE 525115N 0015249W			Site Elevation: 420 FT AMSL.
HILL TOP FARM MICROLIGHT SITE 530530N 0002524W		Phone: 07838-352764.	Strictly PPR.  Site elevation: 110 FT AMSL.  Hours: HJ
HINTON-IN-THE-HEDGES GLIDER SITE, OXON (AD) (W AND T) 520145N 0011229W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Banbury Gliding Club 01295-811056.	Site elevation: 500 FT AMSL.  Hours: HJ
HINTON-IN-THE-HEDGES PARACHUTE SITE, BANBURY, OXON A circle, 1.5 NM radius, centred at 520136N 0011216W	Upper limit: FL65 Lower limit: SFC	Phone: 01295-812300. Brize Norton ATC: 01993-897785.	Activity notified on the day to Brize Norton ATC.  Drops may be made from up to FL 150 with London Control (Swanwick) permission.  Alternative contact: 119.455 MHz (up to 3000 FT) then 129.905 MHz.  Hours: Normally during daylight hours Tue-Sun & PH.
HOGHTON MICROLIGHT SITE 534443N 0023621W		Phone: 07754-628612.	Site elevation: 207 FT AMSL.
HOLESTONE MOOR KITE FLYING SITE, NEAR ASHOVER A circle, 0.5 NM radius, centred at 530842N 0012941W	Upper limit: 1000 FT AGL Lower limit: SFC	Phone: 07860-331351.	Site elevation: 918 FT AMSL. VFR ID: K18  Hours: SR-SS.
HOLYHEAD KITE FLYING SITE, ANGLESEY A circle, 1 NM radius, centred at 531721N 0044007W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 102 FT AMSL. VFR ID: K19  Hours: SR-SS.  Activated by NOTAM.
HONINGTON GLIDER SITE (MIL), SUFFOLK (AD) (W AND T) 522036N 0004648E	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: 611 VGS 07776-226957 (Duty Supervisor Mobile).	Strictly PPR via Honington Ops.  Freq: 124.105 MHz (Honington Radio).  Site elevation: 174 FT AMSL.  Hours: Sat-Sun & PHs, SR to SS+15 (all other times by NOTAM).

## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
HOUGHAM MICROLIGHT SITE (GLEBE FARM) 530022N 0004114W			Site elevation: 80 FT AMSL.
HUNSDON MICROLIGHT SITE 514825N 0000416E			Site elevation: 254 FT AMSL.
HUNSTANTON KITE FLYING SITE, NORFOLK A circle, 1 NM radius, centred at 525803N 0003127E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 18 FT AMSL. VFR ID: K20  Hours: SR-SS.  Activated by NOTAM.
HUSBANDS BOSWORTH GLIDER SITE, LEICS (AD) (W AND T) 522626N 0010238W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: The Gliding Centre 01858-880521.	Site elevation: 505 FT AMSL.  Hours: HJ
HUSTHWAITE MICROLIGHT SITE (BAXBY) 540925N 0011354W			Site elevation: 132 FT AMSL.
ICKENHAM MODEL AIRCRAFT FLYING, MIDDLESEX 513330N 0002553W	Upper limit: 400 FT AGL Lower limit: SFC	Phone: The Flying Fish 07770-852931.	Site elevation: 110 FT AMSL. Site lies within RAF Northolt ATZ. VFR ID: M25  Hours: HJ
INCE MICROLIGHT SITE 533158N 0030139W			Site elevation: 10 FT AMSL.
INVERNESS RAIGMORE HOSPITAL HELICOPTER LANDING SITE 572835N 0041140W			Site elevation: 95 FT AMSL.
IPSWICH GENERAL HOSPITAL HELICOPTER LANDING SITE 520320N 0011203E			Site elevation: 125 FT AMSL.
ISLE OF PORTLAND KITE FLYING SITE, DORSET A circle, 1 NM radius, centred at 503050N 0022722W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 27 FT AMSL. VFR ID: K21  Hours: SR-SS.  Activated by NOTAM.
JAMES COOK MIDDLESBROUGH HOSPITAL HELICOPTER LANDING SITE 543304N 0011304W			Site elevation: 56 FT AMSL.
JOHN RADCLIFFE HOSPITAL HELICOPTER LANDING SITE 514558N 0011318W			Site elevation: 296 FT AMSL.
KEEVIL GLIDER SITE, WILTS (AD) (W & T) 511850N 0020643W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Bannerdown Gliding Club 01380- 870411.	Freq: 130.290. Site elevation: 200 FT AMSL.  Hours: HJ
KEEVIL PARACHUTE SITE, WILTS A circle, 2 NM radius, centred at 511851N 0020637W	Upper limit: FL150 Lower limit: SFC	Phone: Opr/User - Various. Brize Norton ATC: 01993- 895521/896814/896804.	Airfield used for gliding, free- fall parachuting and heavy supply drops from military Hercules aircraft. Supply drops may take place at any time within 2 NM and below 2000 FT.  Hours: Activated by NOTAM.

## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
KENLEY GLIDER SITE (MIL), SURREY (AD) (W) 511821N 0000536W	Upper limit: 1700 FT AGL Lower limit: SFC	Airfield Duty Supervisor during notified hours:  615 VGS (weekends and PHs) 07920-782194. Surrey Hills Gliding Club (weekdays except PHs) 07477-878845.  Aerodrome Operator Tel Syerston Ops: 01400- 264520, Email: SYE- 2FTS-HQ- OpsOC@mod.gov.uk.	Freq: 119.760 MHz.  Site elevation: 565 FT AMSL.  Note 1: Civ and Mil AGCS available during notified hours.  Note 2: PNR for Military/Police aircraft. PPR for civil aircraft not available.  Hours: SR to SS+15.
KENNEL FARM HANGGLIDER SITE, WARLINGHAM, SURREY A circle, 2 NM radius, centred at 511849N 0000229W	Upper limit: 500 FT AGL Lower limit: SFC		Site elevation: 590 FT AMSL.  Hours: HJ
KERNAN MICROLIGHT SITE 542311N 0062359W		Phone: Kernan Aviation 07711-841492.	Site elevation: 65 FT AMSL.
KETTLE FIELD MODEL AIRCRAFT FLYING, HOLYWELL, NORTH WALES 531611N 0031823W	Upper limit: 1000 FT AGL Lower limit: SFC	Phone: Delyn Model Flying Club 07940-351819.	Site elevation: 620 FT AMSL. VFR ID: M24  Hours: SR-SS.
KEYSLEY DOWN MODEL AIRCRAFT FLYING, WILTSHIRE 510717N 0021048W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07962-013388.	Site elevation: 650 FT AMSL. VFR ID: M4  Hours: HJ
KILLYKERGAN PARACHUTE SITE, CO LONDONDERRY A circle, 1.5 NM radius, centred at 550103N 0063951W	Upper limit: FL150 Lower limit: SFC	Phone: 028-2955 8609. Londonderry/Eglinton ATC: 028-7181 1099. Scottish Control (Prestwick): 01294- 655300.	Activity notified on the day to Londonderry/Eglinton ATC or Scottish Control (Prestwick) outside hours of Londonderry/ Eglinton.  Area overlaps Movenis drop Zone.  Alternative contact: 129.905 MHz.  Hours: Normally during daylight hours.
KINGS COLLEGE HOSPITAL HELICOPTER LANDING SITE 512805N 0000531W			Site elevation: 195 FT AMSL.
KINGS FARM MICROLIGHT SITE, RUTLAND 523702N 0003611W			Site elevation: 210 FT AMSL.  Hours: HJ
KINGS LYNN HOSPITAL HELICOPTER LANDING SITE 524518N 0002650E			Site elevation: 40 FT AMSL.
KIRKBRIDE MICROLIGHT SITE 545256N 0031220W			Site elevation: 38 FT AMSL.

## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

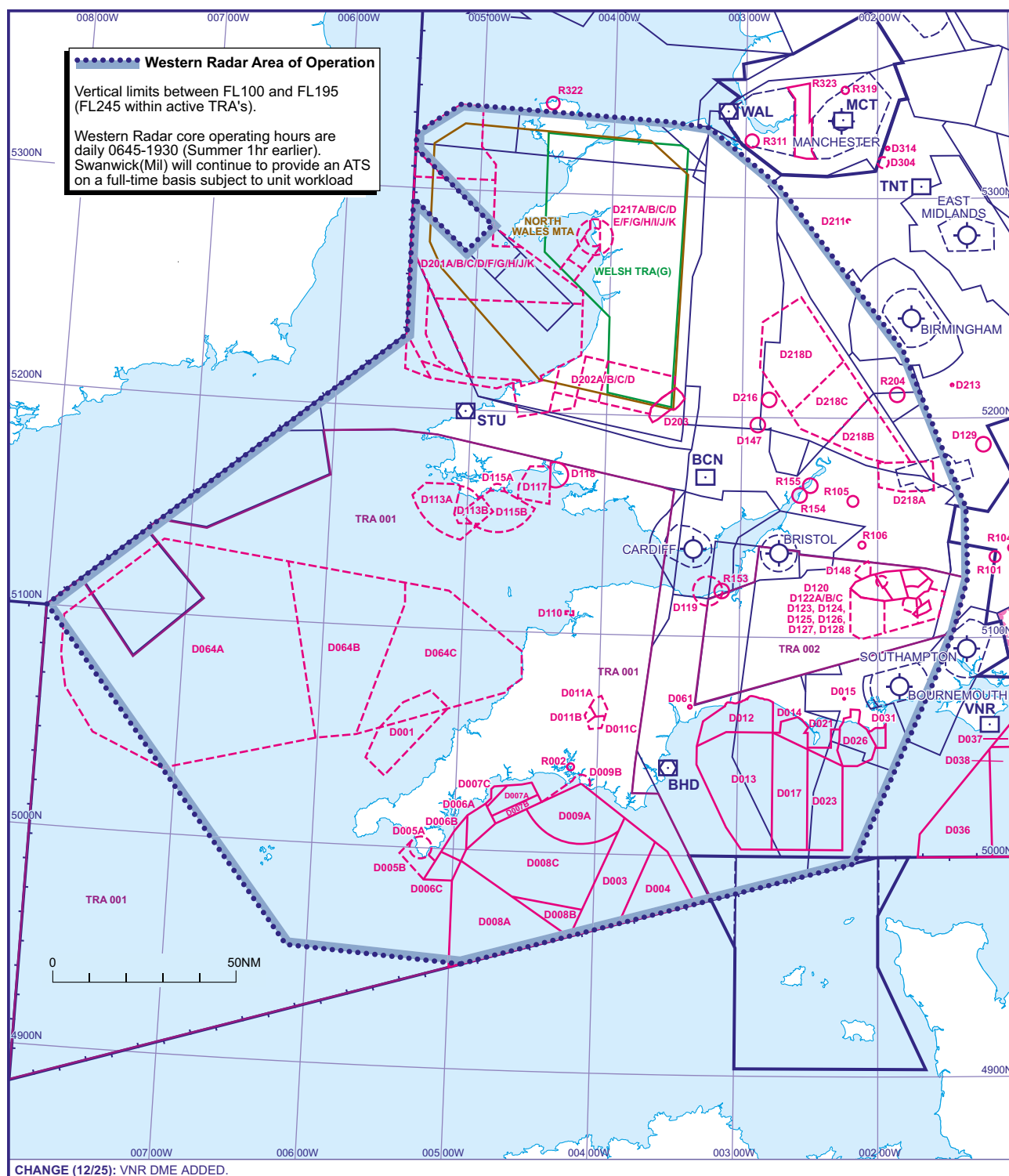
Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
SANDOWN / ISLE OF WIGHT TRAINING AERODROME 503910N 0011055W		Phone: 01983-716926 Email: tower@eghn.org.uk.	Site elevation: 55 FT AMSL. Training Aerodrome.
SANDWICH BAY KITE FLYING SITE, KENT A circle, 1 NM radius, centred at 511619N 0012308E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 19 FT AMSL. VFR ID: K26  Hours: SR-SS.  Activated by NOTAM.
SANDY BAY KITE FLYING SITE, E OF EXMOUTH, DEVON A circle, 0.5 NM radius, centred at 503708N 0032151W	Upper limit: 1000 FT AGL Lower limit: SFC	Phone: 07843-098727 or 01395-279443.	Site elevation: 233 FT AMSL. VFR ID: K35  Hours: 1200-SS (1100-SS).
SANDY MICROLIGHT SITE, BEDS 520744N 0001835W			Site elevation: 80 FT AMSL.
SEETHING TRAINING AERODROME 523040N 0012501E		Phone: 01508-550453 Email: seethingairfield@seething- airfield.com.	Site elevation: 130 FT AMSL. Training Aerodrome.
SEIGHFORD GLIDER SITE, STAFFS (AD) (W AND T) 524940N 0021212W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Staffordshire Gliding Club 01785- 282575.	Freq: 132.910. Site elevation: 321 FT AMSL.  Hours: HJ
SEWSTERN MODEL AIRCRAFT FLYING, LEICESTERSHIRE 524650N 0004242W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 0116-244 0028/ 07778-287350.	Site elevation: 450 FT AMSL. VFR ID: M10  Hours: HJ
SHACKLEWELL LODGE / EMPINGHAM TRAINING AERODROME 523900N 0003400W		Phone: 07801-585480.	Site elevation: 300 FT AMSL. Training Aerodrome.
SHAWBURY GLIDER SITE (MIL) SHROPSHIRE (AD) (T) 524737N 0024004W		Phone: RAF Shawbury Gliding Club 07355- 982265.	Strictly PPR.  Channel: 133.155.  Site elevation: 248 FT AMSL.  Hours: Sat-Sun & PHs, SR to SS+15.
SHEFFIELD CHILDRENS HOSPITAL HELICOPTER LANDING SITE 532251N 0012930W			Site elevation: 498 FT AMSL.
SHINGLE BEACH KITE FLYING SITE, WOODBRIDGE A circle, 1 NM radius, centred at 520159N 0012730E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 0 FT AMSL. VFR ID: K36  Hours: SR-SS.  Activated by NOTAM.
SHOBDON GLIDER SITE, HEREFORD (AD) (T) 521429N 0025253W		Phone: Herefordshire Gliding Club 01568- 708908.	Site elevation: 328 FT AMSL.  Hours: HJ
SILECROFT KITE FLYING SITE, CUMBRIA A circle, 1 NM radius, centred at 541305N 0032100W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 20 FT AMSL. VFR ID: K37  Hours: SR-SS.  Activated by NOTAM.
SILECROFT KITE FLYING SITE, CUMBRIA A circle, 1 NM radius, centred at 541308N 0032104W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 17 FT AMSL. VFR ID: K38  Hours: SR-SS.  Activated by NOTAM.
SKEGNESS TRAINING AERODROME 531024N 0002000E		Phone: 07714-899600.	Site elevation: 10 FT AMSL. Training Aerodrome.



## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
SKELLING FARM GLIDER SITE, CUMBRIA (W) 544152N 0023506W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Eden Soaring Society 07849-979575.	Site elevation: 610 FT AMSL.  Hours: HJ
SLEAP GLIDER SITE, SALOP (AD) (T) 525002N 0024618W			Site elevation: 275 FT AMSL.  Hours: HJ
SNITTERFIELD GLIDER SITE, WARWICKS (AD) (W) 521406N 0014310W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Stratford on Avon Gliding Club 01789- 731095.	Freq: 125.185. Site elevation: 375 FT AMSL.  Hours: HJ
SOUTH CERNEY HANGGLIDER SITE, GLOS (AD) A circle, 2 NM radius, centred at 514115N 0015515W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 360 FT AMSL.  Hours: HJ
SOUTH CERNEY PARACHUTE SITE, GLOS A circle, 1.5 NM radius, centred at 514114N 0015519W	Upper limit: FL150 Lower limit: SFC	Phone: 01285-868259. Brize Norton ATC: 01993- 897878.	Activity notified on the day to Brize Norton ATC. (All drops subject to permission from Brize Norton NATC prior to take-off).  Alternative contact: 129.905 MHz.  Hours: Normally during daylight hours.
SOUTHAMPTON GENERAL HOSPITAL HELICOPTER LANDING SITE 505601N 0012556W			Site elevation: 148 FT AMSL.
SOUTHPORT KITE FLYING SITE, MERSEYSIDE A circle, 1 NM radius, centred at 533843N 0030131W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 28 FT AMSL. VFR ID: K39  Hours: SR-SS.  Activated by NOTAM.
SPANHOE TRAINING AERODROME 523357N 0003620W		Phone: 01780-450205.	Site elevation: 335 FT AMSL. Training Aerodrome.
ST BEES KITE FLYING SITE, CUMBRIA A circle, 1 NM radius, centred at 542919N 0033610W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 19 FT AMSL. VFR ID: K40  Hours: SR-SS.  Activated by NOTAM.
ST GEORGES HOSPITAL HELICOPTER LANDING SITE 512535N 0001029W			Site elevation: 160 FT AMSL.
ST MARYS HOSPITAL HELICOPTER LANDING SITE 504240N 0011754W			Site elevation: 170 FT AMSL.
ST MICHAELS MICROLIGHT SITE 535106N 0024735W			Site elevation: 30 FT AMSL.
STOKE MICROLIGHT SITE (ISLE OF GRAIN), KENT 512702N 0003814E			Site elevation: 10 FT AMSL.
STRATHALLAN PARACHUTE SITE, TAYSIDE A circle, 1.5 NM radius, centred at 561930N 0034455W	Upper limit: 5000 FT ALT Lower limit: SFC	Phone: 01764-662572. Scottish Control (Prestwick): 01294- 655300.	Activity notified on the day to Scottish Control (Prestwick).  Drops may be made from above ALT 5000 FT with Scottish Control (Prestwick) permission.  Alternative contact: 129.905 MHz.  Hours: Normally during daylight hours Sat, Sun & PH. Also open Fri during Summer months.

## WESTERN RADAR AREA OF OPERATION



AERO INFO DATE 19 SEP 25

ENR 6-15

**Note:** Only relevant aeronautical/topographical detail is shown.

**CHANGE (1/26): EGR161 ADDED.**

AERO INFO DATE 28 OCT 25

ENR 6-16

AERO INFO DATE 17 NOV 25

ENR 6-17



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

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

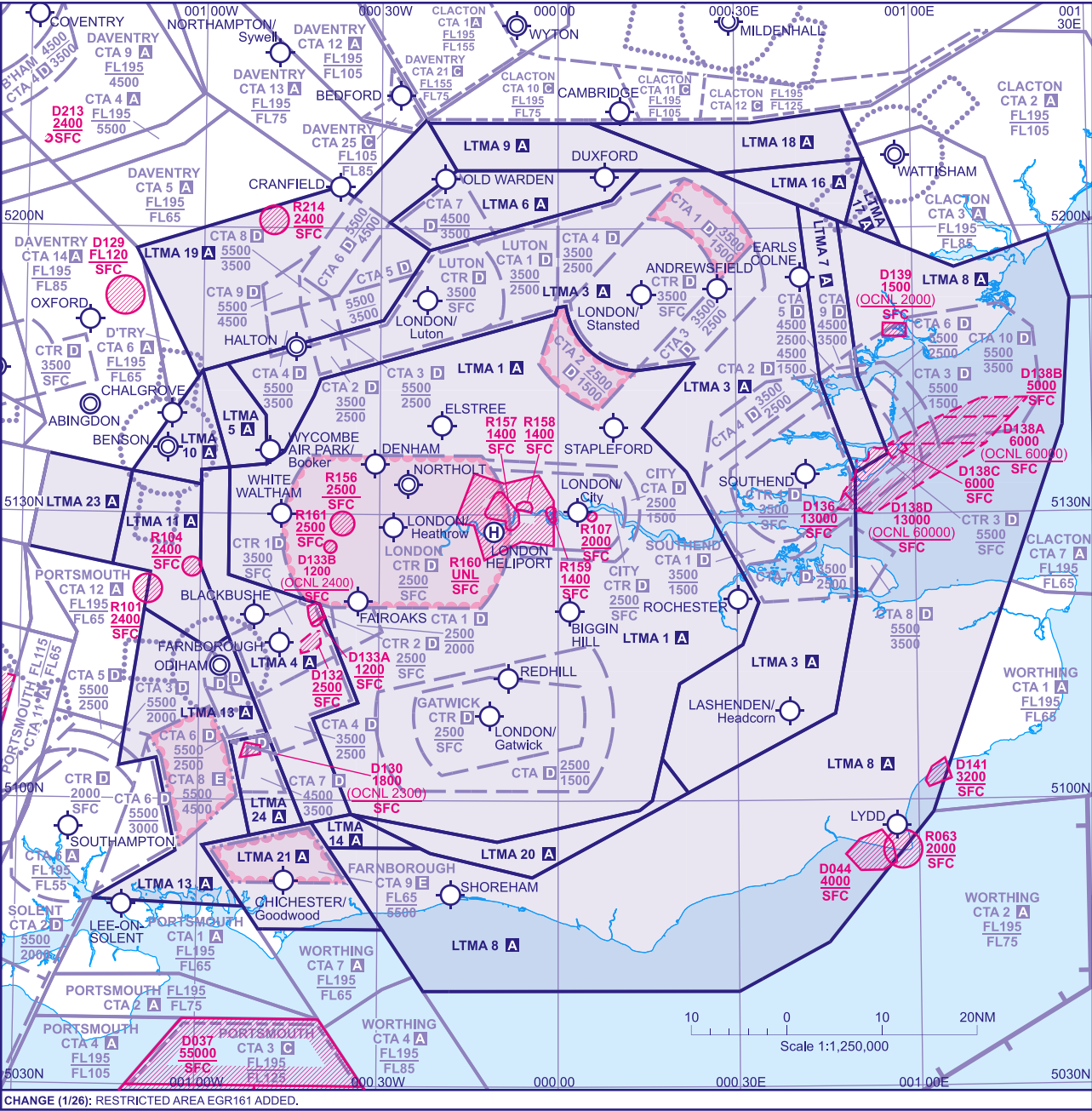
ENR 6-18

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ENR 6-41

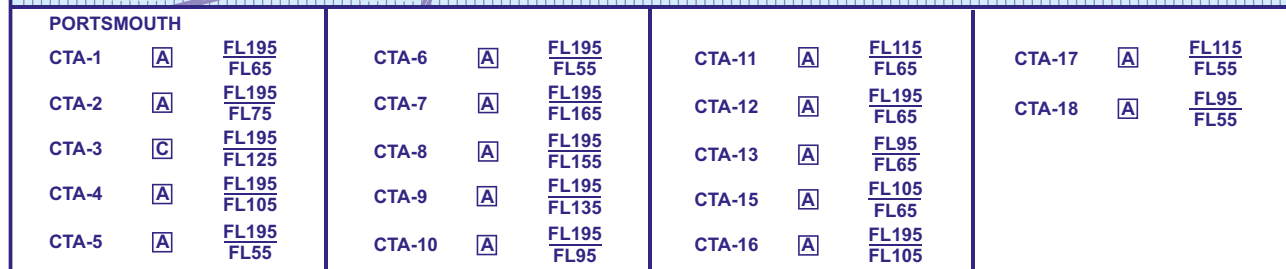


LONDON TMA



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

## 1

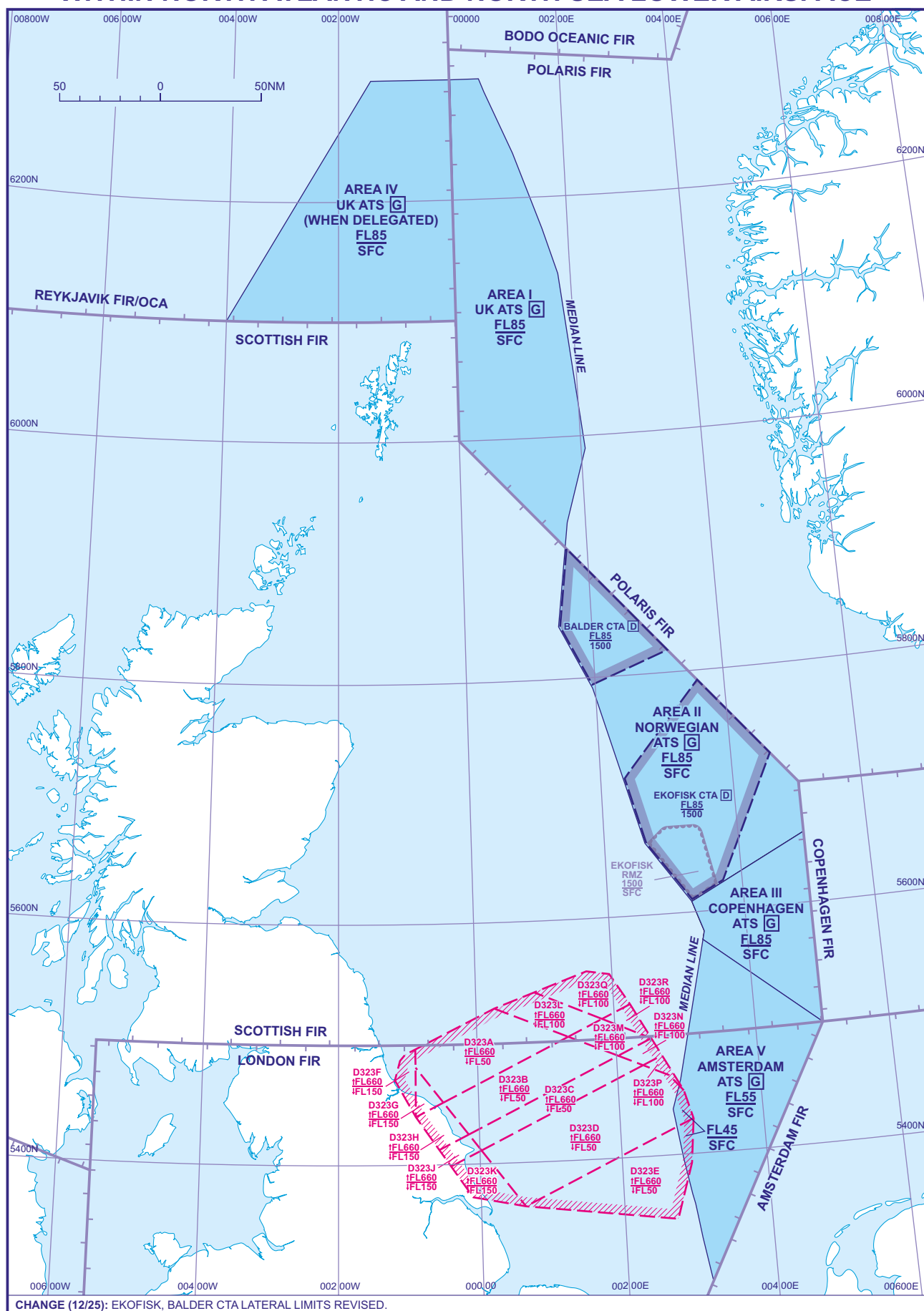


See Portsmouth CTA ENR 2.1

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

ENR 6-43

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



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

AERO INFO DATE 05 SEP 25

ENR 6-44



CHART OF UNITED KINGDOM AIRSPACE RESTRICTIONS AND HAZARDOUS AREAS

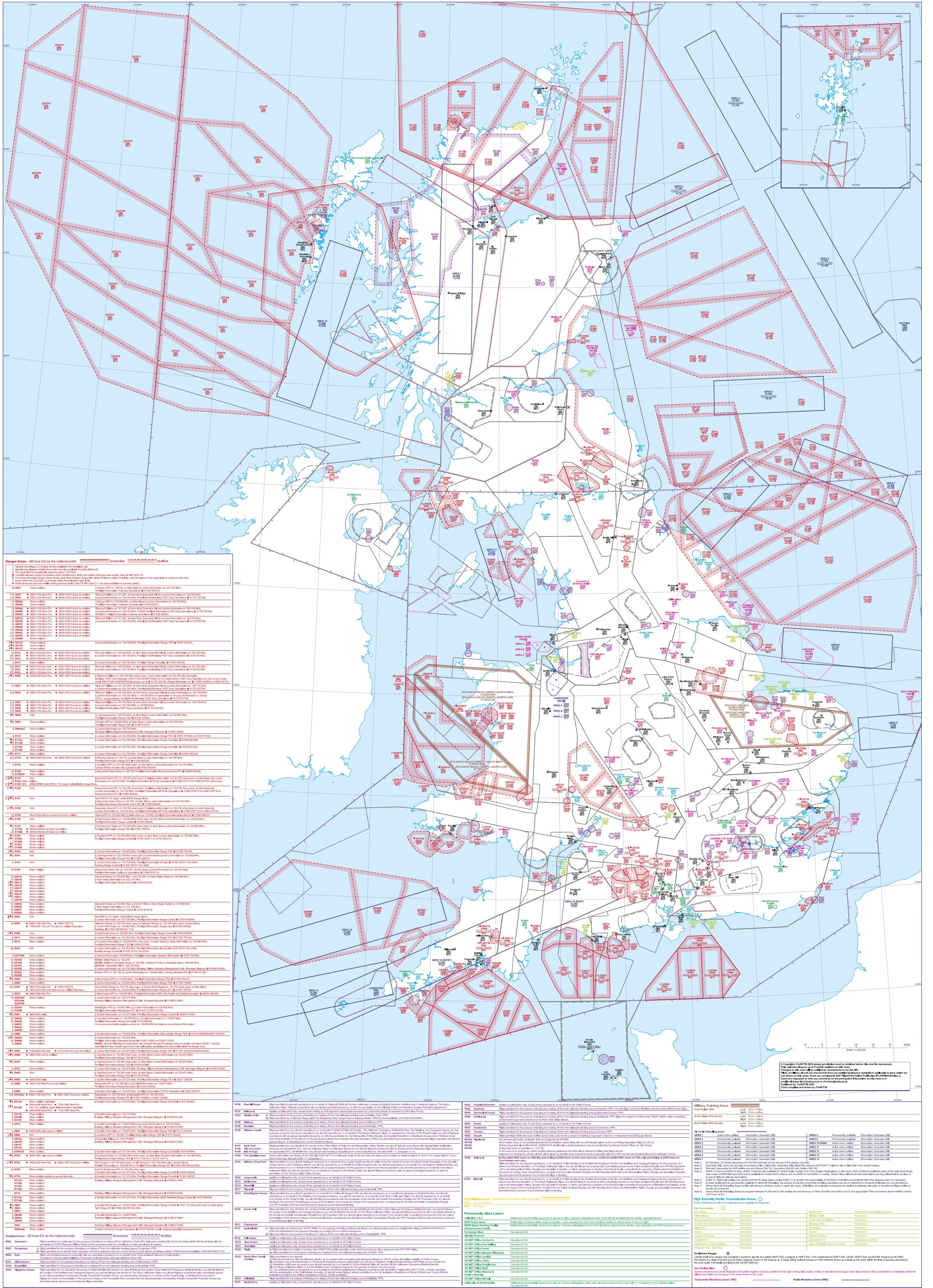
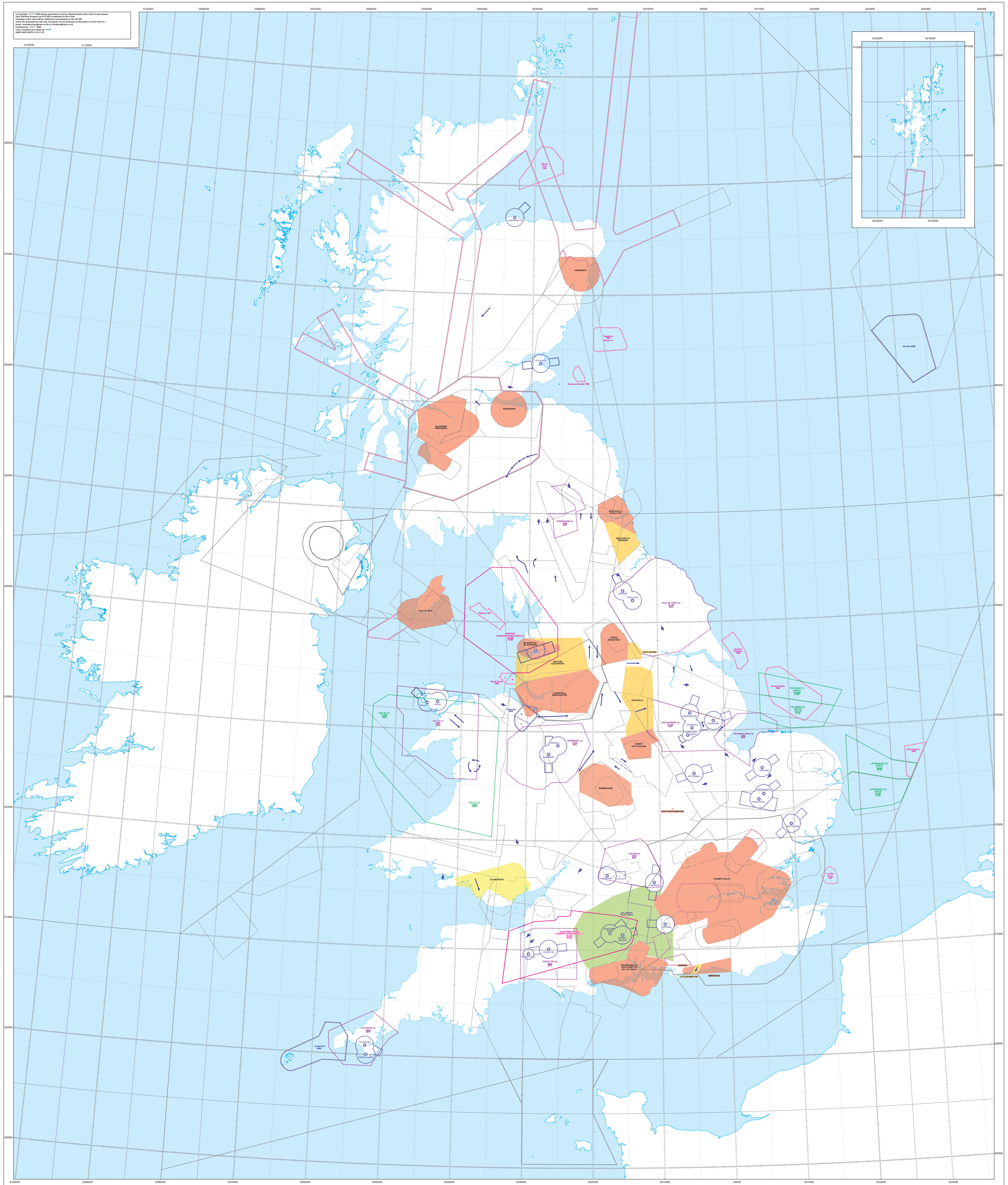




CHART OF UNITED KINGDOM AREAS OF INTENSE AIR ACTIVITY (AIAA) AND AERIAL TACTICS AREAS (ATA)



Areas of Intense Air Activity

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

a. SPADEADAM	Mon-Thu 0800-1700 (0800-1600) and Fri 0800-1500 (0800-1500)	SUACs from Spadeadam on 128.725 MHz, SUACs from Newcastle on 124.360 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)	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. CULDORE*	Mon-Thu 0830-1700 (0730-1600) and Fri 0800-1700 (0700-1600)	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 ellipse. 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 Area, 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 MI.  
2. LAKEENITH Mon-Thu 0700-2300 (0600-2200) and Fri 0700-1700 (0600-1600) Swanwick MI.  
3. VALLEY Mon-Thu 0800-1800 (0700-1700); Fri 0800-1700 (0700-1600) RAF Valley ATC or Swanwick MI.  
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 Task 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 1.15. 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: 0800-215544 or 01489-443100.  
Email: swk-lfflbc@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 survey/air surveillance.  
b. RECREATIONAL AERIAL ACTIVITIES  
Glowers, hang gliders, para gliders, free-flight balloons, micro-light 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/drop 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)

## EGAA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	<p>EAST APRON Surface: Asphalt PCN 71/R/B/W/U</p> <p>ECHO APRON Surface: Concrete and asphalt</p> <p>GA APRON Surface: Concrete PCN 15</p> <p>MAIN APRON Surface: Asphalt PCN 71/R/B/W/U</p> <p>WEST APRON Surface: Concrete PCN 71/R/B/W/U</p>
2	Taxiway width, surface and strength	<p>Taxiway A: 23 M Surface: Asphalt PCN 71/R/B/W/U</p> <p>Taxiway B: 23 M Surface: Concrete PCN 71/R/B/W/U</p> <p>Taxiway C: 23 M Surface: Asphalt PCN 71/R/B/W/U</p> <p>Taxiway D: 23 M Surface: Asphalt PCN 71/R/B/W/U</p> <p>Taxiway F: 15 M Surface: Asphalt PCN 71/R/B/W/U</p> <p>Taxiway L: 57 M Surface: Concrete and asphalt PCN 71/R/B/W/U</p>
3	Altimeter checkpoint location and elevation	East Apron 241 FT Main Apron 232 FT West Apron 222 FT GA Apron 248 FT
4	VOR checkpoints	
5	INS checkpoints	See Parking/Docking Chart
6	Remarks	TWY Foxtrot intersects RWY 17/35 at two positions. The Southern most of these is capable of permitting access/egress to/from DA2 Apron for ACFT up to and including ICAO Code F. Large ACFT may require to make a right-turn onto the TWY, following a turn at the RWY 35 turning circle.



## EGAA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	<p>No automated parking/docking systems installed. Marshalling service is provided at all stands, with follow-me vehicle in place for freight/mail aircraft parking.</p> <p>TWY/Stand guidance lines are compliant with ICAO Annex 14 recommendations</p> <p>Below information indicates max span. Length restrictions exist and will be managed by stand allocation through the Airport Operational Database.</p> <p>Stands 9 - 15 fitted with illuminated stand number indicator boards. Max aircraft size: ICAO Code C</p> <p>Stands 16,17: Max aircraft size - ICAO Code C</p> <p>Stand 16A: Max aircraft size - ICAO Code F</p> <p>Stand 18: Max aircraft size - ICAO Code C</p> <p>Stand 21: Max aircraft size - ICAO Code C+ (B757 capable)</p> <p>Stand 22: Max aircraft size - ICAO Code C</p> <p>Stand 23: Max aircraft size - ICAO Code E</p> <p>Stands 24,25A,25B,26,27,28,29,30: Max aircraft size - ICAO Code C</p> <p>1x passenger boarding bridge serving Stands 22,23,24</p> <p>Cargo Stands 1F,2F: Max aircraft size - ICAO Code D</p> <p>Cargo Stands 3F,4F,5F,6F: Max aircraft size ICAO Code C</p> <p>All stands require operators to have pushback capability with their handling agent.</p> <p>General Aviation aircraft may self park on the GAT Apron and/or Delta Apron.</p> <p>Delta Apron houses General Aviation and Private Charter movements. The varying types of aircraft in this area mean that dedicated markings are not available. BIA and Handling agents will cooperate to ensure safety is maintained during parking operations.</p>
2	Runway and taxiway markings and lighting	<p>Runway marking aid(s):</p> <p>07/25: Runway designation, threshold, centre-line, edge lines and aiming point markings on Runway 07/25. Touchdown zone markings on Runway 07/25. Yellow lead-off lines from Runway 25 onto Taxiways B, D and J and from Runway 25 onto Runway 35 at the runways intersection. Yellow lead-off lines from Runway 07 onto Taxiways A and B. Runway Taxi Holding Position markings at the intersection of Runways 07/25 and 17/35, 150 M from the centre-lines of the cross runway.</p> <p>17/35: Runway designation, threshold, centre-line, edge lines and aiming point markings on Runway 17/35. Touchdown zone markings on Runway 17. Yellow lead-off lines from Runway 17 onto Taxiways F, J and Echo Apron. Yellow lead-off lines from Runway 35 onto Taxiways C, F, J and Echo Apron. Runway Taxi Holding Position markings at the intersection of Runways 07/25 and 17/35, 150 M from the centre-lines of the cross runway.</p> <p>Runway light(s):</p> <p>Alternate green/yellow lead-off lights from Runway 25 onto Runway 35, along with Taxiways B, D and J.</p> <p>Alternate green/yellow lead-off lights from Runway 07 onto Taxiways A and B.</p> <p>Alternate green/yellow lead-off lights from Runway 35 onto Taxiway C.</p> <p>Taxiway marking aid(s):</p> <p>Yellow centre-line and holding position on all taxiways.</p> <p>Taxiway light(s):</p> <p>Green centre-line lighting on Taxiways A, B, C, D, J and L. Blue edge lights on B, F and L (south side). Runway guard lights at runway holding positions.</p>

**EGAA AD 2.20 LOCAL AERODROME REGULATIONS****1 AIRPORT REGULATIONS**

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

**2 GROUND MOVEMENT**

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

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

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

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

**3 CAT II/III OPERATIONS**

- a) Runway 25, subject to serviceability of the required facilities is suitable for Category II/III Operations by Operators whose minima have been accepted by the Civil Aviation Authority.
- b) During Category II/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF. Pilots can expect a flow rate of 10/60 for arrivals and 10/60 for departures
- c) Departing Aircraft - Runway 25

22 Jan 2026

- i. ATC will request departing aircraft to hold at the Category II/III Hold on Alpha.
- ii. If Taxiway Alpha is out of service departing aircraft will be required to backtrack Runway 25 from Taxiway Bravo and execute a 180° turn on 25 Threshold.

d) Arriving Aircraft

- i. Landing clearance or go around instructions will be given no later than 2 NM from touchdown.
- ii. Runway 25, where it intersects with Runway 35, is fitted with CAT II/III ground lighting and arriving aircraft may be instructed to vacate there.
- iii. Backtracking on Runway 25 is not normally permitted. However if Taxiways Charlie or Delta are out of service aircraft will be instructed by ATC to use Category II/III ground lighting at Bravo to vacate Runway 25. Arriving aircraft will be under instruction from ATC:
  1. Continue to the end of Runway 25;
  2. Execute a 180° turn;
  3. Backtrack the runway and vacate on to Taxiway Bravo;
  4. Report established on Taxiway Bravo and constant taxiway green lights in sight.

- e) Runway 25 is suitable for Lower than Standard Category I operations subject to the ILS radiating at CAT III and LVPs being declared in force by ATC, by Operators whose minima have been accepted by the Civil Aviation Authority.

## 4 WARNINGS

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

## 5 HELICOPTER OPERATIONS

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

## 6 USE OF RUNWAYS

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

## 7 TRAINING

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

# EGAA AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 GENERAL

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

## 2 ARRIVALS

- a) Unless there are valid reasons, the Continuous Descent Arrival procedure is to be employed for all approaches by IFR aircraft to all runways between 2200-0700 (2100-0600).

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

### 3 DEPARTURES

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

## EGAA AD 2.22 FLIGHT PROCEDURES

### 1 ALTIMETER SETTING

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

### 2 PROCEDURES FOR INBOUND AIRCRAFT

#### a) Warning

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

#### b) Clearance to enter Belfast TMA and CTR.

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

#### c) Standard Routes

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

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

22 Jan 2026

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

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

- i. When inbound traffic is being sequenced by Radar, the Approach Procedure will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
- ii. Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point if so required.
- iii. When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller, except in the case of radio communication failure in the aircraft or at the Radar Unit.
- iv. Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
- v. Speed Control may be applied on a tactical basis to the extent determined necessary by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him immediately and state what speeds will be used. In the interests of accurate spacing pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
- vi. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.

#### e) Approach Procedures - Without Radar Control

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

#### f) Holding

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

### 3 PROCEDURES FOR OUTBOUND AIRCRAFT

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

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

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

- b) Aircraft must contact ATC no earlier than 20 minutes prior to EOBT to obtain airways clearance including transponder code. As there are no promulgated SIDs for Belfast Aldergrove, ATC will issue specific after departure instructions (typically a RADAR heading or to a designated waypoint), prior to issuing take-off clearance. Pilots must not depart until these instructions have been given and acknowledged.
- c) **Warning: Pilots are reminded of the presence of high ground to the east, northeast and southeast of Belfast Aldergrove. It is the pilot's responsibility to maintain adequate terrain clearance.**
- d) For ATC purposes, outbound aircraft will normally be required to cross LISBO at or above 4000 FT ALT. Pilots who cannot comply with the necessary climb profile must inform ATC in good time (ie before departure) so that an alternative routing can be coordinated.
- e) North Atlantic Jet Departures.
  - i. Due to the proximity of the Shanwick Oceanic boundary to Belfast Aldergrove, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.
- f) Belfast Aldergrove departures via IOM – speed profile:
  - i. Traffic departing Belfast Aldergrove via L15/Q39 with a requested level of FL 290 or above is required to cross SOSIM/INKOB at FL 290 or above. To ensure that these aircraft can achieve the required level by SOSIM/INKOB speed restrictions are to be observed.
  - ii. All Belfast Aldergrove departures to the southeast with a requested flight level of FL 290 or above, are to fly in accordance with the following maximum speeds:
    1. Jet Traffic with a MTOW greater than 35,000 KG Max 250 KT IAS until FL 100, then Max 290 KT IAS until FL 250;
    2. Jet Traffic with a MTOW less than 35,000 KG and all non-jet traffic; Max 250 KT IAS until above FL 250.
  - iii. Aircraft unable to reach FL 290 by SOSIM/INKOB must advise Belfast Aldergrove prior to push-back, giving the anticipated flight level at SOSIM/INKOB. Specific climb instructions will be issued by Scottish Control.

## 4 VISUAL REFERENCE POINTS (VRP)

- a) To facilitate the integration of VFR flights within the Belfast Airspace, pilots may be required to join/leave the airspace via specified VRPs.
- b) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, [www.nats.aero/ais](http://www.nats.aero/ais).

## 5 VFR HELICOPTER OPERATIONS WITHIN EGAA CTR

### a) Flight Details

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

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

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

### b) Operation - Outbound

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

### c) Operation - Inbound

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

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

## 6 FREQUENCY MONITORING CODE (FMC)

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

545656N 0055417W - 545724N 0061134W - thence anti-clockwise by the arc of a circle radius 18 NM centred on 543927N 0061257W to 542135N 0061619W - 543233N 0060302W - thence anti-clockwise by the arc of a circle radius 9 NM centred on 543927N 0061257W to 543833N 0055732W - 545656N 0055417W.

- b) Selection of 7045 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the controlled airspace at all times.
- c) Whilst squawking 7045 pilots should be aware that Aldergrove Approach may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
- d) When a pilot ceases to maintain a listening watch, code 7045 shall be deselected.

## EGAA AD 2.23 ADDITIONAL INFORMATION

- a) Not applicable.

## EGAA AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGAA-2-1

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

AD 2.EGAA-2-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGAA-5-1



22 Jan 2026

INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 07 - ICAO

AD 2.EGAA-8-1

INSTRUMENT APPROACH CHART RNP RWY 07 - ICAO

AD 2.EGAA-8-2

INSTRUMENT APPROACH CHART VOR/DME RWY 07 - ICAO

AD 2.EGAA-8-3

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

AD 2.EGAA-8-4

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

AD 2.EGAA-8-5

INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 17 - ICAO

AD 2.EGAA-8-6

INSTRUMENT APPROACH CHART VOR/DME RWY 17 - ICAO

AD 2.EGAA-8-7

INSTRUMENT APPROACH CHART ILS/DME RWY 25 - ICAO

AD 2.EGAA-8-8

INSTRUMENT APPROACH CHART LOC/DME RWY 25 - ICAO

AD 2.EGAA-8-9

INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 25 - ICAO

AD 2.EGAA-8-10

INSTRUMENT APPROACH CHART VOR/DME RWY 25 - ICAO

AD 2.EGAA-8-11

INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 35 - ICAO

AD 2.EGAA-8-12

INSTRUMENT APPROACH CHART VOR/DME RWY 35 - ICAO

AD 2.EGAA-8-13

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 07

AD 2.EGAA-8-14

**EGAA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

Not applicable

**EGPL — BENBECULA****EGPL AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGPL — BENBECULA

**EGPL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	Lat: 572850N Long: 0072150W Mid point of Runway 06/24
2	Direction and distance from city	West side of Isle of Benbecula
3	Elevation / Reference temperature / Mean Low Temperature	19 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	188 FT
5	Magnetic Variation / Annual Change	2.11°W (2027) / 0.22°E
6	AD Administration Address Telephone  Telefax	HIAL Benbecula Aerodrome, Balivanich, Western Isles, HS7 5LA. 01870-602051 (Administration) 01870-604804 (ATC) 01870-604818 (MET/AD Info) 0141-8427455 (Loganair Operations - Glasgow) 01870-604826 (ATC) 01870-602278 (AD/Administration) 01870-602931 (RFFS)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

**EGPL AD 2.3 OPERATIONAL HOURS**

1	AD Administration	Mon-Fri 0830-1630 (0730-1530); Sat 0830-0915 (0730-0815), 1045-1245 (0945-1145); Sun 1645-1800 (1545-1700). See remarks.
2	Customs and immigration	By arrangement, 48 HR notice required.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	By telephone to Aberdeen MET Office.
7	ATS	See AD 2.18.
8	Fuelling	
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	As AD Hours.
12	Remarks	This aerodrome is PPR. 3 hours notice by Tel: 01870-602051 or Fax: 01870-604826. Please see current NOTAMs for any changes to published Operational Hours.

**EGPL AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo handling facilities	By arrangement with Loganair, Tel: 01870-602310, email: bebcs@loganair.co.uk.
2	Fuel and oil types	
3	Fuelling facilities/capacity	
4	De-icing facilities	By arrangement with Loganair, Tel: 01870-602310, email: bebcs@loganair.co.uk.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	Limited aircraft handling is provided by Loganair, Tel: 01870-602310.

## EGPL AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	Terminal café.
3	Transportation	Taxis, Car hire and Buses.
4	Medical facilities	Limited first aid, local doctors and ambulance available.
5	Bank and Post Office	Bank and Post Office close by in Balivanich.
6	Tourist Office	
7	Remarks	

## EGPL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A4 RFF Category 5 accepted by prior arrangement. RFF Category 6 accepted under remission, by prior arrangement.
2	Rescue equipment	Limited water rescue facilities are available for Runway 06/24 during published opening hours and special/on call openings, subject to serviceability of equipment and times when the weather conditions and sea state are conducive to search operations. Contact: 01870-604820.
3	Capability for removal of disabled aircraft	Limited. Contact: 01870-604820.
4	Remarks	

## EGPL 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	Contact: 01870-604804, Runway 06/24 de-iced with Potassium Formate as required.

## EGPL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	APRON Surface: Concrete PCN 30/R/B/W/T (108 x 120 M).
2	Taxiway width, surface and strength	Taxiway MAIN TAXIWAY: 15 M Surface: Concrete PCN 30/R/B/W/T
3	Altimeter checkpoint location and elevation	Apron 19 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

## EGPL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Runway marking aid(s): 06/24: Runway threshold, Runway designators, runway centre-line.  Taxiway marking aid(s): Yellow centre-line
3	Stop bars and runway guard lights (if any)	3 RWY guard lights and illuminated signs RWY 06 Hold Alpha.
4	Other runway protection measures	
5	Remarks	WDIs RWY 06 THR: 572835.45N 0072213.82W (LGTD); RWY 24: 572858.83N 0072111.44W (LGTD) and 572903.28N 0072136.05W.

## EGPL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Centre-line with one crossbar. 242 M Light intensity high	Light intensity high Green wingbars	PAPI Left/3° 42 FT 250 M			Elevated Light intensity high	Red		
24	Centre-line with one crossbar. 342 M Light intensity high	Light intensity high Green wingbars	PAPI Left/3° 42 FT 255 M			Elevated Light intensity high	Red		

## EGPL 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: RWY 06: 572835.60N 0072218.00W (LGTD), RWY 24: 572859.06N 0072113.12W (LGTD).
3	TWY edge and centre line lighting	EDGE: Blue edge lights on taxiway and apron edge.
4	Secondary power supply/switch-over time	Standby Generator/15 seconds.
5	Remarks	Apron Floodlighting. Obstacle lighting.

## EGPL AD 2.16 HELICOPTER LANDING AREA

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## EGPL 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
BENBECULA ATZ A circle, 2 NM radius, centred at 572850N 0072150W on longest notified runway (06/24)	Upper limit: 2000 FT AGL Lower limit: SFC	G	BENBECULA APPROACH English	3000 FT		

## EGPL 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	BENBECULA APPROACH	119.205 DOC 40 NM/ 15,000 FT.			Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	ATZ hours coincident with Approach hours.  VDF 572835.27N 0072210.82W.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	BENBECULA TOWER	119.205 DOC 40 NM/ 15,000 FT.			Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	Due to FISO training and maintenance of currency, FISO 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 FISO training, normally via ATIS.  VDF 572835.27N 0072210.82W.
AFIS	BENBECULA INFORMATION	119.205			By arrangement outside hours of Approach	
ATIS	BENBECULA INFORMATION	129.885			Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	
OTHER	BENBECULA FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPL 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 2.11°W (2027) 2.4°W (2023)	BEN	86Y 113.950 MHz	H24 Hours of operation for aerodrome purposes: Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	572840.57N 0072155.08W	46 FT	VOR DOC 60 NM. VOR/DME normally radiates H24.

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	BCL	18X 108.100 MHz	Mon-Fri 0800-1630 (0700- 1530); Sat 0800-0915 (0700- 0815), 1030-1245 (0930- 1145); Sun 1600-1800 (1500- 1700) and by arrangemen t with AD operator (HIAL).	572830.37N 0072213.10W	51 FT	DOC 25 NM. Zero range to site. Unlocks may be observed between radials 070 and 080.
NDB (L) 2.11°W (2027)	BBA	401.000 kHz	Mon-Fri 0800-1630 (0700- 1530); Sat 0800-0915 (0700- 0815), 1030-1245 (0930- 1145); Sun 1600-1800 (1500- 1700) and by arrangemen t with AD operator (HIAL).	572834.24N 0072209.32W		DOC 40 NM. Used as IAP when VOR BEN is not available. Normally radiates H24.

## EGPL AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

- a) Use of Benbecula aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
- b) High Visibility Clothing is to be worn when airside.
- c) Unmanned Air System (UAS) operators should request permission from Benbecula ATS at least 24 hours in advance of the flight within the Flight Restricted Zone (FRZ) to allow sufficient time for impact assessment and NOTAM action.

### 2 GROUND MOVEMENT

Not applicable.

### 3 CAT II/III OPERATIONS

Not applicable.

### 4 WARNINGS

- a) Intensive military activity takes place in the vicinity. ATS/ATIS will advise EGD701A-F, EGD701Y and EGD704 activity. Instrument approaches to Runway 06 may not be available or may be restricted during periods of activity. The entry procedure from the BEN VOR and the BBA NDB, for instrument approaches to Runway 24, may not be available or may be restricted during periods of activity.
- b) The aerodrome is frequently opened for Air Ambulance and SAR flights outside published hours.
- c) The use of the aerodrome is unavailable for 'out of hours' permit holders due to airport security restrictions.
- d) All taxiways are closed, except between threshold of Runway 06 and the apron.
- e) There are no marked parking stands on the apron due to rapid changes in wind conditions, marshallers will be provided when possible.
- f) 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.
- g) The apron area is subject to aerodrome security procedures during published hours.
- h) Flocks of geese present on, and in fields adjacent to, the aerodrome, all year round.



22 Jan 2026

- i) Runway 24 during strong winds, moderate turbulence may be experienced on final between 8 to 4 NM.

## 5 HELICOPTER OPERATIONS

Not applicable.

## 6 USE OF RUNWAYS

- a) Whenever weather conditions allow, the preferred runway for landing is Runway 24 and the preferred runway for departure is Runway 06.
- b) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:
  - i. **Runway 06/24.** Except where an AOC holder has a less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 M are not permitted

## 7 TRAINING

- a) Training flights are subject to prior approval and acceptance by ATC.

### EGPL AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable.

### EGPL 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 Benbecula, pilots must consider time scales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

## 3 AIR TRAFFIC SERVICES OUTSIDE CONTROLLED AIRSPACE

- a) During notified ATC Hours of service:
  - i. A procedural service will be routinely applied for IFR flights. Pilots will be expected to accept levels, radials, tracks and/or time allocation.
  - ii. A basic service will be applied to VFR flights. IFR flights may request a basic service.
- b) Outside notified ATC Hours of service:
  - i. A basic service will be applied to SAR and Ambulance flights by a Flight Information Service Officer.

## 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](http://www.nats.aero/ais).

## 5 CIRCUITS

- a) Circuit Height: 1000 FT AAL unless instructed by ATC.
- b) Circuit Directions: Runway 06 - LH; Runway 24 - RH.
- c) Joining instructions as instructed by ATC.

### EGPL AD 2.23 ADDITIONAL INFORMATION

- a) Aircraft operators are responsible for the searching of any aircraft parked either overnight or within the demarcated area prior to departure.

**EGPL AD 2.24 CHARTS RELATED TO AN AERODROME**

AERODROME CHART - ICAO

AD 2.EGPL-2-1

INSTRUMENT APPROACH CHART VOR/DME RWY 06 - ICAO

AD 2.EGPL-8-1

INSTRUMENT APPROACH CHART VOR RWY 06 - ICAO

AD 2.EGPL-8-2

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 06 - ICAO

AD 2.EGPL-8-3

INSTRUMENT APPROACH CHART NDB(L) RWY 06 - ICAO

AD 2.EGPL-8-4

INSTRUMENT APPROACH CHART VOR/DME Z RWY 24 - ICAO

AD 2.EGPL-8-5

INSTRUMENT APPROACH CHART VOR/DME Y RWY 24 - ICAO

AD 2.EGPL-8-6

INSTRUMENT APPROACH CHART NDB(L)/DME Z RWY 24 - ICAO

AD 2.EGPL-8-7

INSTRUMENT APPROACH CHART NDB(L)/DME Y RWY 24 - ICAO

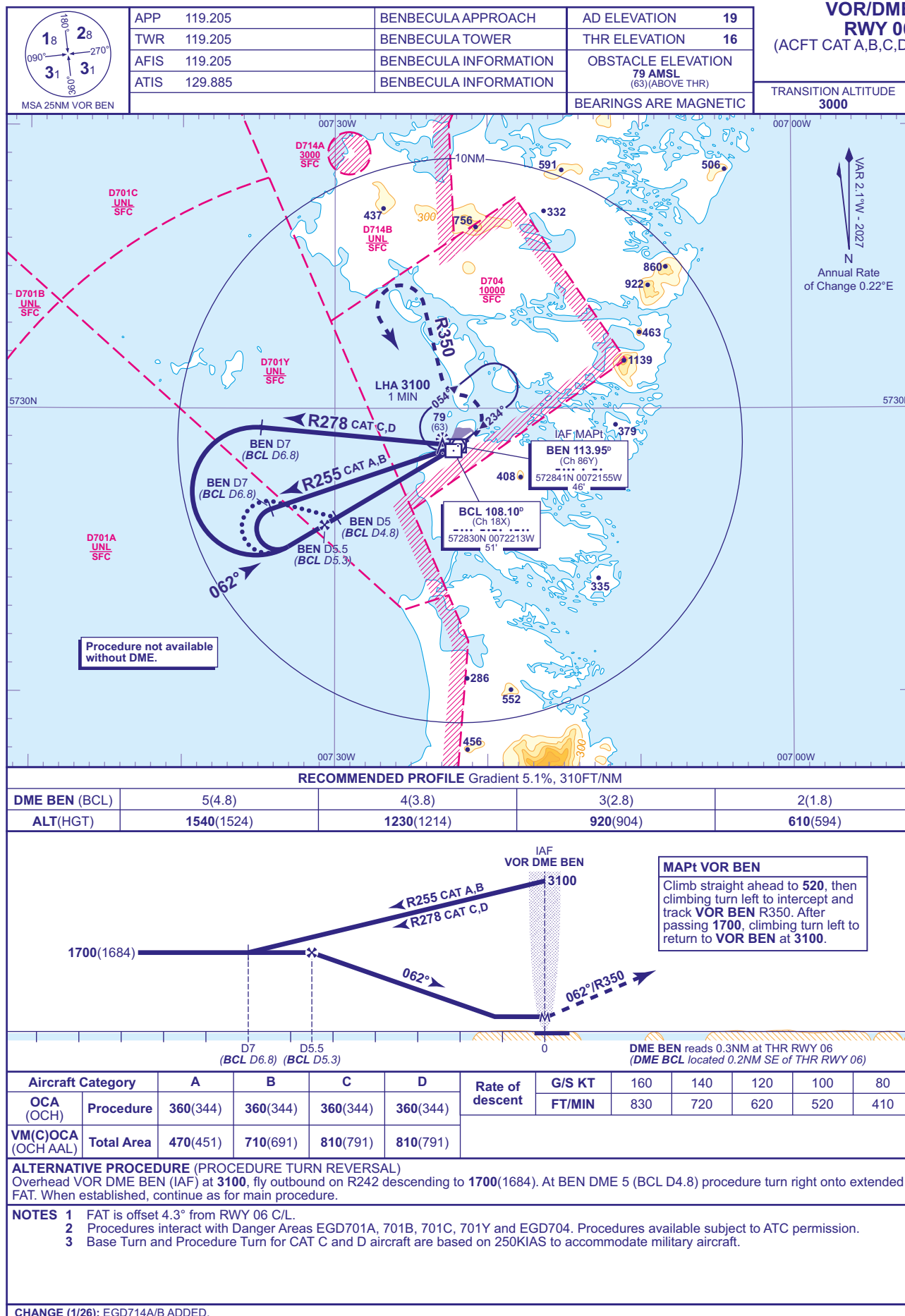
AD 2.EGPL-8-8

**EGPL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

Not applicable

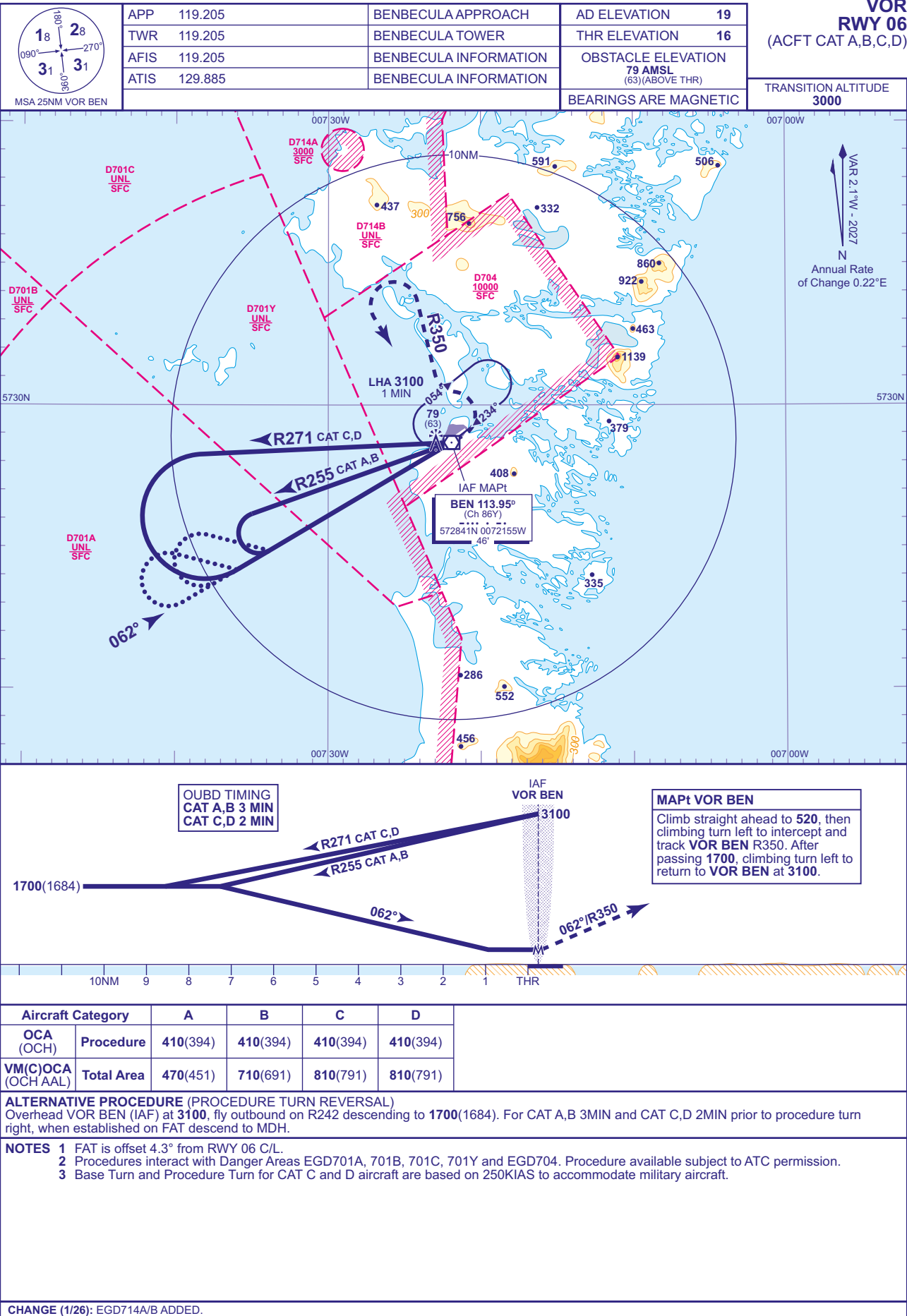
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## INSTRUMENT APPROACH CHART - ICAO

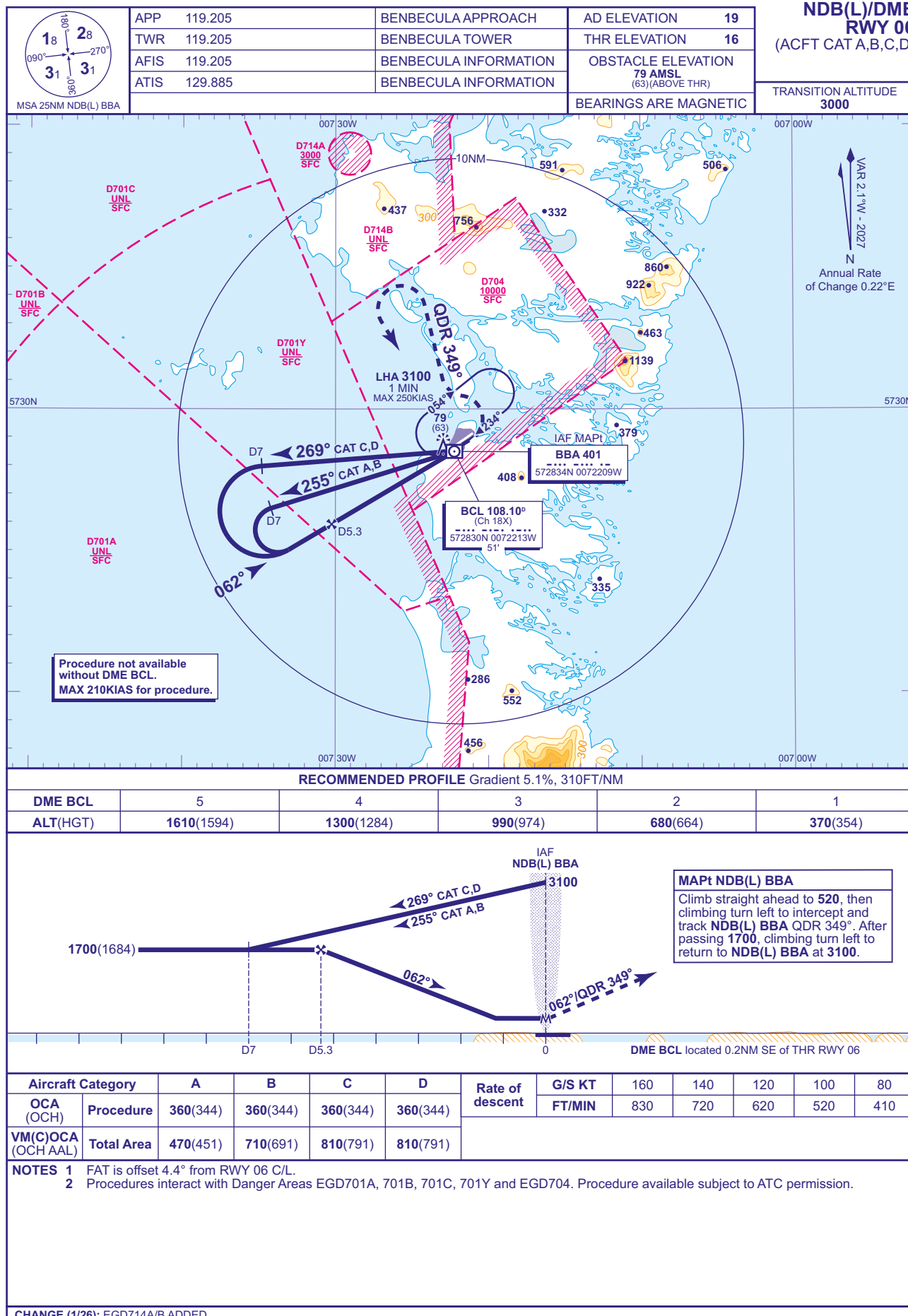
**BENBECULA**  
**VOR/DME**  
**RWY 06**  
(ACFT CAT A,B,C,D)

INSTRUMENT APPROACH CHART - ICAO

BENBECULA  
VOR  
RWY 06  
(ACFT CAT A,B,C,D)



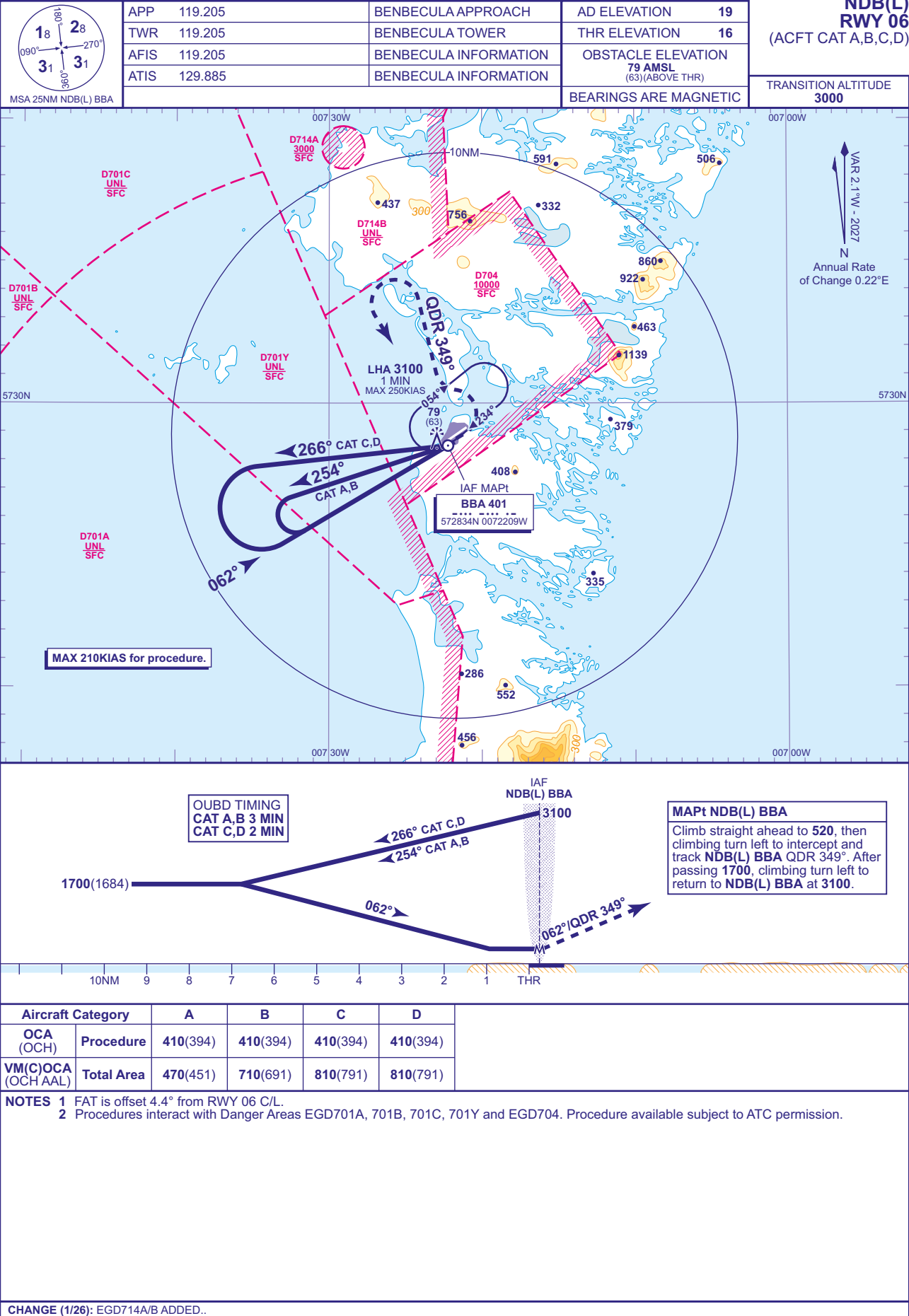
## INSTRUMENT APPROACH CHART - ICAO

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



INSTRUMENT APPROACH CHART - ICAO

BENBECULA  
NDB(L)  
RWY 06  
(ACFT CAT A,B,C,D)

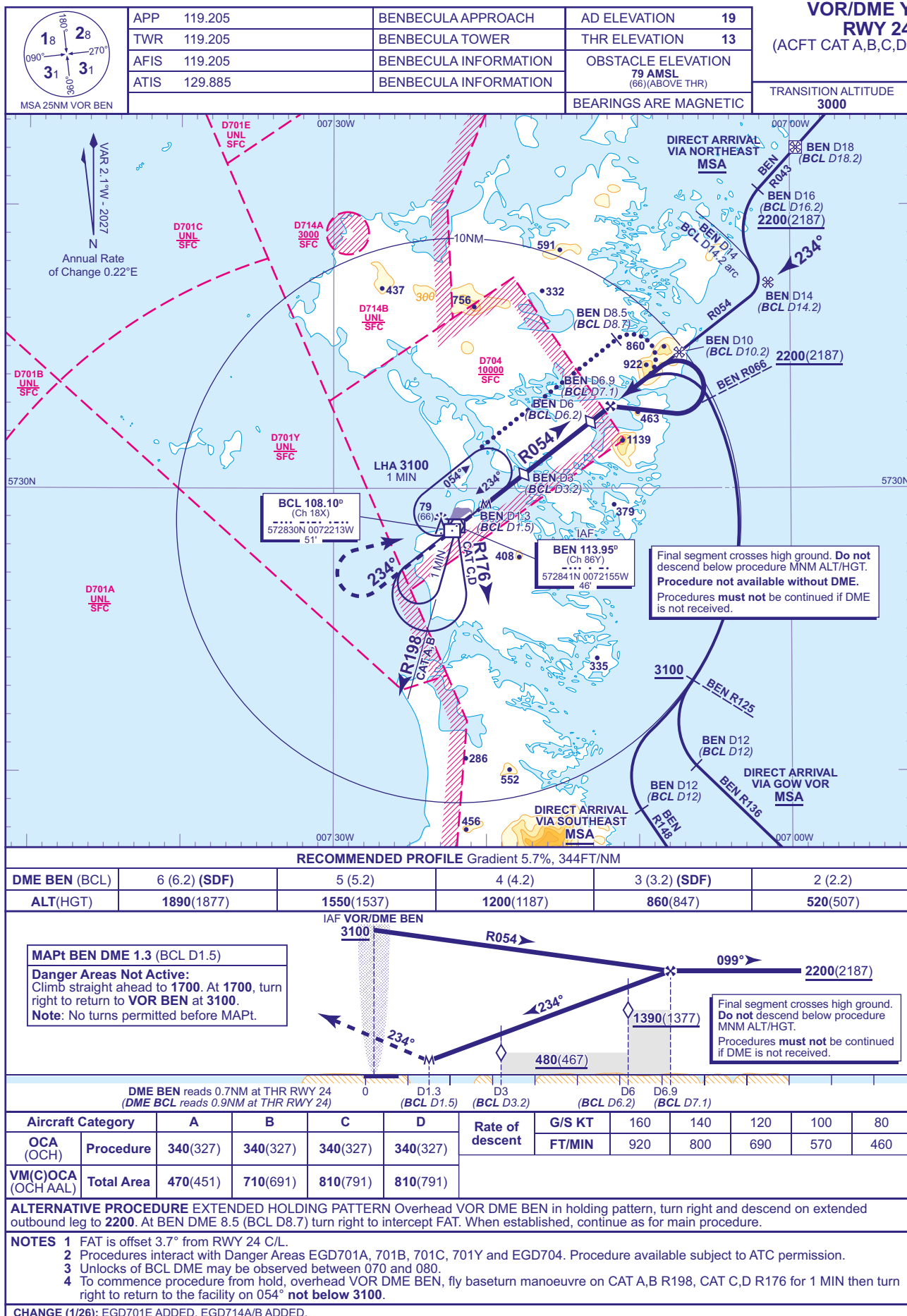


**BENBECULA  
VOR/DME Z  
RWY 24**  
(ACFT CAT A,B,C,D)

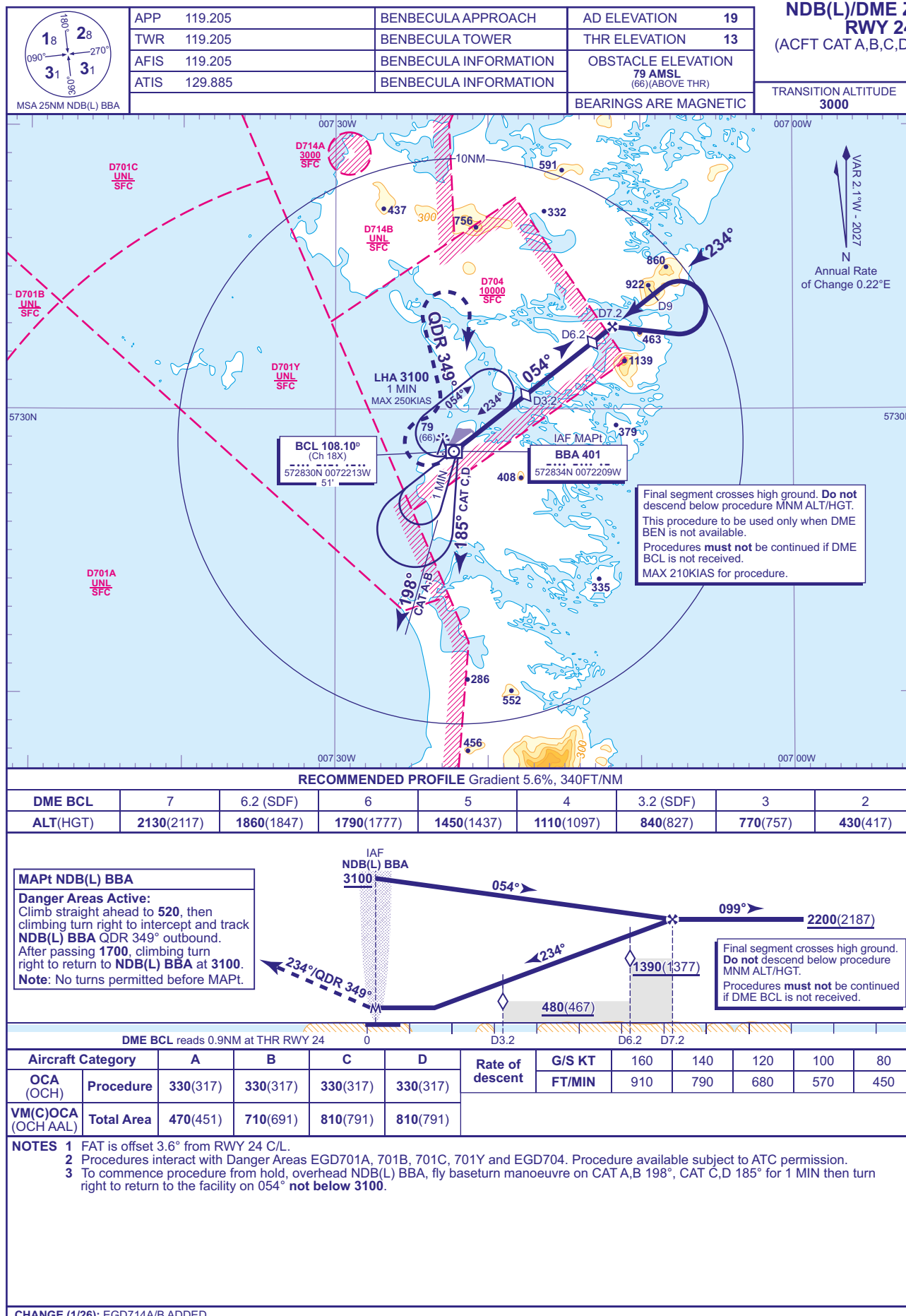


INSTRUMENT APPROACH CHART - ICAO

**BENBECULA**  
**VOR/DME Y**  
**RWY 24**  
(ACFT CAT A,B,C,D)

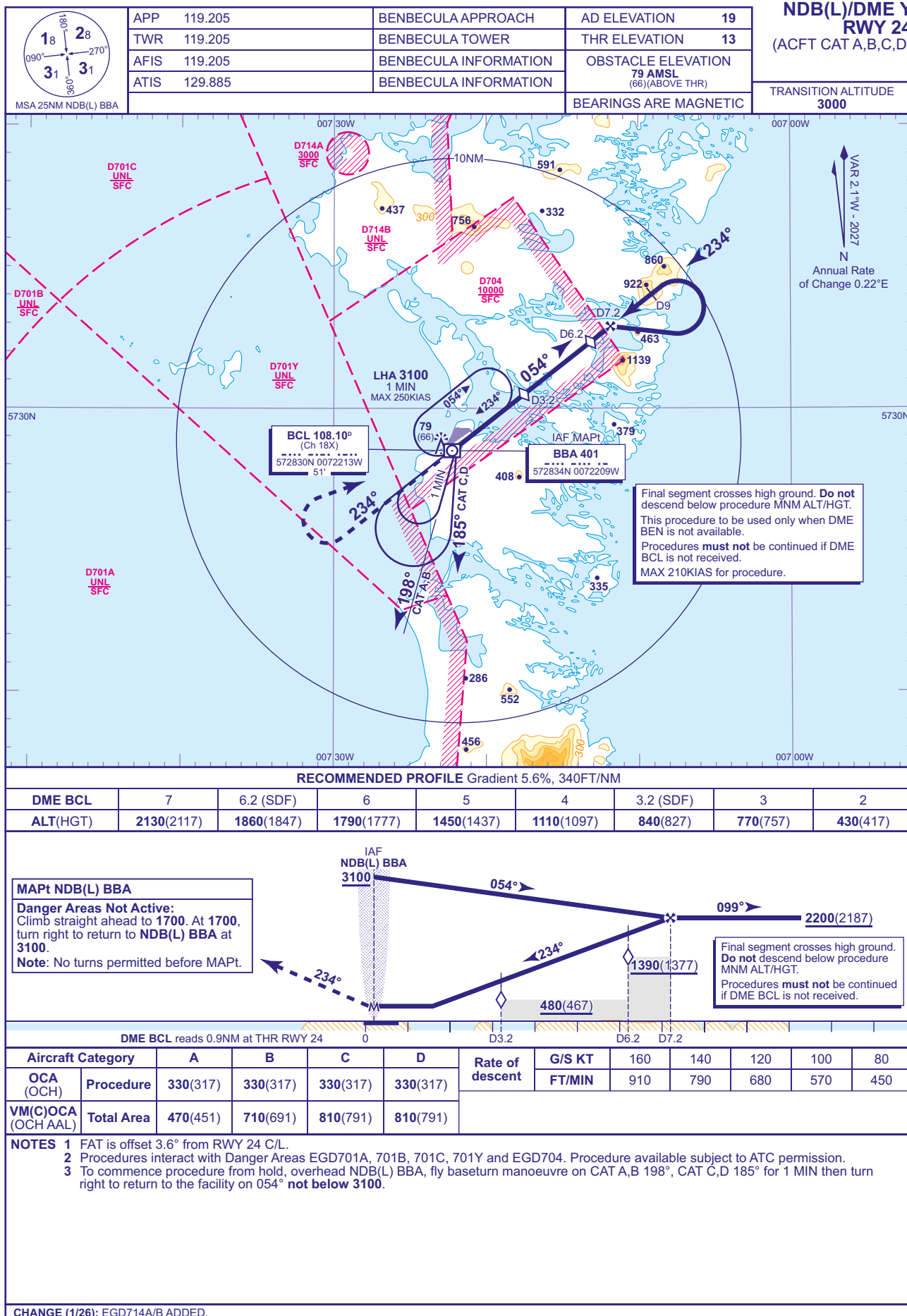


## INSTRUMENT APPROACH CHART - ICAO

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

## INSTRUMENT APPROACH CHART - ICAO

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





		Taxiway FOXTROT: 17 M Surface: Asphalt PCN 30/F/C/X/T
		Taxiway HOTEL: 15 M Surface: Asphalt PCN 45/F/C/X/T  Taxiway JULIET: 15 M Surface: Asphalt  Taxiway KILO: 15 M Surface: Asphalt  Taxiway LIMA: 15 M Surface: Concrete and asphalt PCN 45/F/C/X/U
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

## EGKB 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 aircraft are marshalled as required.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 03/21: Runway 03: Runway designation, displaced threshold, aiming point, centre-line. Runway 21: Runway designation, aiming point, centre-line, touchdown zone.  Runway light(s): 03/21: Runway edge, stop end, PAPI.  Taxiway marking aid(s): Yellow centre-line, taxiway holding position.  Taxiway light(s): ALPHA: Green centre-line reflective studs. Between A3 and C Taxiway, Blue Edge Lights (Portable). BRAVO: Blue edge lights. CHARLIE: Blue edge lights (Portable). DELTA: Blue edge lights. FOXTROT: Blue edge lights (Portable). HOTEL: Blue edge lights. JULIET: Blue edge lights (Portable), green centre-line reflective studs. KILO: Green centre-line reflective studs. LIMA: Green centre-line reflective studs.
3	Stop bars and runway guard lights (if any)	Guard Lights at all Holding Points for Runway 03/21. Stop Bars at all Holding Points for Runway 03/21, Taxiway Holds F1 and F4, and at the following locations which are not associated with a Runway Holding Point: A2, A3, D2 and D3 Runway Link Taxiways. Stop Bars operational during aerodrome operational hours.
4	Other runway protection measures	
5	Remarks	Illuminated wind direction indicators west of Taxiway D between D1 and D2 (512013.35N 0000205.05E), and north of Foxtrot Taxiway between F1 and F3 (511925.46N 0000151.41E).



## EGKB 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
(EGKB9495) 21/APPROACH 03/ TAKE-OFF	TREE	512032.49N 0000219.24E	546 FT	70 FT	No	
(EGKB9504) 21/APPROACH 03/ TAKE-OFF	TREE	512030.82N 0000230.28E	534 FT	73 FT	No	
(EGKB8277) 21/APPROACH 03/ TAKE-OFF	TREE	512023.76N 0000230.91E	535 FT	69 FT	No	
(EGKB6936) 21/APPROACH 03/ TAKE-OFF	TREE	512023.11N 0000230.96E	547 FT	83 FT	No	
(EGKB6992) 21/APPROACH 03/ TAKE-OFF	TREE	512022.20N 0000229.95E	536 FT	66 FT	No	
(EGKB9517) 21/APPROACH 03/ TAKE-OFF	TREE	512021.69N 0000229.78E	544 FT	73 FT	No	
(EGKB9818) 03/APPROACH 21/ TAKE-OFF	STREETLIGHT	511927.54N 0000131.11E	592 FT	15 FT	No	
(EGKB9827) 03/APPROACH 21/ TAKE-OFF	STREETLIGHT	511925.35N 0000133.90E	594 FT	13 FT	No	
(EGKB9983) 03/APPROACH 21/ TAKE-OFF	MOBILE OBSTACLE	511925.19N 0000133.97E	595 FT	16 FT	No	
(EGKB9831) 03/APPROACH 21/ TAKE-OFF	STREETLIGHT	511924.38N 0000134.91E	594 FT	12 FT	No	
(EGKB10044) 03/APPROACH 21/ TAKE-OFF	LOCALISER	511924.01N 0000136.45E	593 FT	7 FT	Yes Red	
(EGKB9834) 03/APPROACH 21/ TAKE-OFF	STREETLIGHT	511923.87N 0000135.40E	594 FT	11 FT	No	
(EGKB9842) 03/APPROACH 21/ TAKE-OFF	STREETLIGHT	511921.93N 0000137.46E	598 FT	10 FT	No	
(EGKB9882) 03/APPROACH 21/ TAKE-OFF	TREE	511852.00N 0000112.14E	667 FT	70 FT	No	
(EGKB9767) 03/APPROACH 21/ TAKE-OFF	TREE	511850.67N 0000109.11E	672 FT	75 FT	No	
(EGKB9756) 03/APPROACH 21/ TAKE-OFF	TREE	511847.91N 0000117.58E	677 FT	78 FT	No	
(EGKB9881) 03/APPROACH 21/ TAKE-OFF	TREE	511846.52N 0000110.44E	679 FT	75 FT	No	
(EGKB9872) 03/APPROACH 21/ TAKE-OFF	TREE	511841.53N 0000122.06E	707 FT	94 FT	No	
(EGKB7965) 03/APPROACH 21/ TAKE-OFF	TREE	511839.40N 0000114.33E	688 FT	58 FT	No	
(EGKB9878) 03/APPROACH 21/ TAKE-OFF	TREE	511831.05N 0000111.17E	714 FT	79 FT	No	
(EGKB9353) 03/APPROACH 21/ TAKE-OFF	TREE	511822.09N 0000105.01E	718 FT	68 FT	No	
(EGKB7101) 03/APPROACH 21/ TAKE-OFF	TREE	511810.40N 0000048.27E	762 FT	84 FT	No	
(EGKB9307) 03/APPROACH 21/ TAKE-OFF	TREE	511733.73N 0000035.02E	844 FT	73 FT	No	
(EGKB8005) 03/APPROACH 21/ TAKE-OFF	MAST	511729.35N 0000003.88W	881 FT	97 FT	No	
(EGKB9302) 03/APPROACH 21/ TAKE-OFF	TREE	511718.41N 0000031.86E	887 FT	65 FT	No	
(EGKB9316) 03/APPROACH 21/ TAKE-OFF	MAST LIGHTNING CONDUCTOR	511708.93N 0000034.70E	1021 FT	185 FT	No	
(EGKB8003) 03/APPROACH 21/ TAKE-OFF	TREE	511707.60N 0000004.94E	938 FT	89 FT	No	
(EGKB7995) 03/APPROACH 21/ TAKE-OFF	MAST	511645.20N 0000049.23W	1008 FT	137 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
(EGKB7231)	COMMS MAST	512033.57N 0000212.43E	592 FT	118 FT	Yes Red	
(EGKB9251)	TREE	511914.18N 0000419.83E	695 FT	100 FT	No	
(EGKB9163)	TREE	511840.02N 0000502.74E	751 FT	74 FT	No	
(EGKB9272)	TREE	511825.68N 0000033.88W	794 FT	67 FT	No	
(EGKB9168)	TREE	511819.07N 0000451.15E	844 FT	115 FT	No	
(EGKB7994)	MAST	511811.57N 0000059.54W	877 FT	121 FT	Yes Red	
(EGKB9147)	TREE	511808.58N 0000248.94E	768 FT	59 FT	No	
(EGKB9151)	TREE	511807.28N 0000309.48E	787 FT	66 FT	No	
(EGKB9155)	TREE	511800.11N 0000312.60E	819 FT	94 FT	No	
(EGKB9428)	TREE	511752.28N 0000214.03E	790 FT	98 FT	No	
(EGKB7992)	MAST	511750.15N 0000058.71W	927 FT	126 FT	No	
(EGKB9059)	TREE	511738.05N 0000215.57E	816 FT	86 FT	No	
(EGKB9096)	TREE	511727.59N 0000321.43E	875 FT	88 FT	No	
(EGKB9092)	TREE	511718.23N 0000301.30E	905 FT	95 FT	No	
(EGKB9066)	TREE	511718.05N 0000220.68E	864 FT	78 FT	No	
(EGKB9012)	TREE	511714.78N 0000101.52E	928 FT	96 FT	No	
(EGKB9000)	MAST LIGHTNING CONDUCTOR	511704.52N 0000050.98E	987 FT	122 FT	Yes Red	

### EGKB 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 located in the Crew Facility.
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	Self briefing terminal (internet) located in Biggin Operations.
9	ATS units provided with information	BIGGIN HILL THAMES DIRECTOR
10	Additional information (limitation of service, etc.)	Weather Broadcast on ATIS 135.680 MHz.

EGKB 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
03	025.71°	1806 x 45 M	RWY surface: Macadam, Grooved PCN 45/F/C/X/U	511932.44N 0000142.18E 148.7 FT	THR 577.2 FT	RWY 03 1.13% down RWY 21 1.13% up
21	205.71°	1806 x 45 M	RWY surface: Macadam, Grooved PCN 45/F/C/X/U	512017.72N 0000216.98E 148.7 FT	THR 516.8 FT TDZ 549.8 FT	RWY 03 1.13% down RWY 21 1.13% 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
	394 x 150 M	1792 x 280 M	240 x 90 M -			RWY 03  Threshold displaced by 251 M.  Landing distance remaining may be difficult to assess under certain conditions due to runway profile.  At threshold, sight distance at 3 M eye height approximately 720 M.  At aiming point, sight distance at 3 M eye height approximately 540 M.
	134 x 150 M	1792 x 280 M	90 x 90 M -			RWY 21  Threshold displaced by 2 M.  Landing distance remaining may be difficult to assess under certain conditions due to runway profile.  At threshold, sight distance at 3 M eye height approximately 780 M.  At aiming point, sight distance at 3 M eye height approximately 480 M.  ATZ extended to 2.5 NM to cover Runway 21 IFR Noise Preferential Departures.

EGKB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	1781 M	2175 M	1781 M	1555 M	
21	1670 M	1804 M	1670 M	1670 M	

## EGKB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	Centre-line with one crossbar. 363 M Light intensity high	Green wingbars	PAPI Left/3° 43 FT 220 M			HI elev bi-directional with LI omni-directional component	Stop end Red		EDGE: Runway edge lights approximately 4 M beyond the declared runway width.
21	Coded centre-line with three crossbars. 420 M Light intensity high	Green wingbars	PAPI Left/3° 50 FT 231 M			HI elev bi-directional with LI omni-directional component	Stop end Red		EDGE: The last 600 M of runway edge lights are coloured yellow to designate the runway stop end caution zone. Runway edge lights approximately 4 M beyond the declared runway width.

## EGKB 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: 512012.75N 0000205.15E (LGTD) - 511930.98N 0000147.21E (LGTD)
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Yes. 15 seconds. Battery back-up.
5	Remarks	Main Apron floodlighting. Blue edge lights on main apron

## EGKB AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF WEST: 511923.06N 0000149.66E, 148.7 FT
2	TLOF and/or FATO elevation	TLOF WEST: 596.5 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	Helicopters are routed under ATC instructions. Those parking on the main apron will be marshalled. Helicopters should expect to arrive and depart from marked runways. Helicopter Landing Site located on Foxtrot Taxiway.

## EGKB 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
BIGGIN HILL ATZ A circle, 2.5 NM radius, centred at 511951N 0000157E on longest notified runway (03/21)	Upper limit: 2000 FT AGL Lower limit: SFC	G	BIGGIN TOWER English	6000 FT		Note: London Terminal Control (Swanwick) is the controlling authority for that part of the ATZ from 1900 FT aal to 2000 FT aal.

## EGKB 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	BIGGIN APPROACH	129.405 DOC 25 NM/ 10,000 FT.			Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	ATZ hours coincident with Approach hours.  Pilots of inbound IFR flights requiring a Deconfliction Service or Traffic Service are to contact Thames Director on 128.025 MHz. Pilots of all VFR flights or inbound IFR flights NOT requiring a surveillance service are to contact Biggin Approach.  VDF 511928.99N 0000150.59E  Warning - Pilots must not enter the Biggin Hill ATZ during notified hours without prior permission.
TWR	BIGGIN TOWER	134.805 When directed by ATC. DOC 25 NM/4,000 FT.			Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	VDF 511928.99N 0000150.59E
ATIS	BIGGIN HILL INFORMATION	135.680 DOC 60 NM/ 20,000 FT.			Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	Weather Broadcast on ATIS
OTHER	BIGGIN FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

## EGKB 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 1.39°E (2027)	IBGH	109.350 MHz	Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	511924.15N 0000135.81E		(RWY 21) 286 M from THR 03. False Localiser Capture may be experienced when approaching RWY 21 from the Northeast.
ILS/GP	IBGH	331.850 MHz	Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	512013.30N 0000206.12E		3° ILS Ref Datum Hgt 50 FT.
ILS/DME	IBGH	30Y 109.350 MHz	Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	512013.28N 0000206.10E	570 FT	(RWY 21) On AD. DME freq paired with ILS IBGH. Zero range is indicated at THR of Runway 21. DOC 25 NM/25,000 FT.

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

## EGKB AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

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

### 2 GROUND MOVEMENT

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

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

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



22 Jan 2026

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

## 5 HELICOPTER OPERATIONS

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

## 6 USE OF RUNWAYS

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

## 7 TRAINING

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

# EGKB AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 GENERAL

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

## 2 NOISE ABATEMENT PROCEDURES - IFR DEPARTURES

### a) Runway 21/03 IFR Departures

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

### b) Runway 21 Departures

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

c) **Runway 03 Departures**

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

d) **General Exclusion**

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

### 3 VFR NOISE ABATEMENT PROCEDURES

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

d) **Runway 21 Departures**

- i. All aircraft departing Runway 21 VFR are required to turn right, after passing the aerodrome boundary, to make good a track of 220° M:
  - 1. If safe to do so, aircraft departing to the west via Kenley should continue to 1 NM, before turning right and setting course, avoiding the villages of Woldingham and Warlingham;
  - 2. If safe to do so, aircraft departing to the east or northeast via Sevenoaks or Swanley should continue to 2 NM before turning left and tracking to the southeast, remaining south and east of Tatsfield Village. A useful visual reference for the turn is to remain south of the Tatsfield golf course;
  - 3. Once an aircraft has left the ATZ, it should not re-enter the ATZ without the appropriate ATC clearance. Aircraft intending to route to via Swanley should ensure that they arrange their flight in order to avoid the eastern limits of the ATZ whilst tracking northeast. **CAUTION** – there may be numerous aircraft joining from the east.

e) **Runway 03 Departures**

- i. Aircraft departing Runway 03 are required to climb straight ahead until 1NM:
  - 1. Aircraft departing to the west via Kenley to make a left turn en-route to leave the ATZ
  - 2. Aircraft departing east or southeast via Sevenoaks or northeast via Swanley, to leave the ATZ en-route. **CAUTION** – there may be numerous VFR aircraft joining from the east;
  - 3. If safe to do so, aircraft departing to the north, continue en-route but avoiding overflight of the Noise Sensitive Areas of Orpington and Chelsfield. Expect an early frequency change to the next agency, due to the close proximity of London Heathrow and London City CTAs;

22 Jan 2026

4. If safe to do so, all pilots must in all cases avoid overflight of the residential areas to the north and east especially Keston, Farnborough, Orpington and Downe.

f) **Visual Circuits**

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

g) **Noise Sensitive Areas**

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

## EGKB AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUIT PROCEDURES

- a) Aircraft taking off, 'going around' or making 'touch and go' landings are to remain at or below 500 FT QFE until the upwind end of the runway in use has been passed, when a left or right turn (as appropriate) should be initiated. Aircraft joining the circuit for landing are to fly across the mid-point of the runway in use at 1000 FT QFE at 90° to the runway heading, a left or right turn (as appropriate) should be made onto the downwind leg.
- b) Variable circuits - LH on Runway 03, RH on Runway 21. Circuit heights are 1000 FT QFE (1600 FT QNH) at all times.

### 2 STANDARD DEPARTURE ROUTES - VIA ATS ROUTE NETWORK

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

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

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

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

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

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

### 3 OUTBOUND IFR TRAFFIC OUTSIDE CONTROLLED AIRSPACE

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

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

**Note 2:** IFR Training Flights intending to utilize the services of 'Thames Director' are to obtain prior approval from Biggin Hill ATC, Tel: 01959-578525.

### 4 PROCEDURES FOR INBOUND AIRCRAFT

a) **Standard Arrival Routes Biggin Hill**

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

b) **RNAV1 IFR Arrivals from the ATS En-Route Structure via JACKO or GODLU**

- i. Runway 21: Aircraft and crews equipped and approved for RNAV1 operations can expect to be cleared to fly the RNAV1 Transition for Runway 21 as detailed in AD 2-EGKB-7-1 (and its associated data base coding table) and then complete an appropriate approach procedure for Runway 21.
  - ii. Runway 03: Aircraft and crews equipped and approved for RNAV1 operations can expect to be cleared to fly the RNAV1 Transition for Runway 21 as detailed in AD 2-EGKB-7-1 (and its associated database coding table) followed by an instrument approach to Runway 21 and then circle to land on Runway 03 – this is subject to ATC clearance, weather minima and traffic conditions. Please note Visual Manoeuvring (Circling) is conducted west of the aerodrome.
- c) **Non-RNAV1 IFR Arrivals from the ATS En-Route Structure via JACKO or GODLU**
- i. After passing JACKO or GODLU, non-RNAV1 arrivals will be vectored by ATC for arrival at Biggin Hill prior to transfer to Biggin Hill for the appropriate approach procedure. In the event of RCF the procedures detailed in EGKB AD 2.22 paragraph 6 are to be followed.

## 5 VFR/IFR FLIGHTS

### a) Traffic Services Outside Controlled Airspace

- i. VFR arrivals, departures and overflights:

Pilots should state the type of service required. If no specific service is requested by the pilot, these flights will be provided with a Basic Service by default.

- ii. IFR arrivals following an Instrument Approach and departures via Standard Departure Routes:

Unless otherwise requested by the pilot, these flights will be provided with a Procedural Service by default.

- iii. IFR arrivals and departures:

Pilots of inbound flights intending to commence a visual approach and departing flights on routes other than standard departure routes should state the type of service required. If no specific service is requested, a Basic Service will be provided.

- iv. IFR overflights:

Pilots of these flights should state the type of service required (Basic Service or Procedural Service).

### b) VFR Arrival Procedures

All inbound aircraft should comply with ATC instructions where possible.

- i. VFR Arrivals from the East:

Pilots should make first contact with Biggin Approach no later than 5 NM from Biggin Hill. Unless ATC issue alternative joining instructions, all aircraft should route and report 3 NM due east of Biggin Hill Airport (*Note 1*) descending to circuit height of 1000 FT QFE (altitude 1600 FT QNH) (*Note 2*), route over the mid-point of Runway 21/03 and turn downwind left-hand or right-hand as required.

**Note 1:** Due to Runway 03 departure procedures, pilots should at all times avoid routing towards the north-eastern section of the Biggin Hill ATZ. Pilots should not turn towards the Biggin Hill ATZ until south of M25 Junction 4 (remaining at least 5 NM away from Biggin Hill) or as directed by Biggin Hill ATC.

**Note 2:** Pilots should arrange their flight to be level at circuit height no later than 3 NM from Biggin Hill unless there is conflicting traffic. **Caution:** aircraft leaving the Biggin Hill ATZ between altitude 2000-2400 FT QNH eastbound.

- ii. VFR Arrivals from the North, West and South:

Pilots should make first contact with Biggin Hill Approach at the earliest opportunity, in all cases, no later than 5 NM from Biggin Hill Airport. All inbound aircraft shall route as directed by Biggin Hill ATC and be level at circuit height of 1000 FT QFE (altitude 1600 FT QNH) no later than 3 NM from Biggin Hill unless there is conflicting traffic.

**Caution:** Aircraft joining from the west should avoid overflying Kenley Gliding site.

- c) Traffic Information is derived from pilots reports and Aerodrome Traffic Monitor (ATM) data.

## 6 RADIO COMMUNICATION FAILURE PROCEDURES

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

### a) Inbound RNAV 1 Aircraft via JACKO or GODLU

- i. Via JACKO

1. **RCF occurring prior to arrival at JACKO.** The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4 squawking Mode A 7600 when the RCF is detected. On leaving the JACKO hold, follow the routing JACKO – BABKU direct RAVSA – GAPGI – ATPEV – LCE07 – OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.
2. **RCF occurring on the sequencing leg after JACKO.** Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE23, route RAVSA – GAPGI – ATPEV – LCE07 – OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.
3. **RCF occurring having been cleared off the sequencing leg.** Squawk Mode A 7600. Fly direct to RAVSA – GAPGI – ATPEV – LCE07 – OSVEV complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.

ii. **Via GODLU**

1. **RCF occurring prior to arrival at GODLU.** The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4 squawking Mode A 7600 when the RCF is detected. On leaving the GODLU hold, follow the routing GODLU – ELMIV direct RAVSA – GAPGI – ATPEV – LCE07 – OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.
2. **RCF occurring on the sequencing leg after GODLU.** Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE13, route RAVSA – GAPGI – ATPEV – LCE07 – OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.
3. **RCF occurring having been cleared off the sequencing leg.** Squawk Mode A 7600. Fly direct to RAVSA – GAPGI – ATPEV – LCE07 – OSVEV complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.

b) **Inbound Non-RNAV 1 Aircraft via JACKO or GODLU**

In the event of complete (RCF) in an aircraft, the pilot is to adopt the appropriate procedure described at ENR 1.1 paragraph 3.4.2.2.4 until reaching JACKO or GODLU. When ready to commence an arrival procedure, the pilot is to follow the procedure as detailed below.

i. **Via**

**JACKO**

Route via JACKO (FL 80) – TRIPO (6000 FT) – SPEAR (5000 FT) – ALKIN (3000 FT) and continue in accordance with the standard procedures from ALKIN.

ii. **Via**

**GODLU**

Route via GODLU (FL 100) – DET (4000 FT) – ALKIN (3000 FT) and continue in accordance with the standard procedures from ALKIN.

**Note:** Due to the proximity of the London Control Zone aircraft shall not track further west than the BIG 350R, where the aircraft shall make a left turn direct to ALKIN and continue in accordance with the standard procedures from ALKIN.

c) **Outbound Aircraft**

- i. For the purposes of RCF, 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.

## 7 INSTRUMENT APPROACH PROCEDURES (IAP)

Instrument Approach Procedures for this aerodrome are established outside controlled airspace. See ENR 1.5.

### EGKB 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.

### EGKB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGKB-2-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGKB-5-1

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 21 OSVEV 1G 1J - ICAO

AD 2.EGKB-7-1

APPROACH TRANSITIONS CODING TABLES - RWY 21 OSVEV 1G 1J

AD 2.EGKB-7-2

INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 21 (CAT A,B,C) - ICAO

AD 2.EGKB-8-1

INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 21 (CAT A,B,C) - ICAO

AD 2.EGKB-8-2

INSTRUMENT APPROACH CHART VOR/DME RWY 21 (CAT A,B,C) - ICAO

AD 2.EGKB-8-3

## EGKB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

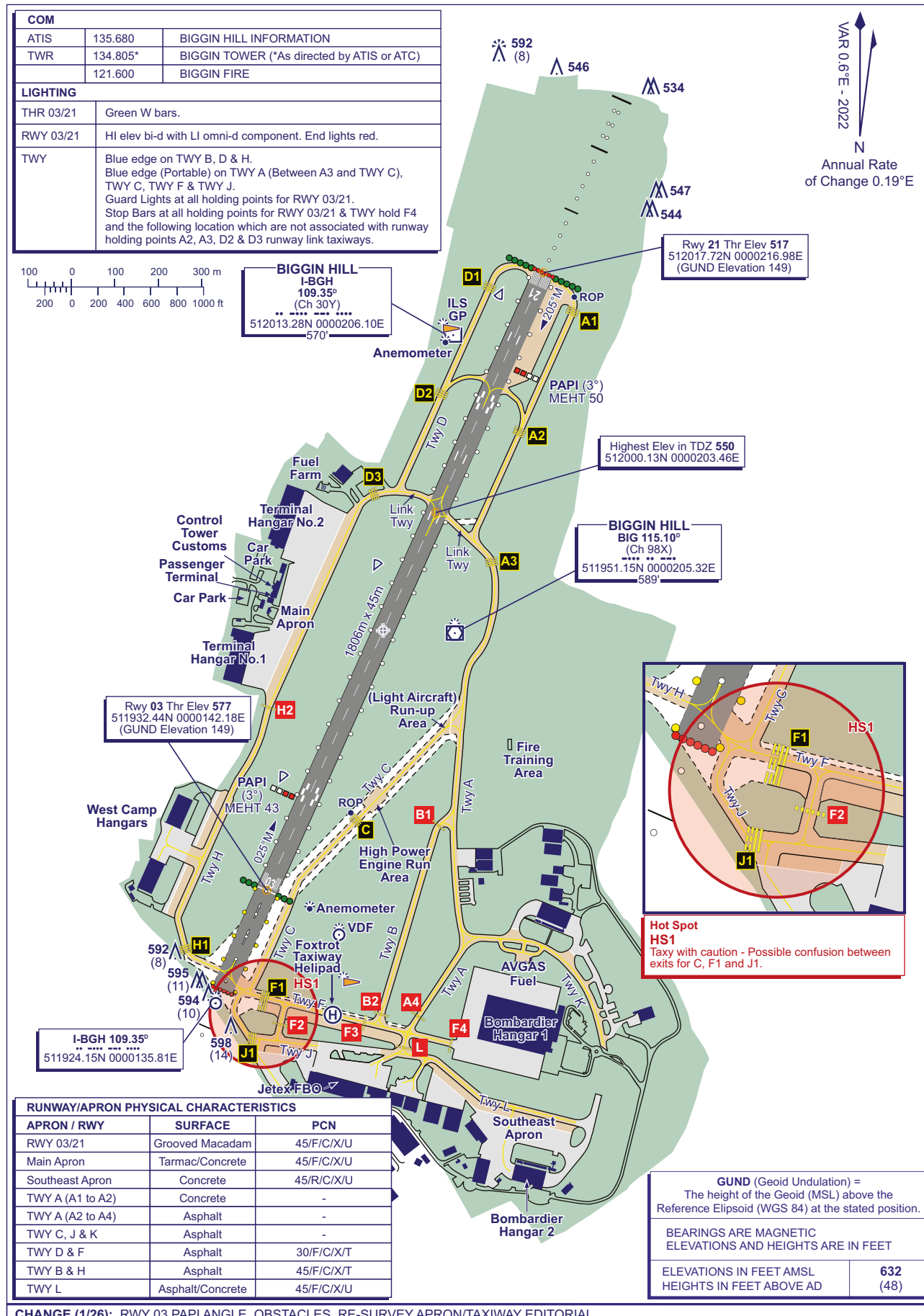


**INTENTIONALLY BLANK**

AERODROME  
CHART - ICAO

ARP 511951N 0000157E

AD ELEV 584FT

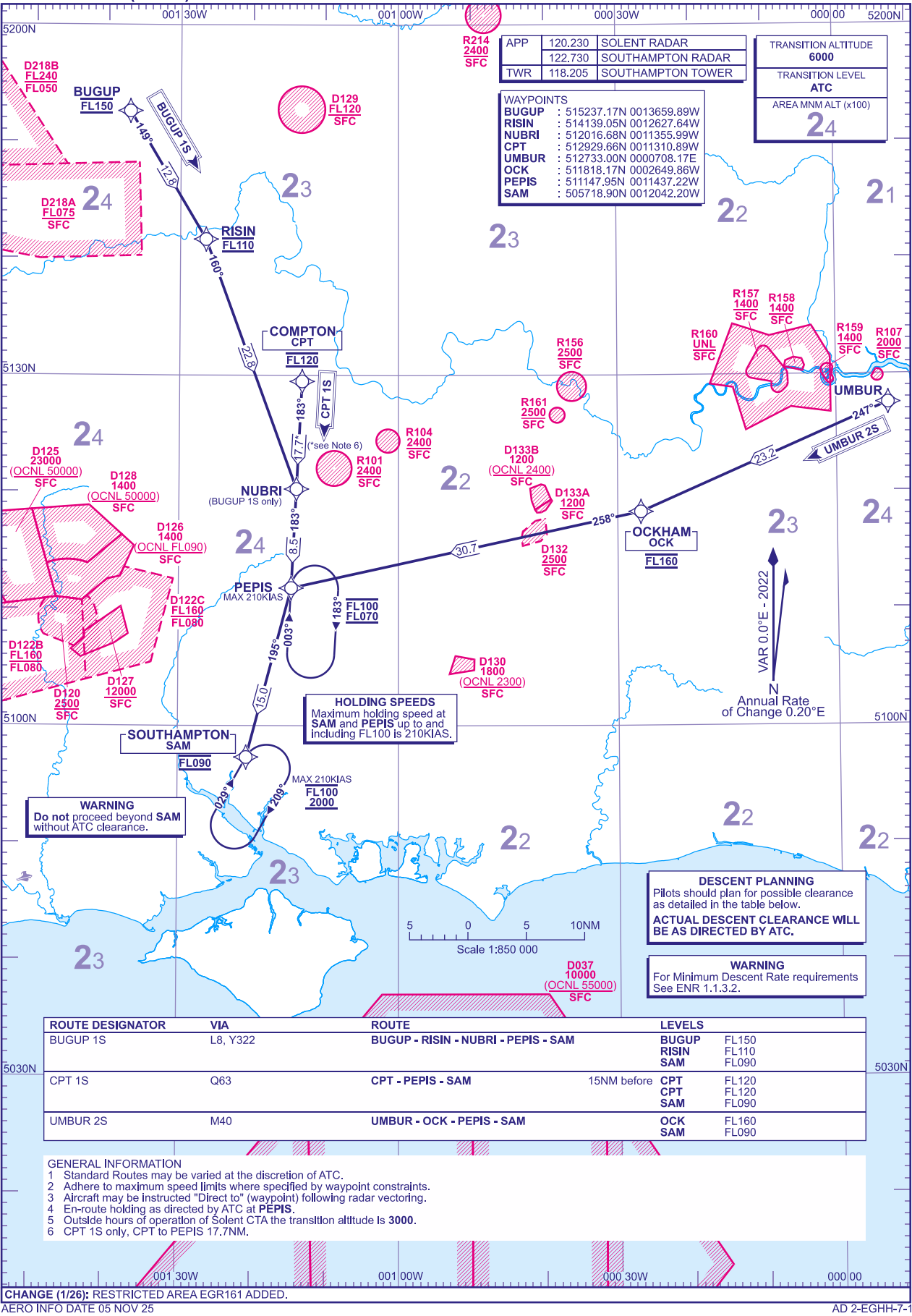
BIGGIN HILL  
EGKB

**INTENTIONALLY BLANK**

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

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

BOURNEMOUTH  
BUGUP 1S CPT 1S UMBUR 2S



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

**ROUTE DESIGNATOR** VIA **ROUTE** **LEVELS**

1	2	3	4
COWLY 1S	Q41	COWLY - PEPIS - SAM	COWLY SAM
			FL080 FL080

**GENERAL INFORMATION**

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

**CHANGE (1/26):** RESTRICTED AREA EGR161 ADDED.  
AERO INFO DATE 05 NOV 25

AD 2-EGH-7

- 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. Aircraft operators are to ensure they comply with the noise abatement techniques for their aircraft type and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the airport. Specifically, where possible aircraft operators are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft.
  - 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).



25 Dec 2025

- 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).

**EGSC — CAMBRIDGE****EGSC AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGSC — CAMBRIDGE

**EGSC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	Lat: 521218N Long: 0001030E Centre of Runway 05/23 Asphalt.
2	Direction and distance from city	1.5 NM E of Cambridge.
3	Elevation / Reference temperature / Mean Low Temperature	48 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.39°E (2027) / 0.17°E
6	AD Administration Address Telephone  Telefax  E-mail address Web address	CAMBRIDGE CITY AIRPORT The Airport, Cambridge CB5 8RX. 01223-373213 (ATC) 01223-373717 (GA) 01223-295631 (ATIS) 01223-373535 (Airport Operations) 01223-373214 (Cambridge Jet Centre/FBO) 01223-373502 (ATC) 01223-373259 (Airport Operations) airport.dutymanager@cambridgeairport.com www.cambridgeairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

**EGSC AD 2.3 OPERATIONAL HOURS**

1	AD Administration	Mon-Fri 0800-1800 (0700-1700); see remarks.
2	Customs and immigration	As AD hours. 24 hours prior notice required. See item 12.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours. By arrangement with FBO.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours, and by arrangement. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	FBO (Mandatory handling over 2.7 tonnes and commercial flights) as AD hours. Cambridge Aeroclub: (General Aviation Under 2.7 tonnes) 0830-1800 (0730-1700).
10	Security	By arrangement with FBO.
11	De-icing	As AD hours.
12	Remarks	Cambridge City Airport is an approved port of entry under designated status of Customs and Excise. All Crew/Passenger passport details for flights arriving from outside the UK (including EGNS, EGJB, EGJJ) must be submitted by the operator at <a href="https://www.submit-general-aviation-report.service.gov.uk/login">https://www.submit-general-aviation-report.service.gov.uk/login</a> . Please email us once this has been completed. Please ensure purpose and duration of visit is stated and if firearms will be carried onboard. Failure to comply may result in a fine.  ATS Mon-Fri hours as above, Sat & Sun No ATS, Local flying only, No visiting aircraft.  Aerodrome is strictly PPR; visiting aircraft 24 hour prior notification required. Contact Air Traffic Control either by:  Email: ATC.admin@cambridgeairport.com Web: www.cambridgeairport.com Phone: 01223-373213.

## EGSC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	No cargo processing facilities available.
2	Fuel and oil types	JET A1 AL48 (with anti-ice additive), AVGAS 100LL. Other oils and fluids available by arrangement.
3	Fuelling facilities/capacity	JET A1 AL48 and AVGAS Bowser service.
4	De-icing facilities	Mobile de-icer, Kilfrost ABC-K and Type II.
5	Hangar space for visiting aircraft	By arrangement up to CL605.
6	Repair facilities for visiting aircraft	
7	Remarks	<p>Mandatory handling for all aircraft except leisure flights under 2.7 tonnes MTOW.</p> <p>Executive handling services available from Cambridge Jet Centre, Tel: 01223-373214, e-mail: fbo@cambridgeairport.com. Company frequency C/S Marshall Cambridge 131.780</p> <p>Handling for visiting light General Aviation aircraft under 2.7 tonnes is only mandatory outside of the Cambridge Aeroclub opening hours.</p> <p>All training flights contact Cambridge ATC, Tel: 01223-373213, e-mail: atc.admin@cambridgeairport.com</p> <p>All none maintenance military flights over 2.7 tonnes contact FBO.</p> <p>All landing/handling/parking fees charged according to aircraft MTOW (tonnes).</p> <p>Other charges according to services provided. GPU, toilet service, aircraft de-icing, potable water, steps up to Airbus 320.</p>

## EGSC AD 2.5 PASSENGER FACILITIES

1	Hotels	In Cambridge, 3 miles.
2	Restaurants	
3	Transportation	Regular bus to City centre, taxis on request with handling agent. Nearest railway station; Cambridge 3 miles.
4	Medical facilities	Yes. Company first aid. Hospital 3 miles.
5	Bank and Post Office	Banks in Cambridge.
6	Tourist Office	Cambridge 3 miles.
7	Remarks	

## EGSC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	<p>RFF Category A4</p> <p>Higher Category (up to Category 8) may be available with 24 hours prior notification.</p> <p>The RFF category provided for all-cargo, mail, ferry, training, test, positioning and end-of-life aircraft operations may be reduced in accordance with EASA AMC2 ADR.OPS.B.010(a)(2) (c) Table 2, and subject to prior agreement with the aircraft operator.</p>
2	Rescue equipment	Equipment information available on application.
3	Capability for removal of disabled aircraft	In the event of an incident, light aircraft may be removed using airport resources, provided an indemnity form is signed. Large aircraft may be removed using external resources in conjunction with aircraft operator. Any recovery costs incurred will be charged. Contact Airport Operations for details on 01223-373535.
4	Remarks	

## EGSC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Rotary brushes and ploughs.
2	Clearance priorities	Runway 05/23, Taxiway C.

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	121.605 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 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.

CAMBRIDGE  
EGSC

AD ELEV 48FT

ARP 521218N 0001030E

AERODROME  
CHART - ICAO

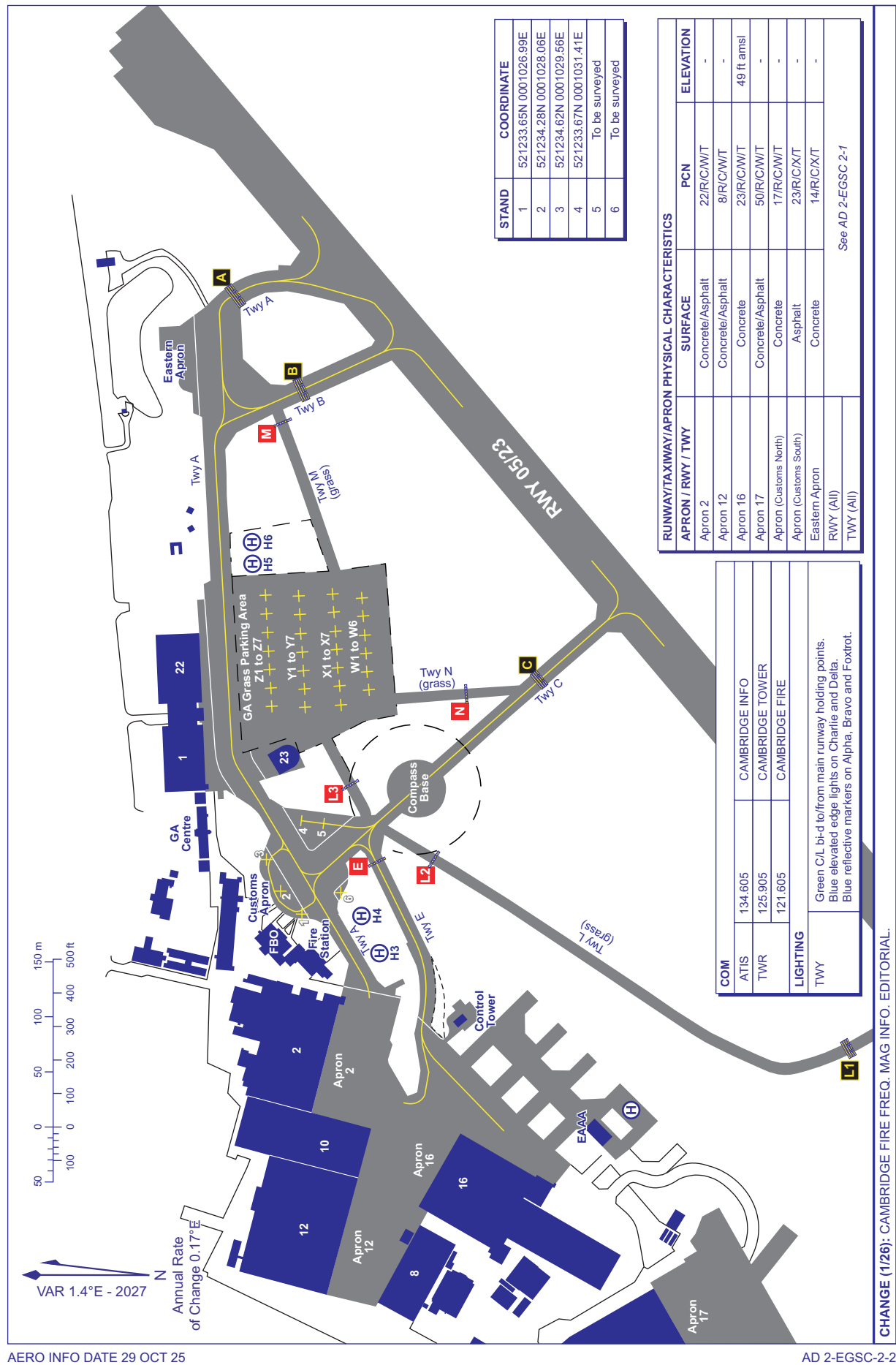
COM	134.605	CAMBRIDGE INFO
TWR	125.905	CAMBRIDGE TOWER
	121.605	CAMBRIDGE FIRE
LIGHTING		
APCH 05	HI 420 m C/L with 1 bar.	
APCH 23	HI 900 m coded C/L with 5 bars.	
THR 05	HI elev W bars.	
THR 23	HI elev W bars. Flush green threshold bar.	
RWY 05/23	HI elev bi-d with LI omni-d component. HI flush bi-d red end lights. End turn pads blue elevated edge.	
TWY	Green C/L bi-d to/from main runway holding points. Blue elevated edge lights on Charlie and Delta. Blue reflective markers on Alpha, Bravo and Foxtrot.	

AERO INFO DATE 29 OCT 25



CHANGE (1/26): CAMBRIDGE FIRE FREQ. MAG INFO. EDITORIAL.







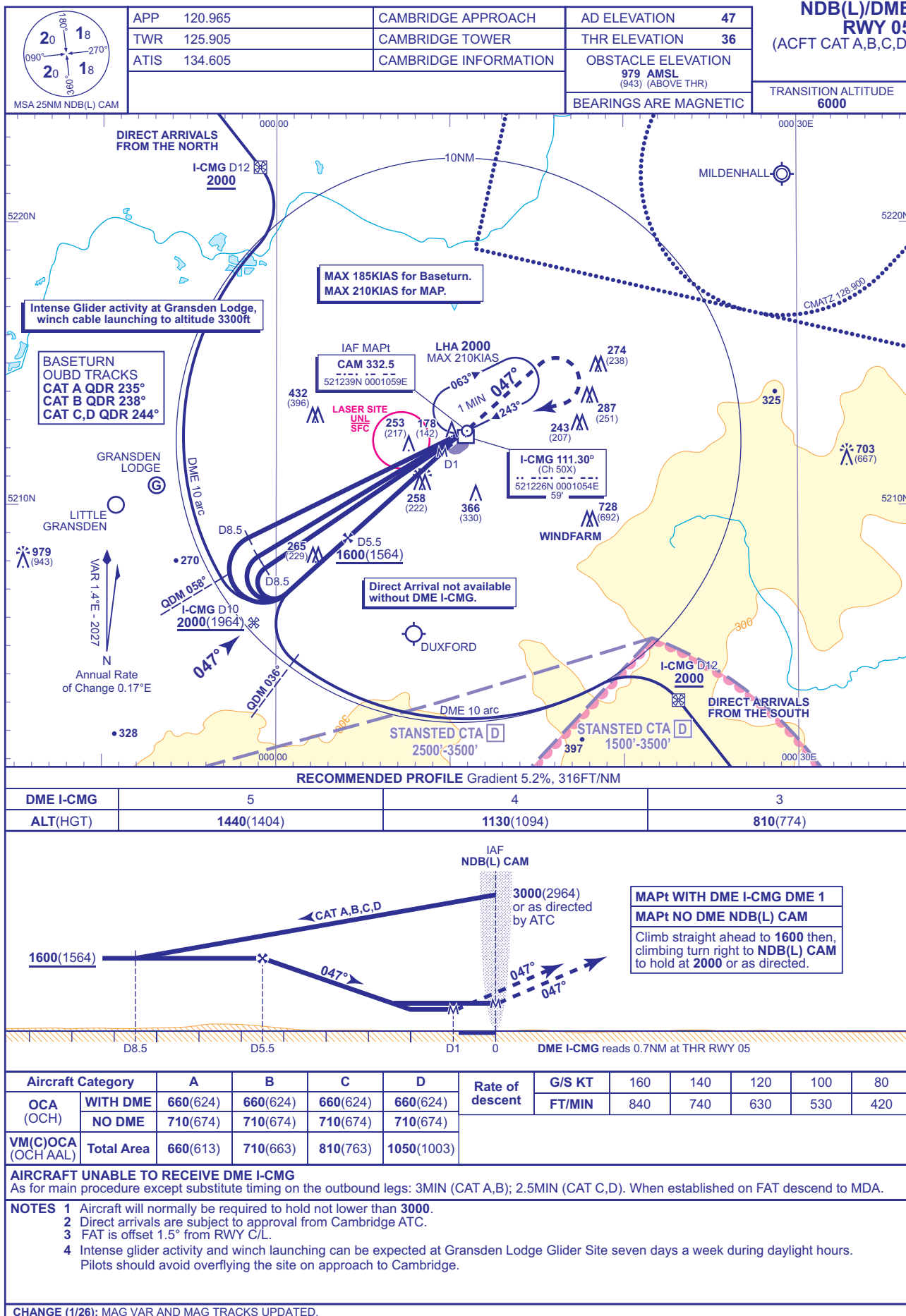
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**CAMBRIDGE  
RNP  
RWY 05**  
(ACFT CAT A,B,C,D)

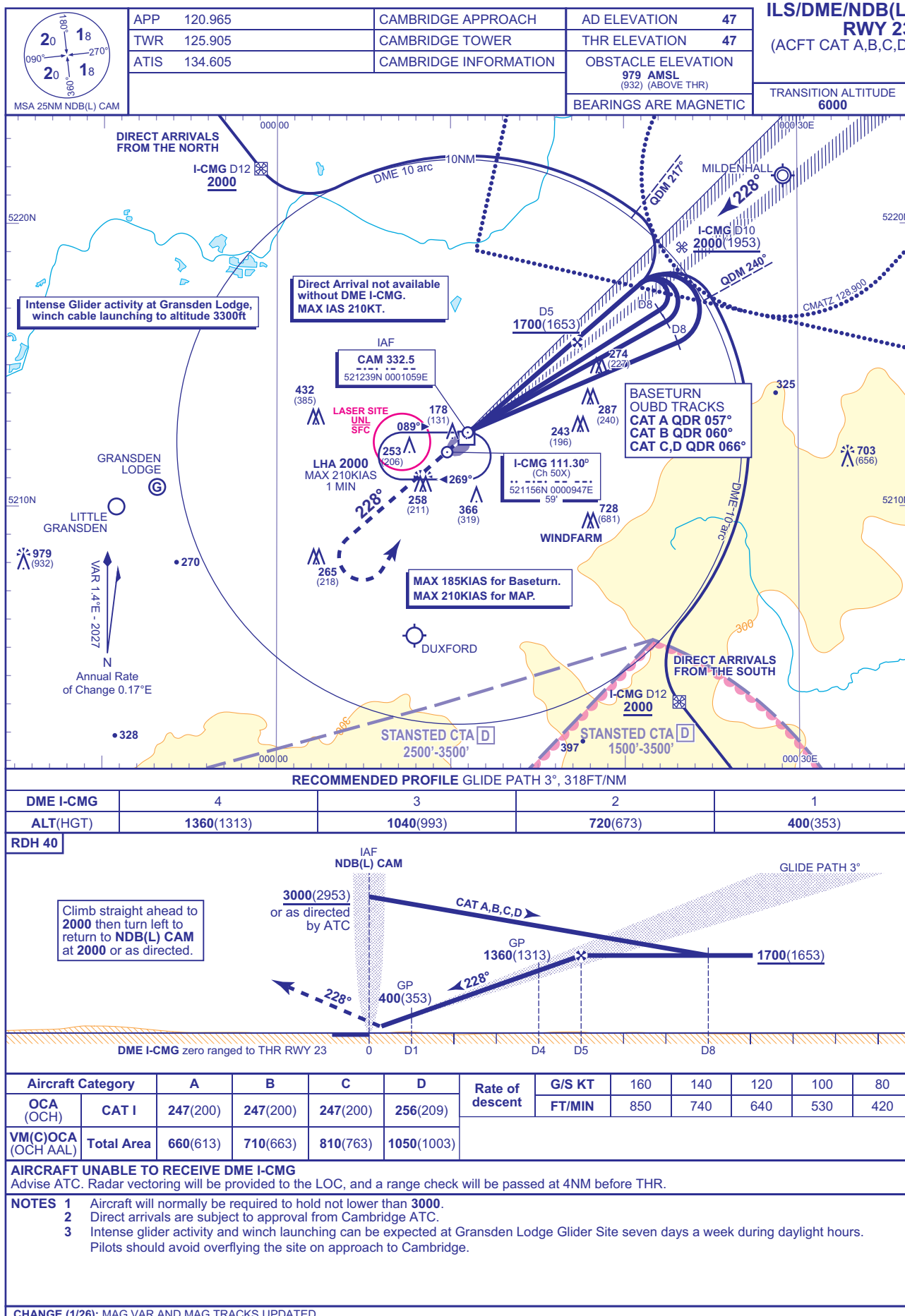


# INSTRUMENT APPROACH CHART - ICAO

**CAMBRIDGE**  
**NDB(L)/DME**  
**RWY 05**  
(ACFT CAT A,B,C,D)



## INSTRUMENT APPROACH CHART - ICAO

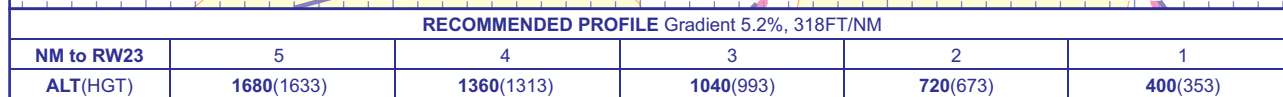
**CAMBRIDGE**  
**ILS/DME/NDB(L)**  
**RWY 23**  
(ACFT CAT A,B,C,D)



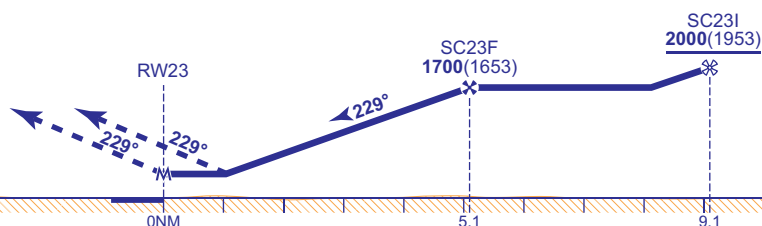
**CAMBRIDGE**  
**LOC/DME/NDB(L)**  
**RWY 23**  
(ACFT CAT A,B,C,D)



**CAMBRIDGE  
RNP  
RWY 23**  
(ACFT CAT A,B,C,D)



Climb straight ahead to **2000**, then turn left to **NDB(L) CAM** to hold at **2000**, or as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	460(413)	460(413)	460(413)	460(413)		FT/MIN	850	740	640	530	420
	LNAV	460(413)	460(413)	460(413)	460(413)							
VM(C)OCA (OCH,AAI)	Total Area	660(613)	710(663)	810(763)	1050(1003)							

NOTE	<p>1 Aircraft will normally be required to hold not lower than <b>3000</b>.</p> <p>2 RNP Procedure is subject to approval from Cambridge ATC.</p> <p>3 Missed Approach Procedure uses conventional navigation aids and is not available without NDB(L) CAM.</p> <p>4 Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.</p>	
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**CHANGE (1/26): MAG VAR AND MAG TRACKS UPDATED.**

**NDB(L)/DM RWY 2**  
(ACFT CAT A,B,C,D)

APP 120.965 TWR 125.905 ATIS 134.605	CAMBRIDGE APPROACH CAMBRIDGE TOWER CAMBRIDGE INFORMATION	AD ELEVATION 47 THR ELEVATION 47 OBSTACLE ELEVATION 979 AMSL (932) (ABOVE THR) BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000
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**DIRECT ARRIVALS FROM THE NORTH**

I-CMG D12 2000

DME 10 arc 10NM

MILDENHALL

I-CMG D10 2000(1953)

QDM 221°

QDM 243°

CMATZ 128.900

**Direct Arrival not available without DME I-CMG. MAX 210KIAS.**

IAF MAPt CAM 332.5 521239N 0001059E

LASER SITE UNL SFC

LHA 2000 MAX 210KIAS 1 MIN

BASETURN OUBD TRACKS CAT A QDR 061° CAT B QDR 063° CAT C,D QDR 069°

I-CMG 111.30° (Ch 50X) 521226N 0001054E 59'

WINDFARM

DUXFORD

**DIRECT ARRIVALS FROM THE SOUTH**

I-CMG D12 2000

STANDEST CTA D 2500'-3500'

STANDEST CTA D 1500'-3500'

**RECOMMENDED PROFILE** Gradient 5.3%, 323FT/NM

DME I-CMG	4	3	2
ALT(HGT)	1380(1333)	1050(1003)	730(683)

**MAPt NDB(L) CAM**  
Climb straight ahead to 2000 then turn left to return to NDB(L) CAM to hold at 2000 or as directed.

3000(2953) or as directed by ATC

CAT A,B,C,D

1700(1653)

232°

DME I-CMG zero ranged to THR RWY 23

Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME 460(413)	460(413)	460(413)	460(413)		FT/MIN	860	750	650	540	430
	NO DME 590(543)	590(543)	590(543)	590(543)							
VM(C)OCA (OCH AAL)	Total Area 660(613)	710(663)	810(763)	1050(1003)							

**AIRCRAFT UNABLE TO RECEIVE DME I-CMG**  
Advise ATC. As for main procedure except substitute timing on the outbound legs: 2.5MIN (CAT A,B); 2MIN (CAT C,D). When established on FAT descend to MDA.

**NOTES**

- Aircraft will normally be required to hold not lower than 3000.
- Direct arrivals are subject to approval from Cambridge ATC.
- FAT is offset 3.5° from RWY C/L.
- Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

**CHANGE (1/26): MAG VAR AND MAG TRACKS UPDATED**

Instrument Approach Procedure Coding Tables

Cambridge RNP RWY 05 - Instrument Approach Procedure via BEPOX

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R05L	001	IF	BEPOX	N	-	-	<u>3000</u>	210	520710.07N 0000656.09W	IAF
R05L	002	TF	SC05I	N	090° (091.6°)	LEFT	<u>2000</u>	210	520702.03N 0000021.67E	IF / 7.8NM
R05L	003	TF	SC05F	N	048° (049.7°)	-	1600	-	520858.11N 0000404.66E	FAF / 4.8NM
R05L	004	TF	RW05	Y	048° (049.8°)	-	-	-	521202.06N 0000959.14E	MAPt
R05L	005	CA	-	-	048° (049.8°)	-	1600	210	-	At 1000 revert to conventional navigation

## Instrument Approach Procedure Coding Tables

### Cambridge RNP RWY 23 - Instrument Approach Procedure via GOPOD

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R23L	001	IF	GOPOD	N	-	-	<u>3000</u>	210	521435.38N 0002735.21E	IAF
R23L	002	TF	SC23I	N	319° (320.1°)	LEFT	<u>2000</u>	210	521825.11N 0002221.71E	IF / 9.1NM
R23L	003	TF	SC23F	N	229° (230.0°)	-	1700	-	521551.05N 0001722.34E	FAF / 5.1NM
R23L	004	TF	RW23	Y	229° (229.9°)	-	-	-	521235.49N 0001103.71E	MAPt
R23L	005	CA	-	-	229° (229.9°)	-	2000	210	-	At 1000 revert to conventional navigation

### Cambridge RNP RWY 23 - Instrument Approach Procedure via TIPGO

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R23R	001	IF	TIPGO	N	-	-	<u>3000</u>	210	522214.59N 0001707.30E	IAF
R23R	002	TF	SC23I	N	139° (139.9°)	RIGHT	<u>2000</u>	210	521825.11N 0002221.71E	IF / 9.1NM
R23R	003	TF	SC23F	N	229° (230.0°)	-	1700	-	521551.05N 0001722.34E	FAF / 5.1NM
R23R	004	TF	RW23	Y	229° (229.9°)	-	-	-	521235.49N 0001103.71E	MAPt
R23R	005	CA	-	-	229° (229.9°)	-	2000	210	-	At 1000 revert to conventional navigation

**EGLJ AD 2.21 NOISE ABATEMENT PROCEDURES**

- a) No take-offs from Runway 18 to avoid noise over Chalgrove Village.

**EGLJ AD 2.22 FLIGHT PROCEDURES**

- a) Pilots shall contact RAF Benson on channel 120.905 for a MATZ crossing service, and for landing/departures at Chalgrove.  
b) Circuit directions: To the north at 1000 FT.

**EGLJ AD 2.23 ADDITIONAL INFORMATION**

Not applicable

**EGLJ AD 2.24 CHARTS RELATED TO AN AERODROME**

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

**EGLJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

Not applicable



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**EGBE 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
COVENTRY ATZ A circle, 2.5 NM radius, centred at 522211N 0012847W on longest notified runway (05/23)	Upper limit: 2000 FT AGL Lower limit: SFC	G	COVENTRY INFORMATION English	6000 FT		Coventry ATZ lies partly within the Birmingham CTA. Base of Birmingham CTA 1500 FT QNH (1233 FT QFE). See AD 2.22.

**EGBE 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	COVENTRY INFORMATION	123.830 DOC 20 NM/6000 FT.			Tue-Sat 0900-1700 (0800- 1600); Sun-Mon closed.	ATZ hours coincident with AFIS hours.
OTHER	COVENTRY FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

**EGBE AD 2.19 RADIO NAVIGATION AND LANDING AIDS****INTENTIONALLY BLANK****EGBE AD 2.20 LOCAL AERODROME REGULATIONS****1 AIRPORT REGULATIONS**

- a) Non-radio aircraft not accepted.
- b) Pilots are required to 'book in/out' online for all flights at [www.coventryairport.co.uk](http://www.coventryairport.co.uk). Telephone PPR is a back-up only.
- c) Run and break manoeuvres by civilian aircraft are not permitted. Military aircraft can perform a run and break manoeuvre only if no other traffic is in the circuit.
- d) If visibility is at 1500 M and forecast to deteriorate, visibility (as assessed by ATS) will be below AD requirements. AD will only be available to rotary/emergency services rotary traffic.

**2 GROUND MOVEMENT**

- a) Apron Parking - as advised by ATS.
- b) Light Aircraft Parking - visiting pilots shall be directed to the West apron or eastern light aircraft park.

**3 CAT II/III OPERATIONS**

Not applicable.

**4 WARNINGS**

- a) Except for light signals, ground signals will not be displayed.
- b) Bird scaring takes place regularly.
- c) Turbulence may occur on final approach to Runway 23 during strong south westerly winds as aircraft cross the eastern bypass (Tollbar) roundabout.
- d) Pilots are warned of helicopter activity in and out of Walsgrave Hospital helipad situated just north of Runway 23 final approach, approximately 3.5 NM from touchdown. Possibility of a TCAS alert on final approach to 23 or climb-out from 05 due to the proximity of the hospital helipad.
- e) Pilots are warned of radio controlled aircraft activity from a private site approximately 3 NM east of Coventry airport, 0.5 miles southeast of Wolston village.
- f) Pilots of arriving and departing aircraft shall remain outside Birmingham Controlled Airspace at all times. The base of Birmingham Controlled Airspace overhead and to the southwest of Coventry Airport is altitude 1500 FT.

22 Jan 2026

- g) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the aerodrome. All incidents should be reported immediately via the Tower to the Airport Authority.
- h) Retail Park under Runway 23 final approach. Industrial/Business park to the southeast.
- i) Intensive bird activity around/on the aerodrome due to construction work at multiple locations outside of the aerodrome boundary. Large gull attractant at waste landfill site, immediately south of Bubbenhall village.

## 5 HELICOPTER OPERATIONS

- a) Helicopters to land as advised by ATS.
- b) Helicopters will operate to the runway, circuit height for rotary traffic is 700 FT AAL. ATS will brief on circuit details when booking in/out by phone.

## 6 USE OF RUNWAYS

- a) Except in an emergency, pilots must not use Runway 23 stopway for normal operations.
- b) Circuit height will be 1000 FT AAL.
- c) Circuits will not normally be permitted when MET visibility is **LESS** than 3000 M and/or cloud base is **LESS** than 800 FT. Low level circuits, when permitted, will be conducted not below 600 FT AAL.
- d) All light aircraft holding at Bravo 1, Juliet or Kilo, that require a backtrack prior to take-off, should advise ATS of their requested departure point in relation to the adjacent hold before entering the runway; or request full length.

## 7 TRAINING

- a) Use of the airport for training purposes is subject to the following conditions:
  - i. Circuits will normally be orientated to the south of the aerodrome, i.e. Right hand circuit Runway 05, Left hand circuit Runway 23.
  - ii. No training flights by aircraft with a Maximum Certified Weight of more than 5700 KG are permitted on Sundays or Public Holidays.
  - iii. Not more than one aircraft with a Maximum Certified Weight of more than 5700 KG shall use the airport for training purposes at any one time.

## 8 UNMANNED AIRCRAFT

- a) UAS survey area West, operating within area bounded by:

522146N 0013237W - 521951N 0012925W -  
 521928N 0013009W - 522044N 0013240W -  
 522146N 0013237W (vicinity of Kenilworth and Stoneleigh).

Maximum height 394 FT AGL. Elevation 650 FT AMSL. Area will be activated by NOTAM.

## EGBE AD 2.21 NOISE ABATEMENT PROCEDURES

Noise Preferential Routeings and Procedures – all aircraft inbound or outbound from this aerodrome are required to conform to the procedures listed below, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

- a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome. In particular, aircraft operators should avoid overflight of the noise sensitive areas of Binley Woods and Ryton-on-Dunsmore (05 departures, 23 arrivals), Stoneleigh and Stareton hamlet (05 arrivals, 23 departures).
- b) Air Traffic Service will select the runway in use, having regard to wind, cloud base, aircraft performance limitations and environmental considerations.
- c) Ground running of aircraft engines shall be subject to the approval of ATS and shall be kept to a minimum, consistent with operational needs.

## EGBE AD 2.22 FLIGHT PROCEDURES

### 1 ARRIVALS

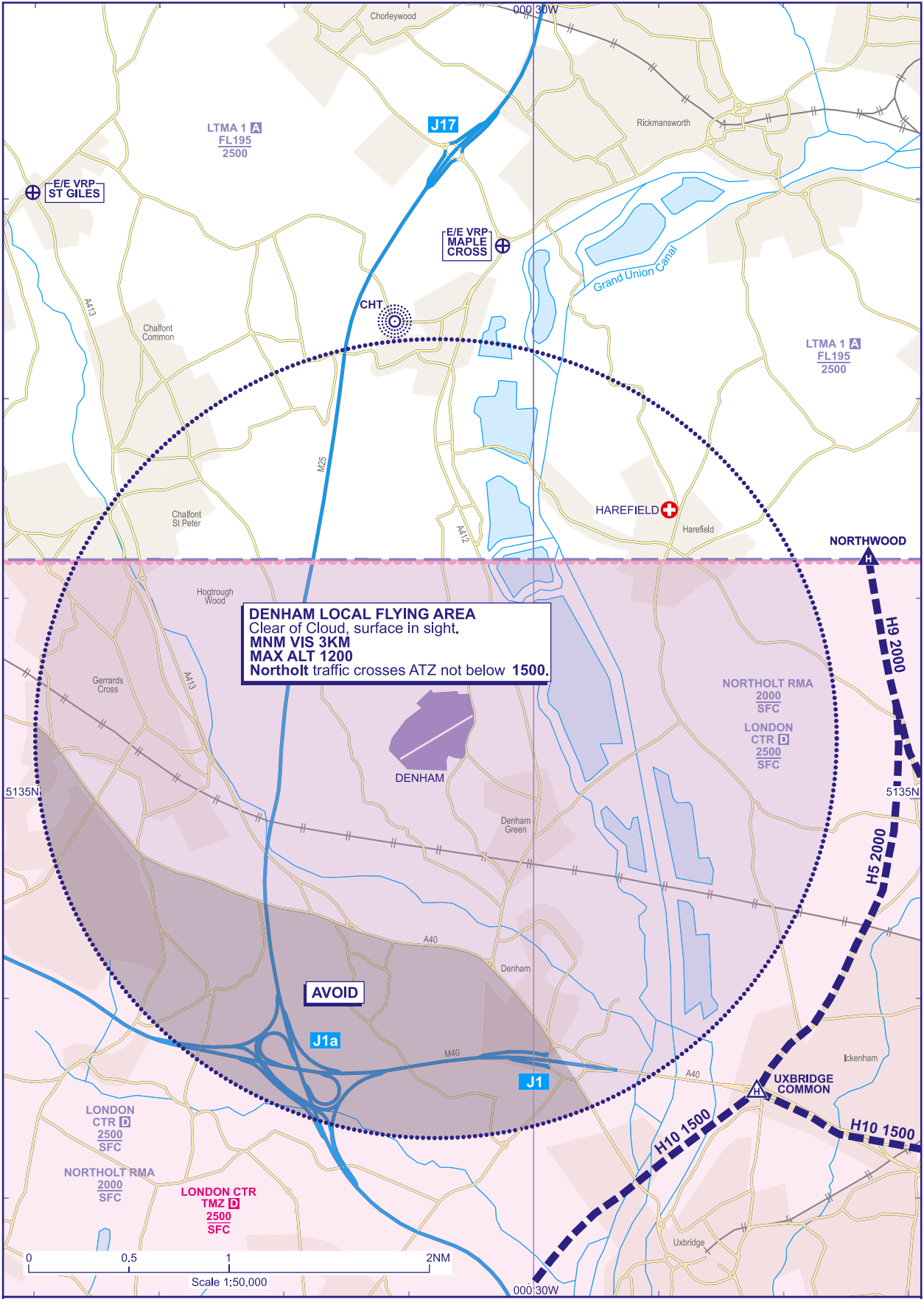
- a) Due to the proximity of Birmingham's controlled airspace (CTA2) over the airport, overhead joins are not possible at Coventry.
- b) To join for Runway 23, route to Draycote Water VRP and join on left base giving way to circuit traffic as appropriate.
- c) For Runway 05, route to Southam VRP and join on right base giving way to circuit traffic as appropriate.
- d) Straight in approaches are available on request, giving way to circuit traffic as appropriate.

### 2 RADIO COMMUNICATIONS FAILURE PROCEDURES

Coventry does not accept non-radio aircraft. In the event of an emergency and radio failure and the pilot has no option other than to land at Coventry, remain outside of CAS at all times, squawk 7600.

AERODROME TRAFFIC ZONE AND VRPs

DENHAM



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EGPH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	<p>Arriving and departing crew whom are unfamiliar with EGPH should notify ATC prior to taxiing. Apart from the GA Apron, nose-in parking in operation on all aprons. All nose-in stands have stand number, yellow centre-line and Stand Entry Guidance System.</p> <p>Stand Entry Guidance is provided by AGNIS/Stop Arrow (painted on the apron) or Safedock Docking Guidance System. Flight crew should be familiar with the guidance available and have an understanding on how they operate.</p> <p>Marshalling service is provided for the GA Apron and Stands 21, 23, 28, 99, 101, 308, 309, 310, 310L, 310R, 311, 311L, 311R, 312, 312L, 313, 314, 315, 316, 317 and 317A.</p>
2	Runway and taxiway markings and lighting	<p>Runway marking aid(s): 06/24: Runway designation, runway centre-line and threshold markings. Touchdown zone and fixed distance markings. Runway edge markings and displaced threshold arrows.</p> <p>Taxiway light(s): Green centre-line lighting with blue edge lights on sharp curves, red stop bars at holding points. Runway exits have alternate green/yellow centre-line lights to the CAT II/III stop bars. Runway guard lights on accesses to runway.</p>
3	Stop bars and runway guard lights (if any)	Stopbars at runway entrance points are in operation H24.
4	Other runway protection measures	Aircraft parked on the GA Apron may start engines and taxi from a nose out position. Flight and ground crew must ensure that roadways etc are protected against any jet blast/prop wash.
5	Remarks	<p>Aircrew are to note that the Stand Entry Guidance (SEG) on all SEG equipped stands is activated by an apron level timer device, operated by airline/handling agent staff. Pilots should not turn off the taxilane centre-line unless the Stand Entry Guidance is illuminated with aircraft type, or a marshaller has signalled clearance to proceed. Pilots should note that failure to adhere to this instruction may lead to a negative "On Time Performance" figure. On stand taxi speed should not exceed 5 KT.</p> <p>All operators must ensure that their engineering staff and/or handling agents have suitable, serviceable equipment on station to push and/or tow aircraft which they might operate.</p> <p>Obstacle markings and snow edge markings are provided where necessary.</p> <p>Three WDIs serve Runway 06/24: 555650.75N 0032221.86W (LGTD) - 555634.84N 0032306.76W (LGTD) - 555710.67N 0032120.95W (LGTD).</p> <p>If an aircraft has been repositioned to face out on any stand, it must be either repositioned to nose-in on stand or towed out to the taxiway centre-line before starting engines.</p> <p>Flight crews should be aware that chart providers may not highlight taxilanes on their published aerodrome chart and taxiways on their published parking/ docking chart. When transiting to/from the allocated parking position, aircraft will transit both taxiways and taxilanes.</p>

EGPH AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGPH18669) 24/APPROACH 06/ TAKE-OFF	TREE	555748.96N 0032009.82W	186 FT	78 FT	No	
(EGPH21240) 24/APPROACH 06/ TAKE-OFF	TREE	555738.99N 0032035.40W	154 FT	54 FT	No	
(EGPH19777) 24/APPROACH 06/ TAKE-OFF	POLE	555729.45N 0032105.46W	128 FT	17 FT	No	
(EGPH21003) 06/APPROACH 24/ TAKE-OFF	TREE	555622.53N 0032358.53W	172 FT	48 FT	No	

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	125 x 150 M 599 x 150 M			RWY 06  Runway 06 threshold is inset 214 M.  Paved shoulders extend 8 M beyond each side of runway.  OFZ: Yes.
60 x 45 M	448 x 150 M	2798 x 280 M	326 x 150 M 398 x 150 M			RWY 24  Runway 24 threshold is inset 211 M.  Paved shoulders extend 8 M beyond each side of runway.  OFZ: Yes.

EGPH AD 2.13 DECLARED DISTANCES

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

## EGPH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. First barrette of ALS removed. 870 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 56 FT 425 M	White Light intensity high 870 M	Colour coded centre-line 15 M spacing	Bi-directional edge 46 M gauge	Red	60 M beyond runway end lights Red	
24	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 59 FT 380 M	White Light intensity high 900 M	Colour coded centre-line 15 M spacing	Bi-directional edge 46 M gauge	Red	60 M beyond runway end lights Red	

## EGPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 555652.67N 0032257.32W (LGTD) - 555715.15N 0032150.51W (LGTD).
3	TWY edge and centre line lighting	CL: All taxiways are equipped with green centre-line lighting. All aircraft stand taxiways are equipped with green centre-line lighting.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting for all apron areas. Obstacle lighting.

## EGPH AD 2.16 HELICOPTER LANDING AREA

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## EGPH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
EDINBURGH CTR A circle, 10 NM radius, centred at 555700N 0032221W	Upper limit: 6000 FT ALT Lower limit: SFC	D	EDINBURGH APPROACH English	6000 FT		
EDINBURGH ATZ A circle, 2.5 NM radius, centred at 555700N 0032221W on longest notified runway (06/24)	Upper limit: 2000 FT AGL Lower limit: SFC	D	EDINBURGH APPROACH English	6000 FT		

## EGPH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	EDINBURGH APPROACH	121.205 Also a CTR Channel. DOC 40 NM/ 10,000 FT.			H24	ATZ hours coincident with Approach hours.  VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.
TWR	EDINBURGH GROUND	121.755			Mon-Fri 0600-2200 (0500- 2100); Sat, Sun 0600-2200 (0500-2100).	Outside operating hours contact TOWER 118.705 MHz.  VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.
		121.980 as directed by ATC.			Mon-Fri 0600-2200 (0500- 2100); Sat, Sun 0600-2200 (0500-2100).	
	EDINBURGH TOWER	118.705 DOC 25 NM/ 10,000 FT.			H24	
		121.500			O/R	
RADAR	EDINBURGH RADAR	121.205 DOC 40 NM/ 10,000 FT.			H24 Subject to NOTAM	VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.
		128.980 DOC 40 NM/ 10,000 FT. As directed by ATC.			H24 Subject to NOTAM	
ATIS	EDINBURGH INFORMATION	131.355 DOC 60 NM/ 20,000 FT.			H24	Also available by telephone: 0131-348 4823.
OTHER	EDINBURGH FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

## EGPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 0.24°W (2027)	IVG	108.900 MHz	HO	555725.58N 0032105.28W		(RWY 06) The Localiser is not to be used below 3000 FT agl outside 17 NM.
ILS/GP	IVG	329.300 MHz	HO	555652.51N 0032259.39W		3° ILS Ref Datum Hgt 54 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range. May not maintain full scale fly up indications when left of localiser centre-line and below glidepath.
ILS/LOC III 0.25°W (2027)	ITH	108.900 MHz	HO	555629.22N 0032351.54W		(RWY 24) The Localiser is not to be used below 3000 FT agl outside 17 NM.
ILS/GP	ITH	329.300 MHz	HO	555716.69N 0032148.96W		3° ILS Ref Datum Hgt 50 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.

**EDINBURGH**  
**EGPH**

<b>CHANGE (1/26):</b> ANEMOMETERS RE-SURVEYED. AD BOUNDARY.	
AERO INFO DATE 10 NOV 25	AD 2-EGPH-2-1



## AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 555700N 0032221W

**AD ELEV 112FT**

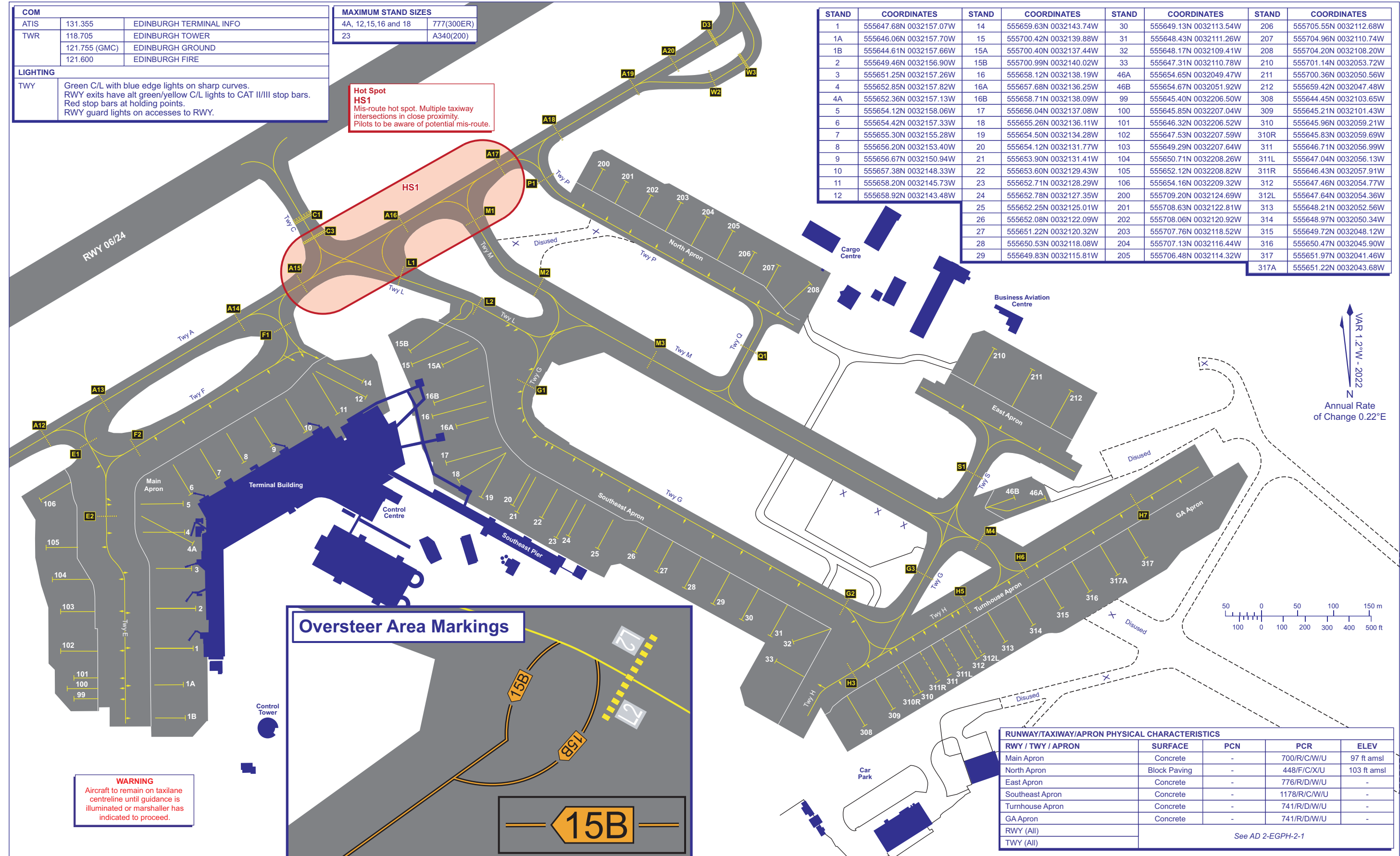
**EDINBURGH**  
**EGPH**

<b>COM</b>		
ATIS	131.355	EDINBURGH TERMINAL INFO
TWR	118.705	EDINBURGH TOWER
	121.755 (GMC)	EDINBURGH GROUND
	121.600	EDINBURGH FIRE
<b>LIGHTING</b>		
TWY	Green C/L with blue edge lights on sharp curves. RWY exits have alt green/yellow C/L lights to CAT II/III stop bars. Red stop bars at holding points. RWY guard lights on accesses to RWY.	

MAXIMUM STAND SIZES	
4A, 12,15,16 and 18	777(300ER)
23	A340(200)

**Hot Spot**  
**HS1**  
Mis-route hot spot. Multiple taxiway intersections in close proximity. Pilots to be aware of potential mis-route.

STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES
1	555647.68N 0032157.07W	14	555659.63N 0032143.74W	30	555649.13N 0032113.54W	206	555705.55N 0032112.68W
1A	555646.06N 0032157.70W	15	555700.42N 0032139.88W	31	555648.43N 0032111.26W	207	555704.96N 0032110.74W
1B	555644.61N 0032157.66W	15A	555700.40N 0032137.44W	32	555648.17N 0032109.41W	208	555704.20N 0032108.20W
2	555649.46N 0032156.90W	15B	555700.99N 0032140.02W	33	555647.31N 0032110.78W	210	555701.14N 0032053.72W
3	555651.25N 0032157.26W	16	555658.12N 0032138.19W	46A	555654.65N 0032049.47W	211	555700.36N 0032050.56W
4	555652.85N 0032157.82W	16A	555657.68N 0032136.25W	46B	555654.67N 0032051.92W	212	555659.42N 0032047.48W
4A	555652.36N 0032157.13W	16B	555658.71N 0032138.09W	99	555645.40N 0032206.50W	308	555644.45N 0032103.65W
5	555654.12N 0032158.06W	17	555656.04N 0032137.08W	100	555645.85N 0032207.04W	309	555645.21N 0032101.43W
6	555654.42N 0032157.33W	18	555655.26N 0032136.11W	101	555646.32N 0032206.52W	310	555645.96N 0032059.21W
7	555655.30N 0032155.28W	19	555654.50N 0032134.28W	102	555647.53N 0032207.59W	310R	555645.83N 0032059.69W
8	555656.20N 0032153.40W	20	555654.12N 0032131.77W	103	555649.29N 0032207.64W	311	555646.71N 0032056.99W
9	555656.67N 0032150.94W	21	555653.90N 0032131.41W	104	555650.71N 0032208.26W	311L	555647.04N 0032056.13W
10	555657.38N 0032148.33W	22	555653.60N 0032129.43W	105	555652.12N 0032208.82W	311R	555646.43N 0032057.91W
11	555658.20N 0032145.73W	23	555652.71N 0032128.29W	106	555654.16N 0032209.32W	312	555647.46N 0032054.77W
12	555658.92N 0032143.48W	24	555652.78N 0032127.35W	200	555709.20N 0032124.69W	312L	555647.64N 0032054.36W
Cargo Centre		25	555652.25N 0032125.01W	201	555708.63N 0032122.81W	313	555648.21N 0032052.56W
		26	555652.08N 0032122.09W	202	555708.06N 0032120.92W	314	555648.97N 0032050.34W
		27	555651.22N 0032120.32W	203	555707.76N 0032118.52W	315	555649.72N 0032048.12W
		28	555650.53N 0032118.08W	204	555707.13N 0032116.44W	316	555650.47N 0032045.90W
		29	555649.83N 0032115.81W	205	555706.48N 0032114.32W	317	555651.22N 0032041.46W
						317A	555651.22N 0032043.68W



**CHANGE (1/26): STANDS 2 & 3 MOVED.**

AERO INFO DATE 10 NOV 25

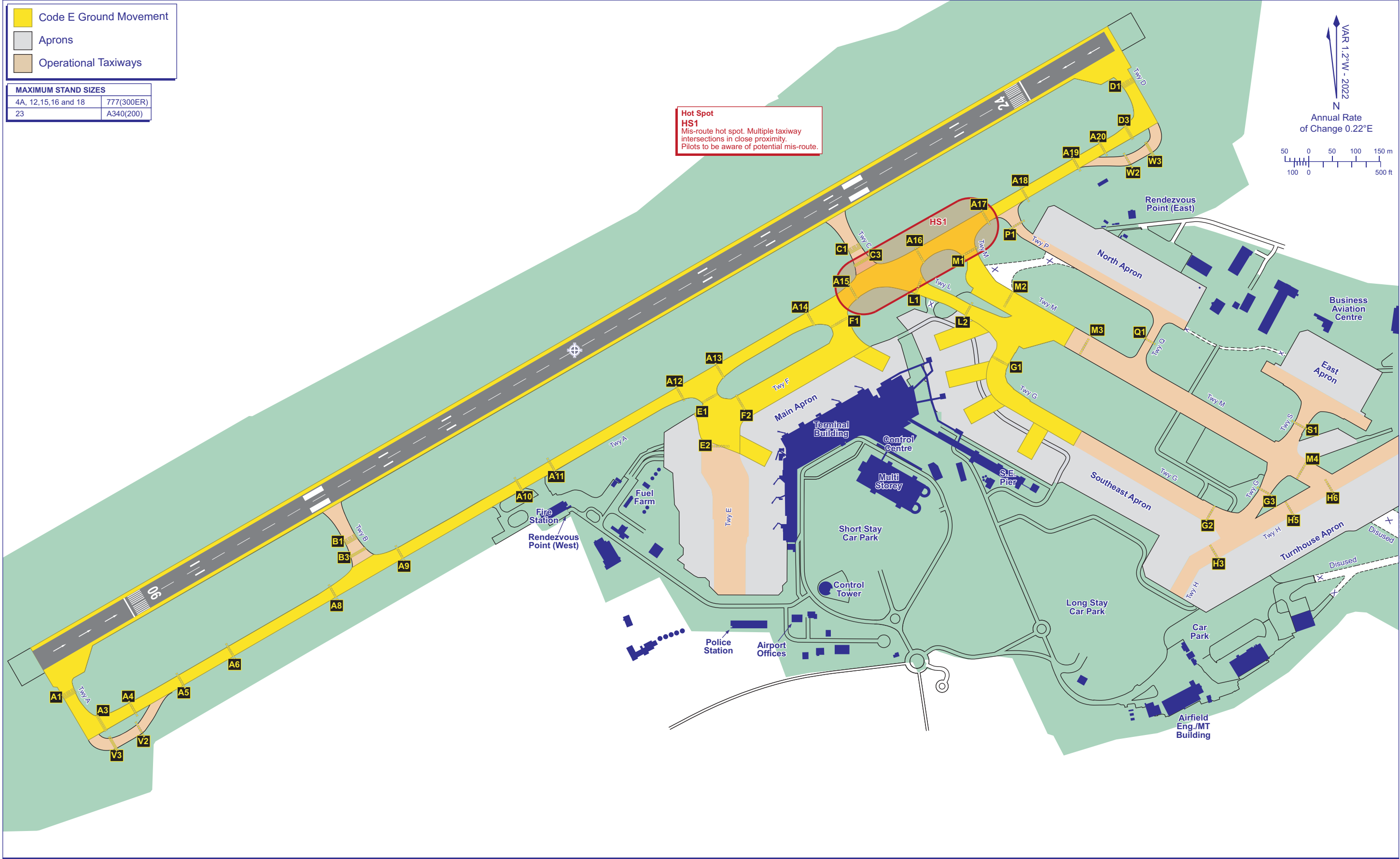
AD 2-EGPH-2-2

AERODROME CHART  
CODE E AIRCRAFT GROUND MOVEMENT - ICAO

ARP 555700N 0032221W

AD ELEV 112FT

EDINBURGH  
EGPH



CHANGE (1/26): AD BOUNDARY.

AERO INFO DATE 11 NOV 25

AD 2-EGPH-2-3

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## EGLF — FARNBOROUGH

### EGLF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLF — FARNBOROUGH

### EGLF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 511631N Long: 0004639W Mid point of Runway 06/24
2	Direction and distance from city	1 NM NNW of Aldershot.
3	Elevation / Reference temperature / Mean Low Temperature	238 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.14°E (2027) / 0.17°E
6	AD Administration Address Telephone  AFS SITA E-mail address	FARNBOROUGH AIRPORT LTD Farnborough Airport, Farnborough, Hampshire, GU14 6XA. 01252-526017 (ATC - Visual) 01252-526015 (ATC - Radar) 01252-379002 (Farnborough Airport Ops)  EGLFFBOT LHRKOCR ops@farnboroughairport.com (Farnborough Airport Ops)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

### EGLF AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).
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. Aerodrome may close earlier if there is no scheduled traffic. In these circumstances a NOTAM will be issued and the Airport Operations frequency will be closed.
8	Fuelling	Aircraft fuelling permitted Mon-Fri 0545-2215 (0445-2115); Sat, Sun and PH 0700-2015 (0600-1915).
9	Handling	As AD hours.
10	Security	H24
11	De-icing	As AD hours.
12	Remarks	This aerodrome is PPR through Farnborough Airport Ops. Aerodrome may close earlier if there is no scheduled traffic. In these circumstances a NOTAM will be issued and the Airport Operations frequency will be closed.  Aerodrome CLOSED on 25 and 26 December.

### EGLF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Contact Farnborough Airport Ops.
2	Fuel and oil types	AVTUR JET A-1 and SAF (Sustainable Aviation Fuel).
3	Fuelling facilities/capacity	Bowser.
4	De-icing facilities	Yes, contact Farnborough Airport Ops.
5	Hangar space for visiting aircraft	Available on prior notice to Farnborough Airport Ops.
6	Repair facilities for visiting aircraft	Available from Farnborough Engineering (01252-372400).

7	Remarks	<p>Ground Handling for all visiting civil aircraft will be undertaken by Farnborough Airport Ops on North Apron.</p> <p>Crews must seek prior permission from Farnborough Airport Ops, if aircraft refuelling with passengers on board is required.</p> <p>Oxygen: OXRB.</p> <p>Starting Units: E1, 3, 4, 6, 7 and 10.</p>
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### EGLF AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel on aerodrome and several within 2 NM of aerodrome.
2	Restaurants	Several within 2 NM of airport.
3	Transportation	Car Hire and taxis available via Farnborough Airport Ops. Nearest railway stations: Farnborough Main 1 NM; North Camp 1 NM.
4	Medical facilities	Limited first aid treatment on aerodrome; local ambulance service.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	Executive Lounge in Terminal Building.

### EGLF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 7 accepted under remission.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Refer to Airport Operations (01252-379002).
4	Remarks	

### EGLF AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, chemical anti and de-ice.
2	Clearance priorities	Full length of Runway 06/24 minimum width 30 M.
3	Remarks	Latest information from ATC: 01252-526017.

approval of Farnborough ATC. All other requests for instrument or visual flying training are subject to prior approval by Farnborough Airport Ops.

## EGLF AD 2.21 NOISE ABATEMENT PROCEDURES

### 1 GENERAL

- a) Farnborough is located within a noise sensitive area and is subject to Local Authority Planning Requirements which impose a number of environmental constraints. Pilots are to ensure that their aircraft are operated in a manner likely to cause the least disturbance in the areas surrounding the aerodrome. A noise track monitoring system is in operation.
- b) Only those aircraft meeting ICAO Chapter 4 criteria will be accepted. Contact Airport Director on +44 (0)1252-379007.
- c) Pilots are to adhere to the published noise abatement procedures at all times unless deviation is required to the extent necessary for avoiding immediate danger or to comply with ATC instructions.

### 2 GROUND RUNNING OF ENGINES

- a) The operation of APUs is not permitted between Mon-Fri 2230-0630 (2130-0530), excluding PH, and Sat, Sun and PH 2030-0730 (1930-0630). At all other times APUs can be operated for a maximum one hour after arrival on apron and one hour prior to departure.
- b) Ground running of engines at idle power may take place on aprons during airport operational hours, subject to ATC approval. Ground running of engines above idle power may only take place Mon-Fri 0900-1800 (0800-1700) excluding PH. At weekends and PH, ground running of engines above idle power may only take place between the hours of 1000-1800 (0900-1700) and is restricted to essential maintenance work only. All engine ground runs above idle will be carried out on Taxiway Zulu. ATC must be notified prior to commencement and on cessation of all engine ground runs. In addition, request for engine ground runs at weekends and PH must be made to Farnborough Airport Ops via email.

### 3 DEPARTURES

- a) General.
  - i. All departures are to use best rate of climb until at or above 3000 FT QNH. If the initial departure clearance involves levelling off below 3000 FT QNH, power settings used must not result in excessive noise levels at points on the ground underneath the flightpath, especially when climb is recommenced.
  - ii. Standard Instrument Departures as detailed in AD 2.EGLF-6-1 to AD 2.EGLF-6-2 comply with required Noise Preferential Routings. Noise Preferential Routings cease at 3.4 DME on Runway 24 and at 2.4 DME on Runway 06.
  - iii. Noise Preferential Routings are for all departing jet/turboprop aircraft, and all other aircraft of more than 2730 KG MTWA, unless otherwise instructed by ATC or unless deviations are required in the interests of safety.
  - iv. Noise Preferential Routings may be cancelled by ATC using the phrase 'cancel noise abatement'.
- b) Non SID Departure Noise Preferential Routings (NPRs) - Runway 06.
  - i. (All directions) Climb straight ahead to 2.4 DME, then turn on track or as instructed by ATC.
- c) Non SID Departure Noise Preferential Routings (NPRs) - Runway 24.
  - i. North - Climb straight ahead to 3.4 DME, then turn on track or as instructed by ATC.
  - ii. South - Climb straight ahead; after passing 1200 FT QNH fly ATC issued Radar heading. In the event an aircraft is departing without an ATC issued Radar heading (for example during Radar being unavailable) this is amended to climb straight ahead; at 2.4 DME or 1200 FT AMSL (whichever is sooner) turn left onto track 219° M or as directed by ATC. This is referred to by ATC as 'Noise Preferential Route South'. Crews should note that a **prompt** turn at 1200 FT QNH is essential in order to remain outside the Odiham ATZ and areas of gliding activity.

### 4 ARRIVALS

- a) ILS approaches are mandatory except when a non-precision or visual approach is provided or authorised by ATC. The use of the ILS glidepath, if radiating, is recommended for all approaches.
- b) All aircraft approaching to land or go-around from a visual or non-precision approach shall establish on final approach not below 1250 FT QNH (1000 FT AAL) and at not less than 3 NM from touchdown; thereafter aircraft shall follow a descent path which will not result in the aircraft being at any time lower than a 3.5° glidepath as indicated by the PAPIs or ILS unless authorised by Farnborough ATC.
- c) Aircraft commanders are requested to minimise noise disturbance in the areas overflown during final approach by conforming to low power, low drag procedures at all times. Additionally the requirements in AD 2.22 Flight Procedures, paragraph 1(a) must be complied with.
- d) To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust at all times, consistent with the safe operation of the aircraft. Where the use of reverse thrust is essential, the use of idle reverse thrust should be used in preference.



## EGLF AD 2.22 FLIGHT PROCEDURES

The following procedures may be modified for use during Farnborough International Ltd Airshow periods and will be notified by AIP Supplement and/or NOTAM.

### 1 PROCEDURES FOR IFR FLIGHTS VIA THE ATS ROUTE NETWORK TO AND FROM FARNBOROUGH

#### a) Procedures For Inbound Aircraft

- i. Aircraft inbound to Farnborough via the ATS Route Network that are compliant with and equipped to the RNAV 1 navigation standard must follow the appropriate Standard Arrival Routes (STAR) terminating at VEXUB as shown at AD 2-EGLF-7-1 to 7-2 (CPT 1V, KATHY 1V, ELDAX 1V & SOKDU 1V). Planning must be in accordance with the UK Standard Route Document (SRD) and UK Route Availability Document (RAD).
- ii. Aircraft inbound to Farnborough via the ATS Route Network that are compliant with and equipped to the RNAV 5 navigation standard must follow the appropriate Standard Arrival Routes (STAR) terminating at PEPIS as shown at AD 2-EGLF-7-3 to 7-4 (CPT 1P, ABSAV 1P & NOTGI 1P).
- iii. Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class E airspace between ASLAP and 3 NM West of HAZEL/within 7.5 NM of GWC. ATC will not provide notification to pilots of entry to or exit from Class E airspace when the aircraft is transitioning from a higher classification of airspace.
- iv. Instrument Approach Procedures are detailed at AD 2-EGLF-8-1 to 8-9.
- v. Nominal glide path 3.5° mandatory for ALL approaches including non-precision and visual.
- vi. **Loss of Communication Procedures**
  1. Aircraft inbound to Farnborough from the ATS route network issued with a STAR terminating at PEPIS (CPT 1P, ABSAV 1P, NOTGI 1P), should route to VEXUB via Initial Approach Procedures in AD 2-EGLF-7-9 RWY 06 and in AD 2-EGLF-7-10 RWY 24. Once at VEXUB, aircraft shall take up the hold for 10 minutes prior to carrying out the appropriate Instrument Approach Procedure as detailed in AD 2-EGLF 8-1, 8-2, 8-4, 8-5, 8-6 and 8-7.
  2. Aircraft inbound to Farnborough not via the ATS Route Network should route via VEXUB, to be level 3000 FT ALT at VEXUB. Once at VEXUB, aircraft shall take up the hold for 10 minutes prior to carrying out the appropriate Instrument Approach Procedure as detailed in AD 2-EGLF 8-1, 8-2, 8-4, 8-5, 8-6 and 8-7.
  3. Aircraft with a loss of communications in the missed approach phase should proceed to the VEXUB hold at 3000 FT. Once at VEXUB, aircraft shall take up the hold for 10 minutes prior to carrying out the appropriate Instrument Approach Procedure as detailed in AD 2-EGLF 8-1, 8-2, 8-4, 8-5, 8-6 and 8-7.
  4. IFR flights are expected to carry out the full Instrument Approach Procedure and not proceed visually.

#### vii. Loss of Radar at Farnborough

Due to the complex nature of the airspace in the vicinity of Farnborough, the use of Instrument Approach Procedures is dependent upon the availability of a Radar Service or ILS DME. In the event of Radar failure at Farnborough flights should proceed as directed by ATC.

#### b) Procedures For Outbound Aircraft

- i. Standard Instrument Departure Procedures are detailed at AD 2-EGLF-6-1 to AD 2-EGLF-6-2.
- ii. **Departure Speed Restriction:**

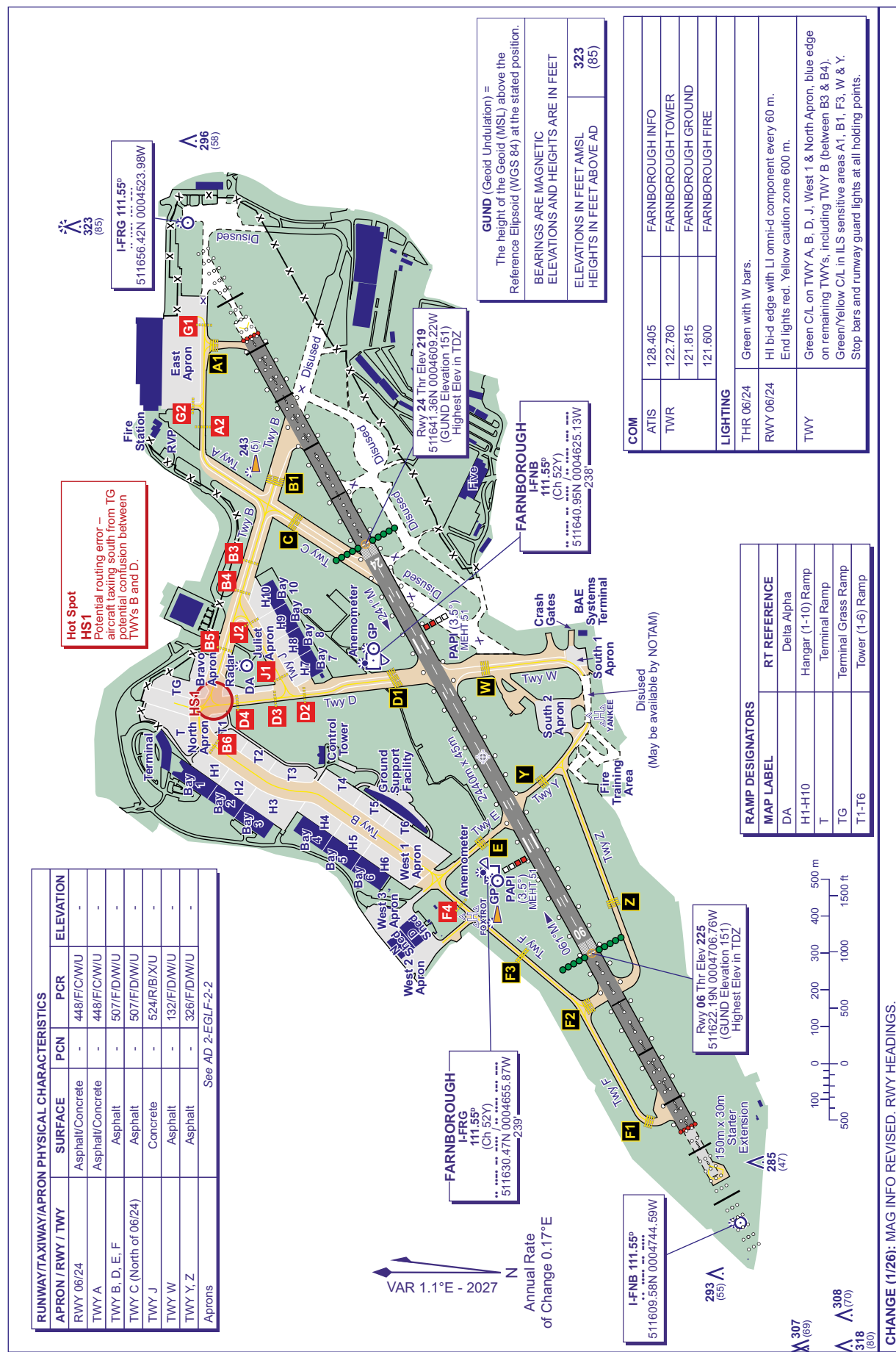
In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. Pilots are reminded that this phrase 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.
- iii. 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.
- iv. Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class E airspace between ASLAP and 3 NM west of HAZEL/within 7.5 NM of GWC. ATC will not provide notification to pilots of entry to or exit from Class E airspace when the aircraft is transitioning from a higher classification of airspace.

### 2 PROCEDURES FOR IFR FLIGHTS VIA THE ATS ROUTE NETWORK TO AND FROM DUNSFOLD, LASHAM AND ODIHAM

- a) In order to provide improved ATC handling of flights inbound to or outbound from these aerodromes via the ATS Route network a system of standard routes has been established and these are published in the UK Standard Route Document (SRD) which can be found here:

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

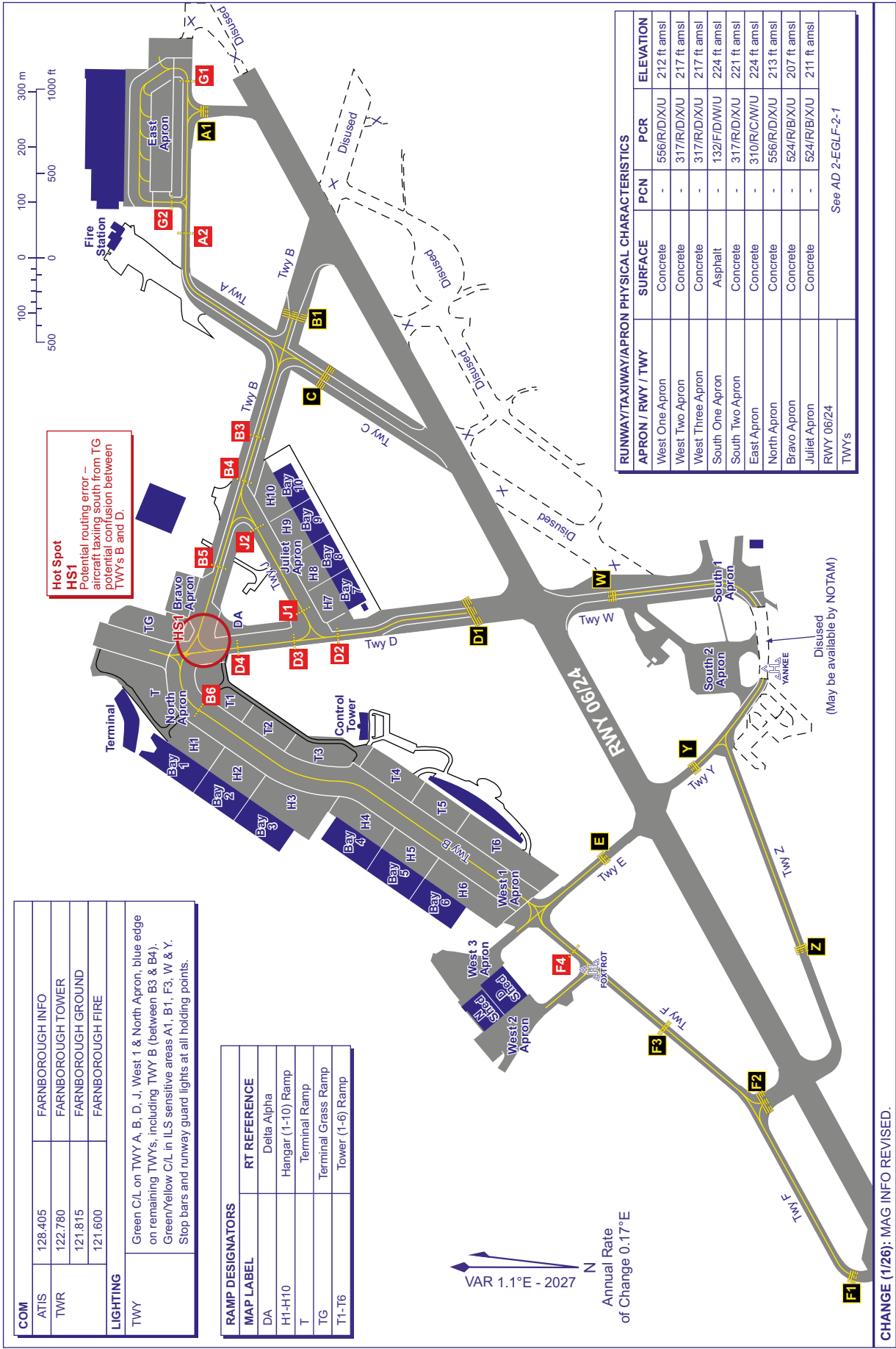
#### b) Warnings



AIRCRAFT PARKING/DOCKING  
CHART - ICAO

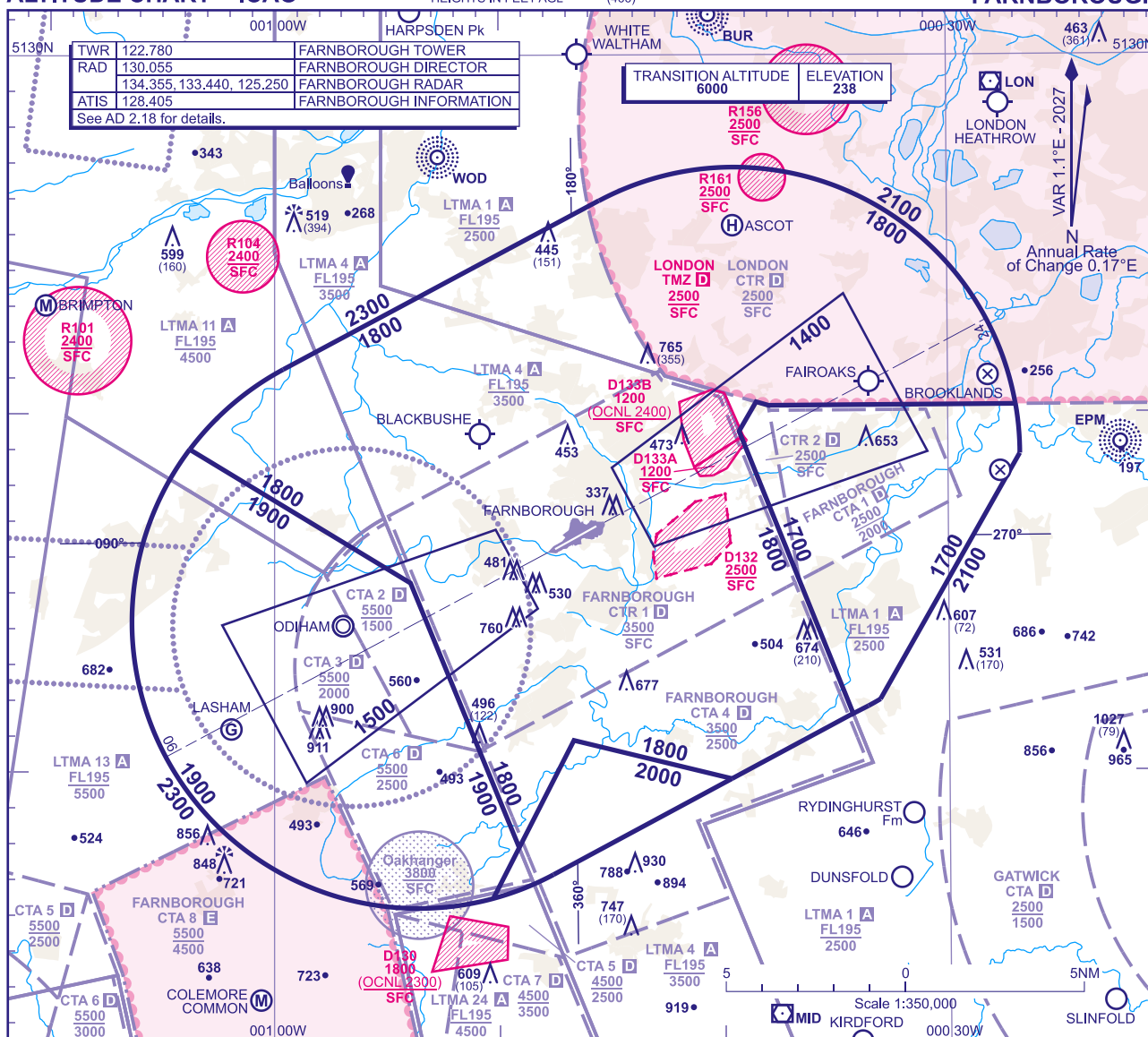
AD ELEV 238FT

FARNBOROUGH  
EGLF



ATC SURVEILLANCE MINIMUM  
ALTITUDE CHART - ICAOBEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ELEVATIONS IN FEET AMSL 794  
HEIGHTS IN FEET AGL (466)

FARNBOROUGH



## 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: 512020N 0003837W - 512013N 0003800W - 512014N 0002659W thence clockwise by an arc of a circle radius 8NM centred on 511853N 0003933W to 511851N 0002648W - 511200N 0003304W thence clockwise by an arc of a circle radius 8NM centred on 511853N 0003933W - 511149N 0003336W - 511136N 0003417W - 511930N 0003918W - 512020N 0003837W.
- 1800** in the sector defined by the lateral limits: 511901N 0010347W thence clockwise by an arc of a circle radius 8NM centred on 511412N 0005336W to 512115N 0005937W - 512557N 0004531W thence clockwise by an arc of a circle radius 8NM centred on 511853N 0003933W to 512014N 0002659W - 512013N 0003800W - 512020N 0003837W - 511930N 0003918W - 511136N 0003417W - 510948N 0003941W - 511053N 0004642W - 510754N 0004909W - 511517N 0005357W - 511901N 0010347W.
- 2000** in the sector defined by the lateral limits: 511053N 0004642W - 510948N 0003941W - 510709N 0004738W thence clockwise by an arc of a circle radius 8NM centred on 511412N 0005336W to 510629N 0005018W - 511053N 0004642W.
- 1900** in the sector defined by the lateral limits: 511901N 0010347W - 511517N 0005357W - 510754N 0004909W - 510629N 0005018W thence clockwise by an arc of a circle radius 8NM centred on 511412N 0005336W to 511901N 0010347W.

## OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

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

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

## LOSS OF COMMUNICATION PROCEDURES Caution: Oakhanger HIRTA; Avoid active Danger Areas at all times; Intense gliding activity at Lasham.

## Initial Approach

Continue visually or by means of ILS final approach procedure. If not possible proceed to **VEXUB at 3000** and carry out the appropriate ILS initial approach as detailed at AD-2-EGLF-7-9 or AD-2-EGLF-7-10 followed by the relevant Instrument Approach Procedure at AD-2-EGLF-8.

## Intermediate and Final Approach

Continue visually or by means of the appropriate Instrument Approach Procedure. If not possible see Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.

## GENERAL INFORMATION

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

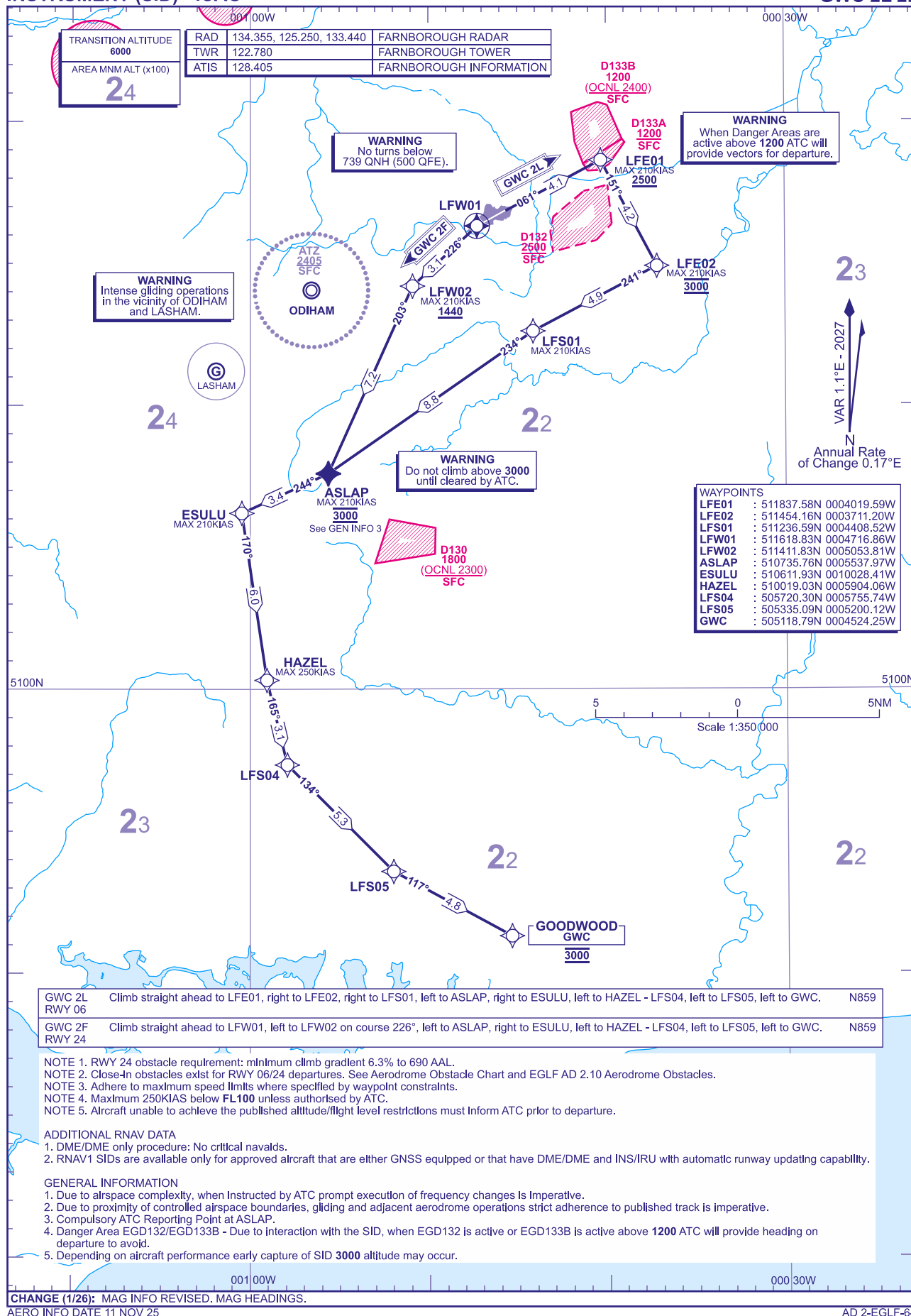
CHANGE (1/26): MAG INFO REVISED. RESTRICTED AREA EGR161 ADDED.

AERO INFO DATE 11 NOV 25

AD 2-EGLF-5-1

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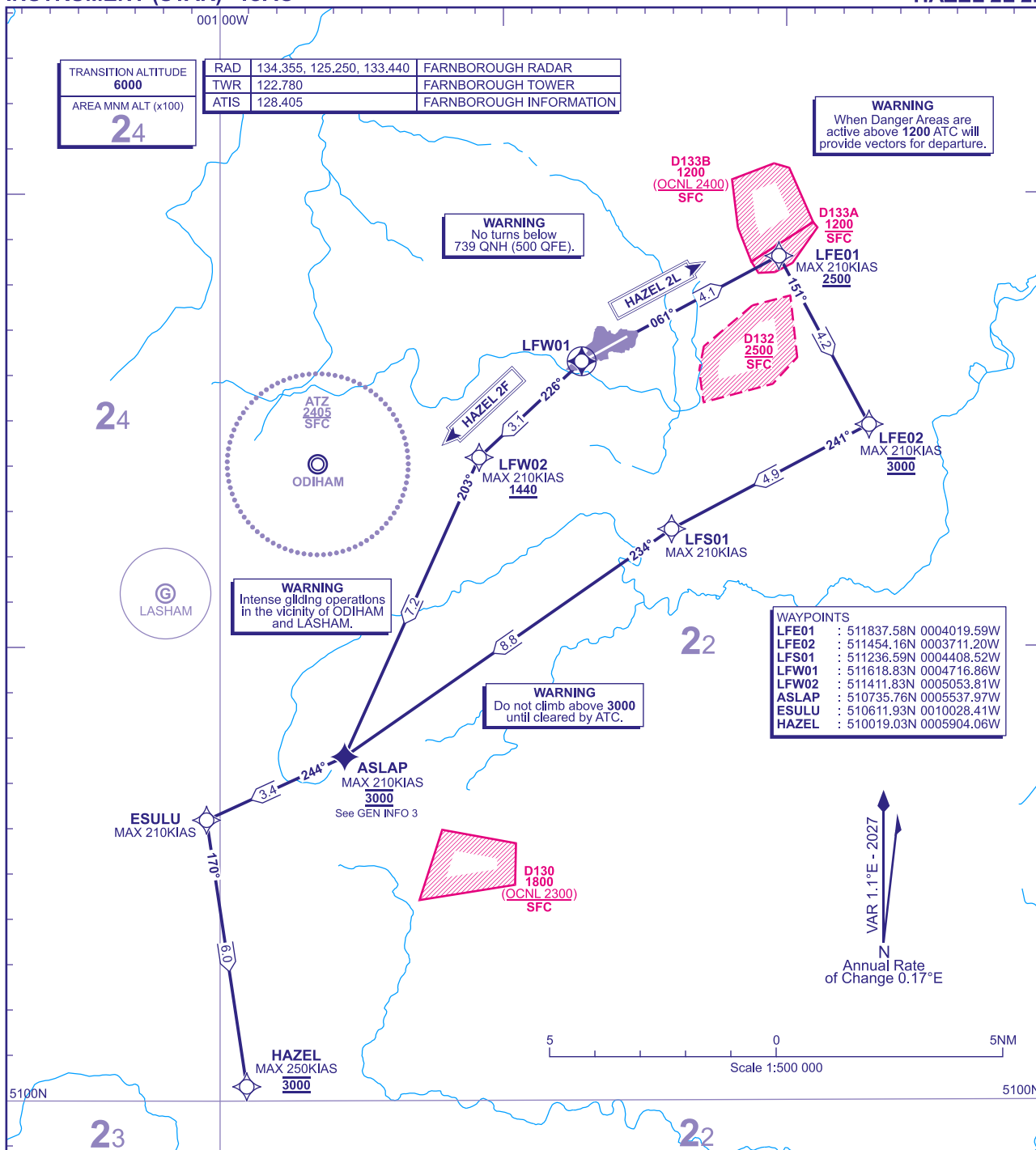
RNAV1 (DME/DME or GNSS)  
STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS IN FEETFARNBOROUGH  
RWY 06/24  
GWC 2L 2F



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

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

**FARNBOROUGH  
RWY 06/24  
HAZEL 2L 2F**



HAZEL 2L RWY 06	Climb straight ahead to LFE01, right to LFE02, right to LFS01 left to ASLAP, right to ESULU, left to HAZEL. L620
HAZEL 2F RWY 24	Climb straight ahead to LFW01, left to LFW02 on course 226°, left to ASLAP, right to ESULU, left to HAZEL. L620

- NOTE 1. RWY 24 obstacle requirement: minimum climb gradient 6.3% to 690 AAL.  
NOTE 2. Close-in obstacles exist for RWY 06/24 departures. See Aerodrome Obstacle Chart and EGLF AD 2.10 Aerodrome Obstacles.  
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.  
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.  
NOTE 5. Aircraft unable to achieve the published altitude/flight level restrictions must inform ATC prior to departure.

**ADDITIONAL RNAV DATA**

1. DME/DME only procedure: No critical nav aids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

**GENERAL INFORMATION**

1. Due to airspace complexity, when Instructed by ATC prompt execution of frequency changes is imperative.
2. Due to proximity of controlled airspace boundaries, gliding and adjacent aerodrome operations strict adherence to published track is imperative.
3. Compulsory ATC Reporting Point at ASLAP.
4. Danger Area EGD132/EGD133B - Due to interaction with the SID, when EGD132 is active or EGD133B is active above **1200** ATC will provide heading on departure to avoid.
5. Depending on aircraft performance early capture of SID **3000** altitude may occur.

**CHANGE (1/26): MAG INFO REVISED. MAG HEADINGS.**

AERO INFO DATE 11 NOV 25

AD 2-EGLF-6-2

## Standard Instrument Departure Coding Tables

I

## FARNBOROUGH Runway 06 GWC 2L

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
GWC2L	001	CA	-	-	-	061° (062.0°)	1.1	-	-	+739	-	RNAV1
GWC2L	002	CF	LFE01	511837.58N 0004019.59W	N	061° (062.0°)	1.1	4.1	RIGHT	+2500	-210	RNAV1
GWC2L	003	TF	LFE02	511454.16N 0003711.20W	N	151° (152.1°)	1.1	4.2	RIGHT	3000	-210	RNAV1
GWC2L	004	TF	LFS01	511236.59N 0004408.52W	N	241° (242.3°)	1.1	4.9	LEFT	-	-210	RNAV1
GWC2L	005	TF	ASLAP	510735.76N 0005537.97W	N	234° (235.3°)	1.1	8.8	RIGHT	3000	-210	RNAV1
GWC2L	006	TF	ESULU	510611.93N 0010028.41W	N	244° (245.4°)	1.1	3.4	LEFT	-	-210	RNAV1
GWC2L	007	TF	HAZEL	510019.03N 0005904.06W	N	170° (171.4°)	1.1	6.0	-	-	-250	RNAV1
GWC2L	008	TF	LFS04	505720.30N 0005755.74W	N	165° (166.4°)	1.1	3.1	LEFT	-	-	RNAV1
GWC2L	009	TF	LFS05	505335.09N 0005200.12W	N	134° (135.0°)	1.1	5.3	LEFT	-	-	RNAV1
GWC2L	010	TF	GWC	505118.79N 0004524.25W	N	117° (118.5°)	1.1	4.8	-	3000	-	RNAV1

## FARNBOROUGH Runway 24 GWC 2F

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
GWC2F	001	CF	LFW01	511618.83N 0004716.86W	Y	241° (242.0°)	1.1	-	-	-	-	RNAV1
GWC2F	002	CA	-	-	N	241° (242.0°)	1.1	-	-	+739	-	RNAV1
GWC2F	003	CF	LFW02	511411.83N 0005053.81W	N	226° (227.0°)	1.1	3.1	LEFT	+1440	-210	RNAV1
GWC2F	004	TF	ASLAP	510735.76N 0005537.97W	N	203° (204.3°)	1.1	7.2	RIGHT	3000	-210	RNAV1
GWC2F	005	TF	ESULU	510611.93N 0010028.41W	N	244° (245.4°)	1.1	3.4	LEFT	-	-210	RNAV1
GWC2F	006	TF	HAZEL	510019.03N 0005904.06W	N	170° (171.4°)	1.1	6.0	-	-	-250	RNAV1
GWC2F	007	TF	LFS04	505720.30N 0005755.74W	N	165° (166.4°)	1.1	3.1	LEFT	-	-	RNAV1
GWC2F	008	TF	LFS05	505335.09N 0005200.12W	N	134° (135.0°)	1.1	5.3	LEFT	-	-	RNAV1
GWC2F	009	TF	GWC	505118.79N 0004524.25W	N	117° (118.5°)	1.1	4.8	-	3000	-	RNAV1

Standard Instrument Departure Coding Tables

FARNBOROUGH Runway 06 HAZEL 2L

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
HAZEL2L	001	CA	-	-	N	061° (062.0°)	1.1	-	-	+739	-	RNAV1
HAZEL2L	002	CF	LFE01	511837.58N 0004019.59W	N	061° (062.0°)	1.1	4.1	RIGHT	+2500	-210	RNAV1
HAZEL2L	003	TF	LFE02	511454.16N 0003711.20W	N	151° (152.1°)	1.1	4.2	RIGHT	3000	-210	RNAV1
HAZEL2L	004	TF	LFS01	511236.59N 0004408.52W	N	241° (242.3°)	1.1	4.9	LEFT	-	-210	RNAV1
HAZEL2L	005	TF	ASLAP	510735.76N 0005537.97W	N	234° (235.3°)	1.1	8.8	RIGHT	3000	-210	RNAV1
HAZEL2L	006	TF	ESULU	510611.93N 0010028.41W	N	244° (245.4°)	1.1	3.4	LEFT	-	-210	RNAV1
HAZEL2L	007	TF	HAZEL	510019.03N 0005904.06W	N	170° (171.4°)	1.1	6.0	-	3000	-250	RNAV1

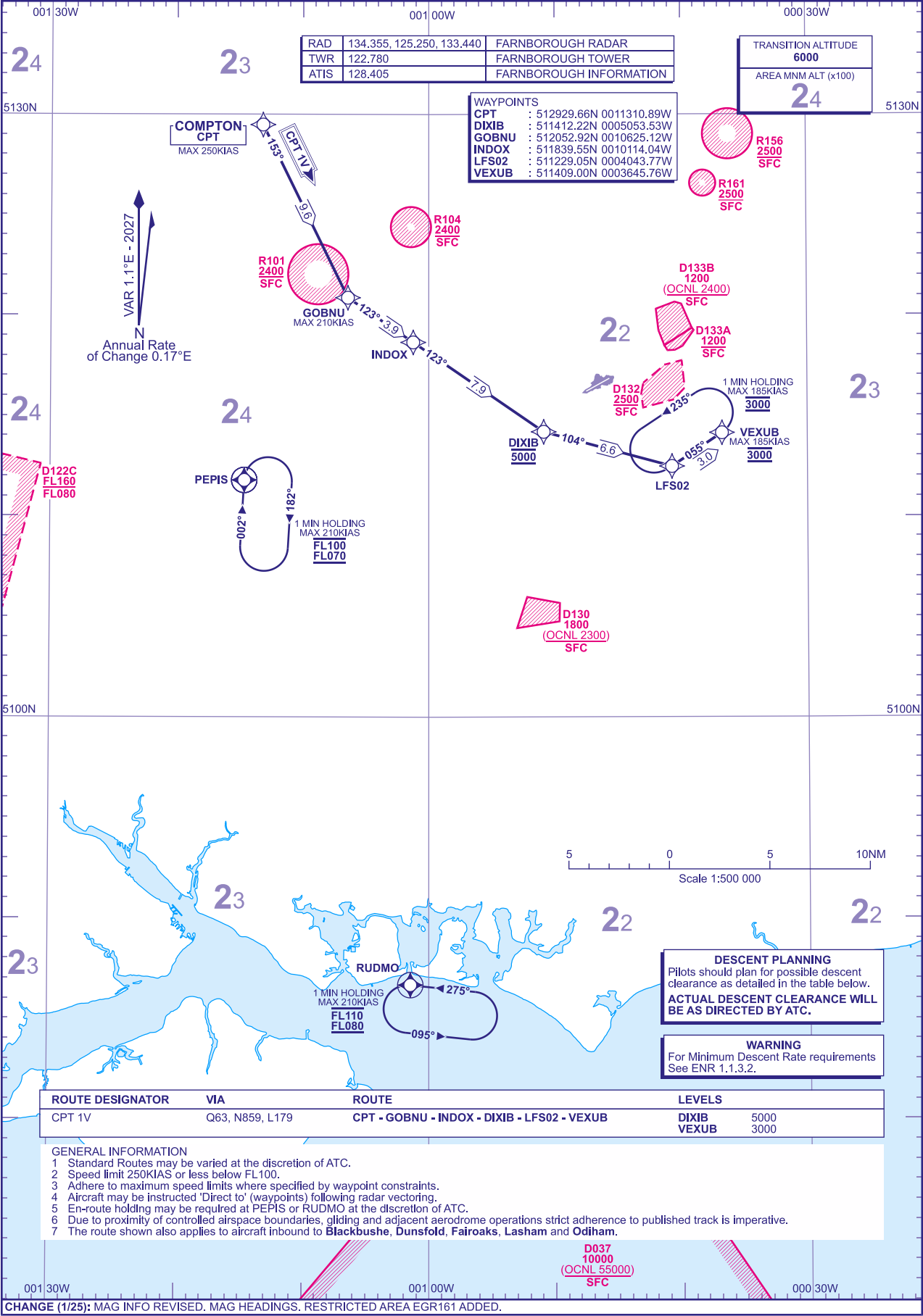
FARNBOROUGH Runway 24 HAZEL 2F

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
HAZEL2F	001	CF	LFW01	511618.83N 0004716.86W	Y	241° (242.0°)	1.1	-	-	-	-	RNAV1
HAZEL2F	002	CA	-	-	-	241° (242.0°)	1.1	-	-	+739	-	RNAV1
HAZEL2F	003	CF	LFW02	511411.83N 0005053.81W	N	226° (227.0°)	1.1	3.1	LEFT	+1440	-210	RNAV1
HAZEL2F	004	TF	ASLAP	510735.76N 0005537.97W	N	203° (204.3°)	1.1	7.2	RIGHT	3000	-210	RNAV1
HAZEL2F	005	TF	ESULU	510611.93N 0010028.41W	N	244° (245.4°)	1.1	3.4	LEFT	-	-210	RNAV1
HAZEL2F	006	TF	HAZEL	510019.03N 0005904.06W	N	170° (171.4°)	1.1	6.0	-	3000	-250	RNAV1

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

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

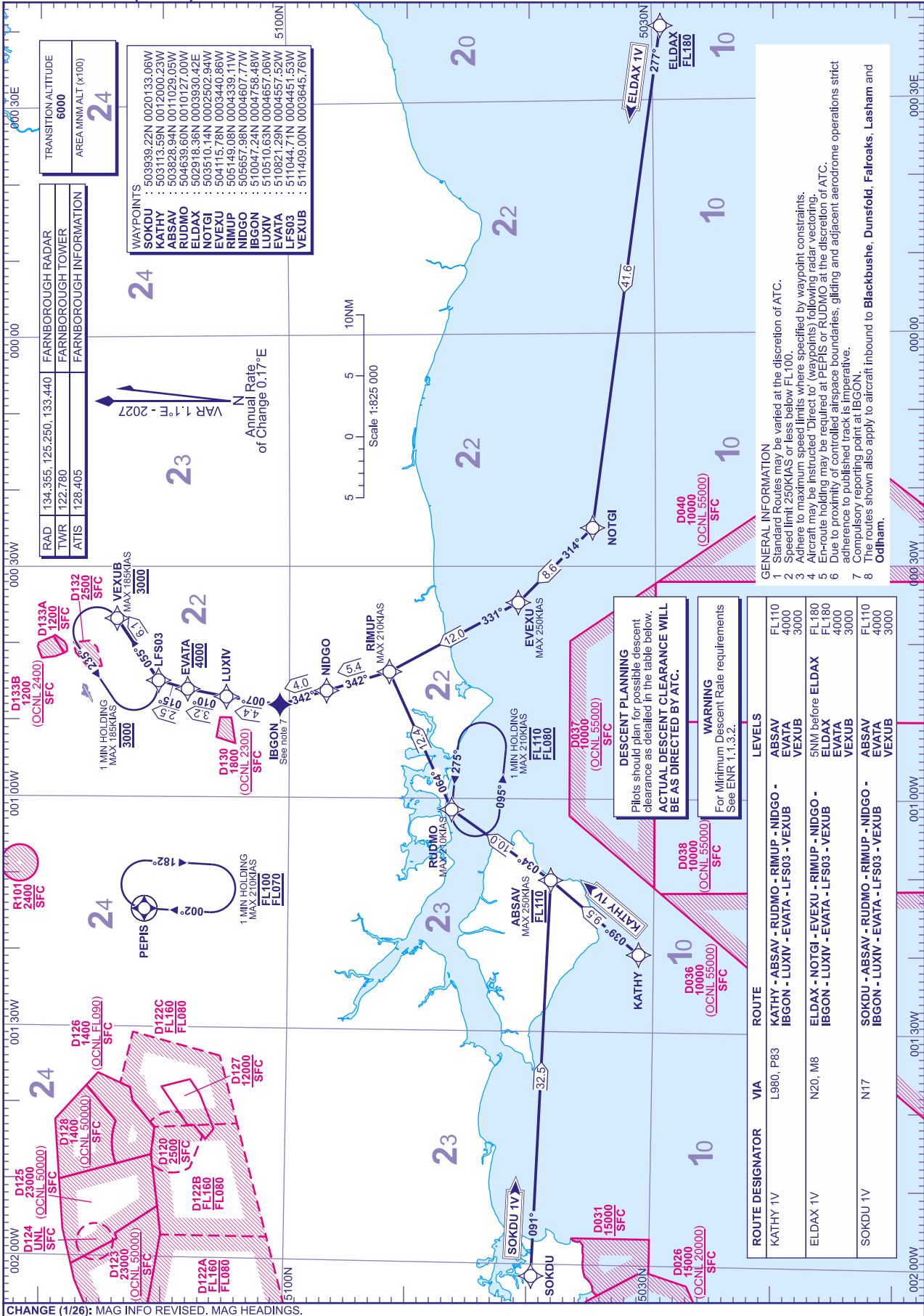
FARNBOROUGH  
CPT 1V



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

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

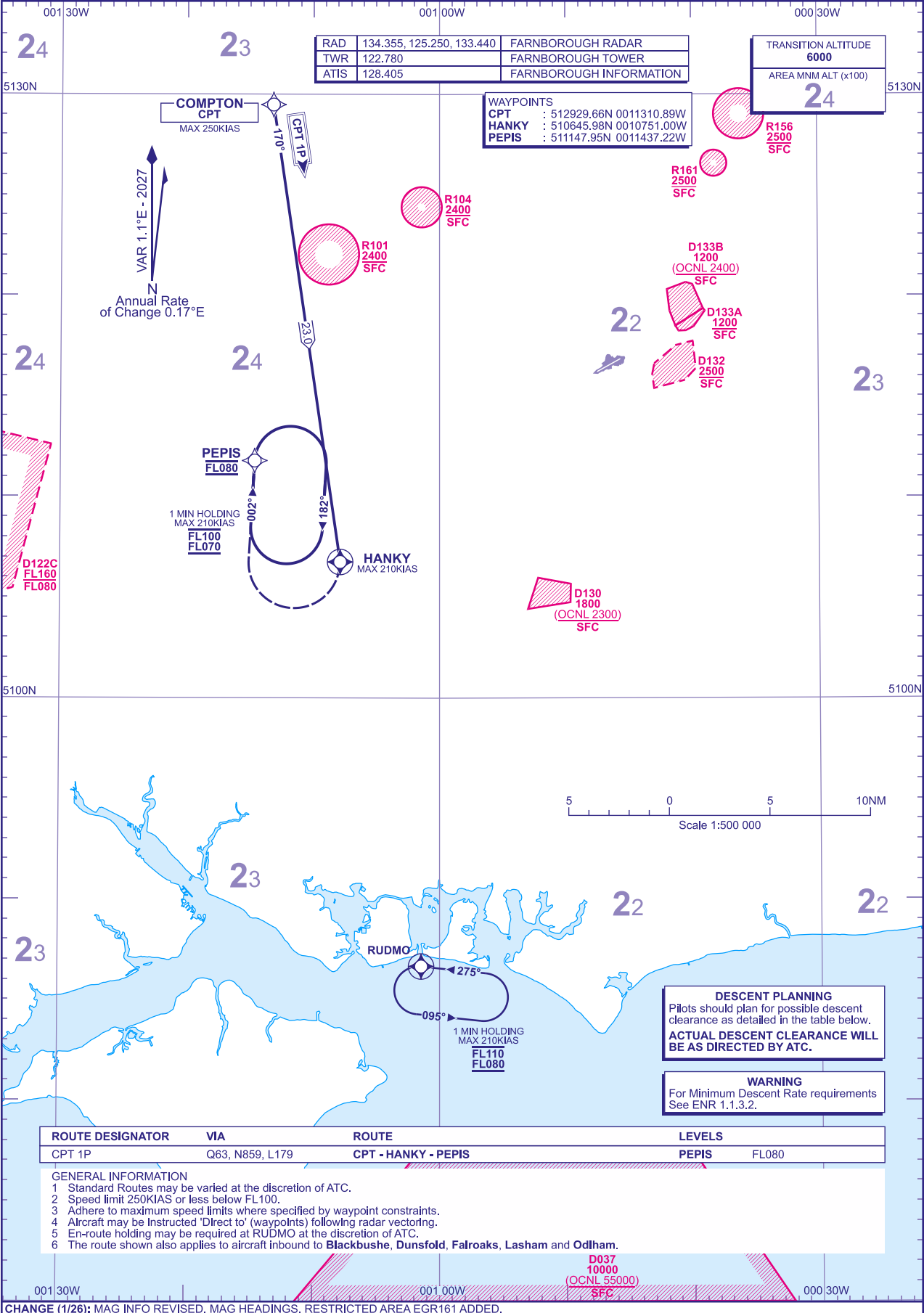
FARNBOROUGH  
KATHY 1V ELDAX 1V SOKDU 1V



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

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

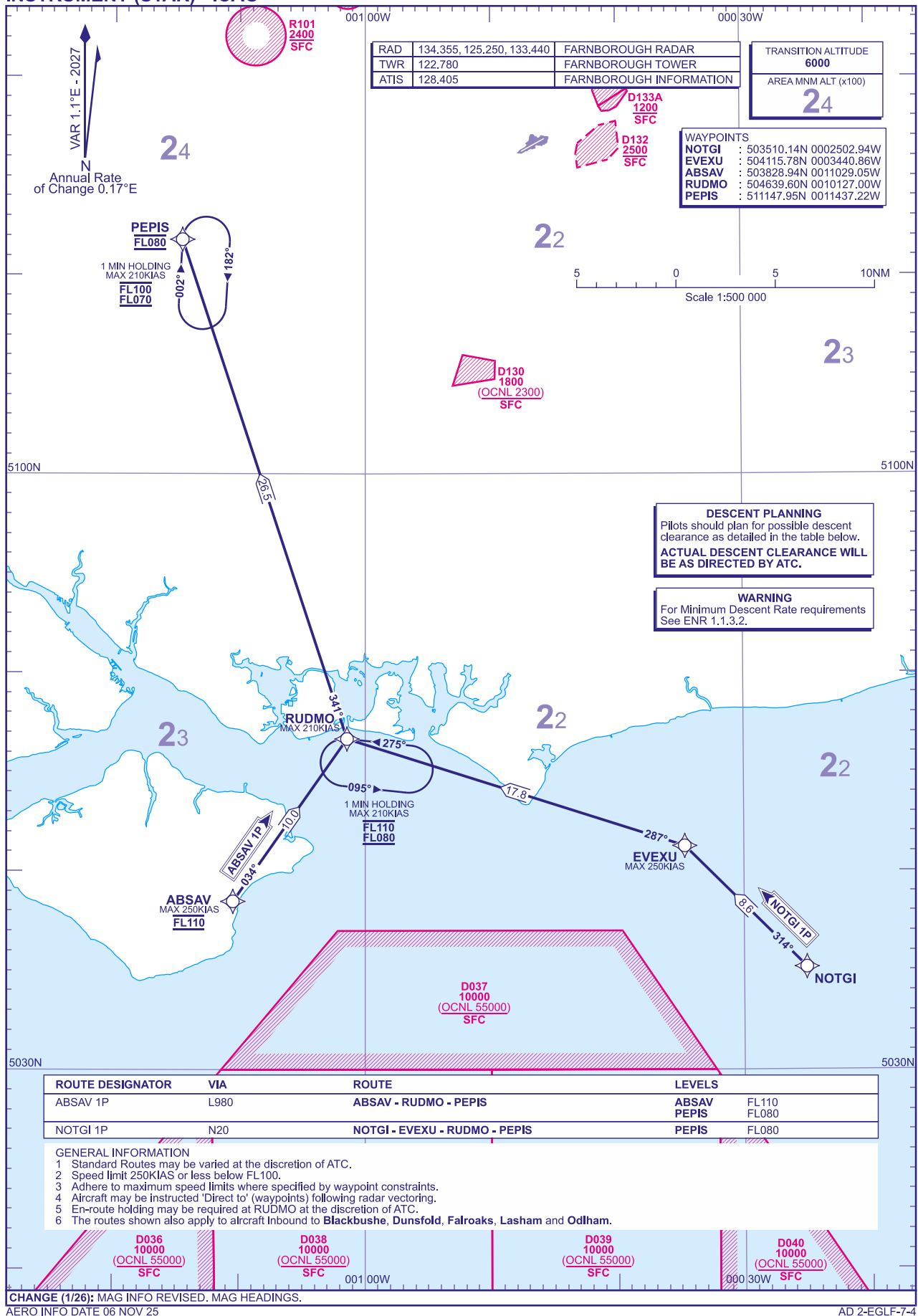
FARNBOROUGH  
CPT 1P





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

**FARNBOROUGH**  
**ABSAV 1P NOTGI 1P**



## Standard Instrument Arrival Coding Tables

## FARNBOROUGH CPT 1V

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
CPT1V	001	IF	CPT	512929.66N 0011310.89W	N	-	-	-	-	-	-250	RNAV1
CPT1V	002	TF	GOBNU	512052.92N 0010625.12W	N	153° (153.8°)	1.1	9.6	LEFT	-	-210	RNAV1
CPT1V	003	TF	INDOX	511839.55N 0010114.04W	N	123° (124.4°)	1.1	3.9	-	-	-210	RNAV1
CPT1V	004	TF	DIXIB	511412.22N 0005053.53W	N	123° (124.4°)	1.1	7.9	LEFT	5000	-210	RNAV1
CPT1V	005	TF	LFS02	511229.05N 0004043.77W	N	104° (105.0°)	1.1	6.6	LEFT	-	-210	RNAV1
CPT1V	006	TF	VEXUB	511409.00N 0003645.76W	N	055° (056.2°)	1.1	3.0	-	3000	-185	RNAV1

## FARNBOROUGH KATHY 1V

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
KATHY1V	001	IF	KATHY	503113.59N 0012000.23W	N	-	-	-	-	-	-	RNAV1
KATHY1V	002	TF	ABSAV	503828.94N 0011029.05W	N	039° (039.8°)	1.1	9.5	LEFT	FL110	-250	RNAV1
KATHY1V	003	TF	RUDMO	504639.60N 0010127.00W	N	034° (035.0°)	1.1	10.0	RIGHT	-	-210	RNAV1
KATHY1V	004	TF	RIMUP	505149.08N 0004339.11W	N	064° (065.3°)	1.1	12.4	LEFT	-	-210	RNAV1
KATHY1V	005	TF	NIDGO	505657.98N 0004607.77W	N	342° (343.1°)	1.1	5.4	-	-	-210	RNAV1
KATHY1V	006	TF	IBGON	510047.24N 0004758.48W	N	342° (343.1°)	1.1	4.0	RIGHT	-	-210	RNAV1
KATHY1V	007	TF	LUXIV	510510.63N 0004657.06W	N	007° (008.4°)	1.1	4.4	RIGHT	-	-210	RNAV1
KATHY1V	008	TF	EVATA	510821.29N 0004557.52W	N	010° (011.1°)	1.1	3.2	RIGHT	4000	-210	RNAV1
KATHY1V	009	TF	LFS03	511044.71N 0004451.53W	N	015° (016.1°)	1.1	2.5	RIGHT	-	-210	RNAV1
KATHY1V	010	TF	VEXUB	511409.00N 0003645.76W	N	055° (056.1°)	1.1	6.1	-	3000	-185	RNAV1

Standard Instrument Arrival Coding Tables

FARNBOROUGH ELDAX 1V

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ELDAX1V	001	IF	ELDAX	502918.36N 0003930.42E	N	-	-	-	-	FL180	-	RNAV1
ELDAX1V	002	TF	NOTGI	503510.14N 0002502.94W	N	277° (278.5°)	1.1	41.6	RIGHT	-	-	RNAV1
ELDAX1V	003	TF	EVEXU	504115.78N 0003440.86W	N	314° (314.9°)	1.1	8.6	RIGHT	-	-250	RNAV1
ELDAX1V	004	TF	RIMUP	505149.08N 0004339.11W	N	331° (331.7°)	1.1	12.0	RIGHT	-	-210	RNAV1
ELDAX1V	005	TF	NIDGO	505657.98N 0004607.77W	N	342° (343.1°)	1.1	5.4	-	-	-210	RNAV1
ELDAX1V	006	TF	IBGON	510047.24N 0004758.48W	N	342° (343.1°)	1.1	4.0	RIGHT	-	-210	RNAV1
ELDAX1V	007	TF	LUXIV	510510.63N 0004657.06W	N	007° (008.4°)	1.1	4.4	RIGHT	-	-210	RNAV1
ELDAX1V	008	TF	EVATA	510821.29N 0004557.52W	N	010° (011.1°)	1.1	3.2	RIGHT	4000	-210	RNAV1
ELDAX1V	009	TF	LFS03	511044.71N 0004451.53W	N	015° (016.1°)	1.1	2.5	RIGHT	-	-210	RNAV1
ELDAX1V	010	TF	VEXUB	511409.00N 0003645.76W	N	055° (056.1°)	1.1	6.1	-	3000	-185	RNAV1

FARNBOROUGH SOKDU 1V

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SOKDU1V	001	IF	SOKDU	503939.22N 0020133.06W	N	-	-	-	-	-	-	RNAV1
SOKDU1V	002	TF	ABSAV	503828.94N 0011029.05W	N	091° (091.7°)	1.1	32.5	LEFT	FL110	-250	RNAV1
SOKDU1V	003	TF	RUDMO	504639.60N 0010127.00W	N	034° (035.0°)	1.1	10.0	RIGHT	-	-210	RNAV1
SOKDU1V	004	TF	RIMUP	505149.08N 0004339.11W	N	064° (065.3°)	1.1	12.4	LEFT	-	-210	RNAV1
SOKDU1V	005	TF	NIDGO	505657.98N 0004607.77W	N	342° (343.1°)	1.1	5.4	-	-	-210	RNAV1
SOKDU1V	006	TF	IBGON	510047.24N 0004758.48W	N	342° (343.1°)	1.1	4.0	RIGHT	-	-210	RNAV1
SOKDU1V	007	TF	LUXIV	510510.63N 0004657.06W	N	007° (008.4°)	1.1	4.4	RIGHT	-	-210	RNAV1
SOKDU1V	008	TF	EVATA	510821.29N 0004557.52W	N	010° (011.1°)	1.1	3.2	RIGHT	4000	-210	RNAV1
SOKDU1V	009	TF	LFS03	511044.71N 0004451.53W	N	015° (016.1°)	1.1	2.5	RIGHT	-	-210	RNAV1
SOKDU1V	010	TF	VEXUB	511409.00N 0003645.76W	N	055° (056.1°)	1.1	6.1	-	3000	-185	RNAV1

## Standard Instrument Arrival Coding Tables

## FARNBOROUGH ABSAV 1P

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ABSAV1P	001	IF	ABSAV	503828.94N 0011029.05W	N	-	-	-	-	FL110	-250	RNAV5
ABSAV1P	002	TF	RUDMO	504639.60N 0010127.00W	N	034° (035.0°)	1.1	10.0	LEFT	-	-210	RNAV5
ABSAV1P	003	TF	PEPIS	511147.95N 0011437.22W	N	341° (341.8°)	1.1	26.5	-	FL080	-	RNAV5

## FARNBOROUGH CPT 1P

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
CPT1P	001	IF	CPT	512929.66N 0011310.89W	N	-	-	-	-	-	-250	RNAV5
CPT1P	002	TF	HANKY	510645.98N 0010751.00W	Y	170° (171.6°)	1.1	23.0	RIGHT	-	-210	RNAV5
CPT1P	003	CF	PEPIS	511147.95N 0011437.22W	N	002° (003.5°)	1.1	-	-	FL080	-	RNAV5

## FARNBOROUGH NOTGI 1P

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
NOTGI1P	001	IF	NOTGI	503510.14N 0002502.94W	N	-	-	-	-	-	-	RNAV5
NOTGI1P	002	TF	EVEXU	504115.78N 0003440.86W	N	314° (314.9°)	1.1	8.6	LEFT	-	-250	RNAV5
NOTGI1P	003	TF	RUDMO	504639.60N 0010127.00W	N	287° (287.8°)	1.1	17.9	RIGHT	-	-210	RNAV5
NOTGI1P	004	TF	PEPIS	511147.95N 0011437.22W	N	341° (341.8°)	1.1	26.5	-	FL080	-	RNAV5

RNAV Hold Coding Tables

FARNBOROUGH PEPIS Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
PEPIS	-	-	PEPIS	511147.95N 0011437.22W	Y	002° (003.5°)	1.1	1 MIN	RIGHT	-FL100 +FL070	-210	RNAV5

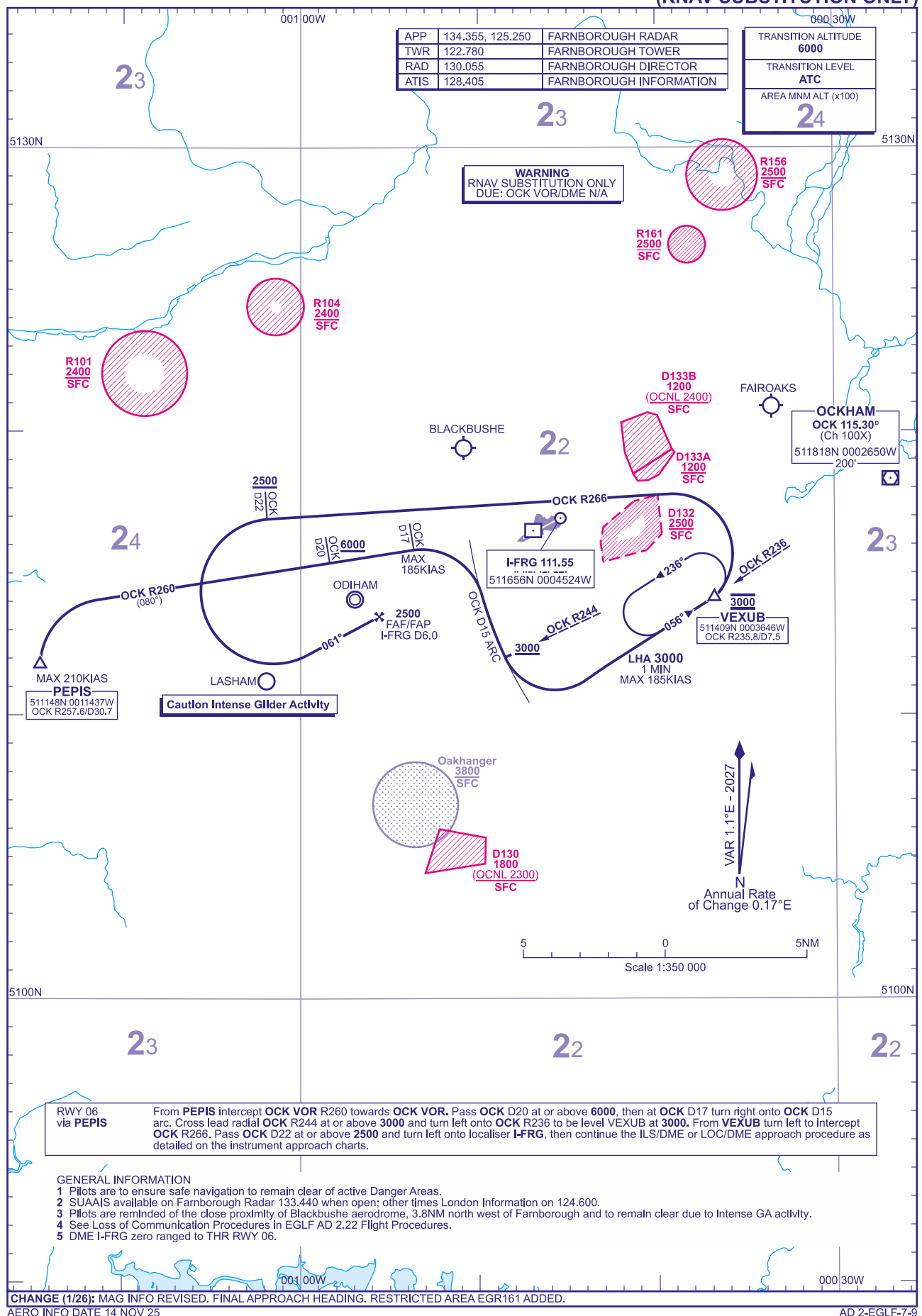
FARNBOROUGH VEXUB Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
VEXUB	-	-	VEXUB	511409.00N 0003645.76W	Y	055° (056.3°)	1.1	1 MIN	LEFT	3000	-185	RNAV1

FARNBOROUGH RUDMO Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
RUDMO	-	-	RUDMO	504639.60N 0010127.00W	Y	275° (275.9°)	1.1	1 MIN	LEFT	-FL110 +FL080	-210	RNAV5

**FARNBOROUGH**  
**via PEPIS**  
**(RNAV SUBSTITUTION ONLY)**



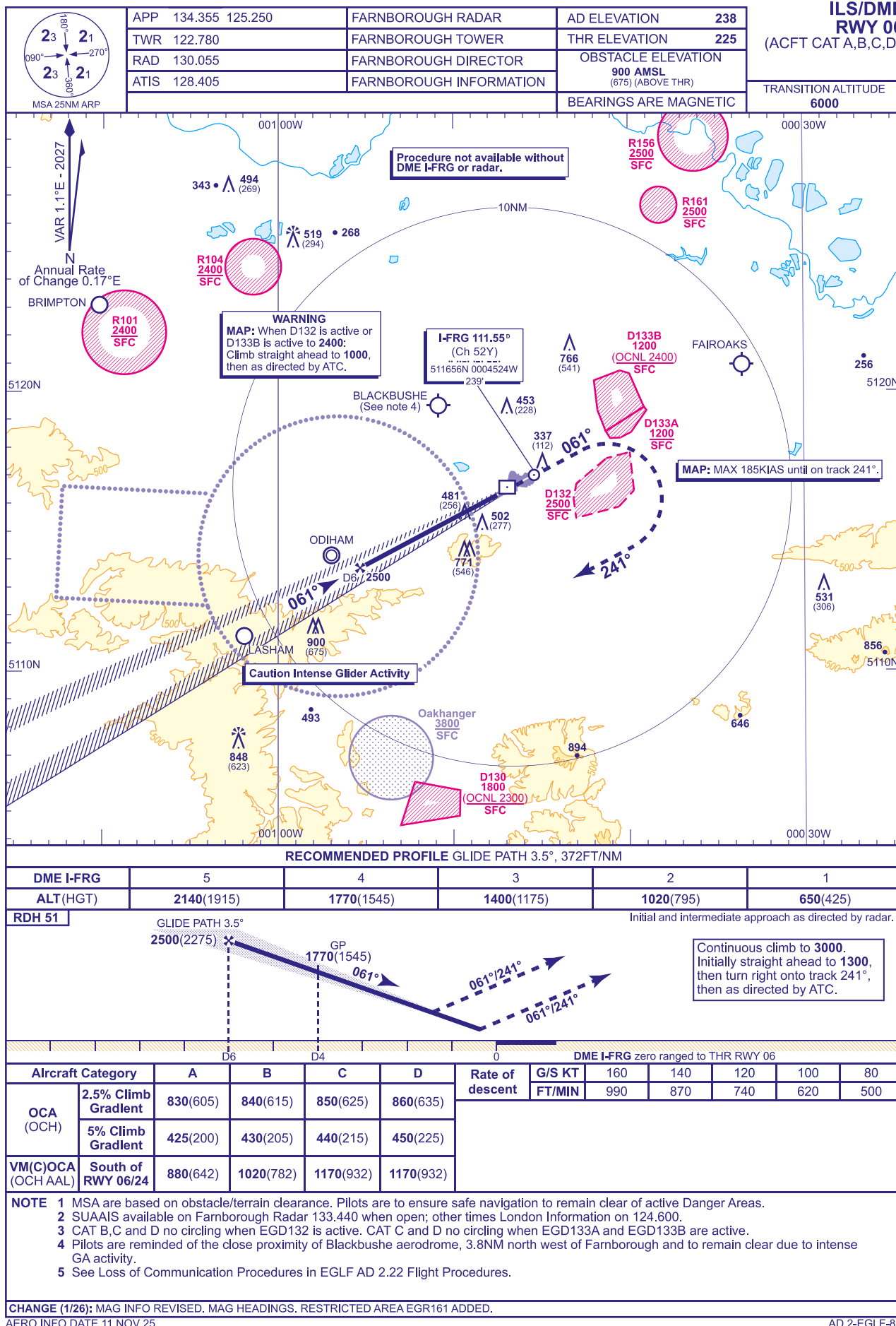


DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS IN FEET

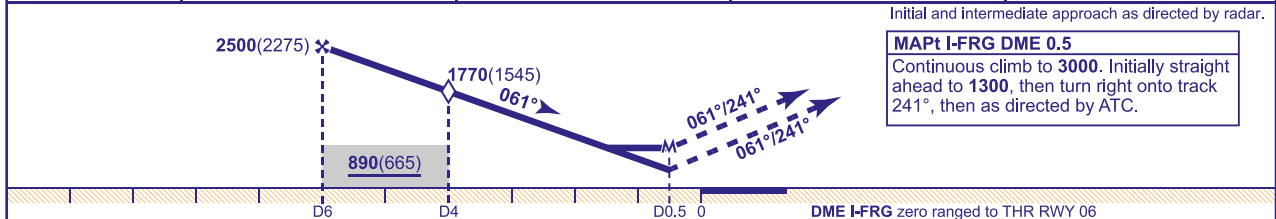
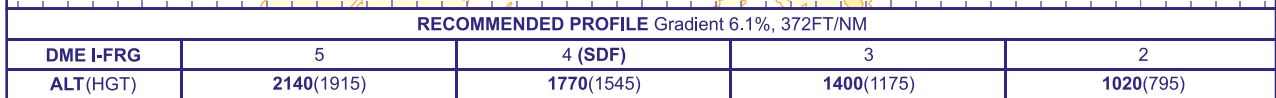
## (RNAV SUBSTITUTION ONLY)



## INSTRUMENT APPROACH CHART - ICAO

**FARNBOROUGH**  
**ILS/DME**  
**RWY 06**  
(ACFT CAT A,B,C,D)

**FARNBOROUGH  
LOC/DME  
RWY 06  
(ACFT CAT A,B,C,D)**



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	2.5% Climb Gradient	890(665)	890(665)	890(665)	890(665)		FT/MIN	990	870	740	620	500
	5% Climb Gradient	750(525)	750(525)	750(525)	750(525)							
VM(C)OCA (OCH AAL)	South of RWY 06/24	880(642)	1020(782)	1170(932)	1170(932)							

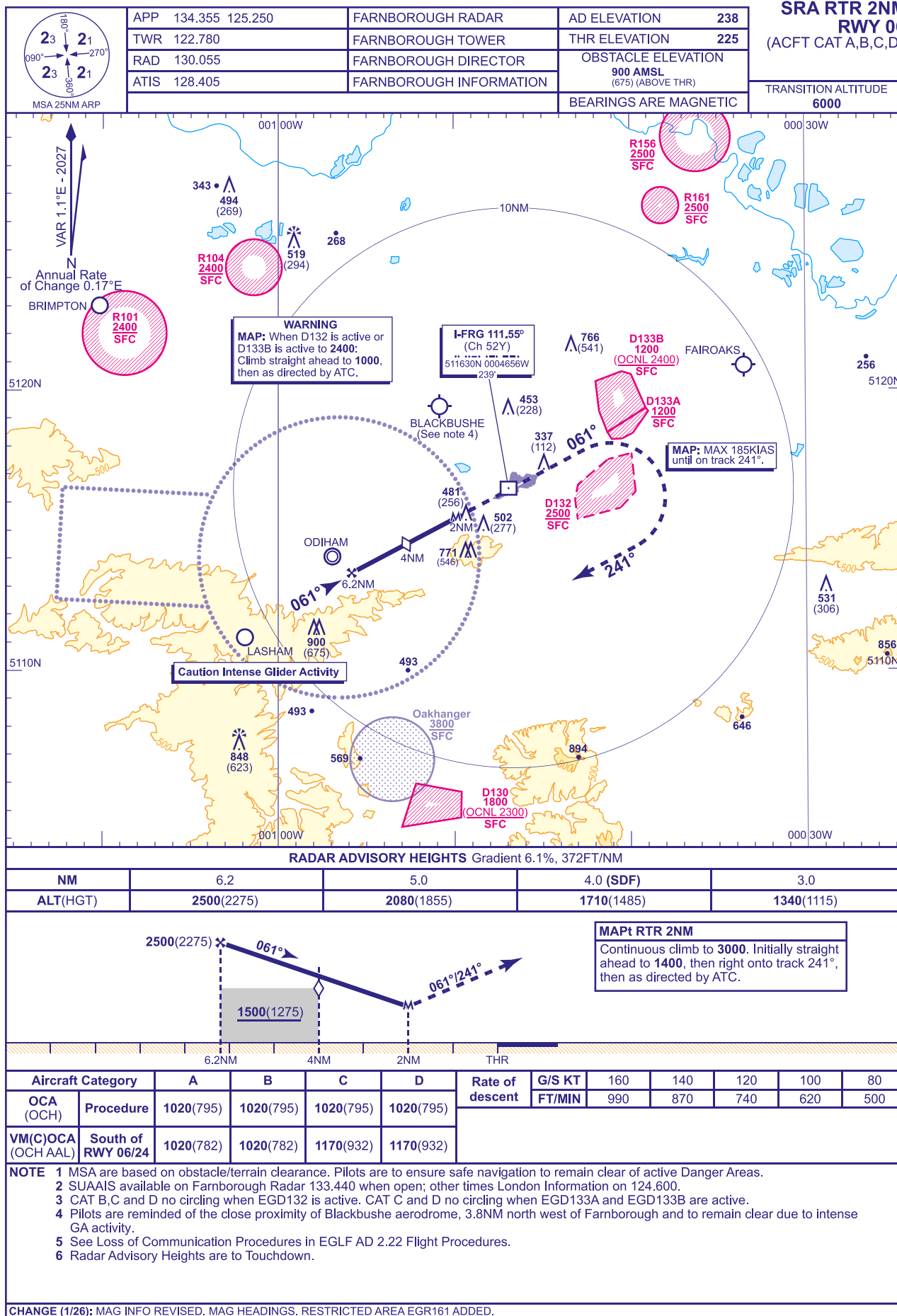
<b>NOTE</b>	<p>1 No turns before MAPt.</p> <p>2 MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.</p> <p>3 SUA/AIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.</p> <p>4 CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.</p> <p>5 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to intense GA activity.</p> <p>6 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.</p>	
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CHANGE (1/26): MAG INFO REVISED. MAG HEADINGS. RESTRICTED AREA EGR161 ADDED.

AERO INFO DATE 11 NOV 25

AD 2-EGLF-8-2

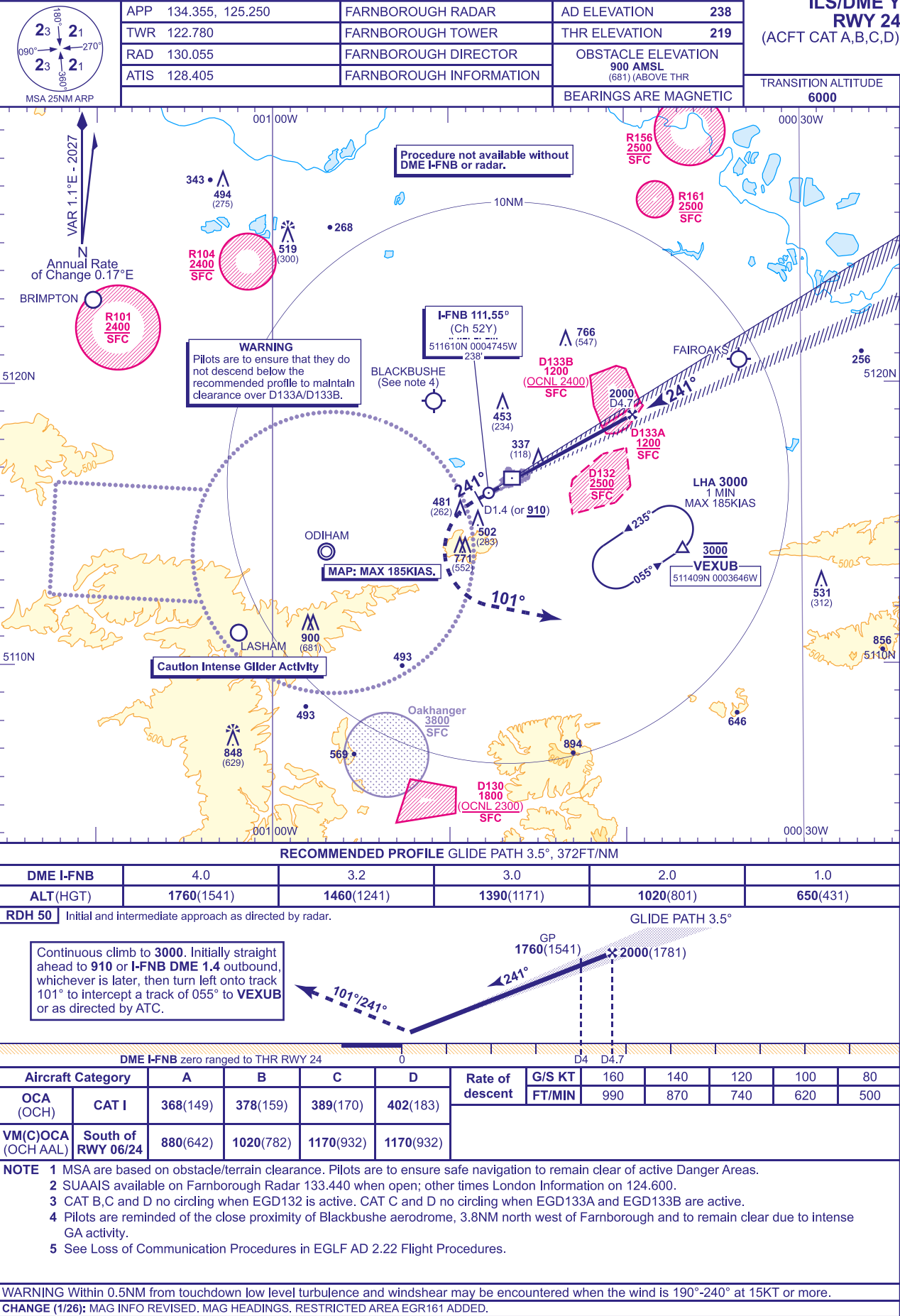
## INSTRUMENT APPROACH CHART - ICAO

**FARNBOROUGH**  
**SRA RTR 2NM**  
**RWY 06**  
(ACFT CAT A,B,C,D)

AD 2-EGLF-8-3

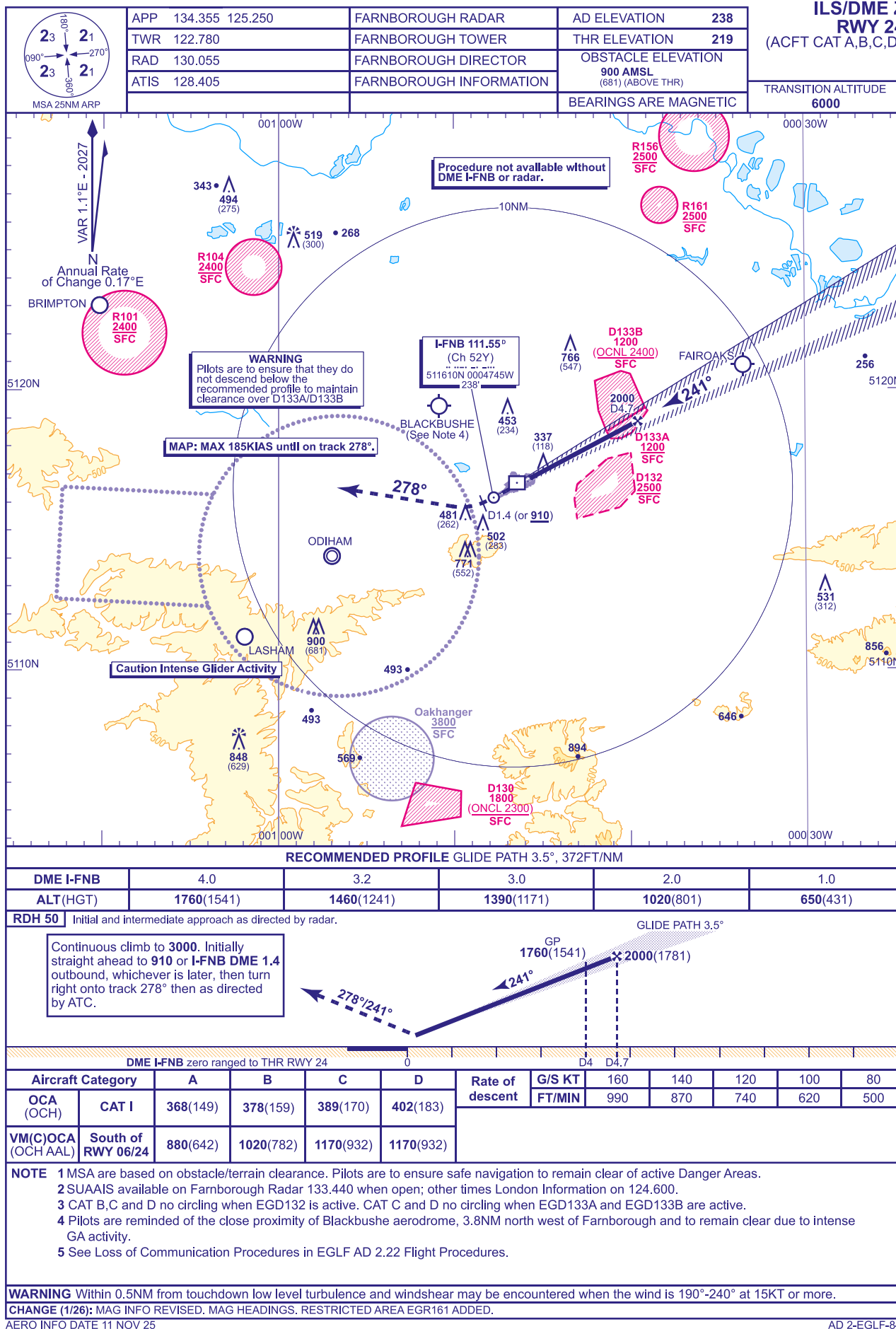
INSTRUMENT APPROACH CHART - ICAO

FARNBOROUGH  
ILS/DME Y  
RWY 24  
(ACFT CAT A,B,C,D)





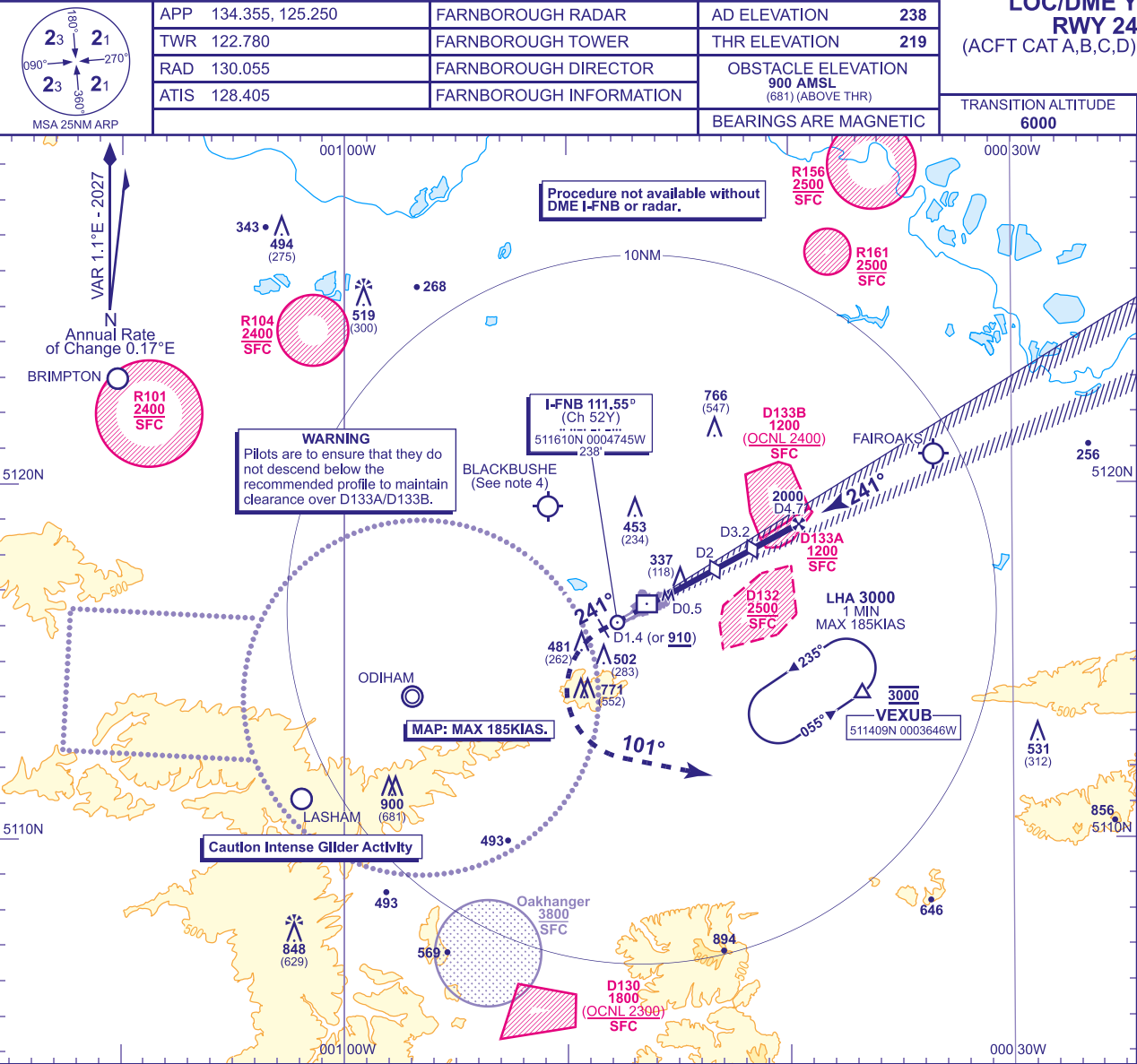
## INSTRUMENT APPROACH CHART - ICAO

**FARNBOROUGH**  
**ILS/DME Z**  
**RWY 24**  
(ACFT CAT A,B,C,D)



INSTRUMENT APPROACH CHART - ICAO

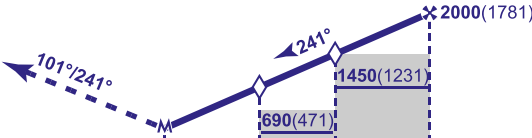
FARNBOROUGH  
LOC/DME Y  
RWY 24  
(ACFT CAT A,B,C,D)



RECOMMENDED PROFILE Gradient 6.1%, 372FT/NM					
DME I-FNB	4.0	3.2 (SDF)	3.0	2.0 (SDF)	1.0
ALT(HGT)	1760(1541)	1460(1241)	1390(1171)	1020(801)	650(431)

Initial and intermediate approach as directed by radar.

**MAPt I-FNB DME 0.5**  
Continuous climb to 3000. Initially straight ahead to 910 or I-FNB DME 1.4 outbound, whichever is later, then turn left onto track 101° to intercept a track of 055° to VEXUB or as directed by ATC.

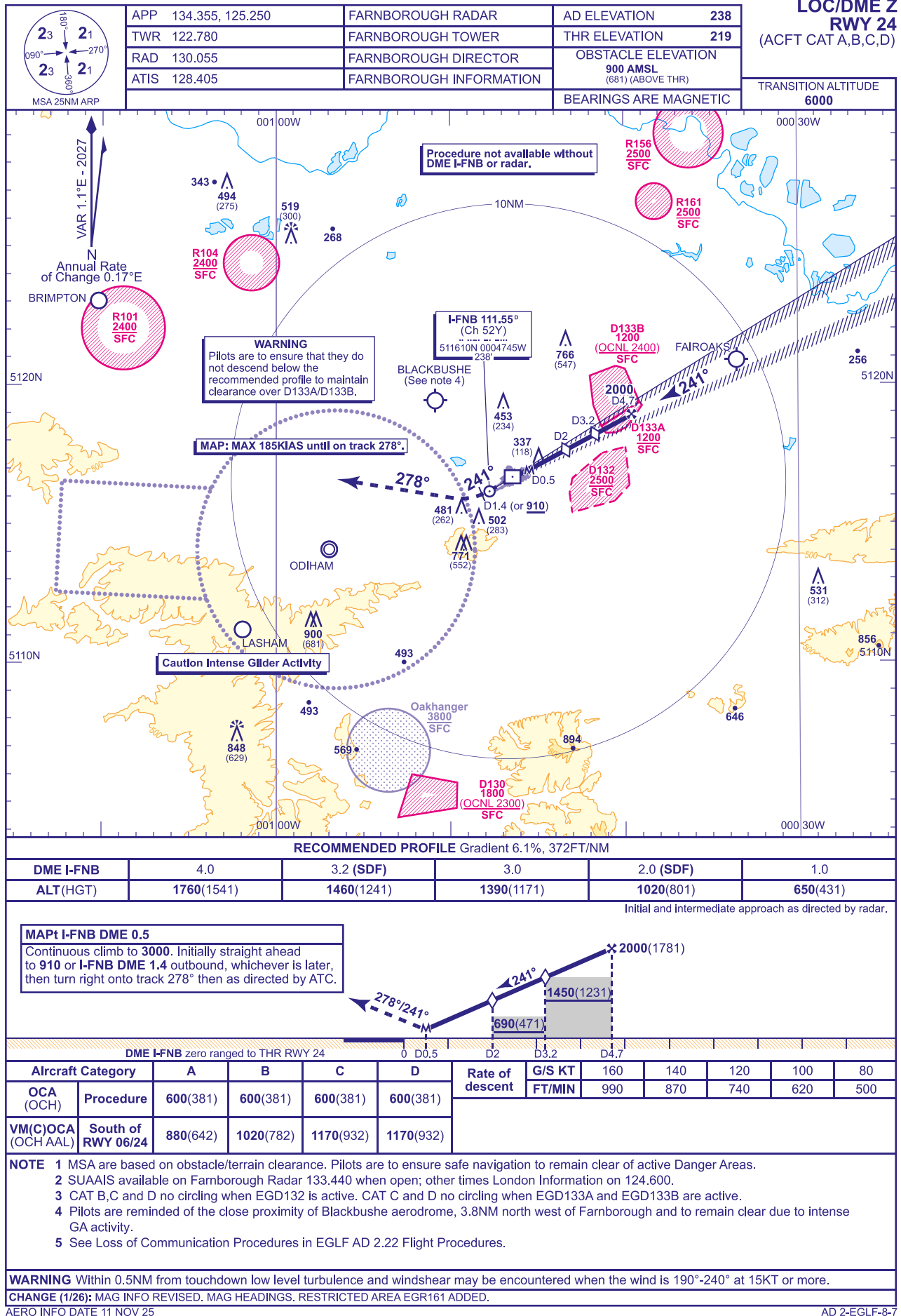


DME I-FNB zero ranged to THR RWY 24						0	D0.5	D2	D3.2	D4.7						
Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80				
OCA (OCH)	Procedure	600(381)	600(381)	600(381)	600(381)		FT/MIN	990	870	740	620	500				
VM(C)OCA (OCH AAL)	South of RWY 06/24	880(642)	1020(782)	1170(932)	1170(932)											

- NOTE**
- MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
  - SUA AIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
  - CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.
  - Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to intense GA activity.
  - See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.

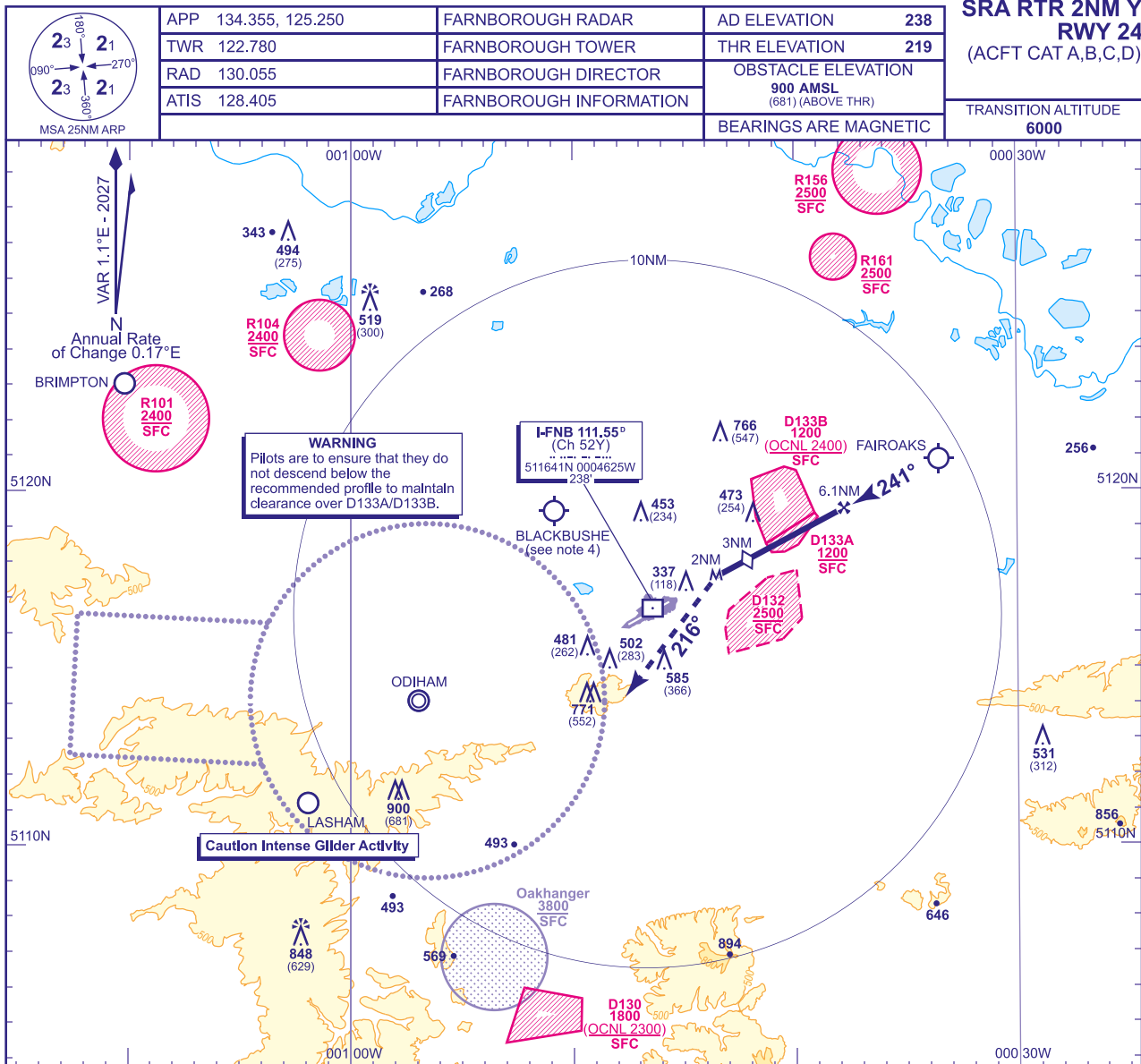
**WARNING** Within 0.5NM from touchdown low level turbulence and windshear may be encountered when the wind is 190°-240° at 15KT or more.  
**CHANGE (1/26):** MAG INFO REVISED. MAG HEADINGS. RESTRICTED AREA EGR161 ADDED.

**FARNBOROUGH**  
**LOC/DME Z**  
**RWY 24**  
(ACFT CAT A,B,C,D)



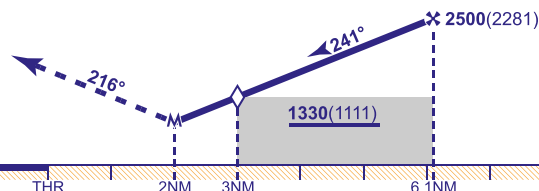
## INSTRUMENT APPROACH CHART - ICAO

**FARNBOROUGH**  
**SRA RTR 2NM Y**  
**RWY 24**  
(ACFT CAT A,B,C,D)



RADAR ADVISORY HEIGHTS Gradient 6.1%, 372FT/NM				
NM	6.1	5.0	4.0	3.0 (SDF)
ALT(HGT)	2500(2281)	2080(1861)	1710(1491)	1330(1111)

<b>MAPt RTR 2NM</b>
At the MAPt, turn left onto track 216°, climbing to <b>3000</b> , then as directed by ATC.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	970(751)	970(751)	970(751)	970(751)		FT/MIN	990	870	740	620	500
VM(C)OCA (OCH AAL)	South of RWY 06/24	970(732)	1020(782)	1170(932)	1170(932)							

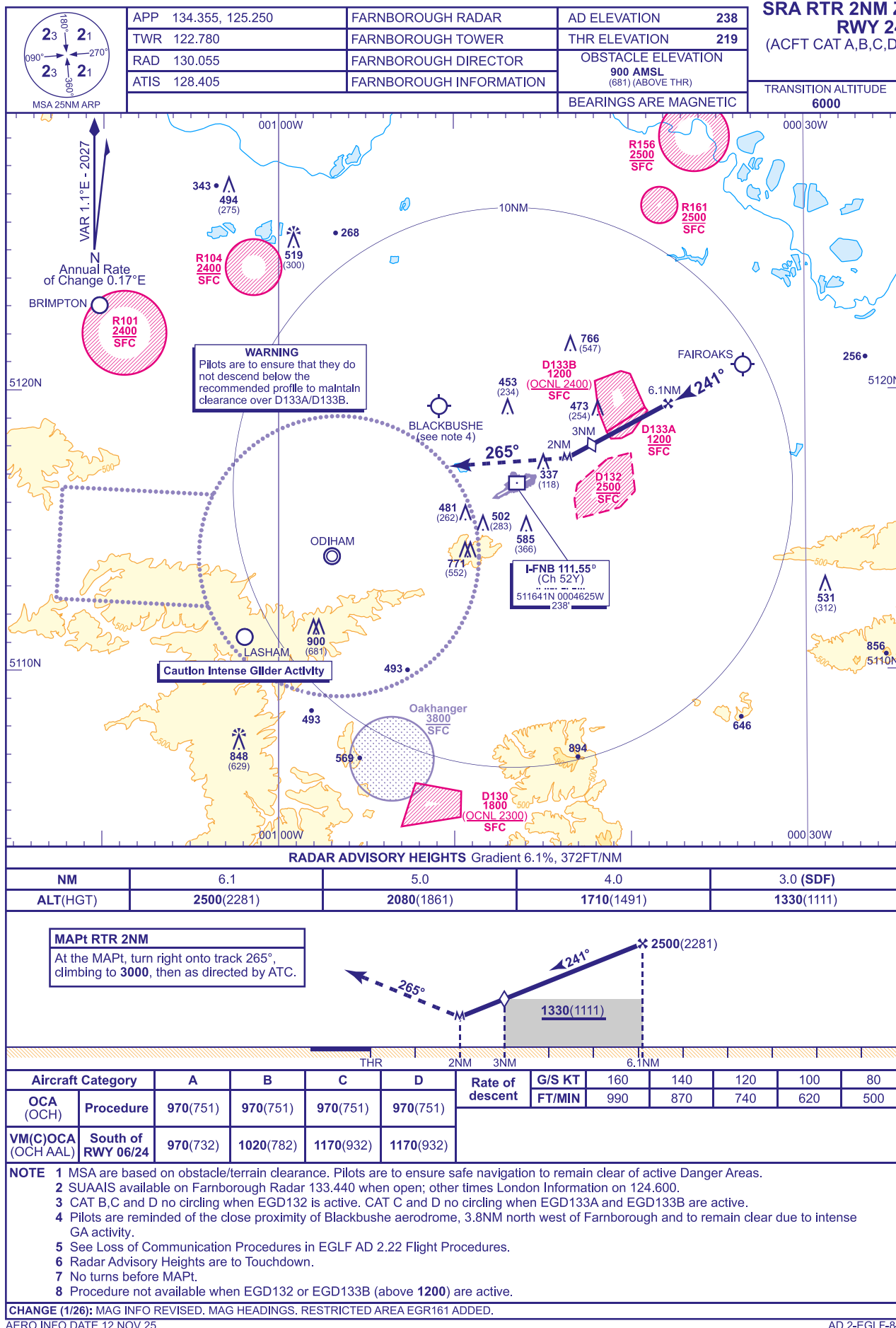
<b>NOTE</b>	<p>1 MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.</p> <p>2 SUAAIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.</p> <p>3 CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.</p> <p>4 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to intense GA activity.</p> <p>5 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.</p> <p>6 Radar Advisory Heights are to Touchdown.</p> <p>7 No turns before MAPt.</p> <p>8 Procedure not available when EGD132 or EGD133B (above <b>1200</b>) are active.</p>
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CHANGE (1/26): MAG INFO REVISED. MAG HEADINGS. RESTRICTED AREA EGR161 ADDED.

AERO INFO DATE 12 NOV 25

AD 2-EGLF-8-8

## INSTRUMENT APPROACH CHART - ICAO

**FARNBOROUGH**  
**SRA RTR 2NM Z**  
**RWY 24**  
(ACFT CAT A,B,C,D)

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**EGCL — FENLAND****EGCL AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGCL — FENLAND

**EGCL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	Lat: 524422N Long: 0000148W Mid point of Runway 18/36
2	Direction and distance from city	6 NM SE of Spalding.
3	Elevation / Reference temperature / Mean Low Temperature	6 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.28°E (2027) / 0.18°E
6	AD Administration Address  Telephone  Telefax E-mail address Web address	FENLAND AERO CLUB (LICENSING) LTD. Fenland Aerodrome, Jekylls Bank, Holbeach S t. Johns, Spalding, Lincolnshire, PE12 8RQ.  01406-540330 (Club House and ATC - Weekends only) 01406-540461 (Flying School) 01406-540461 (Flying School) facsecretary@fenlandairfield.co.uk www.fenlandairfield.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

**EGCL AD 2.3 OPERATIONAL HOURS**

1	AD Administration	Wed-Sun 0900-1700 (0800-1600) or SS, whichever is earlier; and by arrangement.
2	Customs and immigration	By arrangement.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours.
8	Fuelling	As AD hours.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	Non Radio aircraft require PPR.  Mondays and Tuesdays, aerodrome not licensed, but self service AVGAS 100LL fuel available. Grass cutting could be taking place.

**EGCL AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo handling facilities	
2	Fuel and oil types	Jet A1, AVGAS 100LL W80, W100, S80, S100.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	AVTUR Jet A1 available by prior arrangement only.



EGCL AD 2.5 PASSENGER FACILITIES

INTENTIONALLY BLANK

EGCL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category Special.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	Only provided on Sat & Sun.

EGCL AD 2.7 SEASONAL AVAILABILITY - CLEARING

INTENTIONALLY BLANK

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

INTENTIONALLY BLANK

EGCL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	WDI: 524414.93N 0000151.10W, 524433.61N 0000144.65W.

EGCL AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGCL2003) 18/APPROACH 36/ TAKE-OFF	HV PYLON	524523.85N 0000124.68W	104 FT		No	
(EGCL2107) 18/APPROACH 36/ TAKE-OFF	MOBILE OBST	524433.44N 0000148.10W	24 FT		No	
(EGCL2113) 26/APPROACH 08/ TAKE-OFF	MOBILE OBST	524413.69N 0000130.12W	24 FT		No	
In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGCL2057)	BUILDING	524432.87N 0000143.11W	31 FT		No	
(EGCL2059)	BUILDING AERIAL	524430.84N 0000143.69W	36 FT		No	
(EGCL2005)	MAST	524338.12N 0000230.26W	91 FT		Yes Red	

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
(EGCL2072)	WATER_TOWER	524251.04N 0000241.84W	97 FT		No	

EGCL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

INTENTIONALLY BLANK

EGCL 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
18	180.91°	608 x 30 M	RWY surface: Grass	524428.88N 0000147.34W 151.3 FT	THR 6.3 FT	
36	000.91°	608 x 30 M	RWY surface: Grass	524412.08N 0000147.78W 151.3 FT	THR 6.3 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 18 Threshold displaced by 88 M.
						RWY 36  Due to intersection with unlicensed Runway 08/26, Runway 36 edge/corner markings are absent at the threshold.

EGCL AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
18	608 M	608 M	608 M	519 M	
36	608 M	608 M	608 M	608 M	

EGCL 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
18		Green wingbars	OTHER Left/ 4.25° LITAS			Light intensity low	Red Light intensity low		

EGCL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 524430.93N 0000143.68W Flashing Green 'FE'.
2	LDI location and lighting Anemometer location and lighting	
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGCL AD 2.16 HELICOPTER LANDING AREA

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EGCL 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
FENLAND ATZ A circle, 2 NM radius, centred at 524422N 0000148W on longest notified runway (18/36)	Upper limit: 2000 FT AGL Lower limit: SFC	G	FENLAND RADIO English			

EGCL 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	FENLAND RADIO	122.930 A/G frequency.			Wed-Sun 0900-1700 (0800-1600) or SS, whichever is earlier; and by arrangement.	ATZ hours coincident with A/G hours.

EGCL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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**EGCL AD 2.20 LOCAL AERODROME REGULATIONS****1 AERODROME REGULATIONS**

- a) Aerodrome not available for use by public transport passenger flights required to use a licensed aerodrome.
- b) Runway 36 is not available at night for aircraft requiring the use of licensed runway for night flying.

**2 GROUND MOVEMENT**

Not applicable

**3 CAT II/III OPERATIONS**

Not applicable

**4 WARNINGS**

- a) **Caution:** The aerodrome is within the lateral limits of the East Anglian Military Temporary Reserved Airspace (EAMTRA).
- b) All aircraft movements are confined to the marked grass strips and runway.
- c) A drainage ditch runs parallel to and immediately adjacent the western side of the western taxiway (alongside Runway 18/36). Pilots should exercise caution when using this taxiway.
- d) Model aircraft flying takes place in the southwest corner of the ATZ up to heights of 400 FT.

**5 HELICOPTER OPERATIONS**

- a) Departing helicopters should air taxi to Hold 'A' before departing via the runway-in-use.

**6 USE OF RUNWAYS**

- a) Pilots are reminded of the displaced threshold on Runway 18 and the need to keep a safe height above the road in the latter stages of approach.
- b) All aircraft landing on Runway 18 must vacate right and use the 18/36 western taxiway to backtrack for parking or fuel. All aircraft landing on Runway 08/26 must backtrack on the 18/36 western taxiway to parking and fuel.
- c) All aircraft are to backtrack down the western side of Runway 18/36 when required.

**7 TRAINING**

Not applicable

**EGCL AD 2.21 NOISE ABATEMENT PROCEDURES**

- a) All traffic is to avoid overflying the village of Holbeach St Johns (1 NM east of the aerodrome) below 1500 FT QFE.

**EGCL AD 2.22 FLIGHT PROCEDURES**

- a) Circuits directions: Runways 26 and 36 - LH; Runway 08 and 18 - RH. Circuit height: All Runways - 1000 FT QFE.

**EGCL AD 2.23 ADDITIONAL INFORMATION**

Not applicable

**EGCL AD 2.24 CHARTS RELATED TO AN AERODROME**

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

EGCL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

## EGBJ AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	Three grass Helicopter training areas; Heli Northeast, Northwest and Southwest are established. An additional aiming point is provided at Heli South, adjacent to Taxiway J. Refer to aerodrome chart. Helicopter Holding points 'Y' and 'X' established north and south of Runway 27 threshold. Helicopter procedures detailed at AD 2.20 Section 5.

## EGBJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
GLOUCESTERSHIRE ATZ A circle, 2 NM radius, centred at 515339N 0021002W on longest notified runway (09/27)	Upper limit: 2000 FT AGL Lower limit: SFC	G	GLOSTER APPROACH English	3000 FT		

## EGBJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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



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

## EGBJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.62°E (2027)	IGOS	109.950 MHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515335.64N 0021047.01W		(RWY 27) For both TX's the GP structure goes out of the 95% probability tolerance between 8.5 - 7 NM. GP RF level on both TX slices out of tolerance beyond 8.5 NM, however full fly-up still achieved.
ILS/GP	IGOS	333.650 MHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515341.99N 0020952.21W		3.5° ILS Ref Datum Hgt 40 FT. For both TX's the GP structure goes out of the 95% probability tolerance between 8.5 - 7 NM. GP RF level on both TX slices out of tolerance beyond 8.5 NM, however full fly-up still achieved.
DME	IGOS	36Y 109.950 MHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515331.89N 0021004.54W	111 FT	(RWY 27) On AD. DME range on Runway 27 Approach is limited to 9.5 NM. DME range on Runway 27 on the extended centreline from 9.5 NM to 25 NM is unusable below 1400 FT. DME range on Runway 27 on the extended centreline beyond 25 NM is unusable below 4000 FT. DOC 25 NM/25,000 FT.
NDB (L) 0.63°E (2027)	GST	331.000 kHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515331.03N 0021004.45W		On AD. Radiates as an NDB out of approach hours up to 25 NM. Locator GST 331.000 kHz only available up to 10 NM. Interference may occur within 5 NM of Droitwich. Some ADF equipment may exhibit occasional bearing fluctuations during the approach to Runway 27.

## EGBJ AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

- The use of the aerodrome is subject to Airport Terms and Conditions of Use, Byelaws and Code of Practice, copies available from Admin department.
- PPR mandatory for all flights. Slot booking system in place.
- All pilots not filing flight plans are required to book-out at Flight Briefing or by telephone to ATC, stating estimated elapsed flight time, fuel endurance and POB. PPR required in addition to a flight plan, including all IAP.
- Requests for extension to airfield hours are to be made a minimum of 24 hours prior via Briefing.
- The use of the aerodrome outside published hours is subject to authorisation from Aerodrome Operator.
- PPE (high visibility jackets) must be worn by all pilots and personnel airside.

## 2 GROUND MOVEMENT

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

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

- a) Turbulence may be encountered overflying industrial area on final approach Runway 22 and when crossing airfield perimeter on final Runway 27.
- b) Runway 04/22 prone to standing water after prolonged rain. Runway state available from ATC. Runway may not be available for turbine engine departures.
- c) Bird hazard. Flocks of gulls may be encountered crossing airfield approaches particularly at dawn and dusk.
- d) A public road runs through the undershoot of Runway 22 and 27. Pilots should not approach below the PAPI glidepath.
- e) To avoid possible jet efflux, pilots should avoid overflight of the engine test bed located approx. 300 M B3 Hold.
- f) Extensive Instrument training takes place throughout AD hours in IMC and VMC. Pilots intending to transit via GST below 5000 FT AMSL or in the vicinity of IAPs bounded by the co-ordinates: 515156.76N 0023430.78W (KUPET) - 515658.92N 0023005.91W (UVNOP) - 515942.11N 0015429.46W (LAPKU) - 514946.46N 0015243.99W (REKLO) - 514739.45N 0022823.06W (SOSAB), are advised to contact Gloster Approach.
- g) Glider and hang glider activity takes place along the Cotswold hills to the east and south of the aerodrome without notification to ATC.
- h) Runway 09/27 undulates from its western end for approximately 400 M. From the 09 end, the runway slopes down to a trough at 156 M, then rises to a peak at 264 M with the next trough at 384 M. Overall and local longitudinal slopes are compliant; however, the rate of change of subsequent slope changes exceeds CAP168 requirements by 0.05% & 0.08%.
- i) Certain flights may operate outside AD/ATS/ATZ hours, making blind transmissions on 128.555.
- j) Public road runs adjacent to eastern airfield perimeter, penetrating Approach surfaces for Runways 22 and 27 and Take-off Climb surfaces for Runways 04 and 09. Co-ordinates relate to that portion of road closest to runway centre-lines, elevations relate to maximum penetration.
- k) Pylons and HT cables run from bearing 127°-181° MAG and 214°-275° MAG penetrating inner horizontal surface. Co-ordinates relate to position and elevation of greatest penetration.
- l) Road traffic control system in operation, activated by ATC. Mobile obstacle (vehicles) above 2.5 M stopped during non-training precision approaches when visibility less than 5000 M and on request for 09 departures.
- m) Microlight flying takes place at Over Farm (515238N 0021657W) approximately 4.3 NM west south west of Gloucestershire Airport. Microlights carry out standard overhead joins, departures and circuits at this location and normally fly up to 1500 FT AGL in the vicinity of Over Farm.
- n) Mixed fixed wing and rotary operations can be complex. To avoid the risk of runway incursions all operators need to ensure they are fully aware of procedures, routes and listen carefully to comply with ATC instructions.

## 5 HELICOPTER OPERATIONS

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

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

22 Jan 2026

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

## 6 USE OF RUNWAYS

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

## 7 TRAINING

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

## EGBJ AD 2.21 NOISE ABATEMENT PROCEDURES

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

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

- d) Departures Runway 04 - No left turns before Staverton Village (1.1 DME).

## EGBJ AD 2.22 FLIGHT PROCEDURES

### 1 PROCEDURES FOR INBOUND AIRCRAFT

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

### 2 PROCEDURES FOR OUTBOUND AIRCRAFT

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

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

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

### 3 CIRCUIT PROCEDURES

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

### 4 INSTRUMENT APPROACHES

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

## EGBJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGBJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGBJ-2-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGBJ-5-1

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

AD 2.EGBJ-8-1

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

AD 2.EGBJ-8-2

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

22 Jan 2026

AD 2.EGBJ-8-3

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

AD 2.EGBJ-8-4

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

AD 2.EGBJ-8-5

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

AD 2.EGBJ-8-6

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

AD 2.EGBJ-8-7

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

AD 2.EGBJ-8-8

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

AD 2.EGBJ-8-9

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09

AD 2.EGBJ-8-10

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27

AD 2.EGBJ-8-11

**EGBJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

Not applicable

AERODROME  
CHART - ICAO

ARP 515339N 0021002W

AD ELEV 101FT

GLOUCESTERSHIRE  
EGBJ

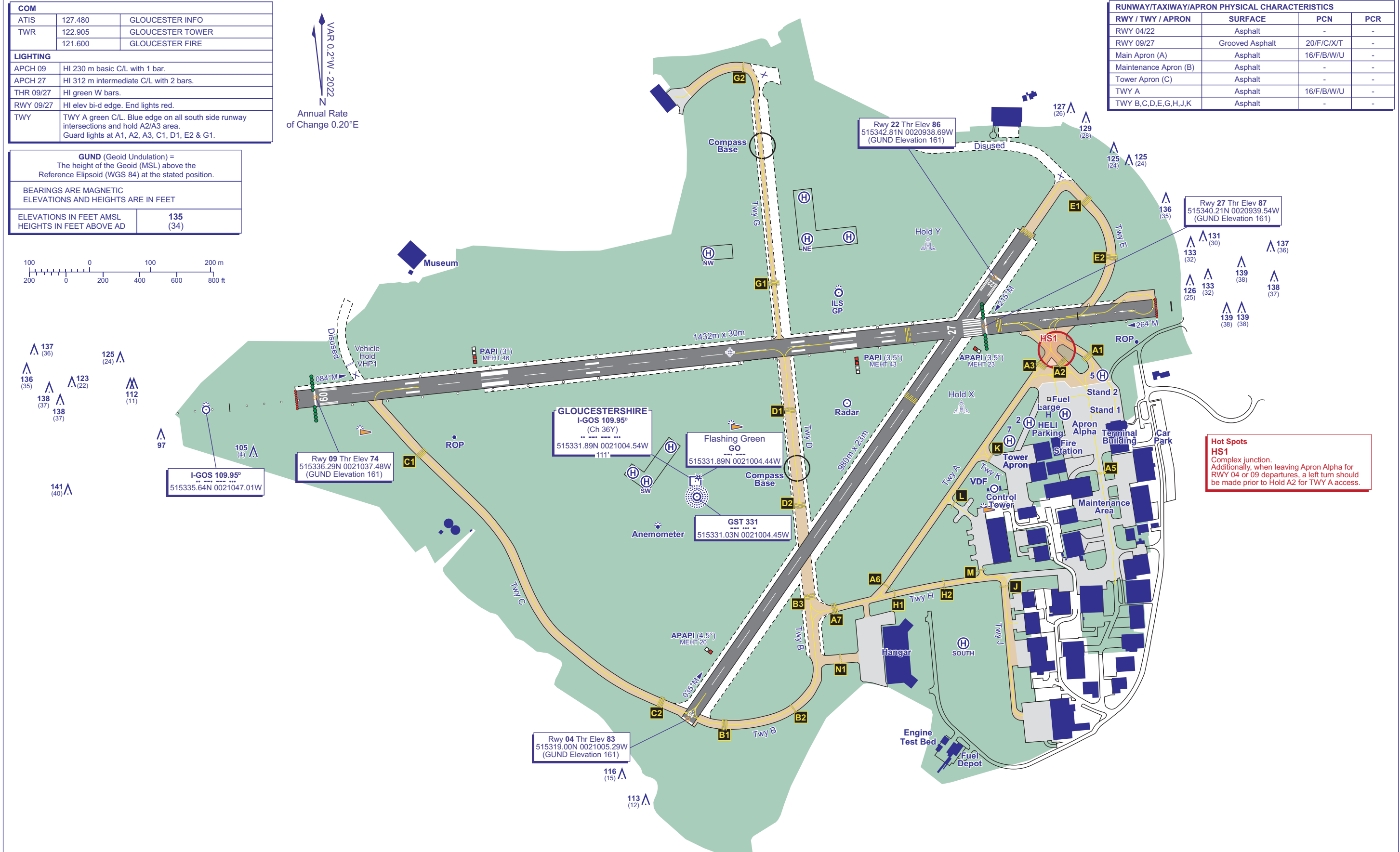
COM		
ATIS	127.480	GLOUCESTER INFO
TWR	122.905	GLOUCESTER TOWER
	121.600	GLOUCESTER FIRE
LIGHTING		
APCH 09	HI 230 m basic C/L with 1 bar.	
APCH 27	HI 312 m intermediate C/L with 2 bars.	
THR 09/27	HI green W bars.	
RWY 09/27	HI elev bi-d edge. End lights red.	
TWY	TWY A green C/L. Blue edge on all south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

<b>GUND</b> (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL	135
HEIGHTS IN FEET ABOVE AD	(34)



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

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



CHANGE (1/26): MINOR AD BOUNDARY CHANGE ADJACENT TO NW HELI.

AERO INFO DATE 23 OCT 25

AD 2-EGBJ-2-1



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		<p>Taxiway C APRON TO 08/26: 27 M Surface: Asphalt PCR 500/F/D/W/T</p> <p>Taxiway D (26 TO 03): 11 M Surface: Asphalt PCR 340/F/D/W/T</p> <p>Taxiway E APRON TO 21: 18 M Surface: Asphalt PCR 340/F/D/W/T</p> <p>Taxiway F APRON TO 08/26: 27 M Surface: Asphalt PCR 500/F/D/W/T</p> <p>Taxiway J (08 TO 03): 18 M Surface: Asphalt PCR 340/F/D/W/T</p> <p>Taxiway K: 18 M Surface: Asphalt PCR 327/F/D/W/T</p> <p>Taxiway L (08 TO L4): 18 M Surface: Asphalt PCR 500/F/D/W/T</p> <p>Taxiway L (L4 TO 21): 18 M Surface: Asphalt PCR 495/F/D/W/T</p>
3	Altimeter checkpoint location and elevation	Apron 58 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart
6	Remarks	

## EGNS 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 nose-in/push-back except Stand 3. All stands with the exception of Stands 7 and 8 have numbered identification boards at the head of the stand.
2	Runway and taxiway markings and lighting	<p>Runway marking aid(s): 03/21: EASA markings. Runway designation, threshold, aiming point, touch down point, centre-line, edge line, displaced threshold on Runway 03. 08/26: CAP 168 markings. Runway designation, threshold, aiming point, touch down point, centre-line, edge line on 08/26, displaced thresholds on Runways 08, 26. Touch Down Zone on Runway 26 and 08 are non standard - Runway 08 last two pairs omitted, Runway 26 last pair omitted.</p> <p>Taxiway marking aid(s): Centre-line marking and lighting on Taxiways A, B, C, E, F, J, K and L.</p> <p>Taxiway light(s): Taxiways A, B, C, E, F, J, K and L have green centre-line lighting with blue edge lighting at bends and runway turn-offs, illuminated or reflective signs and stop-bars.</p>
3	Stop bars and runway guard lights (if any)	Stop bars associated with all runway holding points for 03/21 and 08/26, supplemented by blocking stop bars either side of the main runway intersection. Stop bars in use during all operational hours.
4	Other runway protection measures	
5	Remarks	WDI: (W) 540451.39N 0043754.02W (LGTD) - (E) 540505.88N 0043710.70W (LGTD).

EGNS 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
(EGNS1178) 21/APPROACH 03/ TAKE-OFF	TREES	540616.76N 0043626.90W	256 FT	75 FT	No	
(EGNS1159) 21/APPROACH 03/ TAKE-OFF	OBSTRUCTION LIGHT	540540.67N 0043701.34W	152 FT	5 FT	Yes Red	
(EGNS1088) 08/APPROACH 26/ TAKE-OFF	HOUSE AERIAL	540456.49N 0043827.26W	82 FT	38 FT	No	
(EGNS1103) 08/APPROACH 26/ TAKE-OFF	OBSTRUCTION LIGHT	540448.24N 0043821.30W	80 FT	44 FT	Yes Red	
(EGNS1058) 08/APPROACH 26/ TAKE-OFF	TREES	540446.60N 0043836.92W	87 FT	53 FT	No	
(EGNS1005) 08/APPROACH 26/ TAKE-OFF	DVOR L C	540401.09N 0044548.58W	573 FT	33 FT	No	
(EGNS1008) 08/APPROACH 26/ TAKE-OFF	AERIAL	540359.15N 0044544.07W	569 FT	46 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
(EGNS1035)	GROUND LEVEL	540858.13N 0044009.49W	1587 FT	0 FT	No	
(EGNS1198)	GROUND LEVEL	540852.94N 0043413.17W	732 FT	0 FT	No	
(EGNS1209)	MAST	540826.20N 0042934.92W	750 FT	260 FT	Yes Red	
(EGNS1298)	TREES	540817.30N 0043410.58W	527 FT	46 FT	No	
(EGNS1017)	GROUND LEVEL	540813.56N 0044310.07W	1461 FT	9 FT	No	
(EGNS1283)	HOUSE APEX	540605.92N 0043706.45W	197 FT	26 FT	No	
(EGNS1172)	SENSOR A1R2	540512.30N 0043639.04W	47 FT	3 FT	No	
(EGNS1254)	SIGN	540510.49N 0043733.19W	51 FT	3 FT	No	
(EGNS1151)	ANTENNA S5	540452.96N 0043710.12W	56 FT	34 FT	No	
(EGNS1152)	RADAR	540452.80N 0043710.09W	74 FT	53 FT	Yes Red	
(EGNS1127)	WINDSOCK	540451.39N 0043754.02W	50 FT	25 FT	Yes Red	
(EGNS1120)	FLAGPOLE	540444.42N 0043806.08W	149 FT	117 FT	Yes Red	

EGNS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

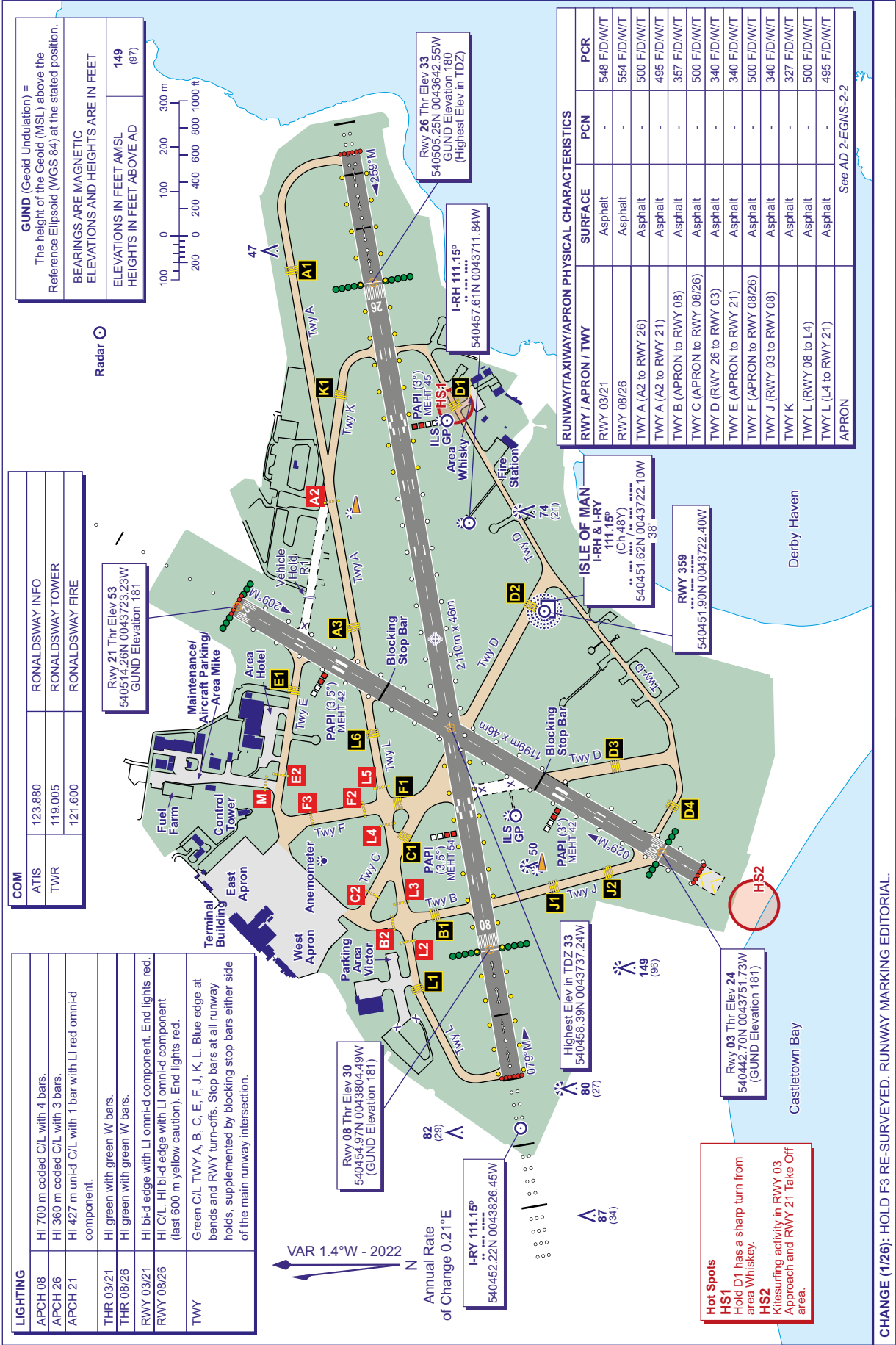
1	Associated MET Office	ISLE OF MAN OFFICE
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	ISLE OF MAN OFFICE 9 hours.
4	Trend forecast Interval of issuance	TREND 30 minutes.
5	Briefing/consultation provided	Forecaster available H24.

ISLE OF MAN  
EGNS

AD ELEV 53FT

ARP 540500N 0043724W

AERODROME  
CHART - ICAO



AIRCRAFT PARKING/DOCKING  
CHART - ICAO

AD ELEV 53FT

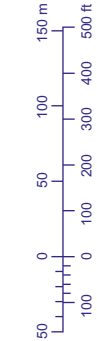
ISLE OF MAN  
EGNS

ARP 540500N 0043724W

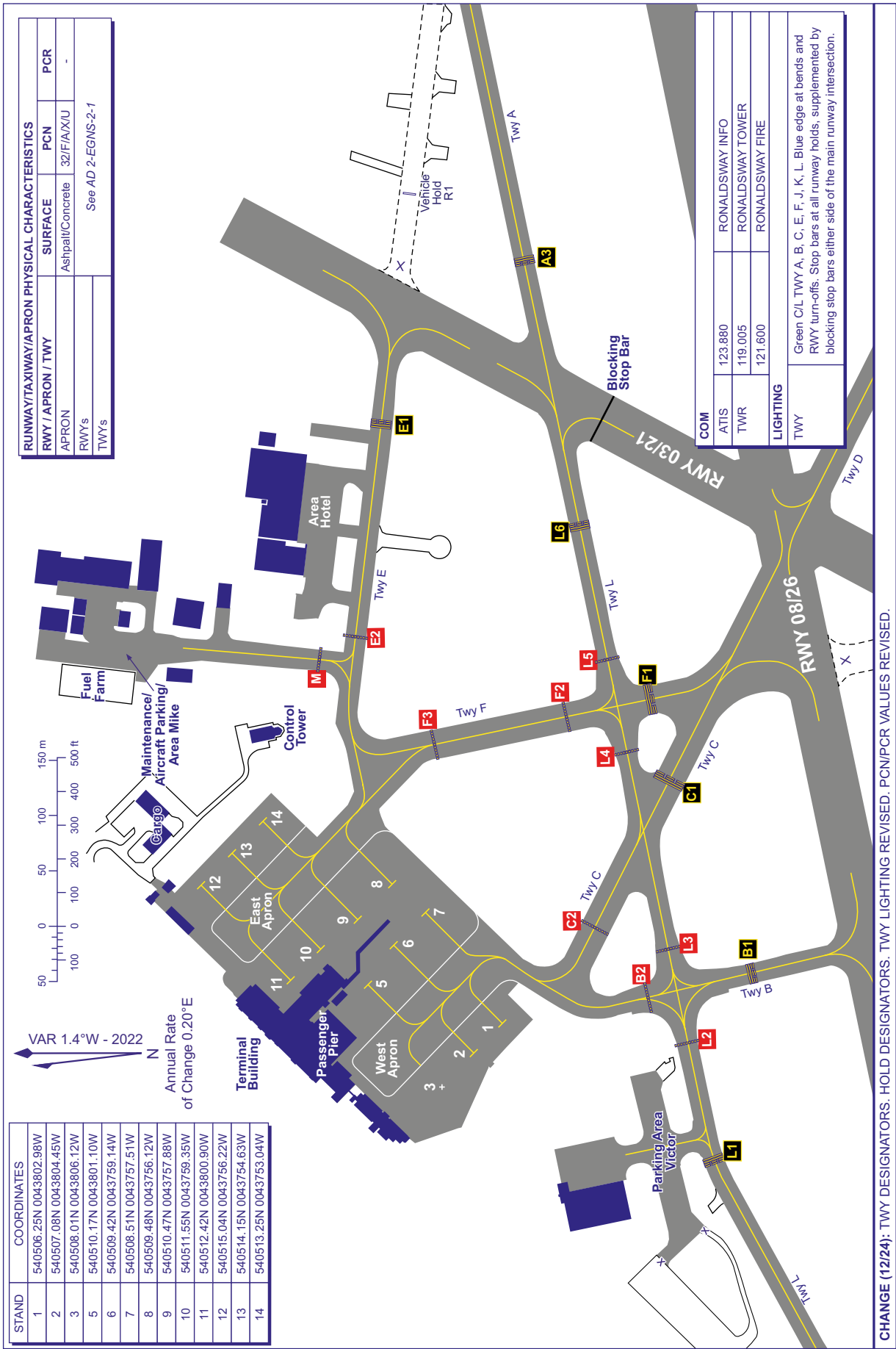
STAND	COORDINATES
1	540506.25N 0043802.98W
2	540507.08N 0043804.45W
3	540508.01N 0043806.12W
5	540510.17N 0043801.10W
6	540509.42N 0043759.14W
7	540508.51N 0043757.51W
8	540509.48N 0043756.12W
9	540510.47N 0043757.88W
10	540511.55N 0043759.35W
11	540512.42N 0043800.90W
12	540515.04N 0043756.22W
13	540514.15N 0043754.63W
14	540513.25N 0043753.04W

VAR 1.4°W - 2022

Annual Rate  
of Change 0.20°E



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / APRON / TWY	SURFACE	PCN	PCR
APRON	Asphalt/Concrete	32/F/A/X/U	-
RWYs	See AD 2.EGNS-2-1		
TWYs			



COM			
ATIS	123.880	RONALDSWAY INFO	
TWR	119.005	RONALDSWAY TOWER	
	121.600	RONALDSWAY FIRE	
LIGHTING			
TWY	Green C/L TWY A, B, C, E, F, J, K, L. Blue edge at bends and RWY turn-offs. Stop bars at all runway holds, supplemented by blocking stop bars either side of the main runway intersection.		

CHANGE (12/24): TWY DESIGNATORS. HOLD DESIGNATORS. TWY LIGHTING REVISED. PCN/PCR VALUES REVISED.

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

EGPA — KIRKWALL

**EGPA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

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

**EGPA AD 2.3 OPERATIONAL HOURS**

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

**EGPA AD 2.4 HANDLING SERVICES AND FACILITIES**

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



## EGPA AD 2.5 PASSENGER FACILITIES

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

## EGPA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category 5. RFF Category 6 aircraft may only be accepted through prior arrangement.
2	Rescue equipment	Water rescue facilities are available for Runway 14/32 during published opening hours, special and on-call openings subject to serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations.
3	Capability for removal of disabled aircraft	External agencies available locally
4	Remarks	

## EGPA AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

## EGPA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

## EGPA 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	Five crossbars. 900 M Light intensity high	Green wingbars	PAPI Right/ 3.5° 42 FT 230 M			1320 M 60 M spacing Final 420 M yellow White Light intensity high	Red		EDGE: Runway edge lights are set approximately 3 M outside the pavement surface. Aircraft should remain within the paved width.  The first 120 M of edge lights are red due to the displaced threshold.
27	Two crossbars. 450 M Light intensity high	Green wingbars	PAPI Left/3.5° 47 FT 256 M			1320 M 60 M spacing Final 420 M yellow White Light intensity high	Red		EDGE: Runway edge lights are set approximately 3 M outside the pavement surface. Aircraft should remain within the paved width.
32		Green wingbars							

## EGPA 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 09: 585731.96N 0025433.00W - Runway 27: 585712.68N 0025404.63W.
3	TWY edge and centre line lighting	EDGE: LI Blue taxiway edge lights from runway intersection to apron and entrance to small apron, width 18 M.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting. Obstacle lighting.

## EGPA 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	When traffic allows, light helicopters may arrive/depart directly to/from the appropriate apron or grass areas at the pilot's discretion.  The aerodrome buildings must not be overflown.

## EGPA 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
KIRKWALL ATZ A circle, 2 NM radius, centred at 585729N 0025402W on longest notified runway (09/27)	Upper limit: 2000 FT AGL Lower limit: SFC	G	KIRKWALL APPROACH English	3000 FT		ATZ may be re-activated at short notice at any time for air ambulance or emergency traffic. Pilots are advised to regard the ATZ as permanently active and to call and listen out on RTF.

## EGPA 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	KIRKWALL APPROACH	118.305			Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900).	ATZ hours coincident with Approach hours.
TWR	KIRKWALL TOWER	118.305 DOC 40 NM/ 15,000 FT.			Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900).	
AFIS	KIRKWALL INFORMATION	118.305			By arrangement outside hours of ATC - Normally only available for SAR, ambulance and emergency Flights.	For FISO training and maintenance of competency, FISO phraseology may be in use during ATC published hours providing basic service only. Pilots will be alerted to this by the use of call sign Kirkwall Information and ATIS message. ATC in attendance at all times and available immediately upon request if procedural service required.
ATIS	KIRKWALL INFORMATION	124.130			Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900).	
OTHER	KIRKWALL FIRE CHIEF	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

## EGPA 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 0.41°W (2027)	IORK	110.100 MHz	Mon-Fri 0715-2000 (0615- 1900); Sat 0715-1745 (0615- 1645); Sun 0900-2000 (0800- 1900).	585730.24N 0025301.68W		(RWY 09) Due to terrain LOC reduced coverage of +/- 10 degrees at 18 NM and +/- 35 degrees at 10 NM.
ILS/GP	IORK	334.400 MHz	Mon-Fri 0715-2000 (0615- 1900); Sat 0715-1745 (0615- 1645); Sun 0900-2000 (0800- 1900).	585724.13N 0025423.10W		3.5° ILS Ref Datum Hgt 46 FT.
ILS/LOC I 0.42°W (2027)	IKIR	110.100 MHz	Mon-Fri 0715-2000 (0615- 1900); Sat 0715-1745 (0615- 1645); Sun 0900-2000 (0800- 1900).	585727.67N 0025451.81W		(RWY 27) Due to terrain LOC reduced coverage of +/- 10 degrees at 18 NM and +/- 35 degrees at 10 NM.
ILS/GP	IKIR	334.400 MHz	Mon-Fri 0715-2000 (0615- 1900); Sat 0715-1745 (0615- 1645); Sun 0900-2000 (0800- 1900).	585733.03N 0025334.57W		3.5° ILS Ref Datum Hgt 33 FT.
VOR/DME 0.42°W (2027)	KWL	23X 108.600 MHz	H24	585734.82N 0025338.21W	65 FT	On AD. DOC 25 NM/10000 FT. Terminal DME co-located and frequency paired with VOR. Available for approach and landing purposes only during the hours of ATC and AFIS. Due to terrain effects the DME may unlock in Sector 185 to 210 when aircraft are at ranges exceeding 15 NM.
NDB (L) 0.42°W (2027)	KW	395.000 kHz	H24	585733.36N 0025357.48W		On AD. Range 40 NM. Co-located at DME.
ILS/DME	IORK	38X 110.100 MHz	H24	585732.39N 0025357.41W	50 FT	(RWY 09) DME frequency paired with ILS I-ORK and I-KIR. Zero range is indicated at THR of Runway 09 and 27.
ILS/DME	IKIR	38X 110.100 MHz	H24	585732.39N 0025357.41W	50 FT	(RWY 27) DME frequency paired with ILS I-ORK and I-KIR. Zero range is indicated at THR of Runway 09 and 27.

## EGPA AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

- a) Flying by aircraft not requiring a licensed aerodrome may be permitted by the licensee and may occur in daylight hours only, outside of published hours. Pilots must comply with the HIAL out of hours indemnity scheme. Details of the scheme and an application form are available from the HIAL website.
- b) All personnel operating on the manoeuvring area must wear high visibility clothing.
- c) The main apron is subject to security restrictions and searches.
- d) Use of Kirkwall aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
- e) Aircraft operators are responsible for the searching of any aircraft parked either overnight or within the demarcated areas prior to departure.

### 2 GROUND MOVEMENT

- a) Taxiway E from E1 to Runway 27 is available for day use only by aircraft of less than 11 tonnes MAUW with an outer main gear wheel span less than 5 M and/or wingspan/rotor disc less than 24 M.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

- a) Grass areas outside strip are unfit for transit of aircraft because of open drains. Aerodrome is subject to water-logging.
- b) 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.
- c) A section 549 M in length, on Runway 14/32, commencing at the Southeast end of the runway, has a down gradient of 1 in 50 (1. 1°).
- d) Severe turbulence and occasionally windshear may be encountered on final approach to Runway 27 below 400 FT during periods of strong winds from between the southwest and northwest.
- e) A public road passes under the take-off and climb paths of Runway 27. A height allowance of 15 FT to clear a vehicle on this road must be applied to performance calculations for departures from these runways.
- f) Security post 3 M high at the apron edge adjacent to passenger gates. Pilots of aircraft not receiving marshalling assistance should exercise caution when taxiing or parking in front of the terminal.
- g) Birds, including geese, may be encountered on the Runway 09 and 27 approaches and climb-outs.

### 5 HELICOPTER OPERATIONS

- a) Direct departures from the small apron, taxiways or grass areas can be permitted at pilot's own discretion. Overflying the aprons, aerodrome buildings and parked aircraft is to be avoided.
- b) Hot refuelling may be permitted on the main apron subject to PPR.

### 6 USE OF RUNWAYS

- a) Runway 09/27
  - i. Except where an AOC holder has a less restrictive state-authorised take-off minima, Runway 09/27 departures are not permitted when the reported MET visibility is 400 M or less.
- b) Runway 14/32
  - i. Except where an AOC holder has a less restrictive state-authorised take-off minima, Runway 14/32 departures are not permitted when the reported MET visibility is 800 M or less.
  - ii. Runway 14/32 is not available for take-off and landing at night.
  - iii. During apron congestion, Runway 14/32 may become unavailable at short notice due to infringing aircraft parked on the main apron or on the Runway 32 undershoot (between R5 and E1).

### 7 TRAINING

- a) Training flights are by prior arrangement only and are subject to approval from ATC.

## EGPA AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Pilots of jet aircraft are required to avoid overflying Kirkwall town.

**EGPA 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 Kirkwall, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

**3 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;
  - ii. Pilots must use conventional navigational aids when receiving a Procedural ATS that includes deconfliction from other traffic, and not use FMS overlays for the purpose;
  - iii. A Basic ATS will be applied to VFR flights. Agreements may be requested which restrict aircraft to a specific level, level band, heading, route, or operating area for the purposes of co-ordination and/or to facilitate the safe use of airspace; and
  - iv. A pilot may request another ATS if considered more appropriate.
- b) Outside notified ATC hours of service:
  - i. A Basic ATS will be applied to SAR and ambulance flight by an AFISO.

**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](http://www.nats.aero/ais).
- b) All Kirkwall VRPs are suitable for daytime use only due to lack of conspicuity at night.

**EGPA AD 2.23 ADDITIONAL INFORMATION**

Not applicable

**EGPA AD 2.24 CHARTS RELATED TO AN AERODROME**

AERODROME CHART - ICAO

AD 2.EGPA-2-1

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

AD 2.EGPA-8-1

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

AD 2.EGPA-8-2

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

AD 2.EGPA-8-3

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

AD 2.EGPA-8-4

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

AD 2.EGPA-8-5

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

AD 2.EGPA-8-6

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

AD 2.EGPA-8-7

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

AD 2.EGPA-8-8

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

AD 2.EGPA-8-9

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



22 Jan 2026

AD 2.EGPA-8-10

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

AD 2.EGPA-8-11

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

AD 2.EGPA-8-12

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

AD 2.EGPA-8-13

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

AD 2.EGPA-8-14

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09

AD 2.EGPA-8-15

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27

AD 2.EGPA-8-16

**EGPA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

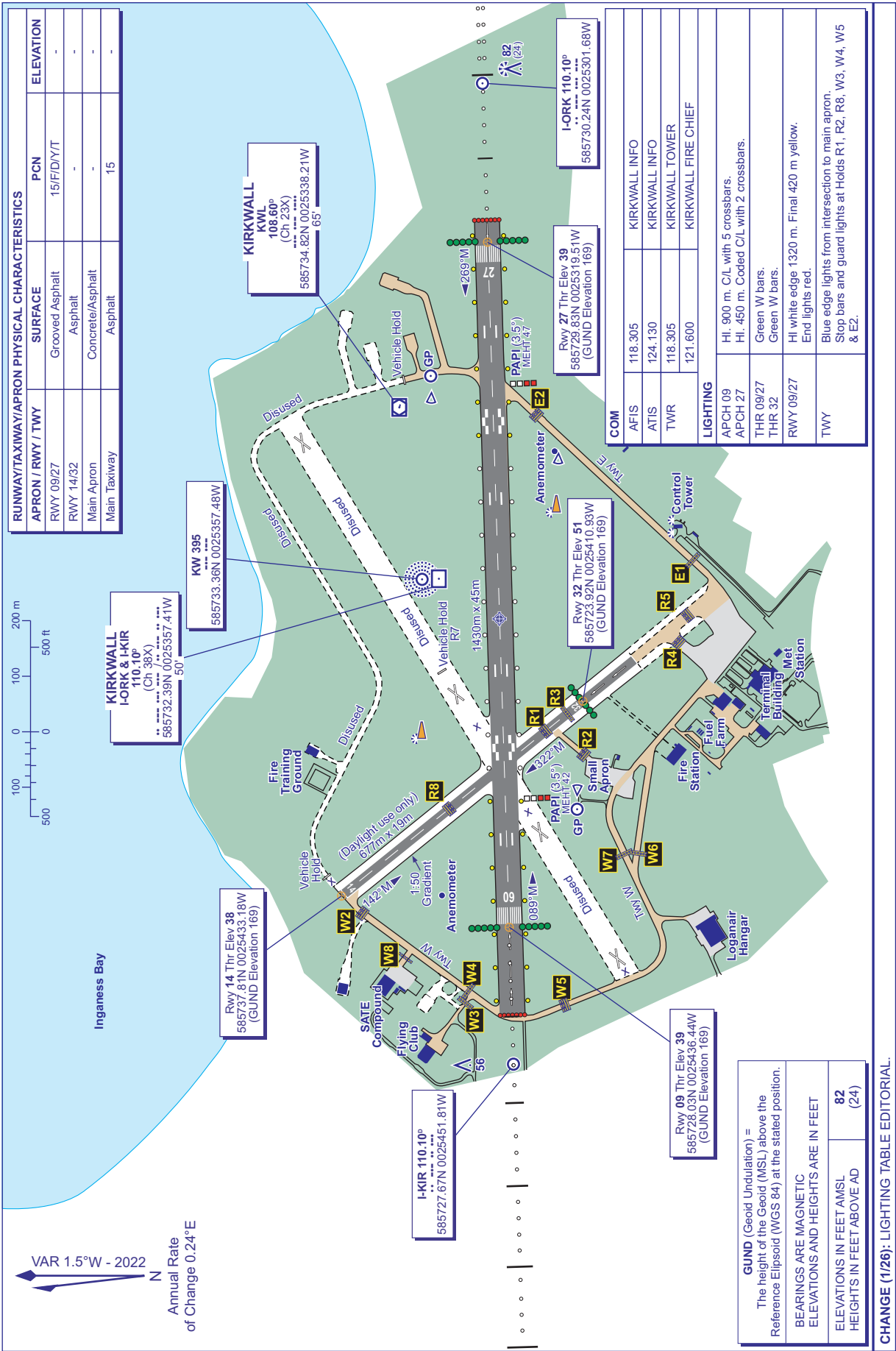
Not applicable

KIRKWALL  
EGPA

AD ELEV 58FT

ARP 585729N 0025402W

AERODROME  
CHART - ICAO



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## EGHF 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	Simple Approach - T bar	Green Light intensity high With green wingbars	PAPI Left/3° 26 FT			Elev bi-directional 60 M spacing White Light intensity high	Red		
23	Simple Approach - T bar	Green Light intensity high With green wingbars	PAPI Left/3° 26 FT			Elev bi-directional 60 M spacing White Light intensity high	Red		

## EGHF 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: 504849.97N 0011214.23W.
3	TWY edge and centre line lighting	EDGE: Blue edge lights on taxiways Alpha, Echo and Foxtrot.
4	Secondary power supply/switch-over time	
5	Remarks	

## EGHF AD 2.16 HELICOPTER LANDING AREA

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## EGHF 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
LEE-ON-SOLENT ATZ 504810N 0010929W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504824N 0010921W - 505049N 0011117W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504810N 0010929W	Upper limit: 2000 FT AGL Lower limit: SFC	G	LEE INFORMATION English	3000 FT		

## EGHF 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	LEE INFORMATION	118.930 A/G frequency. DOC 10 NM/3,000 FT.			0900-SS (0800-1700).	ATZ hours coincident with AFIS hours.

## EGHF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGHF AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

- Solent Airport is PPR mandatory and all pilots are to ensure they have read the information provided on the Airport website [www.solentairport.co.uk/pilot-information/](http://www.solentairport.co.uk/pilot-information/) prior to arrival.
- Pilots approaching Lee-on-Solent and intending to remain outside of Southampton CTR/Solent CTA are advised to maintain a listening watch only on Solent Radar 120.230 and select SSR code 7011 to reduce the risk of infringing adjacent controlled airspace.
- Visiting traffic to Lee-on-Solent should be familiar with the layout and topography of the aerodrome (see aerodrome website).

### 2 GROUND MOVEMENT

- The Control Tower is the location for all visitor parking.
- The Coastguard dispersal is out of bounds and is not to be used by visiting aircraft.
- Collection point for fees and charges is in the Visitor Reception.
- Bravo Hold is only to be used for Code 2B Aircraft with a maximum wingtip clearance of 22 M or less, due to reduced wingtip clearances at the southern end of taxiway. Aircraft with a greater wingtip clearance requirement will need to backtrack the main runway.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

- Solent CTA approximately 3 NM west of aerodrome.
- SAR and rotary daily H24 operations.
- Model aircraft flying operates in the south-east of the aerodrome.
- Fleetlands Heliport is located 1.9 NM to the north-east of Lee-on-Solent and has an active ATZ.
- Possible compass error when using Runway 05 Bravo 2 Hold. Some aircraft may experience magnetic disturbances, affecting the Heading Reference System. Pilots should ensure that, pre-flight checks are conducted within the white box or at the hold point. When positioned for take-off from Runway 05 the aircraft heading reference is checked against the runway alignment. Aircrew noticing a compass anomaly should notify ATC as soon as possible.
- Helicopter training in a designated area takes place on the airport.

### 5 HELICOPTER OPERATIONS

- SAR rotary operations take priority.
- All non-SAR rotary operations may use same arrival, departure, circuit and ground procedures.
- The rotary training area 'The Triangle' is situated on the southside grass adjacent to the Echo taxiway. Whilst grass runway operations are in progress all non-SAR rotary traffic conducting general handling or low energy manoeuvres are to remain within the confines of 'The Triangle' unless authorised by ATS.
- Rotary traffic is permitted to land or depart from 'The Triangle'.
- Visiting rotary aircraft may follow circuit, arrival and departure procedures and can expect to hover-taxi using the taxiways, where appropriate or as instructed by the ATSU, to the designated visitor areas of the aerodrome.
- Based rotary operators may follow pre-agreed taxiing and routing procedures.

### 6 USE OF RUNWAYS

- More than one runway may be in use at any one time.
- Grass strip is inspected but not licensed and should only be used at pilot's discretion.

## EGNM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.63°E (2027)	ILBF	110.900 MHz	HO	535129.15N 0013854.93W		(RWY 14)
ILS/GP	ILBF	330.800 MHz	HO	535208.89N 0014002.23W		3.5° ILS Ref Datum Hgt 46 FT.
ILS/LOC III 0.62°E (2027)	ILF	110.900 MHz	HO	535228.00N 0014025.37W		(RWY 32)
ILS/GP	ILF	330.800 MHz	HO	535146.82N 0013914.15W		3° ILS Ref Datum Hgt 50 FT.
VOR/DME 0.93°E (2027) 0.3°E (2021)	GAM	75X 112.800 MHz	H24	531653.28N 0005649.79W	115 FT	RNAV Substitution Only. VOR DOC: 20 NM/25,000 FT (40 NM in Sector R300-180). DME DOC: 80 NM/25,000 FT.
DME	ILBF	46X 110.900 MHz	H24	535200.78N 0013931.47W	676 FT	(RWY 14) On AD. DME freq paired with ILS I-LF and I- LBF. Zero range is indicated at THR of Runway 14 and 32.
DME	ILF	46X 110.900 MHz	H24	535200.78N 0013931.47W	676 FT	(RWY 32) On AD. DME freq paired with ILS I-LF and I- LBF. Zero range is indicated at THR of Runway 14 and 32.
NDB (L) 0.63°E (2027)	LBA	402.500 kHz	H24 ENR Purpose: Winter: Mon-Fri 0700-2245 Sat, Sun 0700-2200 Summer: 0600-2200, 2200-0600 (PPR)	535153.97N 0013910.38W		APCH Aid to Leeds Bradford. On Leeds Bradford AD. Range 25 NM. ENR Purpose: 535154N 0013910W

## EGNM AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

- Mandatory handling applies for all visiting non-based aircraft.
- Aircraft using the aerodrome are to carry Third Party Insurance cover of not less than £2,000,000.
- The aerodrome is not available to aircraft unable to communicate with ATC by radio, unless by special arrangement with Airport Authority for maintenance purposes.
- Use governed by regulations applicable to Leeds CTR.
- Pilots not filing a flight plan are to book out by telephone directly with ATC. Book out by radio will not be accepted.
- All flights, except General Aviation below 5700 KG and Military flights, are subject to the prior approval of Leeds Bradford Airport Ltd. and prior notification to Airport Coordination Ltd. (ACL), who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours, Mon-Fri 0830-1700 (0730-1600) by e-mail: [lonacxh@acl-uk.org](mailto:lonacxh@acl-uk.org); or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to Airfield Operations +44 (0)113-391 3231 or email: [airside.safetyunit@lba.co.uk](mailto:airside.safetyunit@lba.co.uk). OCS account holders can add, change and cancel slots using the online coordination portal at: [www.online-coordination.com](http://www.online-coordination.com).
- It is a requirement that every airline using Leeds Bradford Airport must have local orders compatible with LBA Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. LBA will act as the coordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
- Visiting GA pilots must ensure that they are fully briefed on arrival, departure and taxi procedures prior to using the Aerodrome. ATZ entry may be refused, or flights can expect significant delays if unfamiliar with ATC procedures.



22 Jan 2026

- i) Non ACL slot allocated GA/BA movements can expect significant delays between 0600-0800 (0500-0700), March-October due to runway capacity.
- j) High visibility clothing must be worn at all times on all aprons (including flight crew).
- k) The main northside apron is designated under the Aviation and Maritime Security Act 1990. For security and safety reasons operators of all aircraft using the aerodrome are advised that the use of a handling agent is mandatory. All persons embarking or disembarking to/from aircraft must be escorted by their handling agent.

## 2 GROUND MOVEMENT

### a) General

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

### b) Clearance Delivery and Start Up Procedures

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

### c) Pushback Procedures

- i. Aircraft requesting push-back must be in direct communication with the tug crew, via a headset person. Aircraft must inform ATC if they have no direct communication with a headset person (e.g. Hand signals only).
- ii. Pushback instructions will normally include a direction to face as east, west, south OR to a Tug Release Point (TRP). See Aerodrome Chart AD 2.EGNM-2-1 for TRP positions.
- iii. Pushback and start instructions may contain reference to an adjacent stand or defined point on a taxiway. The term long push may also be used together with a location definition.
- iv. Where two aircraft up to B737/A321 size request simultaneous pushback, on the main apron stands 1-18, in the same direction at least one stand must separate the aircraft prior to push.

### d) Remote Holding

- i. Aircraft that have requested a ready message with ATC may request, or may be required to push and park subject CTOT.
- ii. Requests to push and park are at the sole discretion of ATC and will not be facilitated during periods of high workload.
- iii. All instructions to 'push & park' will be to an appropriate Tug Release Point (TRP) and flight crew must monitor the Tower frequency whilst remote holding.

### e) Ground Manoeuvring Restrictions

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

### f) Runway Backtrack Procedures

- i. Backtracking should be as expeditious as possible, consistent with safety.
- ii. After landing Runway 32, aircraft (max take off weight 40,000 KG or more) requiring to backtrack should expect to use Taxiway Echo. ATC clearance must be obtained prior to re-entering the runway from Echo.

### 3 CAT II/III OPERATIONS

- a) Runway 32 is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.
- b) During Category II/III operations special ATC procedures (Low Visibility Procedures (LVP's)) will be applied. Pilots will be informed when these procedures are in operation by RTF and ATIS automatic broadcasts.
- c) Category II/III Holding Points are B, D1, F1, L1 and N1 only. Amber/Green coded taxiway centre-line guidance lights are switched on for route guidance. Aircraft on stands 7-18 will normally taxi through Holding Points C and D3. Pilots must request marshaller assistance, wingtip guidance or 'Follow Me' if it is considered necessary, prior to start up or after landing before entering the apron.
- d) Arriving aircraft: after completing landing run await or request taxi clearance **prior** to vacating the runway or backtracking. Entry to Taxiway A will be via yellow/green centre-line routeing guidance through B, C or D3.
- e) Aircraft will not report runway vacated until they have entered the taxiway and the aircraft is established on the fully green coded centreline lights. Pilots must not report vacated whilst they are on the portion of taxiway showing mixed amber/green lighting.
- f) During day conditions taxiways F, M and G should not be used in a met visibility of less than 800 M unless the aprons and taxiways are visible from ATC at all times.

### 4 WARNINGS

- a) Bird activity noted at this airport. Occasionally large flocks of Gulls transit across the aerodrome at dawn and dusk. Aircraft may be delayed whilst birds are cleared.
- b) Pilots are advised to expect windshear and turbulence when the surface wind is between 190° and 280° above 20 KT. Some variations to reported wind readings may also occur.
- c) Pilots are advised that paragliding operations take place at Tong within the Leeds Bradford Airport Control Zone, coordinates 534608.27N 0014117.14W, bearing 195° MAG, range 7 NM from Leeds Bradford Airport ARP. Paragliders transit to and from the site from the south west not above 1000 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible. Traffic information will NOT be passed by ATC.
- d) Pilots are advised that hang gliding and paragliding operations take place within the Leeds Bradford Airport Control Zone on Baildon Moor 535124.59N 0014711.58W bearing 264° MAG, range 4.5 NM from Leeds Bradford Airport ARP. Hang gliders and paragliders operate within a 1 NM radius of this site, non-radio not above 1500 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible.
- e) Pilots are advised that hang gliding and paragliding operations take place within the Leeds Bradford Airport Control Zone on Ilkley Moor 535444.01N 0014750.57W bearing 297° MAG, range 5.6 NM from Leeds Bradford Airport ARP. Hang gliders and paragliders operate within a 1 NM radius of this site, non-radio not above 1500 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible.

### 5 HELICOPTER OPERATIONS

- a) Arrival Procedures: ATC will allocate either a direct approach, or a circuit join based on the runway in use, dependant on the prevailing traffic conditions.
- b) Direct Approach
  - i. Helicopters are to approach the aerodrome from the NE or SW remaining well clear of the approach and climb out to Runway 14/32.
  - ii. Helicopters will be requested to report approaching the aerodrome boundary to await further instructions.
  - iii. Direct arrivals from the NE are to obtain clearance to cross Runway 14/32 prior to crossing the aerodrome boundary and be prepared to hold, or orbit at the boundary if requested. When cleared to cross the runway helicopters are to arrange their flight to cross the runway as expeditiously as possible direct to the allocated Helicopter Aiming Point (HAP) avoiding overflying any parked or taxiing aircraft. Pilots wishing to use the runway at night or at any other time should make an early request to ATC.
  - iv. Direct arrivals from the SW are to report approaching the aerodrome boundary for onward clearance. When cleared to do so arrivals shall route direct to the allocated HAP ensuring that they remain well to the south of runway 32 at all times. The south side taxiway runway holding points may be used as a reference point as the point to remain south of when approaching the HAP from the south. If, due to the surface wind conditions it is required to cross runway 32 to enable a turn into wind for arrival this should be requested on first contact with the Leeds Tower Controller.
- c) Circuit Based Approach
  - i. Under certain traffic conditions helicopters may be given a standard circuit join for the runway in use. On turning final the helicopter is to break directly for the allocated HAP prior to reaching the runway threshold.
- d) Taxi Instructions
  - i. ATC will issue an instruction to air taxi from the HAP to the relevant parking apron.
- e) Departure Procedures
  - i. Helicopters will be given clearance to lift from the apron and air taxi to the allocated HAP. When cleared for takeoff, South, or Westbound departures shall depart ensuring that they remain well to the south of Runway 32 at all times. If surface wind conditions dictate that a lift into wind requires a runway crossing this should be requested prior to taxi.
  - ii. Departures to the East or North shall, when cleared to do so cross the runway as expeditiously as possible on track the relevant VRP, ensuring that the departure track does not overfly parked or taxiing aircraft.

### 6 USE OF RUNWAYS

- a) Variable circuit direction in force.
- b) In accordance with EU OPS Sub-part E the following approach operations are available to approved operators:
  - i. Runway 14 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;

22 Jan 2026

- ii. Runway 32 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
- iii. Runway 32 suitable for Other Than Standard Category II operations supported by an ILS Classification of II/D/2;
- iv. Runway 14 suitable for EVS operations;
- v. Runway 32 suitable for EVS operations.

## 7 TRAINING

- a) Training flights must be booked in advance with ATC by telephone: 0113-391 3282. The filing of a flight plan does not constitute a booking to carry out training. Failure to make a booking may result in aircraft being refused use of the facilities. All training is subject to traffic and ATC capacity.
- b) A slot booking system is used for training that involves instrument holding. Slots must be booked on the date of the requested slot with ATC by telephone. Operators may normally book a maximum of two slots in any one day. Further slots on the same day may not be booked until one hour before the requested slot.
- c) Any changes to training requirements must be notified to ATC, in particular when slots are no longer required. Should traffic or ATC workload increase after bookings have been accepted, training may be refused or ended at short notice.
- d) Training flights may only be permitted between 0700-2300 (0600-2200).
- e) Any aircraft conducting practice instrument holding or approach procedures must have a serviceable transponder.
- f) Training by aircraft greater than 5700 KG is not normally permitted on Sundays.
- g) Training flights by jet aircraft shall be subject to the following conditions:
  - i. No jet training on Sundays, Good Friday or Christmas Day;
  - ii. Jet circuits shall be carried out at least 1500 FT AAL;
  - iii. Jet aircraft carrying out visual circuits shall climb straight ahead to 1000 FT AAL before turning. All other jet aircraft must follow the published NPRs.
- h) Rebated fees for training flights are subject to prior written approval from the Airport Authority. Training rebates cannot be approved verbally, and will not be granted retrospectively.

## 8 AIRCRAFT NOISE RESTRICTIONS

### a) Overview

For the purpose of this section:

- i. 'Night period' and 'night quota period' means the period from 2300 (2200) hours to 0700 (0600) hours;
- ii. 'Noise classification' means the noise level band in EPNdB, for take-off or landing, as the case may be, for the aircraft in question;
- iii. 'Quota' means the maximum permitted sum of the quota counts of all aircraft taking off from or landing at the aerodrome in question during any one season in the night quota period;
- iv. 'Quota count (QC)' means the amount of the quota assigned to one take-off or to one landing by the aircraft in question, this number being related to its noise classification;
- v. An aircraft is deemed to have taken off or landed during the night period if the time recorded by the appropriate air traffic control unit as 'airborne' or 'landed' respectively falls within that period.

### b) Determining Quota Count (QC)

Aircraft taking off or landing at Leeds Bradford Airport are described in this section as follows:

- i. Exempt aircraft; - see below note
- ii. Aircraft having a quota count of 0;
- iii. Aircraft having a quota count of 0.125;
- iv. Aircraft having a quota count of 0.25;
- v. Aircraft having a quota count of 0.5;
- vi. Aircraft having a quota count of 1;
- vii. Aircraft having a quota count of 2 or greater;

The QC is a system used to define the noise rating of an aircraft on departure/arrival. The QC is calculated by:

Departing QC = (EPNdB [Lateral] + (EPNdB [Flyover]) / 2

Arriving QC = EPNdB [Approach] – 9

The quota count of an aircraft on taking off or landing is to be calculated on the basis of the noise classification for that aircraft on take-off or landing as appropriate as follows:

Departing QC Limits		
DB Lower Level	DB Upper Level	QC
0	80.99	0
81	83.99	0.125
84	86.99	0.25
87	89.99	0.5
90	92.99	1

Departing QC Limits		
DB Lower Level	DB Upper Level	QC
93	95.99	2
96	N/A	>2

c) Prohibition on Take-off or Landing

Any aircraft which has a quota count of 1 or more may not take off during the night quota period except emergencies where there is an immediate danger to life or health, whether human or animal.

## EGNM AD 2.21 NOISE ABATEMENT PROCEDURES

The following Noise Preferential Routeings and Procedures shall apply to jet aircraft (except military aircraft).

- a) These procedures may at any time be departed from to the extent necessary for avoiding immediate danger.
- b) Operators of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
- c) Aircraft will use Runway 14 for landing and Runway 32 for take-off, whenever this is possible, having regard to wind, cloud base, approach aid limitations and aircraft performance and requirements. In the event of marginal conditions the runway to be used is at the aircraft Commanders discretion. However, violation of the selective runway procedure cannot be acceptable for expedite reasons, and it is regretted that inconvenience in taxiing distances and/or airborne routeing must be accepted in the interest of reducing aircraft noise intrusion on the local environment
- d) Departing Aircraft:
  - i. Runway 14 – After take-off maintain runway heading to 'I LBF' DME 2 before setting course (or 'I LF' DME 2 when Runway 32 is being used for landing traffic).
  - ii. Runway 32 – Climb straight ahead. At 1202 FT QNH (520 FT QFE) or I-LF D0.5, whichever is the later, turn left to track 311° MAG. At 'I LF' DME 2.1 \*535340N 0014258W reduce to minimum safe power settings and turn left to make good a track of 272° MAG. Maintain this track until 'I LF' DME 3.5 \*535405N 0014521W before setting course.
  - iii. Turbo-prop: After take-off make good a track of 311° MAG and at DME 2.1 turn onto course.

**Note:** The above routeings are compatible with normal ATC practice. In individual cases they may be varied owing to operational circumstances. The use of the Noise Preferential Routeings specified above is supplementary to the noise abatement take-off techniques as used by piston engined, turbo-prop and turbo-jet aircraft.

e) Target Noise levels

'By day' means 0700-2300 (0600-2200).

'By night' means 2300-0700 (2200-0600).

All aircraft (excluding military aircraft) shall be operated in such a way that at the relevant monitoring point they will not generate a noise level:

- i. After take-off from Runway 32 more than 85 dB(A) by day or 77dB(A) by night;
- ii. After take-off from Runway 14 more than 92 dB(A) by day or 84 dB(A) by night;
- iii. On approach to Runway 32 more than 85 dB(A) by day or 79 dB(A) by night.

f) Night Restrictions

- i. The airport company is subject to planning requirements imposed during the night time period 2300-0700 (2200-0600).
- ii. Such aircraft movements are permitted only by approval from one of the following:
  - Head of Airfield Operations — 0771-101 6610
  - Airside Operations — 0113-391 3231
- iii. Movements in the night time period by aircraft failing to meet the imposed conditions will only be permissible in the following circumstances:
  - 1. Delayed landings up to 0100 (0000) by aircraft scheduled to land between 0700-2300 (0600-2200).
  - 2. An emergency ie; A flight where there is an immediate danger to life or health, whether human or animal.
- g) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or in VMC shall not descend below 2000 FT before intercepting the glidepath, nor thereafter fly below the glidepath. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.
- h) To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid/reduce the use of reverse thrust after landing, whenever possible consistent with safe operation of the aircraft.
- i) Ground running of aircraft engines is not permitted between 2300-0700 (2200-0600) and is subject to ATC permission at all other times.
- j) Fanstop Procedures

22 Jan 2026

- i. Simulated asymmetric 'go-arounds' for Runway 14 must be initiated at or above 300 FT (QFE);
- ii. Simulated engine out manoeuvres from Runway 14 are not permitted on departure.

## EGNM AD 2.22 FLIGHT PROCEDURES

### 1 PROCEDURES FOR OUTBOUND AIRCRAFT

- a)
- i. Aircraft are to expect a NELSA 3W SID for the following routes when Runway **32** is in use:
 

**Northbound** – N601 (NELSA), P18 (DCT - GASKO) – Expect first CPDLC Data Link Authority to be EGPX

**Southbound** – L612 (DCT - MCT - DCT - LISTO), N862 via P17 (DCT - BARTN), L8 via P18 (DCT - MCT - DCT - LISTO), M605 (DCT - POL) – Expect first CPDLC Data Link Authority to be EGTT

**Westbound** – Y70 (DCT - CROFT), L10 FL 85 - (DCT - CROFT - DCT - WAL) – Expect first CPDLC Data Link Authority to be EGPX
  - ii. Aircraft are to expect a POL 2X SID for the following routes when Runway **14** is in use:
 

**Northbound** – N601 (POL), P18 (POL) – Expect first CPDLC Data Link Authority to be EGPX

**Southbound** – L612 (DCT - MCT - DCT - LISTO), N862 via P17 (POL), L8 via P18 (DCT - MCT - DCT - LISTO), M605 (POL) – Expect first CPDLC Data Link Authority to be EGTT

**Westbound** – Y70 (POL), L10 FL 85 - (DCT - WAL) – Expect first CPDLC Data Link Authority to be EGPX  
LAMIX and DOPEK SIDs – Expect first CPDLC Data Link Authority to be EGTT

Aircraft departing to aerodromes not connected to the above initial routes will receive individual tactical clearances.

b) Radio Failure Procedure

- i. In the event of complete radio communication failure in an outbound aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3.

### 2 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Inbound Routes from Airways

Approach from	Via	Route
NW	L612 N57	CALDA - POL - LBA POL - LBA
N	P18	GASKO - LBA
E	Y70	GOLES - BATLI - LBA
S	N57/T420 N601	TNT - DENBY - LBA EMBOR - TNT - DENBY - LBA
SW	N864	REXAM - BARTN - POL - LBA
W	L10/L975	WAL - BARTN - POL - LBA

Aircraft likely to be issued tactical headings prior to transfer from Scottish Control to EGNM RAD.

b) Inbound Aircraft from other than the Airways System

- i. Aircraft wishing to enter the Leeds Bradford Control Zone and/or Control Area direct from the London FIR are required to obtain permission at least 10 minutes before reaching the CTR or CTA Boundary, when they will be advised of the route to follow consistent with the current traffic situation.

### 3 RADIO COMMUNICATIONS FAILURE PROCEDURES

- a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3. The route to be used when leaving the Zone in accordance with this procedure is

Position at time of decision	Route
NDB(L)/LBA	Track 010°(T) from NDB(L) LBA at ALT 3000 FT until clear of CTR/CTA.

- b) In the event of radio communications failure or no contact with Scottish Control by NELSA, if departing on a NELSA 3W SID or if departing on a POL 2X SID, immediately Squawk 7600, take up a right hand hold at either NELSA or Pole Hill at FL 070 for 3 minutes. Thereafter follow standard radio communications failure procedures in accordance with the UK AIP.

#### 4 VISUAL REFERENCE POINTS (VRP)

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

#### 5 FREQUENCY MONITORING CODE (FMC)

- a) Pilots operating in the vicinity of, but intending to remain outside Leeds Bradford controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Leeds Radar frequency, 134.580 MHz, are encouraged to select SSR code 2677.

541152N 0014544W - 535800N 0022410W -  
 535240N 0021607W - 533650N 0015216W -  
 533210N 0014910W - 533433N 0012238W -  
 534146N 0011444W - 540551N 0013920W -  
 541152N 0014544W.

- b) Selection of code 2677 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.
- c) Whilst squawking 2677 pilots should be aware that Leeds Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
- d) When a pilot ceases to maintain a listening watch, code 2677 shall be deselected.
- e) Aircraft who intend to either transit Leeds CTR or route underneath any portion of the CTA, should still contact Leeds Radar on 134.580 MHz for a service and clearance if required.

### EGNM AD 2.23 ADDITIONAL INFORMATION

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### EGNM AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGNM-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGNM-2-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGNM-5-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 14/32 NELSA 4W POL 2X - ICAO

AD 2.EGNM-6-1

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

AD 2.EGNM-6-2

INSTRUMENT APPROACH CHART ILS/DME Y RWY 14 (CAT A,B) - ICAO

AD 2.EGNM-8-1

INSTRUMENT APPROACH CHART ILS/DME Z RWY 14 (CAT C,D) - ICAO

AD 2.EGNM-8-2

INSTRUMENT APPROACH CHART LOC/DME Y RWY 14 (CAT A,B) - ICAO

AD 2.EGNM-8-3

INSTRUMENT APPROACH CHART LOC/DME Z RWY 14 (CAT C,D) - ICAO

AD 2.EGNM-8-4

INSTRUMENT APPROACH CHART NDB(L)/DME Y RWY 14 (CAT A,B) - ICAO

AD 2.EGNM-8-5

INSTRUMENT APPROACH CHART NDB(L)/DME Z RWY 14 (CAT C,D) - ICAO

AD 2.EGNM-8-6

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 32 - ICAO

AD 2.EGNM-8-7

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 32 - ICAO

AD 2.EGNM-8-8

INSTRUMENT APPROACH CHART NDB(L) DME RWY 32 - ICAO



## **EGNM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

Not applicable

## 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	0.79°E (2027) / 0.18°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.

25 Dec 2025

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.

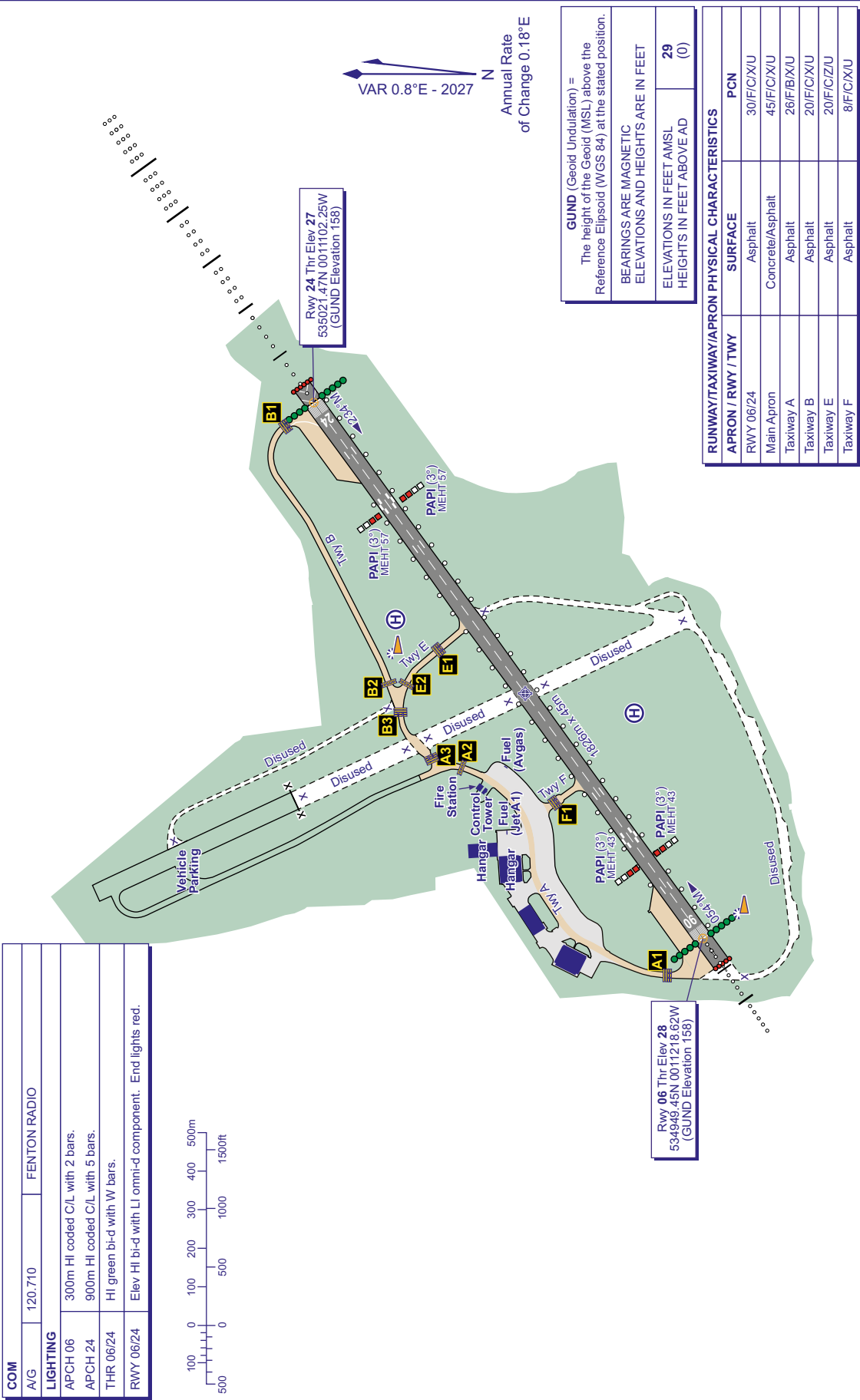
LEEDS EAST  
EGCM

AD ELEV 29FT

ARP 535004N 0011144W

AERODROME  
CHART - ICAO

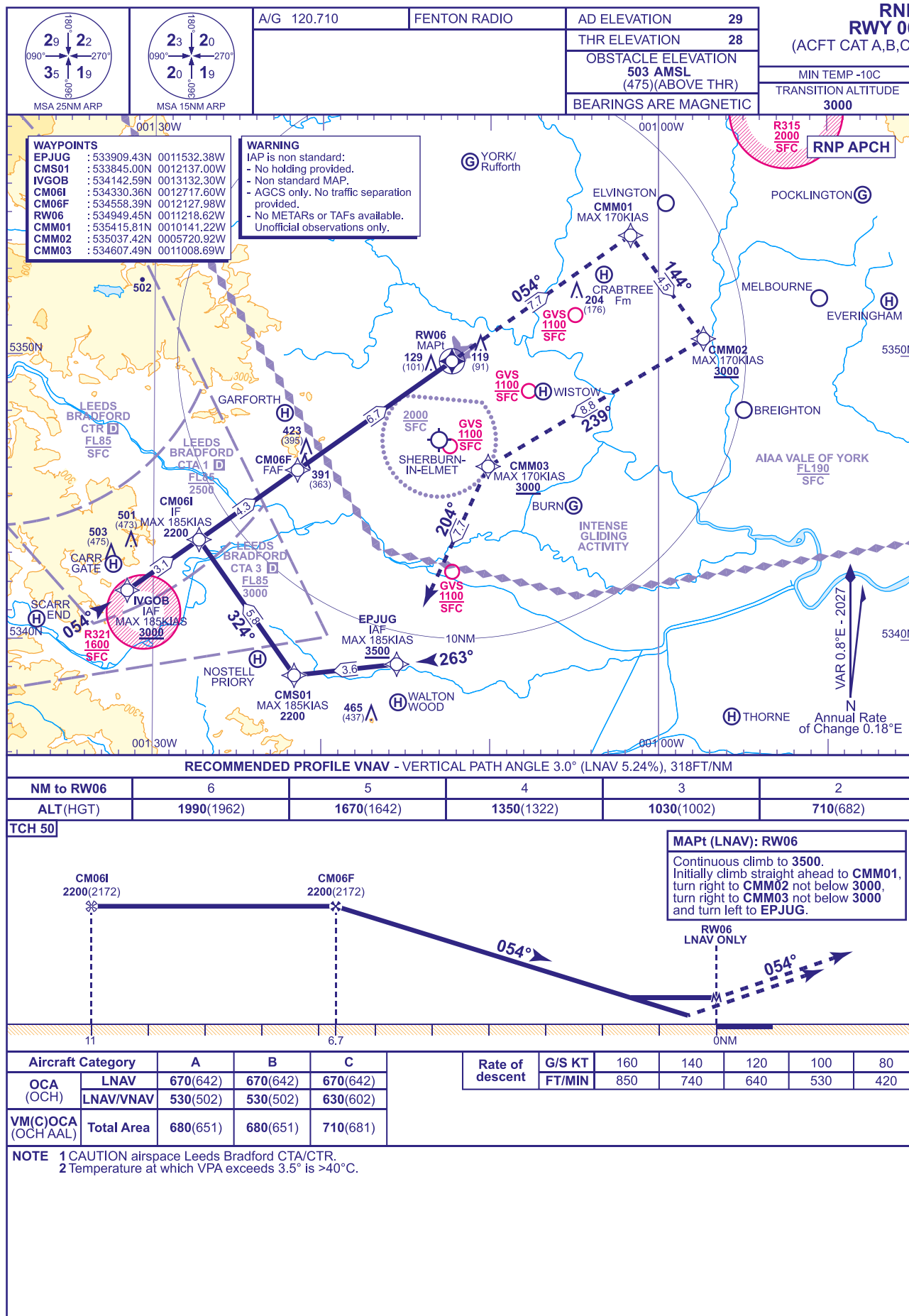
COM		FENTON RADIO
A/G	120.710	
LIGHTING		
APCH 06	300m HI coded C/L with 2 bars.	
APCH 24	900m HI coded C/L with 5 bars.	
THR 06/24	HI green bi-d with W bars.	
RWY 06/24	Elev HI bi-d with LI omni-d component. End lights red.	



CHANGE (1/26): MAG INFO REVISED. RWY HEADINGS.

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## INSTRUMENT APPROACH CHART - ICAO

LEEDS EAST  
RNP  
RWY 06  
(ACFT CAT A,B,C)

CHANGE (1/26): MAG INFO REVISED. MAG HEADINGS.

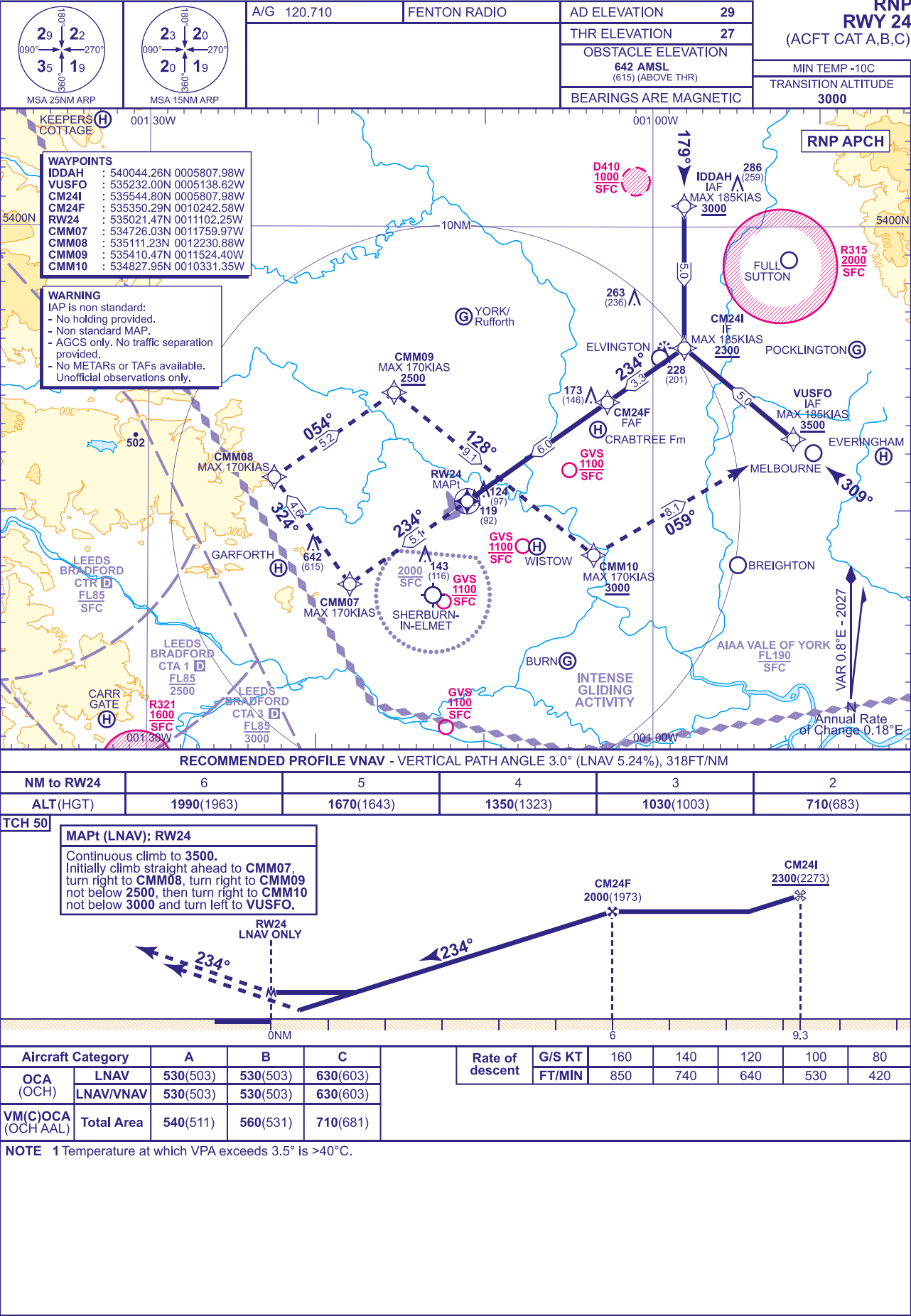
AERO INFO DATE 06 NOV 25

AD 2-EGCM-8-1



INSTRUMENT APPROACH CHART - ICAO

LEEDS EAST  
RNP  
RWY 24  
(ACFT CAT A,B,C)



## Instrument Approach Procedure Coding Tables

## LEEDS EAST RNP RWY 06 - Instrument Approach Procedure via EPJUG

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R06R	001	IF	EPJUG	N	-	-	<u>3500</u>	-185	533909.43N 0011532.38W	IAF
R06R	002	TF	CMS01	N	263° (263.6°)	RIGHT	2200	-185	533845.00N 0012137.00W	-
R06R	003	TF	CM06I	N	324° (324.7°)	RIGHT	2200	-185	534330.36N 0012717.60W	IF / 10.9 NM
R06R	004	TF	CM06F	N	054° (054.4°)	-	2200	-	534558.39N 0012127.98W	FAF / 6.7 NM
R06R	005	TF	RW06	Y	054° (054.5°)	-	-	-	534949.45N 0011218.62W	MAPt
R06R	006	TF	CMM01	N	054° (054.7°)	RIGHT	-	-170	535415.81N 0010141.22W	-
R06R	007	TF	CMM02	N	144° (144.8°)	RIGHT	<u>3000</u>	-170	535037.42N 0005720.92W	-
R06R	008	TF	CMM03	N	239° (239.4°)	LEFT	<u>3000</u>	-170	534607.49N 0011008.69W	-
R06R	009	TF	EPJUG	N	204° (204.7°)	-	3500	-185	533909.43N 0011532.38W	-

## LEEDS EAST RNP RWY 06 - Instrument Approach Procedure via IVGOB

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R06C	001	IF	IVGOB	N	-	-	<u>3000</u>	-185	534142.59N 0013132.30W	IAF
R06C	002	TF	CM06I	N	054° (054.5°)	-	2200	-185	534330.36N 0012717.60W	IF / 10.9 NM
R06C	003	TF	CM06F	N	054° (054.4°)	-	2200	-	534558.39N 0012127.98W	FAF / 6.7 NM
R06C	004	TF	RW06	Y	054° (054.5°)	-	-	-	534949.45N 0011218.62W	MAPt
R06C	005	TF	CMM01	N	054° (054.7°)	RIGHT	-	-170	535415.81N 0010141.22W	-
R06C	006	TF	CMM02	N	144° (144.8°)	RIGHT	<u>3000</u>	-170	535037.42N 0005720.92W	-
R06C	007	TF	CMM03	N	239° (239.4°)	LEFT	<u>3000</u>	-170	534607.49N 0011008.69W	-
R06C	008	TF	EPJUG	N	204° (204.7°)	-	3500	-185	533909.43N 0011532.38W	-

## Instrument Approach Procedure Coding Tables

### LEEDS EAST RNP RWY 24 - Instrument Approach Procedure via IDDAH

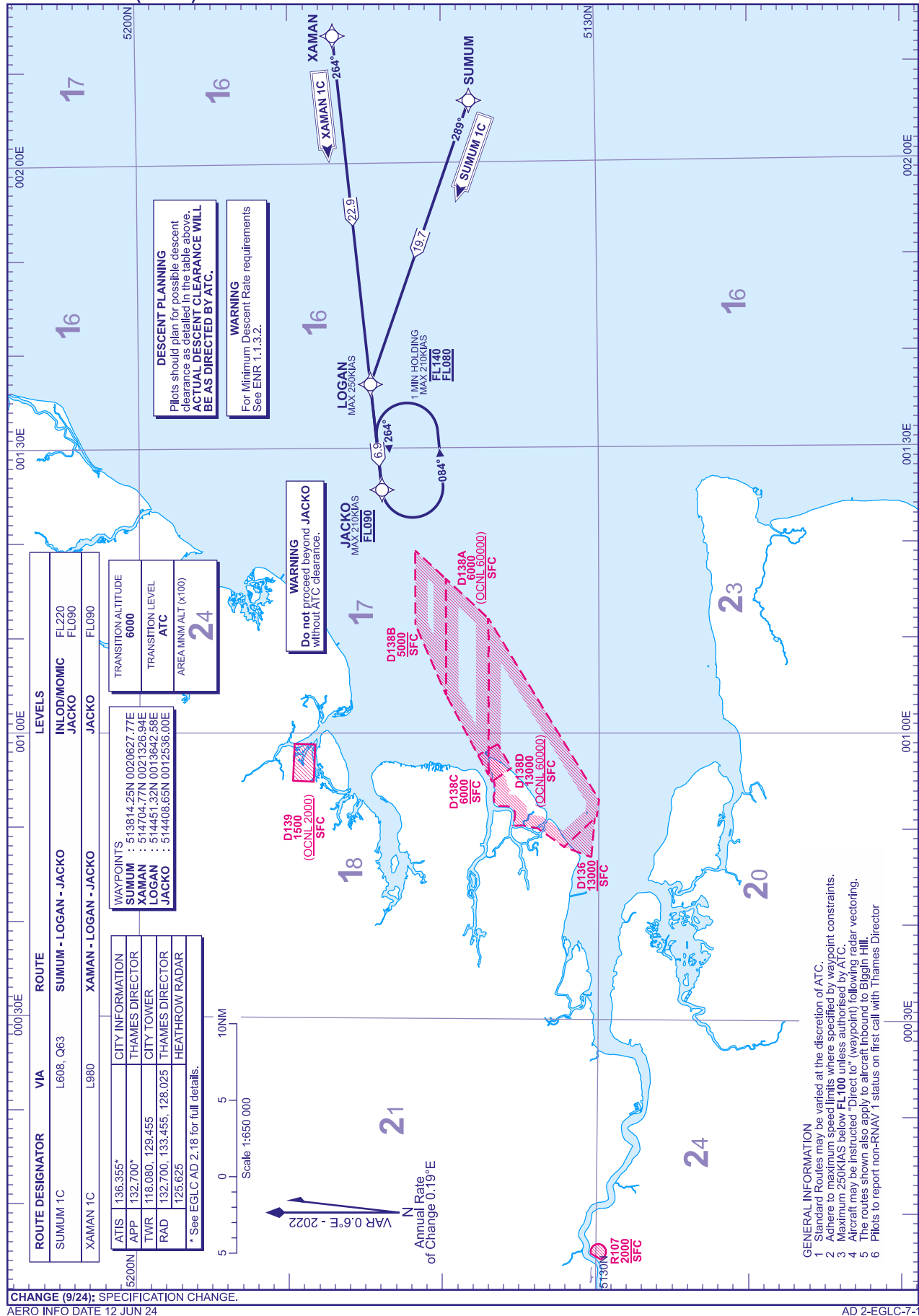
Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R24R	001	IF	IDDAH	N	-	-	<u>3000</u>	-185	540044.26N 0005807.98W	IAF
R24R	002	TF	CM24I	N	179° (180.0°)	RIGHT	<u>2300</u>	-185	535544.80N 0005807.98W	IF / 9.4 NM
R24R	003	TF	CM24F	N	234° (234.8°)	-	2000	-	535350.29N 0010242.58W	FAF / 6.0 NM
R24R	004	TF	RW24	Y	234° (234.8°)	-	-	-	535021.47N 0011102.25W	MAPt
R24R	005	TF	CMM07	N	234° (234.7°)	RIGHT	-	-170	534726.03N 0011759.97W	-
R24R	006	TF	CMM08	N	324° (324.6°)	RIGHT	-	-170	535111.23N 0012230.88W	-
R24R	007	TF	CMM09	N	054° (054.5°)	RIGHT	<u>2500</u>	-170	535410.47N 0011524.40W	-
R24R	008	TF	CMM10	N	128° (129.0°)	LEFT	<u>3000</u>	-170	534827.95N 0010331.35W	-
R24R	009	TF	VUSFO	N	059° (059.8°)	-	3500	-185	535232.00N 0005138.62W	-

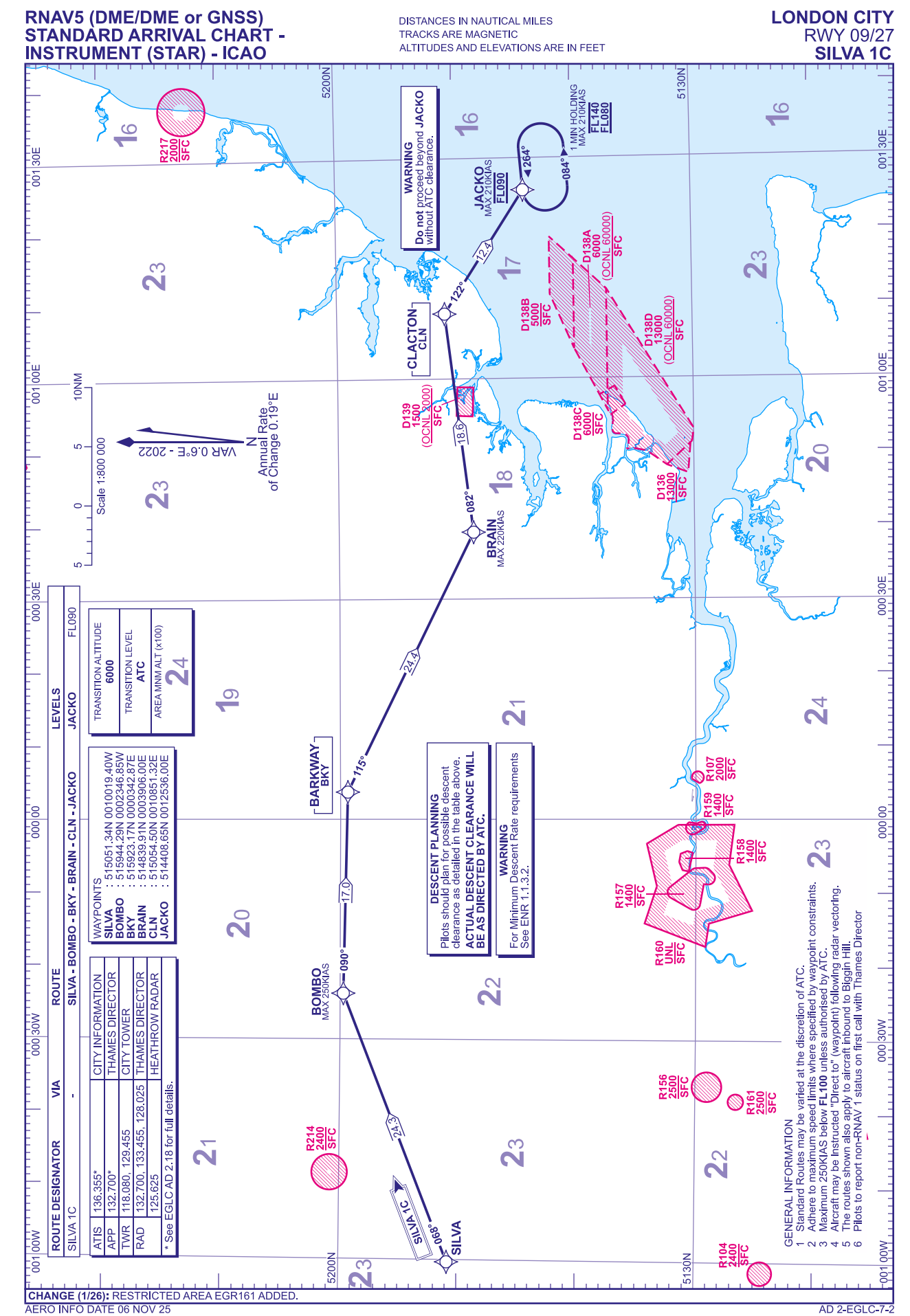
### LEEDS EAST RNP RWY 24 - Instrument Approach Procedure via VUSFO

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R24L	001	IF	VUSFO	N	-	-	<u>3500</u>	-185	535232.00N 0005138.62W	IAF
R24L	002	TF	CM24I	N	309° (310.0°)	LEFT	<u>2300</u>	-185	535544.80N 0005807.98W	IF / 9.4 NM
R24L	003	TF	CM24F	N	234° (234.8°)	-	2000	-	535350.29N 0010242.58W	FAF / 6.0 NM
R24L	004	TF	RW24	Y	234° (234.8°)	-	-	-	535021.47N 0011102.25W	MAPt
R24L	005	TF	CMM07	N	234° (234.7°)	RIGHT	-	-170	534726.03N 0011759.97W	-
R24L	006	TF	CMM08	N	324° (324.6°)	RIGHT	-	-170	535111.23N 0012230.88W	-
R24L	007	TF	CMM09	N	054° (054.5°)	RIGHT	<u>2500</u>	-170	535410.47N 0011524.40W	-
R24L	008	TF	CMM10	N	128° (129.0°)	LEFT	<u>3000</u>	-170	534827.95N 0010331.35W	-
R24L	009	TF	VUSFO	N	059° (059.8°)	-	3500	-185	535232.00N 0005138.62W	-

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

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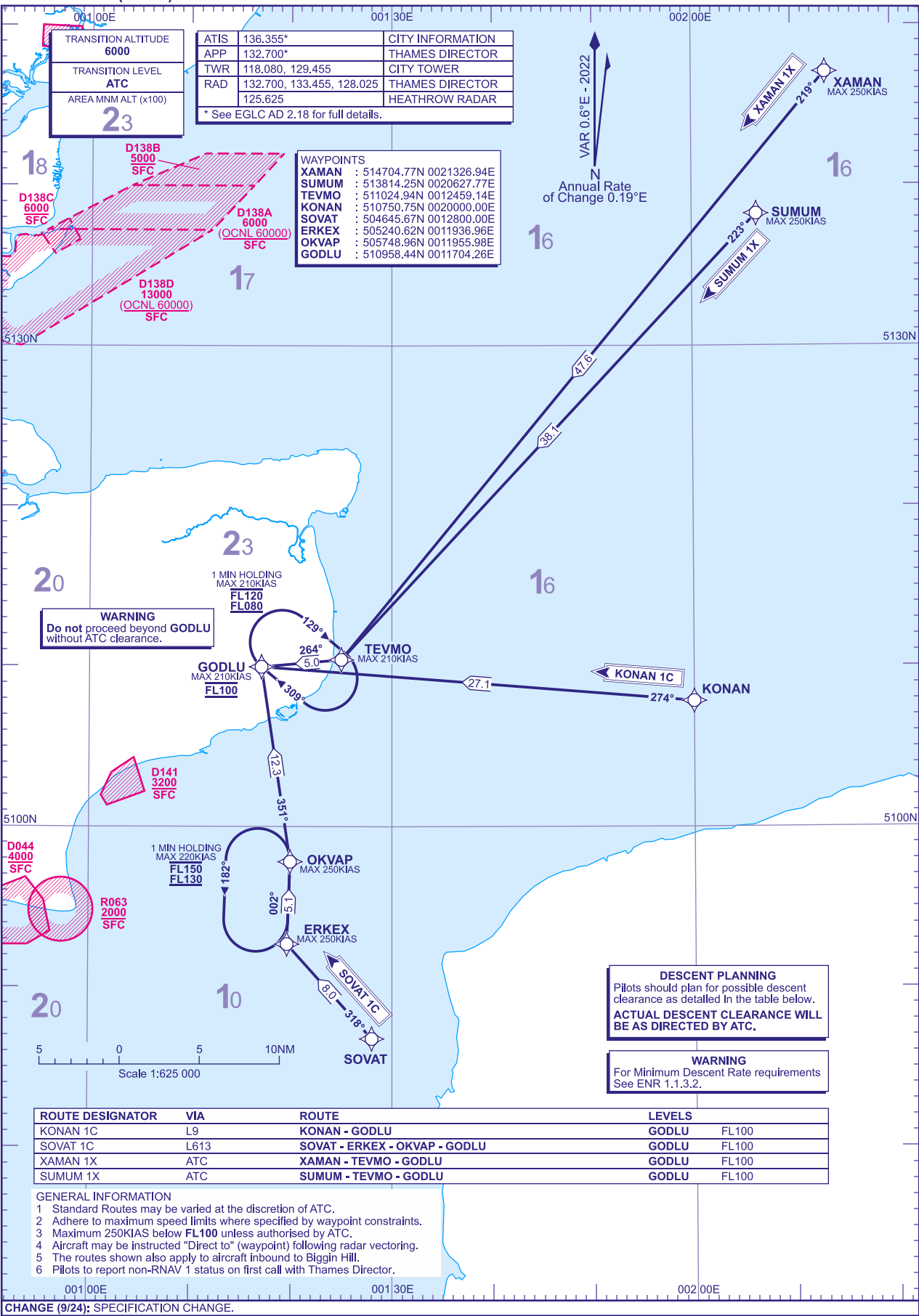
22

23

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

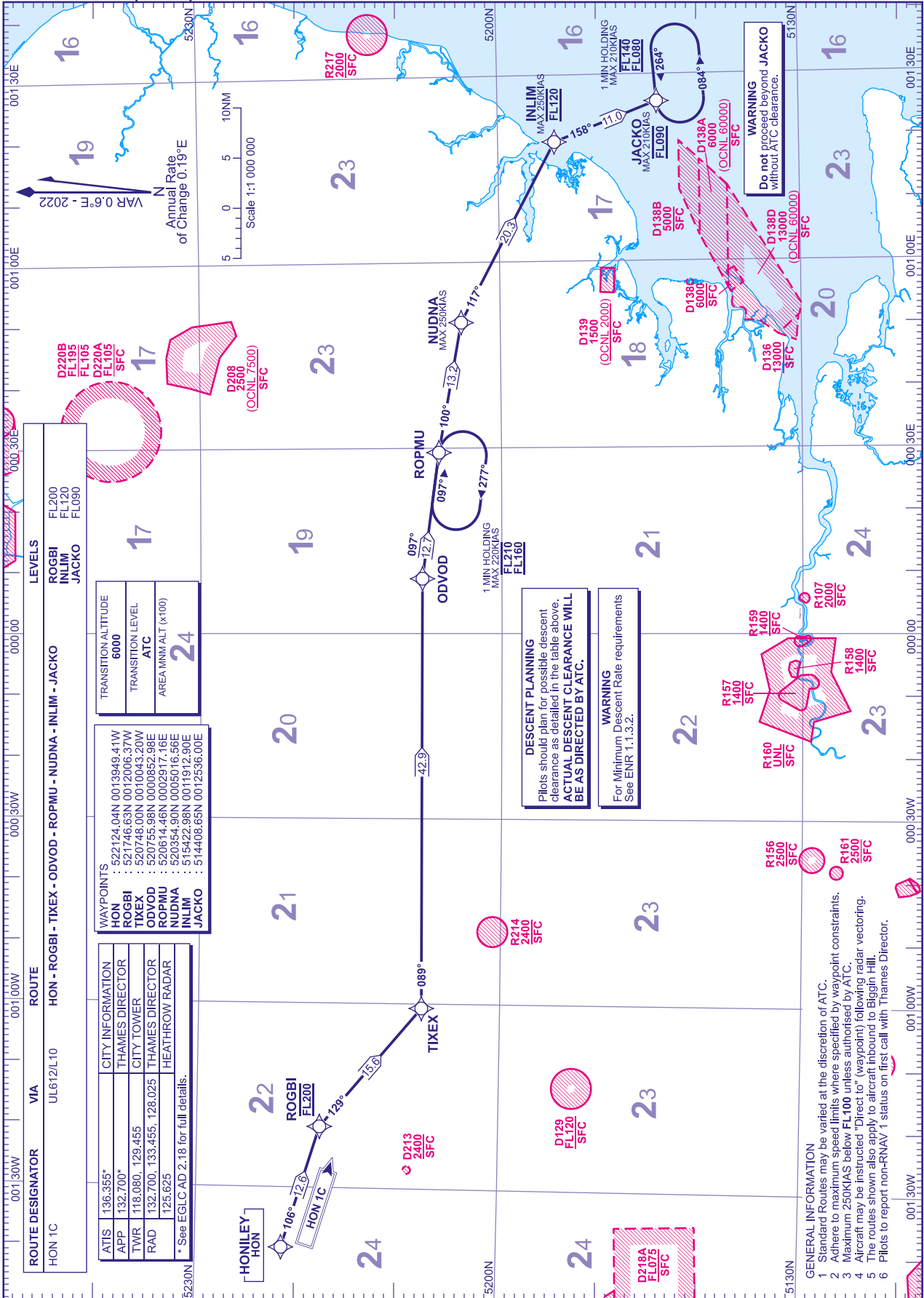


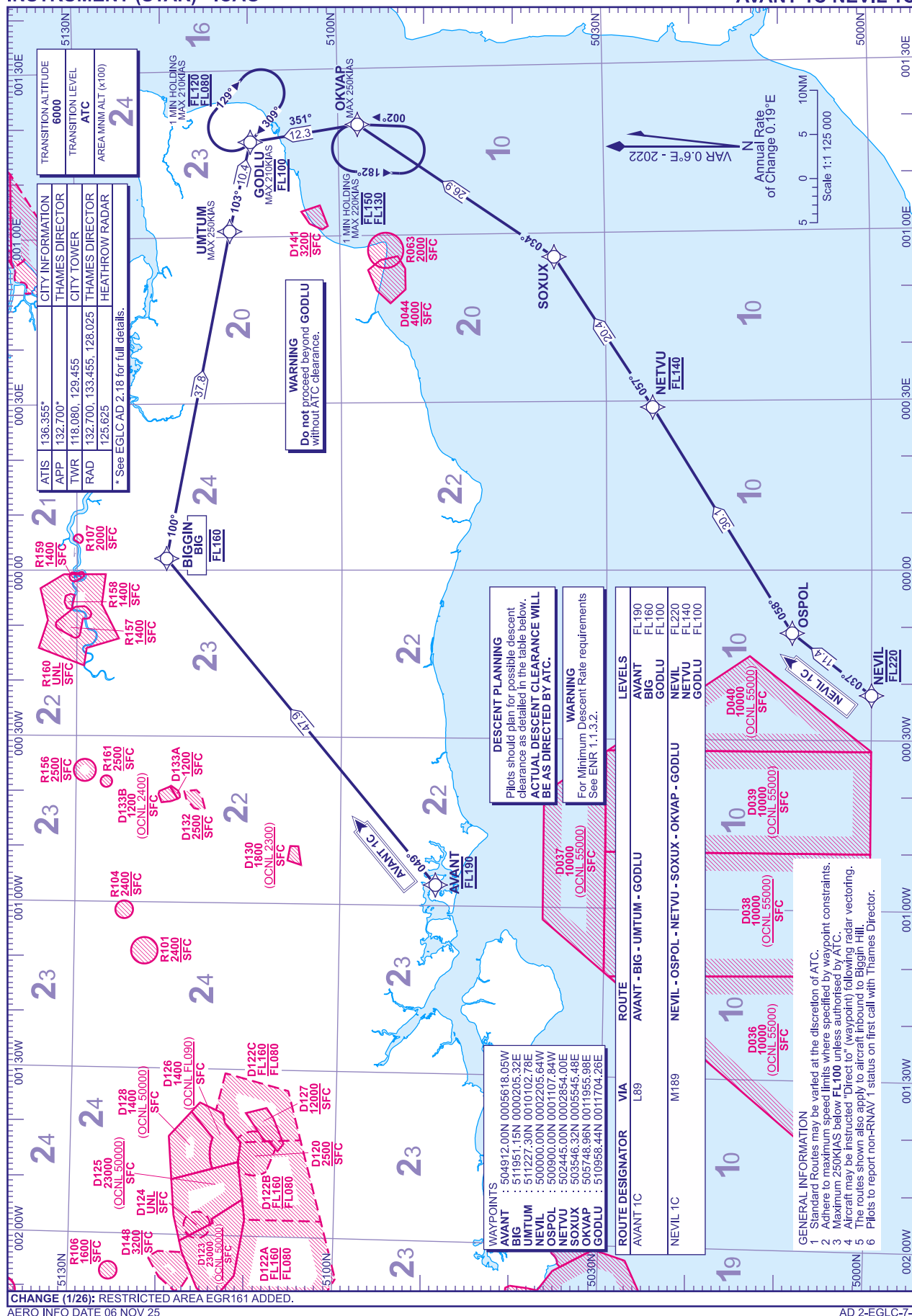


RNAV5 (VOR/DME, DME/DME or GNSS)  
STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO

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

LONDON CITY  
RWY 09/27  
HON 1C



RNAV5 (VOR/DME, DME/DME or GNSS)  
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DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

**ATIS** 136.355\* **CITY INFORMATION** THAMES DIRECTOR  
**APP** 132.700\* **CITY TOWER** THAMES DIRECTOR  
**TWR** 118.080, 129.455 **CITY TOWER** THAMES DIRECTOR  
**RAD** 132.700, 133.455, 128.025 **HEATHROW RADAR** 125.625  
 \* See EGLC AD 2.18 for full details.

**WAYPOINTS**  
 SIRIC : 512036, 17N 0013358.89W  
 BIG : 511951, 15N 0000205.32E  
 UMTUM : 511227, 30N 0010102.78E  
 GODLU : 510958, 44N 0011704.26E

**ROUTE DESIGNATOR** VIA P2 **ROUTE** SIRIC - BIG - UMTUM - GODLU

**LEVELS**  
 SIRIC FL180  
 BIG FL160  
 GODLU FL100

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

**WARNING**  
 For Minimum Descent Rate requirements See ENR 1.1.3.2.

**GENERAL INFORMATION**  
 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.

AD 2-EGLC-7-8

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 be 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;
    6. Taxiway Alpha Sierra is restricted to maximum Code D aircraft when Code F aircraft are using Taxiway Alpha November east of Taxiway Papa.
  - 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:
    - a) There is a substandard but positive physical obstacle clearance (minimum of 47.5M) on Taxiway Juliet between Taxiways Sierra and Tango;
    - b) Taxiway Alpha Sierra is restricted to maximum Code D aircraft when Code F aircraft are using Taxiway Alpha November east of Taxiway Papa.
  - ii. The following contingency routes are also available for Code F aircraft:
    - a) Taxiway Romeo between Romeo Alpha and Lima;
    - b) Taxiway Lima between Taxiways Romeo and Quebec.

22 Jan 2026

Prior approval is required from ATC due to the proximity of the road which restricts the availability of these routes and requires special procedures to be put in place in advance. Due to these restrictions the contingency routes are not shown in yellow on Aerodrome Chart AD 2.EGKK-2-5.

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.



22 Jan 2026

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

## 4 WARNINGS

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

## 5 HELICOPTER OPERATIONS

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

## 6 USE OF RUNWAYS

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

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

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

### c) Use of Runway 08L/26R

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

### d) Restriction of Operation

- i. During Runway 08L/26R operations, delays may occur to aircraft taxiing on the aerodrome due to the following:

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

e) **Nav aids**

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

- i. Surveillance radar.
- ii. DME.

f) **Runway and Approach Lights**

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

g) **Minimum Runway Occupancy Time**

i. **Departures**

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

ii. **Arrivals**

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

08R	D	CR	BR
Distance from threshold (M)	1376	1796	2251
Design Exit Speed (KT)	38	49	50
<b>Notes:</b> 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 <b>CR</b> or <b>D</b> must contact ATC promptly when instructed. Traffic vacating at <b>BR</b> 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 <b>ER</b> and <b>Mike</b> 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

22 Jan 2026

**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 L<sub>max</sub> 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 L<sub>max</sub> by night 2300-0700 (2200-0600) **and** that it will not cause more than 87 dBA L<sub>max</sub> 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.

22 Jan 2026

8.

- a) This sub-paragraph (8) applies to aircraft other than:
- any propeller driven aircraft whose MTWA does not exceed 5700 KG; or
  - 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.
- 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.
  - 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.
- 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
  - 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**  
**Department for Transport**

**28 December 2023**

- 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 SIDes.
    - 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 SIDes 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

- 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).
- 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.
- 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

- 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

- 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.
- When complete communications failure occurs in the aircraft before ETA, or before EAT when this has been received and acknowledged, the aircraft will:
  - fly to the appropriate holding point (TIMBA, WILLO or Mayfield);
  - hold until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
  - 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:

- hold at the last assigned level at TIMBA, WILLO or Mayfield until:
  - ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
  - EAT when this has been received and acknowledged.
- 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.
- 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**.
  - 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.
  - 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.
  - RNAV 1 SIDs are available for use, at ATC discretion, on a 24 hour basis (H24), unless otherwise stated on the chart.
  - 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.
  - 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".
  - 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.
  - Speed limits apply at specified waypoints for track containment purposes.
  - 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
- 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.
  - 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](http://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

22 Jan 2026

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L LAM 5P 5W - ICAO

AD 2.EGKK-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R LAM 6M 6V - ICAO

AD 2.EGKK-6-2

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R LAM 1Z - ICAO

AD 2.EGKK-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R FRANE 1M 1V 1P 1W - ICAO

AD 2.EGKK-6-4

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R FRANE 1Z - ICAO

AD 2.EGKK-6-5

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R BOGNA 1M 1V (RNAV SUBSTITUTION ONLY) - ICAO

AD 2.EGKK-6-6

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L BOGNA 1X HARDY 1X - ICAO

AD 2.EGKK-6-7

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R KENET 3P 3W NOVMA 1M 1V SAM 3P 3W - ICAO

AD 2.EGKK-6-8

RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L IMVUR 1Z NOVMA 1X - ICAO

AD 2.EGKK-6-9

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R SFD 5M 5V 9W 9P - ICAO

AD 2.EGKK-6-10

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L SFD 4Z 1X - ICAO

AD 2.EGKK-6-11

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R WIZAD 4M 4V - ICAO

AD 2.EGKK-6-12

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L WIZAD 1X - ICAO

AD 2.EGKK-6-13

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R MIMFO 1M 1V DVR 2P 2W - ICAO

AD 2.EGKK-6-14

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R ODVIK 2Z - ICAO

AD 2.EGKK-6-15

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R TIGER 3M 3V DAGGA 1M 1V - ICAO

AD 2.EGKK-6-16

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L TIGER 1X DAGGA 1X - ICAO

AD 2.EGKK-6-17

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 08R LAM 1Z FRANE 1Z

AD 2.EGKK-6-18

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L BOGNA 1X HARDY 1X

AD 2.EGKK-6-19

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 08R IMVUR 1Z RWY 26L NOVMA 1X RWY 08R SFD 4Z RWY 26L SFD 1X

AD 2.EGKK-6-20

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L WIZAD 1X RWY 08R ODVIK 2Z

AD 2.EGKK-6-21

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L TIGER 1X DAGGA 1X

AD 2.EGKK-6-22

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART- INSTRUMENT (STAR) BARM1 1G TEBRA 2G KONAN 2G - ICAO

AD 2.EGKK-7-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MID 1X - ICAO

AD 2.EGKK-7-2

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) NEVIL 1G KUNAV 1G - ICAO

AD 2.EGKK-7-3

RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OTMET 1G VASUX 1G - ICAO

AD 2.EGKK-7-4

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AMDUT 1G ARNUN 1G - ICAO

AD 2.EGKK-7-5

RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TELTU 1G - ICAO

AD 2.EGKK-7-6

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DISIT 1G KIDLI 1G - ICAO

AD 2.EGKK-7-7

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ABSAV 1G GWC 1G - ICAO

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 BARM 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

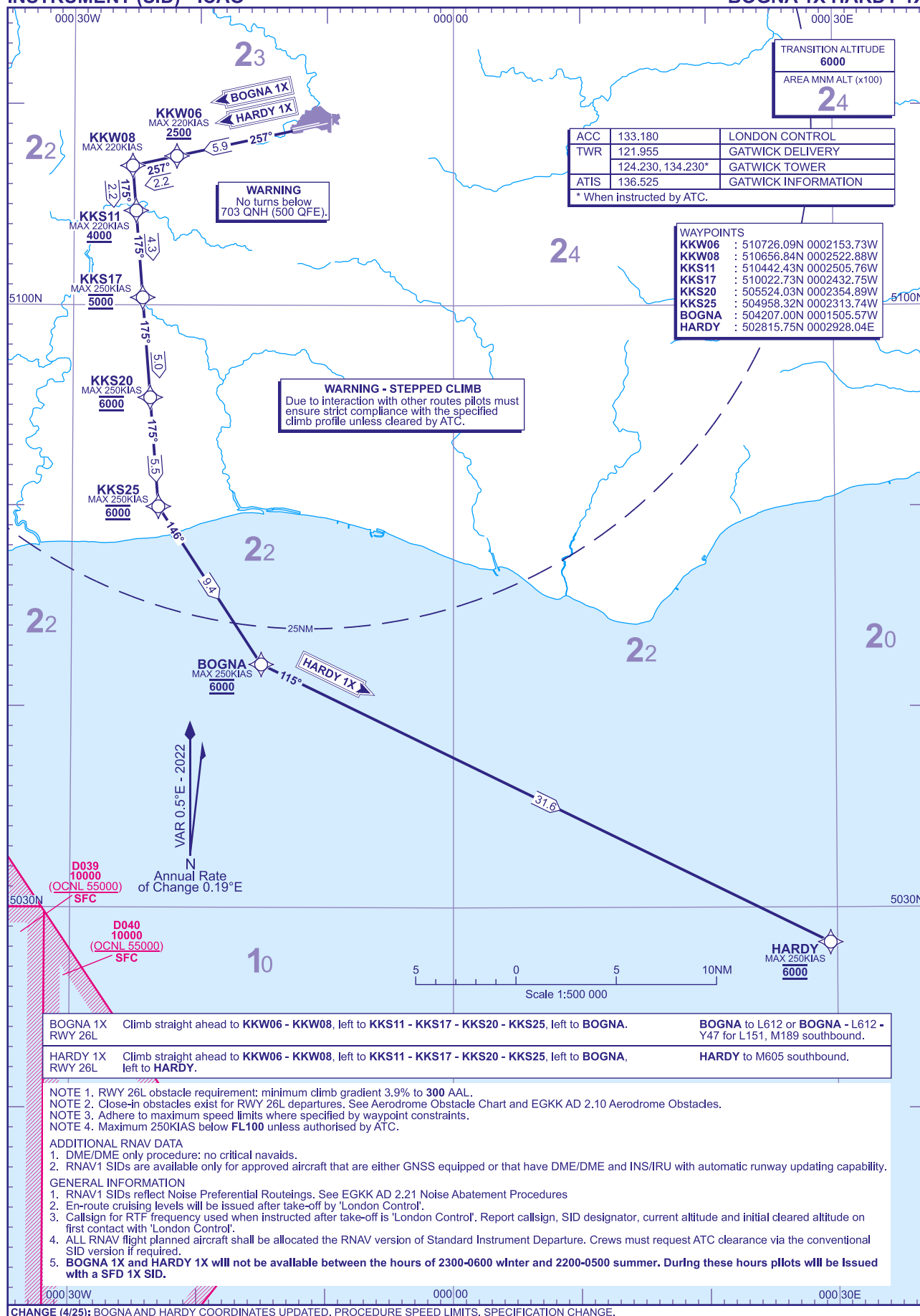
AD 2.EGKK-8-9

## EGKK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable



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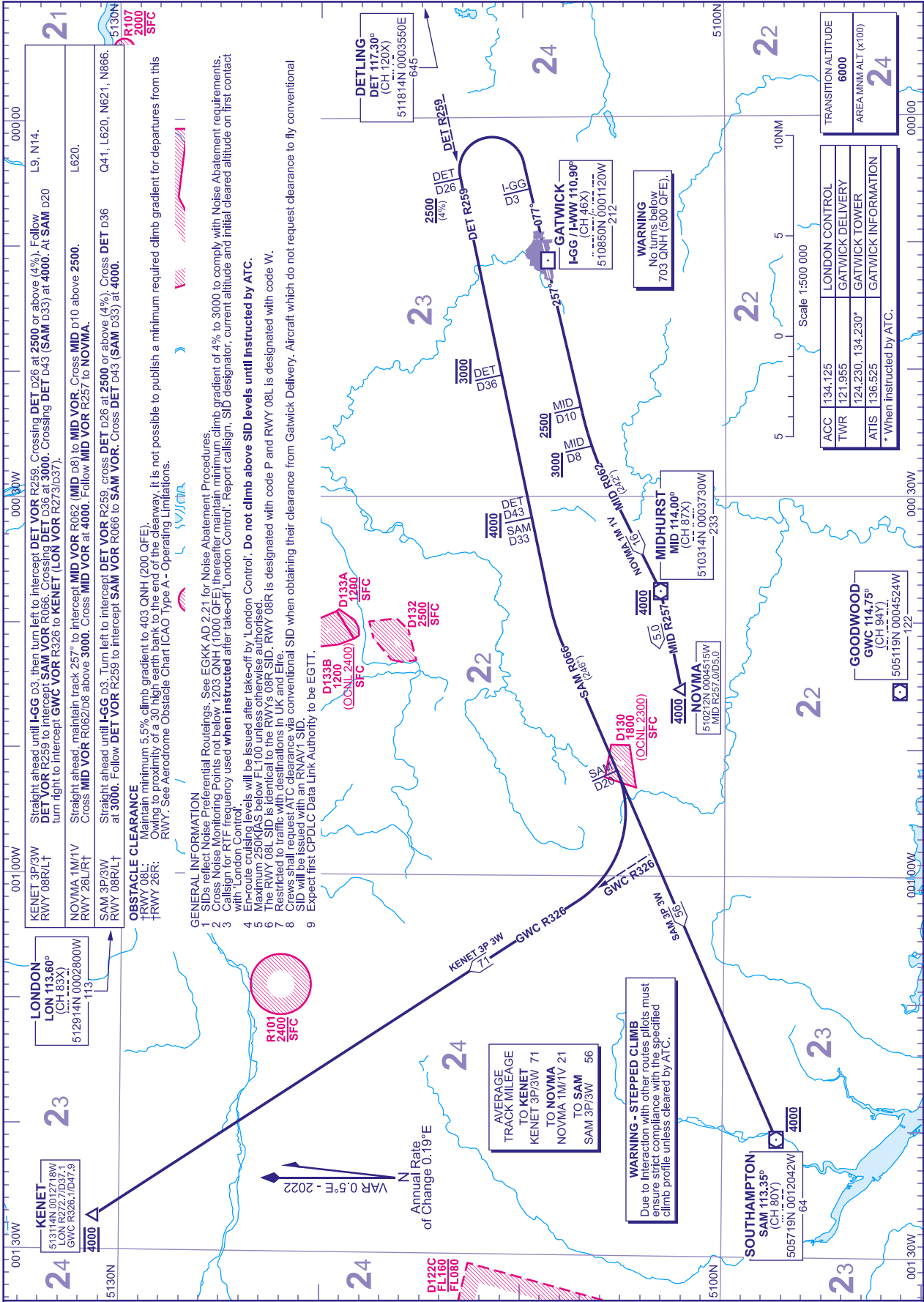
**RNAV1 (DME/DME or GNSS)  
STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO**DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET**LONDON GATWICK  
RWY 26L  
BOGNA 1X HARDY 1X**

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

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

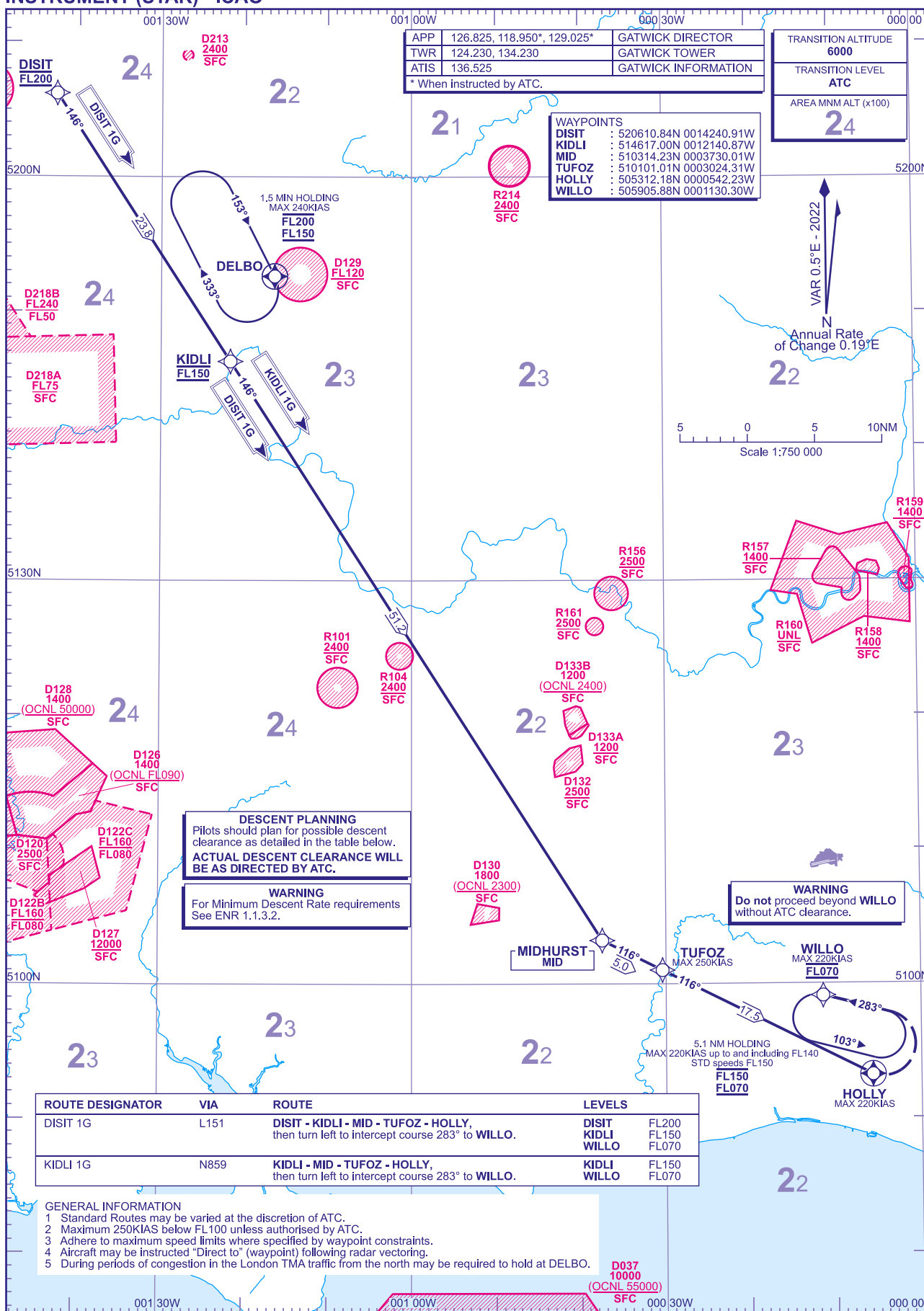
LONDON GATWICK  
RWY 08R/L 26L/R

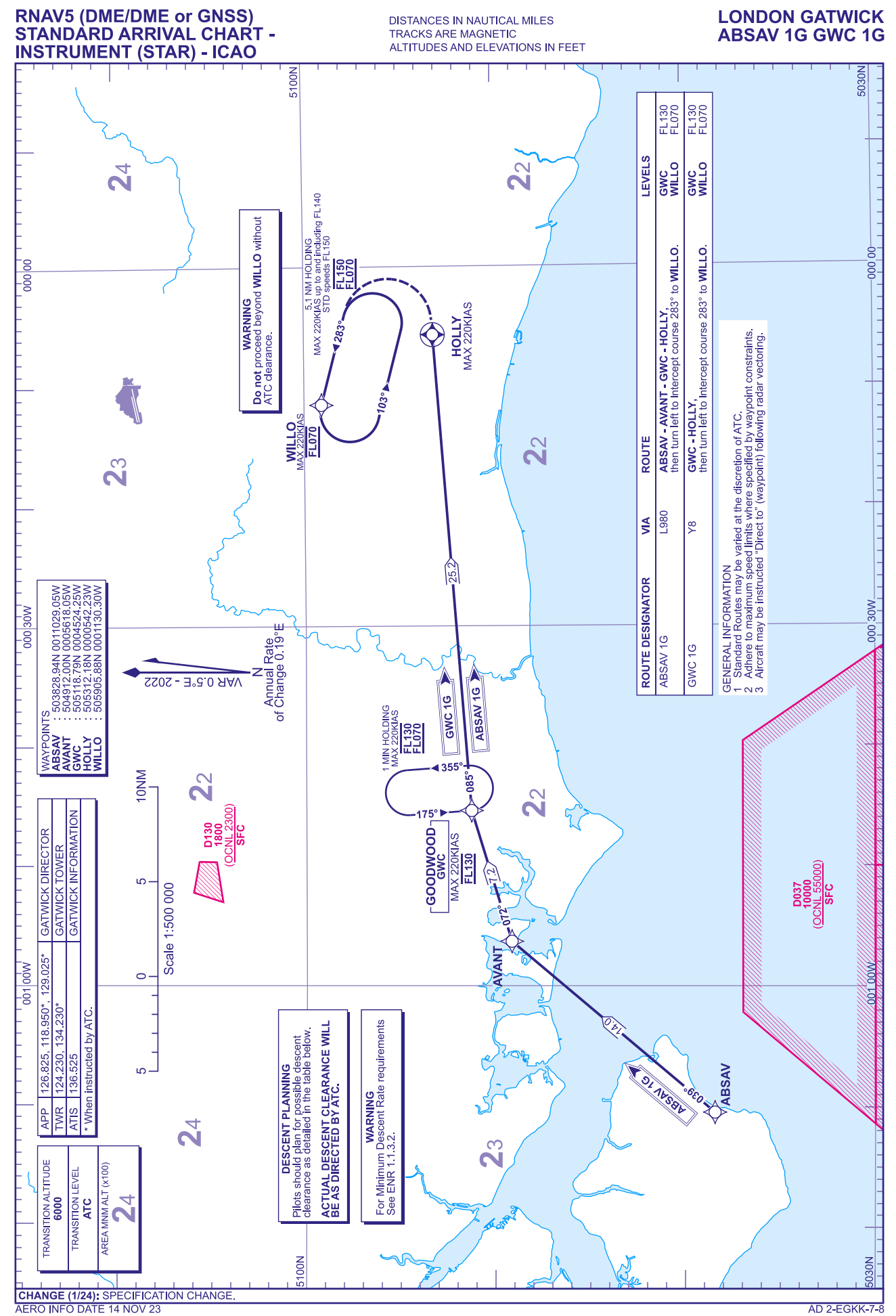
KENET 3P 3W NOVMA 1M 1V SAM 3P 3W

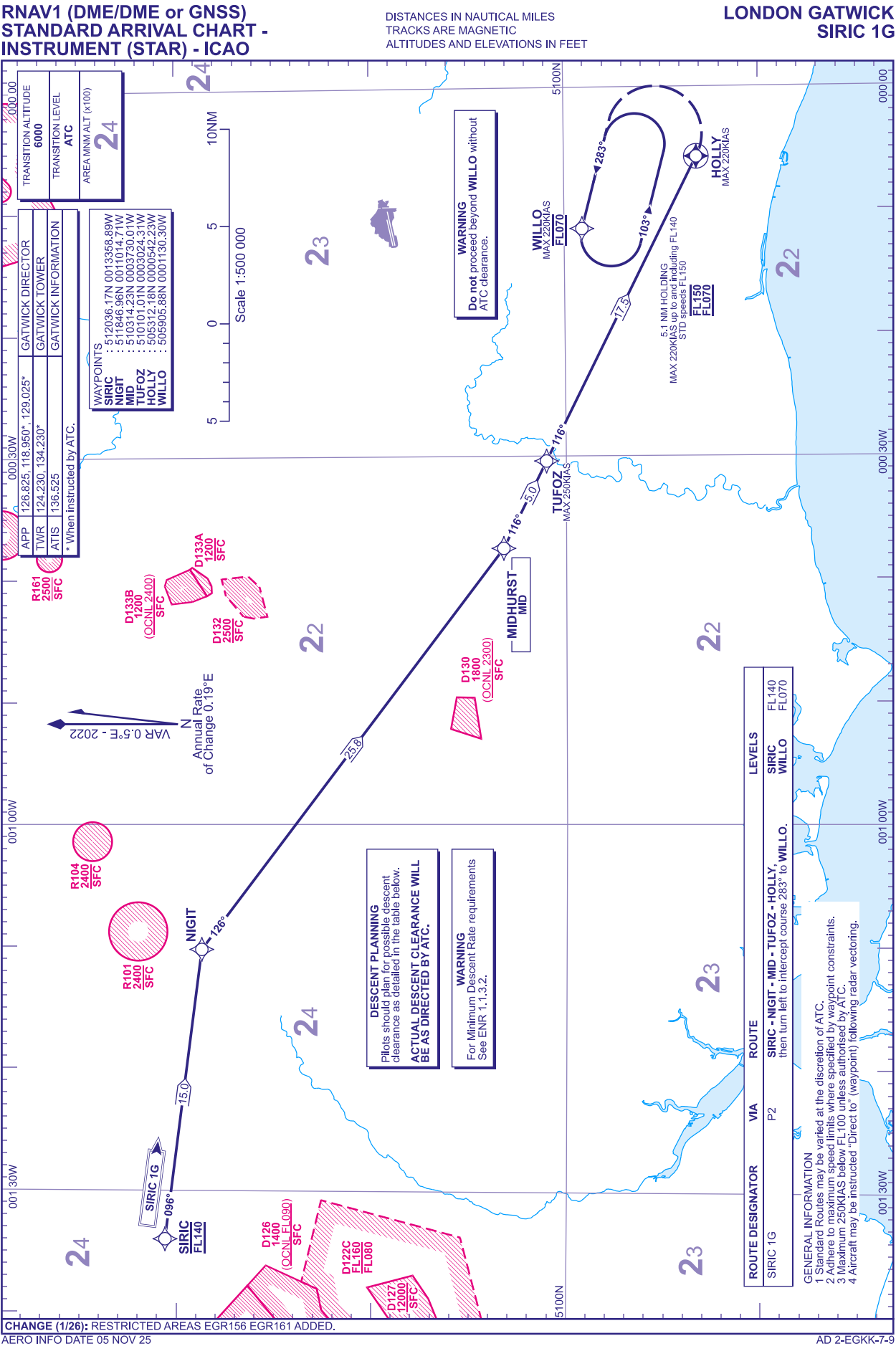


CHANGE (1/26): RESTRICTED AREA EGR161 ADDED.  
AERO INFO DATE 05 NOV 25

AD 2-EGKK-6-8

RNAV5 (DME/DME or GNSS)  
STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAODISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON GATWICK  
DISIT 1G KIDLI 1G







Standard Instrument Arrival Coding Tables

LONDON GATWICK BARM1 1G

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BARM1G	001	IF	BARM1	522841.76N 0023413.73E	N	-	-	-	-	FL260	-	RNAV5
BARM1G	002	TF	SONOG	520619.71N 0021610.08E	N	206° (206.5°)	0.5	25.0	-	-	-	RNAV5
BARM1G	003	TF	ODROB	513915.11N 0015445.17E	N	206° (206.2°)	0.5	30.2	RIGHT	FL220	-	RNAV5
BARM1G	004	TF	TEBRA	512920.30N 0013643.00E	N	228° (228.7°)	0.5	15.0	RIGHT	-	-	RNAV5
BARM1G	005	TF	ABTUM	512603.66N 0012228.98E	N	249° (249.9°)	0.5	9.5	LEFT	FL140	-	RNAV5
BARM1G	006	TF	ARNUN	510325.98N 0005552.98E	N	216° (216.6°)	0.5	28.2	RIGHT	-	-	RNAV5
BARM1G	007	TF	KKE63	505856.70N 0004051.78E	N	244° (244.7°)	0.5	10.5	-	-	-250	RNAV5
BARM1G	008	TF	LARCK	505441.83N 0002647.93E	N	244° (244.6°)	0.5	9.9	RIGHT	-	-250	RNAV5
BARM1G	009	TF	TIMBA	505643.99N 0001542.25E	N	286° (286.2°)	0.5	7.3	-	FL070	-220	RNAV5

LONDON GATWICK TEBRA 2G

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TEBRA2G	001	IF	TEBRA	512920.30N 0013643.00E	N	-	-	-	-	-	-	RNAV5
TEBRA2G	002	TF	ABTUM	512603.66N 0012228.98E	N	249° (249.9°)	0.5	9.5	LEFT	FL140	-	RNAV5
TEBRA2G	003	TF	ARNUN	510325.98N 0005552.98E	N	216° (216.6°)	0.5	28.2	RIGHT	-	-	RNAV5
TEBRA2G	004	TF	KKE63	505856.70N 0004051.78E	N	244° (244.7°)	0.5	10.5	-	-	-250	RNAV5
TEBRA2G	005	TF	LARCK	505441.83N 0002647.93E	N	244° (244.6°)	0.5	9.9	RIGHT	-	-250	RNAV5
TEBRA2G	006	TF	TIMBA	505643.99N 0001542.25E	N	286° (286.2°)	0.5	7.3	-	FL070	-220	RNAV5

LONDON GATWICK KONAN 2G

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
KONAN2G	001	IF	KONAN	510750.75N 0020000.00E	N	-	-	-	-	-	-	RNAV5
KONAN2G	002	TF	ARNUN	510325.98N 0005552.98E	N	264° (264.2°)	0.5	40.7	LEFT	-	-	RNAV5
KONAN2G	003	TF	KKE63	505856.70N 0004051.78E	N	244° (244.7°)	0.5	10.5	-	-	-250	RNAV5
KONAN2G	004	TF	LARCK	505441.83N 0002647.93E	N	244° (244.6°)	0.5	9.9	RIGHT	-	-250	RNAV5
KONAN2G	005	TF	TIMBA	505643.99N 0001542.25E	N	286° (286.2°)	0.5	7.3	-	FL070	-220	RNAV5

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.
20250918120	CRANE	512833N 0002839W	110 FT	30 FT	Yes Construction Yellow Only	Heathrow Airport TWY A north rehabilitation works.  Lifting or excavation works with tall equipment will only take place overnight when RWY 09L/27R is CLSD or suspended.
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.

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
2023050340	CRANE	512752N 0002300W	302 FT	226 FT	Yes Steady red	379-389 Staines Road, Hounslow, TW4 5AP.
2025081263	EXCAVATOR	512748N 0002553W	93 FT	14 FT	Yes Yellow obstacle light only	Heathrow Airport Fenceline Installation Area 35a, Proximity of Eastern Tug Road (South East of Airfield). No Operations in Safeguarding / LVP.
(EGLL3659)	RADAR AERIAL	512737.69N 0002622.62W	220 FT	142 FT	No	
(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	
27R	269.71°	3901 x 50 M	RWY surface: Asphalt, Grooved PCR 1020/R/A/W/T	512839.63N 0002559.82W 150.7 FT	THR 78.1 FT TDZ 79.3 FT	
09R	089.68°	3658 x 50 M	RWY surface: Asphalt, Grooved PCR 820/R/A/W/T	512753.25N 0002856.33W 150.8 FT	THR 75.3 FT TDZ 76.2 FT	
27L	269.72°	3658 x 50 M	RWY surface: Asphalt, Grooved PCR 820/R/A/W/T	512753.82N 0002602.76W 150.6 FT	THR 76.8 FT TDZ 77.8 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		4021 x 280 M				RWY 09L  Northern runway shoulders between A1 and A11 are 20.5 M and between A11 and A13 are 12.5 M.
	78 x 150 M	4021 x 280 M				RWY 27R  Northern runway shoulders between A1 and A11 are 20.5 M and between A11 and A13 are 12.5 M.
		3778 x 280 M				RWY 09R  Southern runway shoulders between N1 and N7 are 20.5 M and between N7 and N11 are 12.5 M.
		3778 x 280 M				RWY 27L  Southern runway shoulders between N1 and N7 are 20.5 M and between N7 and N11 are 12.5 M.

## EGLL AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09L	3901 M	3901 M	3901 M	3592 M	LDA: 09L landing threshold is displaced by 309 M.
27R	3882 M	3960 M	3882 M	3882 M	
09L	3362 M	3362 M	3362 M		Take-off from intersection with A12
09L	2838 M	2838 M	2838 M		Take-off from intersection with A11
09L	2661 M	2661 M	2661 M		Take-off from intersection with A10W
09L	2354 M	2354 M	2354 M		Take-off from intersection with A10E
09L	1992 M	1992 M	1992 M		Take-off from intersection with A9W
09L	1789 M	1789 M	1789 M		Take-off from intersection with A9E
27R	3539 M	3617 M	3539 M		Take-off from intersection with A4
27R	3136 M	3214 M	3136 M		Take-off from intersection with A5
27R	2862 M	2940 M	2862 M		Take-off from intersection with A6
27R	2617 M	2695 M	2617 M		Take-off from intersection with A7

22 Jan 2026

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
27R	2414 M	2492 M	2414 M		Take-off from intersection with A8
27R	2142 M	2220 M	2142 M		Take-off from intersection with A9E
27R	1947 M	2025 M	1947 M		Take-off from intersection with A9W
09R	3658 M	3658 M	3658 M	3350 M	LDA: 09R landing threshold is displaced by 308 M
27L	3658 M	3658 M	3658 M	3658 M	
09R	3528 M	3528 M	3528 M		Take-off from intersection with N10
09R	3351 M	3351 M	3351 M		Take-off from intersection with N8
09R	2853 M	2853 M	2853 M		Take-off from intersection with S7
09R	2852 M	2852 M	2852 M		Take-off from intersection with N7
09R	2325 M	2325 M	2325 M		Take-off from intersection with N6
09R	2244 M	2244 M	2244 M		Take-off from intersection with S6
09R	1704 M	1704 M	1704 M		Take-off from intersection with N5W
27L	3536 M	3536 M	3536 M		Take-off from intersection with N2E
27L	3380 M	3380 M	3380 M		Take-off from intersection with N2W
27L	3224 M	3224 M	3224 M		Take-off from intersection with N3
27L	3212 M	3212 M	3212 M		Take-off from intersection with S3
27L	2702 M	2702 M	2702 M		Take-off from intersection with N4E
27L	2606 M	2606 M	2606 M		Take-off from intersection with S4W
27L	2589 M	2589 M	2589 M		Take-off from intersection with S4E
27L	2441 M	2441 M	2441 M		Take-off from intersection with N4W
27L	2222 M	2222 M	2222 M		Take-off from intersection with S5E
27L	2091 M	2091 M	2091 M		Take-off from intersection with N5E
27L	2081 M	2081 M	2081 M		Take-off from intersection with S5W

## EGLL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/Length/Intensity	Threshold lighting Colour/Wing bars	VASIS/MEHT/PAPI/PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/Spacing/Colour/Intensity	Runway edge lighting Length/Spacing/Colour/Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09L	Coded centre-line with five crossbars. Supplementar y lighting inner 300 M. 860 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 66 FT 417 M	900 M	Bi-directional colour coded 15 M spacing 3901 M length Light intensity high	Bi-directional 60 M spacing 3901 M length White Light intensity high	Red		EDGE: On full length departures, the first 300 M of edge lights are red due to displaced threshold.
27R	Coded centre-line with five crossbars. Supplementar y lighting inner 300 M. 905 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 73 FT 469 M	901 M	Bi-directional colour coded 15 M spacing 3884 M length Light intensity high	Bi-directional 60 M spacing 3884 M length White Light intensity high	Red		
09R	Coded centre-line with five crossbars. Supplementar y lighting inner 300 M. 939 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 65 FT 420 M	899 M	Bi-directional colour coded 15 M spacing 3660 M length Light intensity high	Bi-directional 60 M spacing 3660 M length White Light intensity high	Red		EDGE: On full length departures, the first 300 M of edge lights are red due to displaced threshold.

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
27L	Coded centre-line with five crossbars. Supplementar y lighting inner 300 M. 922 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 65 FT 420 M	901 M	Bi-directional colour coded 15 M spacing 3660 M length Light intensity high	Bi-directional 60 M spacing 3660 M length White Light intensity high	Red		

### EGLL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 09L: 512842.70N 0002848.27W (LGTD) - 27R: 512843.28N 0002619.54W (LGTD) - 09R: 512749.15N 0002839.36W (LGTD) - 27L: 512749.69N 0002621.49W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lights with selective switching on all taxiway routes.
4	Secondary power supply/switch-over time	Yes - CAT I/II/III. 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

### EGLL AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 512744.27N 0002704.97W
2	TLOF and/or FATO elevation	TLOF: 75.4 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: 18 M sided triangular aiming point.
4	True BRG of FATO	FATO: DIR 27: 269.48°
5	Declared distance available	
6	APP and FATO lighting	FATO: DIR 27: Lighting: Aiming point No approach lighting. Helicopter aiming point is lit with 6 heliport low intensity omni-directional inset white lights.
7	RMK	Refer to AD 2.20 paragraph 5 for Helicopter Operations at Heathrow and AD 2-EGLL-4-1 for the Helicopter Crossing Operations chart. Refer to AD 2.22 paragraph 10 for VFR/Special VFR helicopter flights in the London CTR and paragraph 12 for Helicopter Routes in the London CTR.

### EGLL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON CTR 513611N 0004133W - 513611N 0001253W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512013N 0001255W - 512013N 0003800W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513611N 0004133W	Upper limit: 2500 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT		See EGLL AD2.22, Flight Procedures, item 8 for details of Local Flying Areas. Hours: See AD 2.18.  To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.



22 Jan 2026

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON CTR TMZ 513611N 0004133W following the line of latitude to - 513611N 0001253W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512013N 0001255W following the line of latitude to - 512013N 0003800W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513611N 0004133W	Upper limit: 2500 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT		Procedures applicable to flights within the Transponder Mandatory Zone are detailed in GEN 1.5 paragraph 5.3 and EGLL AD 2.22.
LONDON HEATHROW ATZ A circle, 2.5 NM radius, centred at 512839N 0002741W on longest notified runway (09L/27R)	Upper limit: 2000 FT AGL Lower limit: SFC	D	HEATHROW RADAR English	6000 FT		

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 1.22°E (2027)	IRR	110.300 MHz	HO	512838.88N 0002937.39W		(RWY 27R) Particular care should be exercised in selecting the appropriate ILS facility as more than one ILS will normally be radiating.
ILS/GP	IRR	335.000 MHz	HO	512843.83N 0002617.50W		(RWY 27R) 3° ILS Ref Datum Hgt 58 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.
VOR/DME 1.24°E (2027) 0.6°E (2022)	OCK	100X 115.300 MHz	H24	511818.17N 0002649.86W	200 FT	RNAV Substitution Only. VOR DOC: 25 NM/25,000 FT and 35 NM/25,000 FT in the sector 114° to 289°. DME DOC: 70 NM/25,000 FT (90 NM/25,000 FT in Sector R059°-089°).
VOR/DME 1.22°E (2027) 0.8°E (2023)	LON	83X 113.600 MHz	H24	512914.09N 0002759.54W	113 FT	VOR DOC: 20 NM/50,000 FT (10 NM/50,000 FT in Sector R094-164, 35 NM/50,000 FT in Sector R064-094 and 40 NM/50,000 FT in Sector R254-289). There may be VOR bearing fluctuations in Sector R334-170.  DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R254-314).  DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM.
NDB 1.09°E (2027)	WOD	352.000 kHz	H24	512710.02N 0005243.68W		Range 25 NM.
VOR/DME 0.98°E (2027) 0.8°E (2024)	SAM	80Y 113.350 MHz	H24 Hours of operation for aerodrome purposes: HO	505718.90N 0012042.20W	64 FT	VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R249-084 and 40 NM/50,000 FT in Sector R359-034). DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314). On R202 VOR flag alarms and DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT.
NDB 1.15°E (2027)	BUR	421.000 kHz	HO	513108.44N 0004037.89W		RNAV Substitution Only. DOC: 15 NM except for Sector 340-020 where DOC is 30 NM.
NDB 1.20°E (2027)	CHT	277.000 kHz	HO	513723.32N 0003106.87W		Range 25 NM.
NDB 1.27°E (2027)	EPM	316.000 kHz	HO	511910.43N 0002219.12W		Range 25 NM.
ILS/DME	IBB	32X 109.500 MHz	HO	512749.74N 0002730.90W	93 FT	(RWY 09R) On AD. DME freq paired with ILS I-BB and I-LL. Zero range is indicated at THR of Runway 09R and 27L.
ILS/DME	ILL	32X 109.500 MHz	HO	512749.74N 0002730.90W	93 FT	(RWY 27L) On AD. DME freq paired with ILS I-BB and I-LL. Zero range is indicated at THR of Runway 09R and 27L.
ILS/DME	IRR	40X 110.300 MHz	HO	512843.84N 0002732.51W	99 FT	(RWY 27R) On AD. DME freq paired with ILS I-AA and I-RR. Zero range is indicated at THR of Runway 09L and 27R.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME	IAA	40X 110.300 MHz	HO	512843.84N 0002732.51W	99 FT	(RWY 09L) On AD. DME freq paired with ILS I-AA and I-RR. Zero range is indicated at THR of Runway 09L and 27R.
VOR/DME 1.39°E (2027) 1.1°E (2024)	BIG	98X 115.100 MHz	H24	511951.15N 0000205.32E	589 FT	VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.
VOR/DME 1.41°E (2027) 1.1°E (2025)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
VOR/DME 1.58°E (2027) 1.2°E (2023)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT.
VOR/DME 1.20°E (2027) 1.0°E (2024)	MID	87X 114.000 MHz	H24	510314.23N 0003730.01W	233 FT	VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R354-164). DME DOC: 60 NM/50,000 FT (100 NM/50,000 FT in Sector R239-359).
VOR/DME 1.44°E (2027) 1.4°E (2025)	MAY	126X 117.900 MHz	H24	510101.86N 0000658.04E	384 FT	VOR DOC: 20 NM/25,000 FT (30 NM/25,000 FT in Sector R259-329 and 35 NM/25,000 FT in the Sector R059-094). DME DOC: 40 NM/25,000 FT (60 NM/25,000 FT in Sector R104-164). Due to terrain, coverage at low level is reduced in Sector R314-039.
VOR/DME 1.18°E (2027) 1.3°E (2025)	BNN	84Y 113.750 MHz	H24	514334.19N 0003259.10W	558 FT	VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R329°-084° and 40 NM/50,000 FT in Sector R084°-119°). DME DOC: 60 NM/50,000 FT.

EGLL AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

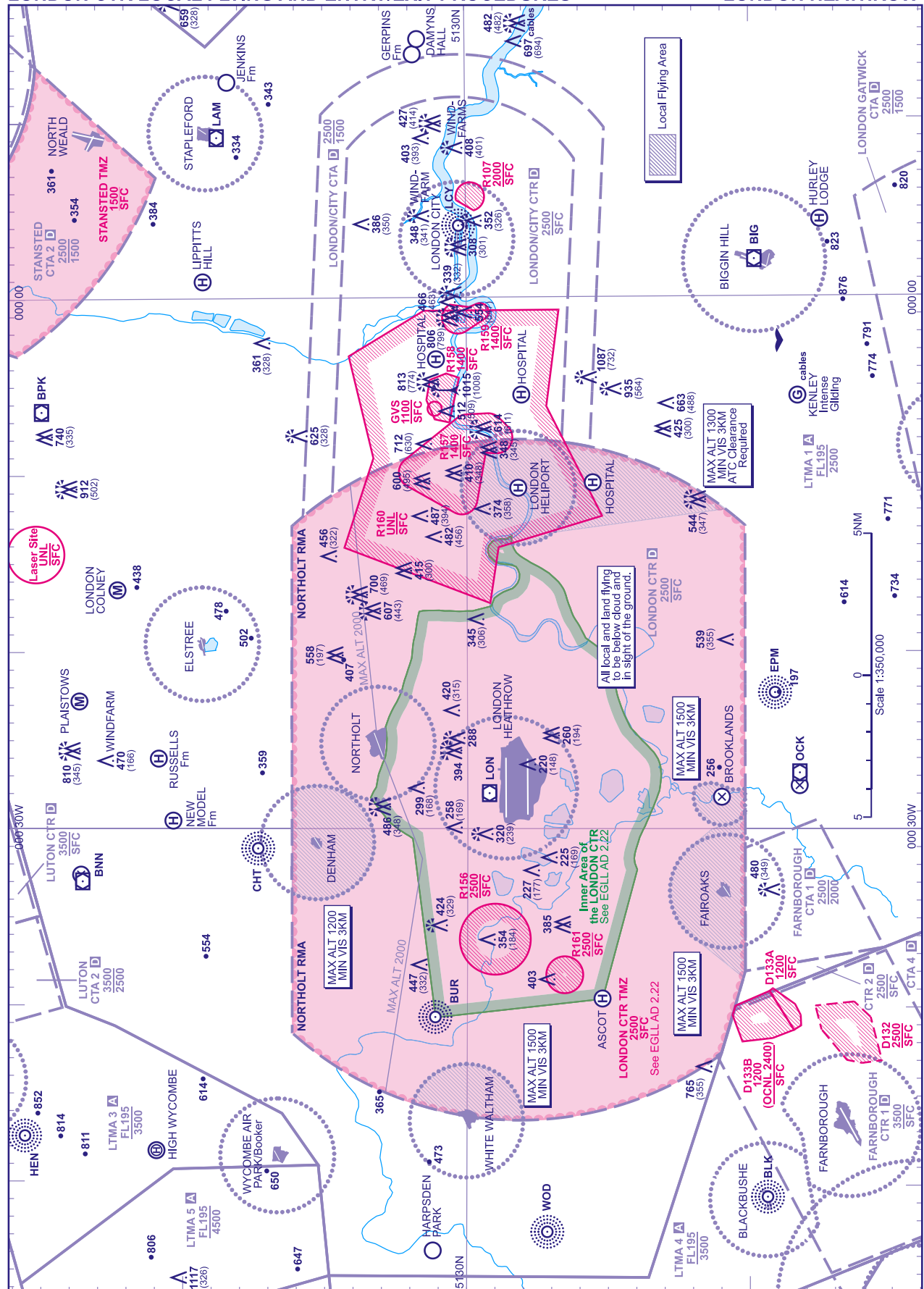
- a) Use governed by regulations applicable to the London CTR.
- b) The following conditions and procedures apply to single-engined and light twin-engined aircraft not fully equipped with radio apparatus (including ILS receiver) as specified at GEN 1.5 but carrying at least the VHF RTF frequencies to permit communication with London (Heathrow) Airport Approach/Director/Radar, Tower and Ground Movement Control:

i. The flight must be made on a VFR or Special VFR clearance under the weather conditions and along the routes specified in the EGLL AD 2.22, paragraph 12.

ii. The first VHF RTF communication with Approach Control must include the words 'Customs required' if the flight is an international one.
- c) An operator which has not operated a scheduled service or a series charter service from Heathrow prior to 1 November 1992 shall only be permitted to commence a scheduled service or a series charter service from Heathrow to a destination which was not served from the airport by any operator in the twelve months prior to 1 November 1992 if any jet aircraft to be used meets the requirements ICAO Annex 16, Chapter 3.
- d) When applying for permission to commence a service falling within the terms of this Condition, documents attesting that jet aircraft comply with Chapter 3 Noise certification standards must be produced. If these documents are not produced the aircraft will be regarded as a non Chapter 3 aircraft.

## LONDON CTR LOCAL FLYING AND ENTRY/EXIT PROCEDURES

## LONDON HEATHROW



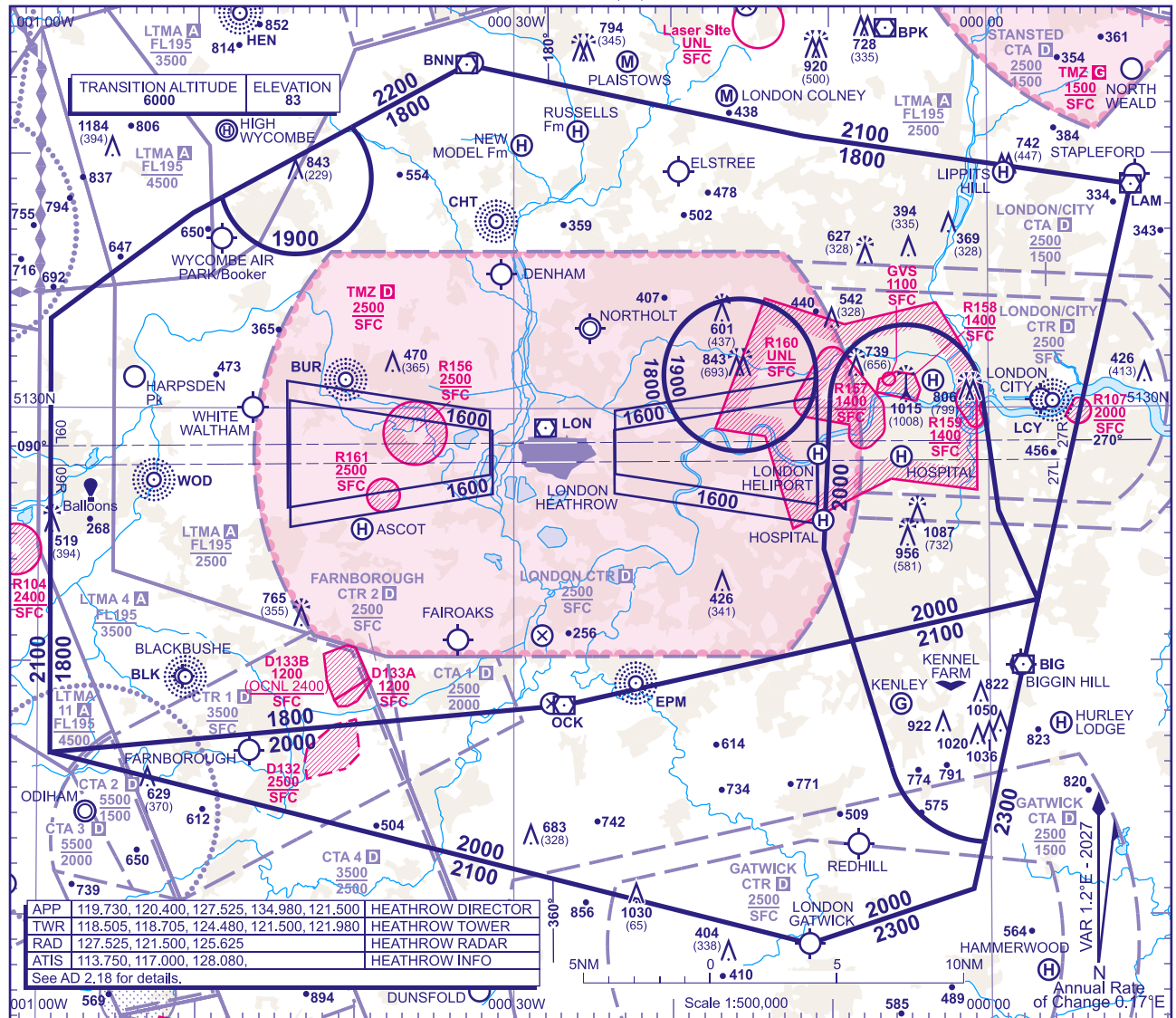
AD 2-EGLL-3-1

**LONDON  
HEATHROW**





BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ELEVATIONS IN FEET AMSL 1184  
HEIGHTS IN FEET AGL (393)



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.

## AD 2-EGLL-5-1



31 Dec 2020

**ATC SURVEILLANCE MINIMUM  
ALTITUDE CHART - ICAO****LONDON HEATHROW****GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

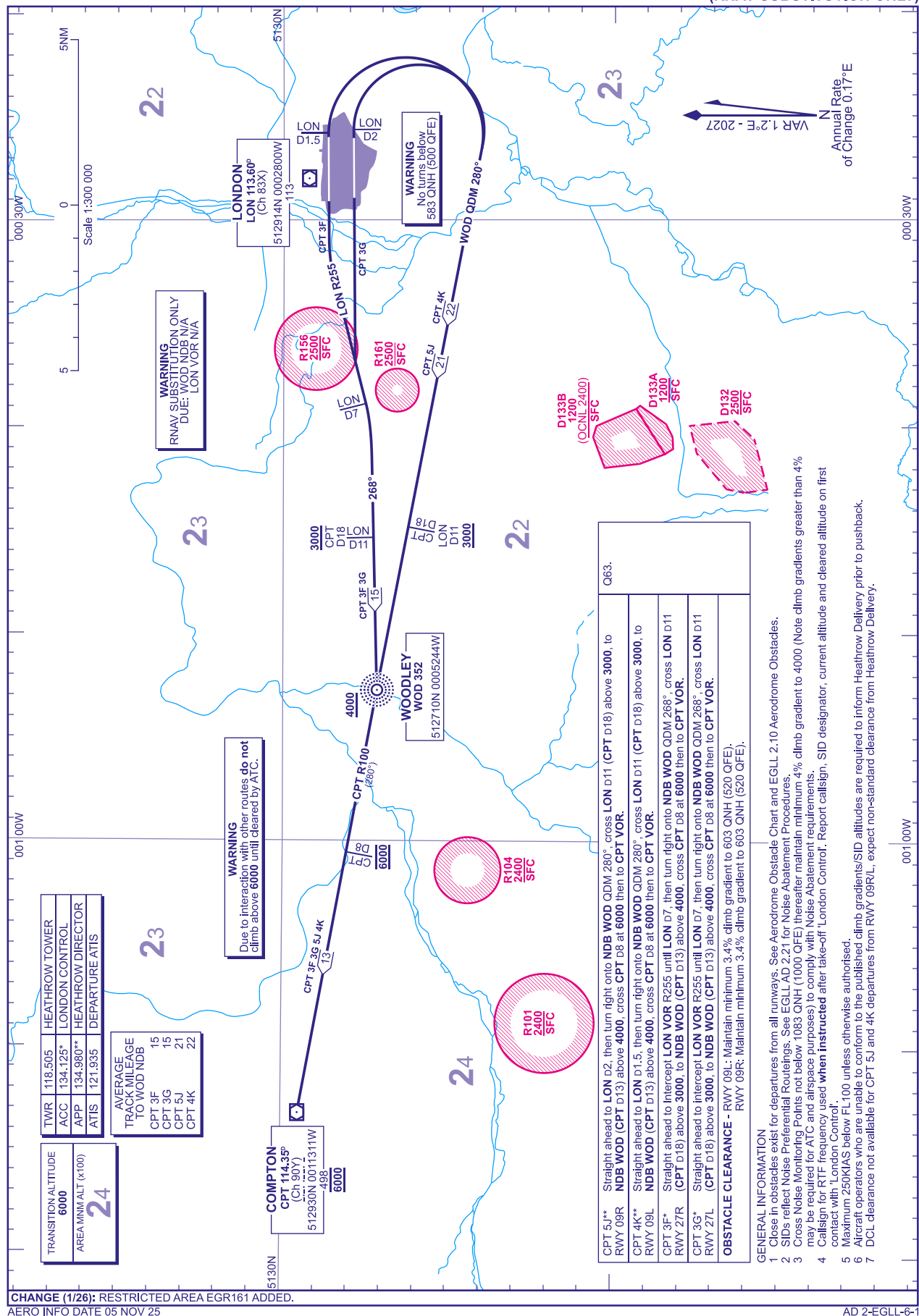
CHANGE (14/20): NOTE 3 UPDATED.

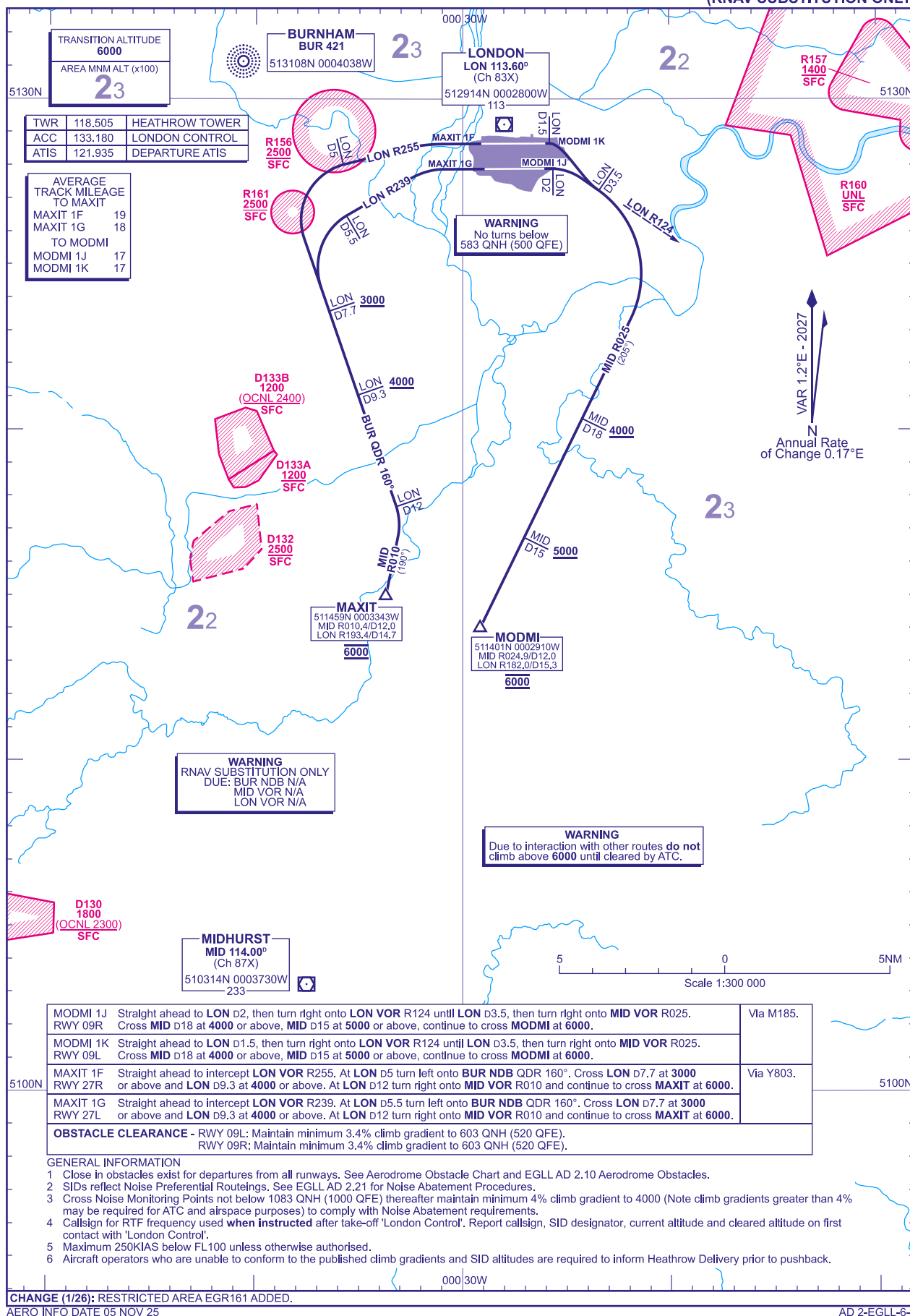
AERO INFO DATE 29 OCT 2020

AD 2-EGLL-5-2

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)**



STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS IN FEETLONDON HEATHROW  
RWY 09R/L RWY 27R/L  
MODMI 1J 1K MAXIT 1F 1G  
(RNAV SUBSTITUTION ONLY)

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

000 30W

TRANSITION ALTITUDE  
6000

AREA MNM ALT (x100)  
**23**

TWR 118.505  
ACC 118.825  
ATIS 121.935

HEATHROW TOWER  
LONDON CONTROL  
DEPARTURE ATIS

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

VAR 1.2°E - 2027  
Annual Rate  
of Change 0.17°E

Scale 1:300 000

5 0 5NM

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

**WARNING**  
RNAV SUBSTITUTION ONLY  
DUE: BUR NDB N/A  
CHT NDB N/A  
BPK VOR N/A  
LON VOR N/A

**23**

**22**

**23**

**CHILTERN**  
CHT 277  
513723N 0003107W

**BURNHAM**  
BUR 421  
513108N 0004038W

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

**BROOKMANS PARK**  
BPK 117.50°  
(Ch 122X)  
514459N 0000624W  
392

**WARNING**  
No turns below  
583 QNH (500 QFE)

**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).

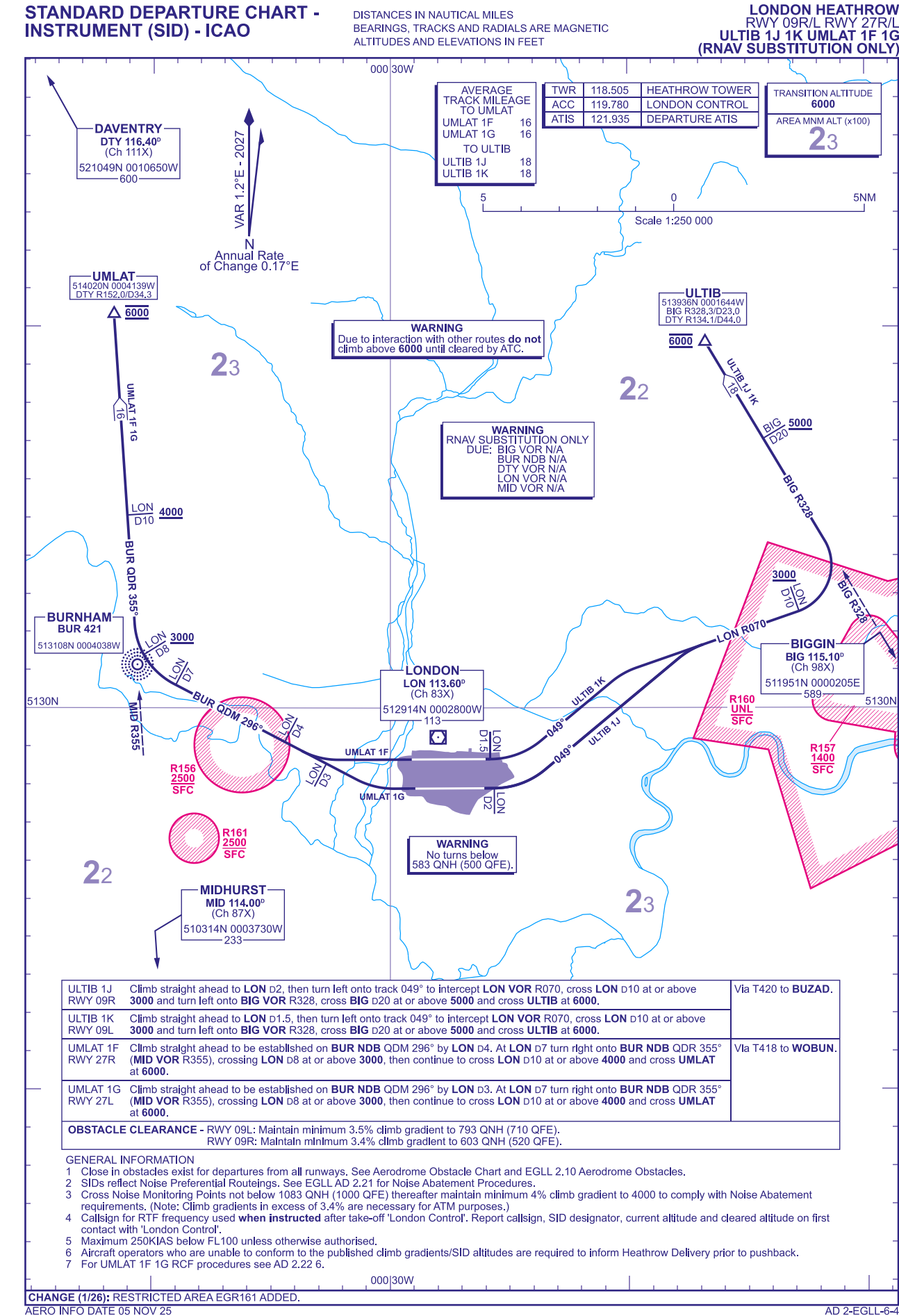
**GENERAL INFORMATION**

- 1 Close to obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
- 2 SIDs reflect Noise Preferential Routings. See EGLL AD 2.21 for Noise Abatement Procedures.
- 3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 to comply with Noise Abatement requirements. (Note: Climb gradients in excess of 3.4% are necessary for ATM purposes.)
- 4 Call sign for RTF frequency used **when instructed** after take-off 'London Control'. Report call sign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
- 5 Maximum 250 KIAS 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 (1/26): RESTRICTED AREA EGR161 ADDED.**

**AERO INFO DATE 05 NOV 25**

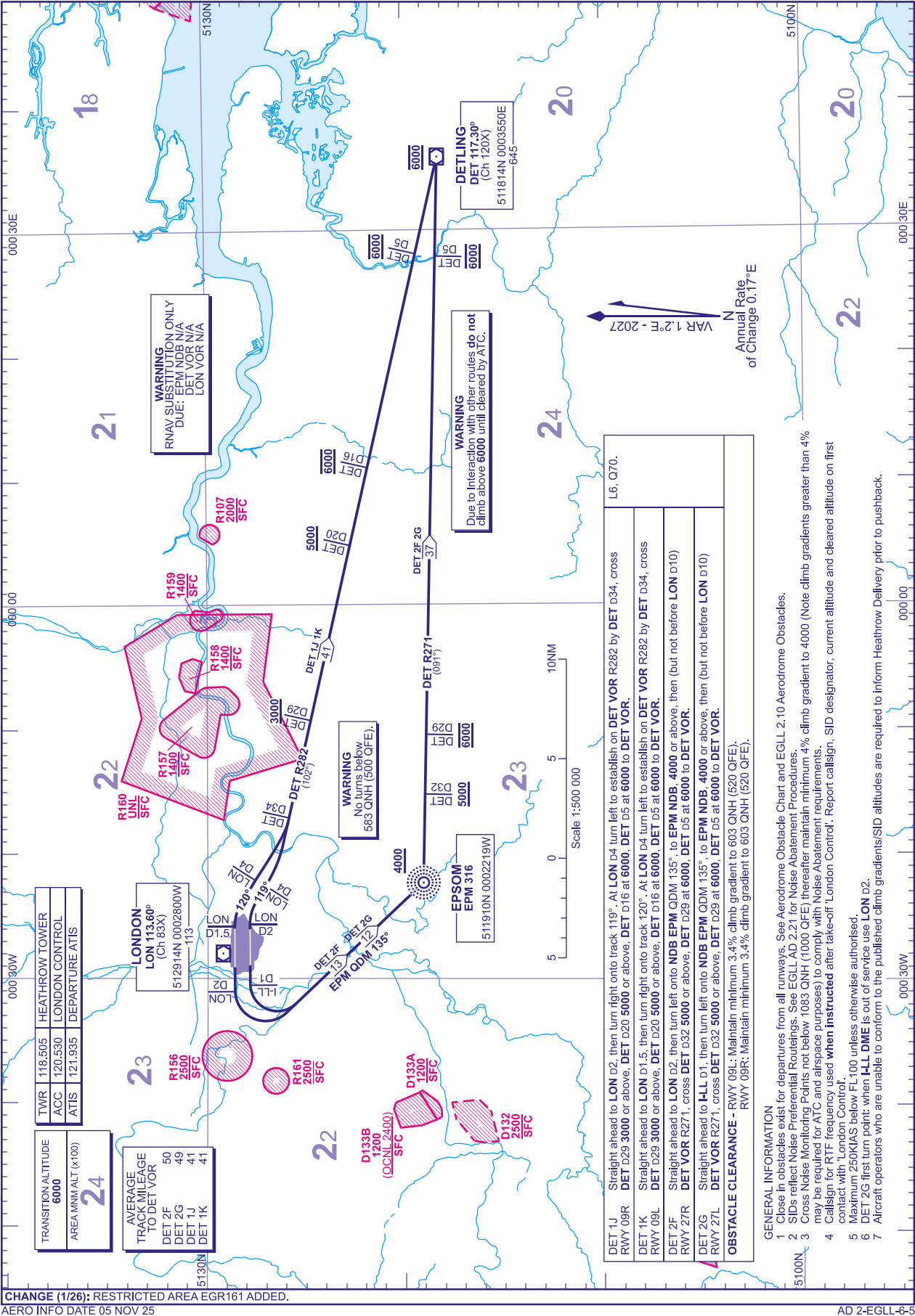
**AD 2-EGLL-6**



STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW  
RWY 09R/L RWY 27R/L  
DET 1J 1K 2F 2G  
(RNAV SUBSTITUTION ONLY)

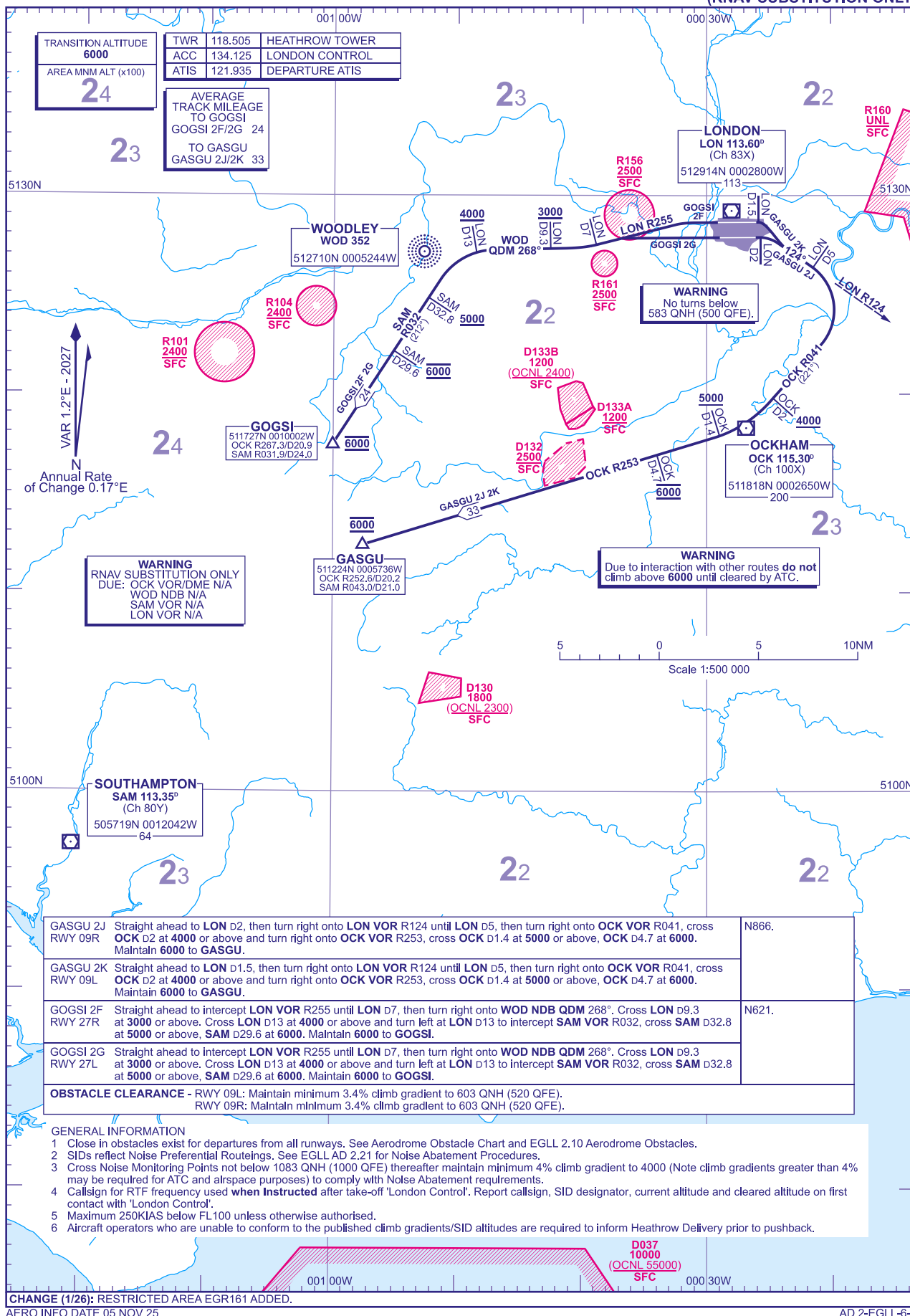




# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

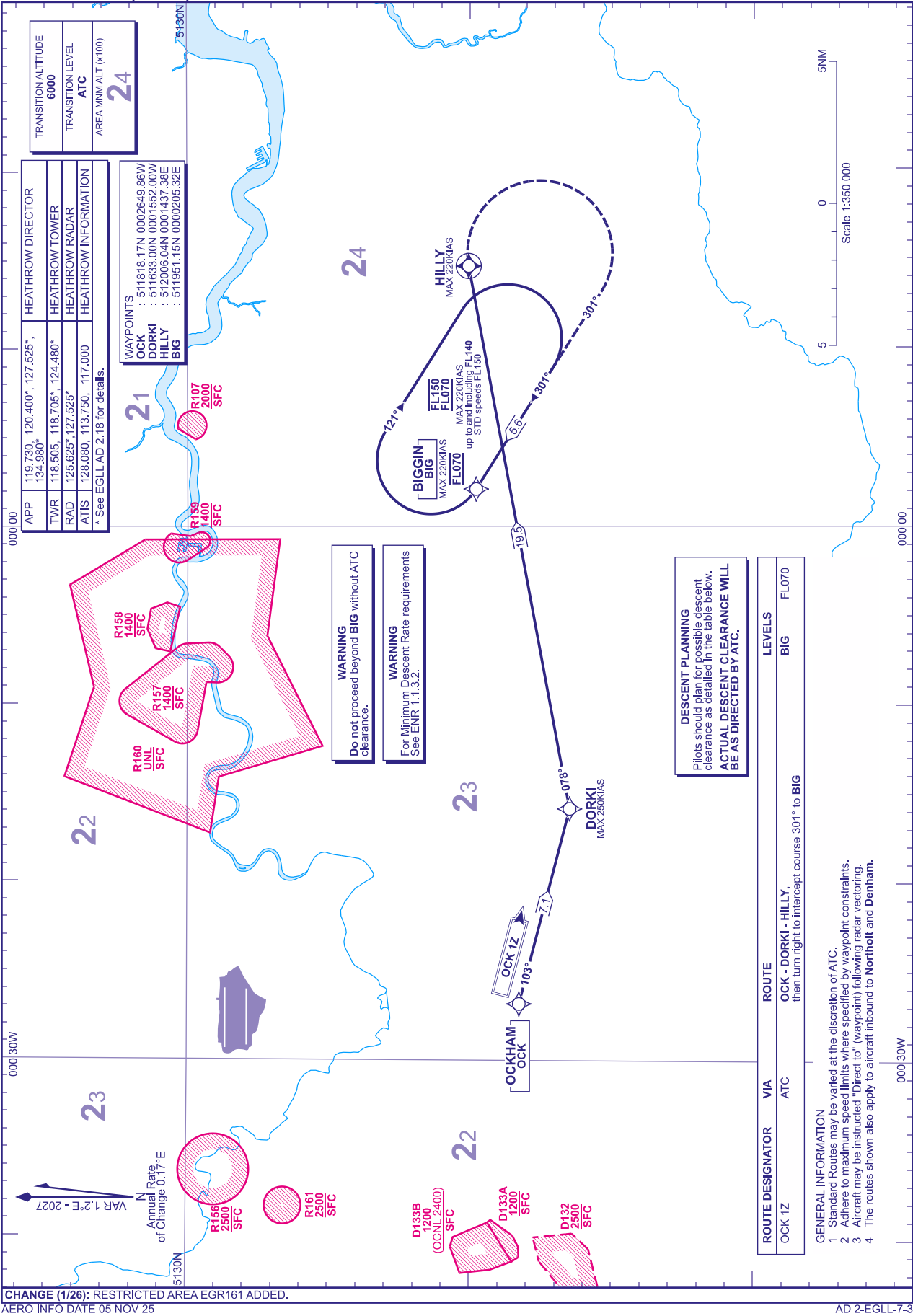
LONDON HEATHROW  
RWY 09R/L RWY 27R/L  
GASGU 2J 2K GOGSI 2F 2G  
(RNAV SUBSTITUTION ONLY)



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



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

**CHANGE (1/26): RESTRICTED AREA EGR161 ADDED.**

**AERO INFO DATE 06 NOV 25**

**WAYPOINTS**

NUGRA	: 530146.43N 0021813.52W
TOBID	: 521259.55N 0012759.21W
SOPIT	: 515729.84N 0010626.35W
WEZKO	: 515110.51N 0005744.67W
LAM	: 513845.69N 0000906.13E
DONNA	: 514200.38N 0004437.04W
BNN	: 514334.19N 0003259.10W

**HEATHROW DIRECTOR**

APP	119.730, 120.400*, 127.525*, 134.980*
TWR	118.505, 118.705*, 124.480*
RAD	125.625*, 127.525*
ATIS	128.080, 113.750, 117.000

\* See EGLL AD 2.18 for details.

**TRANSITION ALTITUDE**  
6000

**TRANSITION LEVEL**  
ATC

**AREA MIN ALT (x100)**  
31

**VAR 1.2°E - 2027**

**Annual Rate of Change 0.17°E**

**Scale 1:750 000**

**10NM**

**5**

**0**

**5**

**10NM**

**5200N**

**5130N**

**001 00W**

**001 30W**

**002 00W**

**002 30W**

**003 00W**

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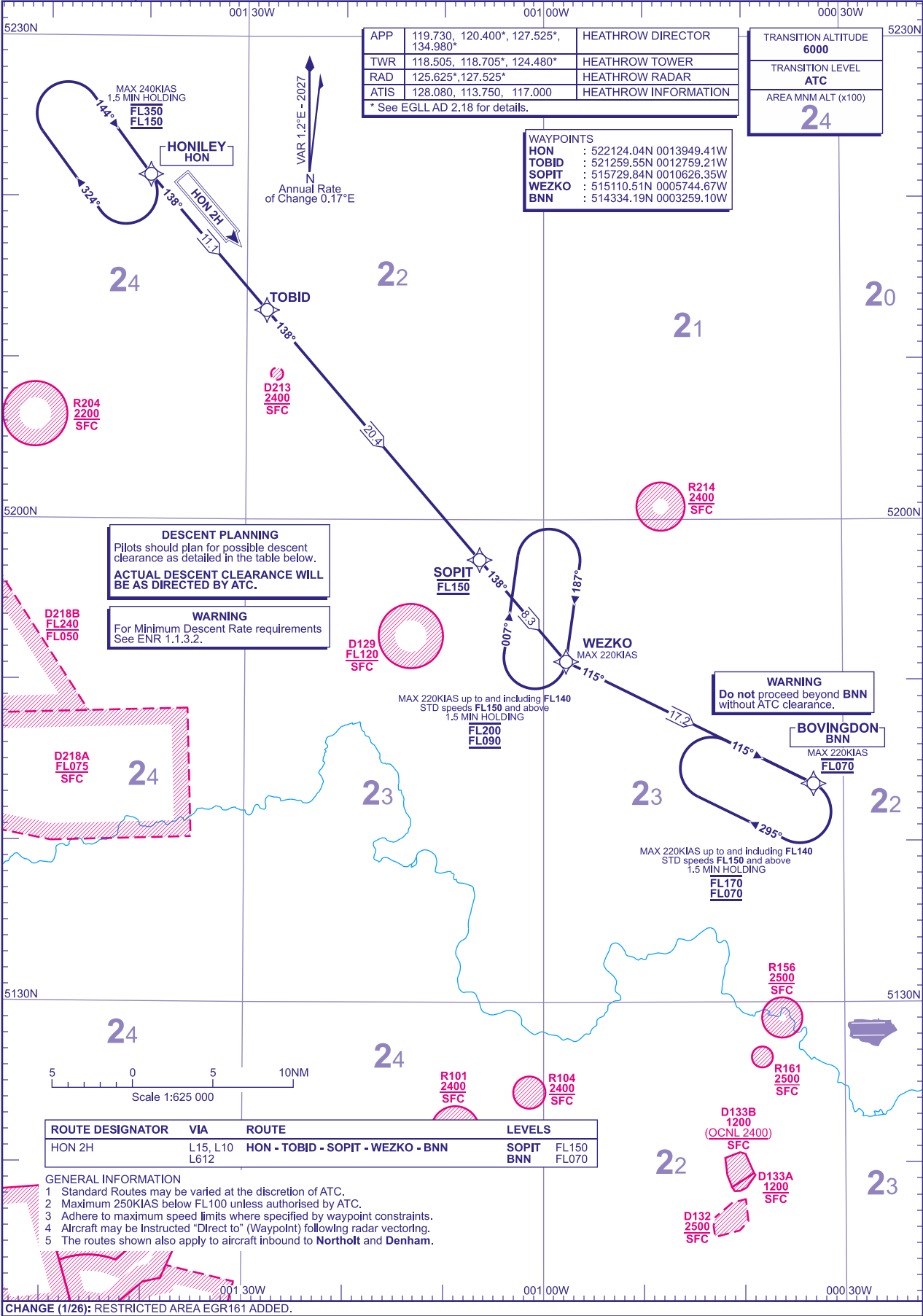
**092 30W**

**09**

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

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

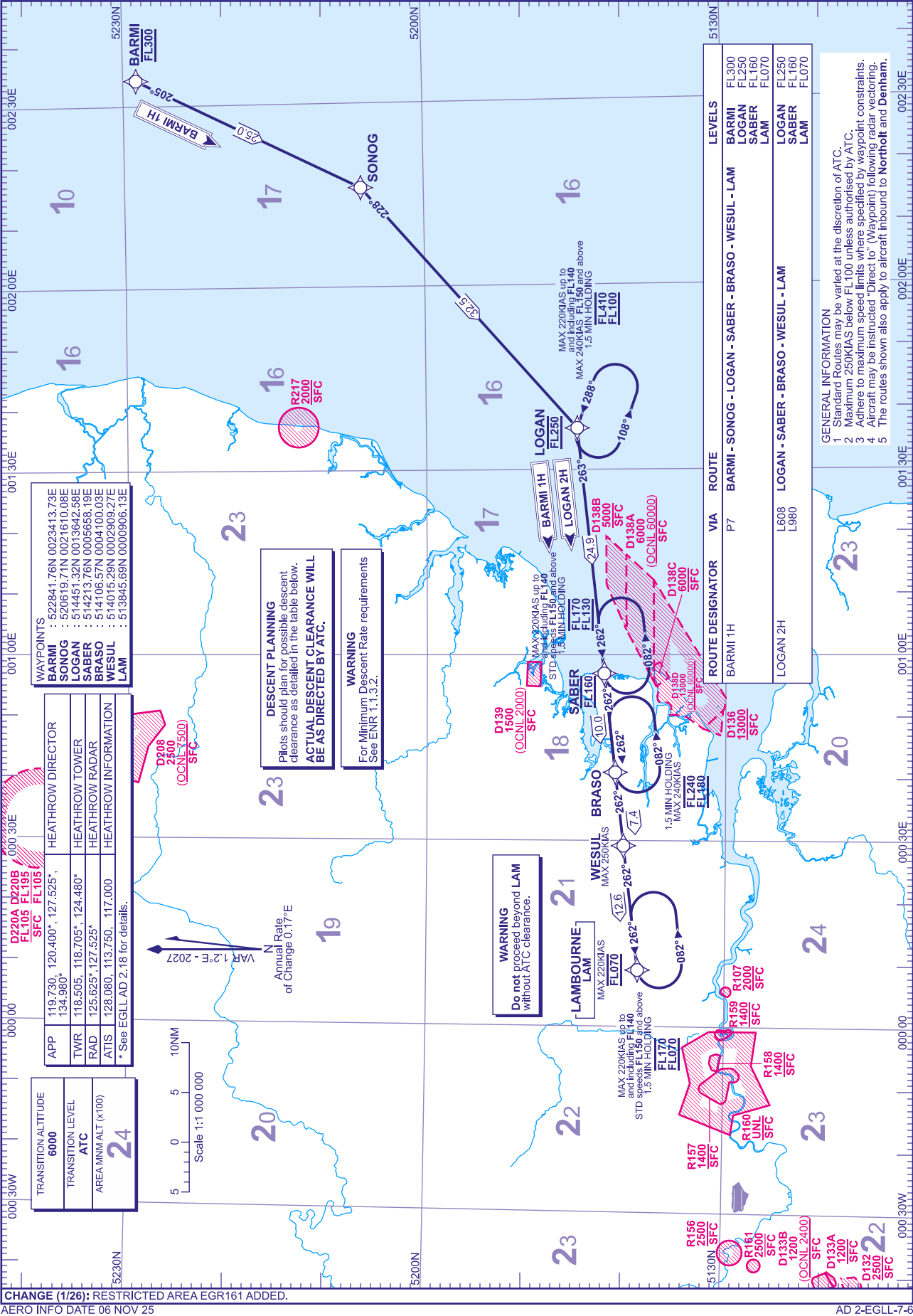
LONDON HEATHROW  
HON 2H



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

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

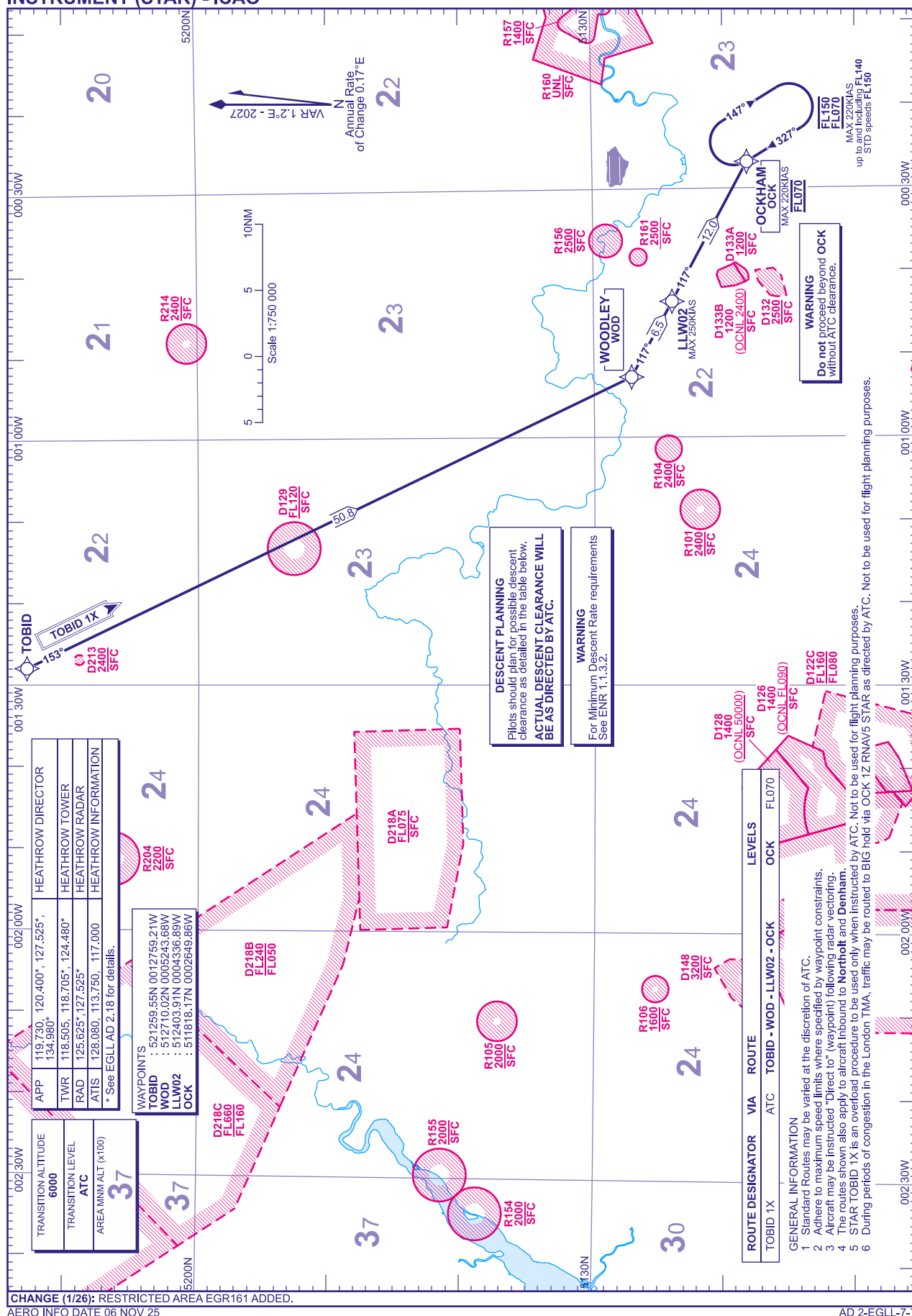
LONDON HEATHROW  
BARM1 1H LOGAN 2H



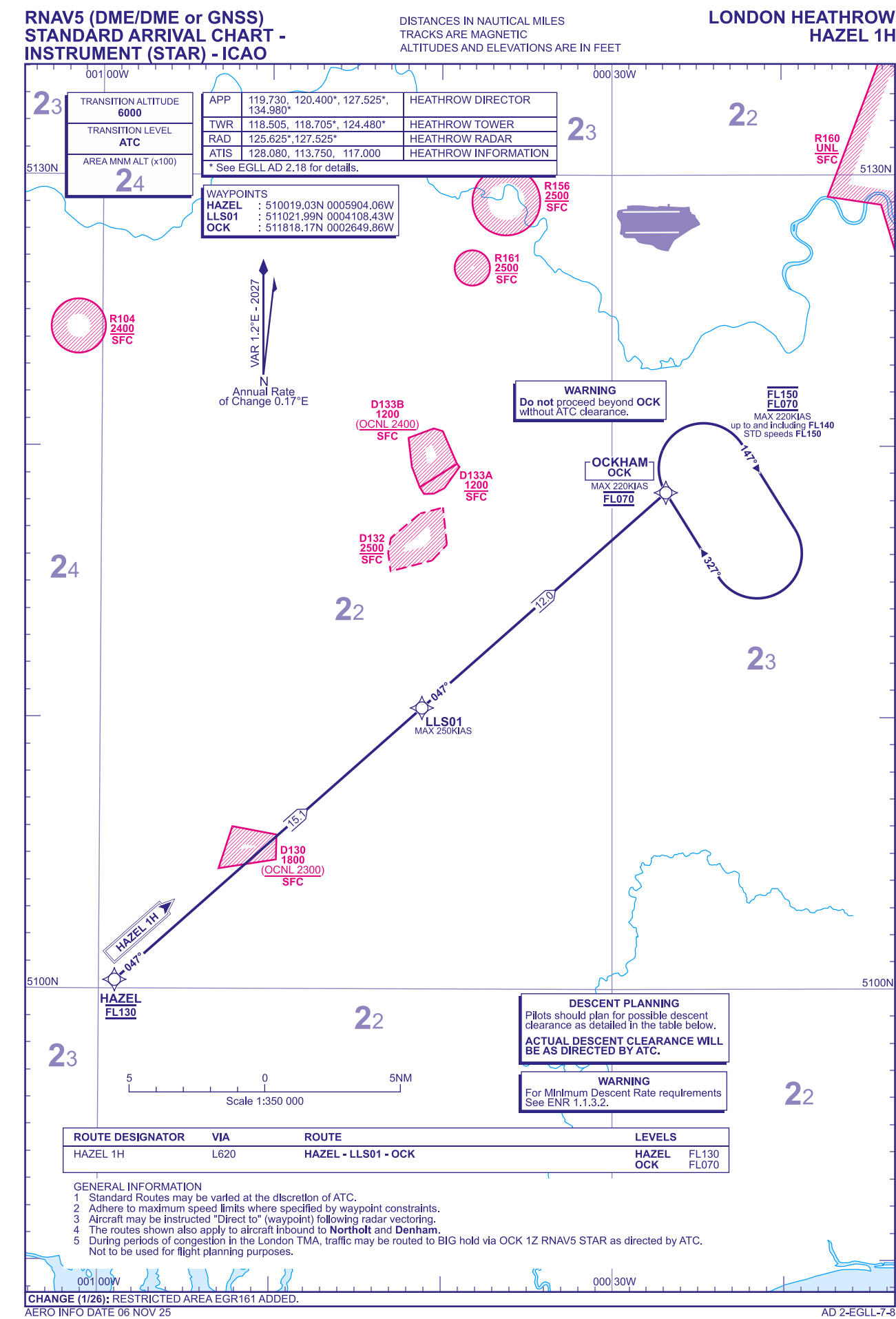


DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON HEATHROW**  
**TOBID 1X**

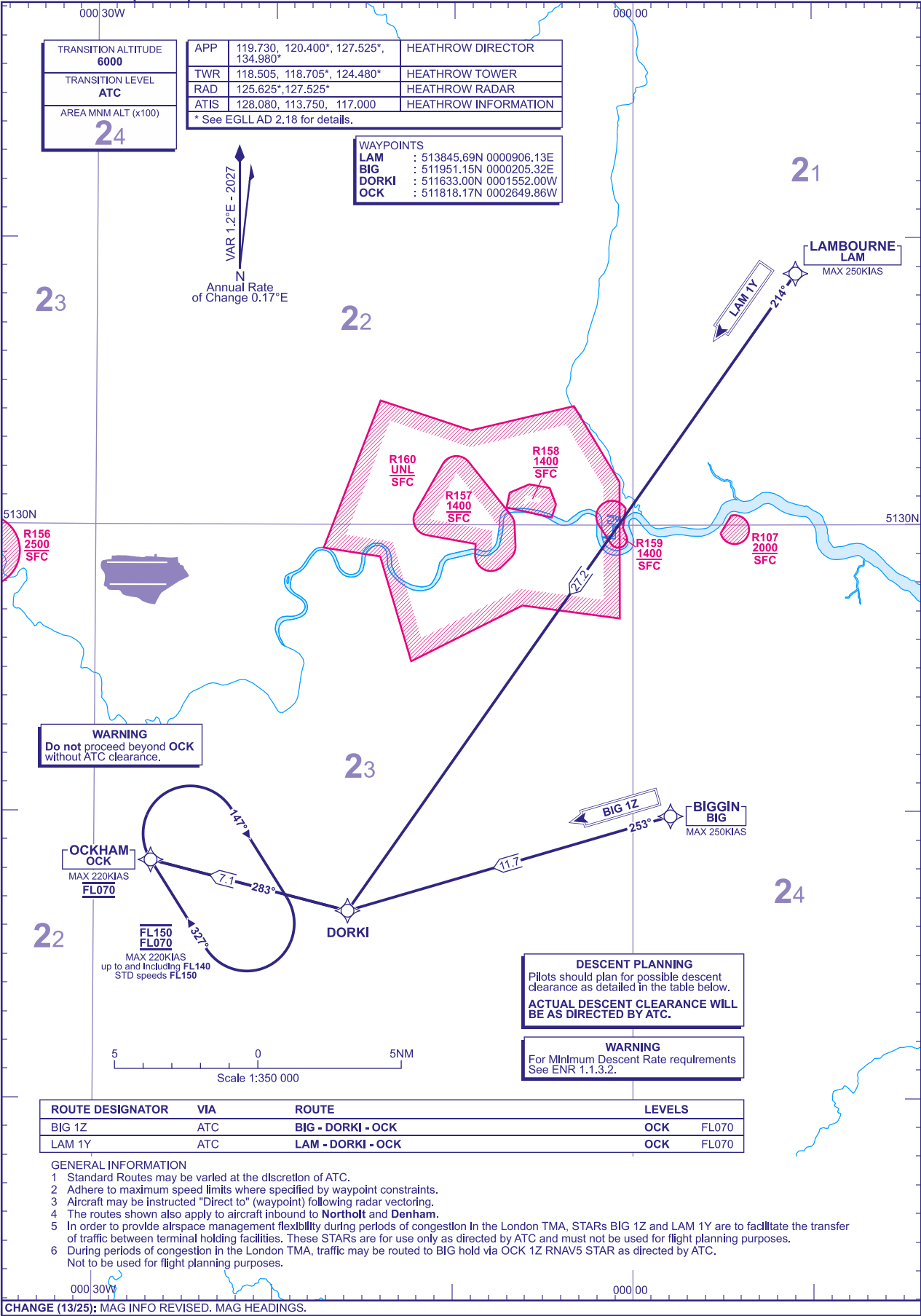






RNAV5 (DME/DME or GNSS)  
STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO

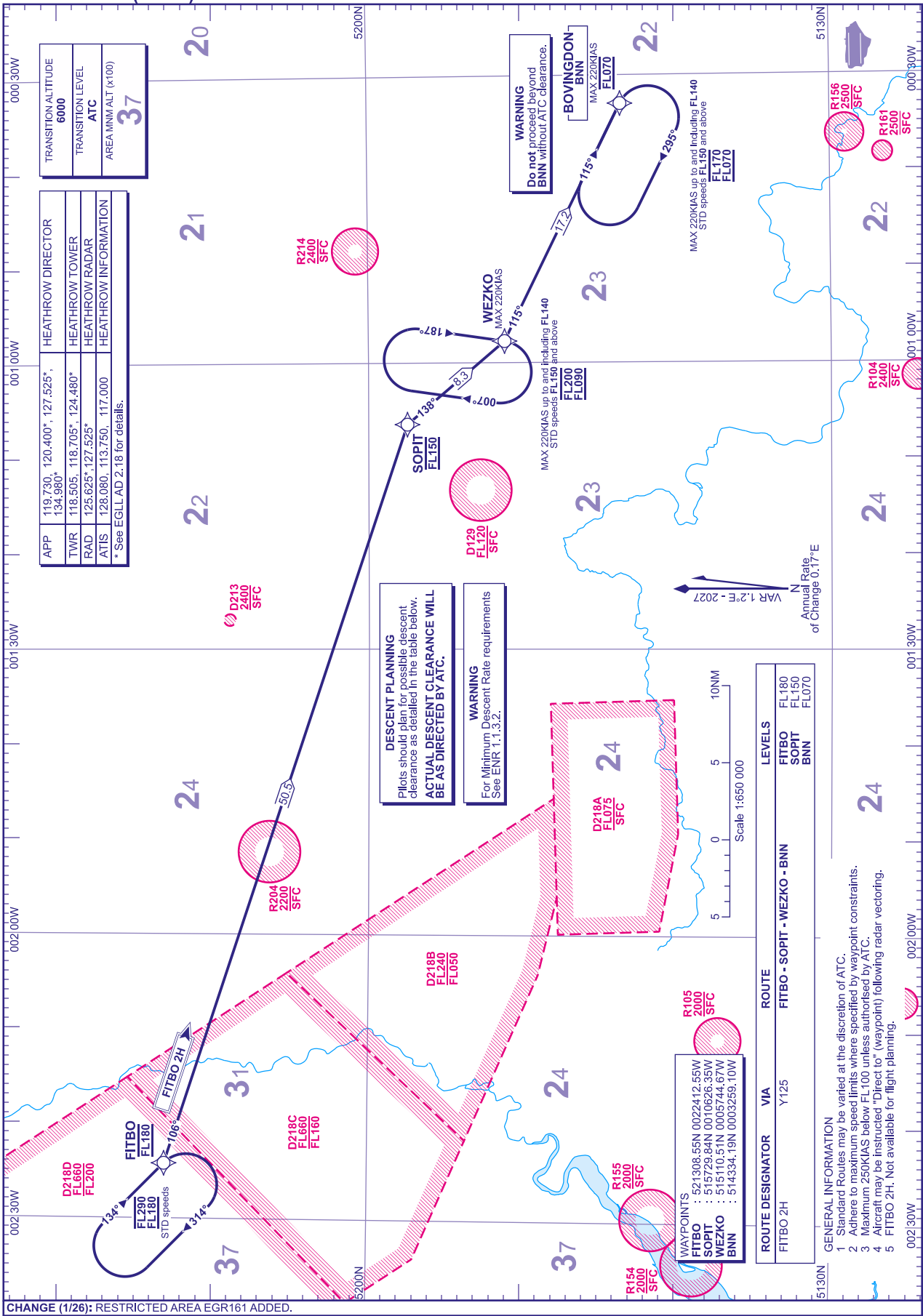
LONDON HEATHROW  
BIG 1Z LAM 1Y



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

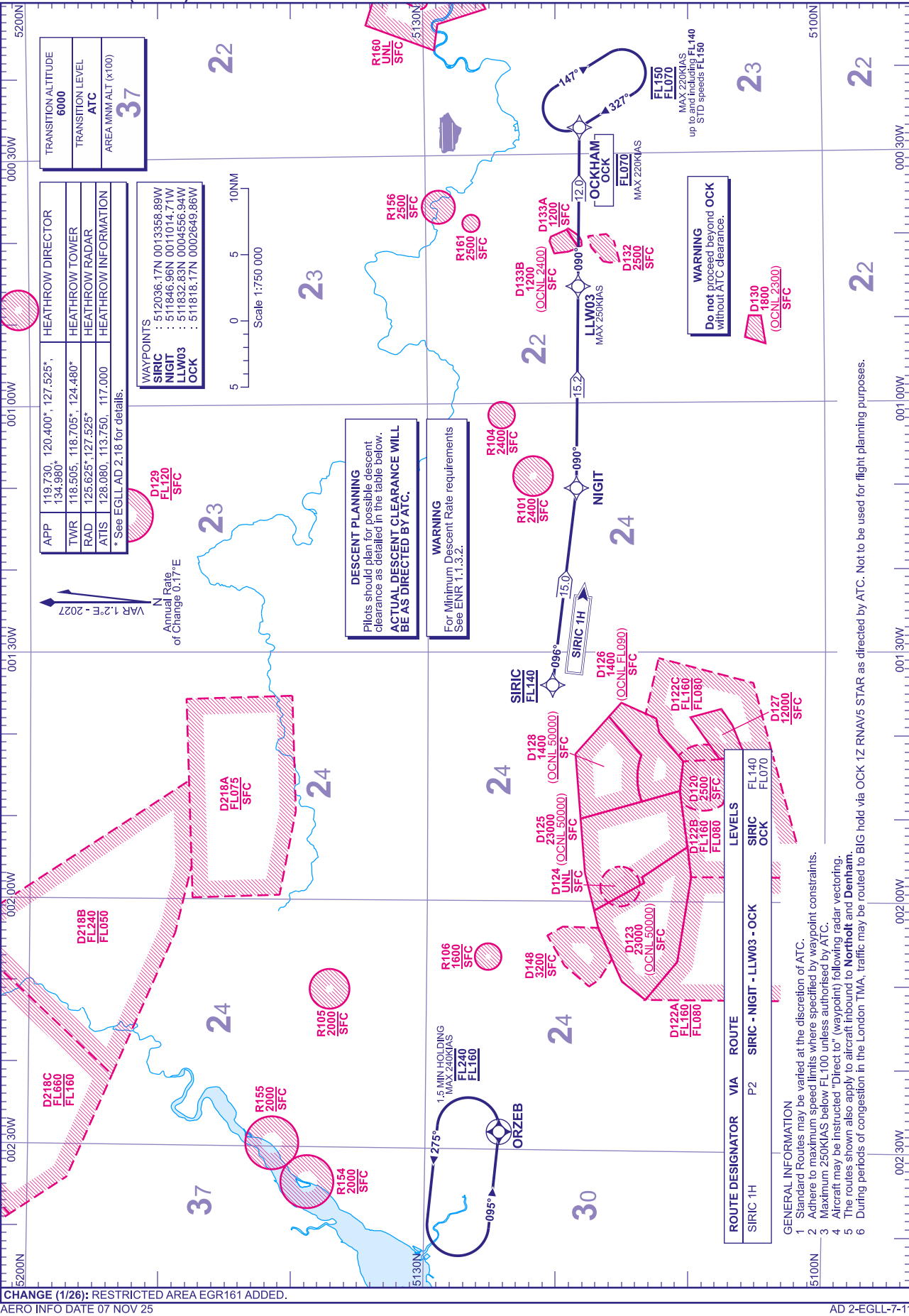


CHANGE (1/26): RESTRICTED AREA EGR161 ADDED.  
AERO INFO DATE 06 NOV 25

AD 2.EGLL-7-10

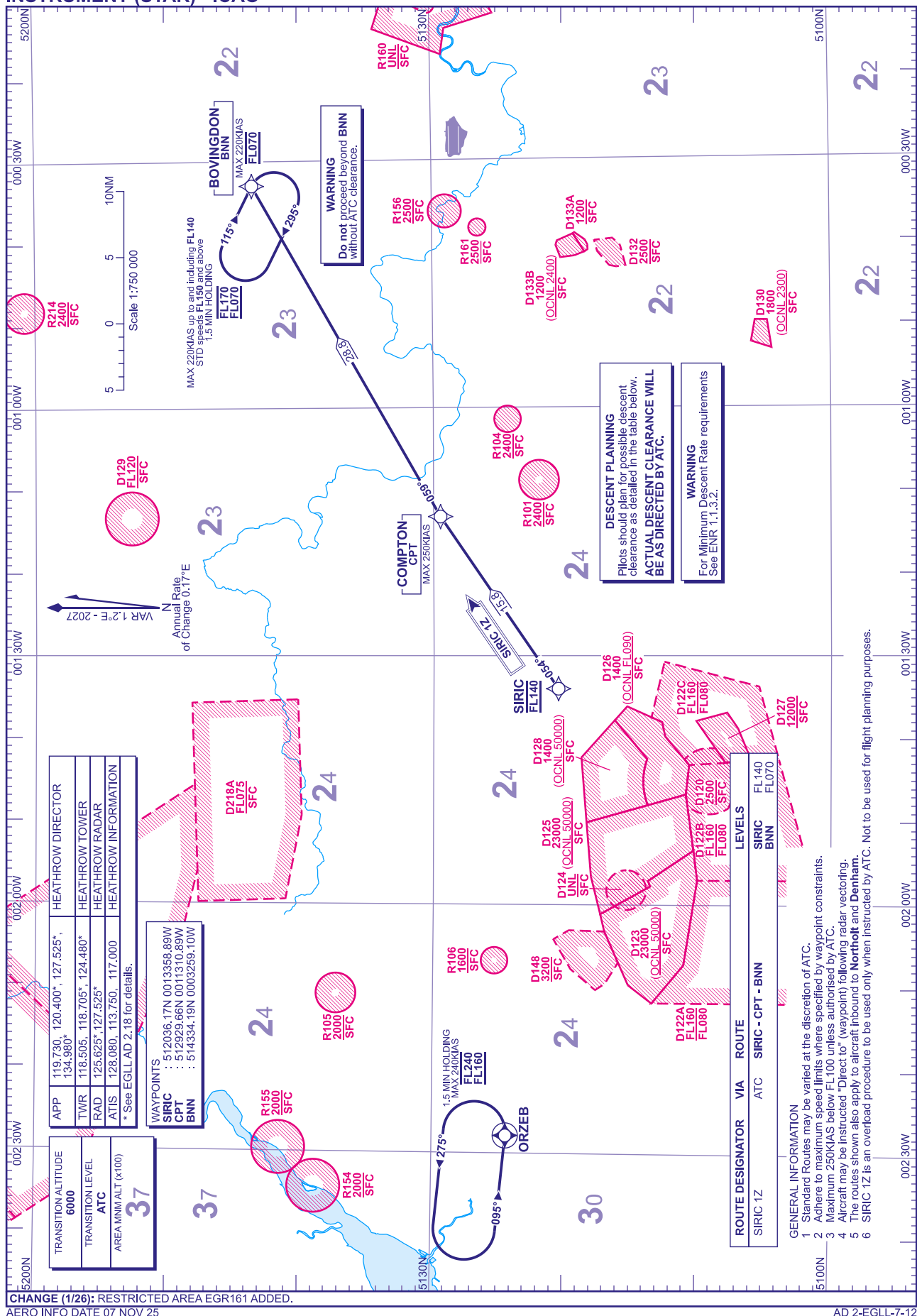
RNAV1 (DME/DME or GNSS)  
STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO

LONDON HEATHROW  
SIRIC 1H



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

**LONDON HEATHROW  
SIRIC 1Z**



RNAV Hold Coding Tables

LONDON HEATHROW OCK Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
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 Terminator	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 Terminator	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 Terminator	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

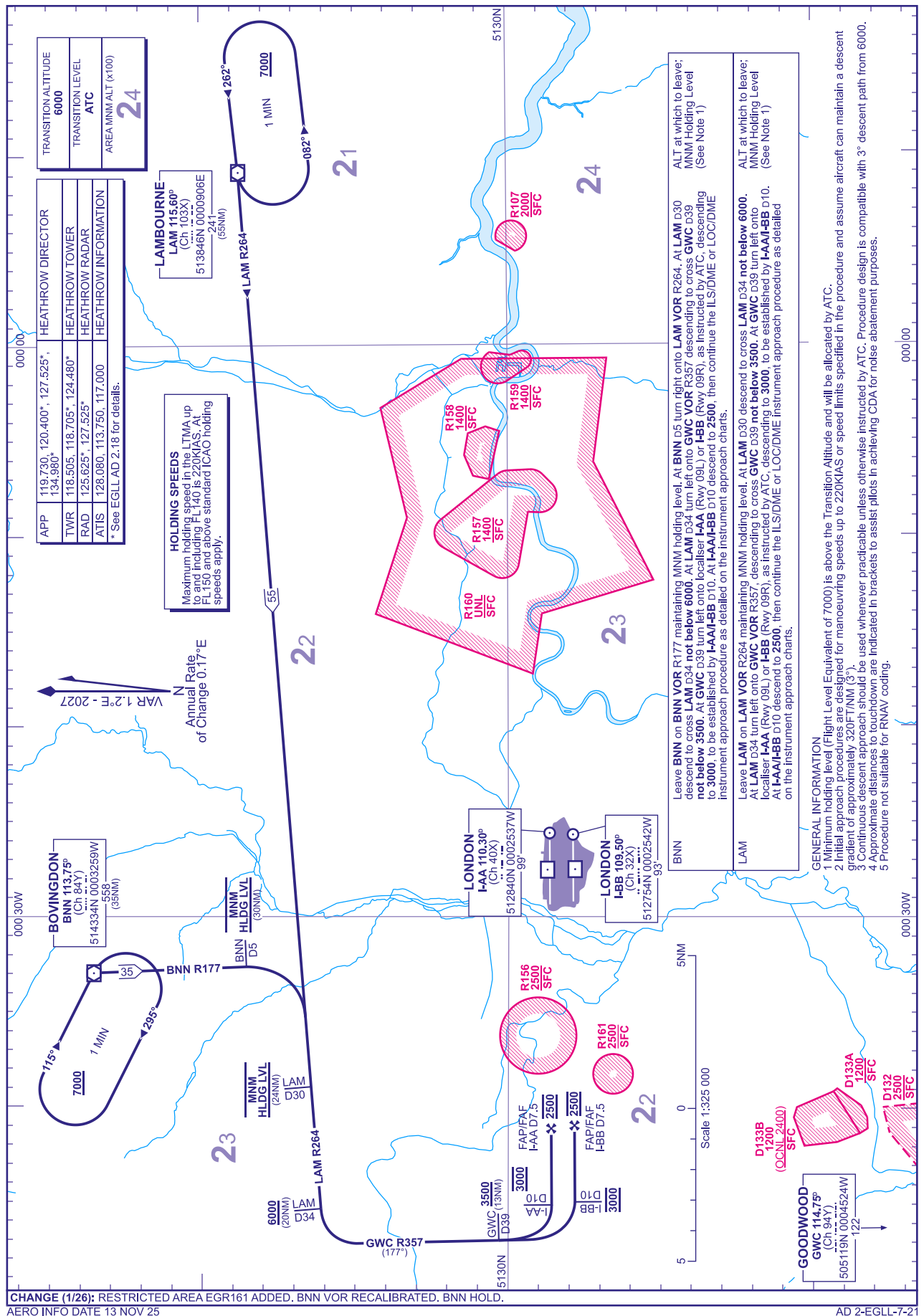
Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
WEZKO	-	-	WEZKO	515110.51N 0005744.67W	Y	187° (188.4°)	1.2	1MIN up to FL140. 1.5MIN FL150+.	RIGHT	-FL200 +FL090	-220*	RNAV1/ RNAV5

\*up to and including FL140  
STD speeds FL150 and above



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

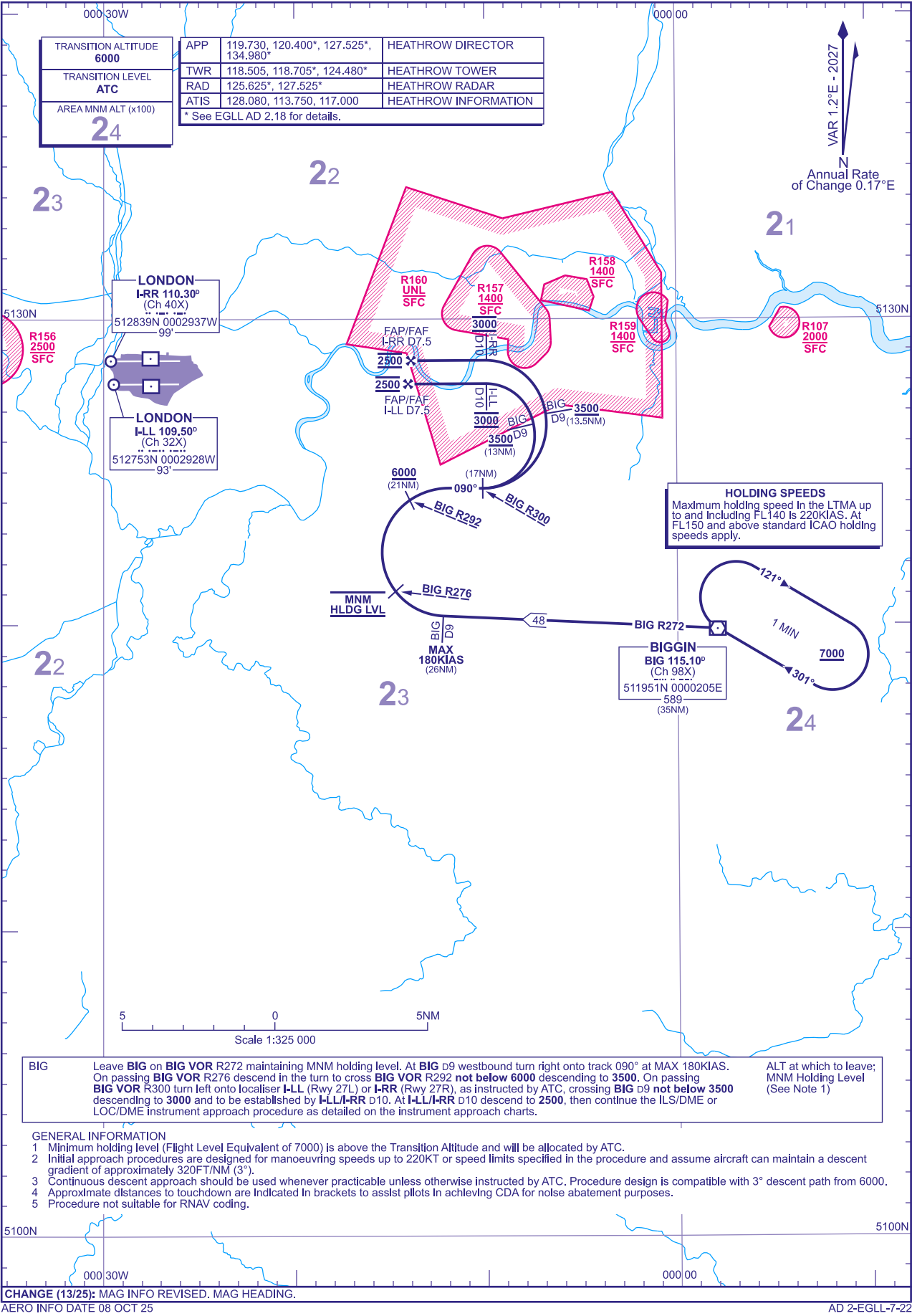
**LONDON HEATHROW**  
**via BNN and LAM**

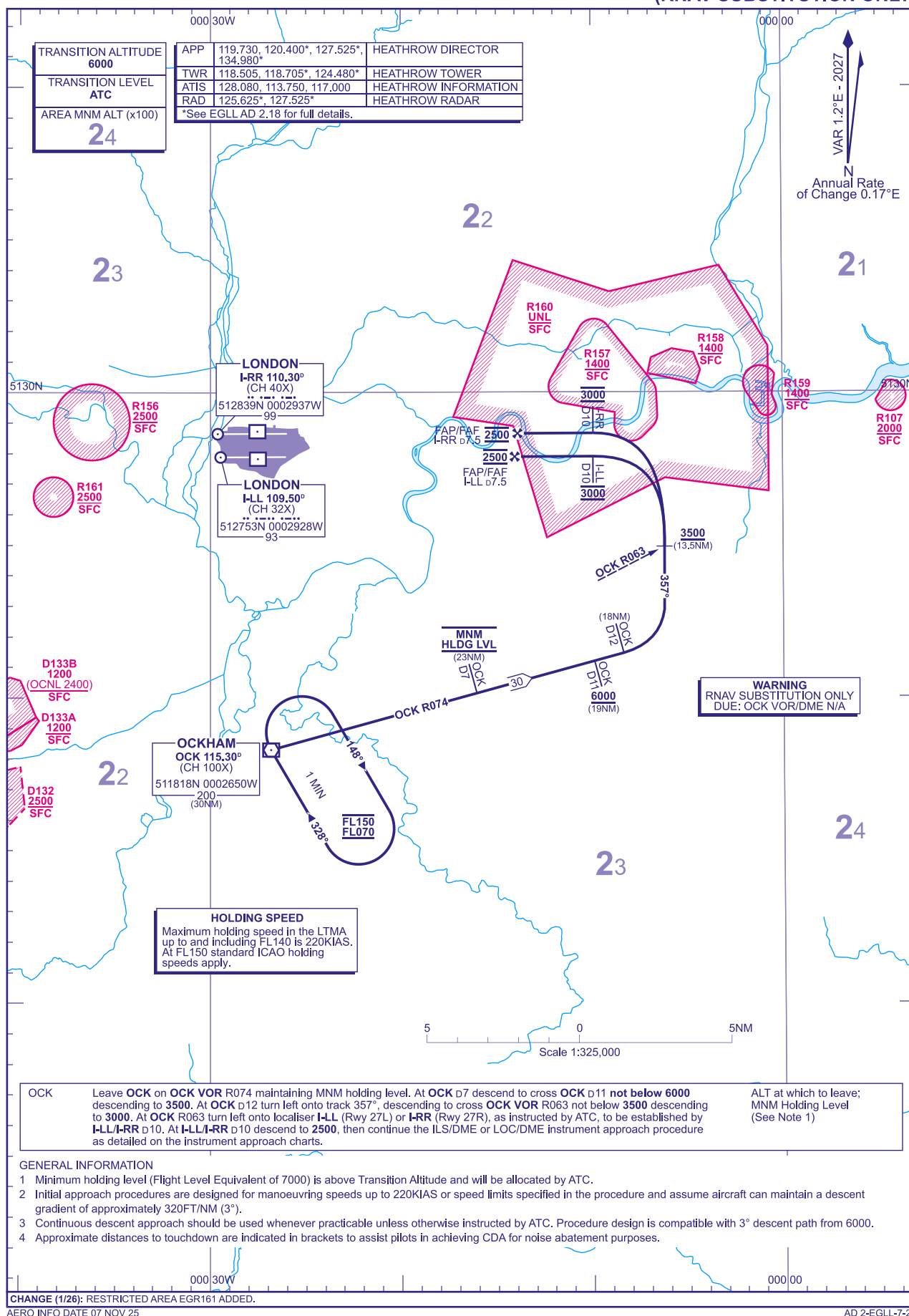


INITIAL APPROACH PROCEDURES  
ILS RWY 27L/R Without Radar Control

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

LONDON HEATHROW  
via BIG

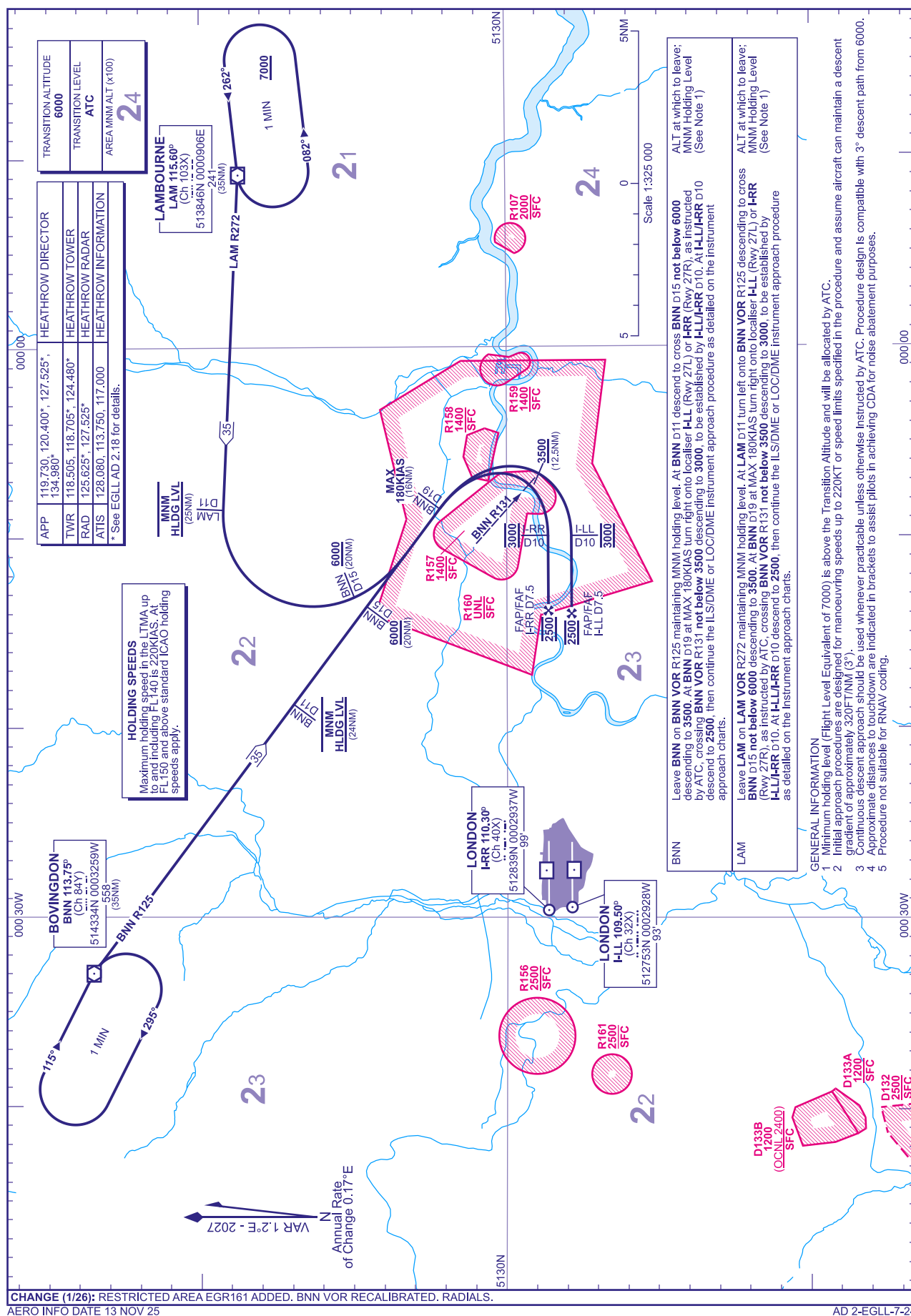


INITIAL APPROACH PROCEDURES  
ILS RWY 27L/RDISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS IN FEETLONDON HEATHROW  
via OCK  
(RNAV SUBSTITUTION ONLY)

## 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

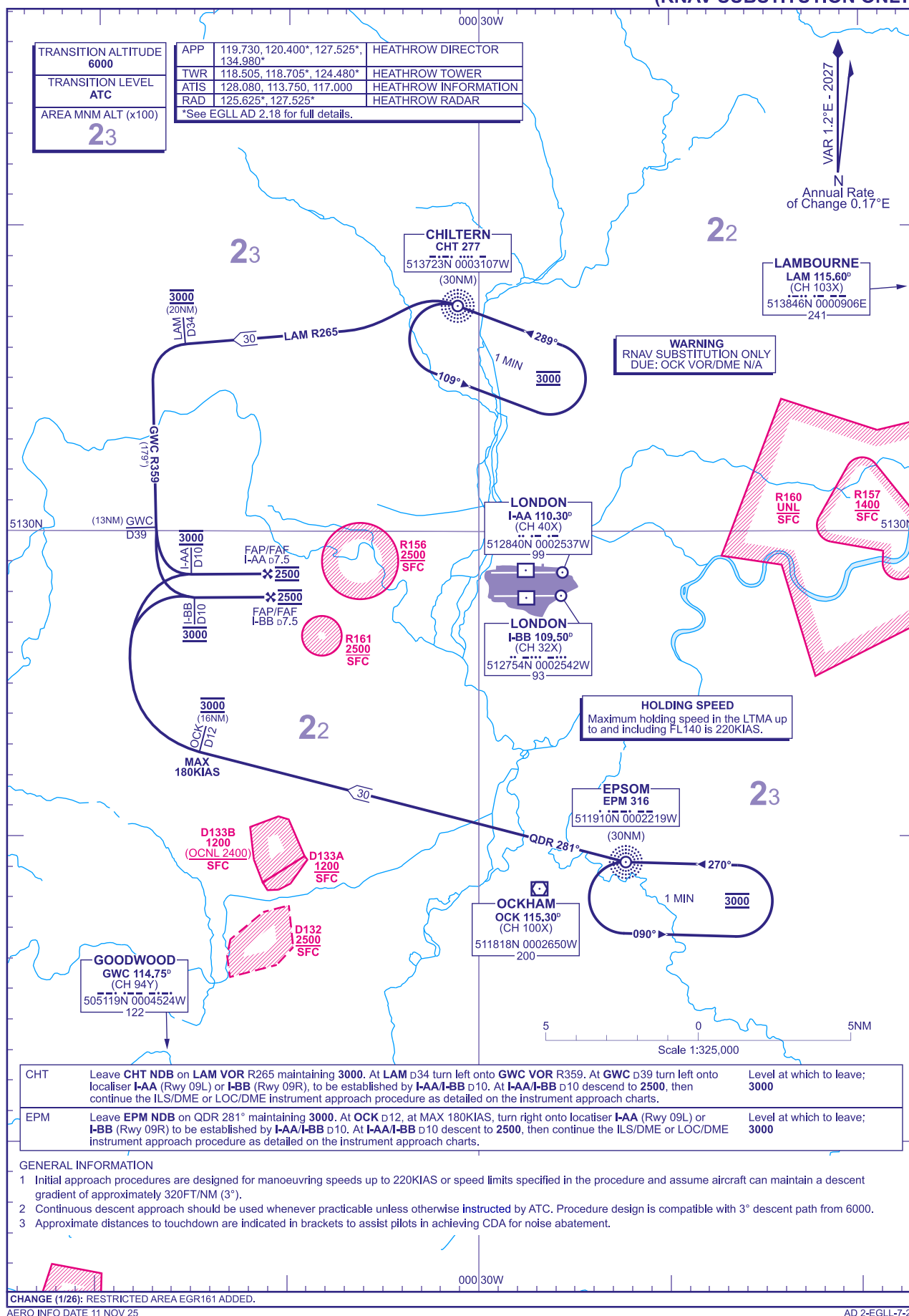
**LONDON HEATHROW**  
**via BNN and LAM**





**LONDON HEATHROW  
via CHT and EPM  
(RNAV SUBSTITUTION ONLY)**

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

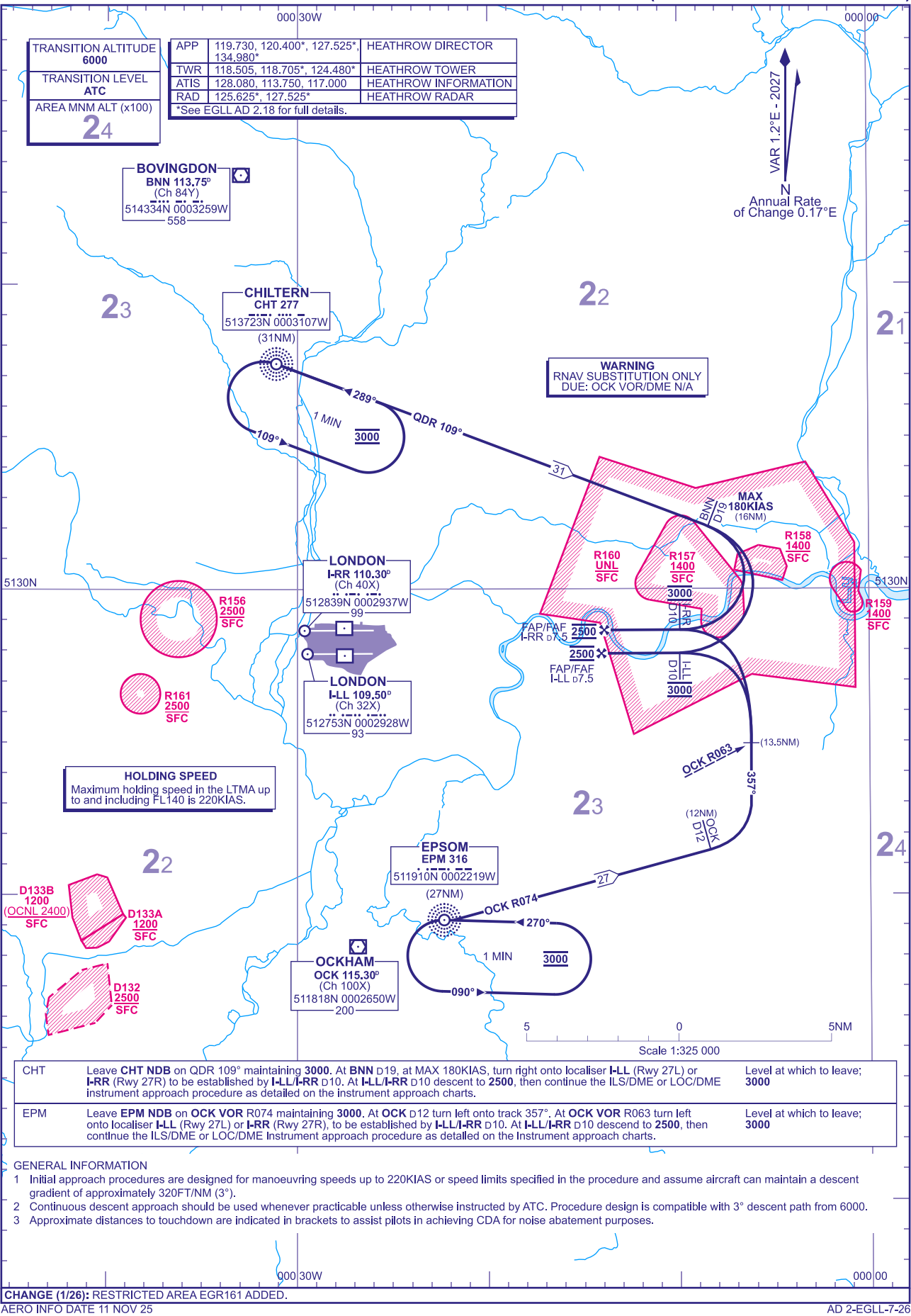




INITIAL APPROACH PROCEDURES  
ILS RWY 27L/R

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

LONDON HEATHROW  
via CHT and EPM  
(RNAV SUBSTITUTION ONLY)



83	<b>LONDON HEATHROW</b> <b>ILS/DME I-AA</b> <b>RWY 09L</b> (ACFT CAT A,B,C,D)
79	

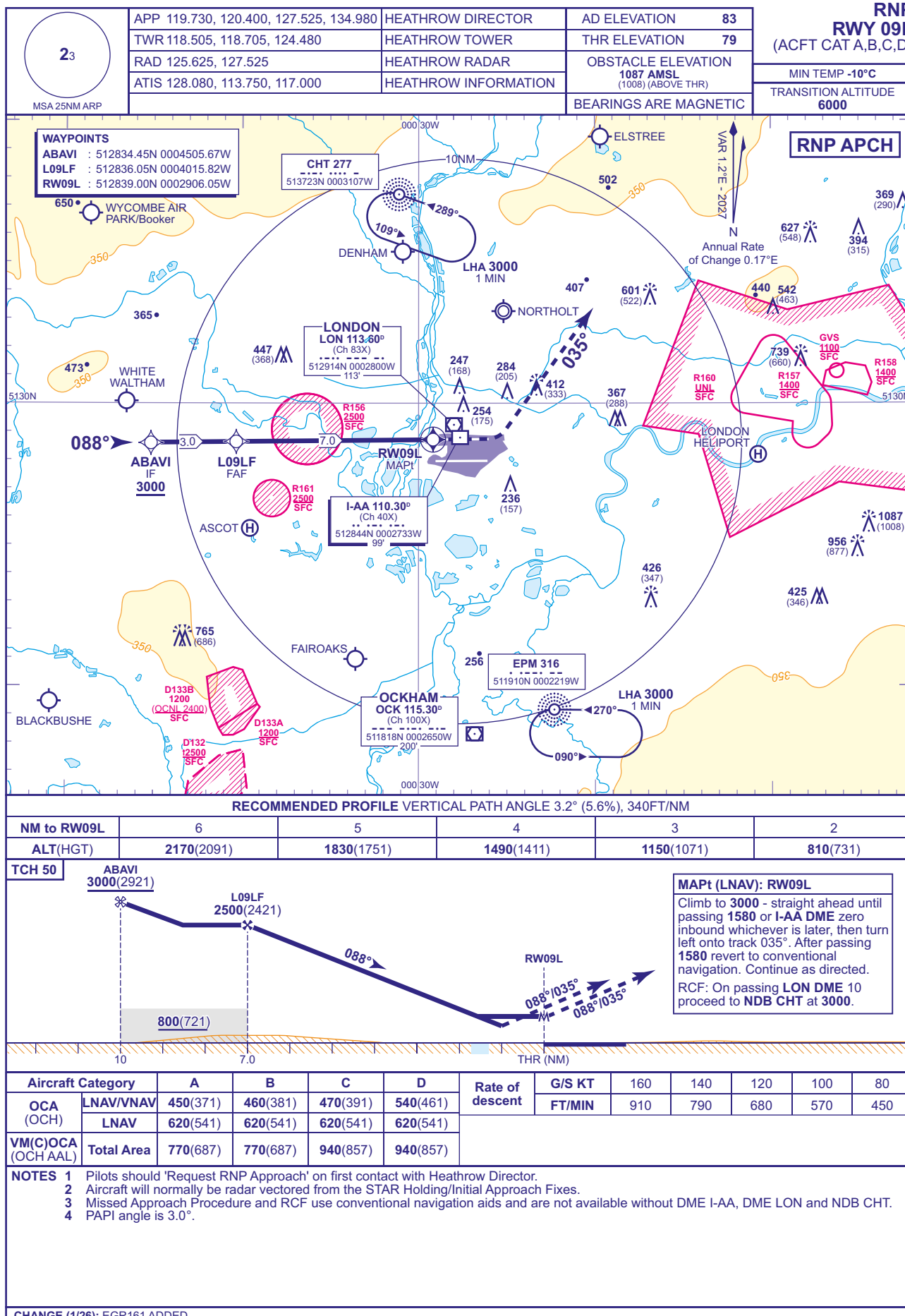


83	<b>LONDON HEATHROW</b> <b>LOC/DME I-AA</b> <b>RWY 09L</b> (ACFT CAT A,B,C,D)
79	



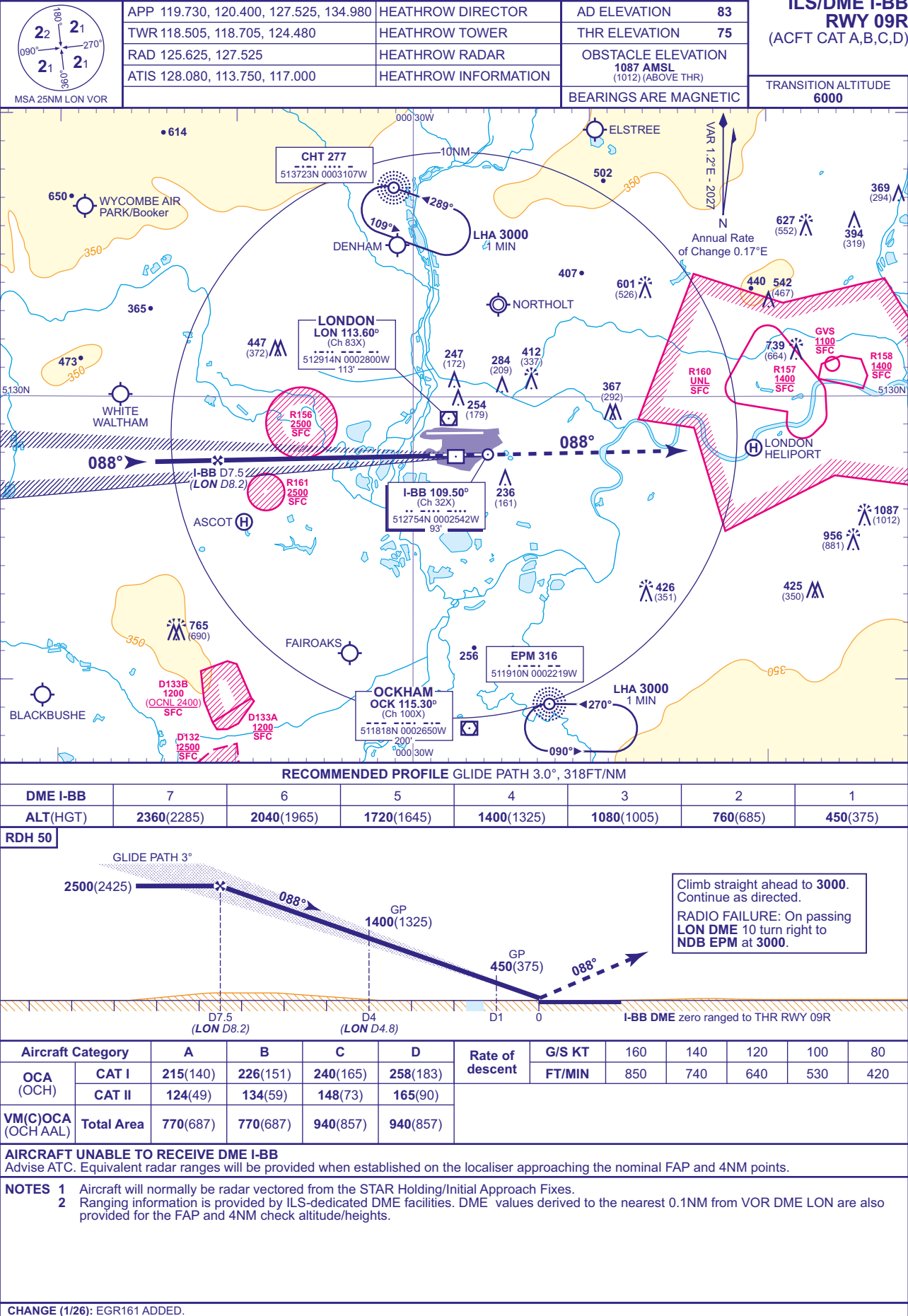
## INSTRUMENT APPROACH CHART - ICAO

## LONDON HEATHROW



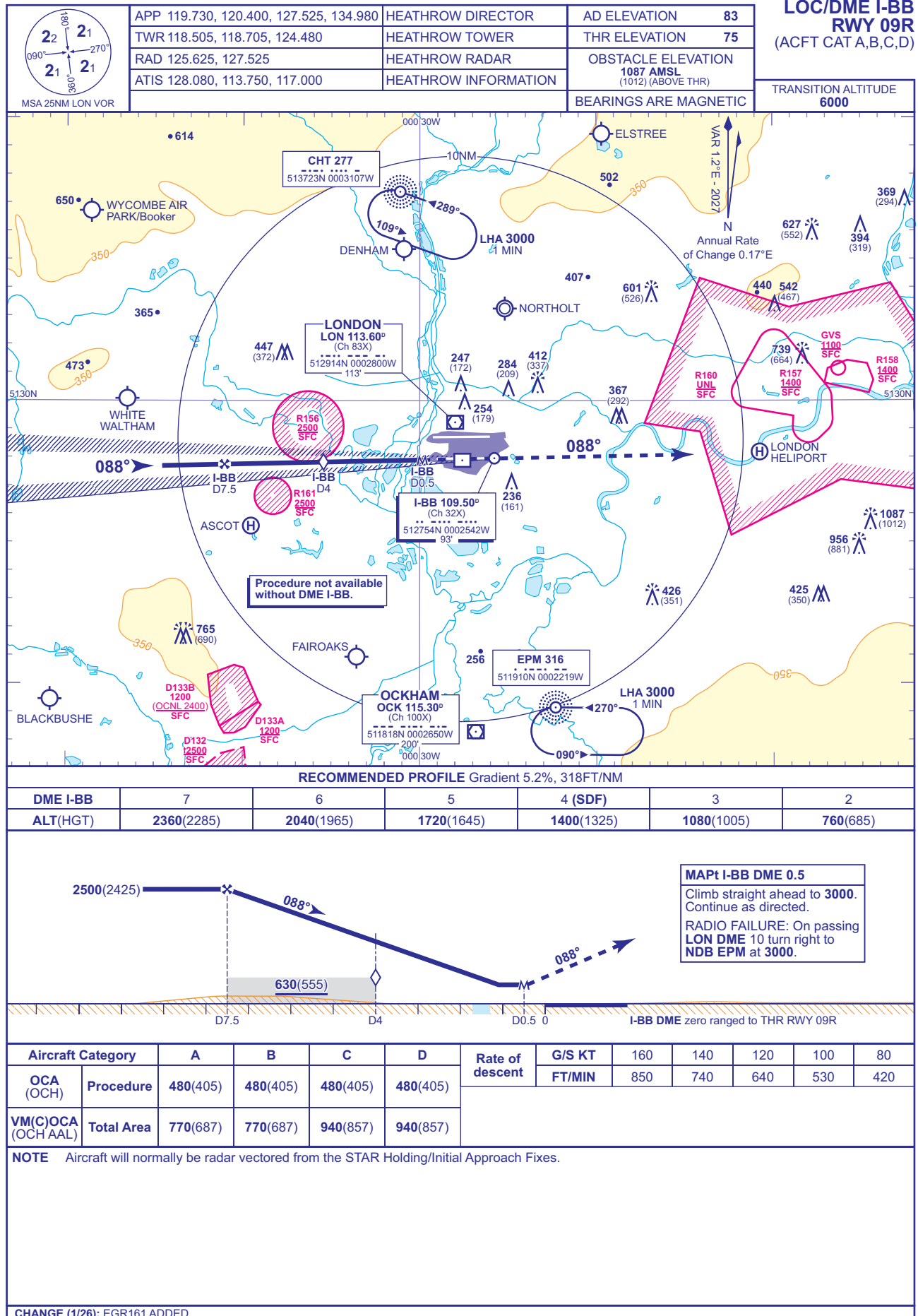
INSTRUMENT APPROACH CHART - ICAO

LONDON HEATHROW  
ILS/DME I-BB  
RWY 09R  
(ACFT CAT A,B,C,D)





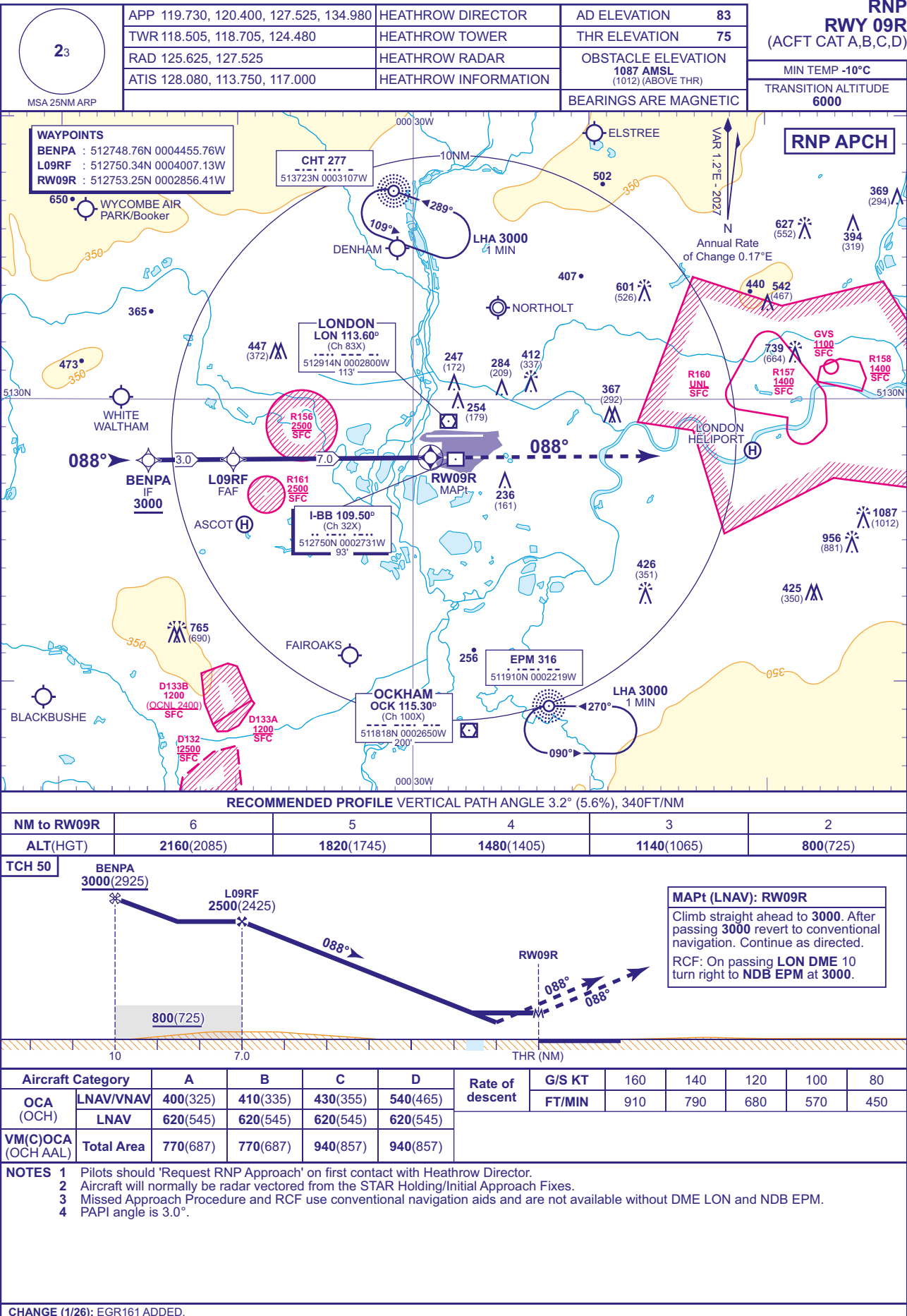
83	<b>LONDON HEATHROW</b> <b>LOC/DME I-BB</b> <b>RWY 09R</b> (ACFT CAT A,B,C,D)
75	





INSTRUMENT APPROACH CHART - ICAO

LONDON HEATHROW



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)

TCH 50

BENPA 3000(2925)

L09RF 2500(2425)

088°

800(725)

RW09R

088°

088°

THR (NM)

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	Rate of descent	G/S KT	160	140	120	100	80	
OCA (OCH)	LNAV/VNAV	400(325)	410(335)	430(355)	540(465)		FT/MIN	910	790	680	570	450
	LNAV	620(545)	620(545)	620(545)	620(545)							
VM(C)OCA (OCH AAL)	Total Area	770(687)	770(687)	940(857)	940(857)							

NOTES

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

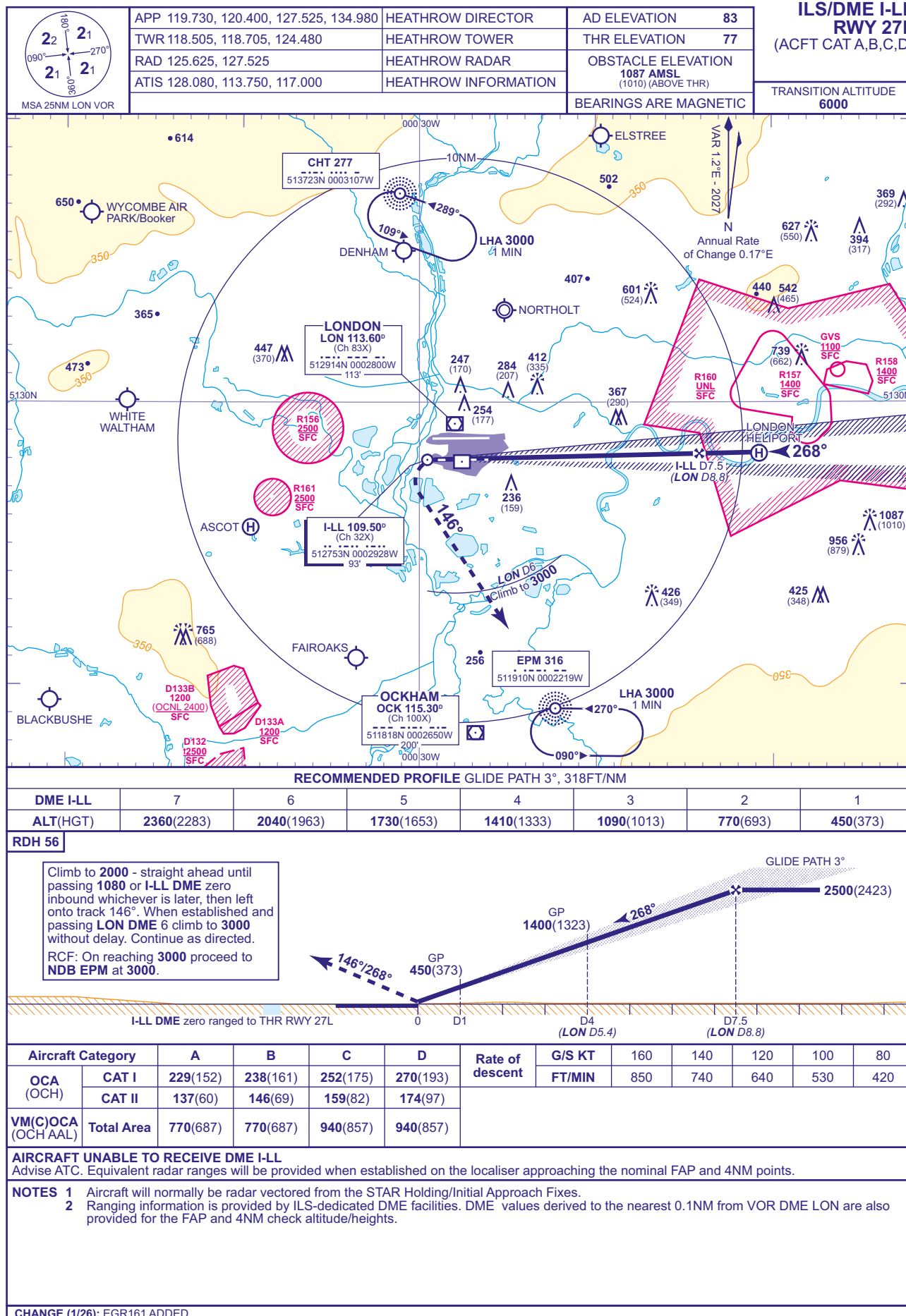
2 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.

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°.

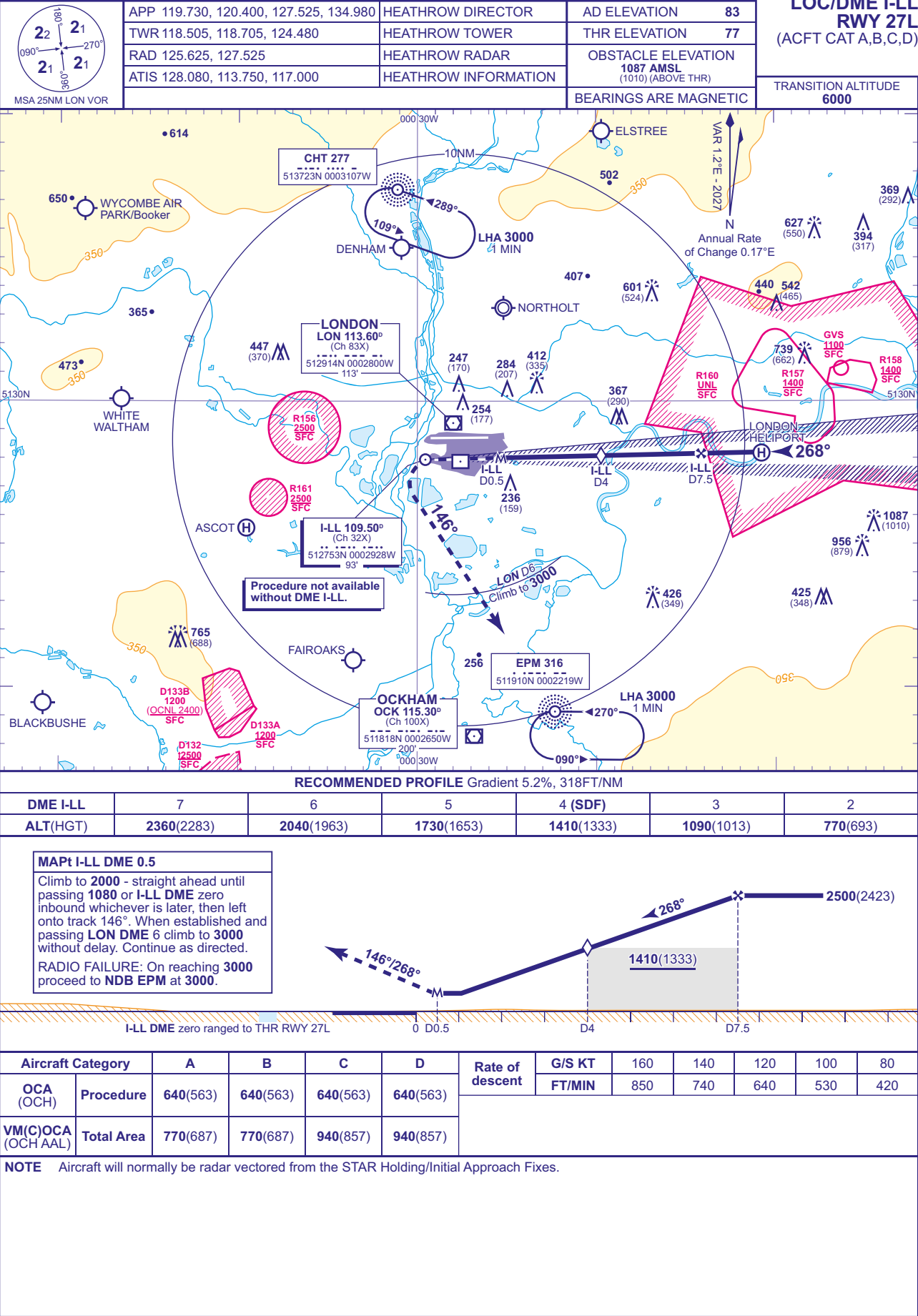
CHANGE (1/26): EGR161 ADDED.

## INSTRUMENT APPROACH CHART - ICAO

LONDON HEATHROW  
ILS/DME I-LL  
RWY 27L  
(ACFT CAT A,B,C,D)

INSTRUMENT APPROACH CHART - ICAO

LONDON HEATHROW  
LOC/DME I-LL  
RWY 27L  
(ACFT CAT A,B,C,D)



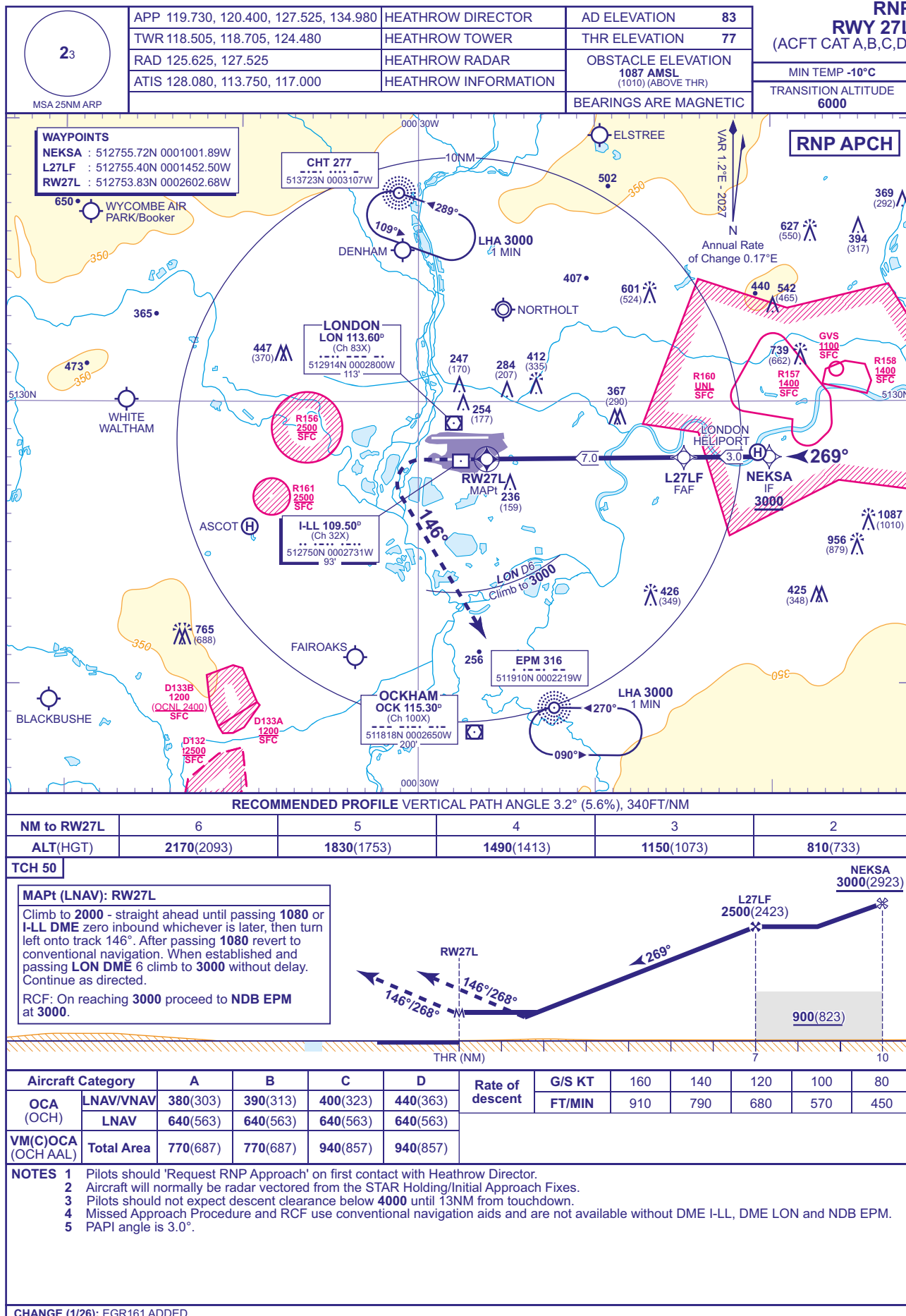
## INSTRUMENT APPROACH CHART - ICAO

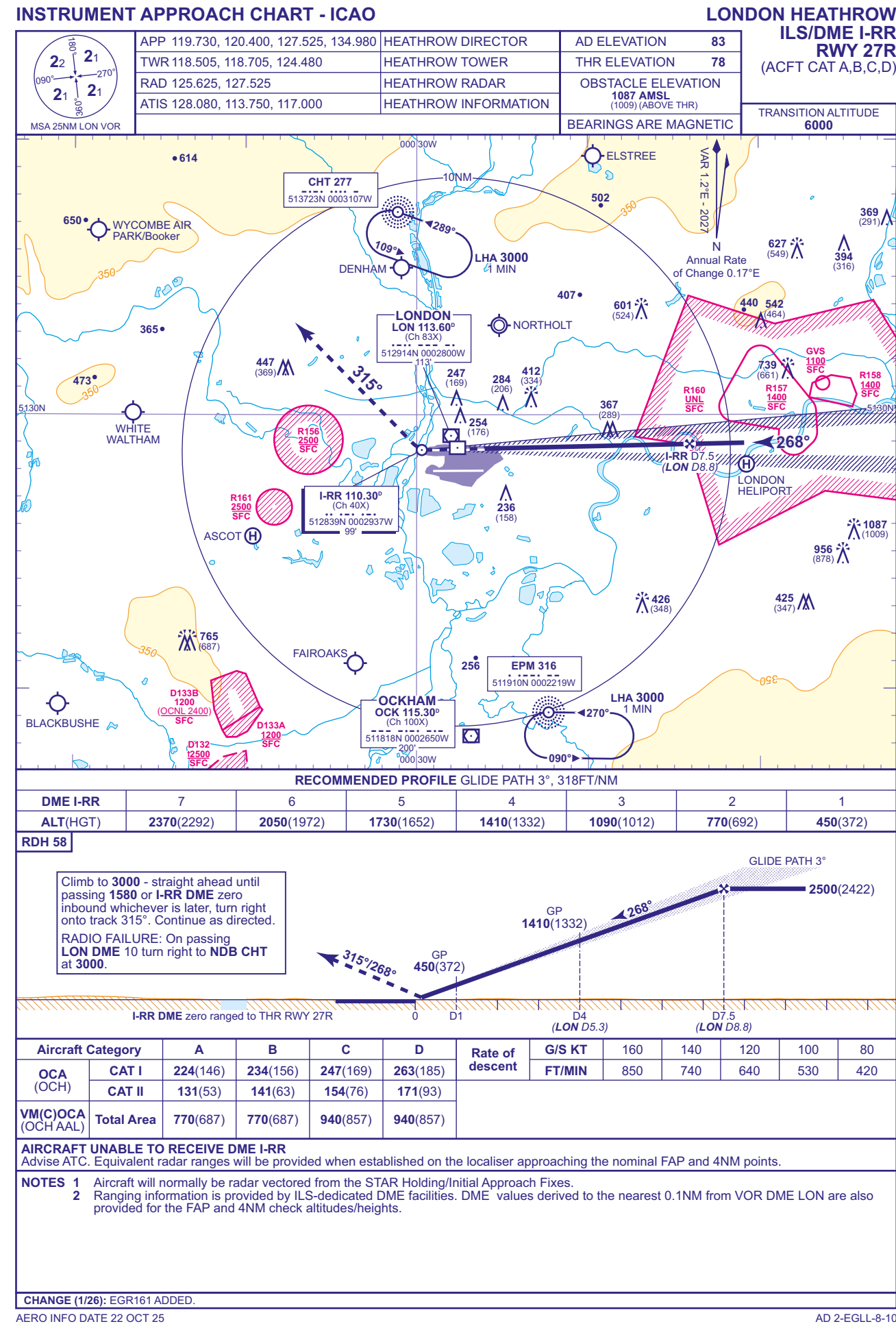
## LONDON HEATHROW

RNP

RWY 27L

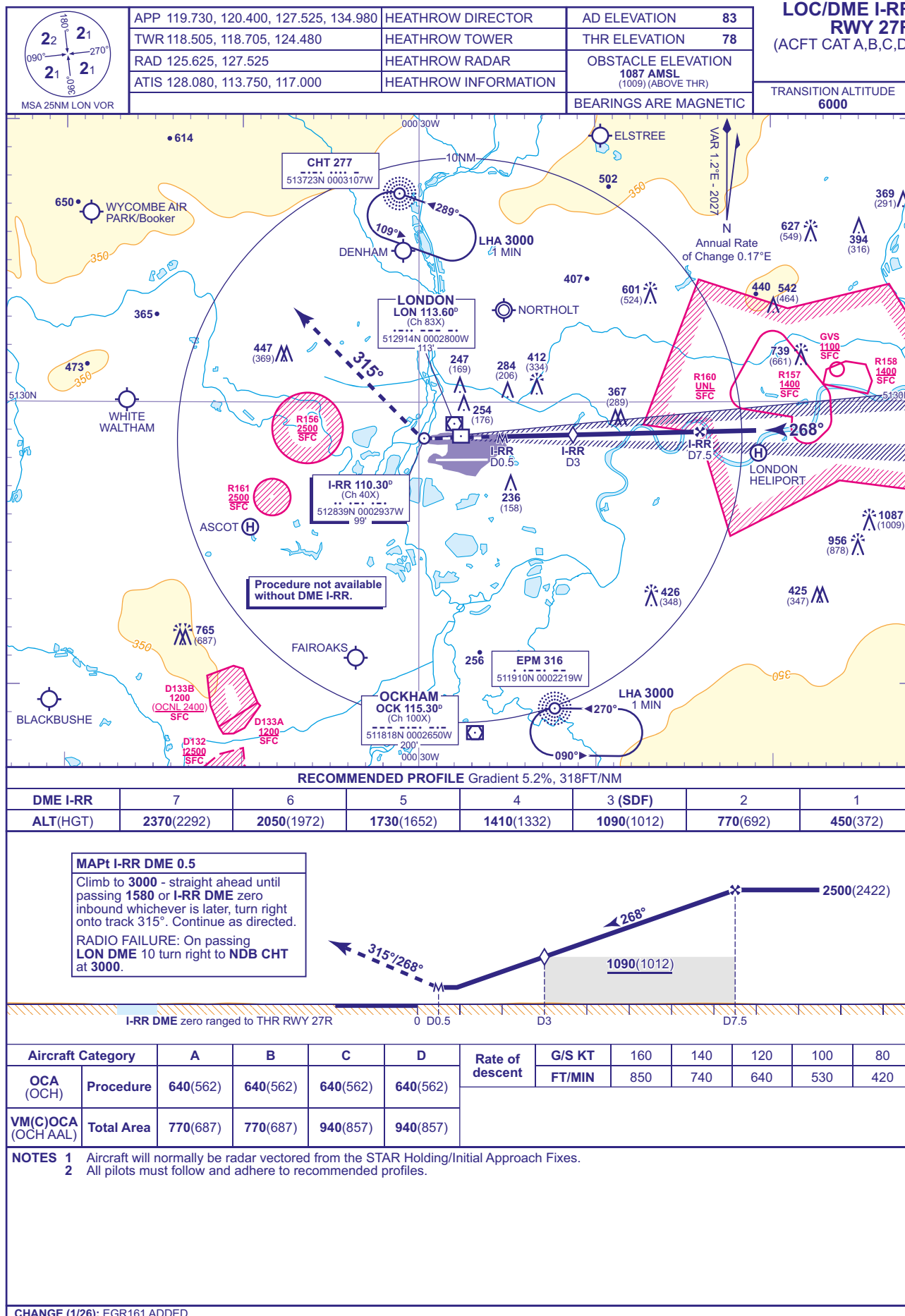
(ACFT CAT A,B,C,D)







## INSTRUMENT APPROACH CHART - ICAO

LONDON HEATHROW  
LOC/DME I-RR  
RWY 27R  
(ACFT CAT A,B,C,D)



**LONDON HEATHROW**



EGGW — LONDON LUTON

EGGW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGGW — LONDON LUTON

EGGW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 515229N Long: 0002206W Mid point of Runway 07/25.
2	Direction and distance from city	1.5 NM E of Luton. 30.5 NM N of London.
3	Elevation / Reference temperature / Mean Low Temperature	527 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	152 FT
5	Magnetic Variation / Annual Change	1.23°E (2027) / 0.17°E
6	AD Administration Address Telephone	LONDON LUTON AIRPORT OPERATIONS LTD Percival House, Percival Way, Luton, Bedfordshire LU2 9NU. 01582-395229 (NATS Ltd) 01582-395029 (NATS Ltd - ATC Watch Manager) 01582-395451 (Airport Manager) 01582-395525 (Operations) 01582-405100 (Switchboard)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to ATC are recorded.

EGGW AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	Unattended Briefing System.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	Unattended Briefing System.
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Refer to AD 2.20 item 1.

EGGW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Yes. Nearest railway siding: Luton 2.5 NM
2	Fuel and oil types	AVTUR JET A-1 100, W80, W100.
3	Fuelling facilities/capacity	Bowser
4	De-icing facilities	By arrangement with handling companies
5	Hangar space for visiting aircraft	By arrangement with based companies.
6	Repair facilities for visiting aircraft	Yes. By arrangement with local companies.

7	Remarks	<p>Oxygen and related servicing: By arrangement with Luton based airlines.</p> <p>Fuel: Subject to surcharge. Out of hours contact: 01582-722244 (Shell UK Ltd).</p> <p>A nominated handling agent is Mandatory for all visiting aircraft.</p> <p>Any aircraft operator or aircrew requiring an aircraft and/or passenger handling service can obtain details from the following companies:</p> <p>Harrods Business Aviation 01582-589317; Frequency 131.450 MHz.</p> <p>Signature Flight Support: Terminal 1 01582-724182; Frequency 130.175 MHz; Terminal 2 01582-692330; Frequency 130.650 MHz.</p> <p>Swissport 01582-700900; Frequency 130.600 MHz.</p> <p>Menzies 07985-891605; Frequency 131.400 MHz.</p> <p>GH London 01582-395291; Frequency 131.935 MHz.</p>
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### EGGW AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel at the Airport and other hotels in Luton.
2	Restaurants	Yes.
3	Transportation	Nearest railway station: Automated Guided People Mover (DART) to/from Luton Airport Parkway. Buses and Taxis.
4	Medical facilities	Limited first aid treatment and emergency services response.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	
7	Remarks	

### EGGW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Category 8 and 9 by prior arrangement. RFF Category 9 provided with RFF Category 8 under remission.
2	Rescue equipment	In accordance with UK (EU) Regulation 139/2014, as per Aerodrome Manual.
3	Capability for removal of disabled aircraft	Limited recovery available. Contact 01582-395451.
4	Remarks	National airlines and/or larger independent airlines should plan to fly in appropriate salvage equipment and should be part of the airline pooling arrangement or have recovery procedures in place.

### EGGW 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	

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON LUTON ATZ A circle, 2.5 NM radius, centred at 515229N 0002206W on longest notified runway (07/25)	Upper limit: 2000 FT AGL Lower limit: SFC	D	LUTON RADAR English	6000 FT		

### EGGW AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	LUTON RADAR	129.550			H24	ATZ hours coincident with Approach hours.
		132.050 When directed by ATC.			H24	
TWR	LUTON DELIVERY	121.885			When directed by ATC (by ATIS)	Operators of aircraft that are not equipped for 8.33 kHz should contact ATC by phone (01582-395029) prior to operating at this aerodrome.
	LUTON GROUND	121.755 DOC 5 NM/GND			0600-2300 (0500-2200).	
	LUTON TOWER	121.500 Emergency frequency O/R.			H24	
		126.730 SPARE - When directed by ATC.			H24	
		132.555 DOC 25 NM/4,000 FT.			H24	
RADAR	LUTON DIRECTOR	128.750 When directed by ATC.			H24	
ATIS	ARRIVAL AND DEPARTURE INFORMATION	120.580 DOC 60 NM/ 20,000 FT.			H24	ATIS also available on Tel: 01582-395225
OTHER	LUTON FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

### EGGW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 1.23°E (2027)	ILTN	109.150 MHz	HO	515239.35N 0002104.62W		(RWY 07)
ILS/GP	ILTN	331.250 MHz	HO	515218.44N 0002245.00W		3° ILS Ref Datum Hgt 58 FT.
ILS/LOC III 1.22°E (2027)	ILJ	109.150 MHz	HO	515217.42N 0002311.45W		(RWY 25)
ILS/GP	ILJ	331.250 MHz	HO	515231.03N 0002129.60W		3° ILS Ref Datum Hgt 55 FT.
NDB 1.10°E (2027)	HEN	433.500 kHz	H24	514535.07N 0004725.05W		Range 30 NM.

22 Jan 2026

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB (L) 1.27°E (2027)	LUT	345.000 kHz	H24	515340.69N 0001509.02W		Range 20 NM.
ILS/DME	ILTN	28Y 109.150 MHz	HO	515218.23N 0002244.57W	535 FT	(RWY 07) On AD. DME freq paired with ILS I-LTN. Zero range is indicated at THR of Runway 07.
ILS/DME	ILJ	28Y 109.150 MHz	HO	515230.89N 0002129.81W	532 FT	(RWY 25) On AD. DME freq paired with ILS I-LJ. Zero range is indicated at THR of Runway 25.
VOR/DME 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 1.18°E (2027) 1.3°E (2025)	BNN	84Y 113.750 MHz	H24	514334.19N 0003259.10W	558 FT	VOR DOC: 20 NM/50,000 FT (30 NM/ 50,000 FT in Sector R329°-084° and 40 NM/50,000 FT in Sector R084°- 119°). DME DOC: 60 NM/50,000 FT.
VOR/DME 1.36°E (2027) 1.4°E (2025)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R069-099). DME DOC: 120 NM/50,000 FT.
VOR/DME 1.32°E (2027) 1.2°E (2025)	BPK	122X 117.500 MHz	H24	514459.05N 0000624.25W	392 FT	VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R254-074 and 65 NM/50,000 FT in Sector R314-349). DME DOC: 40 NM/50,000 FT (80 NM/ 50,000 FT in Sector R284-359).

## EGGW AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

- Use governed by regulations applicable to Luton CTR.
- All flights operating at London Luton Airport require a slot allocation by Airport Coordination Ltd (ACL). Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 0208-564 0614; or Fax: 0208-564 0691 or at all other times to London Luton Airport Operations Control Centre: 01582-395525. OCS account holders can add, change and cancel slots at any time on the online coordination portal: <https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1>.
- Aircraft operators are required to have made prior arrangements for ground handling with an Airline or Ground Handling Agent based at London Luton Airport. This includes diversion events, however nothing in this procedure shall prevent an aircraft that has declared an emergency from landing.
- Aircraft operating at London Luton Airport without the required acceptance from Airport Co-ordination Ltd and/or without prior arrangement for ground handling services will incur a financial penalty payable to the Airport Authority prior to the aircraft leaving London Luton.
- Aircraft using London Luton Airport do so in accordance with London Luton Airport's Conditions of Use document available on request from London Luton Airport Operations Ltd. <http://www.london-luton.co.uk/en/content/8/1259/operations.html>.
- The airport is available only to pilots holding a current licence. The minimum required is a Private Pilot Licence.
- Aircraft unable to communicate with ATC by radio will not be accepted.
- London Luton Airport is not equipped to handle radioactive materials and therefore aircraft carrying such material will not be accepted. In the event that an aircraft carrying radioactive materials has no alternative but to divert to Luton, the pilot must inform Luton ATC on first contact.
- VFR aircraft operating into or out of Luton Airport should file a flight plan in advance. In exceptional circumstances 'booking out' may be made with ATC by telephone on 01582-395029; 'booking out' of flights by RTF will not be accepted.
- Cross-bleed engine starts are not permitted on any stand. All such engine starts must be undertaken on the adjacent taxiway or apron taxiway centre-line and approval must be obtained from ATC in advance. Cross-bleed engine starts on the East Apron must only be undertaken with the approval of ATC, at the entrance to the apron.
- Fixed-wing aircraft except when in the service of a police authority and authorised by ATC, must not operate over any apron below a height of 1000 FT.

- f) Helicopters, except when air taxiing or in the service of a police or health authority and authorised by ATC, must not operate over any apron below a height of 500 FT or fly closer than 500 FT to any associated buildings, vehicle or aircraft.

## 6 USE OF RUNWAYS

- a) Minimum Runway Occupancy Time - Departing Aircraft.
- On receipt of back-track/line-up clearance, pilots should ensure, commensurate with safety and standard operating procedure, that they are able to taxi into the correct position if not already at the hold, and back-track/line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or completed its landing run and has passed the holding point. The crew of departing aircraft must inform ATC if they are not ready for departure when instructed by ATC to enter the runway for take-off.
  - Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately take-off clearance is issued.
  - Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Luton Tower frequency.
  - Pilots are not to cross any illuminated Holding Point Red Stop bars unless specifically instructed to do so by ATC.
  - RWY 07 - Pilots requiring the full runway length should advise ATC when requesting departure clearance.
- b) Minimum Runway Occupancy Time - Arriving Aircraft.
- Pilots are reminded that rapid exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'.
  - Aircraft vacating the runway via Taxiway Alpha must hold at Holding Point Alpha 4 until further instructed by Luton Ground.
  - Aircraft vacating the runway via Taxiway Bravo must hold at Holding Point Bravo 5 until further instructed by Luton Ground.
  - Aircraft vacating the runway via Taxiway Hotel must hold at Holding Point Bravo 6 until further instructed by Luton Ground.
  - Turn-offs from the runway onto Taxiway Charlie are prohibited except when authorised by ATC.

## 7 TRAINING

- a) Conditions of Use.
- Daily: Available for training 0800-2000 (0700-1900).
  - Use of the aerodrome for training purposes is subject to prior permission from London Luton Airport Operations Ltd and acceptance by Air Traffic Control having regard to tactical traffic situation.
  - All visiting and Luton based operators and aircrew requesting to undertake training flights at Luton whether landing or not, must contact Airport Operations by telephone: 01582-395525. The filing of a flight plan for a training flight does not in itself imply permission or ATC acceptance.
  - Training aircraft using Runway 25 must climb straight ahead to 500 FT AAL, must track 215° M until reaching height 1500 FT; aircraft using Runway 07 must not turn crosswind until reaching height 1500 FT AAL, unless otherwise instructed by ATC.
  - The simulation of engine failures is not permitted.
- b) Circuits.
- Circuits by propeller-driven aircraft whose Maximum Take Off Mass exceeds 5700 KG and by all jet aircraft on training flights will be carried out at the minimum circuit height of 2500 FT QFE, unless otherwise instructed by ATC. Runway 07 – right hand circuits Runway 25 – left hand circuits.
  - Circuits by propeller-driven aircraft whose MTOM does not exceed 5700 KG shall be carried out at the minimum circuit height of 1000 FT QFE.

## EGGW AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound or outbound from this aerodrome are required to conform to the following procedures, for more details please refer to Aircraft Noise Control at LLA available on: <http://www.london-luton.co.uk/corporate/community/noise/minimising-noise>. Notwithstanding that these may at any time be deviated from to the extent necessary for avoiding immediate danger.

## 1 GENERAL

- Every operator of aircraft whilst within or directly above the aerodrome shall ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
- Unless on radar vectors, aircraft shall avoid any populated areas.
- Any aircraft shall, after take-off, be operated in such a way that it will not cause more than 79 dBA by day (0700-2300 (0600-2200)) or 78 dBA by night (2300-0700 (2200-0600)) at any noise monitoring terminal at any of the sites referred to in the table below:

Description	Postcode	OS Co-ordinates	Latitude (DMS)	Longitude (DMS)
NMT1: Frogmore, Stagenhoe Bottom Farm	SG4 8NG	TL 1759 2260	51°53'22N	0°17'33W
NMT2: Grove Farm, Slip End	LU1 4DB	TL 0766 1774	51°50'52N	0°26'18W



NMT3: Pepsal End Farm, Pepperstock	LU1 4LH	TL 0861 1727	51°50'36N	0°25'29W
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2 TAKE-OFF AND MISSED APPROACH

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

3 CONTINUOUS DESCENT APPROACHES

- a) All jet aircraft and all propeller-driven aircraft whose MTOM exceeds 5700 KG, are expected to apply Continuous Descent Approach (CDA) procedures to all approaches to Runway 07 and Runway 25. Subject to ATC clearance, inbound aircraft are to minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures.
- b) Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. Radar vectors will be given, and descent clearance will include an estimate of track distance to touchdown.
- c) 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.
- d) CDA will commence from 5000 FT QNH and will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM.

4 VISUAL CIRCUITS/APPROACHES

- a) Aircraft approaching without assistance from ILS or radar shall follow a descent path no lower than the normal approach path indicated by the PAPIs.
- b) With the exception of training aircraft as described in Local Traffic Regulations, paragraph 7 'Training' above, propeller-driven aircraft whose MTOM exceeds 5700 KG and all jet aircraft carrying out visual circuits/approaches to Runways 07 and 25 shall establish on final approach no closer than 7 NM from touchdown. Additionally, such aircraft shall not, unless otherwise instructed by ATC, descend below 2500 FT (Luton QNH) before commencing final approach.
- c) Aircraft must not join the final approach track to any runway at an altitude of less than 2500 FT (Luton QNH), orbits on final approach will not be authorised by ATC, except when the safety of an aircraft would be compromised.

5 NOISE PREFERENTIAL ROUTINGS

- a) The Noise Preferential Routings and Procedures specified in the table below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other aircraft with a maximum certified weight exceeding 5700 KG unless otherwise instructed by ATC or unless deviations are required in the interests of safety. The radius of turn of aircraft following the routes and procedures specified in the following table shall be adjusted to conform with the tracks shown on the diagram on page AD 2-EGGW-3-1.
- b) The obligations of Noise Preferential Routings for conventional SIDs cease when a height of 3000 FT QNH (between 0700-2300 (0600-2200)) and 4000 FT QNH (during night time, 2300-0700 (2200-0600)) has been reached. The obligations of Noise Preferential Routings for the RNAV1 SIDs cease when a height of 4000 FT QNH has been reached.
- c) A departure will be deemed to have complied with the Noise Preferential Routing if, in the portion of flight below the appropriate vectoring altitude (see 5 (b) above), it is properly recorded by the airport's noise and track monitoring system as having flown wholly within the Lateral Swathe (LS). Where the aircraft is clearly flying outside the LS, the aircraft is identified as causing a "possible" track violation and is subject to a nominal fine, as defined in LLA's Charges and Conditions of Use.

Take-off Run-way	ATC Clearance	Procedure	Take-off Run-way	ATC Clearance	Procedure
25	OLNEY KILO/Juliet	Climb straight ahead to 500 FT (AAL) turn left to intercept BNN VOR R031. At BNN D7 turn right onto HEN QDM 254°. At BNN VOR R003 turn right onto BNN VOR R343. Crossing BNN R343/ D6 at 4000.	07	OLNEY Sierra	Climb straight ahead. At I-LTN D3.4 turn left to intercept BPK VOR R313.
	Rodni Papa	Climb straight ahead to 500 FT (AAL) turn left to intercept BNN VOR R031. At BNN D7 turn right onto HEN QDM 254° ensuring that BNN DME does not decrease below 4 NM.		Rodni Uniform/ Victor	Climb straight ahead. At I-LTN D3.8 turn right onto HEN QDM 255°. Ensure that BNN DME does not decrease below 4 NM. (See Note 3)
	Non – RNAV MATCH/Detling MIKE	Climb straight ahead to 500 FT AAL turn left to intercept BNN VOR R031. At BNN D7 turn left onto BPK VOR R283.		MATCH/ Detling TANGO	Climb straight ahead to LUT NDB (I-LTN D4.7), then turn right to intercept BPK VOR R335.
	RNAV MATCH/ Detling	Climb straight ahead to 1030 FT QNH, then turn left direct GWS01, then to GWS06, left to GWS12, right to GWE16, GWE19, BPK VOR. (See Note 2)			

AD 2.EGGW-7-2

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MEDEL 1N RINIS 1N XAMAN 1N TOSVA 1N - ICAO

AD 2.EGGW-7-3

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FINMA 1N SILVA 1N - ICAO

AD 2.EGGW-7-4

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LISTO 1N - ICAO

AD 2.EGGW-7-5

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LOGAN 2A DET 2A - ICAO

AD 2.EGGW-7-6

STANDARD INSTRUMENT ARRIVAL CODING TABLES UNDUG 1N SIRIC 1N

AD 2.EGGW-7-7

STANDARD INSTRUMENT ARRIVAL CODING TABLES TELTU 1N MEDEL 1N

AD 2.EGGW-7-8

STANDARD INSTRUMENT ARRIVAL CODING TABLES RINIS 1N XAMAN 1N

AD 2.EGGW-7-9

STANDARD INSTRUMENT ARRIVAL CODING TABLES TOSVA 1N FINMA 1N SILVA 1N

AD 2.EGGW-7-10

STANDARD INSTRUMENT ARRIVAL CODING TABLES LISTO 1N LOGAN 2A DET 2A

AD 2.EGGW-7-11

RNAV HOLD CODING TABLES ADLOG HON MUCTE UNDUG VATON WOBUN ZAGZO

AD 2.EGGW-7-12

RNAV HOLD CODING TABLES ABBOT LOGAN

AD 2.EGGW-7-13

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 07 ZAGZO 1Q - ICAO

AD 2.EGGW-7-14

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 25 ZAGZO 1T - ICAO

AD 2.EGGW-7-15

APPROACH TRANSITIONS CODING TABLES RWY 07 ZAGZO 1Q RWY 25 ZAGZO 1T

AD 2.EGGW-7-16

INITIAL APPROACH PROCEDURE ILS RWY 07 Without Radar Control - via ABBOT

AD 2.EGGW-7-17

INITIAL APPROACH PROCEDURE ILS RWY 25 Without Radar Control - via ABBOT

AD 2.EGGW-7-18

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 07 - ICAO

AD 2.EGGW-8-1

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 07 - ICAO

AD 2.EGGW-8-2

INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 07 - ICAO

AD 2.EGGW-8-3

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 25 - ICAO

AD 2.EGGW-8-4

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 25 - ICAO

AD 2.EGGW-8-5

INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 25 - ICAO

AD 2.EGGW-8-6

INSTRUMENT APPROACH CHART NDB(L) RWY 25 - ICAO

AD 2.EGGW-8-7

## EGGW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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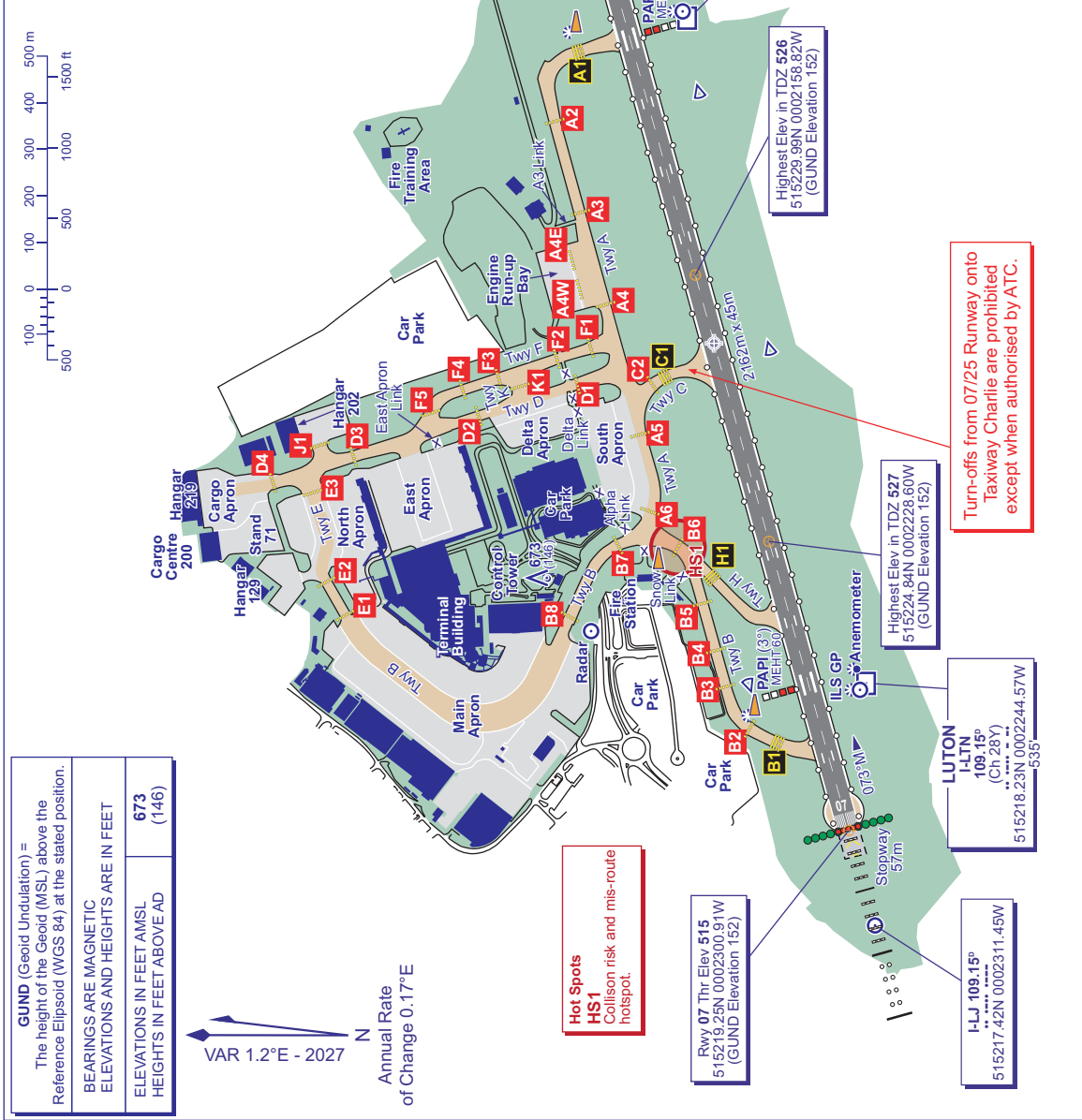
LONDON LUTON  
EGGW

AD ELEV 527FT

ARP 515229N 0002206W

AERODROME  
CHART - ICAO

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	HI 427 m coded C/L with 3 bars.		
APCH 25	HI 844 m coded C/L with 5 bars.		
APCH 07/25	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/Yellow lead on/off C/L at A1, B1, C1, H1.		



AERO INFO DATE 03 NOV 25

AD 2-EGGW-2-1

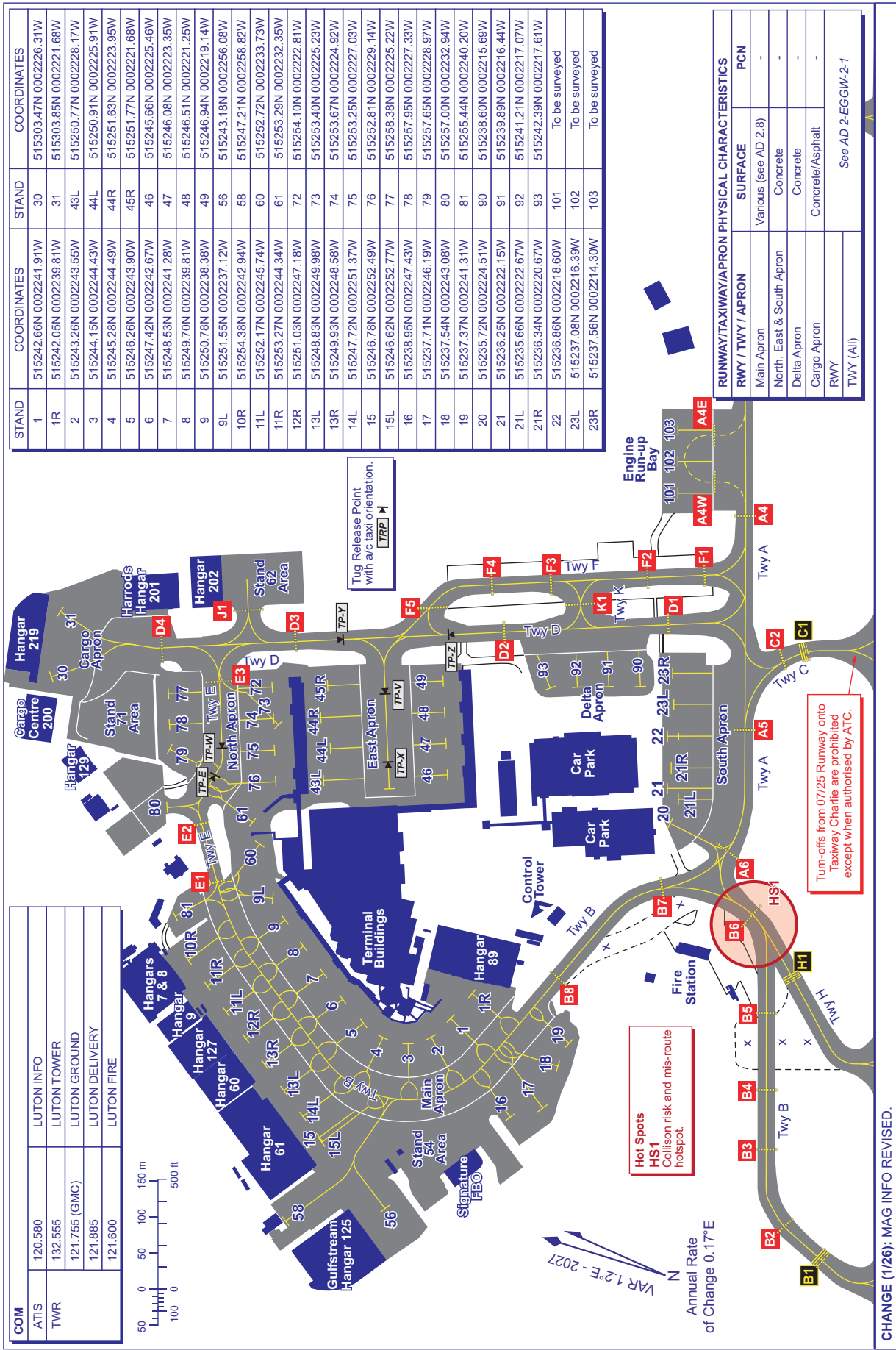
CHANGE (1/26): MAG INFO REVISED. RWY MAG HEADINGS.

AIRCRAFT PARKING/DOCKING  
CHART - ICAO

ARP 515229N 0002206W

AD ELEV 527FT

LONDON LUTON  
EGGW

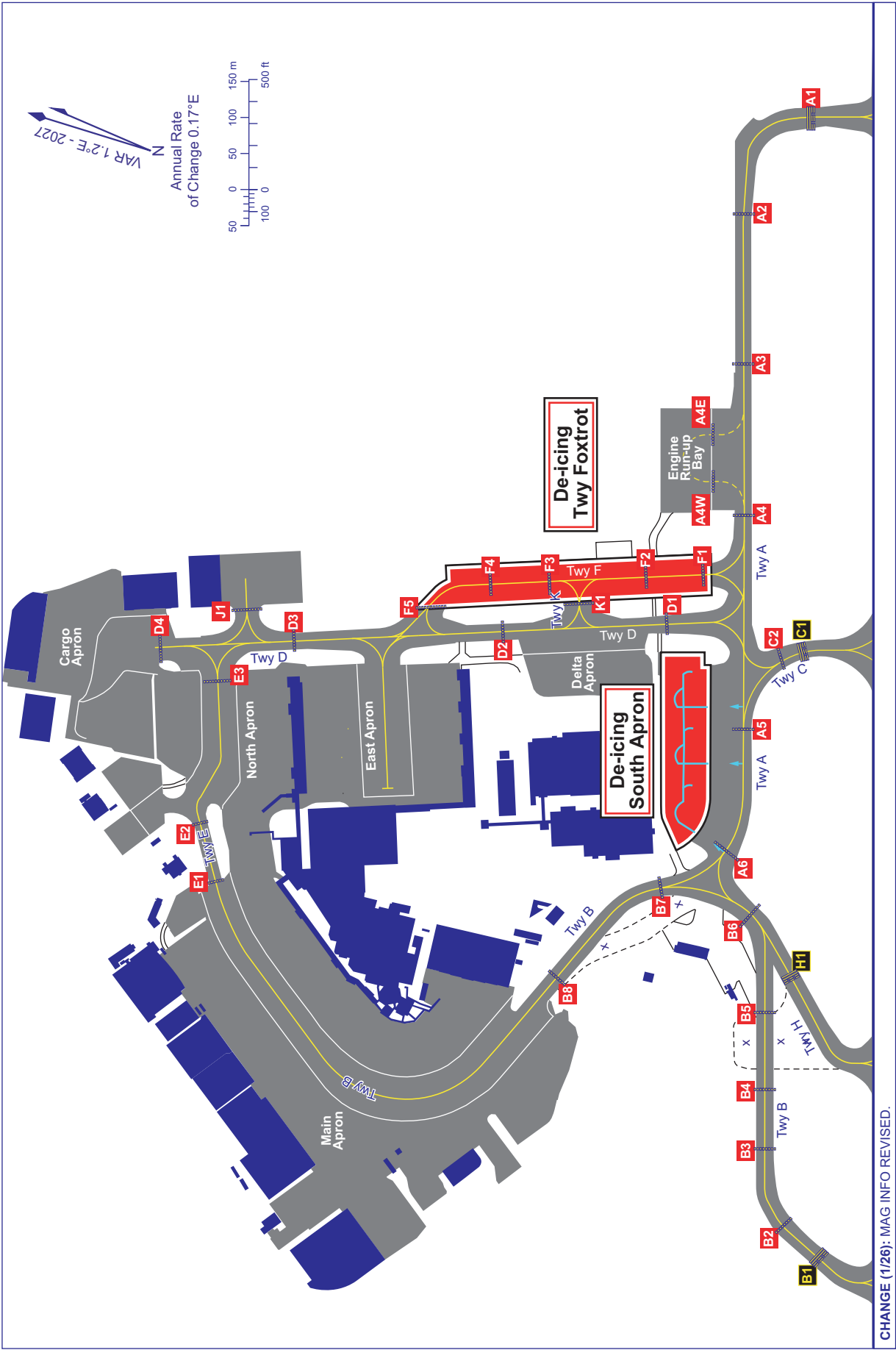


LONDON LUTON  
EGGW

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

AD ELEV 527FT

ARP 515229N 0002206W





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**LONDON LUTON**

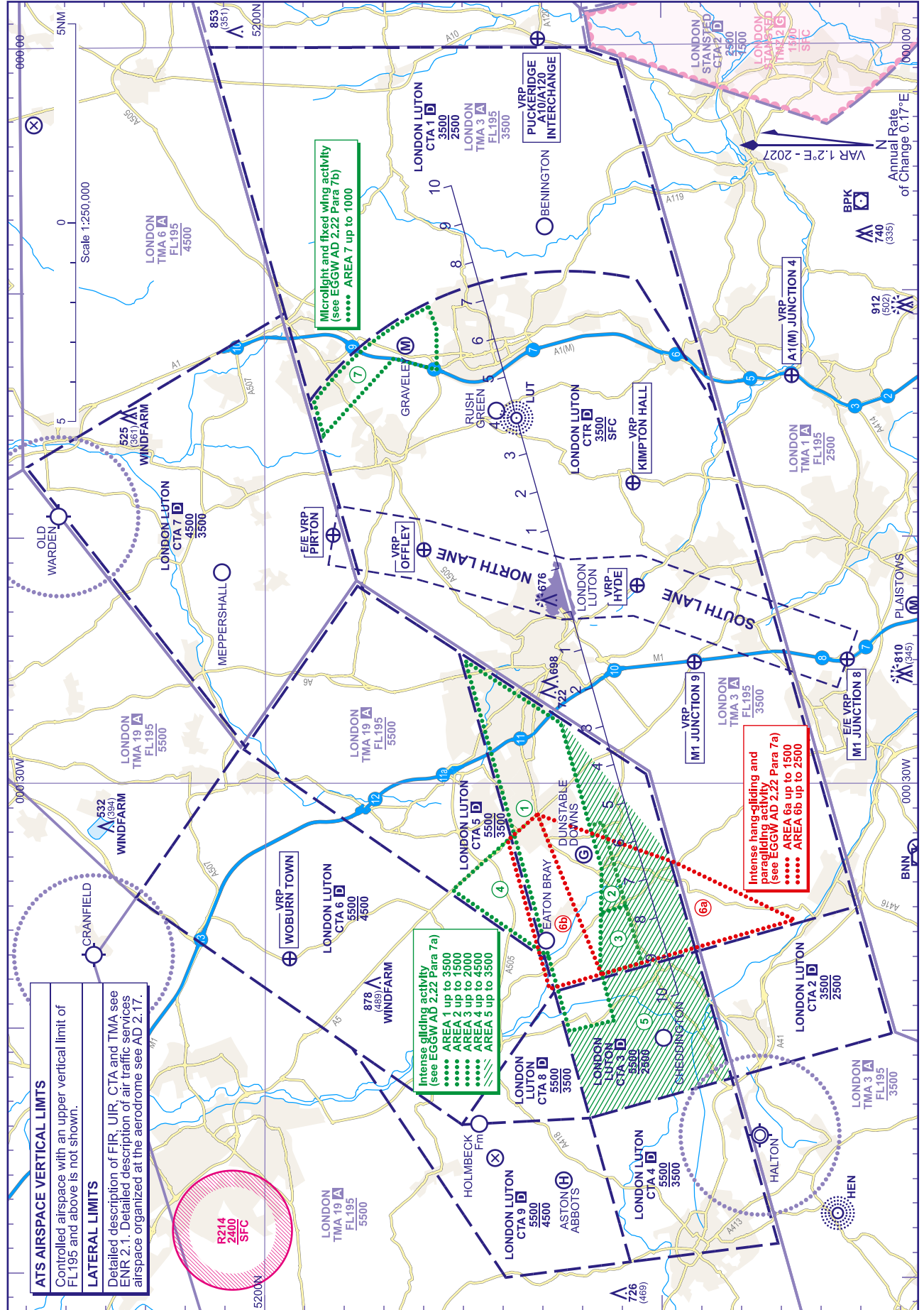


AD 2-EGGW-3-1

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## CONTROL ZONE AND CONTROL AREA CHART

LONDON LUTON



CHANGE (1/26): MAG INFO REVISED.

AERO INFO DATE 03 NOV 25

AD 2.EGW-4-1

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BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ELEVATIONS IN FEET AMSL 982  
HEIGHTS IN FEET AGL (328)

[illegible]

**MINIMUM INITIAL ALTITUDE**  
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **2000** in the sector defined by the lateral limits: 515838N 0003424W - 520140N 0001649W thence clockwise by an arc of a circle radius 8NM centred on 515359N 0001322W to 514617N 0000956W - 5143316N 0002725W thence clockwise by an arc of a circle radius 8NM centred on 515057N 0003054W to 515838N 0003424W.

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

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

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

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at last assigned level, to **NDB(L) LUT** and adopt the procedure detailed at EGGWAD 2.22.

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) LUT at 3000** and continue in accordance with the Radio Failure Procedure detailed at ENR 1.1.3.4.

9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

AD 2-EGGW-5-1

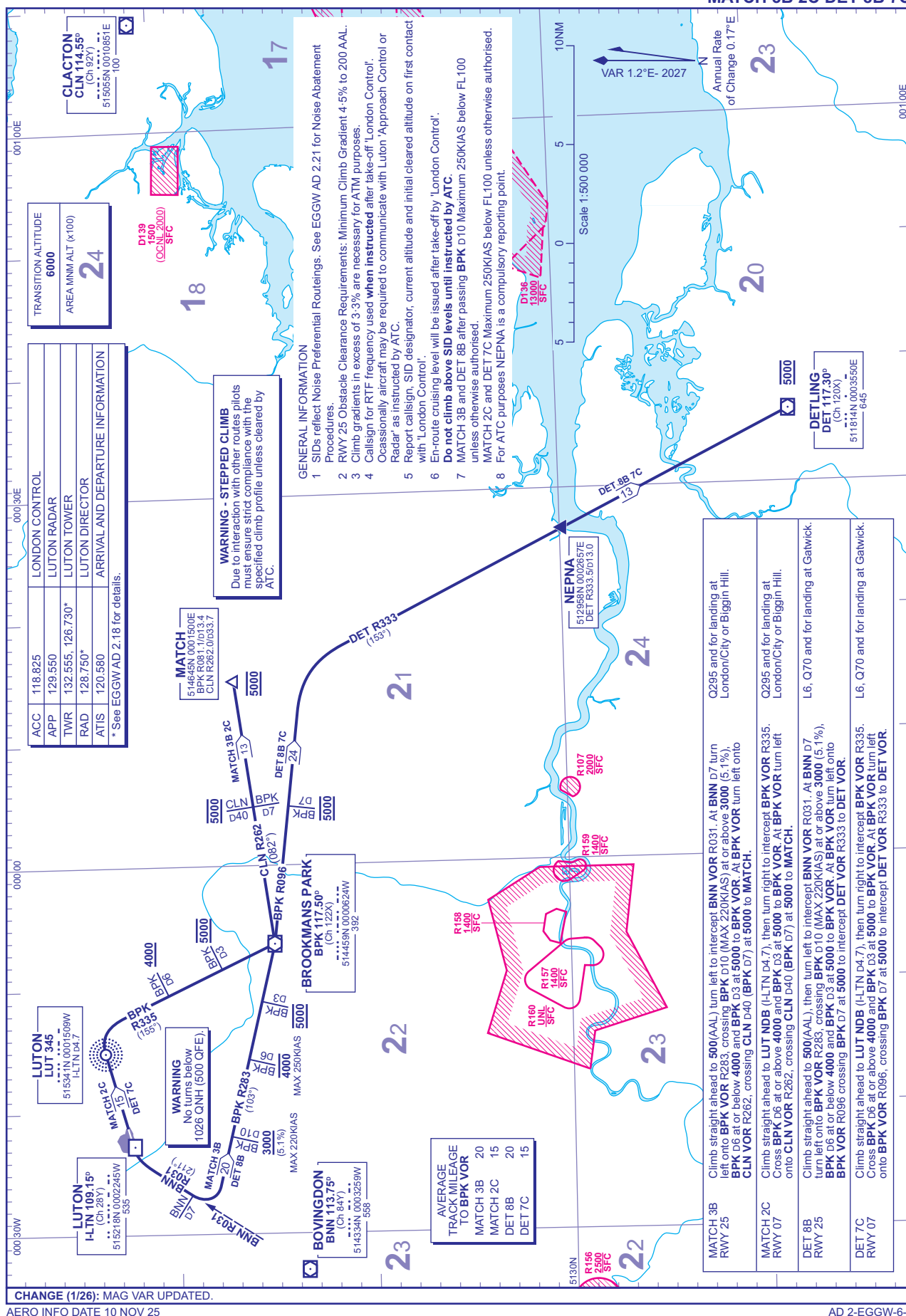


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## STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

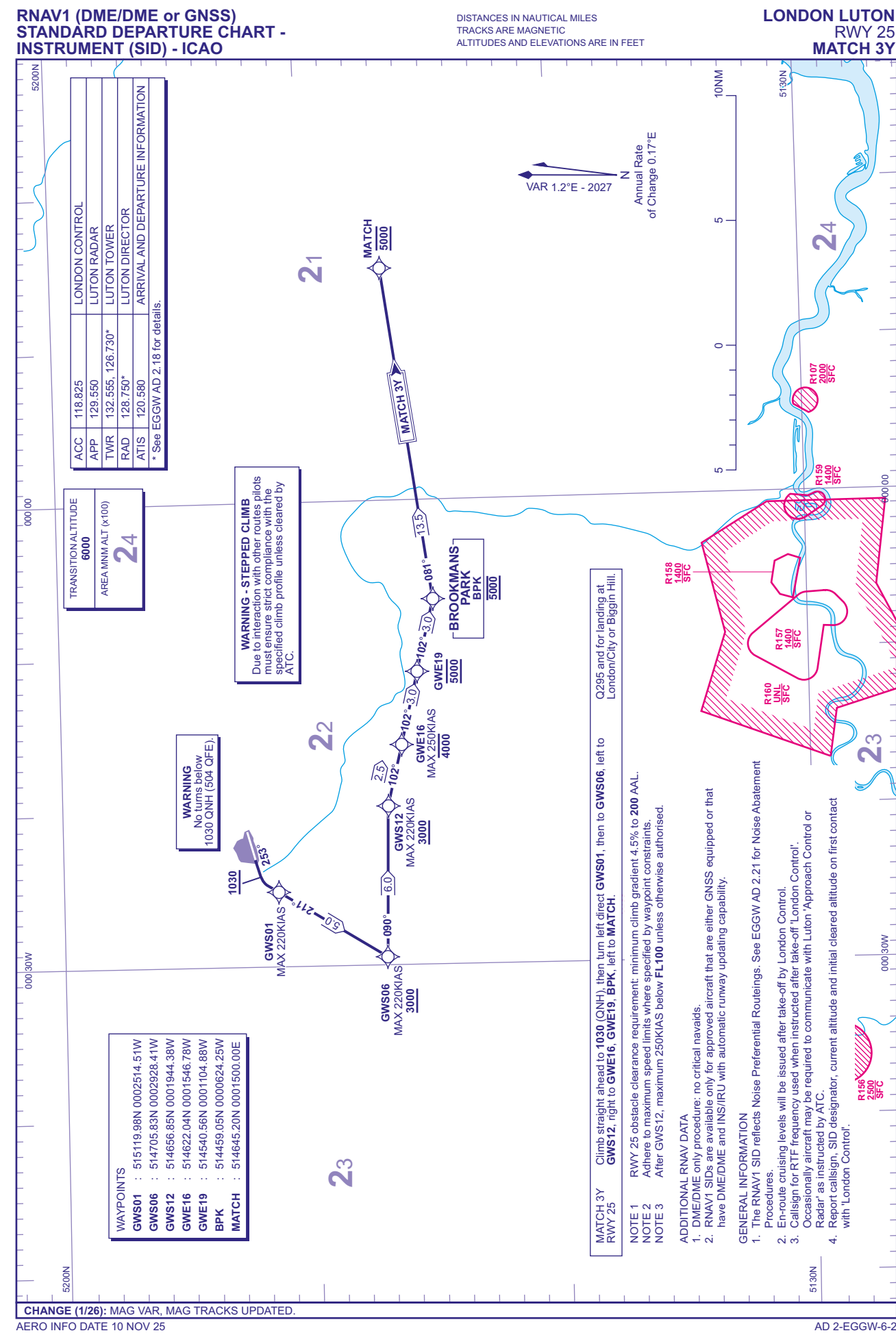
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BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

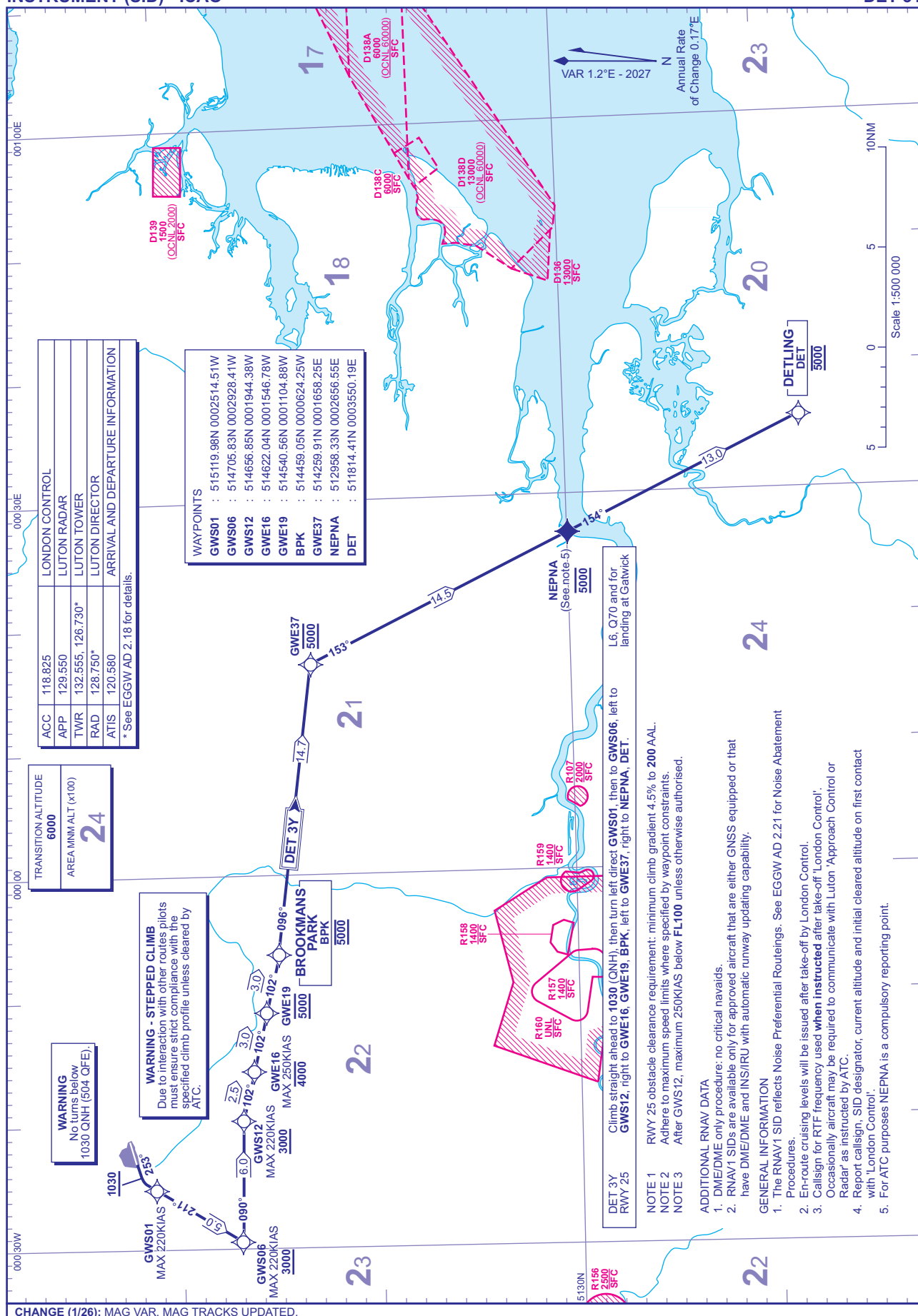
**LONDON LUTON**  
RWY 07/25  
**MATCH 3B 2C DET 8B 7C**



AERO INFO DATE 10 NOV 25

AD 2-EGGW-6-1



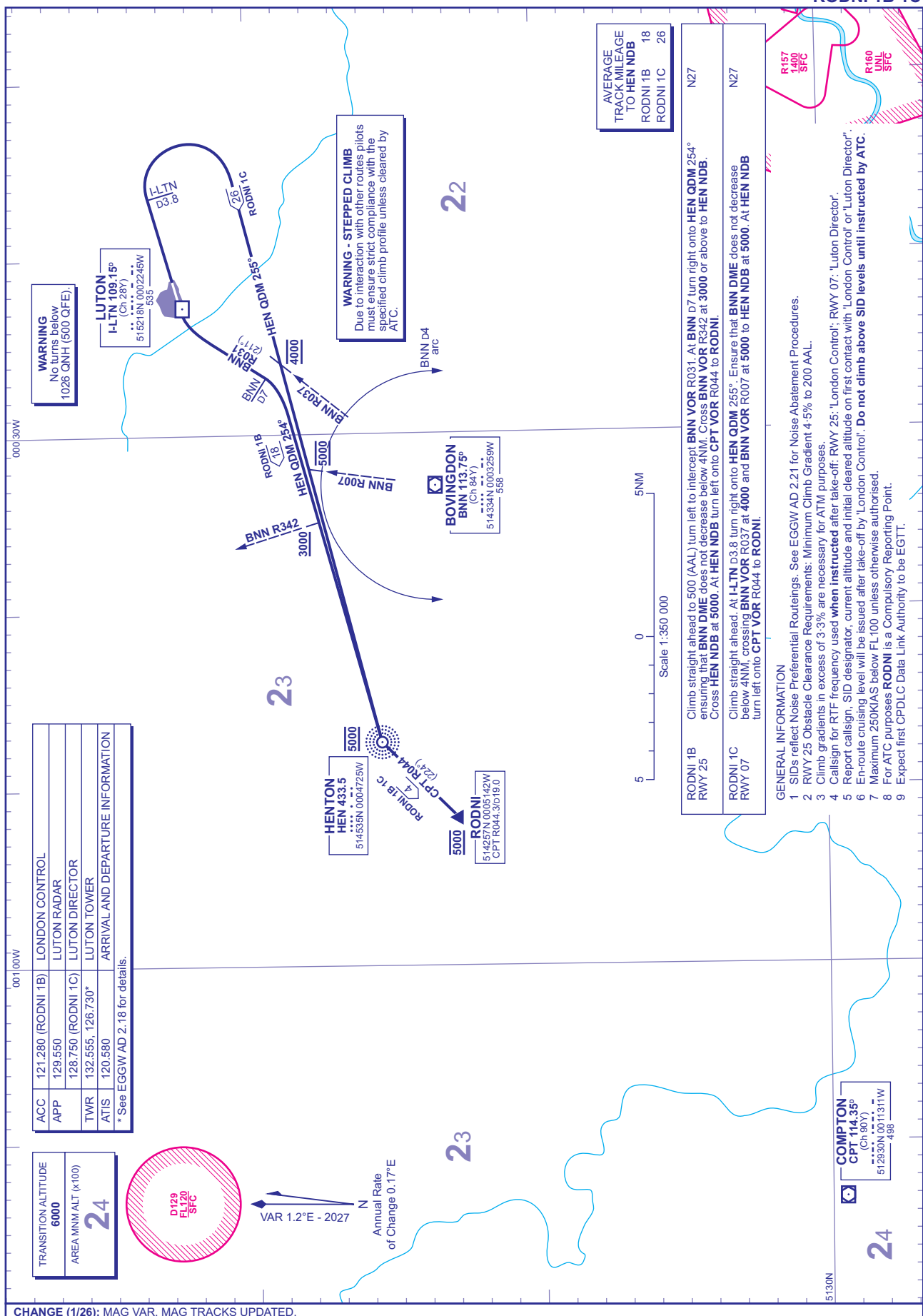
RNAV1 (DME/DME or GNSS)  
STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON LUTON  
RWY 25  
DET 3Y

AERO INFO DATE 10 NOV 25

AD 2.EGGW-6-3

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

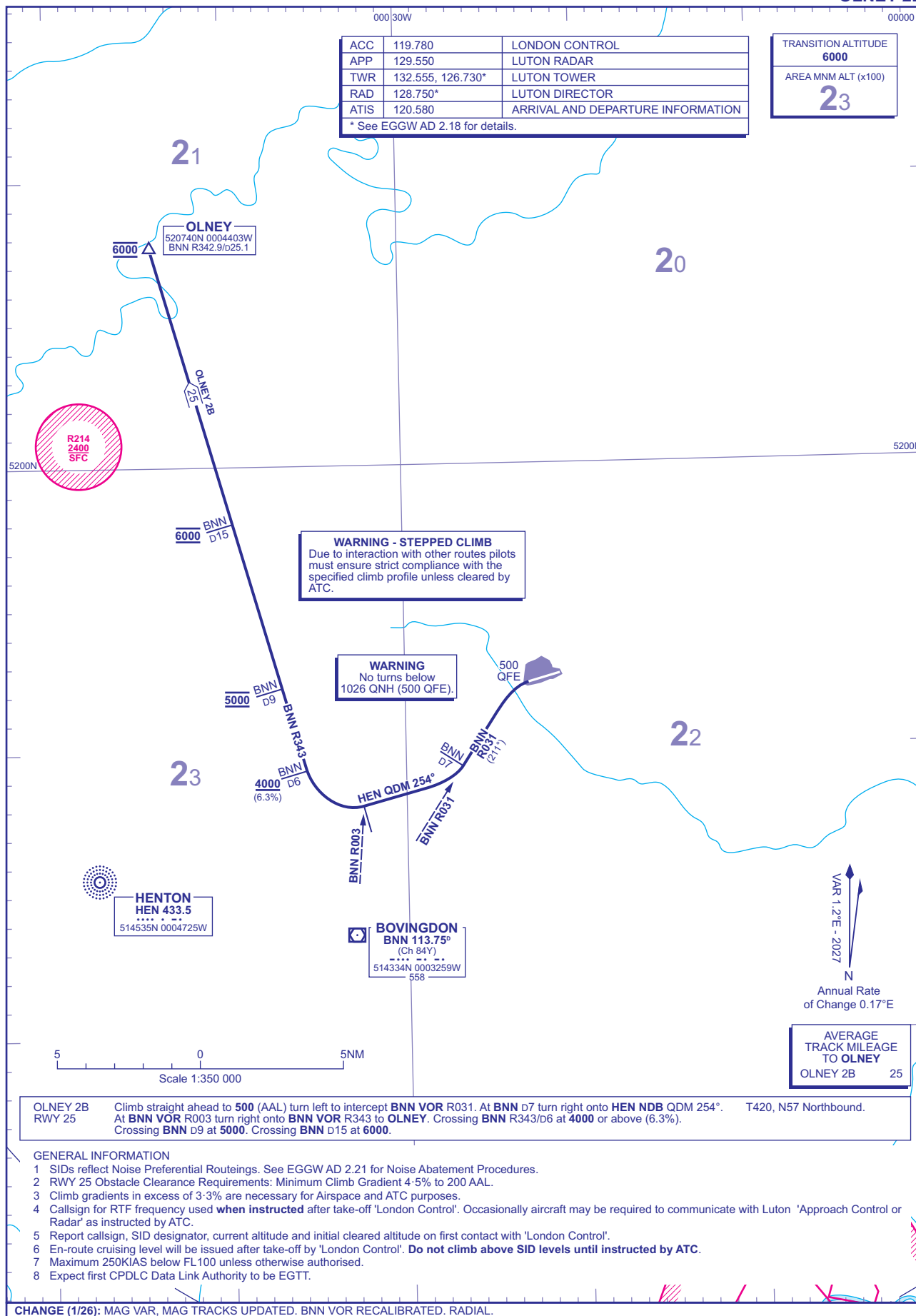
DISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET



CHANGE (1/26): MAG VAR, MAG TRACKS UPDATED.

AERO INFO DATE 10 NOV 25

AD 2-EGGW-6-4

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON LUTON  
RWY 25  
OLNEY 2B

AERO INFO DATE 13 NOV 25

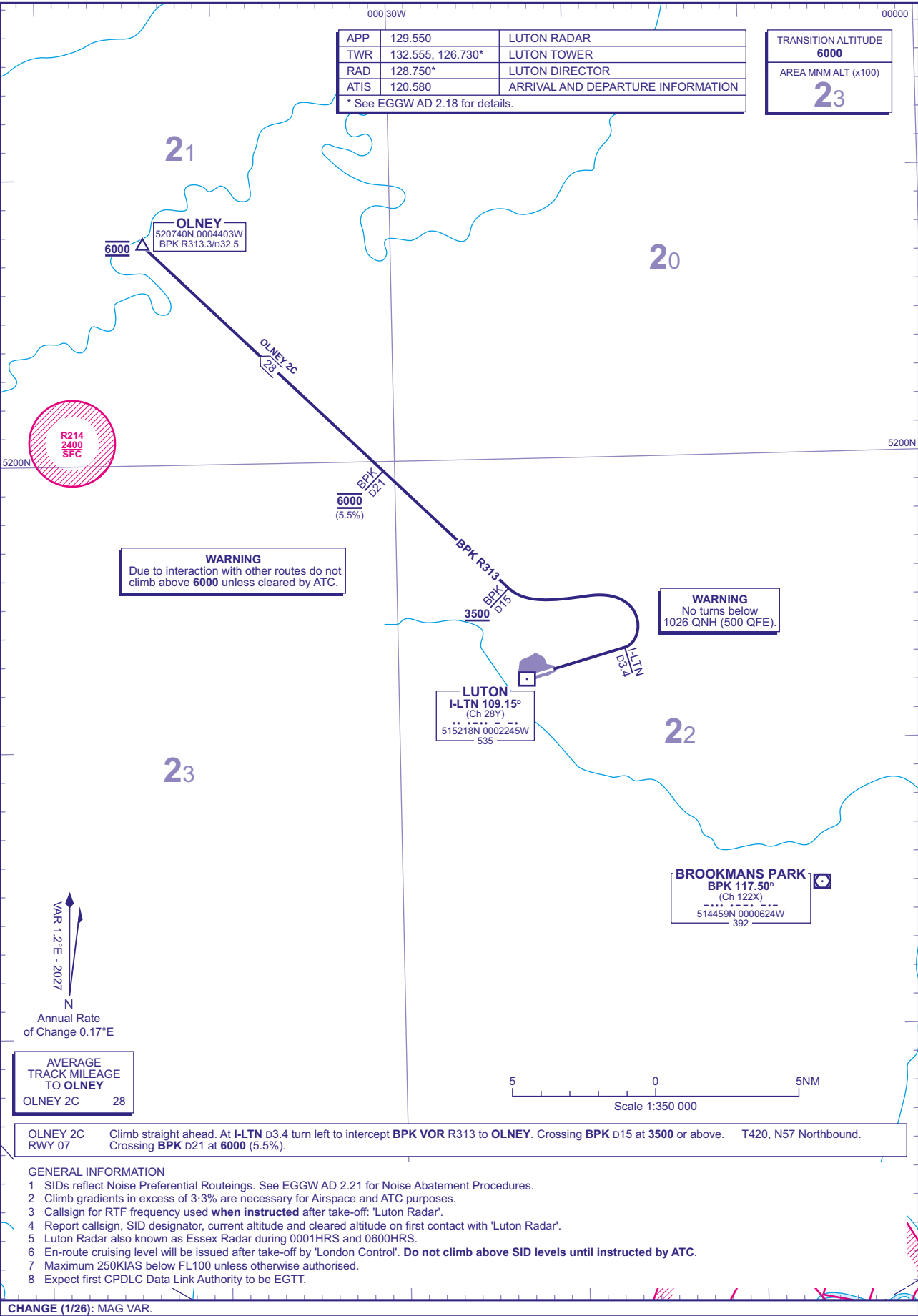
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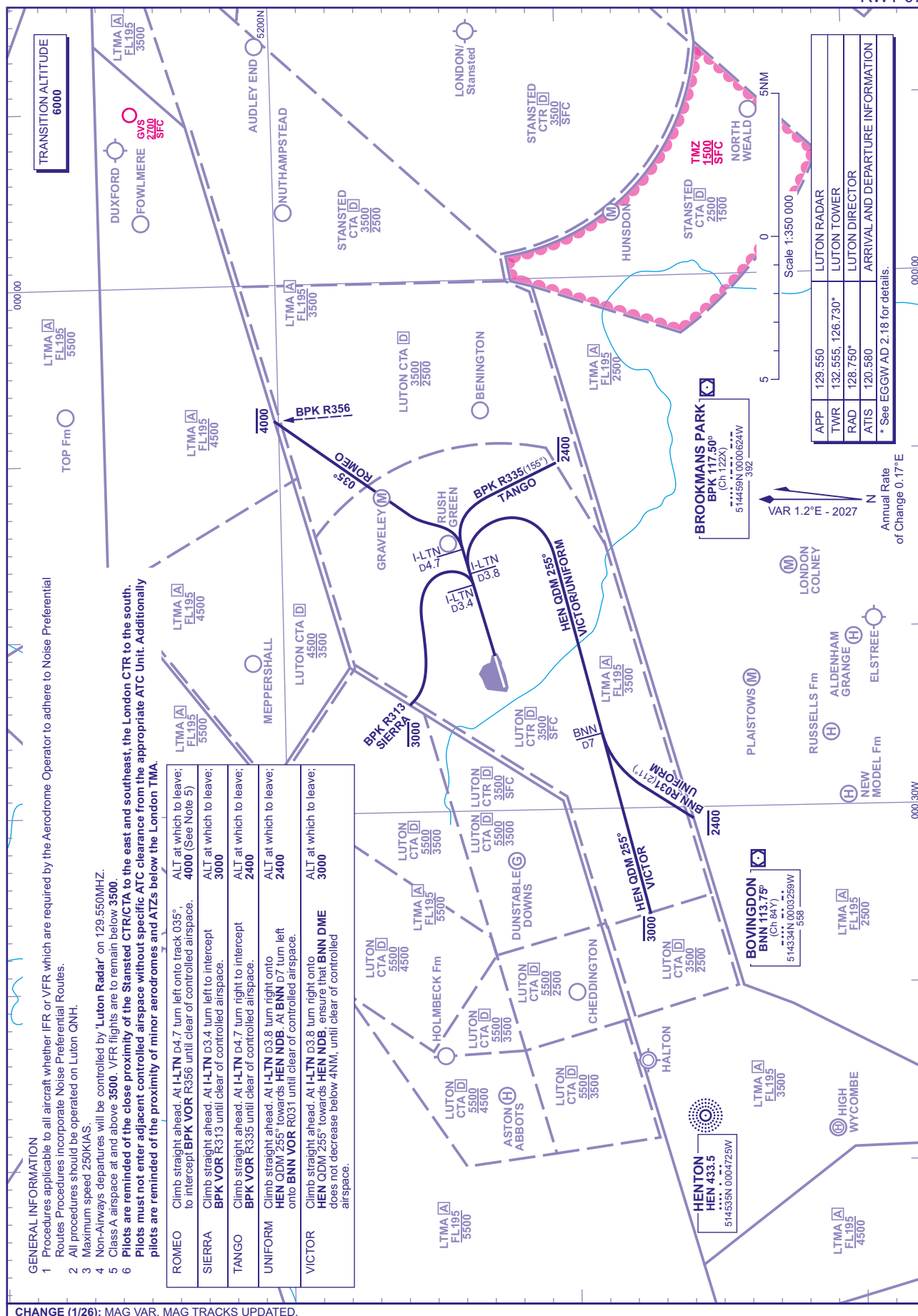


STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

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

LONDON LUTON  
RWY 07  
OLNEY 2C

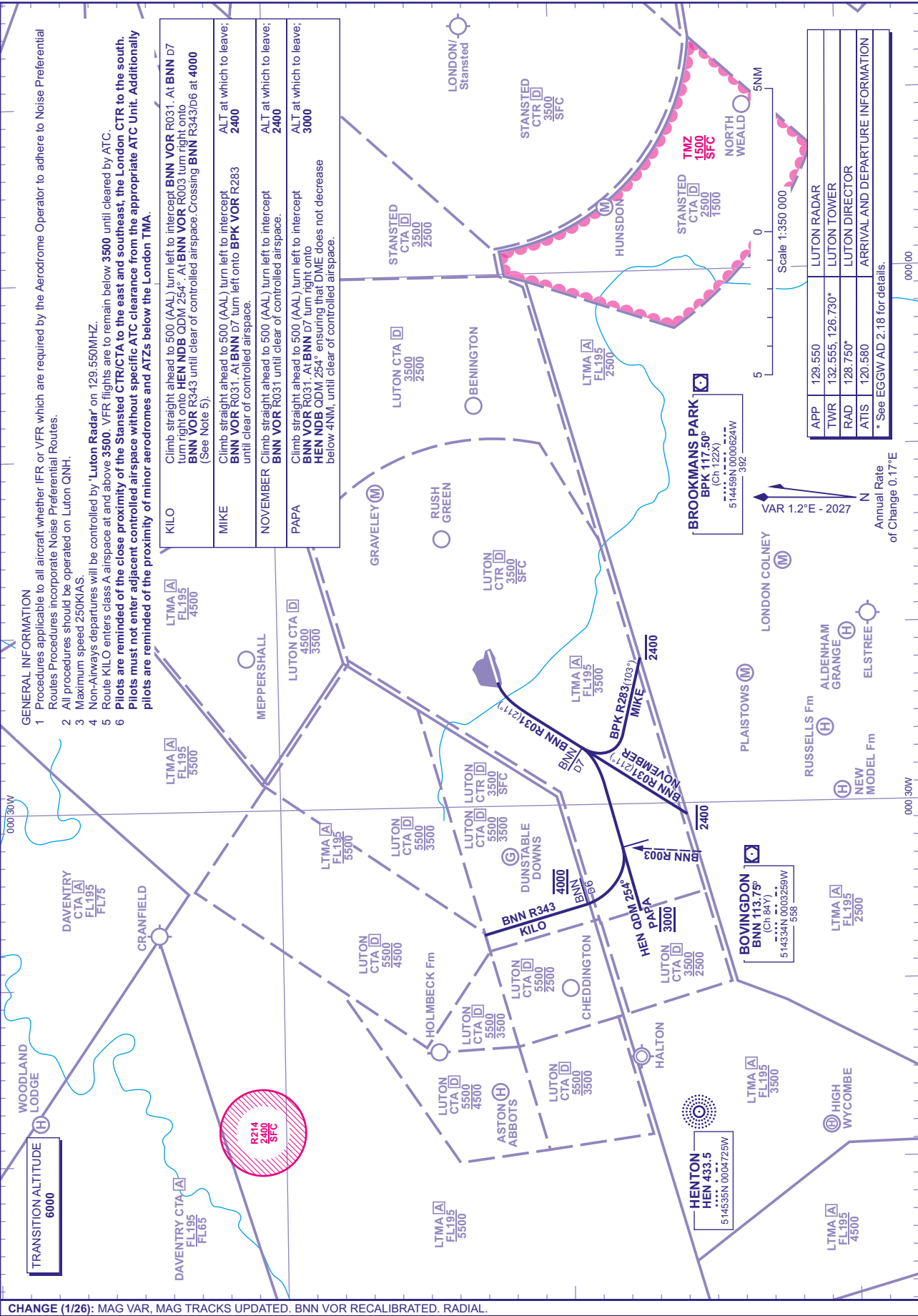


STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON LUTON  
NON-AIRWAY DEPARTURES  
RWY 07

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

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

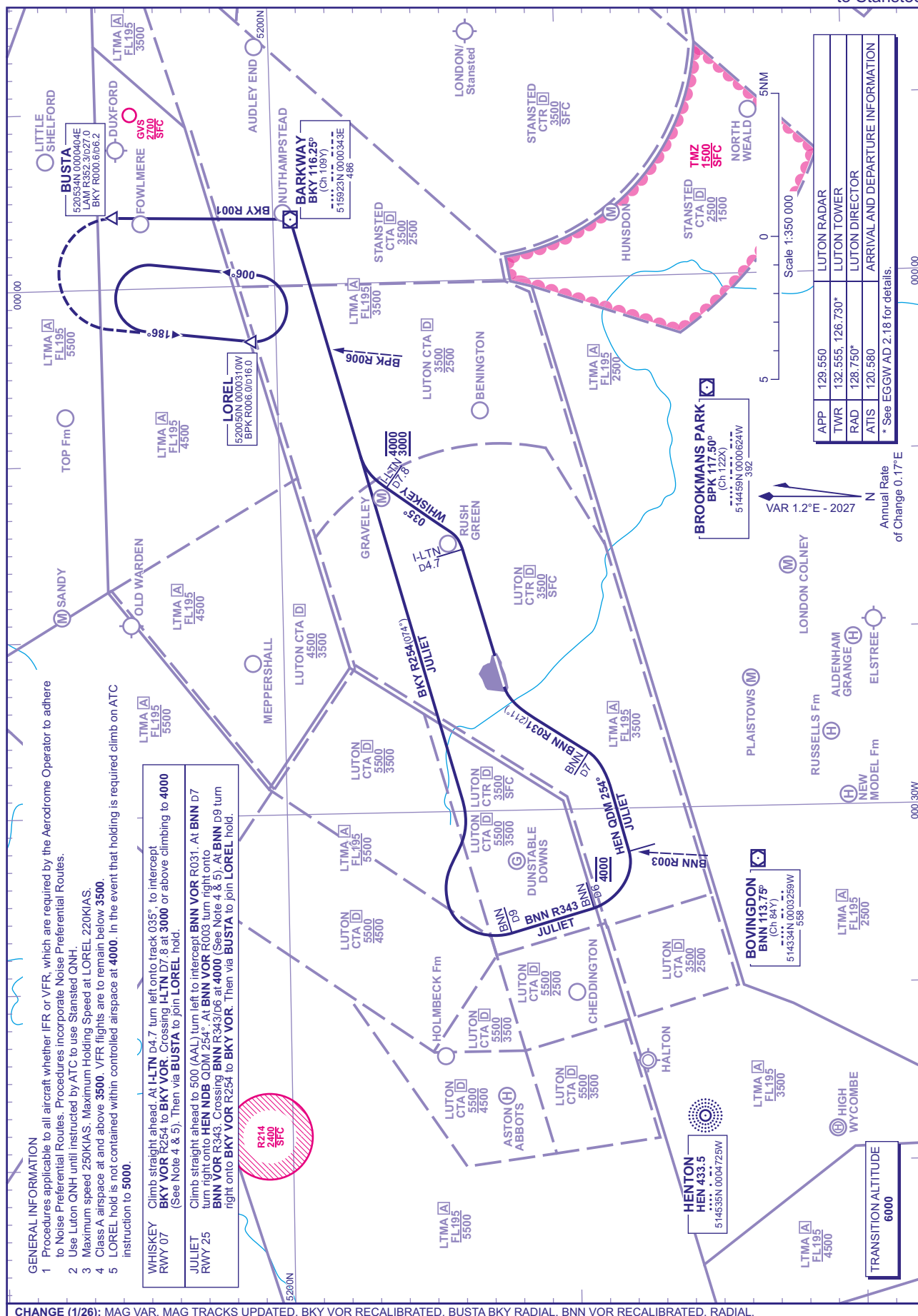
LONDON LUTON  
NON-AIRWAY DEPARTURES  
RWY 25



CHANGE (1/26): MAG VAR, MAG TRACKS UPDATED. BNN VOR RECALIBRATED. RADIAL.

AERO INFO DATE 13 NOV 25

AD 2-EGGW-6-8

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON LUTON  
NON-AIRWAY DEPARTURES  
to Stansted

I

## Standard Instrument Departure Coding Tables

London Luton Runway 25 MATCH 3Y

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint (KT)	Navigation Performance
MATCH 3Y	001	CA	-	-	-	253° (254.4°)	1.2	-	LEFT	+1030	-	RNAV1
MATCH 3Y	002	DF	GWS01	515119.98N 0002514.51W	N	-	-	-	-	-	-220	RNAV1
MATCH 3Y	003	TF	GWS06	514705.83N 0002928.41W	N	211° (211.8°)	1.2	5.0	LEFT	+3000	-220	RNAV1
MATCH 3Y	004	TF	GWS12	514656.85N 0001944.38W	N	090° (091.4°)	1.2	6.0	RIGHT	+3000	-220	RNAV1
MATCH 3Y	005	TF	GWE16	514622.04N 0001546.78W	N	102° (103.3°)	1.2	2.5	-	-4000	-250	RNAV1
MATCH 3Y	006	TF	GWE19	514540.56N 0001104.88W	N	102° (103.3°)	1.2	3.0	-	5000	-	RNAV1
MATCH 3Y	007	TF	BPK	514459.05N 0000624.25W	N	102° (103.4°)	1.2	3.0	LEFT	5000	-	RNAV1
MATCH 3Y	008	TF	MATCH	514645.20N 0001500.00E	N	081° (082.3°)	1.2	13.5	-	5000	-	RNAV1

Standard Instrument Departure Coding Tables

London Luton Runway 25 DET 3Y

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint (KT)	Navigation Performance
DET 3Y	001	CA	-	-	-	253° (254.4°)	1.2	-	LEFT	+1030	-	RNAV1
DET 3Y	002	DF	GWS01	515119.98N 0002514.51W	N	-	-	-	-	-	-220	RNAV1
DET 3Y	003	TF	GWS06	514705.83N 0002928.41W	N	211° (211.8°)	1.2	5.0	LEFT	+3000	-220	RNAV1
DET 3Y	004	TF	GWS12	514656.85N 0001944.38W	N	090° (091.4°)	1.2	6.0	RIGHT	+3000	-220	RNAV1
DET 3Y	005	TF	GWE16	514622.04N 0001546.78W	N	102° (103.3°)	1.2	2.5	-	-4000	-250	RNAV1
DET 3Y	006	TF	GWE19	514540.56N 0001104.88W	N	102° (103.3°)	1.2	3.0	-	5000	-	RNAV1
DET 3Y	007	TF	BPK	514459.05N 0000624.25W	N	102° (103.4°)	1.2	3.0	LEFT	5000	-	RNAV1
DET 3Y	008	TF	GWE37	514259.91N 0001658.25E	N	096° (097.6°)	1.2	14.7	RIGHT	5000	-	RNAV1
DET 3Y	009	TF	NEPNA	512958.33N 0002656.55E	N	153° (154.5°)	1.2	14.5	-	5000	-	RNAV1
DET 3Y	010	TF	DET	511814.41N 0003550.19E	N	154° (155.2°)	1.2	13.0	-	5000	-	RNAV1



**INTENTIONALLY BLANK**

LONDON LUTON  
UNDUG 1N SIRIC 1N

**APP** 129.550  
**TWR** 132.555, 126.730\*  
**RAD** 128.750\*  
**ATIS** 120.580  
 \* See EGGW AD 2.18 for details.

**WAYPOINTS**  
**UNDUG** : 504723.71N 0002530.03E  
**MAY** : 510101.86N 0000658.04E  
**SIRIC** : 512036.17N 0013358.89W  
**NIGIT** : 511846.96N 0011014.71W  
**VATON** : 512603.83N 0002056.10W  
**OZZOT** : 514028.93N 0000952.93W  
**BPK** : 514459.05N 0000624.25W  
**ILLOC** : 515517.20N 0001056.60E  
**OXDUF** : 520636.20N 0001900.00E  
**COCCU** : 521604.34N 0000322.02W  
**JUMZI** : 521943.58N 0002430.31W  
**ZAGZO** : 521812.97N 0001352.54W

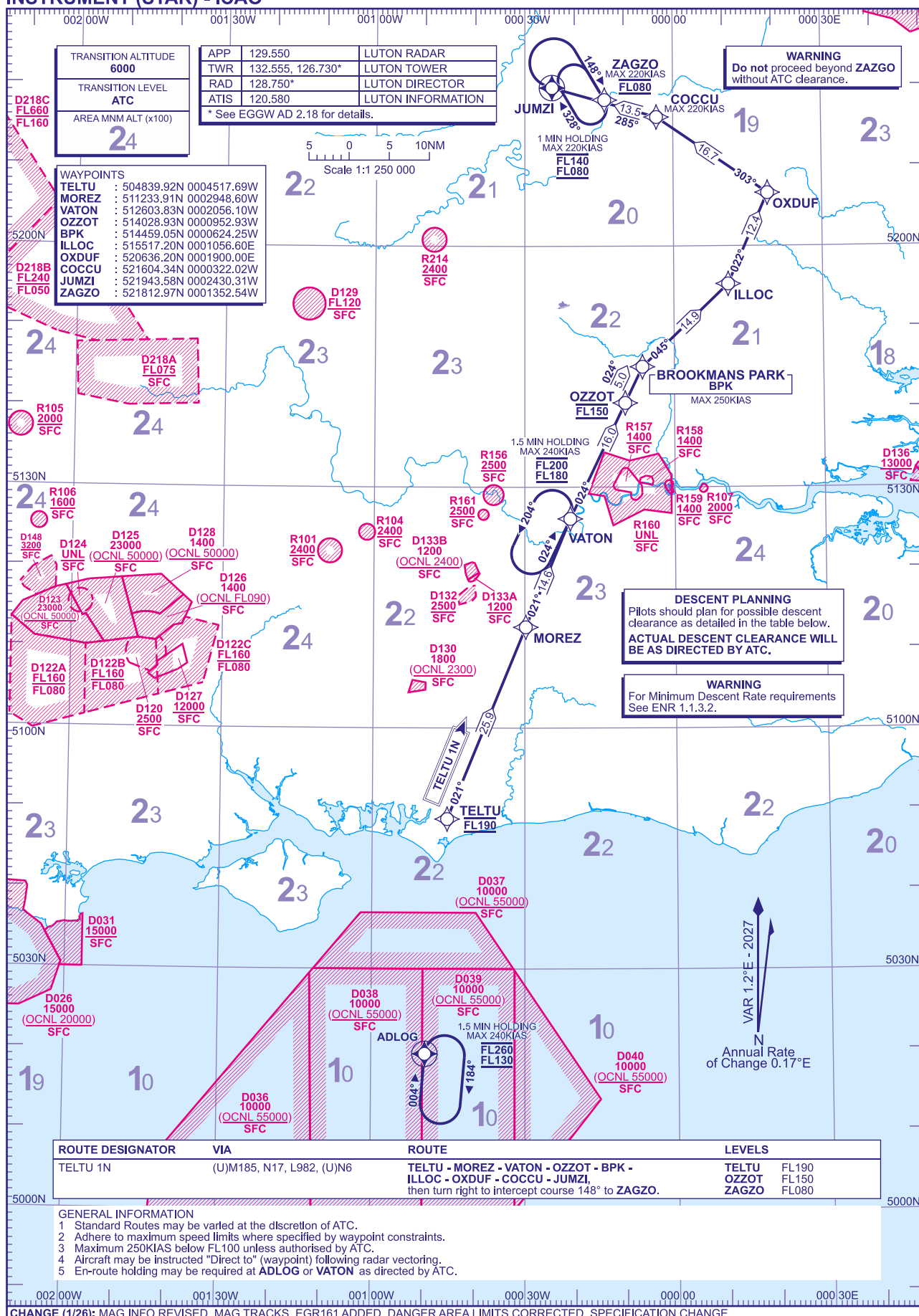
**DESCENT PLANNING**  
 Pilots should plan for possible descent clearance as detailed in the table below.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

**WARNING**  
 For Minimum Descent Rate requirements  
 See ENR 1.1.3.2.

**ROUTE DESIGNATOR**      **VIA**      **ROUTE**      **LEVELS**

UNDUG 1N	(U)M733	UNDUG - MAY - VATON - OZZOT - BPK - ILLOC - OXDUF - COCCU - JUMZI, then turn right to intercept course 148° to ZAGZO.	MAY FL200 OZZOT FL150 ZAGZO FL080
SIRIC 1N	P2	SIRIC - NIGIT - VATON - OZZOT - BPK - ILLOC - OXDUF - COCCU - JUMZI, then turn right to intercept course 148° to ZAGZO.	BEDEK FL180 OZZOT FL150 ZAGZO FL080

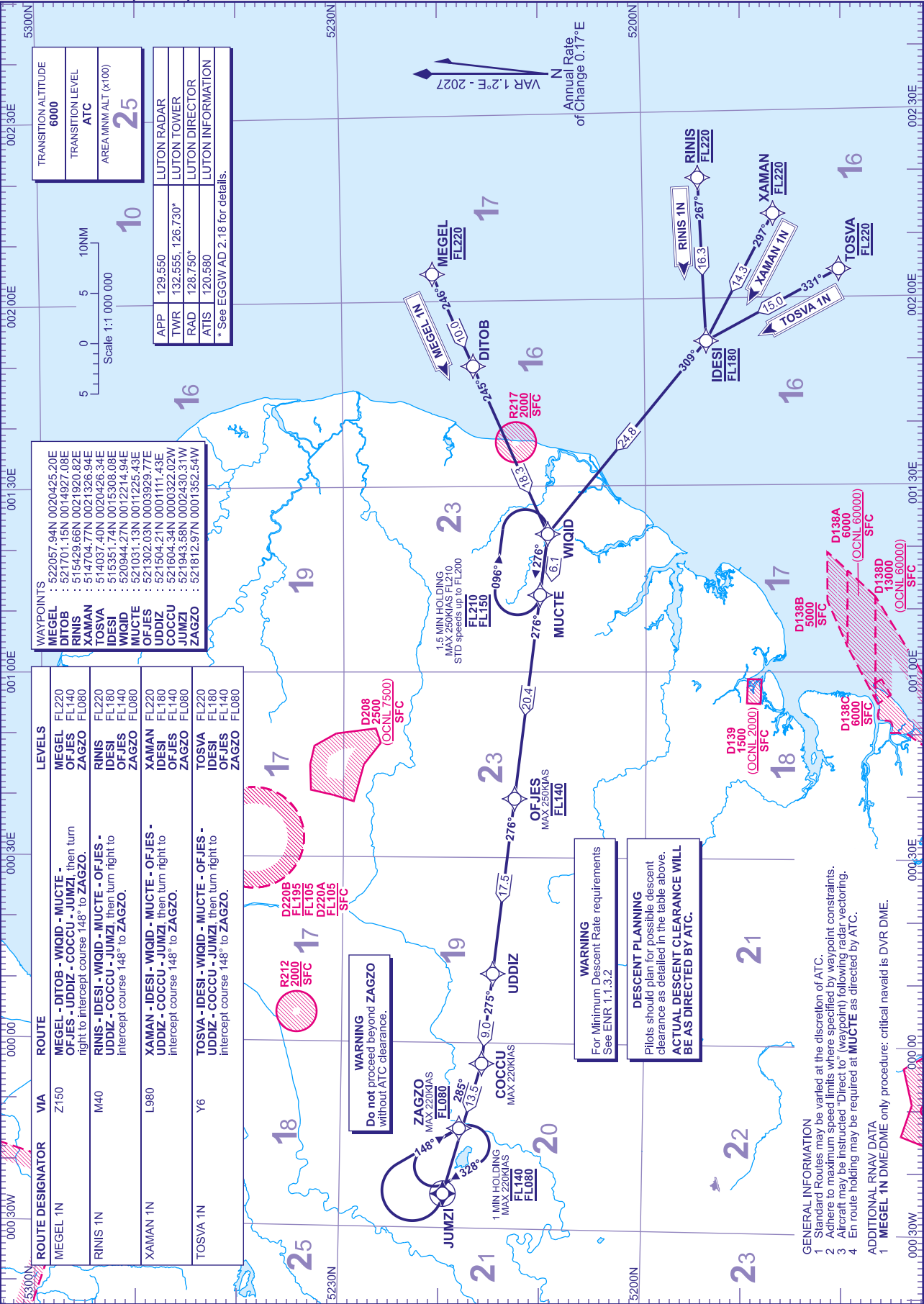
**GENERAL INFORMATION**  
 1 Standard Routes may be varied at the discretion of ATC.  
 2 Adhere to maximum speed limits where specified by waypoint constraints.  
 3 Maximum 250KIAS below FL100 unless authorised by ATC.  
 4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.  
 5 En-route holding may be required at **UNDUG** or **VATON** as directed by ATC.

**RNAV1 (DME/DME or GNSS)  
STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO**DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET**LONDON LUTON  
TELTU 1N**

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

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

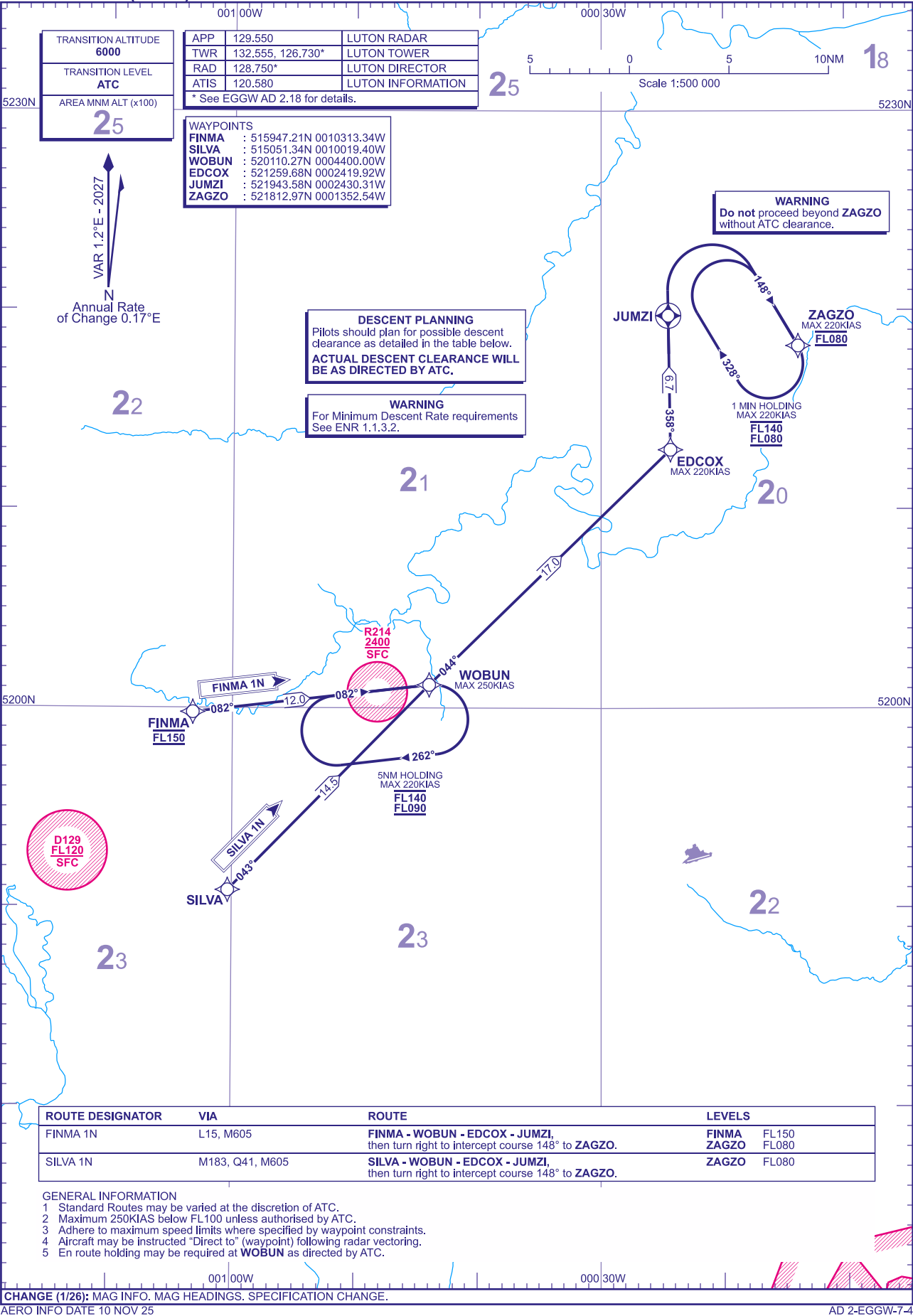
LONDON LUTON  
MEGEL 1N RINIS 1N  
XAMAN 1N TOSVA 1N



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

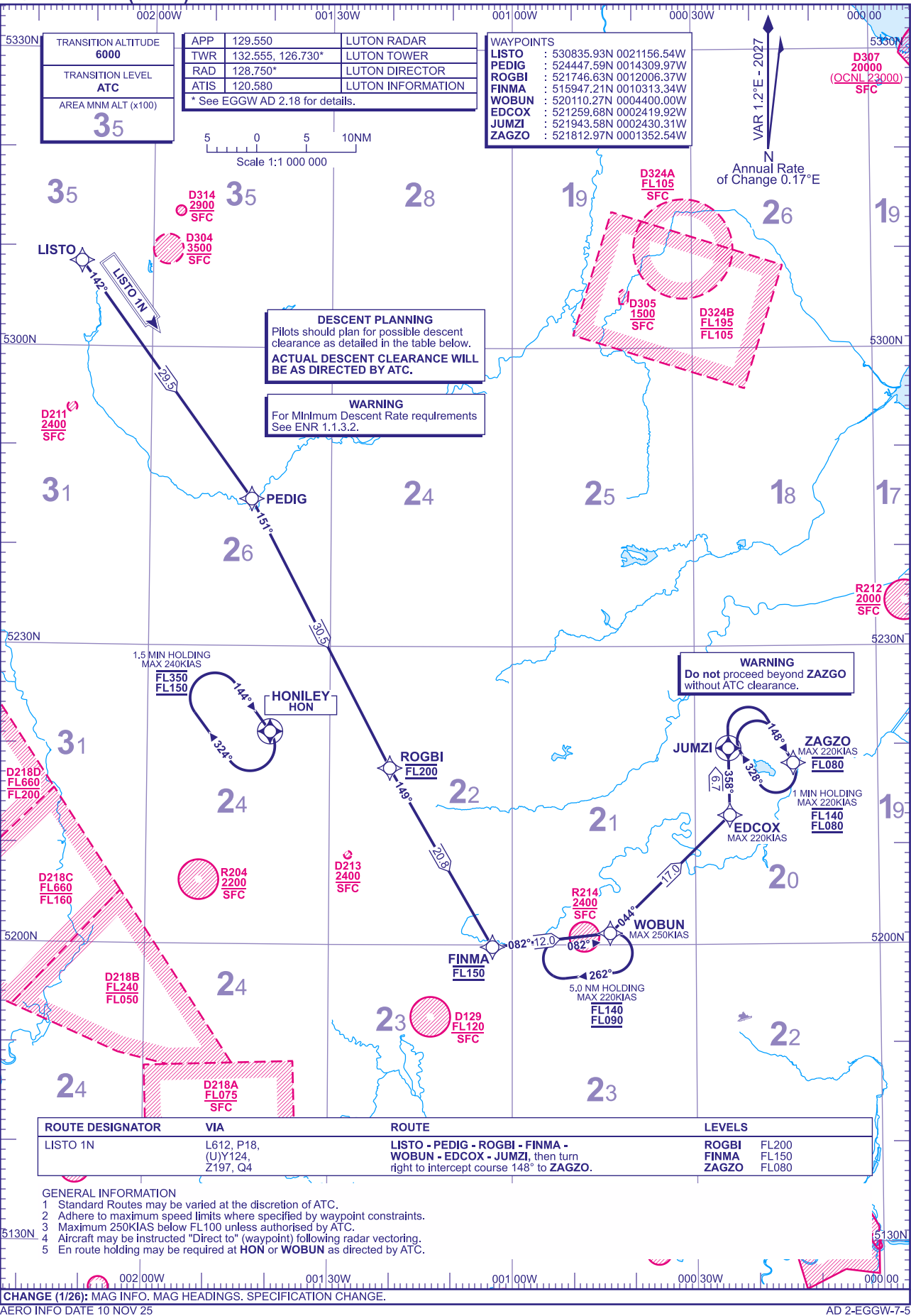
DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON LUTON  
FINMA 1N SILVA 1N



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

LONDON LUTON  
LISTO 1N

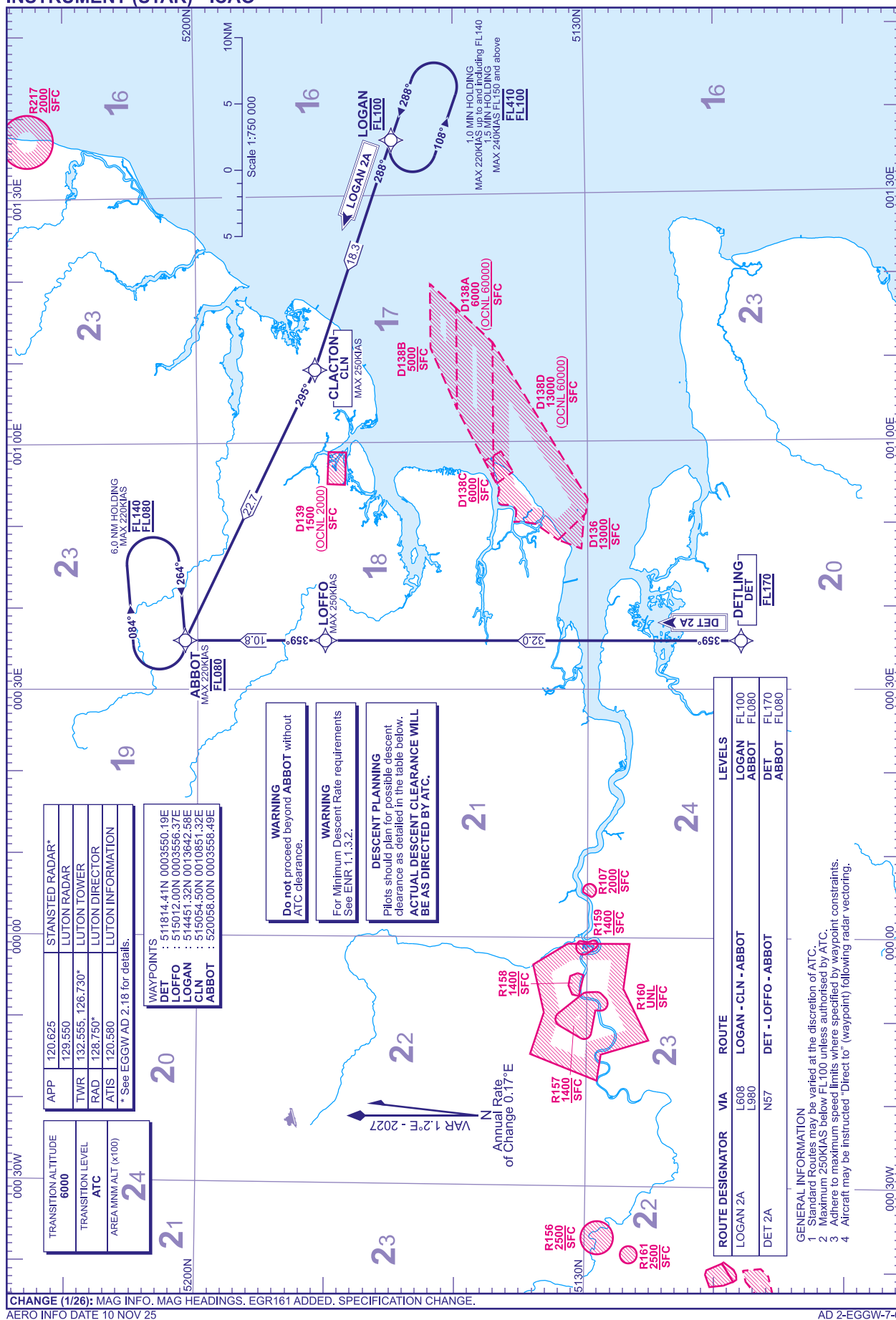




RNAV5 (DME/DME or GNSS)  
STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO

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

**LONDON LUTON  
LOGAN 2A DET 2A**



## Standard Instrument Arrival Coding Tables

## LONDON LUTON UNDUG 1N

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
UNDUG1N	001	IF	UNDUG	504723.71N 0002530.03E	N	-	-	-	-	-	-	RNAV1
UNDUG1N	002	TF	MAY	510101.86N 0000658.04E	N	318° (319.4°)	1.2	18.0	RIGHT	FL200	-	RNAV1
UNDUG1N	003	TF	VATON	512603.83N 0002056.10W	N	324° (325.2°)	1.2	30.6	RIGHT	-	-	RNAV1
UNDUG1N	004	TF	OZZOT	514028.93N 0000952.93W	N	024° (025.5°)	1.2	16.0	-	FL150	-	RNAV1
UNDUG1N	005	TF	BPK	514459.05N 0000624.25W	N	024° (025.6°)	1.2	5.0	RIGHT	-	-250	RNAV1
UNDUG1N	006	TF	ILLOC	515517.20N 0001056.60E	N	045° (046.1°)	1.2	14.9	LEFT	-	-	RNAV1
UNDUG1N	007	TF	OXDUF	520636.20N 0001900.00E	N	022° (023.7°)	1.2	12.4	LEFT	-	-	RNAV1
UNDUG1N	008	TF	COCCU	521604.34N 0000322.02W	N	303° (304.7°)	1.2	16.7	LEFT	-	-220	RNAV1
UNDUG1N	009	TF	JUMZI	521943.58N 0002430.31W	Y	285° (285.9°)	1.2	13.5	RIGHT	-	-	RNAV1
UNDUG1N	010	CF	ZAGZO	521812.97N 0001352.54W	N	148° (149.3°)	1.2	-	-	FL080	-220	RNAV1

## LONDON LUTON SIRIC 1N

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SIRIC1N	001	IF	SIRIC	512036.17N 0013358.89W	N	-	-	-	-	FL180	-	RNAV1
SIRIC1N	002	TF	NIGIT	511846.96N 0011014.71W	N	096° (096.8°)	1.2	15.0	LEFT	-	-	RNAV1
SIRIC1N	003	TF	VATON	512603.83N 0002056.10W	N	075° (076.4°)	1.2	31.8	LEFT	-	-	RNAV1
SIRIC1N	004	TF	OZZOT	514028.93N 0000952.93W	N	024° (025.5°)	1.2	16.0	-	FL150	-	RNAV1
SIRIC1N	005	TF	BPK	514459.05N 0000624.25W	N	024° (025.6°)	1.2	5.0	RIGHT	-	-250	RNAV1
SIRIC1N	006	TF	ILLOC	515517.20N 0001056.60E	N	045° (046.1°)	1.2	14.9	LEFT	-	-	RNAV1
SIRIC1N	007	TF	OXDUF	520636.20N 0001900.00E	N	022° (023.7°)	1.2	12.4	LEFT	-	-	RNAV1
SIRIC1N	008	TF	COCCU	521604.34N 0000322.02W	N	303° (304.7°)	1.2	16.7	LEFT	-	-220	RNAV1
SIRIC1N	009	TF	JUMZI	521943.58N 0002430.31W	Y	285° (285.9°)	1.2	13.5	RIGHT	-	-	RNAV1
SIRIC1N	010	CF	ZAGZO	521812.97N 0001352.54W	N	148° (149.3°)	1.2	-	-	FL080	-220	RNAV1

## Standard Instrument Arrival Coding Tables

### LONDON LUTON TELTU 1N

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TELTU1N	001	IF	TELTU	504839.92N 0004517.69W	N	-	-	-	-	FL190	-	RNAV1
TELTU1N	002	TF	MOREZ	511233.91N 0002948.60W	N	021° (022.1°)	1.2	25.9	-	-	-	RNAV1
TELTU1N	003	TF	VATON	512603.83N 0002056.10W	N	021° (022.3°)	1.2	14.6	-	-	-	RNAV1
TELTU1N	004	TF	OZZOT	514028.93N 0000952.93W	N	024° (025.5°)	1.2	16.0	-	FL150	-	RNAV1
TELTU1N	005	TF	BPK	514459.05N 0000624.25W	N	024° (025.6°)	1.2	5.0	RIGHT	-	-250	RNAV1
TELTU1N	006	TF	ILLOC	515517.20N 0001056.60E	N	045° (046.1°)	1.2	14.9	LEFT	-	-	RNAV1
TELTU1N	007	TF	OXDUF	520636.20N 0001900.00E	N	022° (023.7°)	1.2	12.4	LEFT	-	-	RNAV1
TELTU1N	008	TF	COCCU	521604.34N 0000322.02W	N	303° (304.7°)	1.2	16.7	LEFT	-	-220	RNAV1
TELTU1N	009	TF	JUMZI	521943.58N 0002430.31W	Y	285° (285.9°)	1.2	13.5	RIGHT	-	-	RNAV1
TELTU1N	010	CF	ZAGZO	521812.97N 0001352.54W	N	148° (149.3°)	1.2	-	-	FL080	-220	RNAV1

### LONDON LUTON MEGEL 1N

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
MEGEL1N	001	IF	MEGEL	522057.94N 0020425.20E	N	-	-	-	-	FL220	-	RNAV1
MEGEL1N	002	TF	DITOB	521701.15N 0014927.08E	N	246° (246.8°)	1.2	10.0	-	-	-	RNAV1
MEGEL1N	003	TF	WIQID	520944.27N 0012214.94E	N	245° (246.6°)	1.2	18.3	RIGHT	-	-	RNAV1
MEGEL1N	004	TF	MUCTE	521031.13N 0011225.43E	N	276° (277.4°)	1.2	6.1	-	-	-	RNAV1
MEGEL1N	005	TF	OFJES	521302.03N 0003929.77E	N	276° (277.3°)	1.2	20.4	-	FL140	-250	RNAV1
MEGEL1N	006	TF	UDDIZ	521504.21N 0001111.43E	N	276° (276.9°)	1.2	17.5	-	-	-	RNAV1
MEGEL1N	007	TF	COCCU	521604.34N 0000322.02W	N	275° (276.5°)	1.2	9.0	RIGHT	-	-220	RNAV1
MEGEL1N	008	TF	JUMZI	521943.58N 0002430.31W	Y	285° (285.9°)	1.2	13.5	RIGHT	-	-	RNAV1
MEGEL1N	009	CF	ZAGZO	521812.97N 0001352.54W	N	148° (149.3°)	1.2	-	-	FL080	-220	RNAV1

## Standard Instrument Arrival Coding Tables

I

## LONDON LUTON RINIS 1N

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
RINIS1N	001	IF	RINIS	515429.66N 0021920.82E	N	-	-	-	-	FL220	-	RNAV1
RINIS1N	002	TF	IDESI	515351.74N 0015308.08E	N	267° (267.9°)	1.2	16.3	RIGHT	FL180	-	RNAV1
RINIS1N	003	TF	WIQID	520944.27N 0012214.94E	N	309° (310.0°)	1.2	24.8	LEFT	-	-	RNAV1
RINIS1N	004	TF	MUCTE	521031.13N 0011225.43E	N	276° (277.4°)	1.2	6.1	-	-	-	RNAV1
RINIS1N	005	TF	OFJES	521302.03N 0003929.77E	N	276° (277.3°)	1.2	20.4	-	FL140	-250	RNAV1
RINIS1N	006	TF	UDDIZ	521504.21N 0001111.43E	N	276° (276.9°)	1.2	17.5	-	-	-	RNAV1
RINIS1N	007	TF	COCCU	521604.34N 0000322.02W	N	275° (276.5°)	1.2	9.0	RIGHT	-	-220	RNAV1
RINIS1N	008	TF	JUMZI	521943.58N 0002430.31W	Y	285° (285.9°)	1.2	13.5	RIGHT	-	-	RNAV1
RINIS1N	009	CF	ZAGZO	521812.97N 0001352.54W	N	148° (149.3°)	1.2	-	-	FL080	-220	RNAV1

## LONDON LUTON XAMAN 1N

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
XAMAN1N	001	IF	XAMAN	514704.77N 0021326.94E	N	-	-	-	-	FL220	-	RNAV1
XAMAN1N	002	TF	IDESI	515351.74N 0015308.08E	N	297° (298.5°)	1.2	14.3	RIGHT	FL180	-	RNAV1
XAMAN1N	003	TF	WIQID	520944.27N 0012214.94E	N	309° (310.0°)	1.2	24.8	LEFT	-	-	RNAV1
XAMAN1N	004	TF	MUCTE	521031.13N 0011225.43E	N	276° (277.4°)	1.2	6.1	-	-	-	RNAV1
XAMAN1N	005	TF	OFJES	521302.03N 0003929.77E	N	276° (277.3°)	1.2	20.4	-	FL140	-250	RNAV1
XAMAN1N	006	TF	UDDIZ	521504.21N 0001111.43E	N	276° (276.9°)	1.2	17.5	-	-	-	RNAV1
XAMAN1N	007	TF	COCCU	521604.34N 0000322.02W	N	275° (276.5°)	1.2	9.0	RIGHT	-	-220	RNAV1
XAMAN1N	008	TF	JUMZI	521943.58N 0002430.31W	Y	285° (285.9°)	1.2	13.5	RIGHT	-	-	RNAV1
XAMAN1N	009	CF	ZAGZO	521812.97N 0001352.54W	N	148° (149.3°)	1.2	-	-	FL080	-220	RNAV1

## Standard Instrument Arrival Coding Tables

### LONDON LUTON TOSVA 1N

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TOSVA1N	001	IF	TOSVA	514037.40N 0020426.34E	N	-	-	-	-	FL220	-	RNAV1
TOSVA1N	002	TF	IDESI	515351.74N 0015308.08E	N	331° (332.2°)	1.2	15.0	LEFT	FL180	-	RNAV1
TOSVA1N	003	TF	WIQID	520944.27N 0012214.94E	N	309° (310.0°)	1.2	24.8	LEFT	-	-	RNAV1
TOSVA1N	004	TF	MUCTE	521031.13N 0011225.43E	N	276° (277.4°)	1.2	6.1	-	-	-	RNAV1
TOSVA1N	005	TF	OFJES	521302.03N 0003929.77E	N	276° (277.3°)	1.2	20.4	-	FL140	-250	RNAV1
TOSVA1N	006	TF	UDDIZ	521504.21N 0001111.43E	N	276° (276.9°)	1.2	17.5	-	-	-	RNAV1
TOSVA1N	007	TF	COCCU	521604.34N 0000322.02W	N	275° (276.5°)	1.2	9.0	RIGHT	-	-220	RNAV1
TOSVA1N	008	TF	JUMZI	521943.58N 0002430.31W	Y	285° (285.9°)	1.2	13.5	RIGHT	-	-	RNAV1
TOSVA1N	009	CF	ZAGZO	521812.97N 0001352.54W	N	148° (149.3°)	1.2	-	-	FL080	-220	RNAV1

### LONDON LUTON FINMA 1N

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
FINMA1N	001	IF	FINMA	515947.21N 0010313.34W	N	-	-	-	-	FL150	-	RNAV1
FINMA1N	002	TF	WOBUN	520110.27N 0004400.00W	N	082° (083.2°)	1.2	12.0	LEFT	-	-250	RNAV1
FINMA1N	003	TF	EDCOX	521259.68N 0002419.92W	N	044° (045.6°)	1.2	17.0	LEFT	-	-220	RNAV1
FINMA1N	004	TF	JUMZI	521943.58N 0002430.31W	Y	358° (359.1°)	1.2	6.7	RIGHT	-	-	RNAV1
FINMA1N	005	CF	ZAGZO	521812.97N 0001352.54W	N	148° (149.3°)	1.2	-	-	FL080	-220	RNAV1

### LONDON LUTON SILVA 1N

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SILVA1N	001	IF	SILVA	515051.34N 0010019.40W	N	-	-	-	-	-	-	RNAV1
SILVA1N	002	TF	WOBUN	520110.27N 0004400.00W	N	043° (044.3°)	1.2	14.5	-	-	-250	RNAV1
SILVA1N	003	TF	EDCOX	521259.68N 0002419.92W	N	044° (045.6°)	1.2	17.0	LEFT	-	-220	RNAV1
SILVA1N	004	TF	JUMZI	521943.58N 0002430.31W	Y	358° (359.1°)	1.2	6.7	RIGHT	-	-	RNAV1
SILVA1N	005	CF	ZAGZO	521812.97N 0001352.54W	N	148° (149.3°)	1.2	-	-	FL080	-220	RNAV1

## Standard Instrument Arrival Coding Tables

I

### LONDON LUTON LISTO 1N

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LISTO1N	001	IF	LISTO	530835.93N 0021156.54W	N	-	-	-	-	-	-	RNAV1
LISTO1N	002	TF	PEDIG	524447.59N 0014309.97W	N	142° (143.7°)	1.2	29.5	RIGHT	-	-	RNAV1
LISTO1N	003	TF	ROGBI	521746.63N 0012006.37W	N	151° (152.3°)	1.2	30.5	-	FL200	-	RNAV1
LISTO1N	004	TF	FINMA	515947.21N 0010313.34W	N	149° (149.9°)	1.2	20.8	LEFT	FL150	-	RNAV1
LISTO1N	005	TF	WOBUN	520110.27N 0004400.00W	N	082° (083.2°)	1.2	12.0	LEFT	-	-250	RNAV1
LISTO1N	006	TF	EDCOX	521259.68N 0002419.92W	N	044° (045.6°)	1.2	17.0	LEFT	-	-220	RNAV1
LISTO1N	007	TF	JUMZI	521943.58N 0002430.31W	Y	358° (359.1°)	1.2	6.7	RIGHT	-	-	RNAV1
LISTO1N	008	CF	ZAGZO	521812.97N 0001352.54W	N	148° (149.3°)	1.2	-	-	FL080	-220	RNAV1

### LONDON LUTON LOGAN 2A

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LOGAN2A	001	IF	LOGAN	514451.32N 0013642.58E	N	-	-	-	-	FL100	-	RNAV5
LOGAN2A	002	TF	CLN	515054.50N 0010851.32E	N	288° (289.5°)	1.2	18.3	RIGHT	-	-250	RNAV5
LOGAN2A	003	TF	ABBOT	520058.00N 0003558.49E	N	295° (296.5°)	1.2	22.7	-	FL080	-220	RNAV5

### LONDON LUTON DET 2A

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
DET2A	001	IF	DET	511814.41N 0003550.19E	N	-	-	-	-	FL170	-	RNAV5
DET2A	002	TF	LOFFO	515012.00N 0003556.37E	N	359° (000.1°)	1.2	32.0	-	-	-250	RNAV5
DET2A	003	TF	ABBOT	520058.00N 0003558.49E	N	359° (000.1°)	1.2	10.8	-	FL080	-220	RNAV5



## RNAV Hold Coding Tables

### LONDON LUTON ADLOG Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ADLOG	-	-	ADLOG	501925.00N 0004933.40W	Y	004° (005.3°)	1.2	1.5 MIN	RIGHT	-FL260 +FL130	-240	RNAV1

### LONDON LUTON HON Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
HON	-	-	HON	522124.04N 0013949.41W	Y	144° (144.8°)	1.2	1.5 MIN	RIGHT	-FL350 +FL150	-240	RNAV1

### LONDON LUTON MUCTE Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
MUCTE	-	-	MUCTE	521031.13N 0011225.43E	Y	276° (277.3°)	1.2	1.5 MIN	RIGHT	-FL210 +FL150	-250*	RNAV1

\* std speeds up to FL200  
MAX 250KIAS FL210

### LONDON LUTON UNDUG Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
UNDUG	-	-	UNDUG	504723.71N 0002530.03E	Y	318° (319.2°)	1.2	1.5 MIN	RIGHT	-FL240 +FL200	-240	RNAV1

### LONDON LUTON VATON Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
VATON	-	-	VATON	512603.83N 0002056.10W	Y	024° (025.5°)	1.2	1.5 MIN	LEFT	-FL200 +FL180	-240	RNAV1

### LONDON LUTON WOBUN Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
WOBUN	-	-	WOBUN	520110.27N 0004400.00W	Y	082° (083.5°)	1.2	5.0NM	RIGHT	-FL140 +FL090	-220	RNAV1

### LONDON LUTON ZAGZO Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ZAGZO	-	-	ZAGZO	521812.97N 0001352.54W	Y	148° (149.3°)	1.2	1 MIN	RIGHT	-FL140 +FL080	-220	RNAV1

RNAV Hold Coding Tables

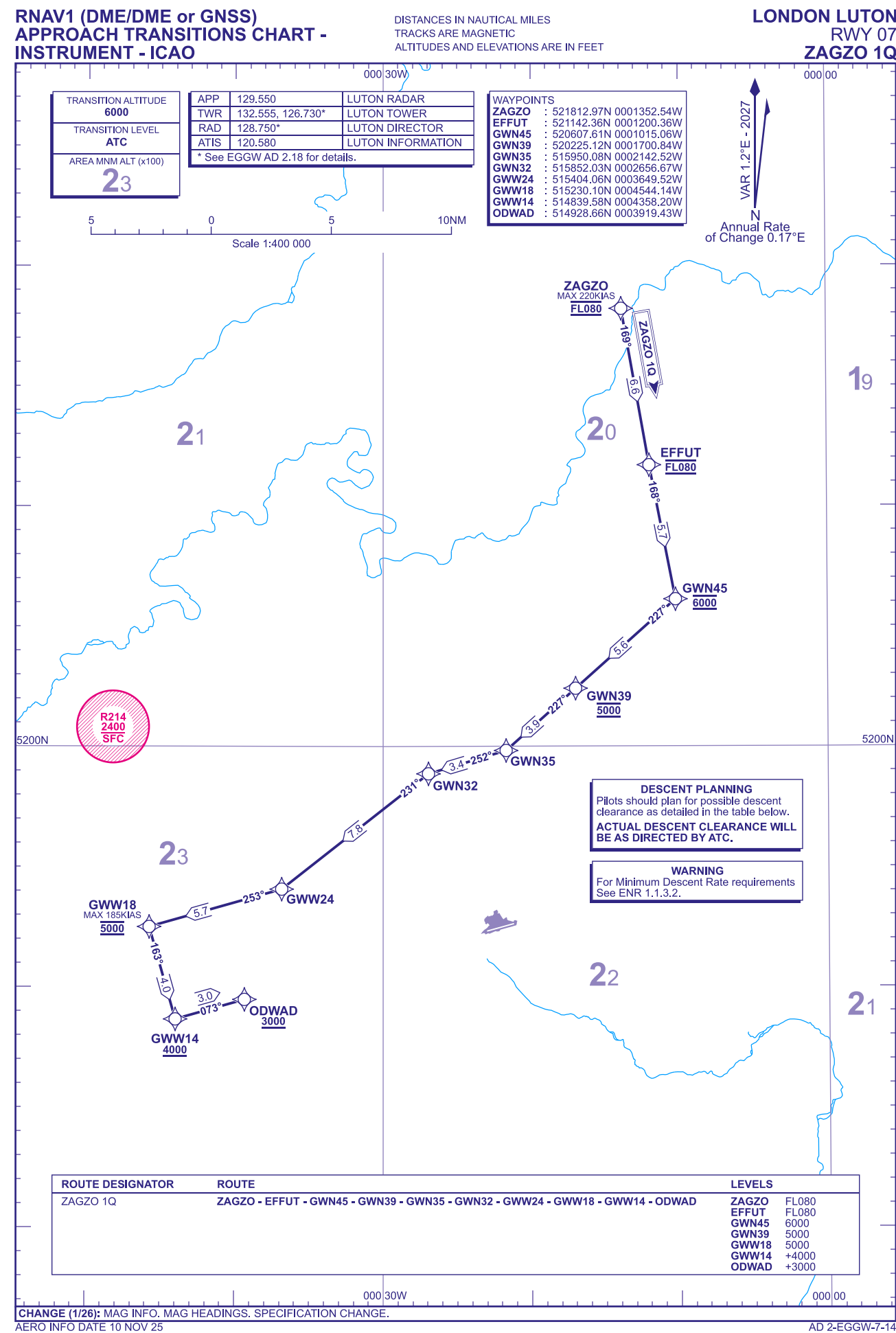
LONDON LUTON ABBOT Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ABBOT	-	-	ABBOT	520058.00N 0003558.49E	Y	264° (265.3°)	1.2	6.0NM	RIGHT	-FL140 +FL080	-220	RNAV5

LONDON LUTON LOGAN Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LOGAN	-	-	LOGAN	514451.32N 0013642.58E	Y	288° (289.5°)	1.2	1 MIN up to FL140 1.5MIN FL150+	LEFT	-FL410 +FL100	-220* -240**	RNAV5

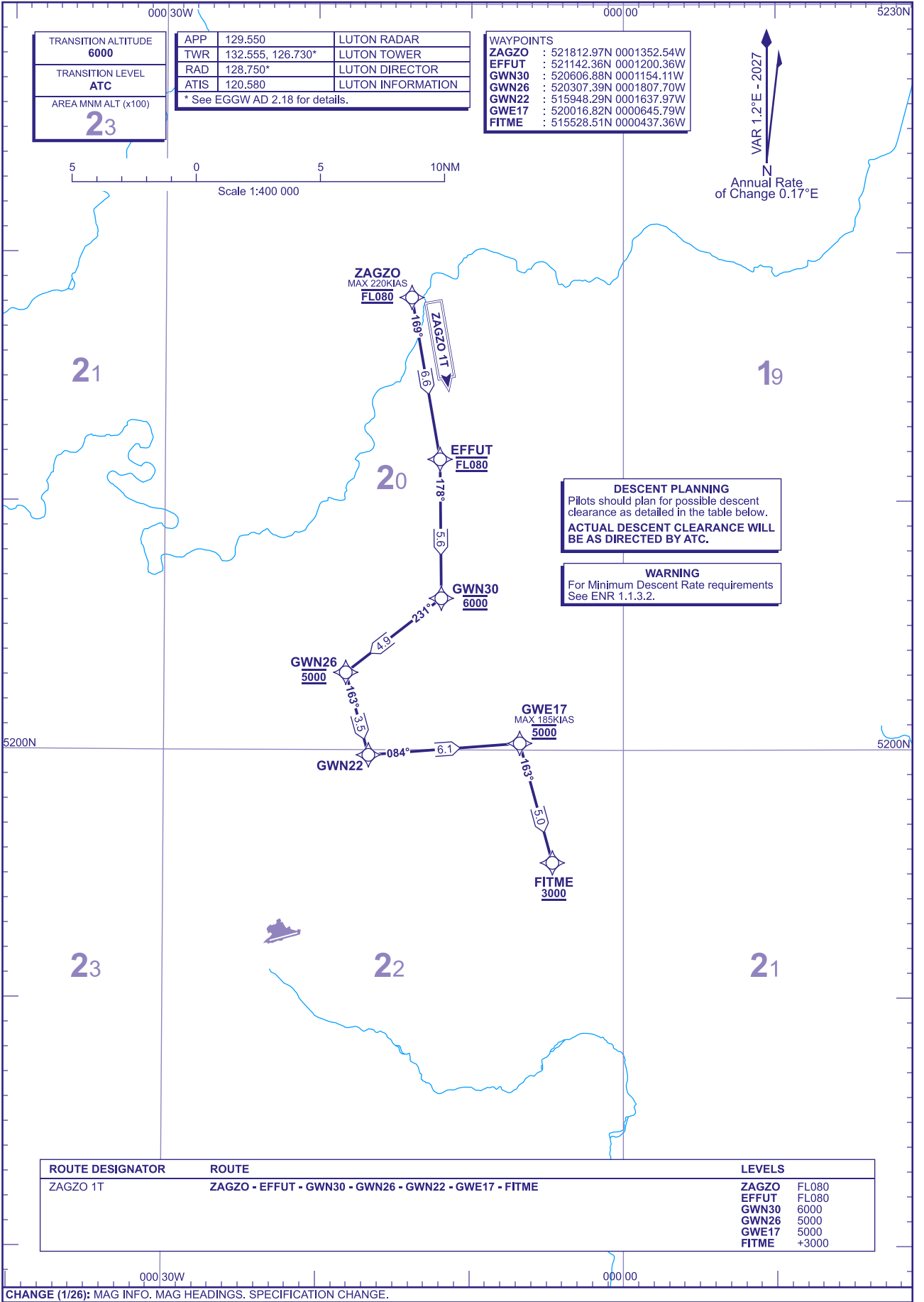
\* up to and including FL140  
\*\* FL150 and above



RNAV1 (DME/DME or GNSS)  
APPROACH TRANSITIONS CHART -  
INSTRUMENT - ICAO

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

LONDON LUTON  
RWY 25  
ZAGZO 1T



Approach Transitions Coding Tables

LONDON LUTON Runway 07 ZAGZO 1Q

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ZAGZO1Q	001	IF	ZAGZO	521812.97N 0001352.54W	N	-	-	-	-	FL080	-220	RNAV1
ZAGZO1Q	002	TF	EFFUT	521142.36N 0001200.36W	N	169° (170.0°)	1.2	6.6	-	FL080	-	RNAV1
ZAGZO1Q	003	TF	GWN45	520607.61N 0001015.06W	N	168° (169.0°)	1.2	5.7	RIGHT	6000	-	RNAV1
ZAGZO1Q	004	TF	GWN39	520225.12N 0001700.84W	N	227° (228.4°)	1.2	5.6	-	5000	-	RNAV1
ZAGZO1Q	005	TF	GWN35	515950.08N 0002142.52W	N	227° (228.3°)	1.2	3.9	RIGHT	-	-	RNAV1
ZAGZO1Q	006	TF	GWN32	515852.03N 0002656.67W	N	252° (253.4°)	1.2	3.4	LEFT	-	-	RNAV1
ZAGZO1Q	007	TF	GWW24	515404.06N 0003649.52W	N	231° (231.9°)	1.2	7.8	RIGHT	-	-	RNAV1
ZAGZO1Q	008	TF	GWW18	515230.10N 0004544.14W	N	253° (254.2°)	1.2	5.7	LEFT	5000	-185	RNAV1
ZAGZO1Q	009	TF	GWW14	514839.58N 0004358.20W	N	163° (164.1°)	1.2	4.0	LEFT	4000	-	RNAV1
ZAGZO1Q	010	TF	ODWAD	514928.66N 0003919.43W	N	073° (074.1°)	1.2	3.0	-	3000	-	RNAV1

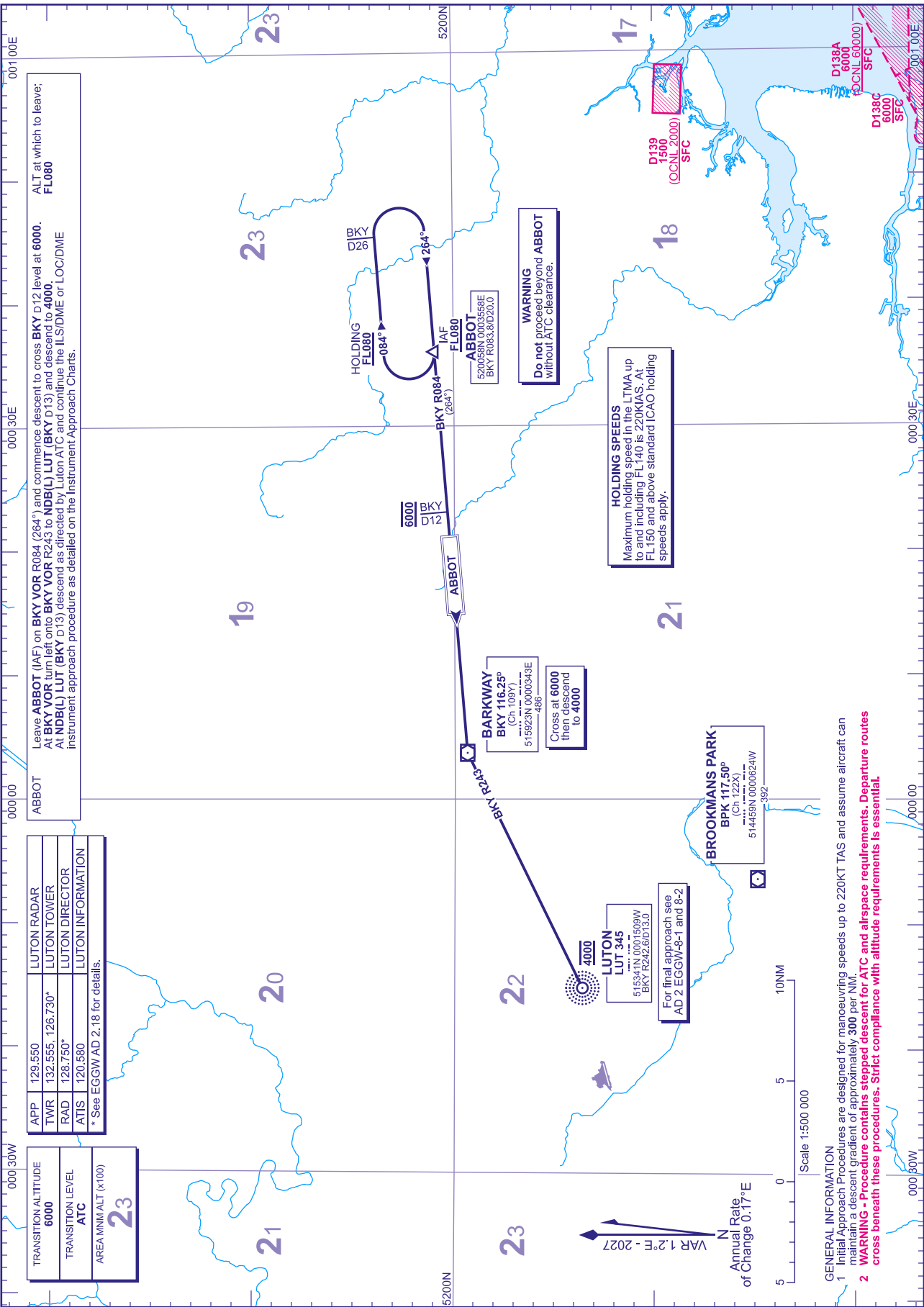
LONDON LUTON Runway 25 ZAGZO 1T

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ZAGZO1T	001	IF	ZAGZO	521812.97N 0001352.54W	N	-	-	-	-	FL080	-220	RNAV1
ZAGZO1T	002	TF	EFFUT	521142.36N 0001200.36W	N	169° (170.0°)	1.2	6.6	RIGHT	FL080	-	RNAV1
ZAGZO1T	003	TF	GWN30	520606.88N 0001154.11W	N	178° (179.3°)	1.2	5.6	RIGHT	6000	-	RNAV1
ZAGZO1T	004	TF	GWN26	520307.39N 0001807.70W	N	231° (232.1°)	1.2	4.9	LEFT	5000	-	RNAV1
ZAGZO1T	005	TF	GWN22	515948.29N 0001637.97W	N	163° (164.5°)	1.2	3.5	LEFT	-	-	RNAV1
ZAGZO1T	006	TF	GWE17	520016.82N 0000645.79W	N	084° (085.5°)	1.2	6.1	RIGHT	5000	-185	RNAV1
ZAGZO1T	007	TF	FITME	515528.51N 0000437.36W	N	163° (164.6°)	1.2	5.0	RIGHT	3000	-	RNAV1

INITIAL APPROACH PROCEDURE  
ILS RWY 07 Without Radar Control

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

LONDON LUTON  
via ABBOT





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

**CHANGE (1/26): MAG INFO, BKY RADIALS, SPECIFICATION CHANGE.**

**AERO INFO DATE 11 NOV 25**

**ABBOT**

Leave **ABBOT** (IAF) on **BKY VOR** R084 (264°) towards **BKY VOR** and descend to cross **BKY** D12 level at **6000**. At **BKY** D6 (inbound) descend to **3000**. Leave **BKY VOR** R216. At **BKY** D3.3 turn right to intercept and establish on the ILS localiser course. Descend as directed by Luton ATC and continue the ILS/DME or LOC/DME procedure as detailed on the Instrument Approach Charts.

**ABBOT**

At **6000** then descend to **3000**

**BARKWAY**  
BKY 116.25°  
(Ch 109V)  
515923N 0000343E  
-486

**ABBOT**

**BKY** D12  
6000

**BKY** D26  
HOLDING  
FL080  
084°

**ABBOT**  
FL080  
264°

**BKY** D26

**BKY** D3.3  
253°

**LUTON**  
LUT 345  
515341N 0001509W  
BKY R242.8/D13.0

**BROOKMANS PARK**  
BPK 117.50°  
(Ch 122X)  
514459N 0000624W  
-392

**WARNING**  
Do not proceed beyond **ABBOT** without ATC clearance.

**HOLDING SPEEDS**  
Maximum holding speed in the LTMA up to and including FL140 is 220KIAS. At FL150 and above standard ICAO holding speeds apply.

**GENERAL INFORMATION**

1 Initial Approach Procedures are designed for manoeuvring speeds up to 220KT TAS and assume aircraft can maintain a descent gradient of approximately 300 per NM

2 **WARNING** - Procedure contains stepped descent for ATC and airspace requirements. Departure routes cross beneath these procedures. Strict compliance with altitude requirements is essential.

**Scale** 1:500 000

**VAR** 1.2°E - 2027

**Annual Rate of Change** 0.17°E

**TRANSITION ALTITUDE**  
**6000**

**TRANSITION LEVEL**  
**ATC**

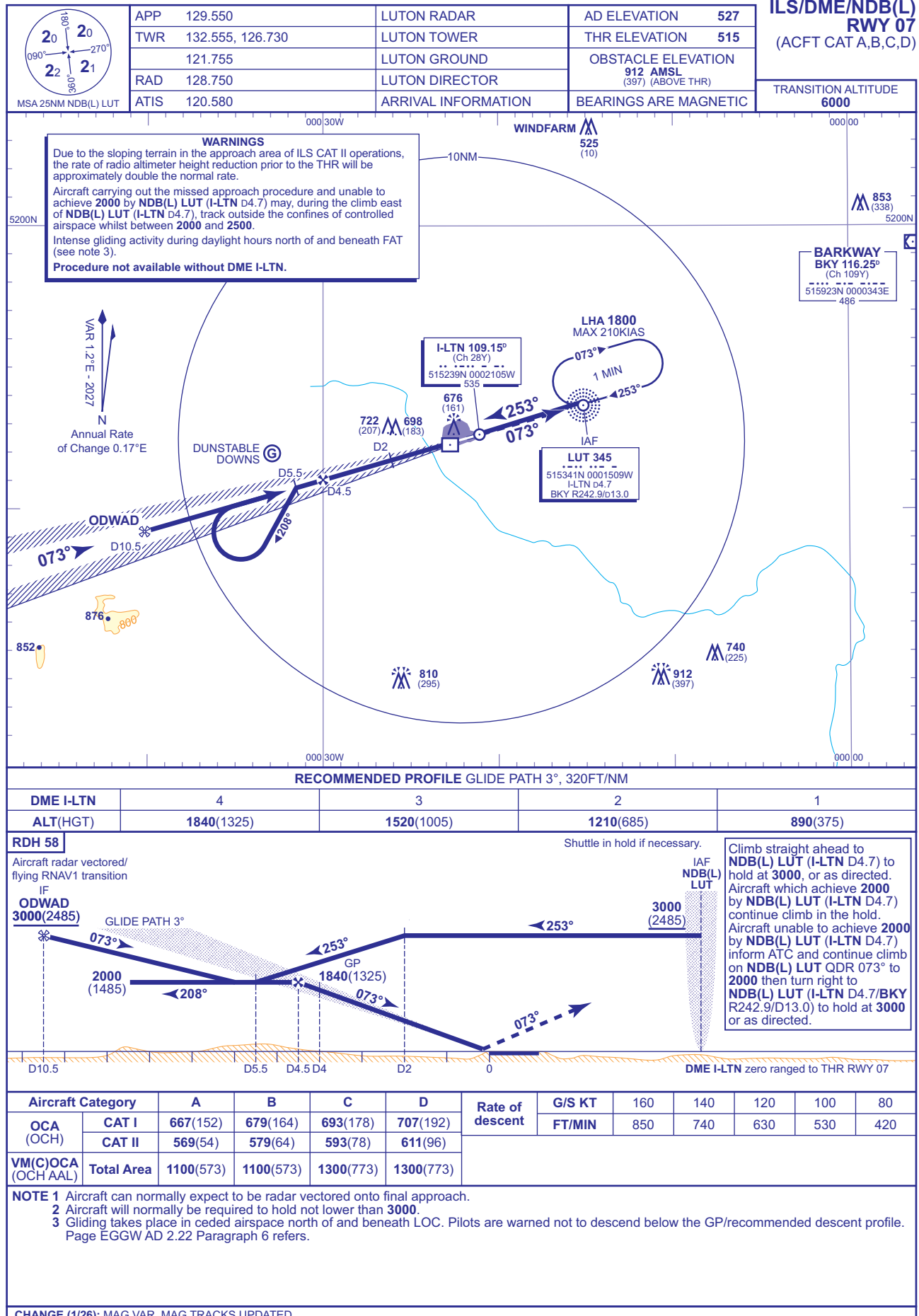
**AREA MIN ALT (x100)**  
**23**

**APP** 129.550  
**TWR** 132.555, 126.730\*  
**RAD** 128.750\*  
**ATIS** 120.580

**LUTON RADAR**  
**LUTON TOWER**  
**LUTON DIRECTOR**  
**LUTON INFORMATION**

\* See EGGW AD 2.18 for details.

## INSTRUMENT APPROACH CHART - ICAO

**LONDON LUTON**  
**ILS/DME/NDB(L)**  
**RWY 07**  
(ACFT CAT A,B,C,D)

**LONDON LUTON**  
**LOC/DME/NDB(L)**  
**RWY 07**  
(ACFT CAT A,B,C,D)



**LONDON LUTON**  
**SRA RTR 2NM**  
**RWY 07**  
(ACFT CAT A,B,C,D)



**LONDON LUTON**  
**ILS/DME/NDB(L)**  
**RWY 25**  
(ACFT CAT A,B,C,D)



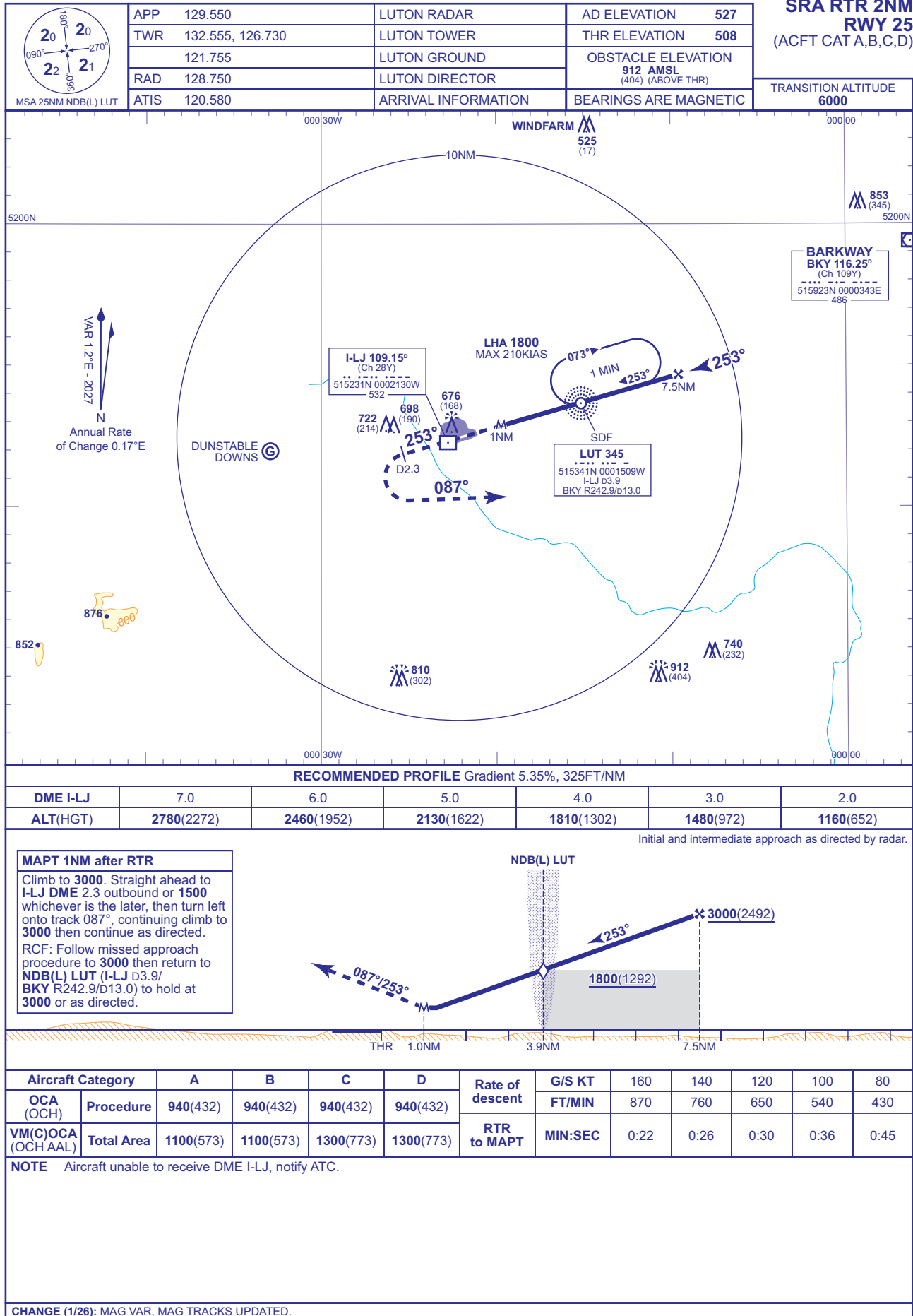
**LONDON LUTON**  
**LOC/DME/NDB(L)**  
**RWY 25**  
(ACFT CAT A,B,C,D)





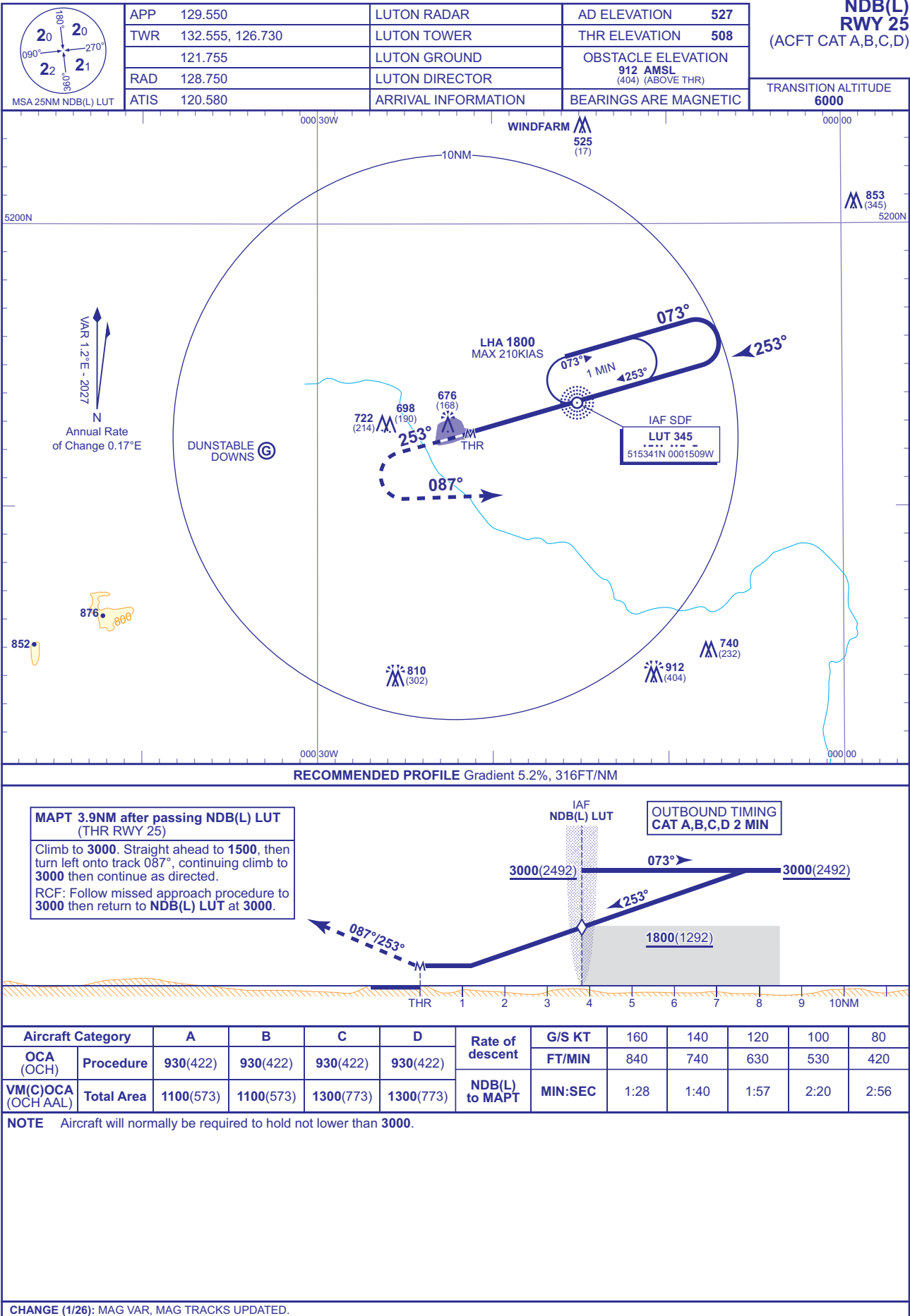
## INSTRUMENT APPROACH CHART - ICAO

**LONDON LUTON**  
**SRA RTR 2NM**  
**RWY 25**  
(ACFT CAT A,B,C,D)



INSTRUMENT APPROACH CHART - ICAO

LONDON LUTON  
NDB(L)  
RWY 25  
(ACFT CAT A,B,C,D)



**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: 25 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	

**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	<p>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.</p> <p>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, 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.</p> <p>Marshaller instructions: B23C, B24C, B32C, B33C, B33R, B34C, C40, C42C, C42R, C43C, C44C, C50C, C51C, C52C, D61C, D62C, D63C, D70L, D71L, D71R, D74, E81, E82, E90, E91, E92, E93, J45L, Z204F.</p> <p>Painted Stop Arrows and centre-line Stands: H03L, H03C, H03R, 501, 503, 504, 505L, 505R, 506, 507, 509.</p> <p>Stand Number indicator board provided on all stands except E81, E82, E90, E91, E92, E93, 501, 502, 507 and 509.</p> <p>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.</p> <p>Taxi-lanes Link Delta restricted to aircraft with a maximum wingspan of 51.9 M.</p>
2	Runway and taxiway markings and lighting	<p>Runway marking aid(s): 04/22: Runway designation, runway threshold, (04/22) runway centre-line and touchdown zone markings and runway edge markings.</p>

		<p>Taxiway light(s):</p> <p>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.</p>
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	<p>The main aprons are marked for nose-in parking only. All operators should ensure that their handling agents can supply tractor push-back facilities.</p> <p>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.</p> <p>Western Apron: Is restricted to aircraft with a maximum wingspan of 36 M.</p> <p>Delta Cul-de-Sac wingspan restriction of 38.10 M.</p> <p>Painted taxiway intermediate holding points to be used at ATC's discretion are located on Taxiways Foxtrot and Golf and are designated: F1, FA1 and G4. For marshaller contact, Tel: 01279-662478.</p> <p>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.</p> <p>Safedock Advanced Visual Docking Guidance System</p> <p>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.</p> <p>Alpha Middle line has blue paint markings to assist decision making when entering the Alpha Cul-de-Sac.</p> <p>Note: In case of malfunction in the docking guidance system stop taxiing and contact Stansted Ground/Tower and request assistance.</p> <p>3x WDI: 515318.58N 0001405.52E - 515336.99N 0001503.18E (LGTD) - 515235.91N 0001333.68E (LGTD).</p>

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	

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 1.36°E (2027) 1.4°E (2025)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R069-099). DME DOC: 120 NM/50,000 FT.
VOR/DME 1.32°E (2027) 1.2°E (2025)	BPK	122X 117.500 MHz	H24	514459.05N 0000624.25W	392 FT	VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R254-074 and 65 NM/50,000 FT in Sector R314-349). DME DOC: 40 NM/50,000 FT (80 NM/ 50,000 FT in Sector R284-359).

## EGSS AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AERODROME REGULATIONS

- Pilots of non-commercial (General Aviation) flights arriving from abroad are required to report to Customs at the Designated Customs Clearance Office in the Business Aviation Terminal.
- Use governed by regulations applicable to Stansted CTR.
- All aircraft must be able to communicate by radio.
- Pilots must be specially attentive to RTF callsigns used by ATC on the Ground Frequency. Although the RTF channel is shared by aircraft and vehicular traffic, pilots may not hear the transmissions of vehicle drivers, only the responses from ATC.
- H24, subject to the prior approval of the Chief Executive Officer (CEO), Stansted Airport Ltd.
- All flights operating at Stansted require a slot allocation by the airport co-ordinator, (ACL). Operators are advised to review current Stansted Directors Notices on ad-hoc slot allocations and Night restrictions which reflect the airports co-ordinated status.
- Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0900-1700 (0800-1600) by telephone: 020-8564 0600 or outside of these times to Stansted Airside Operations, by telephone: 01279-662478. Operators are advised that the availability of ad-hoc slots during peak periods is likely to be extremely limited.
- Fixed Based Operators are normally available 0600-2200 (0500-2100), and may be available outside of these times with prior arrangement with those handling agents listed at EGSS AD 2.4, Section 7. Customs and Immigration are routinely available 0730-2130 (0630-2030). Control Authority coverage outside of these times may be arranged through the nominated handling agent. Additional charges may apply.
- Planned Diversion Procedure - airline and other operators are advised that before selecting Stansted as an alternate, prior arrangements for ground handling, maintenance and aircraft recovery should be in place. Nothing in this procedure shall, however, prevent an aircraft that has a declared emergency from landing.
- Fixed Electrical Ground Power (FEGP) must be used whenever available and serviceable. Use of aircraft Auxiliary Power Units (APUs), and diesel Ground Power Units is subject to strict controls as set out in published airport regulations. Between the hours 0600-2330 (0500-2230), APUs should be shut down as soon as practicable following arrival and not restarted until 10 minutes prior to departure, except when the outside air temperature (as promulgated by ATC) is below +5°C or above +20°C. Between 2331-0559 (2231-0459), except when immediately prior to departure, APUs may not be run without notification to Stansted Airside Operations Tel: +44(0)1279-662478.
- Aircraft engine testing is permitted subject to the restrictions detailed in the Aerodrome Manual, contact Stansted Airside Operations, Tel: +44(0)1279-662478 for further advice.

### 2 GROUND MOVEMENT

- General
  - All requests for clearance, start-up and taxi should be made directly with ATC. Directions issued by ATC should be followed precisely. RTF transmissions must be brief, concise and kept to a minimum.
  - Within the manoeuvring area pilots will be cleared to and from the stands under general direction from GMC and are reminded of the importance of maintaining a good lookout at all times.
  - Departing aircraft, on first contact with Stansted ATC, must state aircraft type, stand number, ATIS code letter, QNH received, and then maintain a listening watch at all times.
  - Clearance is available for departing aircraft approximately 22 minutes before departure on the Delivery frequency (when open-status broadcast on ATIS), otherwise Ground, and must be obtained at least 10 minutes before start up to allow data to be processed - failure to do may incur delays.
  - Pre-departure clearance by datalink is available at Stansted for suitably equipped aircraft. Pilots are to ensure stand information entered is in line with aircraft parking/docking map and to include apron location e.g A1L, B30, E84R. For further information contact ATC Operations, Tel: +44 (0)1279-669389.
  - Stansted Airport is equipped with an advanced surface movement radar utilising Mode-S.
    - Aircraft operators intending to use London Stansted Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
    - Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:
      - (aa) From the request for push back or taxi, whichever is earlier.
      - (bb) After landing, continuously until the aircraft is fully parked on stand.



10 Jul 2025

3. After parking the Mode-A code 2000 must be set before selecting OFF or STDBY.
4. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

## b) Aprons

- i. Pilots should only request push back (with tug attached) when they are actually ready to do so.
- ii. Within the Alpha, Bravo, Charlie, Echo and Zulu cul-de-sacs aircraft should take care to use the taxilane as directed by the GMC controller (ie: East, West or middle). Pilots are responsible for ensuring they do not accept a clearance to use a taxilane centre-line which is not approved for their aircraft type.
- iii. Caution, Western Apron is uncontrolled.

## c) De-icing Pad Operations

- i. Remote de-icing operations will occur when snow is falling and accumulating and shall be promulgated by Stansted Airport Ltd Airside Operations.
- ii. Remote de-icing is only available to operators who have a pre-agreement with Stansted Airport Ltd.
- iii. Remote de-icing – Operation
  1. Flight crew shall notify ATC that remote de-icing will be required prior to aircraft pushback via datalink where available.
  2. Flight crew shall simultaneously contact their respective handling agent to request remote de-icing.
  3. Flight crew shall request push and start as per normal. ATC shall direct the aircraft to the de-icing pad.
  4. Upon entering the pad, flight crew shall park the aircraft in line with the respective Painted Stop Arrow and Omni-directional Red Lights.
  5. Once parked the flight crew shall contact the pad controller via the appropriate frequency, and confirm that the parking brake is set, engines are at idle power and the de-icing required.
  6. The pad controller shall confirm the de-icing requirements, and shall authorise the de-icing vehicles to approach the aircraft and begin de-icing operations. The pad controller shall park their vehicle in front of the aircraft, in line-of-sight of the flight crew to manage de-icing operations.
  7. On completion of de-icing operations, the pad controller shall confirm that all de-icing operations have been completed, that vehicles have vacated the manoeuvring area, advise the anti-icing code, the litreage used and areas treated. Once this has been acknowledged by the flight crew the pad controller shall vacate the manoeuvring area. Flight crew shall contact ATC for further taxi.
- iv. Remote de-icing – Emergency Procedures
  1. Should an aircraft emergency develop during de-icing pad operations, flight crews are to select all nose landing lighting and contact ATC. Upon seeing the illuminated lights, all de-icing vehicles shall vacate manoeuvring area.

d) **It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.**

- e) Pilots are reminded that RTF contact must be maintained with ATC whilst engaged in compass swings on the Compass Base or engine runs in the Ground Run Pen.
- f) Runway 04 during CAT II/III operations, aircraft on Golf taxiway with wingspan greater than 36 M may be required to cross the runway at Victor for departure.
- g) Aircraft are not to stop on any runway exit awaiting instructions from Ground Movement Control. If a landing aircraft cannot contact GMC due to RTF congestion the pilot should fully vacate the runway and taxi into the first available taxiway block. The pilot should then hold position until contact with GMC can be established.
- h) Taxiway Hotel, Link D, has a maximum wingspan of 51.9 M.
- i) Taxiway Hotel between abeam Link Delta and Link Echo, including Link Echo has a maximum wingspan of 36 M.
- j) Airport-Collaborative Decision Making (A-CDM) - Definitions of Commonly Used A-CDM Terms:
  1. Calculated Take-Off Time (CTOT);
  2. Target Off-Blocks Time (TOBT);
  3. Target Start Approval Time (TSAT);
  4. Target Take-Off Time (TTOT);
  5. Estimated Off-Block Time (Flight Plan EOBT);
  6. Minimum Departure Interval (MDI);
  7. Advanced Visual Docking Guidance System, Ramp Information Display Screen (AVDGS RIDs).

**TOBT/TSAT**

1. Pilots must be aware of the TOBT and TSAT and comply with it. It is visible on AVDGS RIDs where provided, in the Airport Community App and from the Ground Handling Agent.
2. If TOBT or TSAT can no longer be complied with then TOBT must be updated by the Aircraft Operator via the dispatcher/Ground Handling Agent Ops.
3. Pilots must report that the flight is READY to depart at TOBT (tolerance window of -5 to +5 minutes). Failure to do so may see TOBT & TSAT deleted.
4. Reporting READY when not ready will see the READY status rescinded and TOBT & TSAT may get automatically deleted.
5. Pilots planning to be READY more than 5 minutes before TOBT must update the TOBT to an earlier time first (up to 10 minutes before EOBT or SCHEDULED time).

AERODROME  
CHART - ICAO

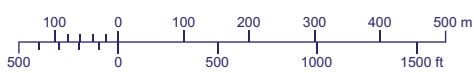
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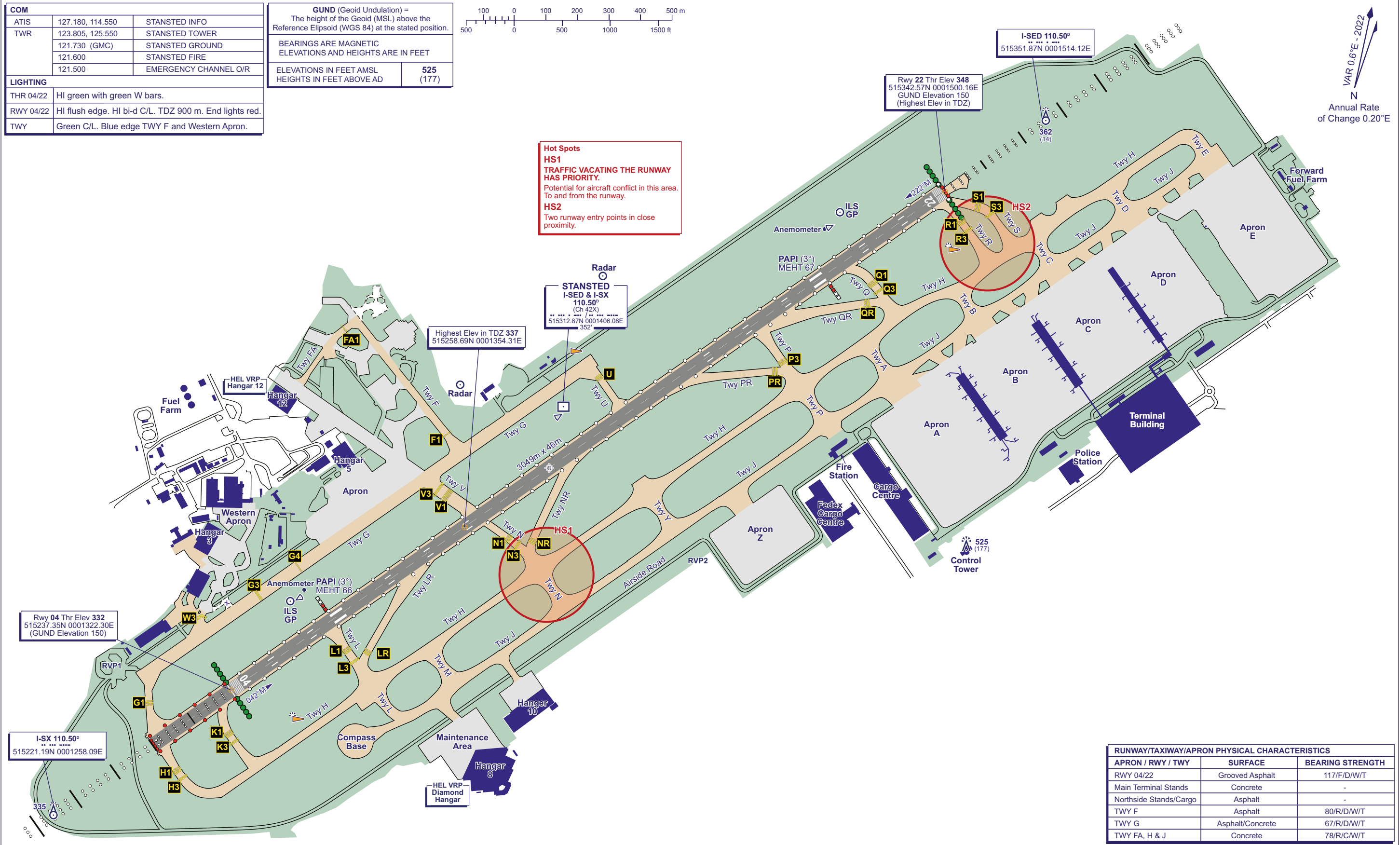
LONDON STANSTED  
EGSS

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.	

<b>GUND</b> (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL	525 (177)
HEIGHTS IN FEET ABOVE AD	



**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.

AERO INFO DATE 08 OCT 25

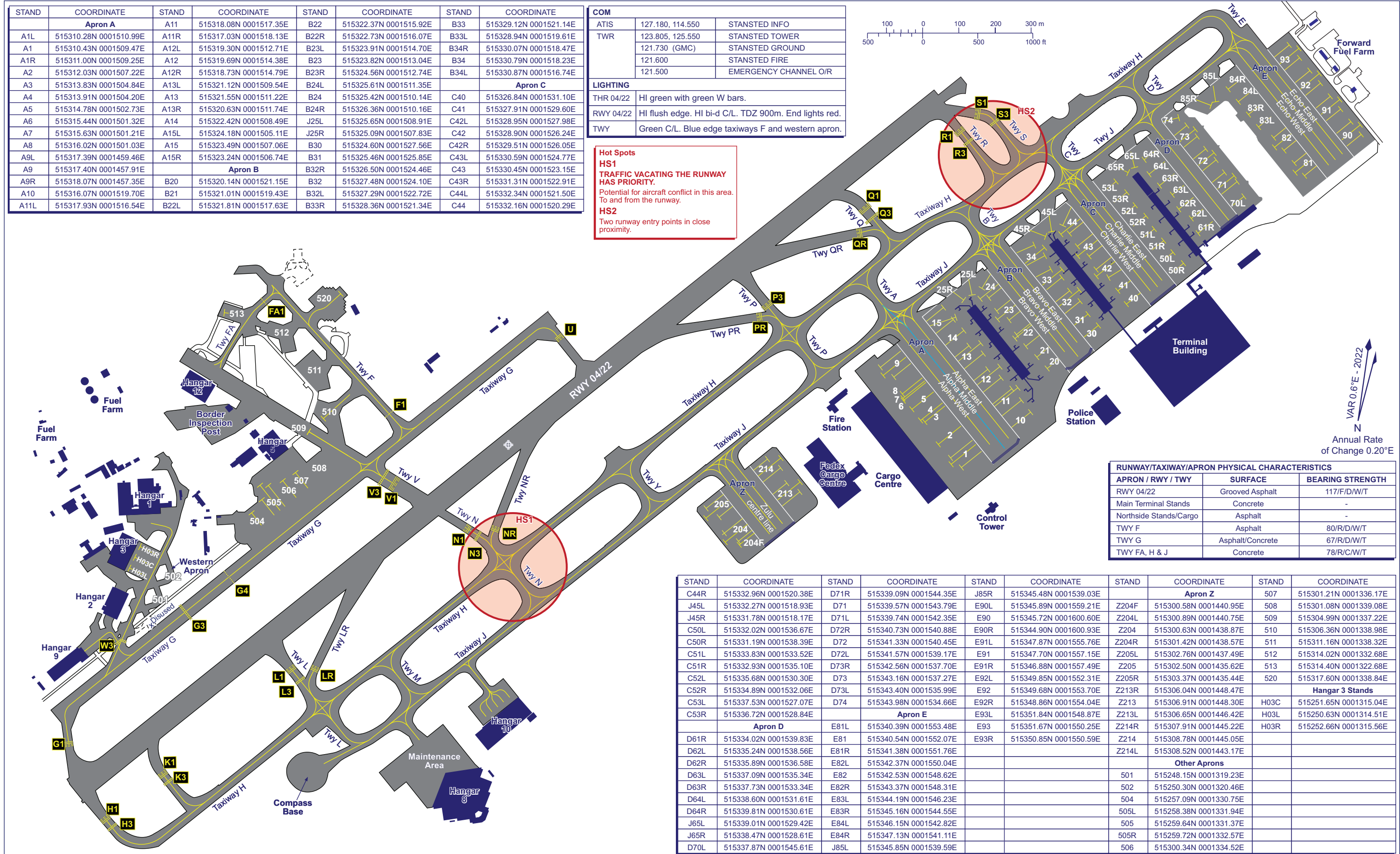
AD 2-EGSS-2-1

AIRCRAFT PARKING/DOCKING  
CHART - ICAO

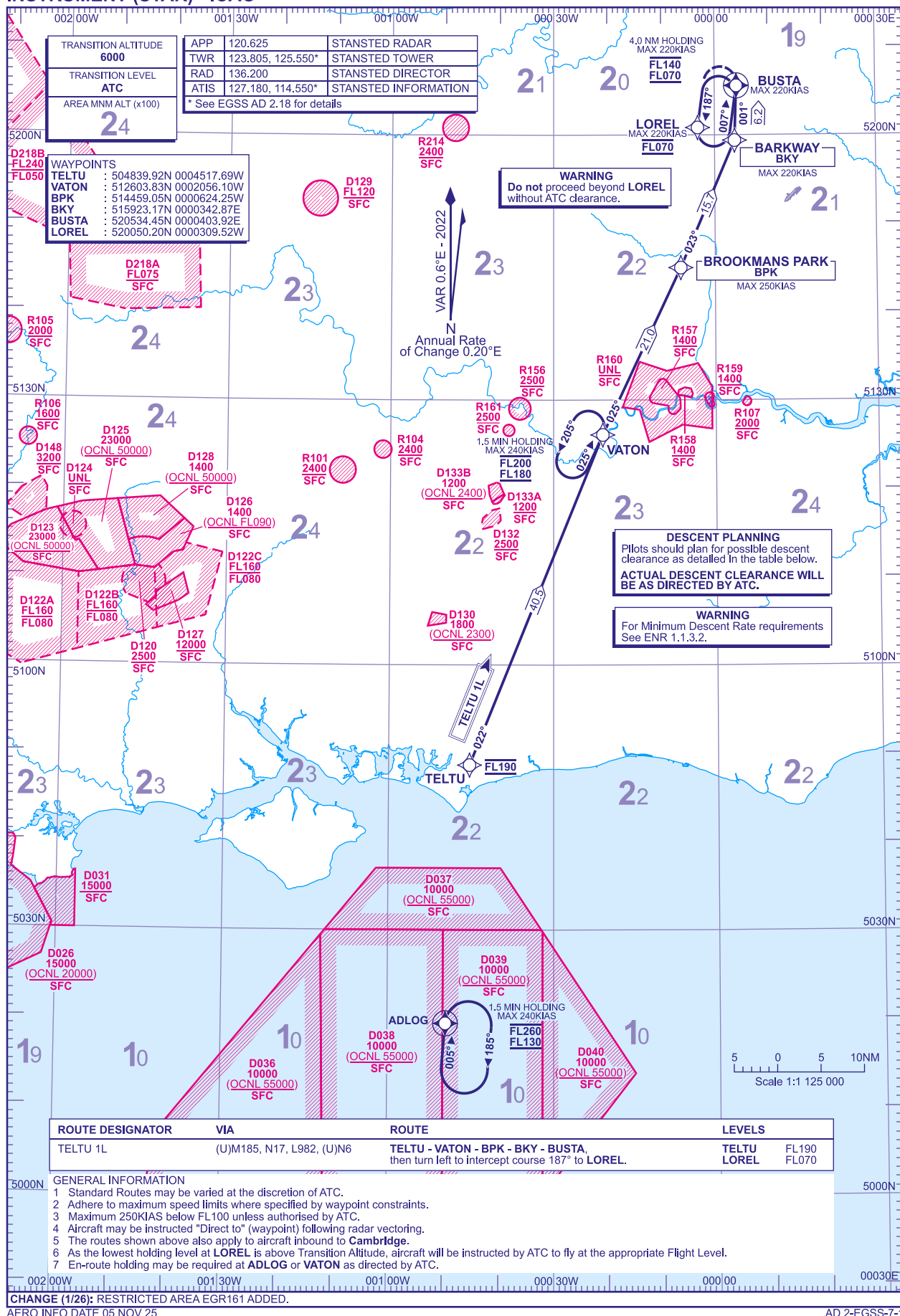
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AD ELEV 348FT

LONDON STANSTED  
EGSS



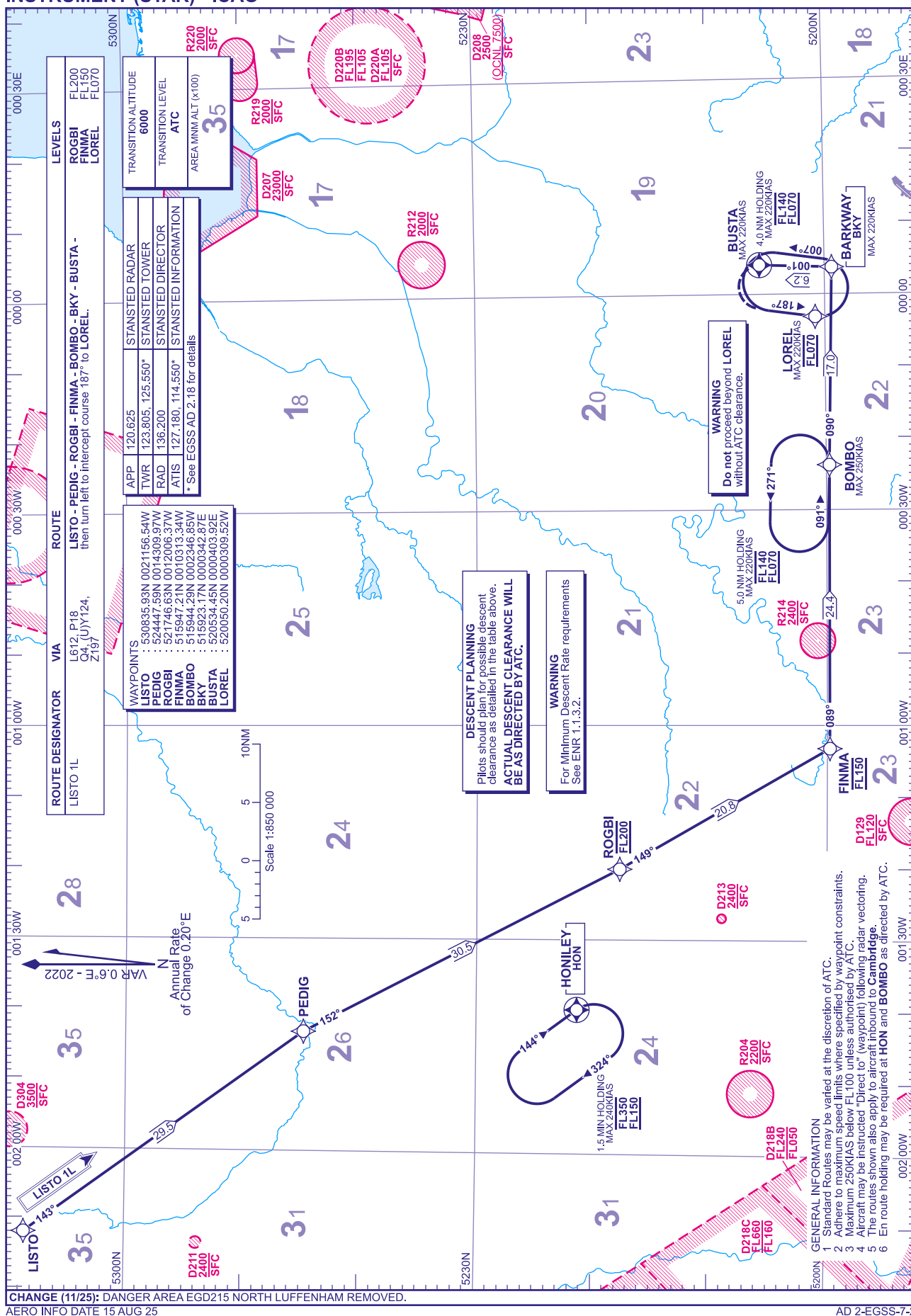


**RNAV1 (DME/DME or GNSS)  
STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO**DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET**LONDON STANSTED  
TELTU 1L**

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

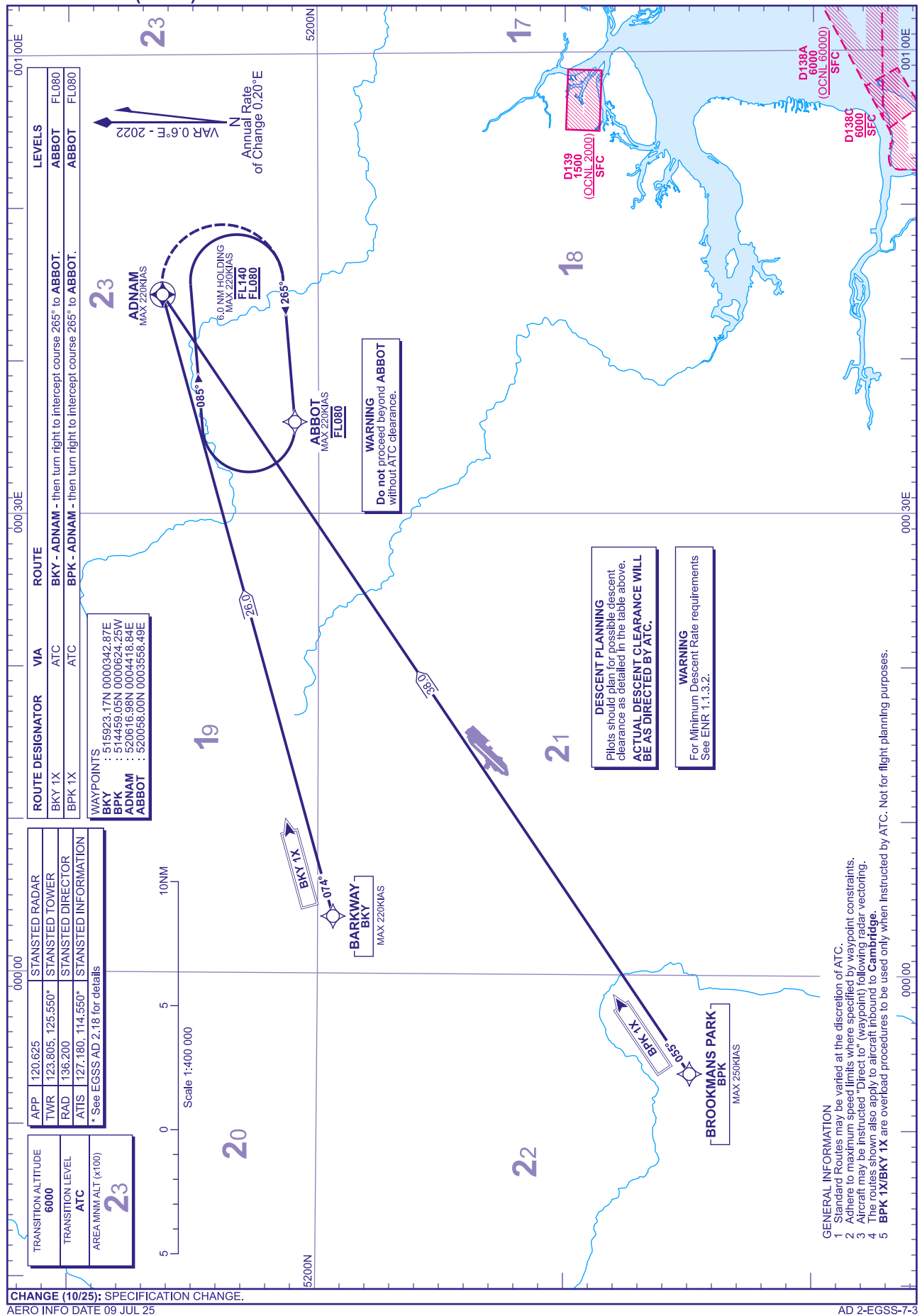
DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON STANSTED  
LISTO 1L



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

**LONDON STANSTED**  
**BKY 1X BPK 1X**

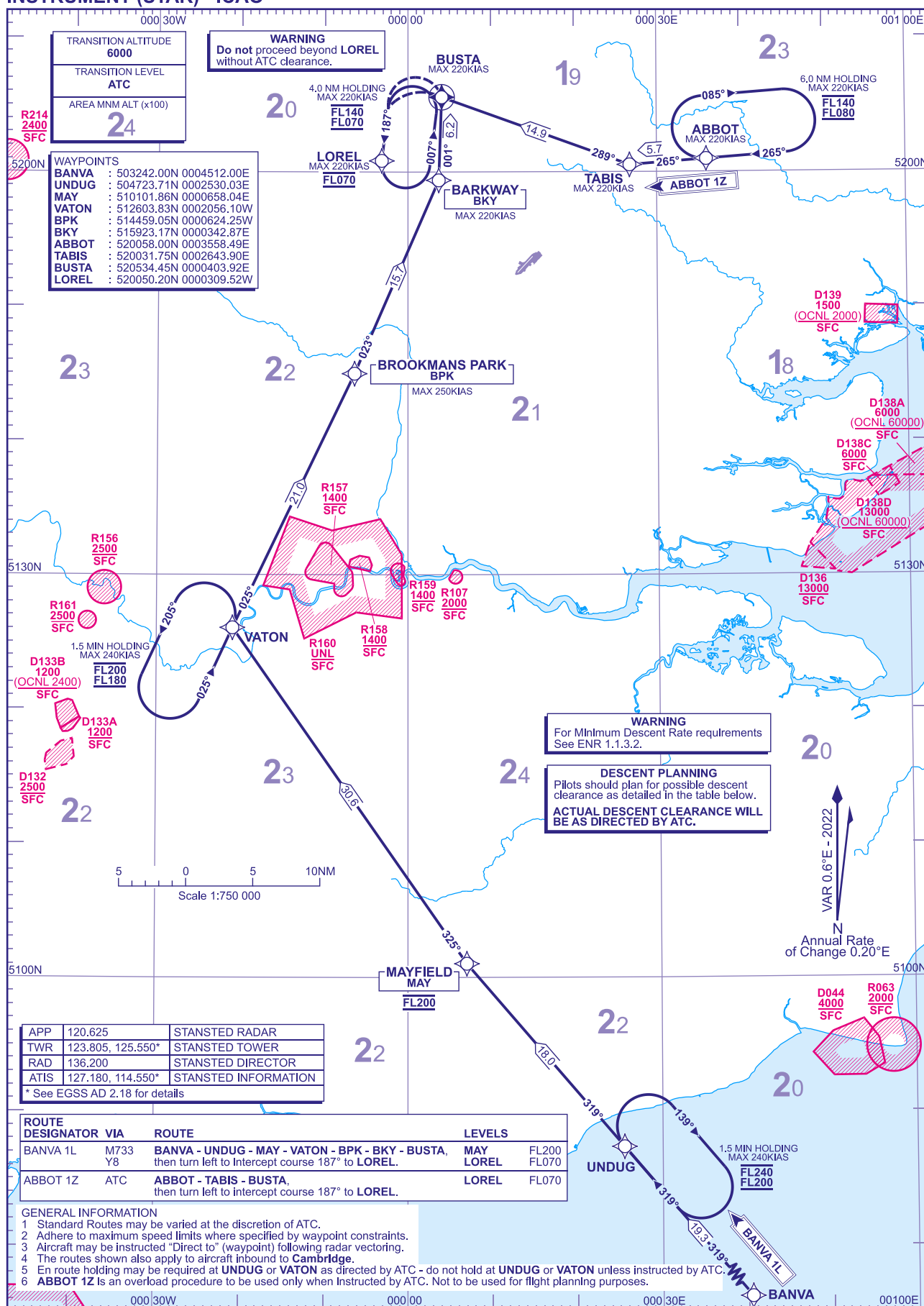




# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

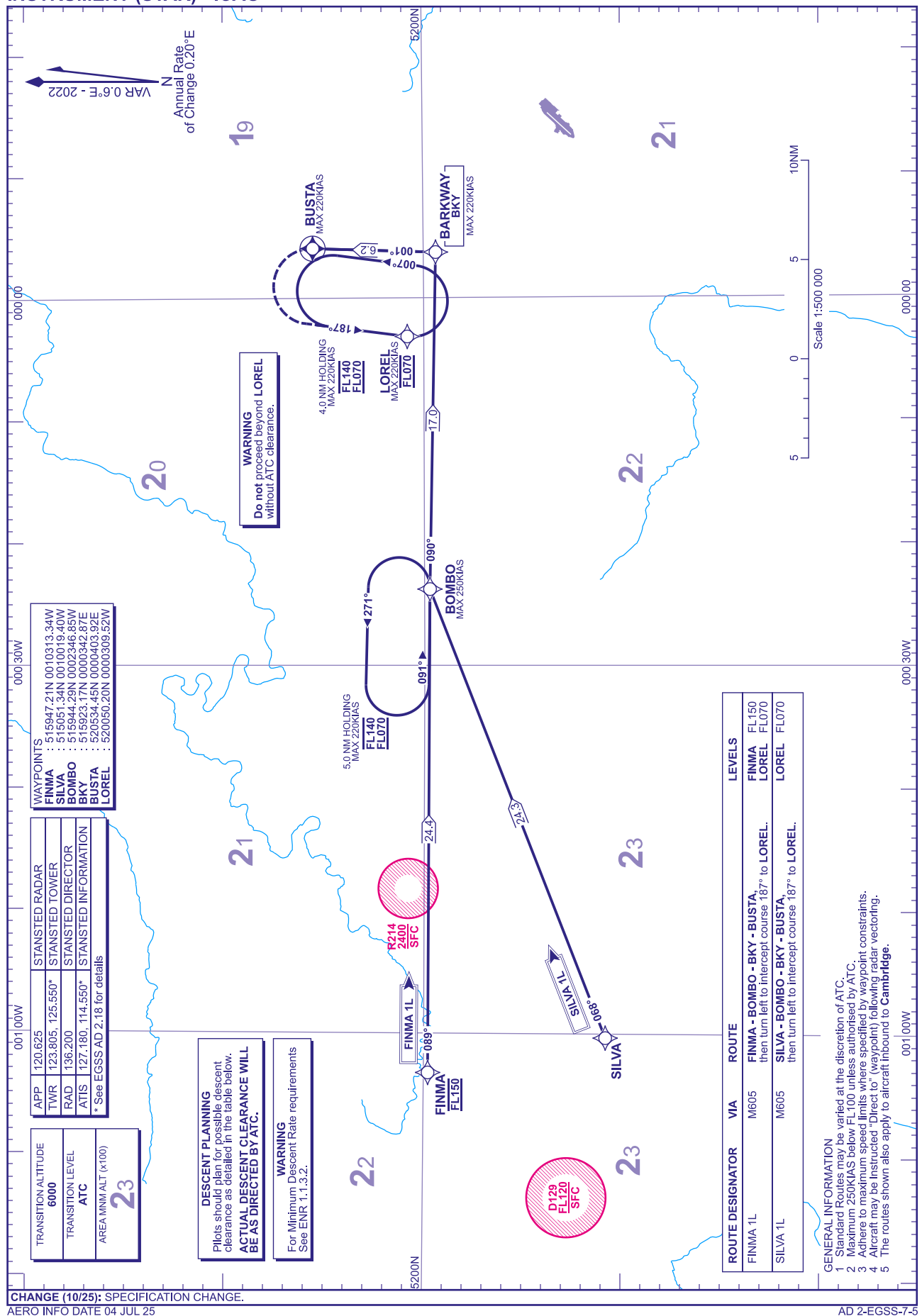
DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON STANSTED  
BANVA 1L ABBOT 1Z



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

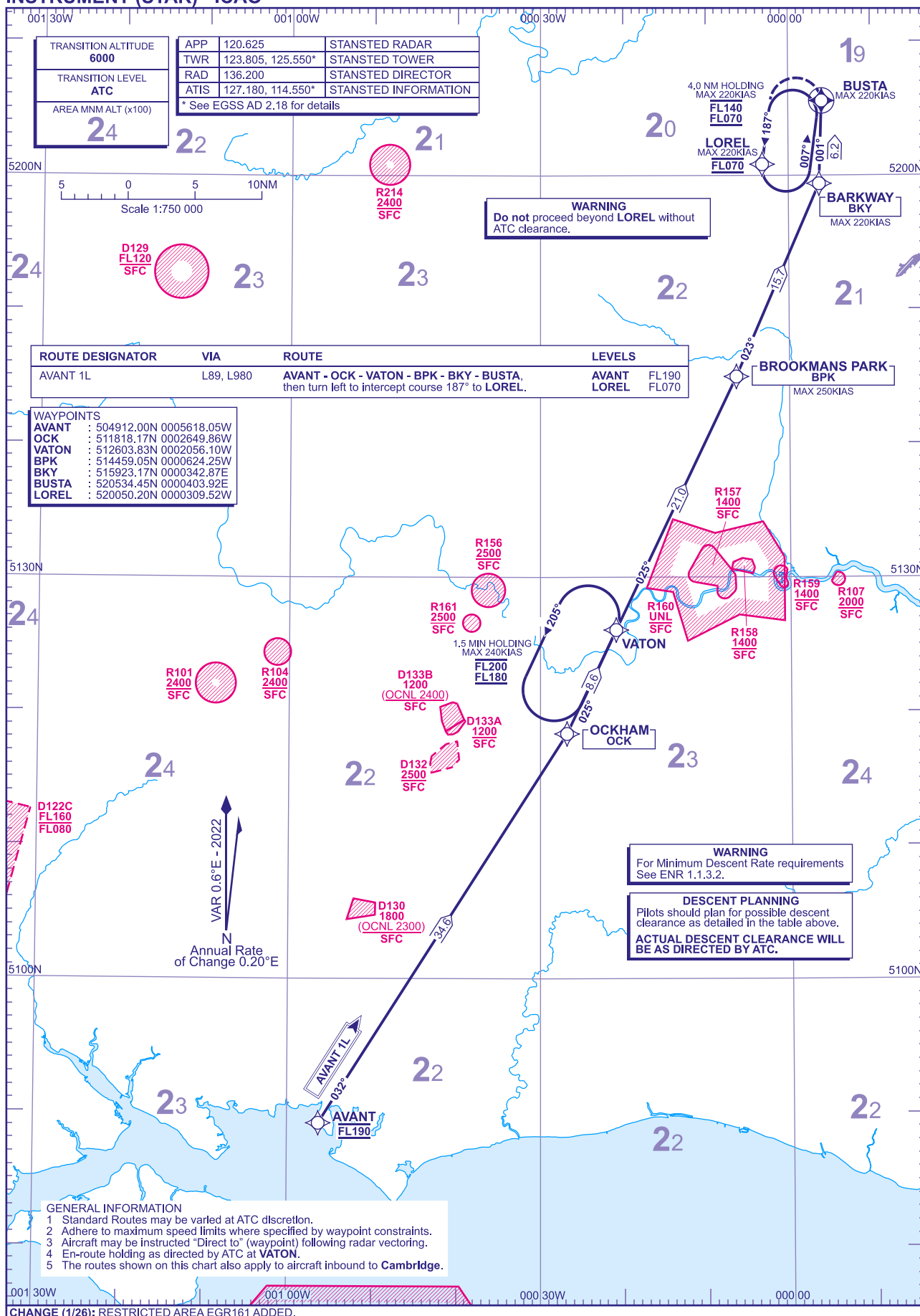
**LONDON STANSTED**  
**FINMA 1L SILVA 1L**

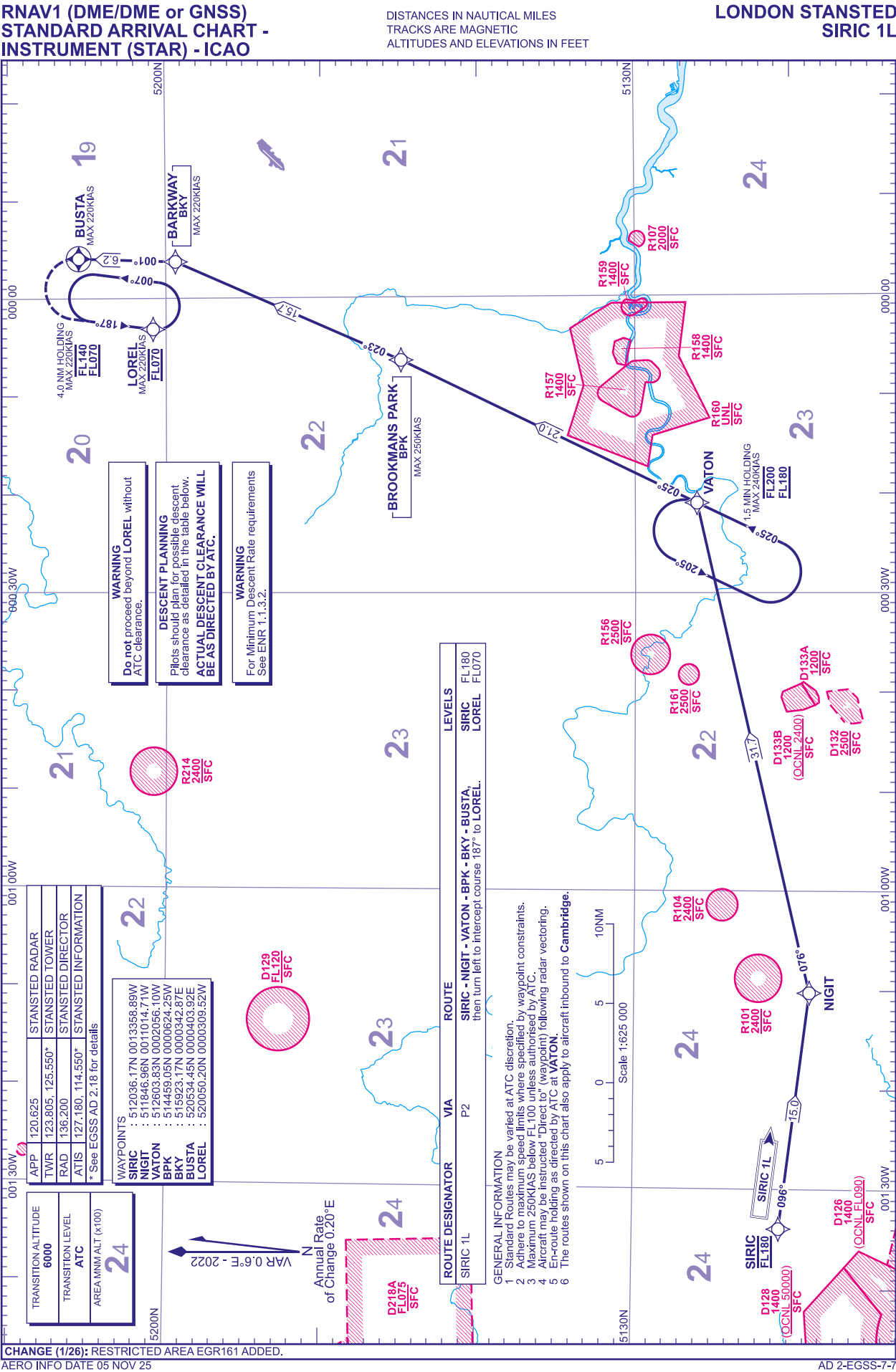


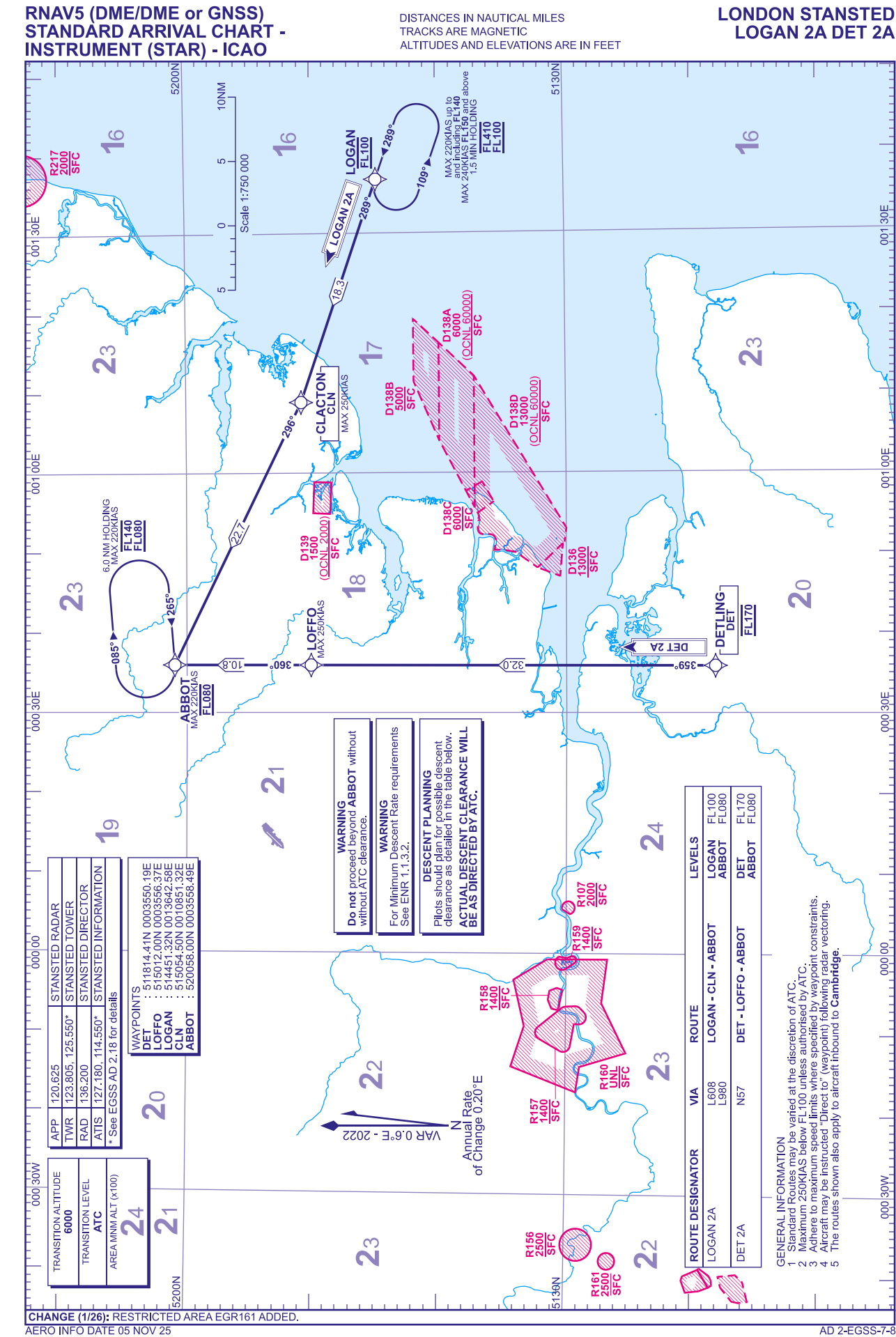
# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

## LONDON STANSTED AVANT 1L







EGAE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	1932 M	2898 M	1932 M	1847 M	
26	1969 M	2267 M	1969 M	1969 M	
08	1510 M	2265 M	1510 M		Take-off from intersection with Taxiway Echo.
08	1260 M	1890 M	1260 M		Take-off from intersection with Taxiway Delta.
08	804 M	1206 M	804 M		Take-off from intersection with Taxiway Bravo.
26	1151 M	1449 M	1151 M		Take-off from intersection with Taxiway Bravo.

EGAE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	Centre-line with two crossbars. 420 M Light intensity high	Green Inset uni-directional With green wingbars	PAPI Left/3° 50 FT 407 M		Colour coded 30 M White/ Red Light intensity high	Elevated HI bi-directional with LI omni-directional component Light intensity high	Red Light intensity high		
26	Centre-line with two crossbars. 420 M Light intensity high	Green Inset uni-directional With elevated green wingbars	PAPI Left/3° 50 FT 359 M		Colour coded 30 M White/ Red Light intensity high	Elevated HI bi-directional with LI omni-directional component Light intensity high	Red Light intensity high		

EGAE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 550223.39N 0070921.16W White Strobe on Control Tower. During operational hours at night.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 550229.80N 0070921.61W (LGTD) - 550231.90N 0071014.69W (LGTD) - 550243.17N 0070908.98W.
3	TWY edge and centre line lighting	CL: Green centre-line on Taxiways D and E.  EDGE: Blue edge lights on Taxiway B.
4	Secondary power supply/switch-over time	Standby generator / 14 seconds.
5	Remarks	Apron Floodlighting/Blue edge lights. Obstacle lighting.

EGAE AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK



## EGAE 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
LONDONDERRY/EGLINTON ATZ A circle, 2.5 NM radius, centred at 550234N 0070943W on longest notified runway (08/26)	Upper limit: 2000 FT AGL Lower limit: SFC	G	EGLINTON APPROACH English	3000 FT		As AD hours and by arrangement.

## EGAE 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	EGLINTON APPROACH	123.630 DOC 25 NM/10000 FT			As AD hours and by arrangement.	VDF 550243.50N 0070916.09W
TWR	EGLINTON TOWER	134.155 DOC 25 NM/4000 FT.			As AD hours and by arrangement.	
ATIS	EGLINTON INFORMATION	119.380 DOC 60 NM/ 20,000 FT.			As AD hours and by arrangement.	ATIS available by telephone: 028-7125 3131.
OTHER	EGLINTON EMERGENCY	121.500 Emergency Frequency			O/R	
OTHER	EGLINTON FIRE	121.605 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

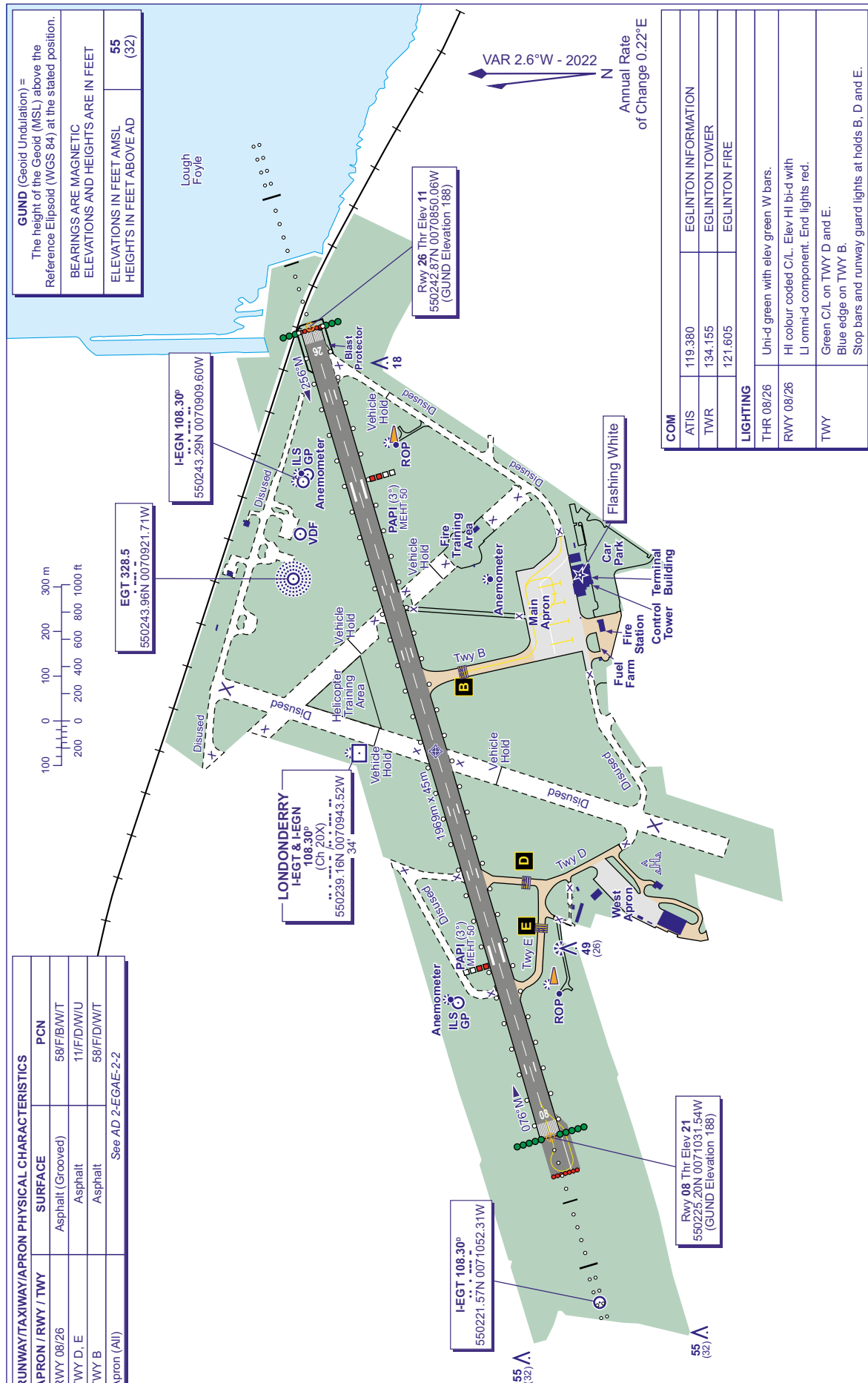
## EGAE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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 1.61°W (2027)	IEGN	108.300 MHz	H24	550243.29N 0070909.60W		(RWY 08) Offset ILS. 2.68° south of centre-line. ILS usable during ATC hours only.
ILS/GP	IEGN	334.100 MHz	H24	550231.90N 0071014.74W		3° ILS Ref Datum Hgt 60 FT. ILS/GP usable during ATC hours only.
ILS/LOC I 1.62°W (2027)	IEGT	108.300 MHz	H24	550221.57N 0071052.31W		(RWY 26) LOC flags may occur when outside 28 left of the centre-line. ILS usable during ATC hours only.
ILS/GP	IEGT	334.100 MHz	H24	550243.17N 0070908.94W		3° ILS Ref Datum Hgt 50 FT. ILS/GP usable during ATC hours only.
DME	IEGN	20X 108.300 MHz	H24	550239.16N 0070943.52W	34 FT	(RWY 08) On AD. Freq paired with LOC I-EGN and I-EGT. Zero range is indicated at THR of Runway 08 and 26. Due to terrain effects the DME is unusable below 3500 FT between 140 and 185 MAG.

# AERODROME CHART - ICAO

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	
RWY 08/26	Asphalt (Grooved)	58/F/BW/T	
TWY D, E	Asphalt	11/F/DW/U	
TWY B	Asphalt	58/F/DW/T	
Apron (All)	See AD 2-EGAE-2-2		

See AD 2-EGAE-2-2



<b>COM</b>		
ATIS	119.380	EGLINTON INFORMATION
TWR	134.155	EGLINTON TOWER
	121.605	EGLINTON FIRE
<b>LIGHTING</b>		
THR 08/26	Uni-d green with elev green W bars.	
RWY 08/26	Hi colour coded C/L. Elev Hi bi-d with U omni-d component. End lights red.	
TWY	Green C/L on TWY D and E. Blue edge on TWY B. Stop bars and runway guard lights at holds B, D and E.	

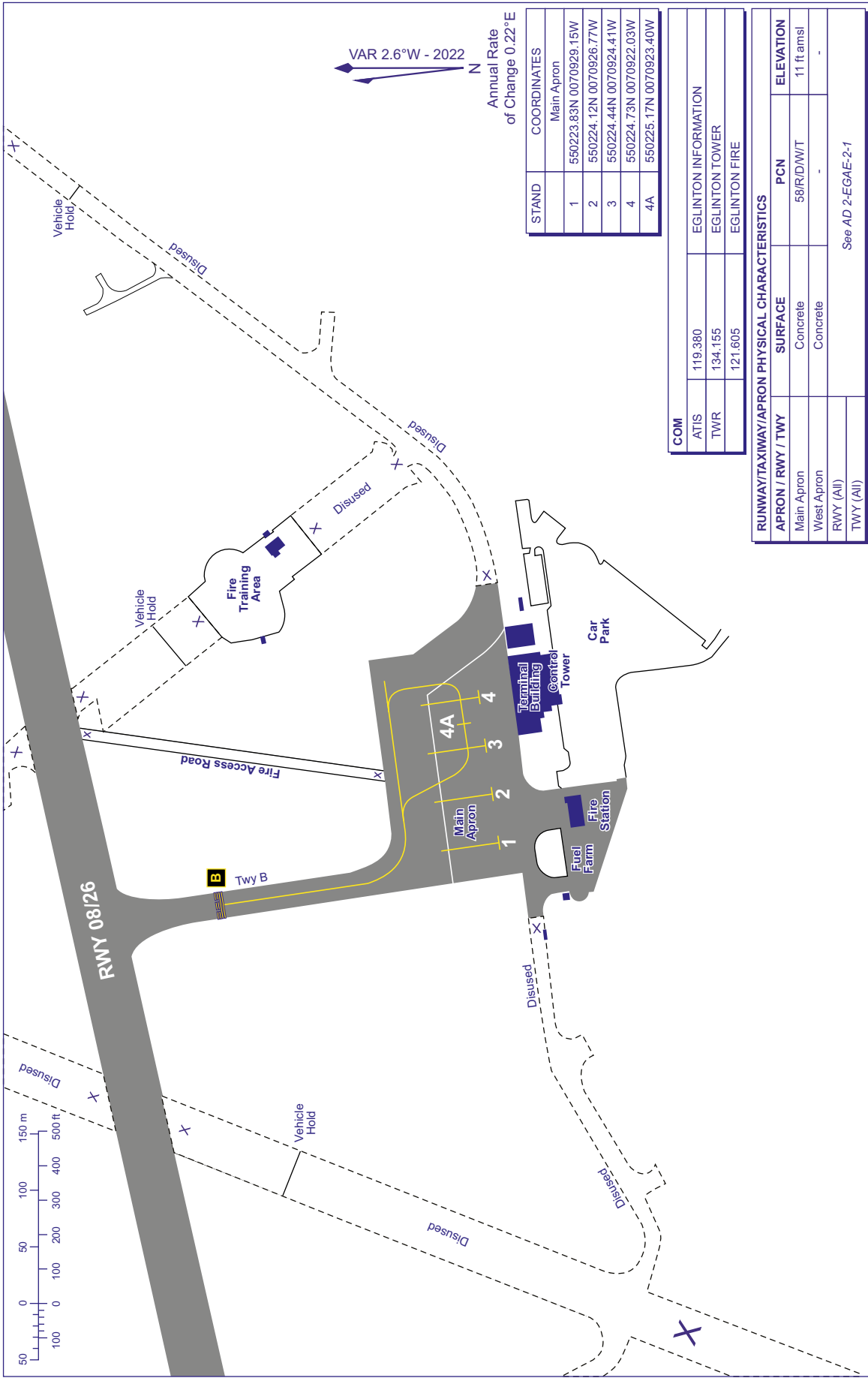
CHANGE (1/26): EGLINGTON FIRE FREQ. EDITORIAL.

AIRCRAFT PARKING/DOCKING  
CHART - ICAO

AD ELEV 23FT

ARP 550234N 0070943W

LONDONDERRY/EGLINTON  
EGAE



AERO INFO DATE 27 OCT 25

AD 2-EGAE-2-2

CHANGE (1/26): EGLINTON FIRE FREQ. EDITORIAL.

**EGMD — LYDD****EGMD AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGMD — LYDD

**EGMD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	Lat: 505722N Long: 0005620E Mid-point of Runway 03/21
2	Direction and distance from city	1.2 NM NE of Lydd; 12 NM south of Ashford.
3	Elevation / Reference temperature / Mean Low Temperature	13 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	146 FT
5	Magnetic Variation / Annual Change	1.70°E (2027) / 0.16°E
6	AD Administration Address Telephone  Telefax AFS E-mail address Web address	LONDON ASHFORD AIRPORT LTD. Lydd Airport, Lydd, Romney Marsh, Kent, TN29 9QL. 01797-322400 (Airport Switchboard) 01797-320881 (ATC) 01797-322422 (MET) 528-2528 (ATOTN) 01797-322419 (Administration) EGMDZTZX info@lydd-airport.co.uk www.lydd-airport.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

**EGMD AD 2.3 OPERATIONAL HOURS**

1	AD Administration	0830-1900 (0730-1800); extensions by arrangement.
2	Customs and immigration	As AD hours.
3	Health and sanitation	As AD hours.
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	As AD hours.
7	ATS	As AD hours. See also AD 2.18
8	Fuelling	Available up to 15 minutes before closing.
9	Handling	Available by arrangement through FAL Aviation.
10	Security	H24
11	De-icing	By arrangement through FAL Aviation.
12	Remarks	All movements strictly PPR by telephone to ATC. Caution SAR helicopter and UAS operations may take place when AD is closed.  Electronic General Aviation Report may be processed via the Pilot Information section of the Lydd Airport website.

**EGMD AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo handling facilities	By arrangement with FAL Aviation 01797-322400. Nearest railway siding: Appledore, 6 NM.
2	Fuel and oil types	AVTUR JET A-1 F35 (does not contain AL48), AVTUR JET A-1 F34 (FSII), AVGAS 100LL Castrol AD 80, AD100, S80, S100, Multigrade.
3	Fuelling facilities/capacity	AVTUR JET A-1 F34/F35 54,000 LT, mobile capacity 36,000 LT. AVGAS 100LL 54,000 LT, mobile capacity 13,000 LT. No aircraft defuelling services available.
4	De-icing facilities	By arrangement with handling agent.
5	Hangar space for visiting aircraft	By arrangement.
6	Repair facilities for visiting aircraft	Yes. Eagle Aero Engineering, Tel: 01797-322490.

7	Remarks	<p>Fuel Type: FSII additive available separately on request.</p> <p>Handling is mandatory for aircraft larger than 4000 KG MTOW. Training or military aircraft may be exempted from this requirement.</p> <p>Handling provided by: FAL Aviation Ltd. Tel: 01797-322400, Fax: 01797-322419 Email: FAL@lydd-airport.co.uk Website: www.lydd-airport.co.uk Ops Frequency: 131.705 MHz, callsign FAL Operations.</p>
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## EGMD AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity. By arrangement through FAL Aviation.
2	Restaurants	Restaurant and bar in terminal. VIP/Executive catering by arrangement through FAL Aviation.
3	Transportation	Trains, buses, taxis, limousines and car hire. Nearest railway stations: Ashford International and Appledore.
4	Medical facilities	First aid, oxygen therapy, defibrillator, entonox analgesic gas.
5	Bank and Post Office	Post box in terminal.
6	Tourist Office	Local information available in terminal.
7	Remarks	Executive lounge in FAL terminal building.

## EGMD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3, 4 or 5 available by arrangement. The aircraft operator shall accept responsibility for ensuring that the Fire Category is appropriate to their particular operation. Occasionally Category 2 may be provided for Category 3 under remission.
2	Rescue equipment	Standard equipment for Category 1 to Category 5.
3	Capability for removal of disabled aircraft	By arrangement with local removal company.
4	Remarks	

## EGMD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from: ATC Tel: 01797-320881.

## EGMD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	<p>B Surface: Asphalt PCN 46/F/C/X/T</p> <p>C Surface: Asphalt</p>
2	Taxiway width, surface and strength	<p>Taxiway A AND D: 10.5 M Surface: Asphalt</p> <p>Taxiway B AND C: 18 M Surface: Asphalt PCN 46/F/C/X/T</p>
3	Altimeter checkpoint location and elevation	Apron 10 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Charts
6	Remarks	

- iv. Practise instrument approaches are PPR by telephone to ATC 01797-320881 or 322417
- v. Gliding activity from the North exists.

## 2 PROCEDURES FOR DEPARTING AIRCRAFT

### a) VFR Departures

- i. Aircraft that have not filed a flight plan may 'Book out' on the radio. Pilots should listen to ATIS 129.230 MHz before calling the appropriate ATC frequency.
- ii. When making the initial call, pilots should end their message with "Outbound" if landing away, "Local" if departing and landing back at Lydd or "Circuits" if for circuit training. Once ATC has responded, the flight details are to be passed. Aircraft departing 'local' are to state persons on board and initial direction of departure.
- iii. VFR departures will be provided with Basic Service by default.
- iv. Lydd VFR Transponder conspicuity code 7066 should be operated if possible.
- v. Aircraft will be transferred to an onward ATS frequency at reporting points Rye, Tenterden, Ashford, Folkestone or 10 miles E or SE as appropriate to the direction of flight.

### b) IFR Departures via Airways/Controlled Airspace

- i. Pilots shall request start up after listening to ATIS, and with regard to any CTOT issued by DNM. The take-off time tolerance applied by controllers is CTOT -5/+10 minutes.
- ii. A Procedural Service will be provided by default.
- iii. As Lydd is situated in Class G airspace, it does not have Standard Instrument Departure Procedures. However, pilots may anticipate the following initial routes to join controlled airspace:

Departure to	Via	Route
N	N57	DET
NE/E	L10/Q63/Y803	DVR
SW/W	Y803	SFD
SW/S	M189	HASTY or WAFFU

- iv. London ACC may occasionally offer Lydd ATC other waypoints according to the traffic situation.
- v. In order to avoid amending a clearance to account for a changing traffic situation, pilots can expect an airways clearance to be passed during taxi or when at the holding point. The clearance will comprise the initial clearance limit (route), level, squawk, and airways contact frequency.

### c) IFR Departures Outside Controlled Airspace

- i. Flights not operating on a flight plan may be 'booked out' as for VFR departures.
- ii. Unless otherwise requested, a Basic Service will be provided to aircraft landing away and a Procedural Service to training aircraft departing straight into an approach procedure.
- iii. Lydd IFR transponder code 7067 will only be applied to local training flights going straight into an instrument approach procedure.
- iv. Lydd transponder conspicuity code 7066 will be operated by aircraft landing away, or local training flights conducting general handling on a basic service. This includes VMC training flights at night.
- v. ATC will endeavour to approve the requested route/level unless the traffic situation requires otherwise for separation purposes, when a Procedural Service has been requested by the pilot.

## EGMD AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGMD AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGMD-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGMD-2-2

INSTRUMENT APPROACH CHART RNP RWY 03 (CAT A,B,C) - ICAO

AD 2.EGMD-8-1

INSTRUMENT APPROACH CHART OFFSET ILS/DME RWY 21 (CAT A,B,C) - ICAO

AD 2.EGMD-8-2

INSTRUMENT APPROACH CHART RNP Y RWY 21 (CAT A,B) - ICAO

AD 2.EGMD-8-3

INSTRUMENT APPROACH CHART RNP Z RWY 21 (CAT C) - ICAO

AD 2.EGMD-8-4



10 Jul 2025

INSTRUMENT APPROACH CHART NDB(L) DME RWY 21 (CAT A,B) - ICAO

AD 2.EGMD-8-5

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 03

AD 2.EGMD-8-6

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Y RWY 21

AD 2.EGMD-8-7

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Z RWY 21

AD 2.EGMD-8-8

EGMD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

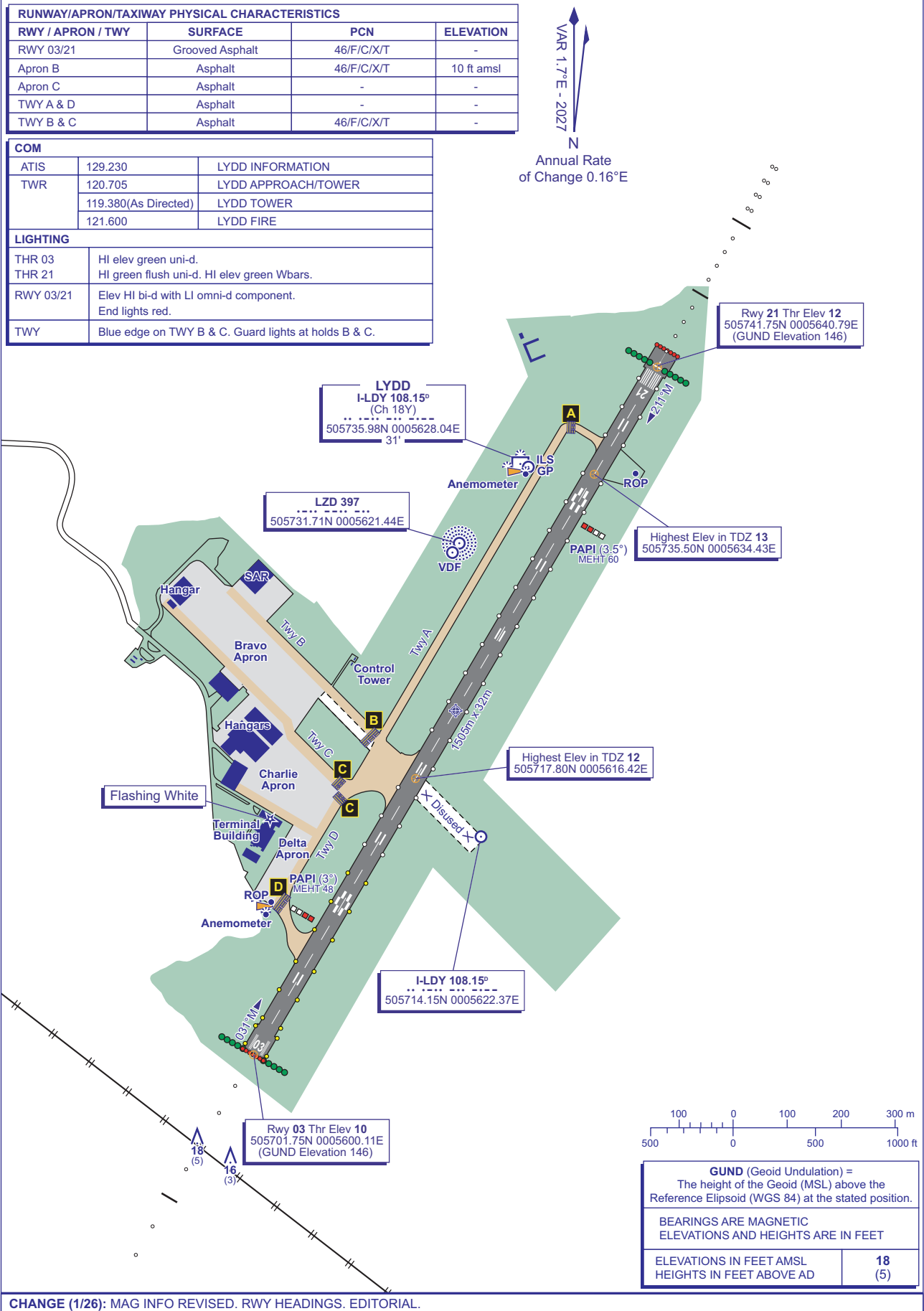
Not applicable

AERODROME  
CHART - ICAO

ARP 505722N 0005620E

AD ELEV 13FT

LYDD  
EGMD

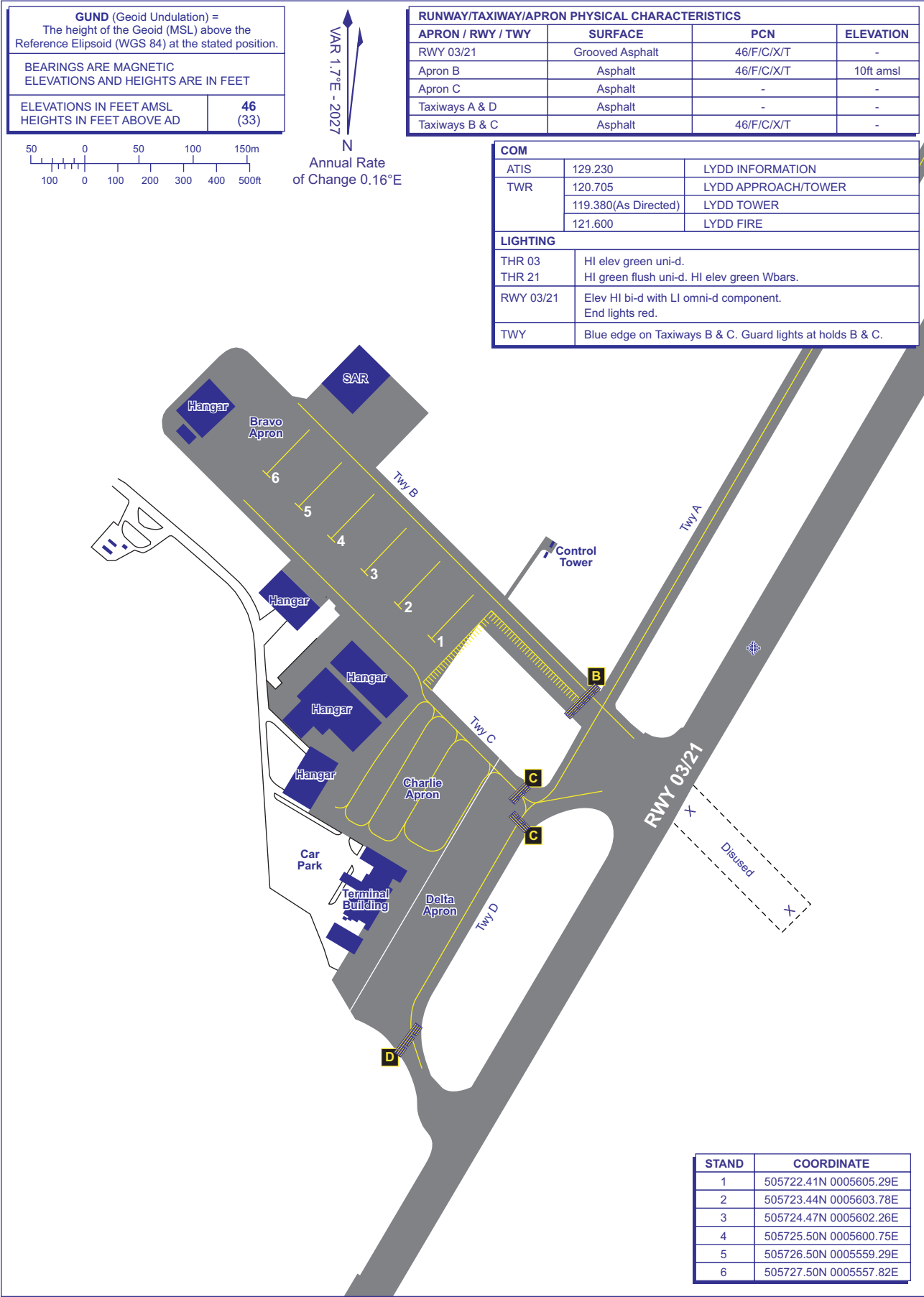


AIRCRAFT PARKING/DOCKING  
CHART - ICAO

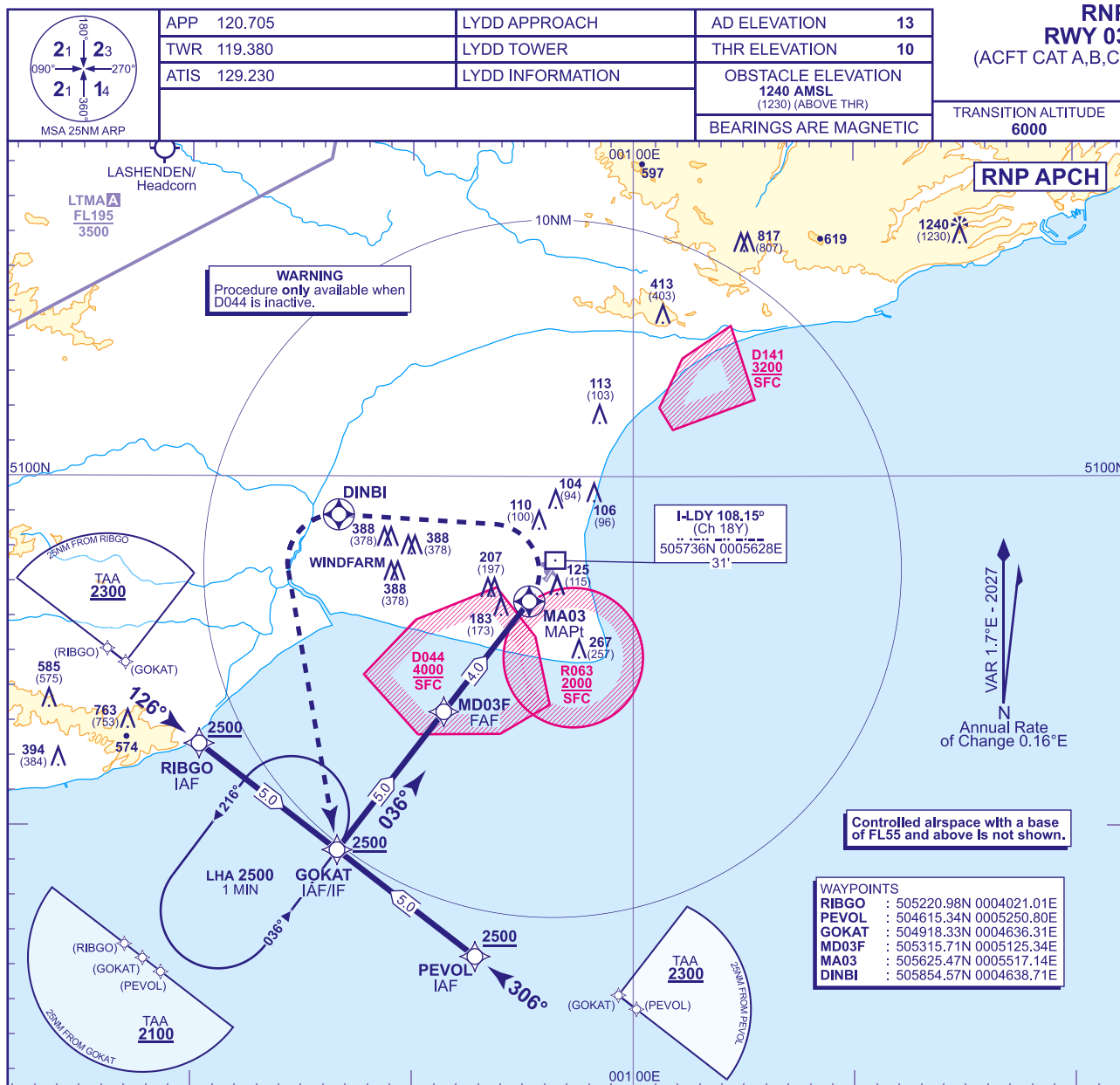
ARP 505722N 0005620E

AD ELEV 13FT

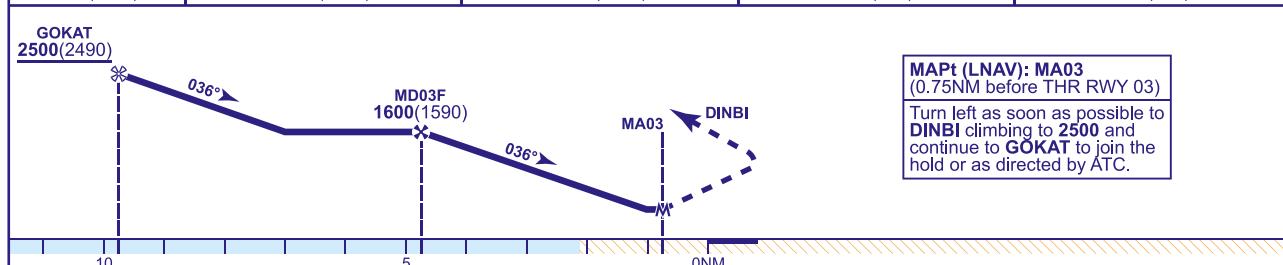
LYDD  
EGMD



## INSTRUMENT APPROACH CHART - ICAO

**LYDD  
RNP  
RWY 03**  
(ACFT CAT A,B,C)

RECOMMENDED PROFILE Gradient 5.34%, 324FT/NM				
NM to MA03	4	3	2	1
ALT(HGT)	1600(1590)	1280(1270)	950(940)	630(620)



Aircraft Category		A	B	C	Rate of descent G/S KT FT/MIN	160	140	120	100	80
OCA (OCH)	LNAV	430(420)	430(420)	430(420)		860	760	650	540	430
VM(C)OCA (OCH AAL)	Total Area	510(497)	NA	NA						
	West of RWY 03/21	NA	510(497)	790(777)						

NOTE

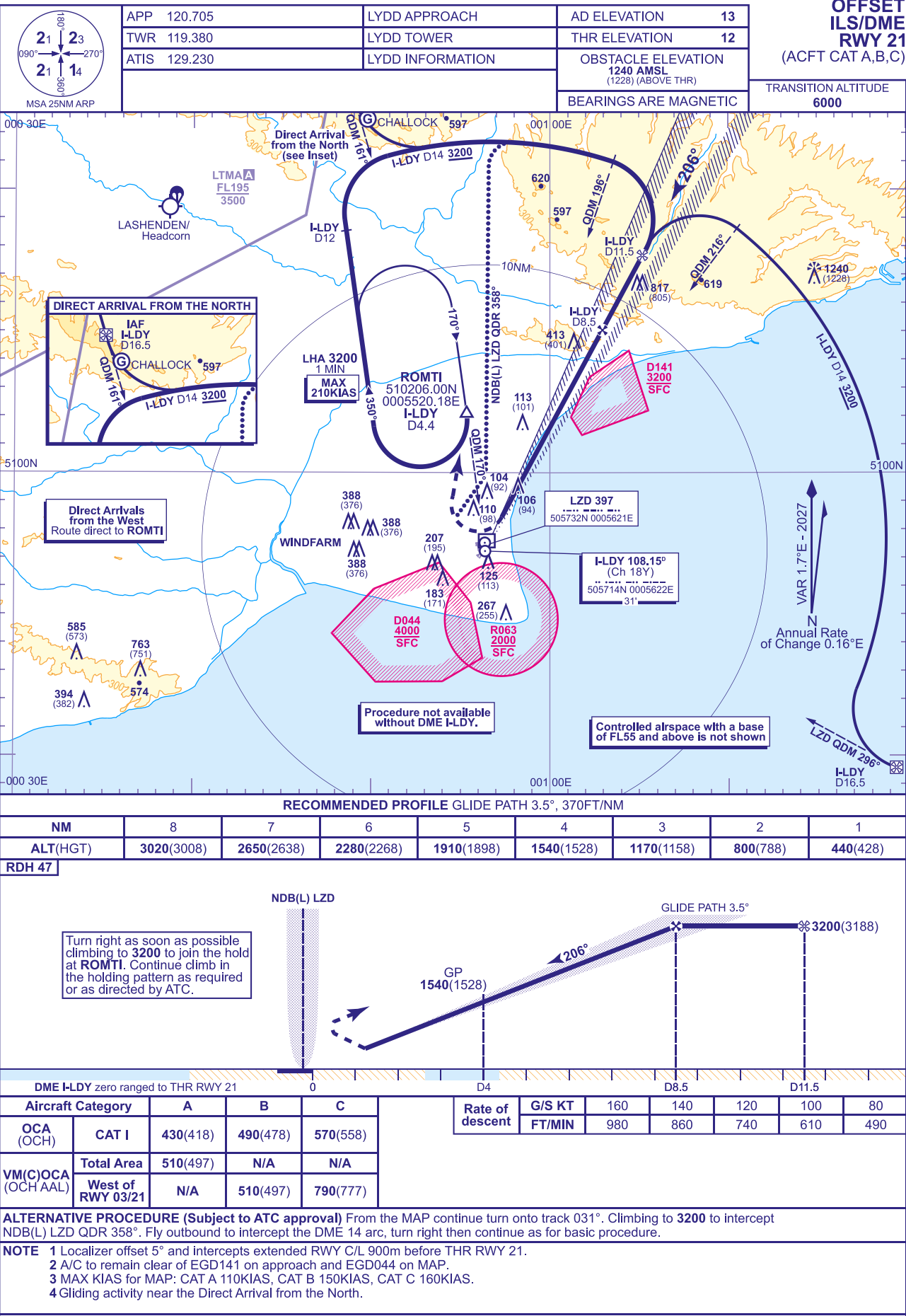
- 1 FAT offset 5° from RWY 03 C/L.
- 2 DME I-LDY will indicate 0.5NM at THR RWY 03.
- 3 Initial Approach MAX speed 210KIAS.
- 4 Danger Area activity information available on Lydd ATIS 129.230.

CHANGE (1/26): MAG VAR. MAG TRACKS.

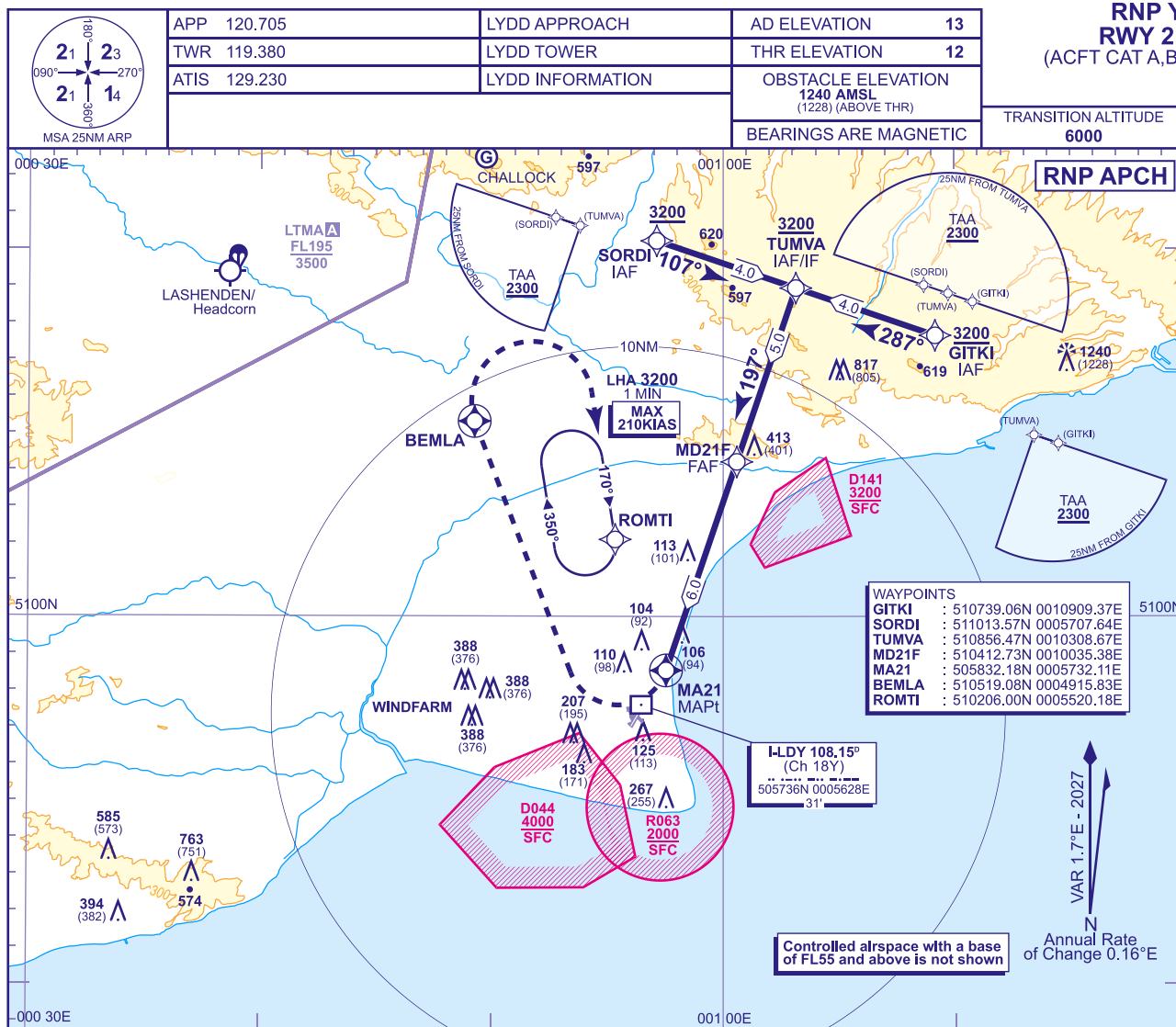
AERO INFO DATE 10 NOV 25

AD 2-EGMD-8-1

INSTRUMENT APPROACH CHART - ICAO



## INSTRUMENT APPROACH CHART - ICAO

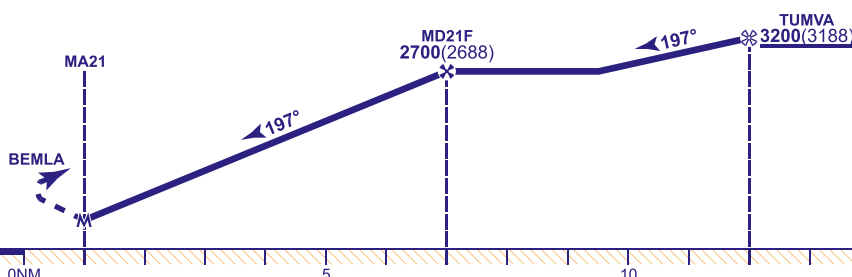
**LYDD**  
**RNP Y**  
**RWY 21**  
(ACFT CAT A,B)

## RECOMMENDED PROFILE Gradient 6.21%, 377FT/NM

NM to MA21	6	5	4	3	2	1
ALT(HGT)	2700(2688)	2320(2308)	1950(1938)	1570(1558)	1190(1178)	810(798)

**MAPt (LNAV): MA21**  
(1NM before THR RWY 21)

Turn right as soon as possible to **BEMLA** climbing to **3200** to join the hold at **ROMTI** or as directed by ATC. Remain clear of **D044**.



Aircraft Category		A	B	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV	440(428)	490(478)		FT/MIN	1010	880	750	630	500
VM(C)OCA (OCH AAL)	Total Area	510(497)	N/A							
	West of RWY 03/21	N/A	510(497)							

- NOTE**
- 1 FAT offset 14° from RWY 21 C/L.
  - 2 DME I-LDY will read zero at THR RWY 21.
  - 3 MAX speed for procedure 160KIAS.
  - 4 A/C to remain clear of EGD141 on approach and EGD044 on MAP.
  - 5 Gliding activity in the vicinity of **SORDI**.

CHANGE (1/26): CHALLOCK GLIDING SITE ADDED. NOTE 5 ADDED. MAG VAR, MAG TRACKS.

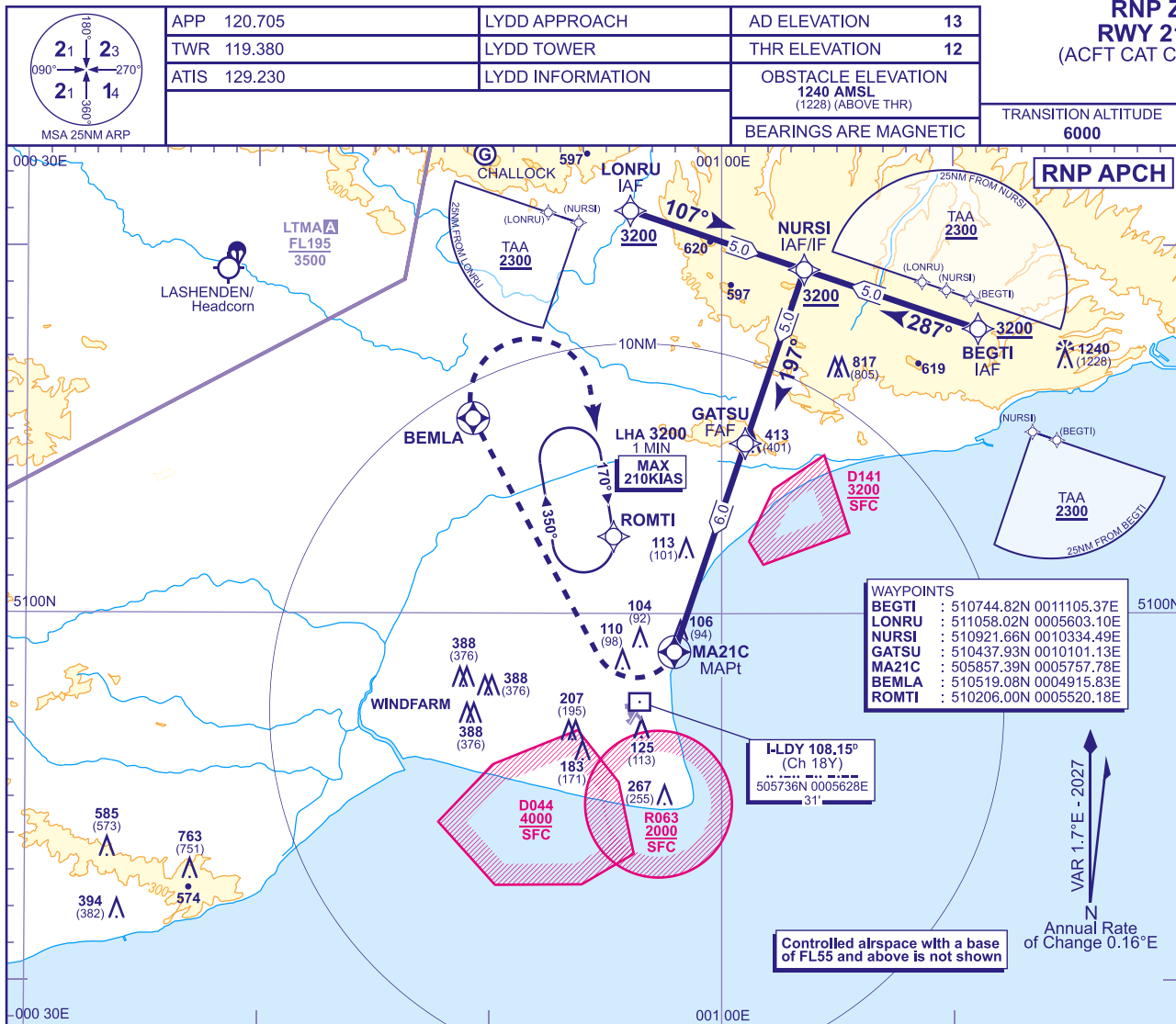
AERO INFO DATE 10 NOV 25

AD 2-EGMD-8-3



# INSTRUMENT APPROACH CHART - ICAO

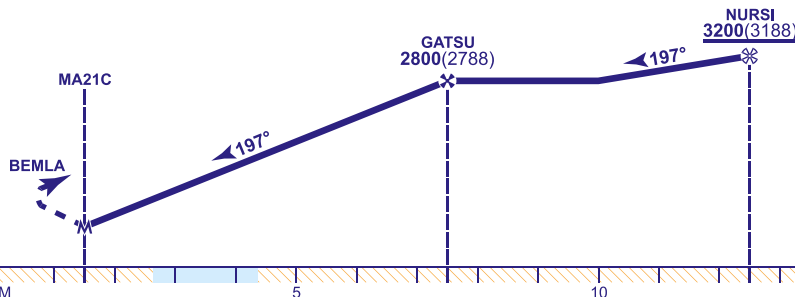
**LYDD**  
**RNP Z**  
**RWY 21**  
(ACFT CAT C)



**RECOMMENDED PROFILE** Gradient 6.01%, 365FT/NM

NM to MA21C	6	5	4	3	2	1
ALT(HGT)	2800(2788)	2430(2418)	2070(2058)	1700(1688)	1340(1328)	970(958)

**MAPt (LNAV): MA21C**  
(1.5NM before THR RWY 21)  
Turn right as soon as possible to BEMLA climbing to 3200 to join the hold at ROMTI or as directed by ATC. Remain clear of D044.



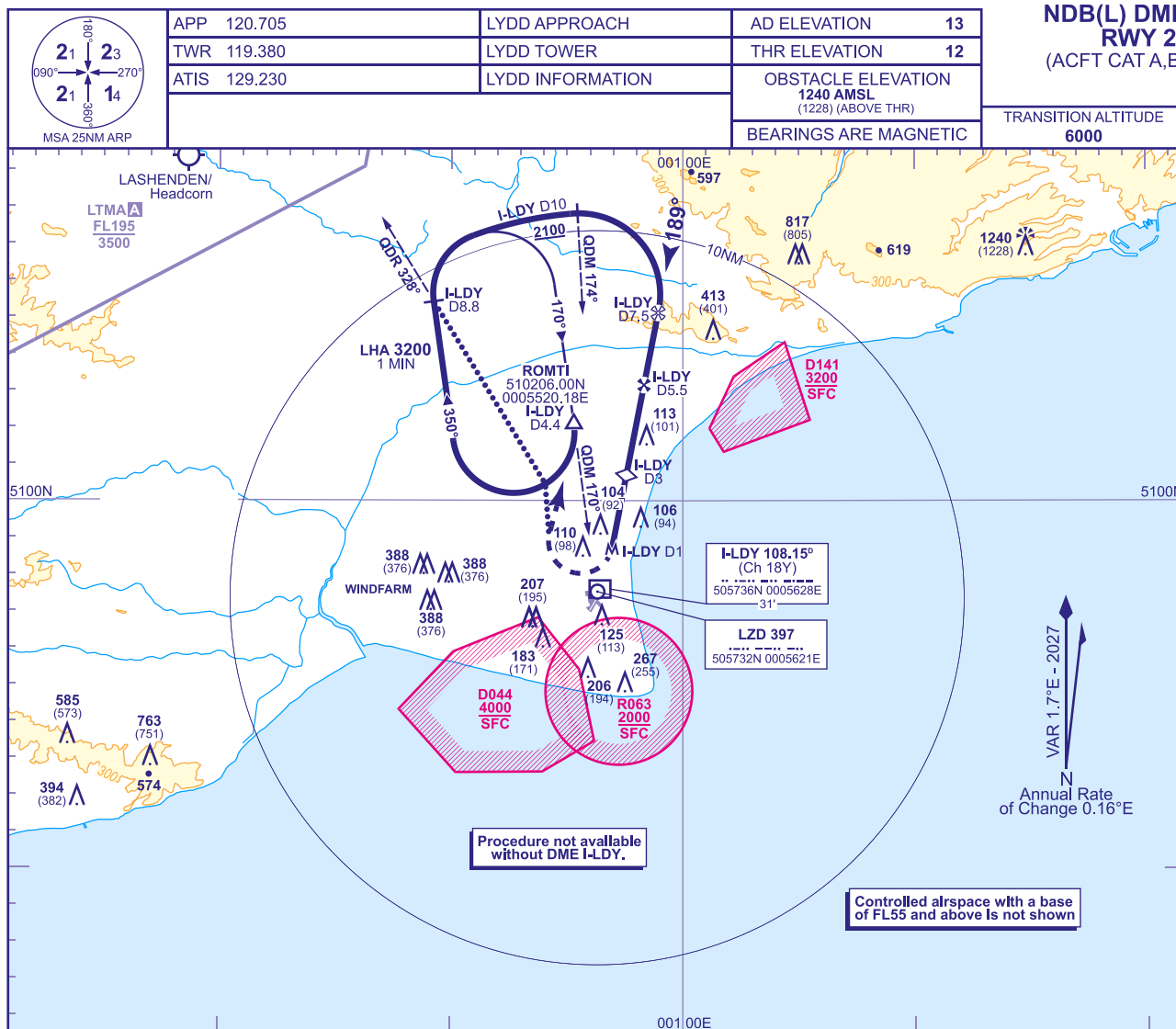
Aircraft Category		C	Rate of descent				
OCA (OCH)	LNAV	610(598)	G/S KT	160	140	120	100
VM(C)OCA (OCH AAL)	Total Area	N/A	FT/MIN	970	850	730	610
	West of RWY 03/21	790(777)					80

- NOTE**
- 1 FAT offset 14° from RWY 21 C/L.
  - 2 DME I-LDY will read zero at THR RWY 21.
  - 3 MAX speed for procedure 180KIAS.
  - 4 MAX speed on MAP 150KIAS until MAP initial turn completed.
  - 5 A/C to remain clear of EGD141 on approach and EGD044 on MAP.
  - 6 Gliding activity in the vicinity of LONRU.

**CHANGE (1/26):** CHALLOCK GLIDING SITE ADDED. NOTE 6 ADDED. MAG VAR. MAG TRACKS.  
AERO INFO DATE 10 NOV 25

AD 2-EGMD-8-4

## INSTRUMENT APPROACH CHART - ICAO

**LYDD**  
**NDB(L) DME**  
**RWY 21**  
(ACFT CAT A,B)

RECOMMENDED PROFILE Gradient 6.10%, 371FT/NM

NM	5	4	3 (SDF)	2	1
ALT(HGT)	1910(1898)	1540(1528)	1170(1158)	800(788)	430(418)

## MAPt I-LDY DME 1

Turn right as soon as possible climbing to 3200 to join the hold at ROMTI. Continue climb in the holding pattern as required or as directed by ATC.

NDB(L) LZD

ROMTI 3200(3188)

350°

2100(2088)

189°

510(498)

880(868)

DME I-LDY zero ranged to THR RWY 21

Aircraft Category		A	B	Rate of descent					
OCA (OCH)	Procedure	420(408)	520(508)	G/S KT	160	140	120	100	80
	Total Area	510(497)	N/A	FT/MIN	990	860	740	620	490
VM(C)OCA (OCH AAL)	West of RWY 03/21	N/A	510(497)						

**ALTERNATIVE PROCEDURE (Subject to ATC approval)** At the MAPt turn right onto track 359°, climbing to 2100(2088), to intercept NDB(L) LZD QDR 328° outbound. At I-LDY DME 8.8 turn right to intercept the DME 10 arc clockwise at 2100(2088), then continue as for basic procedure.

- NOTE**
- When joining the hold at 3200 pilots are to remain clear of EGD044 to the south of the hold when active up to 4000.
  - A/C to remain clear of EGD141 on approach and EGD044 on MAP.
  - FAT is offset 22° from RWY 21 C/L.

CHANGE (1/26): MAG VAR, MAG TRACKS.

AERO INFO DATE 10 NOV 25

AD 2-EGMD-8-5

## Instrument Approach Procedure Coding Tables

### LYDD RNP RWY 03 - Instrument Approach Procedure via RIBGO

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R03L	001	IF	RIBGO	N	-	-	<u>2500</u>	-210	505220.98N 0004021.01E	IAF
R03L	002	TF	GOKAT	N	126° (127.5°)	LEFT	<u>2500</u>	-210	504918.33N 0004636.31E	IF / 9NM
R03L	003	TF	MD03F	N	036° (037.6°)	-	1600	-	505315.71N 0005125.34E	FAF / 4NM
R03L	004	TF	MA03	Y	036° (037.7°)	-	-	-	505625.47N 0005517.14E	MAPt
R03L	005	DF	DINBI	Y	-	LEFT	-	-	505854.57N 0004638.71E	-
R03L	006	DF	GOKAT	N	-	LEFT	2500	-210	504918.33N 0004636.31E	HOLD

### LYDD RNP RWY 03 - Instrument Approach Procedure via PEVOL

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R03R	001	IF	PEVOL	N	-	-	<u>2500</u>	-210	504615.34N 0005250.80E	IAF
R03R	002	TF	GOKAT	N	306° (307.7°)	RIGHT	<u>2500</u>	-210	504918.33N 0004636.31E	IF / 9NM
R03R	003	TF	MD03F	N	036° (037.6°)	-	1600	-	505315.71N 0005125.34E	FAF / 4NM
R03R	004	TF	MA03	Y	036° (037.7°)	-	-	-	505625.47N 0005517.14E	MAPt
R03R	005	DF	DINBI	Y	-	LEFT	-	-	505854.57N 0004638.71E	-
R03R	006	DF	GOKAT	N	-	LEFT	2500	-210	504918.33N 0004636.31E	HOLD

### LYDD RNP RWY 03 - Instrument Approach Procedure via GOKAT

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R03C	001	IF	GOKAT	N	-	-	<u>2500</u>	-210	504918.33N 0004636.31E	IAF / IF / 9NM
R03C	002	TF	MD03F	N	036° (037.6°)	-	1600	-	505315.71N 0005125.34E	FAF / 4NM
R03C	003	TF	MA03	Y	036° (037.7°)	-	-	-	505625.47N 0005517.14E	MAPt
R03C	004	DF	DINBI	Y	-	LEFT	-	-	505854.57N 0004638.71E	-
R03C	005	DF	GOKAT	N	-	LEFT	2500	-210	504918.33N 0004636.31E	HOLD

## Instrument Approach Procedure Coding Tables

### LYDD RNP Y RWY 21 - Instrument Approach Procedure via GITKI

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R21L	001	IF	GITKI	N	-	-	<u>3200</u>	-160	510739.06N 0010909.37E	IAF
R21L	002	TF	TUMVA	N	287° (288.9°)	LEFT	<u>3200</u>	-160	510856.47N 0010308.67E	IF / 11NM
R21L	003	TF	MD21F	N	197° (198.8°)	-	2700	-	510412.73N 0010035.38E	FAF / 6NM
R21L	004	TF	MA21	Y	197° (198.8°)	-	-	-	505832.18N 0005732.11E	MAPt
R21L	005	DF	BEMLA	Y	-	RIGHT	-	-	510519.08N 0004915.83E	-
R21L	006	DF	ROMTI	N	-	RIGHT	3200	-210	510206.00N 0005520.18E	HOLD

### LYDD RNP Y RWY 21 - Instrument Approach Procedure via SORDI

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R21R	001	IF	SORDI	N	-	-	<u>3200</u>	-160	511013.57N 0005707.64E	IAF
R21R	002	TF	TUMVA	N	107° (108.7°)	RIGHT	<u>3200</u>	-160	510856.47N 0010308.67E	IF / 11NM
R21R	003	TF	MD21F	N	197° (198.8°)	-	2700	-	510412.73N 0010035.38E	FAF / 6NM
R21R	004	TF	MA21	Y	197° (198.8°)	-	-	-	505832.18N 0005732.11E	MAPt
R21R	005	DF	BEMLA	Y	-	RIGHT	-	-	510519.08N 0004915.83E	-
R21R	006	DF	ROMTI	N	-	RIGHT	3200	-210	510206.00N 0005520.18E	HOLD

### LYDD RNP Y RWY 21 - Instrument Approach Procedure via TUMVA

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R21C	001	IF	TUMVA	N	-	-	<u>3200</u>	-160	510856.47N 0010308.67E	IAF / IF / 11NM
R21C	002	TF	MD21F	N	197° (198.8°)	-	2700	-	510412.73N 0010035.38E	FAF / 6NM
R21C	003	TF	MA21	Y	197° (198.8°)	-	-	-	505832.18N 0005732.11E	MAPt
R21C	004	DF	BEMLA	Y	-	RIGHT	-	-	510519.08N 0004915.83E	-
R21C	005	DF	ROMTI	N	-	RIGHT	3200	-210	510206.00N 0005520.18E	HOLD

## Instrument Approach Procedure Coding Tables

## LYDD RNP Z RWY 21 - Instrument Approach Procedure via BEGTI

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R21L	001	IF	BEGTI	N	-	-	3200	-180	510744.82N 0011105.37E	IAF
R21L	002	TF	NURSI	N	287° (288.9°)	LEFT	3200	-180	510921.66N 0010334.49E	IF / 11NM
R21L	003	TF	GATSU	N	197° (198.8°)	-	2800	-	510437.93N 0010101.13E	FAF / 6NM
R21L	004	TF	MA21C	Y	197° (198.8°)	-	-	-150	505857.39N 0005757.78E	MAPt
R21L	005	DF	BEMLA	Y	-	RIGHT	-	-150	510519.08N 0004915.83E	-
R21L	006	DF	ROMTI	N	-	RIGHT	3200	-210	510206.00N 0005520.18E	HOLD

## LYDD RNP Z RWY 21 - Instrument Approach Procedure via LONRU

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R21R	001	IF	LONRU	N	-	-	3200	-180	511058.02N 0005603.10E	IAF
R21R	002	TF	NURSI	N	107° (108.7°)	RIGHT	3200	-180	510921.66N 0010334.49E	IF / 11NM
R21R	003	TF	GATSU	N	197° (198.8°)	-	2800	-	510437.93N 0010101.13E	FAF / 6NM
R21R	004	TF	MA21C	Y	197° (198.8°)	-	-	-150	505857.39N 0005757.78E	MAPt
R21R	005	DF	BEMLA	Y	-	RIGHT	-	-150	510519.08N 0004915.83E	-
R21R	006	DF	ROMTI	N	-	RIGHT	3200	-210	510206.00N 0005520.18E	HOLD

## LYDD RNP Z RWY 21 - Instrument Approach Procedure via NURSI

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R21C	001	IF	NURSI	N	-	-	3200	-180	510921.66N 0010334.49E	IAF / IF / 11NM
R21C	002	TF	GATSU	N	197° (198.8°)	-	2800	-	510437.93N 0010101.13E	FAF / 6NM
R21C	003	TF	MA21C	Y	197° (198.8°)	-	-	-150	505857.39N 0005757.78E	MAPt
R21C	004	DF	BEMLA	Y	-	RIGHT	-	-150	510519.08N 0004915.83E	-
R21C	005	DF	ROMTI	N	-	RIGHT	3200	-210	510206.00N 0005520.18E	HOLD

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS ARR	MANCHESTER INFORMATION	113.550 DOC 60 NM/ 20,000 FT. Broadcast on Manchester VOR.			H24	
		128.180 DOC 60 NM/ 20,000 FT.			H24	
ATIS DEP	MANCHESTER DEPARTURE INFORMATION	121.980 DOC 5 NM/GND.			H24	Also available by telephone: 0161-209 2860.  ATIS broadcast does not include NOTAM information and should not be solely relied upon for flight planning purposes.
OTHER	MANCHESTER FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle on the ground attending aircraft in an emergency.	

## EGCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 0.46°E (2027)	IMM	109.500 MHz	HO	532149.89N 0021514.48W		(RWY 05L)
ILS/GP	IMM	332.600 MHz	HO	532053.81N 0021700.07W		3° ILS Ref Datum Hgt 57 FT.
ILS/LOC I 0.46°E (2027)	IMC	111.550 MHz	HO	532105.47N 0021612.88W		(RWY 05R)
ILS/GP	IMC	332.750 MHz	HO	531958.46N 0021820.71W		3° ILS Ref Datum Hgt 50 FT.
ILS/LOC III 0.45°E (2027)	INN	109.500 MHz	HO	532026.53N 0021806.96W		(RWY 23R) False Localiser Capture may be experienced when approaching RWY 23R from the North and South.
ILS/GP	INN	332.600 MHz	HO	532131.24N 0021542.66W		3° ILS Ref Datum Hgt 55 FT.
DME	IMC	52Y 111.550 MHz	HO	531958.58N 0021820.74W	200 FT	
DME	IMM	32X 109.500 MHz	HO	532111.40N 0021623.01W	264 FT	(RWY 05L) Range 15 NM. Zero range indicated at THR of runway in use. DME freq paired with ILS I-MM and I- NN.
DME	INN	32X 109.500 MHz	HO	532111.40N 0021623.01W	264 FT	(RWY 23R) Range 15 NM. Zero range indicated at THR of runway in use. DME freq paired with ILS I-MM and I- NN.
VOR/DME 0.46°E (2027) 0.3°E (2025)	MCT	82Y 113.550 MHz	H24 Hours of operation for aerodrome purposes: HO	532125.29N 0021544.24W	280 FT	VOR DOC: 20 NM/50,000 FT (25 NM/ 50,000 FT in Sector R250-355). DME DOC: 90 NM/50,000 FT.



Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 0.69°E (2027) 0.4°E (2025)	TNT	104X 115.700 MHz	H24	530314.23N 0014011.90W	994 FT	VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R100-205). DME DOC: 80 NM/50,000 FT (100 NM/ 50,000 FT in Sector R300-000).

## EGCC AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

- a) Use governed by regulations applicable to Manchester CTR.
- b) All aircraft inbound to Manchester are to report aircraft type, latest ATIS received and cleared level on first contact with Manchester Approach.
- c) All flights are at all times subject to PPR. The filing of a flight plan with NATS Ltd does not constitute permission to use Manchester Aerodrome.
- d) Available H24, subject to the procedure and requirements listed at paragraph (f).
- e) Subject to paragraph g Operators of General and Business Aviation aircraft may only operate if they obtain permission to do so from the aerodrome operator in advance of each movement.
- f) Applications for prior permission and runway slots should be addressed as follows:
  - i. All requests for slots during office hours (0900-1700 (0800-1600)) are to be directed to Airport Co-ordination Ltd (ACL) Tel: 0161-493 1850/1851/1852, E-mail: manchester@acl-uk.org, SITA: LONACXH;
  - ii. Slots outside office hours can be requested from Manchester Airport Plc, Airfield Operations, Tel: 0161-489 3657.

These applications must include the following information:

1. Aircraft Owner/Operator;
2. aircraft type and registration;
3. flight number (if applicable);
4. Requested time of arrival and departure at Manchester;
5. Nominated handling agent at Manchester.

#### g) Diversion Procedure.

- i. All operators are advised that before planning Manchester as an alternate, they are required to have ground handling available at the airport; for non-based carriers, this arrangement is subject to the agreement of the Airport Management. Operators should note that off-loading and ACFT turnaround may be subject to significant delays due to stand availability. Nothing in this procedure shall, however, prevent an ACFT that has declared an emergency from landing.

- h) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
- i) Due to aerodrome capacity and associated works in progress, operators of aircraft with wingspan greater than 36 M (ICAO Code D, E and F) scheduled to arrive between 0300 (0200) and 0800 (0700) are advised to plan for arrival in accordance with scheduled in blocks time (SIBT). Aircraft estimated to arrive before SIBT may be subject to extended air and ground holding delays.

### 2 GROUND MOVEMENT

- a) All surface movement of aircraft, vehicles and persons on the Manoeuvring area is subject to ATC authority.
- b) Start-Up Procedures.
  - i. ATC are responsible for clearance delivery.
  - ii. Pilots are requested to call Manchester Delivery for ATC clearance (stating aircraft type, stand number and code letter of latest ATIS received) at least 10 minutes, but not more than 15 minutes before start-up to allow for departure data to be processed.
  - iii. Start up and push-back clearance is given by Ground Movement Control. **Start-up approval does not imply approval to push-back.**
  - iv. Pilots are required to inform Clearance Delivery when ready to start. Aircrew shall include their cleared departure SID in this call.
  - v. When requesting start-up or push-back pilots should give the full call sign, type and stand number. Aircraft must be ready in all respects to start and if necessary push-back before calling on the appropriate frequency. **Pilots should only request push-back when they are actually ready to do so.**
  - vi. When requesting push-back clearance, pilots are to inform ATC if headset communication with ground crew is not established. Push back clearance must not be requested until the ground crew has confirmed to the flight deck that the aircraft is closed up and the tug is manned and fully ready to move.
  - vii. If within 30 minutes of a previously issued CTOT the flight is unable to comply with that CTOT, the pilot should advise Manchester Delivery as soon as possible.
  - viii. Pilots are advised that delays in excess of 10 minutes can be expected at the Holding Point during busy morning and evening periods. Sufficient time should be allowed for start, push-back and taxi to take account of such a delay especially if to comply with an CTOT.

**c) Manchester Delivery.**

- i. Manchester Delivery will be responsible for passing ATC clearance to aircraft prior to start-up. **Push-back approval will only be given on the GMC frequency;**
- ii. Pre-departure clearance by datalink is available at Manchester for suitably equipped aircraft. For further information contact ATC Operations, Tel: +44-(0)161-209 2825.

**d) Ground Movement Control (GMC) will be responsible for:**

- i. the surface movement of all aircraft on the manoeuvring area excluding the runway(s) in use;
- ii. issuing start-up and push-back/taxi clearance within the apron areas;
- iii. the control of arriving aircraft after they leave the runway(s) in use, except in the case of landing on Runway 05R when aircraft will be transferred to Manchester Tower on 118.630 MHz for crossing Runway 05L;
- iv. Communicating allocated parking stand number.

**e) Push-back Procedures.**

- i. All aircraft making requests for taxiing or towing clearance on the GMC frequency should state their location in the initial call.
- ii. Aircraft requesting push-back must be in direct communication with the tug crew, via a headset person. Aircraft must inform ATC if they have no direct communication with a headset person.
- iii. Aircraft will not be permitted to reverse off pier-served stands under their own power. Aircraft may be permitted to reverse off remote stands at the discretion of the aerodrome authority. Permission must be obtained from the Airfield Operations Duty Manager (ext. 3331) via ATC prior to manoeuvre.
- iv. Aircraft that require to depart from T1 on Runway 23L for performance reasons must inform Manchester Delivery prior to requesting push-back.

**f) Push and Park Procedures.**

- i. A policy is in force at Manchester where flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position at a remote location awaiting CTOT.
- ii. Airlines must co-ordinate push and park requests via Handling Agent, who must liaise with Airfield Control (telephone (0)161 489 3695).
- iii. Requests to push and park are to be made on the Clearance Delivery frequency.
- iv. ATC clearance for push and park manoeuvre will be given on the GMC frequency to the tug crew and not to the flight deck crew. Flight deck crew should monitor GMC frequency and note the instructions given.
- v. Remote locations for push and park are limited and subject to the conditions stated in the Manchester Airport Aerodrome Manual.
- vi. When in position at the remote location flight crew must monitor Clearance Delivery frequency.
- vii. Aircraft may taxi away from a remote parking location with caution and using minimum power.

**g) Push and Hold Procedures.**

- i. A policy is in force at Manchester where flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position at a remote location awaiting CTOT.
- ii. Airlines must co-ordinate push and hold requests via Handling Agent, who must liaise with Airfield Control (telephone (0)161-489 3695).
- iii. Requests to push and hold are to be made on the Clearance Delivery frequency.
- iv. ATC clearance for push and hold manoeuvre will be given on the GMC frequency to the flight deck crew. Flight deck crew should monitor GMC frequency and note the instructions given.
- v. Remote locations for push and hold are limited and subject to the conditions stated in the Manchester Airport Aerodrome Manual.
- vi. When in position at the remote location flight crew must monitor Clearance Delivery frequency.
- vii. Aircraft may taxi away from a remote parking location with caution and using minimum power.

**h) Ground Movement Restrictions.**

- i. Vehicular traffic operating on apron roadways to the rear of aircraft stands, parallel to taxi-lanes. Distance from taxi-lane centre-line to roadway varies between 34 M and 38.5 M for Code E taxi-lanes, the closest being alongside Taxiways J, L and R. There are also several roadway crossings of taxi-lanes (vehicular traffic on these roadways is not under ATC control but is required to give way to aircraft. Pilots should be aware of the proximity of road traffic whilst manoeuvring around the apron taxi-lanes).
- ii. Taxiway November-Charlie will be used during peak movement rates. In darkness or if Low Visibility Procedures are in force a 'Follow-Me' service will be provided.
- iii. Taxiway Golf, east of Stand 55 is restricted to aircraft with a maximum wingspan of 36 M.
- iv. AN-124 aircraft will be provided with wing-tip escort vehicles on taxiways northside of Runway 05L/23R.
- v. Pilots of long wheelbase aircraft such as B777-300 and A350-1000 should exercise caution when negotiating taxiway curves and intersections as main-gear to pavement edge clearance may be limited.
- vi. A380 aircraft – Taxiway routes available to A380 are shown on aerodrome chart AD 2-EGCC-2-3, marked in yellow. Reduced taxiway centre-line to object clearance of 49 M applies along Taxiways Alpha and Juliet (between J1 and J4).
- vii. Taxiways November-Alpha Blue, November-Alpha Orange, November-Bravo Blue, November-Bravo Orange, Zulu-Blue and Zulu-Orange are restricted to aircraft with maximum wingspan of 36 M or less.

**i) Ground Manoeuvring Restrictions.**

- i. ATC instructions will normally specify the taxi route to be followed. This does not necessarily guarantee clearance from other aircraft, vehicles and obstructions on the manoeuvring area.

22 Jan 2026

- ii. Pilots are reminded of the need to exercise caution on wingtip clearances from other aircraft when manoeuvring in close proximity on the ground. Particular care should be taken in the runway holding areas and at runway crossing points.
- iii. B777, A340-600 and A380 aircraft are prohibited from using Taxiway Lima.
- iv. Pilots are reminded not to cross red stop bars unless authorised to do so by ATC.
- v. It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.

j) **Aircraft Blast Warnings.**

- i. Jet aircraft are to engage minimum power when using Taxiways Alpha, Bravo and Papa (vicinity of holding position P1) due to the proximity of light aircraft operations in this area.
- ii. Aircraft using Taxiways Lima, November-Alpha and November-Bravo are to use minimum power.
- iii. Minimum power to be used by outbound aircraft using Taxiway November-Delta between holding position ND2 and abeam Stand 32 (Pier C).

k) **General Apron Safety.**

- i. The wearing of high visibility clothing by all employed on the apron areas, including flight crew and flight attendants is mandatory.

l) **Operational Towing.**

- i. It may not be recommended by aircraft manufacturers to conduct 'operational towing'. Operational towing is described as manoeuvring an aircraft under tow (with or without tow bar) that contains passengers, cargo or fuel. Airline operators shall satisfy themselves that operational towing can be conducted on their aircraft and ensure any restrictions to undertake towing manoeuvres are communicated to the relevant ground handling agent and Manchester Airport. It remains the airline operator's responsibility to assess the risks posed to its aircraft associated with any push-back or towing procedures.

m) **De-icing.**

- i. Manchester has three remote de-icing pads:
  1. Taxiway November-Charlie between Taxiways November-Delta and Echo, controlled by Maverick, which can accommodate up to a maximum 1 x B757 aircraft.
  2. Taxiway Bravo between Intermediate Holding Positions B4 and B5, controlled by Iceman, which can accommodate up to a maximum 1 x B757 aircraft.
  3. Taxiway Juliet between Intermediate Holding Position J2 and Runway Holding Position J1, controlled by Goose, which can accommodate 1 x Code E aircraft.
- ii. Aircraft intending to use the remote de-icing pad will inform delivery on frequency 121.705 MHz when they request start-up.
- iii. De-icing of aircraft is performed with engines running.
- iv. Propeller aircraft are de-iced on the apron ramp. De-icing is performed with engines switched off.
- v. The ATC frequency 121.855 MHz has to be monitored during de-icing on Taxiway November-Charlie and Taxiway Bravo.
- vi. Due to its proximity to the runway, the ATC frequency 118.630 MHz has to be monitored during de-icing on Taxiway Juliet.

n) **Surface Movement Radar.**

- i. Manchester Airport is equipped with an advanced surface movement radar utilising Mode-S.
- ii. Aircraft operators intending to use Manchester Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
- iii. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:
  1. From the request for push back or taxi, whichever is earlier.
  2. After landing, continuously until the aircraft is fully parked on stand.
- iv. After parking the Mode-A code 2000 must be set before selecting OFF or STD BY.
- v. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

### 3 CAT II/III OPERATIONS

- a) Runways 05L and 23R, subject to serviceability of the required facilities are suitable for Category II and III operations. However due to terrain profile, 05L Category II approaches may only be made by aircraft in ICAO Category A and B (VAT no greater than 120 KT) and when the ILS status is Category III.
- b) During Category II and III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF.
- c) Departing Aircraft: ATC will require departing aircraft to use the following runway holding points:

Runway 05L - Alpha 1, Alpha-Golf 1, Alpha Foxtrot 1.

Runway 23R - Juliet 1, Mike 1.

- d) Arriving Aircraft: All appropriate runway exits will be illuminated, and pilots should select the first convenient exit. Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded taxiway centre-line lights. These

lights denote the extent of the ILS Localizer sensitive area. Surface Movement Radar (SMR) is available to monitor pilot 'runway vacated' reports.

- e) Taxiways lit stopbar block-to-block aircraft separation in operation at or below IRVR 200 M.
- f) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

IRVR (m)	Approximate Landing Rate
Between 1000 and 600	20
Between 600 and 400	12
Less than 400	10

## 4 WARNINGS

- a) Flocks of up to 100 racing pigeons may be encountered flying across the airfield below 100 FT during the racing season, April - September.
- b) Pilots of aircraft equipped with radio altimeters are warned that such altimeters may show large height fluctuations when approaching to land on Runway 05L due to the aircraft flying over the Bollin Valley at the south western end of the runway.
- c) 4 high visibility bright lights from golf driving range. 1500 M left of threshold of Runway 23R. (SS-2130 (SS-2030)).
- d) Pilots are warned, when landing on Runway 23R in strong north westerly winds, of the possibility of turbulence and large windshear effects.
- e) For wildlife hazard management purposes, a bird scaring laser is deployed and utilised by the Airside Operations team.

## 5 HELICOPTER OPERATIONS

- a) All rotary-wing aircraft will be treated as fixed wing operations and will be instructed to land and take-off on a runway. Aircraft unable to ground-taxi will be escorted by an Airfield Operations vehicle whilst in the hover.

## 6 USE OF RUNWAYS

- a) General operating principles for two runway segregated operations. The two runways at Manchester are 390 M apart and staggered by 1850 M in order to comply with ICAO rules for Simultaneous Operations on parallel or near-parallel Instrument Runways (SOIR). Therefore in normal operations arrivals can operate independently on one runway whilst departures use the other.
  - i. Dual runway segregated operations are normally in force during the following periods in Summer: Mon-Fri (0615-2000), Sat (0615-1600) Sun (0615-0930) and (1300-2000). At all other times, single runway, mixed-mode operations are in force using Runway 05L/23R.
  - ii. Pilots requiring use of Runway 05R/23L for aircraft performance reasons outside dual runway segregated hours should advise ATC at the earliest opportunity. Efforts will be made to make Runway 05R/23L available, however, some delay may be experienced. Returning this runway to service may take in excess of 30 minutes and it should not be assumed to be available as a diversion alternate to Runway 05L/23R.
  - iii. Due to local planning constraints, Runway 05R/23L is not normally available between the hours of 2200-0600 (2100-0500) daily.

**Note:** Pilots are required to read back all ATC 'hold short' instructions.

- b) Pilots should note that Runway 05L/23R has a convex 'hump-backed' profile, the highest point of which is abeam Link Hotel-Zulu. This characteristic has these significant operational implications:
  - i. When lined up for take-off the full length of the runway surface may not be visible from the flight deck.
  - ii. When landing on Runway 23R, the apex of the runway lies 700 M into the TDZ. Should the aircraft still be flared beyond this point the runway surface will be falling away at a significant rate, with the risk of a late touchdown.
- c) Special runway utilisation procedures are detailed at GEN 3.3.
- d) Minimum Runway Occupancy Time.
  - i. Departures:
    1. Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.
    2. Wake Vortex Departures: The following Links are considered by ATC to be the same departure points for the purposes of Vortex Wake separation:

Runway 23R –	Links Juliet and Mike;	Runway 05L –	Links Alpha and Alpha Golf;
Runway 23L –	Links Tango, Victor Alpha and Victor Bravo,	Runway 05R –	Links Whiskey and Yankee.
	or		
	Links Victor Alpha, Victor Bravo and Uniform,		
	or		
	Links Victor Bravo and Uniform.		

When in receipt of a line-up clearance, the pilot must inform ATC **before** entering the runway if greater wake vortex separation will be required behind the preceding aircraft. Failure to do so may result in additional delay.

ii. Arrivals:

1. Wake Vortex Separation - Arrival: For the purposes of spacing in the approach phase certain aircraft types are classified as Upper Medium and following aircraft will be provided with additional separation. All other 'Medium' aircraft types are classified as Lower Medium. Wake Vortex separations are in accordance with the 5 group scheme.
2. Pilots are reminded that rapid exits from the landing runway enable ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'. Pilots should pre-plan their landing and roll-out to target the first suitable exit point that provides for a safe and expeditious exit from the runway.

23R	BD	AE	AG
Distance from Threshold (M)	1376	1908	2574
Design Exit Speed (KTS)	52	52	N/A
<b>Note:</b> Landing aircraft are to vacate expeditiously. Arriving aircraft are to ensure fully vacated before stopping. Links P & F are not available as runway exits. Link AG is not a rapid exit taxiway.			

05L	F	H	M
Distance from Threshold (M)	1447	1778	2249
Design Exit Speed (KTS)	N/A	N/A	N/A
<b>Note:</b> Landing aircraft are to vacate expeditiously. Arriving aircraft are to ensure fully vacated before stopping. Link F is available as a runway exit in daylight hours only. Link P is not available as a runway exit. Links F, H and M are not rapid exit taxiways.			

05R	VD	VC	U
Distance from Threshold (M)	1954	2254	2738
Design Exit Speed (KTS)	52	52	N/A
<b>Note:</b> Landing aircraft are to vacate expeditiously. When applicable, a suitable roll-out speed is to be maintained to RET VD to minimise runway occupancy time. Arriving aircraft are to ensure fully vacated before stopping. Link U is not a rapid exit taxiway.			

3. Runway 05R arrivals. All aircraft must vacate the runway no later than Victor Bravo and proceed direct to Taxiway Victor. Aircraft remaining on the runway to vacate at Victor Alpha or Tango will infringe the ILS LOC critical area. Similarly, Taxiway Sierra is not to be used.
4. During dual-runway operations, in the event of a blockage/unserviceability on the arrival runway, ATC may offer pilots a visual switch of approach from Runway 23R to 23L, or from Runway 05R to 05L. This will only happen when the landing aircraft is more than 4 NM from touchdown and when visibility is greater than 5 KM.

- e) Runway 23R/05L only. The hard shoulders outboard of the runway side stripes have only 25% of the runway bearing strengths and should not be used by aircraft turning on the runway or when backtracking. The grass verges are unstrengthened and when wet unlikely to sustain loads.

## 7 TRAINING

- a) Simulated engine failure training is not to be carried out by aircraft departing from Runway 05L/05R.

## EGCC AD 2.21 NOISE ABATEMENT PROCEDURES

### 1 GENERAL

All aircraft inbound or outbound from this airport are required to conform to the following procedures, 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 airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
- b) After take-off every jet aircraft shall, in addition to complying with the Noise Preferential Routeings specified for each runway, be operated in such a way that it is at a height of not less than 1000 FT AAL, at the point nearest to the relevant noise monitoring terminal (AD 2-EGCC-3-2). Details of noise monitoring locations and performance are obtainable from the Flight Evaluation Unit. Email: flightevaluationunit@magairports.com.
- c) Unless otherwise authorised by ATC, aircraft using the ILS in IMC and VMC shall not descend below 2000 FT before intercepting the glidepath, nor thereafter fly below it. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.
- d) Every jet aircraft using the airport shall, after take-off or 'go-around', maintain after passing the relevant monitoring point, a rate of climb of at least 500 FT per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring point.
- e) For visual approaches, or following a visual circuit, to Runway 23R/23L the following additional limitations apply:

- i. Jet aircraft shall not join the final approach at a height of less than 1500 FT AAL.
  - ii. Propeller driven aircraft whose MTWA exceeds 5700 KG shall not join the final approach at a distance of less than 3 NM from the landing threshold and at a height of less than 1000 FT AAL.
- f) To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300-0700 (2200-0600).

## 2 NOISE PREFERENTIAL ROUTES

- a) The Noise Preferential Routes specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing aircraft until the level defined in the table below is reached, except:
- i. Aircraft whose MTWA does not exceed 5700 KG;
  - ii. Those aircraft instructed by ATC to make early turns in order to expedite traffic flow, such instructions may be issued during the period 0700-2300 (0600-2200), to propeller aircraft whose MTWA does not exceed 23,000 KG and the following jet aircraft types: All aircraft up to 35,000 KG MTOW plus BAe 146 (Avro RJ Series), CRJ1, CRJ2, CRJ7, CRJ9, EMB-135/145, BD700 Global Express and Gulfstream 5;
  - iii. Unless otherwise instructed by ATC or deviations are required in the interests of safety.

The use of these routes is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500 FT AAL before commencing any turn.



Take-off Runway	ATC Clearance	Procedure	NPR Termination	Take-off Runway	ATC Clearance	Procedure	NPR Termination
05L	Via LISTO	At MCT DME 1.2, turn right onto track 147° MAG. At MCT DME 2.7 turn right onto POL VOR R185.	5000 FT	05R	Via LISTO	At MCT DME 1.2, turn right onto POL VOR R185 to LISTO.	5000 FT
	Via ASMIM	At MCT DME 2, turn left onto track 297° MAG towards XOBRO to intercept WAL VOR R079.	4000 FT		Via ASMIM	At MCT DME 2, turn left onto track 297° MAG towards XOBRO to intercept WAL VOR R079.	4000 FT
	Via Pole Hill VOR	Straight ahead at not below 757 FT ALT (500 FT AAL), but not before DER, adjust track onto MCT VOR R051. At MCT DME 7 turn left onto POL VOR R179.	4000 FT		Via Pole Hill VOR	Straight ahead on MCT VOR R051. At MCT DME 7 turn left onto POL VOR R179.	4000 FT
	Via DESIG	Straight ahead at not below 757 FT ALT (500 FT AAL), but not before DER, adjust track onto MCT VOR R051. At MCT DME 14 turn right onto WAL VOR R079.	4000 FT		Via DESIG	Straight ahead on MCT VOR R051. At MCT DME 14 turn right onto WAL VOR R079.	4000 FT
23R	Via LISTO †	At MCT DME 2 turn left onto track 160° MAG to establish on HON VOR R337.	5000 FT	23L	Via LISTO †	At MCT DME 3.2 turn left onto track 153° MAG to establish on HON VOR R337.	5000 FT
	Via EKLAD or KUXEM	At MCT DME 3 turn right onto track 272° MAG to intercept MCT VOR R253.	3000 FT		Via EKLAD or KUXEM	At MCT DME 3.2 turn right onto track 282° MAG to intercept MCT VOR R253.	3000 FT
	Via Pole Hill VOR	At MCT DME 3 turn right onto track 342° MAG towards XUMAT. At MCT DME 8 turn right onto POL VOR R218.	4000 FT		Via Pole Hill VOR	At MCT DME 3.2 turn right onto track 342° MAG towards XUMAT. At MCT DME 8 turn right onto POL VOR R218.	4000 FT
	Via SONEX	At MCT DME 3 turn right onto track 342° MAG towards XUMAT. At MCT DME 8 turn right onto WAL VOR R079.	4000 FT		Via SONEX	At MCT DME 3.2 turn right onto track 342° MAG towards XUMAT. At MCT DME 8 turn right onto WAL VOR R079.	4000 FT
	Via SANBA	At MCT DME 3 turn right onto track 272° MAG. At MCT DME 5 turn left to TABLY to intercept HON VOR R332.	5000 FT		Via SANBA	At MCT DME 3.2 turn right onto track 282° MAG. At MCT DME 5 turn left to TABLY to intercept HON VOR R332.	5000 FT

† LISTO SIDs only available to:

(aa) Non-Jet aircraft; and

(bb) The following jet aircraft.

All aircraft up to 35,000 KG MTOW, plus Bae 146 (Avro RJ series), Embraer E135, E145, Bombardier CRJ1, CRJ2, CRJ7, CRJ9, BD700 Global Express and Gulfstream 5.

- iv. Unless otherwise required by ATC, Runway 23R/23L shall be used for all movements when there is a head wind component and when a tail wind component is not greater than 5 KT on either runway or at 2000 FT.
- v. Link Alpha should be used for all jet aircraft and all large propeller-driven aircraft departing from Runway 05L. However, between the hours 0600-2330 (0500-2230) any aircraft may depart from Links AG, AF and B subject to operational requirements by ATC/

- g) Commanders of visiting Code B aircraft to the SaxonAir apron will be marshalled if entry is via E1 and the Code A Echo taxiway.
- h) Aircraft when operating on and off aprons and taxiing to/from hold point Papa, shall use MINIMUM thrust/idle power to avoid jet blast risk in the vicinity.
- i) All Visiting Aircraft: Engine Start shall only be conducted when a qualified start crew are in attendance. All engine starts must be in compliance with current Norwich Airport Procedures. Note: Aircraft starting on Stand 7 require a Norwich Airport start crew.
- j) Low Visibility Operations in force when MET visibility is 1500 M or less. If the IRVR is 400 M or less, entry to the runway will be via A2 and C2 only. For all other departures, a 'Follow-Me' vehicle will be provided.
- k) Blue Taxiway edge lights between Holding Point B1 and Runway 09/27 edge unserviceable. Holding Point B1 closed during night and low visibility operations.

### 3 WARNINGS

- a) Flying takes place by light aircraft and microlights from Felthorpe aerodrome (4 NM NW of ARP at \*524200N 0011200E) occasionally throughout the year with increased activity during the summer months.
- b) At both ends of Runway 09/27 its width is twice that of the associated edge lights due to extra pavement at one side. Aircraft backtracking the runway and conducting a 180 degree turn, shall ensure on completion of the turn, correct alignment with the runway centre-line.
- c) During Low Visibility Procedures, one fire engine is positioned west of Hold Bravo 1 and another fire engine is positioned west of Hold Delta 1.
- d) The following bird hazards have been identified within 4 KM of the airfield:
  - i. Around the aerodrome at dawn and dusk birds are observed transiting the airspace to various feeding/roosting locations.
  - ii. 2.5 KM N at St. Faiths, 2.5 KM NE at Spixworth and 4 KM E at Rackheath; these locations are pig farms which attract a variety of birds up to an estimated 1500 FT AGL.
  - iii. Perimeter of aerodrome up to 2 KM S, nesting gulls on building roofs presents bird activity during the day, predominantly April – September, and are known to overfly the aerodrome on a north/south track below 500 FT AGL.
  - iv. 1.5 KM N at St. Faiths, rooks are known to transit between this rookery and the aerodrome to feed/roost.
  - v. 1 KM SW at Helledon, racing pigeons flying low level during the day are on occasions observed crossing the runway/flight path.
- e) Numerous flocks of birds have been observed crossing the approaches to Runway 09/27 at dawn and dusk within 1.5 NM of touchdown.
- f) Helicopter winch training is conducted on the north side of the AD.
- g) If a ground taxiing aircraft requires a brake test, this shall take place only on that portion of concrete Taxiway A parallel to Runway 27/09 between Holding Point B1 and A2.
- h) Wind Shear and turbulence can occur on final approach to Runway 27 during periods of strong southerly or south westerly winds.
- i) Unlit crane 150 M south of the terminal, up to 215 FT AGL.
- j) Eastern Apron: 10 floodlight stanchions up to 115 FT AGL.
- k) Caution - Helicopter activity takes place outside of AD published hours.
- l) Surface wind observations for Runway 09 operations derived from the mid point anemometer.
- m) Caution - Bright flood lighting at sports ground 1.5 NM final Runway 27.
- n) Care should be exercised when arriving at EGSH from the south, to ensure alignment with the specified runway; Taxiway C is no longer a runway but is now an active taxiway.
- o) All taxiway edge lights north of Runway 09/27 unserviceable.

### 4 HELICOPTER OPERATIONS

- a) Light helicopters are not required to use the runways but arrivals and departures should be operated in such a way as to avoid overflying of, and to minimise the disturbance to, local residential areas.
- b) Air taxiing on the main apron is not permitted except with the approval of ATC and under the guidance of a Marshaller.
- c) Departures direct from the SaxonAir Apron and associated stands are prohibited.
- d) Daily Helimed Operations take place outside of AD operating hours.

### 5 USE OF RUNWAYS

- a) Variable circuits in operation.
- b) Normally no overhead joins are permitted.

### 6 TRAINING

- a) Circuit and Instrument training is only available by prior arrangement with ATC and subject to local traffic and the runway in use. Normal circuit heights are 1000 FT QFE for aircraft up to 5700 KG and 1500 FT QFE for aircraft over 5700 KG.
- b) Due to the number of aircraft using the airport for instrument training a booking system is in operation. Training periods can be booked by application to ATC Tel: 01603-420641. The filing of a flight plan does not constitute a booking to carry out instrument training at the airport. Failure to make a booking may result in the aircraft being refused use of the facilities. Pilots unable to make the booked time must inform ATC either to cancel the slot or to re-book.
- c) Aircraft wishing to make training approaches (non-landing) are to contact the preferred handling agents, SaxonAir on 01603-510111 to book in. There is no requirement to call ATC.

## EGSH AD 2.21 NOISE ABATEMENT PROCEDURES

### 1 GENERAL

- a) Operators of all aircraft using Norwich Aerodrome are to ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome.
- b) Where operationally possible, pilots should endeavour to avoid overflight of the town of Taverham situated 2 miles west of the airport.
- c) When taking off, aircraft shall climb as steeply as minimum engine noise settings allow and when approaching to land, without the assistance of ILS, shall follow a descent path which will not result in their being at any time lower than the normal 3° GP.

### 2 ARRIVALS

- a) Pilots of arriving jet aircraft and turbo-prop aircraft and aircraft in excess of 5700 KG should arrange their flights to be established on final approach to a runway not below 1500 FT AAL.

### 3 DEPARTURES

All aircraft other than IFR helicopters to the Southern North Sea (see below):

- a) On departure from any runway, all aircraft are to climb straight ahead to 1000 FT AAL before turning, unless instructed otherwise by ATC.
- b) Departure aircraft less than 5700 KG AUW - may be permitted to make a turn to the north of the aerodrome at 500 FT AAL.

## EGSH AD 2.22 FLIGHT PROCEDURES

### 1 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) Departures overflying the EHAA FIR via the UK North Sea are to flight plan via BODSO - L17 - MOLIX and then appropriate routes for destination.

### 2 AIR TESTS

- a) Any aircraft requiring an air test which will be climbing to FL 190 or higher must have each individual flight approved by London Military. Pre-notification to London Military is required 24 hours prior to the flight taking place and it is the responsibility of the aircraft operator to ensure compliance with this requirement. London Military can be contacted on Tel: 01489-612408. If pre-notification is not completed start clearance may be delayed or withheld. All air tests must have a correctly filed flight plan which clearly and unambiguously states the nature and requirements of the flight and must include London Military as one of the addressees. A GAT Flight Plan into and routing along airways for the sole purpose of a flight test IS NOT acceptable. Norwich ATC can provide further information if required.

### 3 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](http://www.nats.aero/ais).

### 4 SPECIAL VFR FLIGHT

- a) Clearance may be requested for Special VFR flight within the Norwich Control Zone and will be given whenever the traffic situation permits.
- b) Special VFR clearance may include routing and maximum altitude instructions.
- c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.

### 5 VFR FLIGHTS

- a) VFR flights in the CTR/CTAs may be given routing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
- b) Pilots should anticipate routing instructions in relation to the Visual Reference Points (VRPs) detailed in paragraph 3.
- c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to advise ATC if at any time they are unable to comply with the clearances as issued.

### 6 FREQUENCY MONITORING CODE (FMC)

- a) Pilots operating in the vicinity of, but intending to remain outside the Norwich controlled airspace within a 20 NM radius of the airport and maintaining a listening watch only on Norwich Radar frequency, 119.355 MHz, are encouraged to select SSR code 7350.
- b) Selection of 7350 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 Norwich controlled airspace at all times.

**EGNE — RETFORD/GAMSTON****EGNE AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGNE — RETFORD/GAMSTON

**EGNE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	Lat: 531650N Long: 0005705W
2	Direction and distance from city	2 NM S of Retford.
3	Elevation / Reference temperature / Mean Low Temperature	87 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	157 FT
5	Magnetic Variation / Annual Change	0.93°E (2027) / 0.18°E
6	AD Administration Address  Telephone Web address	GAMSTON AVIATION LTD. Retford (Gamston) Airport, Ollerton Road, Retford, North Nottinghamshire, DN22 0QL. 01777-838521 www.retfordairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

**EGNE AD 2.3 OPERATIONAL HOURS**

1	AD Administration	<p>A) Mon-Fri 0800-1800 (0700-1700); Sat, Sun and PH 0900-1800 (0800-1700).</p> <p>B) Extension of hours on request: Mon-Fri 0600-0759 (0500-0659), 1801-2300 (1701-2200); Sat, Sun and PH 0800-0859 (0700-0759), 1801-2100 (1701-2000).</p> <p>Outside of these extended hours, the aerodrome is unavailable for use in line with local noise abatement restrictions except for Emergency Flights.</p> <p>Unless subject to an approved extension of hours, the aerodrome is only available for flights not requiring the facilities of a licensed aerodrome, conducted solely by based operators and users, holding the appropriate 'out of hours permit' and with prior permission.</p> <p>C) Emergency Flights H24 by prior arrangement.</p> <p>D) Gamston Aerodrome is a dual operations facility, operating both general aviation and assistive driving technology vehicle testing. Please contact Gamston Aviation for more information regarding dual-use operations.</p>
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. See also AD 2.18.
8	Fuelling	Mon-Fri 0800-1745 (0700-1645); Sat, Sun and PH 0900-1745 (0800-1645) or by arrangement.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	
12	Remarks	This aerodrome is strictly PPR. A flight plan alone doesn't constitute as PPR. Airborne PPRs are not accepted unless in emergency.

**EGNE AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1(anti-icing additive not included), AVGAS 100LL AD80, AD100, 20W50, S100, Turbine oils

3	Fuelling facilities/capacity	Jet A1 Bowser Facility - Pressure and Overwing / approx. 56,000 LT. AVGAS 38,000 LT. AVGAS and JET-A1 delivered by bowser. Fuel capacity is an approx. storage total.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Subject to request with PPR.
6	Repair facilities for visiting aircraft	
7	Remarks	Mandatory ground handling is required for visiting jet and turboprop aircraft. Contact Gamston Aviation Ltd: Tel: 01777-838521; Email: operations@retfordairport.co.uk.

### EGNE AD 2.5 PASSENGER FACILITIES

1	Hotels	In vicinity.
2	Restaurants	Onsite Café and nearby. Catering by arrangement.
3	Transportation	Taxi's available – can be arranged by Reception. Retford Train Station – nearby.
4	Medical facilities	First Aid.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	

### EGNE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 2 on request. RFF Category 3 on remission.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	For details on disabled aircraft recovery contact 01777-838521.
4	Remarks	

### EGNE AD 2.7 SEASONAL AVAILABILITY - CLEARING

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### EGNE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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### EGNE 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 available on request.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 02/20: Runway designation, threshold, centreline and edge marking. Yellow taxi guidance line at turning point beyond each threshold. 14/32: Runway designation, threshold, centreline and edge markings.
3	Stop bars and runway guard lights (if any)	Guard lights at holds Alpha and Bravo.
4	Other runway protection measures	
5	Remarks	Aircraft should follow the yellow centreline when vacating and taxiing.  WDI (LGTD): 531646N, 0005715W.

## EGNE AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas					
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height	Obstruction Lighting Type/ Colour	Remarks
1	2	3	4	5	6
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In circling area and at aerodrome					
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height	Obstruction Lighting Type/ Colour	Remarks
1	2	3	4	5	6
	TREE	531708.35N 0005443.43W	253 FT	No	
	TREE	531708.16N 0005442.05W	252 FT	No	
	TREE	531706.88N 0005443.49W	251 FT	No	
	TREE	531704.42N 0005443.82W	259 FT	No	
	TREE	531701.05N 0005442.75W	258 FT	No	
	TREE	531653.95N 0005448.29W	264 FT	No	
	TREE	531652.55N 0005449.59W	262 FT	No	
	TREE	531650.22N 0005449.37W	258 FT	No	
	TREE	531714.47N 0005439.88W	269 FT	No	
	TREE	531710.77N 0005441.14W	259 FT	No	
	TREE	531717.57N 0005441.60W	256 FT	No	

## EGNE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	
2	Hours of service MET Office outside hour	
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing/telephone.
6	Flight documentation Language(s) used	
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	Live webcam available on retfordairport.co.uk.
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	Unofficial observations made during AD hours.



EGNE 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	024.98°	1199 x 23 M	RWY surface: Asphalt	531637.59N 0005714.25W 157.0 FT	THR 84.3 FT	
20	204.98°	1199 x 23 M	RWY surface: Asphalt	531712.75N 0005646.92W 157.0 FT	THR 71.1 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
		- x 40 M	90 x - M 240 x - M			
		- x 40 M	240 x - M 90 x - M			

EGNE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
02	1199 M	1199 M	1199 M	1199 M	
20	1199 M	1199 M	1199 M	1199 M	

EGNE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
02		Green LED inset	APAPI Right/ 3.5° 26 FT			LED White Light intensity high	LED Red		THR: Green Threshold lights at both runway ends are coincident with the declared distance of 1199 M. EDGE: Edge lights include omni component. Amber LED cautionary inset runway edge lighting on the last 200 M in both directions. END: Red Stop End lights at both runway ends are coincident with the declared distance of 1199 M.

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
20		Green LED inset	APAPI Left/3.5° 26 FT			LED White Light intensity high	LED Red		THR: Green Threshold lights at both runway ends are coincident with the declared distance of 1199 M. EDGE: Edge lights include omni component. Amber LED cautionary inset runway edge lighting on the last 200 M in both directions. END: Red Stop End lights at both runway ends are coincident with the declared distance of 1199 M.

EGNE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGNE AD 2.16 HELICOPTER LANDING AREA

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EGNE 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
RETFORD/GAMSTON ATZ A circle, 2 NM radius, centred at 531650N 0005705W on longest notified Runway (02/20)	Upper limit: 2000 FT AGL Lower limit: SFC	G	GAMSTON RADIO English	5000 FT		

EGNE 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	GAMSTON RADIO	130.480 A/G frequency.  DOC 25 NM/ 4000FT.			Mon-Fri 0800-1800 (0700-1700); Sat, Sun and PH 0900-1800 (0800-1700). On request: Mon-Fri 0600-0759 (0500-0659), 1801-2300 (1701-2200); Sat, Sun and PH 0800-0859 (0700-0759), 1801-2100 (1701-2000).	ATZ hours coincident with A/G hours, but not by request.

## EGNE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	GAM	75X 112.800 MHz	H24	531653.28N 0005649.79W	115 FT	DME DOC: 80 NM/25,000 FT.

## EGNE AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

- AD not available to aircraft unable to communicate by radio with A/G station unless specifically arranged.
- Pilots, other aircrew, engineers and those working in airside areas are required to wear a high visibility vest or jacket at all times whilst accessing the ramp, apron and hangars. Passengers and visitors accessing these areas are required to be escorted at all times by a competent individual wearing a high visibility vest or jacket.
- Engine testing or high power engine runs by turbine or jet aircraft must only be carried out in the space provided near holding point C. Aircraft conducting engine testing or high power engine runs must maintain radio communication with Gamston Radio on 130.480 MHz for the duration of testing.
- Large turboprop and jet aircraft may join downwind left-hand for Runway 20 and downwind right-hand for Runway 02, when there is traffic to affect in the established circuit, for separation purposes. Gamston Radio can advise on reported traffic.
- The airport is strictly PPR for all non-based aircraft. PPR can be obtained via telephone or via the website. Aircraft must obtain confirmation that PPR has been accepted before departing for the AD. Airborne PPRs aren't accepted.

### 2 GROUND MOVEMENT

- Access to and from Runway 02/20 is via points A, B and C only. Other paved taxiways are unusable / not available for use by aircraft.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

- Runway 02 APAPI is positioned to the right-hand side of the runway.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

Not applicable

## EGNE AD 2.21 NOISE ABATEMENT PROCEDURES

### 1 GENERAL

- All aircraft inbound and outbound from this airport 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:
  - Every operator of aircraft using the airport shall always ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
  - Aircraft operators should conform to the aerodrome circuit and avoid noise sensitive areas as published on the airport website <https://retfordairport.co.uk/fly-in.html>.
  - Aircraft should utilise the full declared distances when departing in order to minimise noise in the areas surrounding the airport.

**EGNE AD 2.22 FLIGHT PROCEDURES****1 GENERAL**

- a) Pilots are to contact the A/G station prior to entering the ATZ.

**2 PROCEDURES FOR INBOUND AIRCRAFT VIA THE AIRWAYS SYSTEM**

- a) Aircraft inbound from the South† via the airways system must follow the East Midlands Standard Arrival Routes (STAR) as shown at AD-2-EGNX-7. A STAR will be issued by the relevant area control unit.
- b) Aircraft may be vectored off the routes for separation purposes. When separation has been achieved, ATC will give an instruction to resume the STAR via the appropriate fix.
- c) East Midlands Radar will position aircraft inbound to Gamston on a heading or own navigation. Aircraft are required to free-call Gamston when clear of CAS.

**3 PROCEDURES FOR OUTBOUND AIRCRAFT TO THE SOUTH VIA THE AIRWAYS SYSTEM**

- a) Departures to the south should route via DCT SAPCO or TNT. Aircraft should include all necessary and relevant waypoints in the flight plan.
- b) Gamston will pre-note East Midlands Radar with the aircraft's routing and requested level prior to departure.

**4 PROCEDURES FOR OUTBOUND AIRCRAFT TO THE NORTH VIA THE AIRWAYS SYSTEM**

- a) Departures to the North should route via DCT UPTON or GOLES. Aircraft should include all necessary and relevant waypoints in the flight plan.
- b) IFR flights should inform Gamston Radio when they are ready for departure, including which waypoint they intend to join at.
- c) Gamston will pre-note Scottish control with the aircraft's routing and requested level prior to an aircraft's departure.

**Note:** Pilots are recommended to hold prior to departure and wait for further details from Gamston Radio to avoid delays on joining CAS.

**5 RADIO COMMUNICATION FAILURE PROCEDURE**

- a) In the event of complete radio communication failure, the pilot will adopt the appropriate procedure notified at ENR 1.1.3.3. Aircraft are then to leave Controlled Airspace routeing UPDUK - GAM DME.

**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](http://www.nats.aero/ais).

**EGNE AD 2.23 ADDITIONAL INFORMATION****1 PROXIMITY OF MICROLIGHT FLYING SITE**

- a) Headon microlight flying site is located 3 NM to the east of the airport and may be active at any time.
- b) Darlton gliding site is located 4 NM to the east of the airport and may be active at any time. Confirmation of active launches may be obtained from Waddington LARS.

**EGNE AD 2.24 CHARTS RELATED TO AN AERODROME**

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

**EGNE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

Not applicable

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# AERODROME CHART - ICAO

<p><b>GUND</b> (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.</p>	
<p>BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET</p>	<p><b>127</b> (40)</p>
<p>ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD</p>	

AERO INFO DATE 06 NOV 25

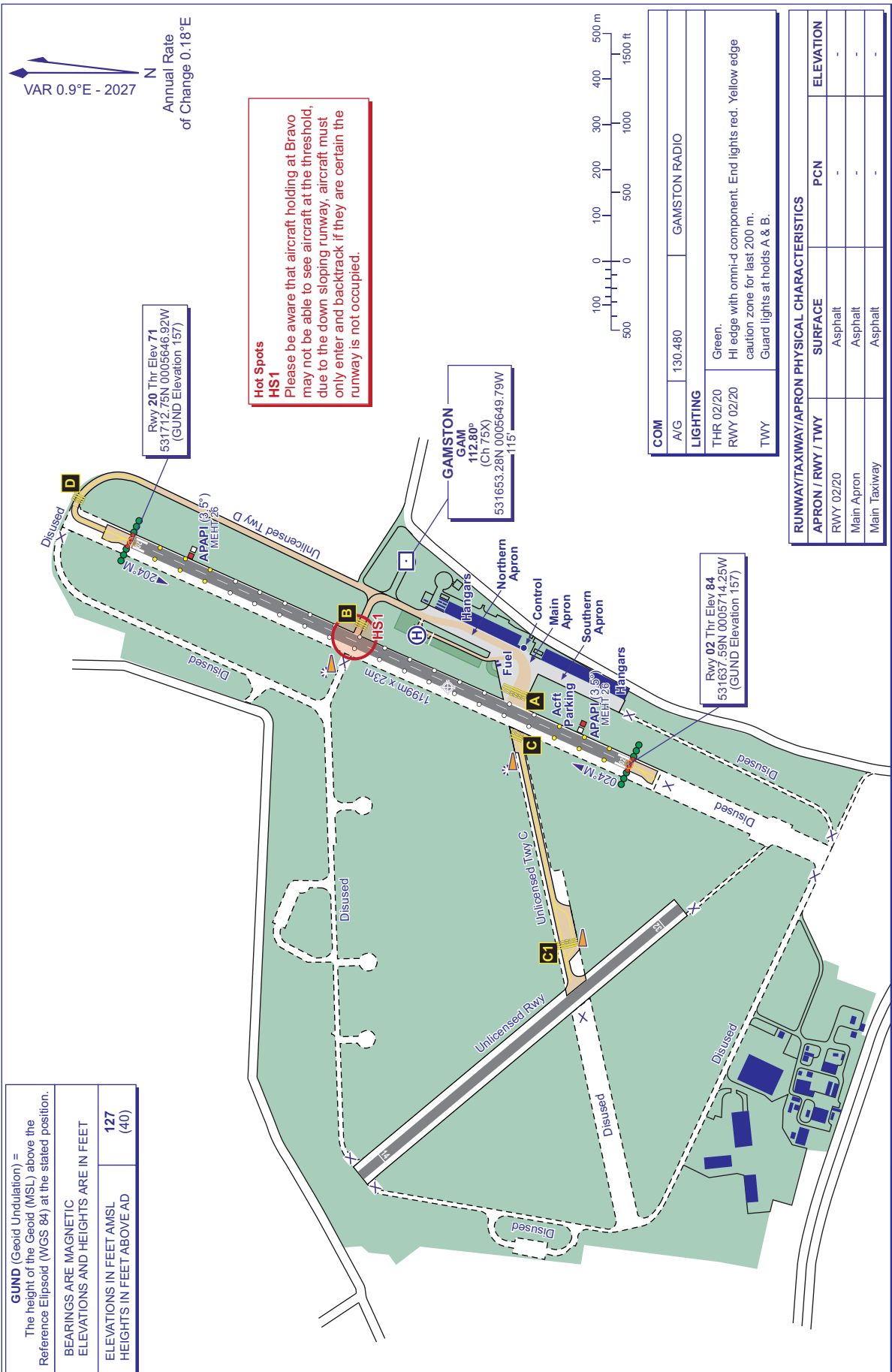
Annual Rate of Change  $0.18^{\circ}\text{E}$

VAR  $0.9^{\circ}\text{E}$  - 2027

**Hot Spots**  
**HS1**  
Please be  
may not be  
due to the  
only enter  
runway is

**GAMSTON**  
GAM  
112.80°  
(Ch 75X)  
531653.28N 0005649.79W  
115'

Rwy 02 Thr Elev 84  
531637.59N 0005714.25W  
(GUND Elevation 157)



COM		
A/G	130.480	GAMSTON RADIO
LIGHTING		
THR 02/20	Green.	
RWY 02/20	Hi edge with omni-d component. End lights red. Yellow edge caution zone for last 200 m.	
TWY	Guard lights at holds A & B.	
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCN
RWY 02/20	Asphalt	-
Main Apron	Asphalt	-
Main Taxiway	Asphalt	-

**CHANGE (1/26):** LIT WINDSLEEVE ADJACENT TO CHARLIE HOLD. RUNWAY LIGHTING.



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## EGCJ — SHERBURN-IN-ELMET

### EGCJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCJ — SHERBURN-IN-ELMET

### EGCJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 534703N Long: 0011304W Midpoint of Runway 10/28.
2	Direction and distance from city	5.5 NM W of Selby.
3	Elevation / Reference temperature / Mean Low Temperature	26 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	158 FT
5	Magnetic Variation / Annual Change	0.79°E (2027) / 0.18°E
6	AD Administration Address  Telephone E-mail address Web address	SHERBURN AERO CLUB LTD Sherburn-in-Elmet Aerodrome, New Lennerton Lane, Sherburn-in-Elmet, Leeds, West Yorkshire, LS25 6JE.  01977-682674 flightdesk@sherburnaeroclub.com www.sherburnaeroclub.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

### EGCJ AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-SS (0800-1830).
2	Customs and immigration	By arrangement. Minimum notice periods apply.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours. Self briefing.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As AD hours. Self briefing.
7	ATS	0900-SS (0800-1830).
8	Fuelling	H24. Self service.
9	Handling	As AD hours and by arrangement.
10	Security	
11	De-icing	
12	Remarks	

### EGCJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET-A1, AVGAS 100LL, AVGAS UL91 W80, W100, W80+, W100+, 80, 100, W15W-50, Sport Plus 4.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Sherburn Engineering Ltd (Mon-Fri).
7	Remarks	

### EGCJ AD 2.5 PASSENGER FACILITIES

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## EGCJ 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	

## EGCJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGCJ 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: 15 M Surface: Asphalt  Taxiway B: 15 M Surface: Asphalt  Taxiway C: 7.5 M Surface: Asphalt  Taxiway LINK L1: 9 M Surface: Grass Link L1 is grass with reinforcement matting.
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

## EGCJ 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	Limited space available, therefore all aircraft are normally required to park on Main Grass Parking. Surface markings; Yellow centre line, directional arrow guidance for refuelling. Yellow Hatched and Chevron markings for obstruction and hazard warnings surrounding the fuel points.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 10/28: Runway designation, runway centre-line, green reflectors for entry and run off. Runway 28: permanently displayed threshold.  Taxiway marking aid(s): Alpha, Bravo and Charlie: Tarmac. Yellow centre-line with green reflectors and blue edge reflectors. Holding positions.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	Windsleeves: 534719.81N 0011251.83W, 534701.78N 0011301.81W (LGTD).

## EGCJ AD 2.10 AERODROME OBSTACLES

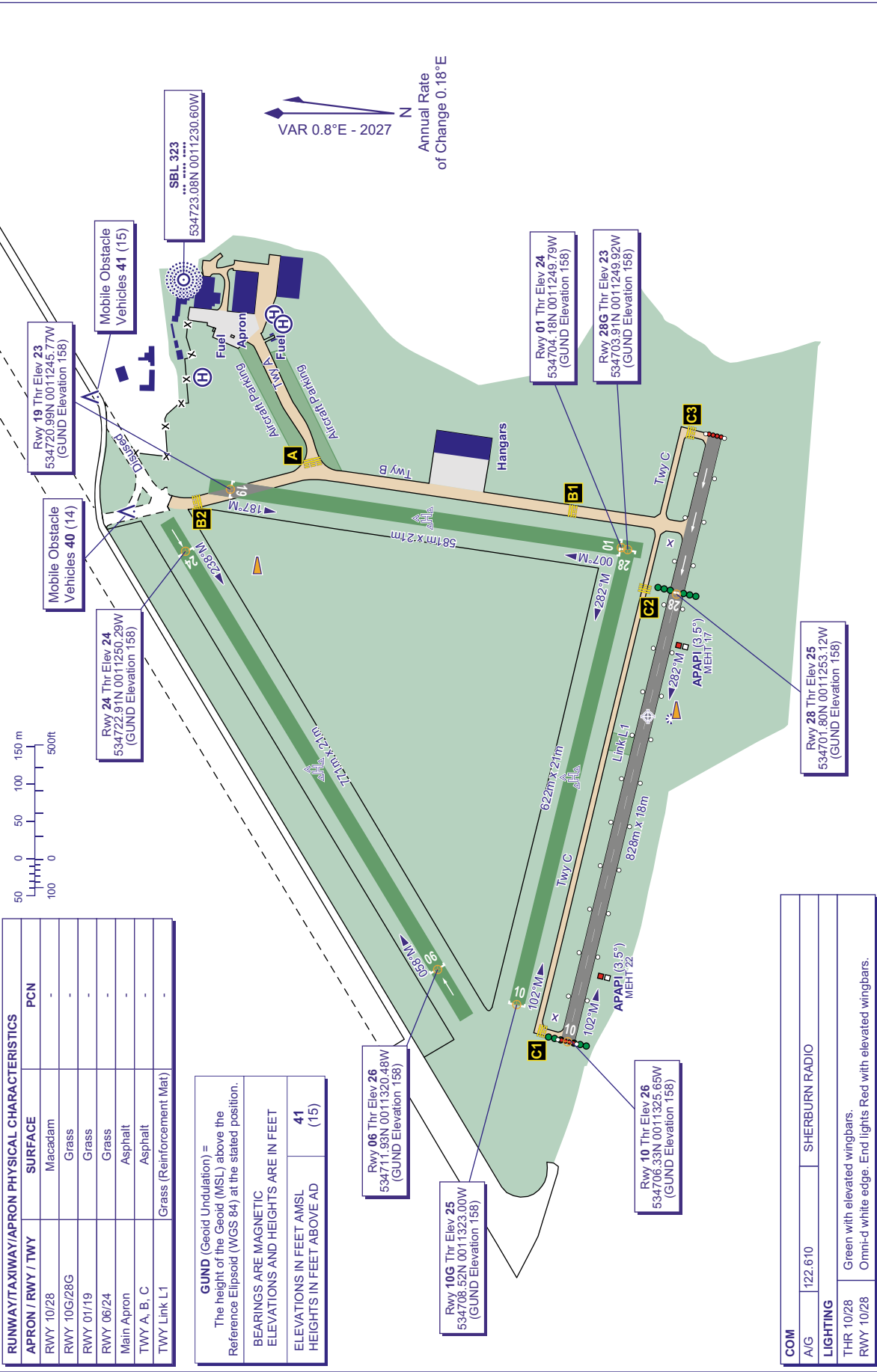
In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGCJ1752) 19/APPROACH 01/ TAKE-OFF	VEHICLES ON ROAD	534726.64N 0011239.15W	41 FT	15 FT	No	

SHERBURN-IN-ELMET  
EGCJ

AD ELEV 26FT

ARP 534703N 0011304W

AERODROME  
CHART - ICAO



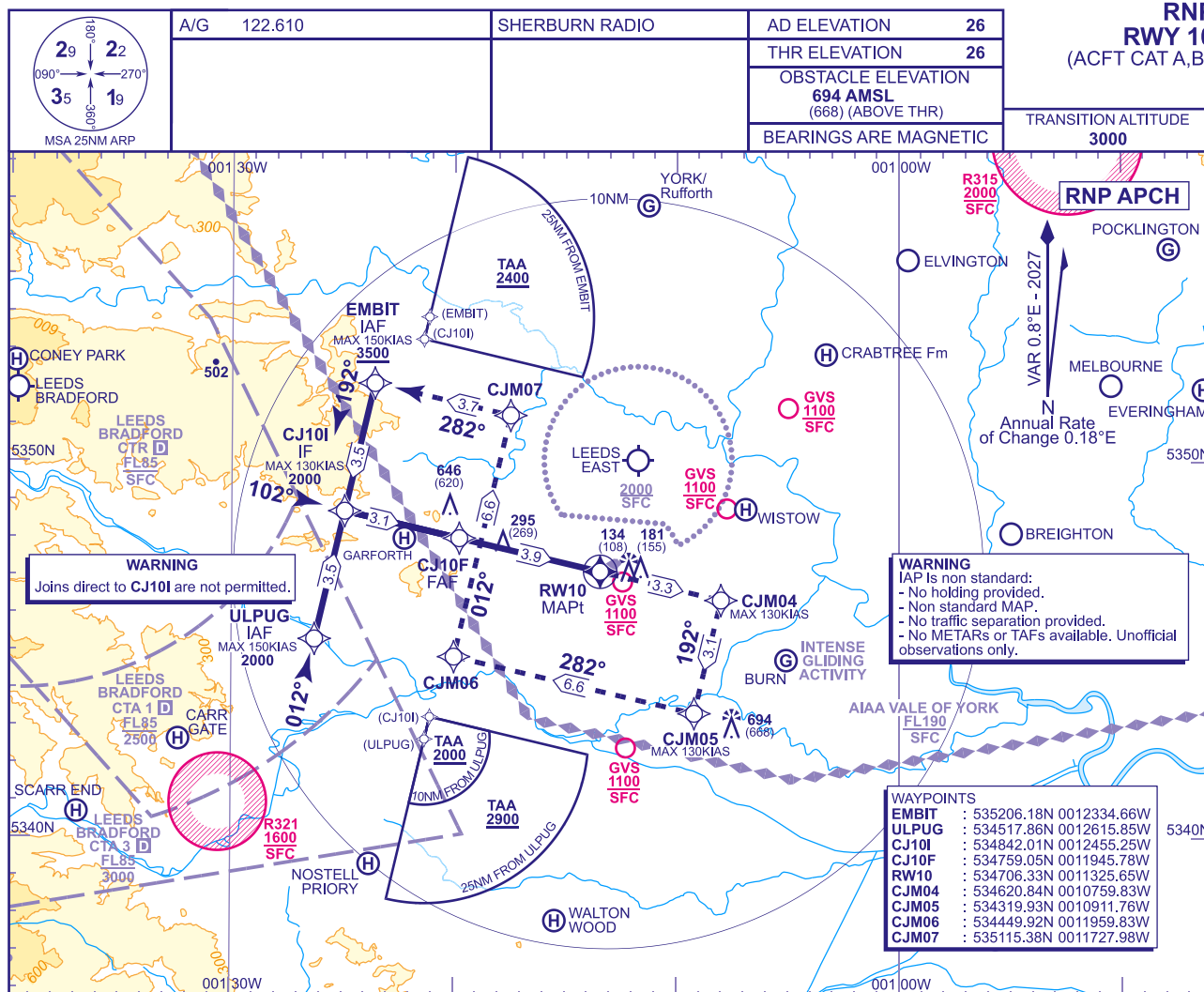
AERO INFO DATE 12 NOV 25

AD 2-EGCJ-2-1

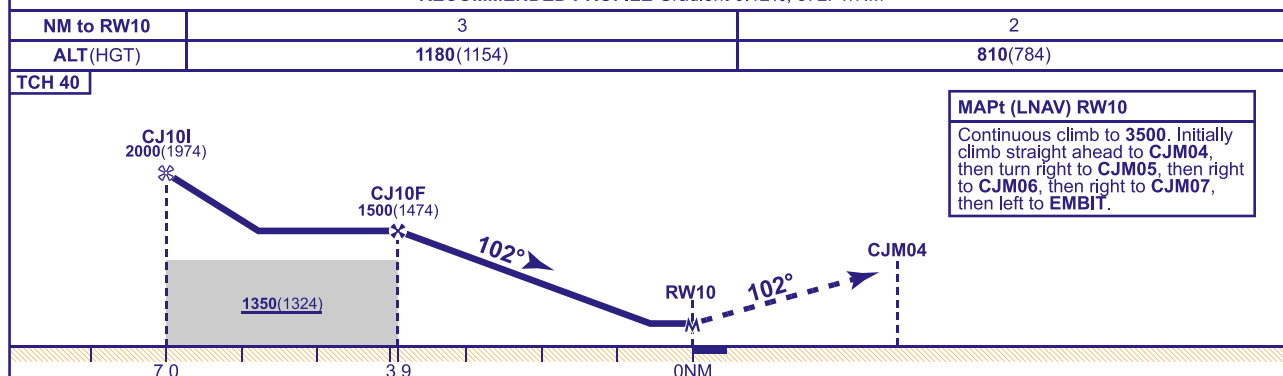
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## INSTRUMENT APPROACH CHART - ICAO

## SHERBURN-IN-ELMET

RNP  
RWY 10  
(ACFT CAT A,B)

RECOMMENDED PROFILE Gradient 6.12%, 372FT/NM



- NOTE 1** CAUTION: Procedure lies close to Leeds CTA/CTR. Aircraft not in receipt of a zone transit clearance must remain clear.
- NOTE 2** CAUTION: Proximity of Leeds East Airport, 3NM to the North.

CHANGE (1/26): MAG VAR REVISED. MAG HEADINGS.

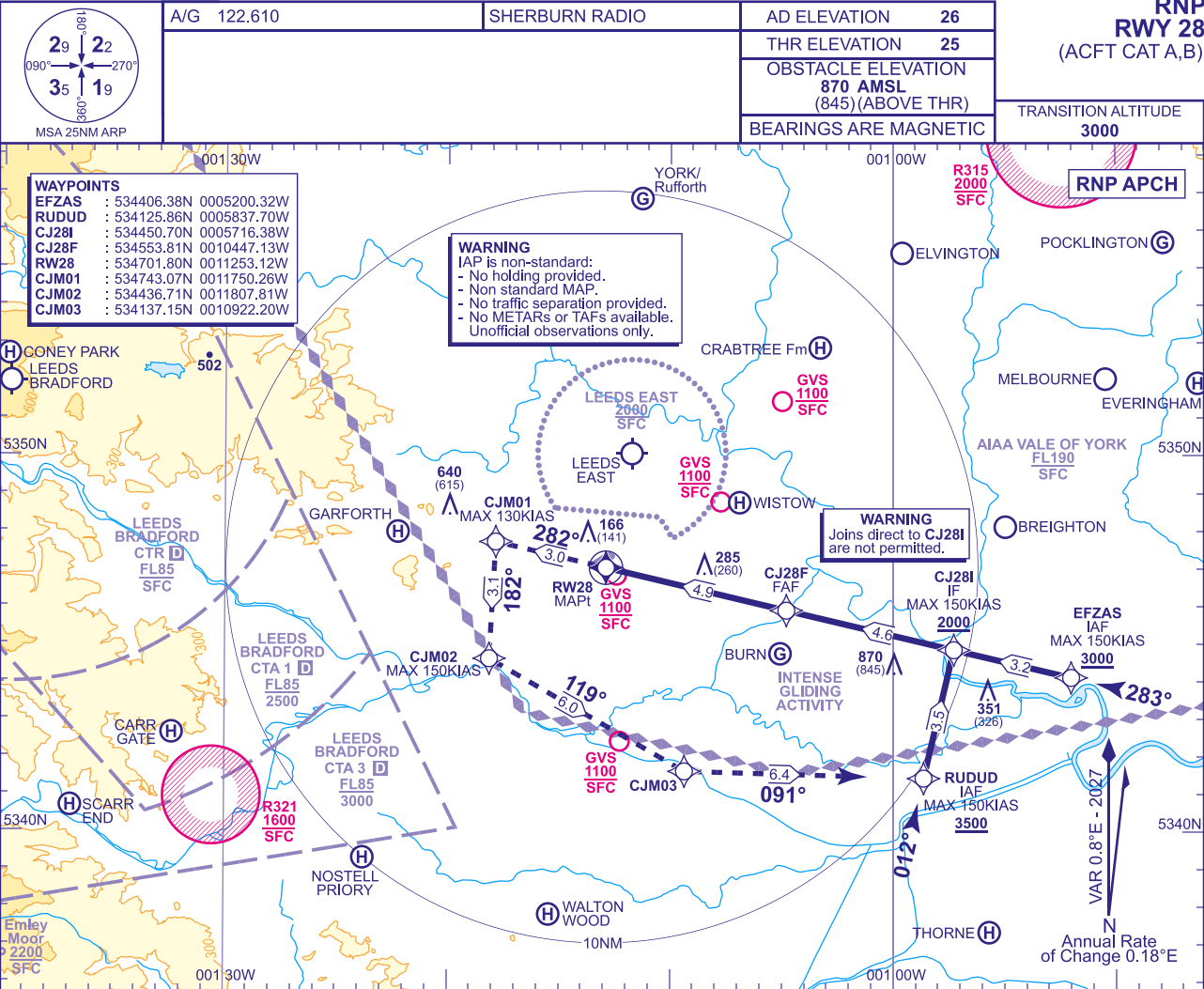
AERO INFO DATE 05 NOV 25

AD 2-EGCJ-8-1



INSTRUMENT APPROACH CHART - ICAO

SHERBURN-IN-ELMET  
RNP  
RWY 28  
(ACFT CAT A,B)



## Instrument Approach Procedure Coding Tables

### SHERBURN-IN-ELMET RNP RWY 10 - Instrument Approach Procedure via EMBIT

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R10L	001	IF	EMBIT	N	-	-	3500	-150	535206.18N 0012334.66W	IAF
R10L	002	TF	CJ10I	N	192° (193.1°)	LEFT	2000	-130	534842.01N 0012455.25W	IF / 7.0NM
R10L	003	TF	CJ10F	N	102° (103.2°)	-	1500	-	534759.05N 0011945.78W	FAF / 3.9NM
R10L	004	TF	RW10	Y	102° (103.1°)	-	-	-	534706.33N 0011325.65W	MAPt
R10L	005	TF	CJM04	N	102° (103.2°)	RIGHT	-	-130	534620.84N 0010759.83W	-
R10L	006	TF	CJM05	N	192° (193.3°)	RIGHT	-	-130	534319.93N 0010911.76W	-
R10L	007	TF	CJM06	N	282° (283.3°)	RIGHT	-	-	534449.92N 0011959.83W	-
R10L	008	TF	CJM07	N	012° (013.1°)	LEFT	-	-	535115.38N 0011727.98W	-
R10L	009	TF	EMBIT	N	282° (283.2°)	-	3500	-150	535206.18N 0012334.66W	-

### SHERBURN-IN-ELMET RNP RWY 10 - Instrument Approach Procedure via ULPUG

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R10R	001	IF	ULPUG	N	-	-	2000	-150	534517.86N 0012615.85W	IAF
R10R	002	TF	CJ10I	N	012° (013.2°)	RIGHT	2000	-130	534842.01N 0012455.25W	IF / 7.0NM
R10R	003	TF	CJ10F	N	102° (103.2°)	-	1500	-	534759.05N 0011945.78W	FAF / 3.9NM
R10R	004	TF	RW10	Y	102° (103.1°)	-	-	-	534706.33N 0011325.65W	MAPt
R10R	005	TF	CJM04	N	102° (103.2°)	RIGHT	-	-130	534620.84N 0010759.83W	-
R10R	006	TF	CJM05	N	192° (193.3°)	RIGHT	-	-130	534319.93N 0010911.76W	-
R10R	007	TF	CJM06	N	282° (283.3°)	RIGHT	-	-	534449.92N 0011959.83W	-
R10R	008	TF	CJM07	N	012° (013.1°)	LEFT	-	-	535115.38N 0011727.98W	-
R10R	009	TF	EMBIT	N	282° (283.2°)	-	3500	-150	535206.18N 0012334.66W	-

## Instrument Approach Procedure Coding Tables

## SHERBURN-IN-ELMET RNP RWY 28 - Instrument Approach Procedure via RUDUD

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R28L	001	IF	RUDUD	N	-	-	<u>3500</u>	-150	534125.86N 0005837.70W	IAF
R28L	002	TF	CJ28I	N	012° (013.2°)	LEFT	<u>2000</u>	-150	534450.70N 0005716.38W	IF / 9.5NM
R28L	003	TF	CJ28F	N	283° (283.3°)	-	1900	-	534553.81N 0010447.13W	FAF / 4.9NM
R28L	004	TF	RW28	Y	283° (283.3°)	-	-	-	534701.80N 0011253.12W	MAPt
R28L	005	TF	CJM01	N	282° (283.2°)	LEFT	-	-130	534743.07N 0011750.26W	-
R28L	006	TF	CJM02	N	182° (183.2°)	LEFT	-	-150	534436.71N 0011807.81W	-
R28L	007	TF	CJM03	N	119° (119.9°)	LEFT	-	-	534137.15N 0010922.20W	-
R28L	008	TF	RUDUD	N	091° (091.6°)	-	3500	-150	534125.86N 0005837.70W	-

## SHERBURN-IN-ELMET RNP RWY 28 - Instrument Approach Procedure via EFZAS

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R28C	001	IF	EFZAS	N	-	-	<u>3000</u>	-150	534406.38N 0005200.32W	IAF / 12.7NM
R28C	002	TF	CJ28I	N	283° (283.3°)	-	<u>2000</u>	-150	534450.70N 0005716.38W	IF / 9.5NM
R28C	003	TF	CJ28F	N	283° (283.3°)	-	1900	-	534553.81N 0010447.13W	FAF / 4.9NM
R28C	004	TF	RW28	Y	283° (283.3°)	-	-	-	534701.80N 0011253.12W	MAPt
R28C	005	TF	CJM01	N	282° (283.2°)	LEFT	-	-130	534743.07N 0011750.26W	-
R28C	006	TF	CJM02	N	182° (183.2°)	LEFT	-	-150	534436.71N 0011807.81W	-
R28C	007	TF	CJM03	N	119° (119.9°)	LEFT	-	-	534137.15N 0010922.20W	-
R28C	008	TF	RUDUD	N	091° (091.6°)	-	3500	-150	534125.86N 0005837.70W	-

## EGKA 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
SHOREHAM ATZ A circle, 2 NM radius, centred at 505008N 0001750W on longest notified runway (02/20)	Upper limit: 2000 FT AGL Lower limit: SFC	G	SHOREHAM APPROACH English SHOREHAM RADIO English SHOREHAM TOWER English	6000 FT		

## EGKA 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	SHOREHAM APPROACH	123.155 DOC 25 NM/ 10,000 FT.			See AD 2.22 Section 3.	VDF 505009.73N 0001736.59W On AD.  ATZ hours coincident with Approach/Tower/A/G hours. Approach Service subject to staff availability.
TWR	SHOREHAM TOWER	123.155			See AD 2.22 Section 3.	VDF 505009.73N 0001736.59W On AD.
		125.405 DOC 10 NM/4000 FT.			As directed by ATC.	
ATIS	SHOREHAM INFORMATION	130.980 DOC 25 NM/ 10,000 FT.			As per AD hours.	
OTHER	SHOREHAM RADIO	123.155 A/G frequency DOC 10 NM/3000 FT.			Mon-Fri 0800-1000 (0700-0900); Sat 0900-1000 (0800-0900); Sun 0900-1900 (0800-1800).	VDF 505009.73N 0001736.59W On AD.

## EGKA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	SRH	36Y 109.950 MHz	0800-2000 (0700-1900).	505009.98N 0001736.54W	44 FT	On AD. DOC 10 NM/5500 FT. Any ILS indications should be ignored. Normally radiates H24. Zero range indicated at THR of Runway 20. 0.1 NM indicated at THR of Runway 02. DME range errors in excess of 0.03 NM may be experienced between R293 clockwise to R302.
NDB (L) 1.32°E (2027)	SHM	332.000 kHz	0800-2000 (0700-1900).	505007.84N 0001743.39W		On AD. Range 10 NM. Normally radiates H24

## EGKA AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

- a) Use of this airport by non-radio aircraft is subject to prior permission.
- b) Standard light signals should be followed.
- c) High visibility clothing is mandatory airside. Groups of two or more people can be escorted by one wearer of high-visibility clothing (tabard/jacket) if kept together.
- d) Local council by-laws prohibit dogs airside. Dogs are expected to be in a suitable dog carrier or on a lead, under full control of the handler/owner.
- e) While airside, each aircraft commander is responsible for the safety of their passengers and other crew members.
- f) The parking rows numbered 70-72 and helipads H4-H6 must only be accessed by persons attending the aircraft for flight purposes. No visitors or sightseers are permitted.
- g) When taxiing on the grass, keep to cut grass taxiways. The longer (uncut) grass areas are not inspected and are unfit for manoeuvring of any type.
- h) Maintenance is prohibited in all parking areas and main concrete apron without the express permission of aerodrome management.
- i) Out of hours movements (fixed wing and rotary) are strictly prohibited without an agreed extension to services.
- j) Unless in receipt of authorised handling, all visiting aircraft should report to the Airport RFFS office C.
- k) The carriage of dangerous goods into or out of EGKA, as specified by the Air Navigation (Dangerous Goods) Regulations 2002, is strictly prohibited.
- l) Use of this aerodrome is subject to the published schedule of fees, charges, terms and conditions. Copies are available from Airport Administration and on the Airport Website [www.flybrighton.com](http://www.flybrighton.com).
- m) Aircraft engines shall not be run outside of notified operating hours without prior management approval via ATS or Fire Crew. An outside operational hours charge may be applied.

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

- a) Aircraft approaching Runway 02 are reminded of displaced threshold and should NOT attempt to touch down on the numbers or the threshold line. Pilots to follow PAPIs (MEHT 16 FT) in order to safely overfly trains and railway line embankment on very short final.
- b) Caution soft ground either side of Taxiway Kilo. Enter and exit on marked points only.
- c) Caution should be used when taxiing on Taxiway A to ensure adequate wing-tip separation from aircraft holding at Hold C1.
- d) Caution, model aircraft fly adjacent to Runway 20 approach on the hills at approximately 1 NM from the threshold up to 450 FT AMSL.
- e) Caution, kite flying along the coast and on other areas within the ATZ up to 100 FT AGL.
- f) Caution, turbulence may be encountered on final approach Runway 24 over the river, especially when the tide is out.
- g) Runway 06/24 is not even and level along its length.
- h) HT Cables to the North East of aerodrome, running north east-south west 585 FT AMSL at 2 NM. Terrain to the North of the Aerodrome rising to 783 FT AMSL at 4 NM.
- i) Caution, reduced wing tip clearance between taxiing and parked aircraft on main concrete apron.
- j) Caution, flocks of birds can descend on the aerodrome quickly. Occasionally, pilots may face delays, if birds are difficult to disperse.
- k) Grass cutting will take place on the aerodrome daily between March and October.
- l) Restrictions to operations will be applied during LVPs. Only the hard runway and Taxiway Alpha will be in use.
- m) Wind information passed by ATS is given as Degrees True. Pilots are to allow for current magnetic variation.
- n) Pilots are to be aware that the Runway 06 climb-out/Runway 24 approach is over a built-up area. Pilots departing Runway 06 and wishing to make an early turn are to request this from ATC, as helicopters may be operating north side of Runway 06 or inbound from the southeast.
- o) Caution, potential for building-induced turbulence on the final approach to Runway 20 and Runway 13 when surface winds are from a south-easterly direction.

### 5 HELICOPTER OPERATIONS

- a) Helicopter circuits from HTA 'W' are frequently active below the fixed-wing 'dead-side' and 'live-side' circuit patterns subject to the runway(s) in use. The profile of the helicopter circuit is described below. The pilot in command of helicopters operating in the helicopter circuit may adopt passive RTF but must maintain a listening watch on the appropriate frequency:
  - i. HTA 'W' - Runway 02 in use - Left hand circuit, remain west of 02/20 runway strip. Climb to the north-east to 600 FT QNH. On turning south on the downwind leg climb to 800 FT QNH to be level before crossing the A27. When passing over the football ground descend to 600 FT QNH and continue to the coast before turning left toward the aerodrome and make the approach to HTA 'W'.
  - ii. HTA 'W' - Runway 20 in use - Right hand circuit, remain west of 02/20 runway strip. Climb on a track parallel to the departure lane from the main runway, when crossing the railway line turn right 10 degrees. Continue to the coast and turn north-east for the downwind leg and continue climb to 800 FT QNH to be level by the football training ground. After crossing the A27, descend to 600 FT QNH to be level before turning east and upon reaching the River Adur turn south towards the aerodrome and make the approach to HTA 'W'.

## 2 PROCEDURES FOR INBOUND AIRCRAFT

### a) Standard Inbound Routes

Full routeings are published in the UK Standard Route Document (SRD). Aircraft inbound to Southampton from the ATS Route network will be routed on the designated Standard Arrival Routes. The Standard Arrival Routes are published in AD 2-EGHI-7-1/4.

### b) Holding Procedures

Holding patterns are as follows:

Main Stacks	Holding
Southampton NDB(L) EAS (Lowest level 2000 FT ALT)	Holding axis 017° MAG turning right at the facility.
Southampton VOR SAM (Lowest level 2000 FT ALT)	Holding axis 029° MAG turning right at the facility.
SIERRA (Lowest level 2000 FT ALT)	Holding fix SAM VOR/DME RDL 209°/D8 on an axis of 029° MAG, Turning right at fix, limiting DME SAM D11.
NOVEMBER (Lowest level 2000 FT ALT)	Holding fix SAM VOR/DME RDL 002°/D7.2 on an axis of 182° MAG, Turning left at fix, limiting DME SAM D11.
NEDUL (Lowest level 4000 FT ALT)	Holding fix SAM VOR/DME 204°/19 NM limiting DME SAM D24 on an axis of 024° MAG, turning right at the fix.

## 3 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) The initial departures routes are shown below – full routeings are published in the UK Standard Route Document (SRD). These routes may be varied at the discretion of ATC (e.g. to offer more direct routing when the traffic situation permits). **Pilots must adhere to the Noise Abatement Procedures (NAP) detailed in EGHI AD 2.21 before turning onto the specified route.**

\*: see also UK Standard Route Document

Departing to	Runway	Via	Route*
North	02, 20	Q41	Q41 - NORRY ( <b>Note 1</b> )
Northwest	02, 20	Y321/N14/Q63	Y321 - NUBRI - N14 - HEKXA/Y321 - NUBRI - DCT - KENET ( <b>Note 1</b> )
East	02, 20	GWC	GWC
South	02, 20	Q41/Z171	NEDUL - Q41/Z171 ( <b>Note 2</b> )
West ( <b>Note 3</b> )	02, 20	FIR	As directed by ATC

**Note 1:** Right turn from end of NAP Runway 20.

**Note 2:** Left turn from end of NAP Runway 02.

**Note 3:** There is no contiguous Controlled Airspace to the west of the Solent CTA. Departing aircraft intending to join the ATS Route network will leave controlled airspace at the Solent CTA boundary. Unless prior arrangements have been made by the aircraft operator with another ATS provider, the aircraft commander is responsible for obtaining a service outside controlled airspace.

## 4 RADIO COMMUNICATIONS FAILURE PROCEDURES

- a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1 paragraph 3.4.
- b) The routes to be used when leaving the CTR in accordance with the procedures at ENR 1.1 paragraph 3.4 are shown in the table below; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Airspace is made.

Position at time of decision	Route
Southampton VOR/DME SAM	Track 295°(T)
Southampton NDB(L) EAS	Track 295°(T)

## 5 Flights Engaged in Instrument Route training - Flow Management Requirements

- a) See EGHH AD 2.22, paragraph 4.

## 6 Visual Reference Points (VRP)

- a) VFR traffic requesting transit of the Southampton CTR routeing west-east or east-west can expect clearance subject to traffic as follows:

West Route:	Bishops Waltham VRP - Southampton VOR VRP - Romsey VRP;
East Route:	Romsey VRP - Southampton VOR VRP - Bishops Waltham VRP.

Transit will be subject to ATC clearance.



22 Jan 2026

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

## 7 Frequency Monitoring Code (FMC)

- a) Pilots operating in the vicinity of, but intending to remain outside Southampton CTR/Solent CTA, within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Solent Radar frequency, 120.230 MHz, are encouraged to select SSR code 7011.

504541N 0011735W - 505302N 0005800W -  
 505836N 0005856W - 510648N 0010232W -  
 511031N 0012021W - 510128N 0013420W -  
 505442N 0013925W - 504229N 0013301W -  
 504541N 0011735W.

- b) Selection of 7011 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 Southampton CTR/Solent CTA at all times.
- c) Whilst squawking 7011 pilots should be aware that Solent 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 7011 shall be deselected.

## 8 BISHOPS WALTHAM FLYING AREA

- a) As detailed in EGHI AD 2.17, the Bishops Waltham Flying Area (BWFA) exists solely for the use of approved operators flying to and from Roughay Farm or Lower Upham aerodromes. The BWFA is active sunrise to sunset and approved aircraft operate within the confines of the BWFA up to 1500 FT, without communication with ATC at Southampton.

### EGHI AD 2.23 ADDITIONAL INFORMATION

- a) Solent/Southampton Radar and Southampton Tower may be provided as a combined function. Periods when active will be notified by ATIS. SRA not available.

### EGHI AD 2.24 CHARTS RELATED TO AN AERODROME

#### AERODROME CHART - ICAO

AD 2.EGHI-2-1

#### AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGHI-2-2

#### CONTROL ZONE and CONTROL AREA CHART

AD 2.EGHI-4-1

#### ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGHI-5-1

#### RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BUGUP 1S CPT 1S UMBUR 2S - ICAO

AD 2.EGHI-7-1

#### RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) COWLY 1S - ICAO

AD 2.EGHI-7-2

#### RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELDAX 1S - ICAO

AD 2.EGHI-7-3

#### RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) THRED 1S - ICAO

AD 2.EGHI-7-4

#### STANDARD INSTRUMENT ARRIVAL CODING TABLES - BUGUP 1S CPT 1S UMBUR 2S COWLY 1S

AD 2.EGHI-7-5

#### STANDARD INSTRUMENT ARRIVAL CODING TABLES ELDAX 1S THRED 1S

AD 2.EGHI-7-6

#### RNAV HOLD CODING TABLES NEDUL PEPIS RUDMO SAM

AD 2.EGHI-7-7

#### INSTRUMENT APPROACH CHART RNP RWY 02 (CAT A,B,C) - ICAO

AD 2.EGHI-8-1

#### INSTRUMENT APPROACH CHART VOR/DME RWY 02 (CAT A,B,C) - ICAO

AD 2.EGHI-8-2

#### INSTRUMENT APPROACH CHART NDB(L)/DME RWY 02 (CAT A,B,C) - ICAO

AD 2.EGHI-8-3

INSTRUMENT APPROACH CHART (IAF VOR SAM) ILS/DME RWY 20 (CAT A,B,C) - ICAO

AD 2.EGHI-8-4

INSTRUMENT APPROACH CHART (IAF VOR SAM) LOC/DME RWY 20 (CAT A,B,C) - ICAO

AD 2.EGHI-8-5

INSTRUMENT APPROACH CHART (IAF NDB(L) EAS) ILS/DME RWY 20 (CAT A,B,C) - ICAO

AD 2.EGHI-8-6

INSTRUMENT APPROACH CHART (IAF NDB(L) EAS) LOC/DME RWY 20 (CAT A,B,C) - ICAO

AD 2.EGHI-8-7

INSTRUMENT APPROACH CHART VOR/DME RWY 20 (CAT A,B) - ICAO

AD 2.EGHI-8-8

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 (CAT A,B,C) - ICAO

AD 2.EGHI-8-9

INSTRUMENT APPROACH CHART VOR/DME 181° TO AERODROME (CAT C) - ICAO

AD 2.EGHI-8-10

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 02

AD 2.EGHI-8-11

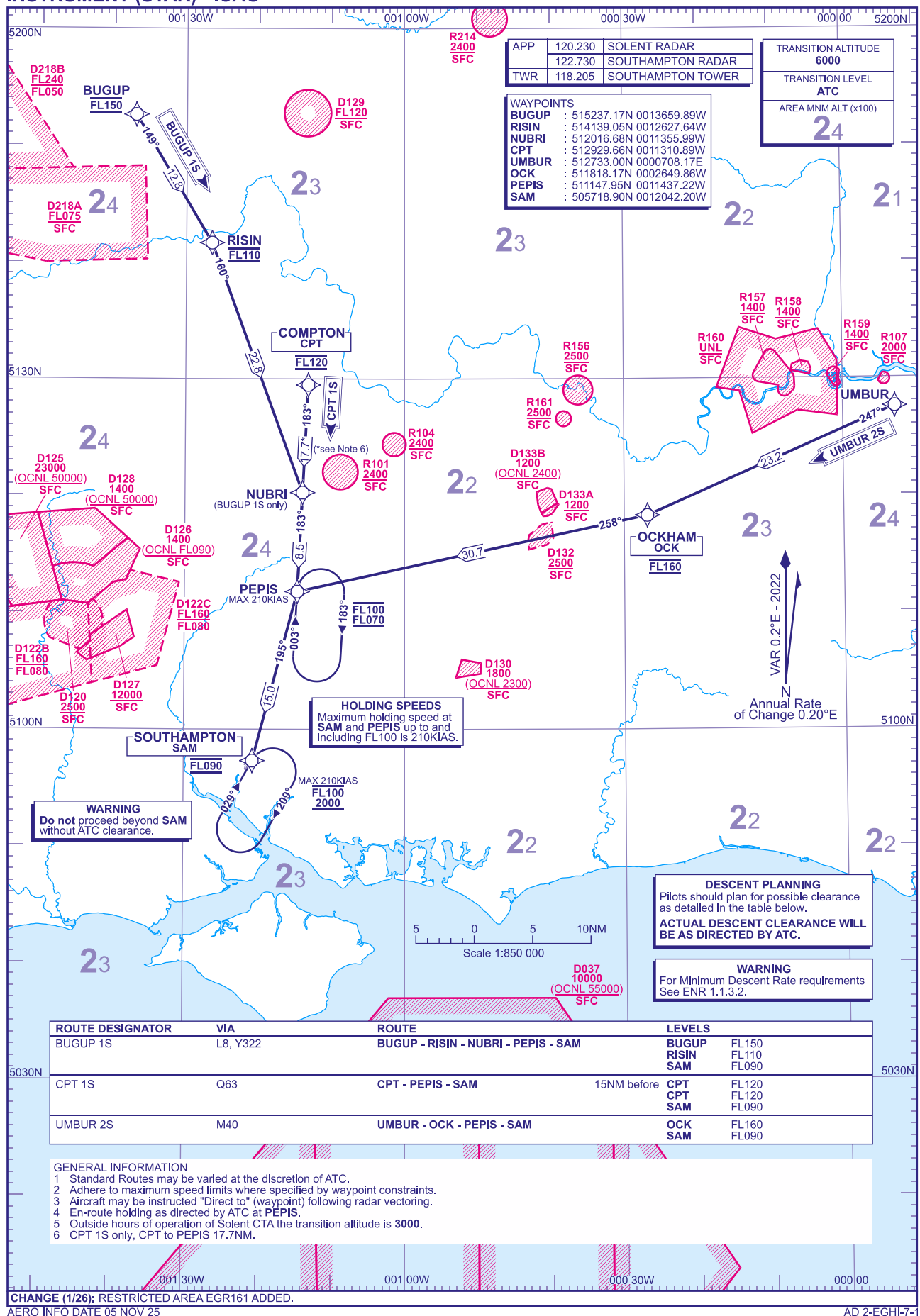
## EGHI AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

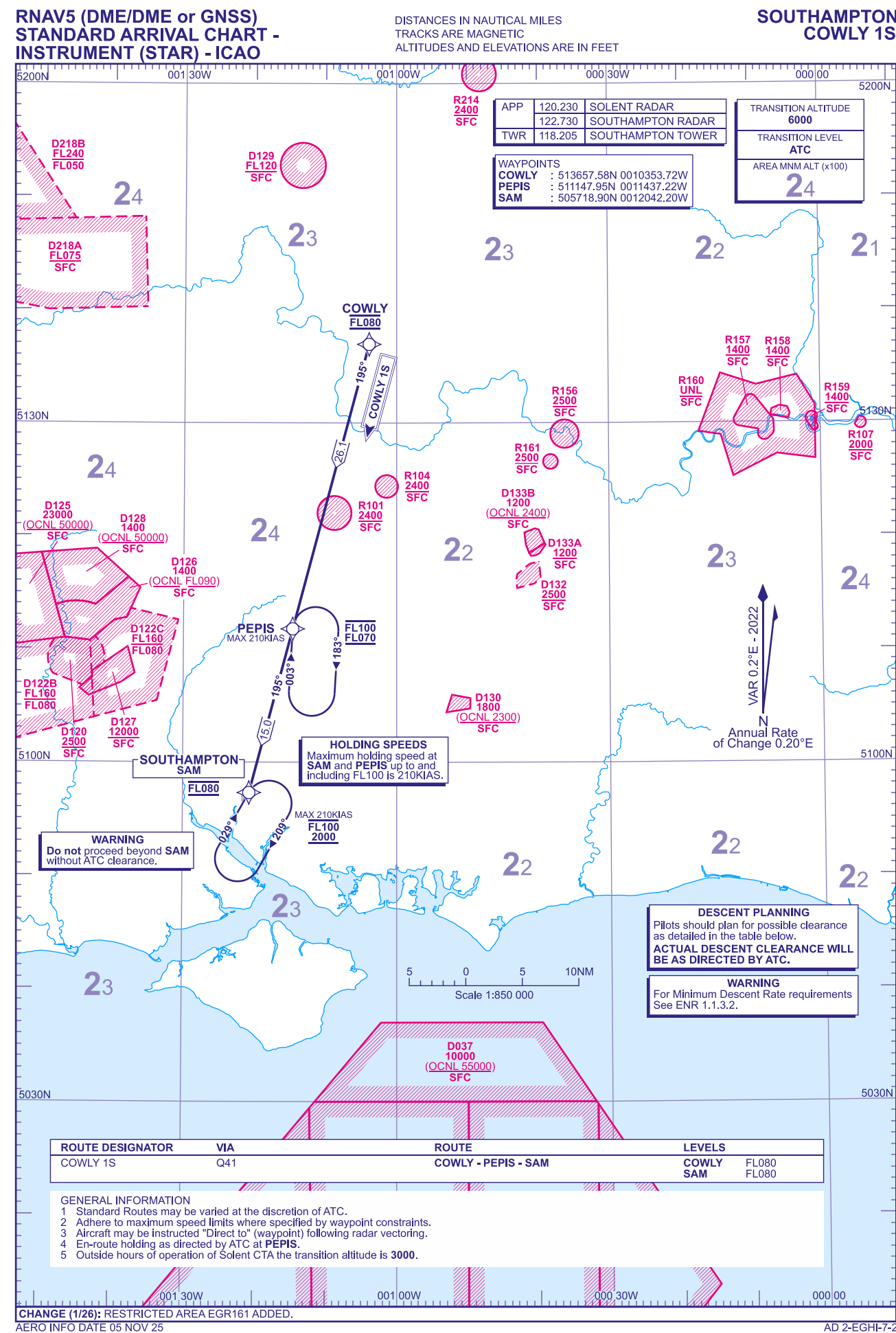
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RNAV5 (DME/DME or GNSS)  
STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAODISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETSOUTHAMPTON  
BUGUP 1S CPT 1S UMBUR 2S





Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SOUTHEND ATZ A circle, 2.5 NM radius, centred at 513413N 0004136E on longest notified runway (05/23)	Upper limit: 2000 FT AGL Lower limit: SFC	D	SOUTHEND TOWER English	6000 FT		H24.

### EGMC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	SOUTHEND APPROACH	130.780 DOC 40 NM/ 10,000 FT.			H24	
TWR	SOUTHEND TOWER	127.730 On occasion combined with Radar/Approach. DOC 25 NM/4000 FT.			H24	
RADAR	SOUTHEND DIRECTOR	128.965 DOC 40 NM/ 10,000 FT.			H24 As directed.	Use of 'Radar' suffix denotes availability only. Provision of a specific service is not implied.
	SOUTHEND RADAR	130.780 DOC 40 NM/ 10,000 FT.			H24	
ATIS	SOUTHEND INFORMATION	136.055 DOC 60 NM/ 20,000 FT.			H24	
OTHER	SOUTHEND FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	SOUTHEND EMERGENCY	121.500 Emergency Frequency			O/R	

### EGMC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC   1.59°E (2027)	ISO	111.350 MHz	HO	513432.66N 0004218.48E		(RWY 05)
ILS/GP	ISO	332.150 MHz	HO	513359.78N 0004114.81E		3.5° ILS Ref Datum Hgt 52 FT.
ILS/LOC   1.59°E (2027)	IND	111.350 MHz	HO	513351.85N 0004047.79E		(RWY 23)
ILS/GP	IND	332.150 MHz	HO	513425.85N 0004150.83E		3.0° ILS Ref Datum Hgt 52 FT. Certified for extended range to 15 NM.
NDB (L) 1.59°E (2027)	SND	362.500 kHz	H24	513433.63N 0004200.53E		On AD. DOC 30 NM

22 Jan 2026

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME	IND	50Y 111.350 MHz	HO	513416.06N 0004129.84E	57 FT	(RWY 23) On AD. Freq paired with ILS I-ND and I-SO. Zero range is indicated at THR of Runway 05 and 23. Range 25 NM.
ILS/DME	ISO	50Y 111.350 MHz	HO	513416.06N 0004129.84E	57 FT	(RWY 05) On AD. Freq paired with ILS I-SO and I-ND. Zero range is indicated at THR of Runway 05 and 23. Range 25 NM.
VOR/DME 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 1.36°E (2027) 1.4°E (2025)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R069-099). DME DOC: 120 NM/50,000 FT.

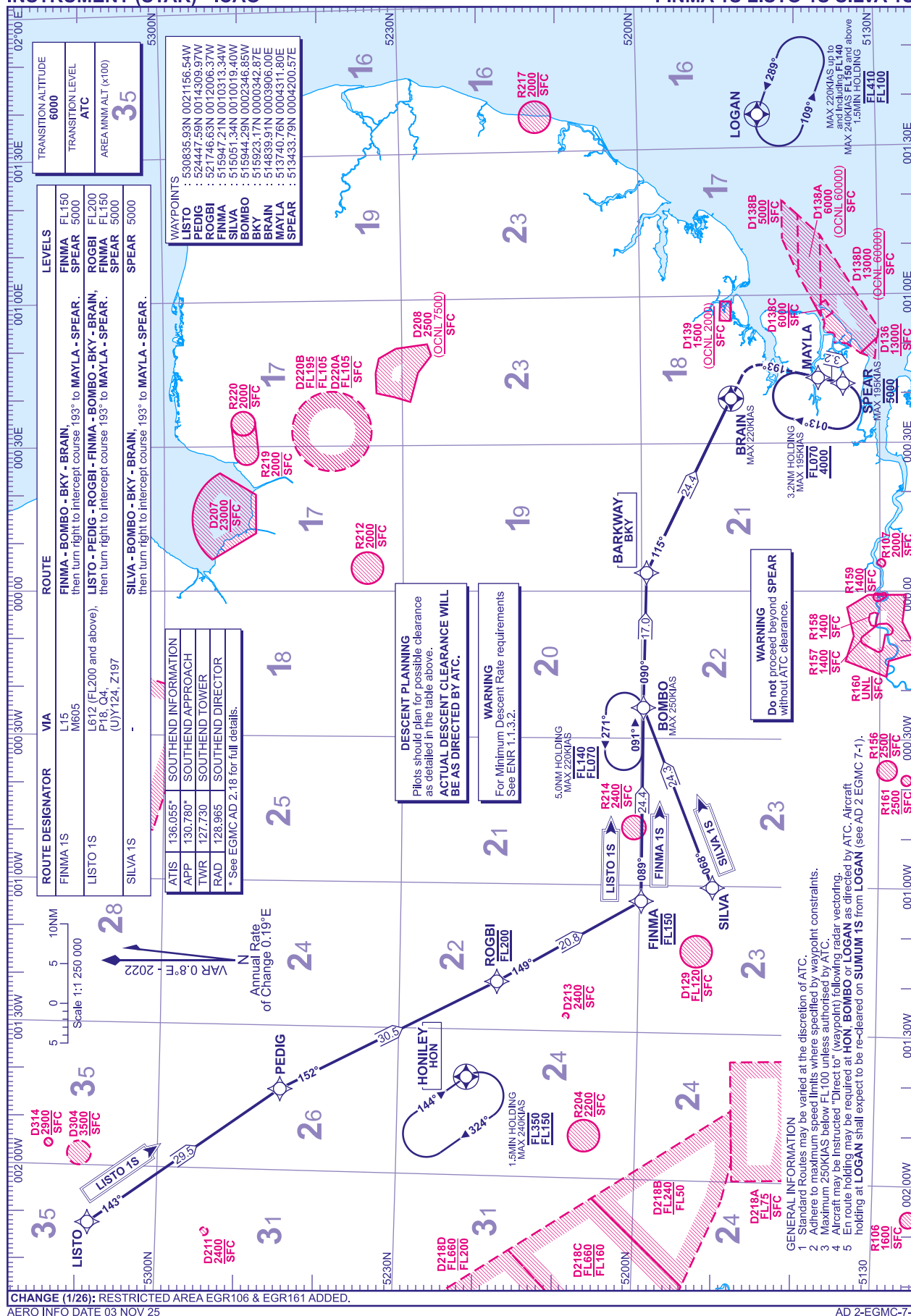
## EGMC AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

- Pilots and aircraft operators operating into London Southend Airport are deemed to have read and accepted the London Southend Airport 'Terms and Conditions of Use', and to be operating in accordance with them. These are downloadable from: <https://southendairport.com/corporate-and-community/doing-business-with-us>.
- Use by aircraft not able to communicate with ATC by radio subject to prior permission by telephone, 01702-538420.
- Southend airport will not permit any fixed wing aircraft to embark or disembark passengers with any engine running, except in emergency.
- High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
- Operators are advised that a night surcharge applies to movements between 2300-0600 (2200-0500).
- Any ad-hoc movements between 2200-0630 (2100-0530) must obtain prior permission from ATC by telephone +44 (0)1702-538420 prior to commencement of the flight. Filing a flight plan is not sufficient in this regard.
- Crew and passengers walking to and from north and south aprons will do so following the green marked walkways.
- This aerodrome is strictly PPR.

### 2 GROUND MOVEMENT

- Not all taxiways are available for use by all aircraft types. A321 sized aircraft and larger shall not vacate the runway via Taxiway Bravo. All code D sized aircraft must have a follow me vehicle or be towed. ATC will advise. Taxiway Echo only available for code A aircraft with an outer main gear wheel span of less than 4.5 M. Aircraft under their own power, do so at owners risk. All flights operating from the north side of the airport will, to aid ATC situational awareness, request taxi clearance. Code A aircraft with outer main gear wheel span of 4.5 M or greater will be towed along Taxiway Echo with prior approval.
- Taxiway Delta: Pilots are advised that there is no taxiway lighting guidance and that vehicles operate north of Holding Point Delta without clearance or knowledge. Wingtip clearance is not assured and pilots are to take extra care when taxiing. All flights operating from the north side of the airport will, to aid ATC situational awareness, request start, push back and taxi clearance. TP-D on Taxiway Delta signage reads Delta Tug Point (DTP).
- Runway 05 – Aircraft able to accept a departure from intersection of Taxiways C or D should inform ATC on start-up or taxi. See AD 2.13 for intersection departure declared distances.
- Jet aircraft are to apply minimum thrust when starting and taxiing off Stands 11-15, due to proximity of buildings and other aircraft.
- GA Parking will be directed by ATC and the marshaller.
- Crew are requested to use minimum engine power when manoeuvring on the aprons and taxiways.
- Taxiway Delta has a longitudinal slope of 2%. Operators are to taxi with caution between Delta holding point and runway edge.
- The Centralised De-icing Facility (CDF) located towards the southern end of Taxiway Bravo is the only location enabled for the remote de-icing of aircraft.
  - Remote de-icing is available.
  - Remote de-icing operations may occur when snow is falling and accumulating and will be promulgated by Southend Operations.
  - When the CDF is "open" this will be broadcast on ATIS and full details are available via the Aerodrome Manual.

**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**

## Standard Instrument Arrival Coding Tables

## SOUTHEND Runway 05/23 SUMUM 1S

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
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 Terminator	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 Terminator	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 Terminator	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

AD 2-EGMC-7-4

**EGPO — STORNOWAY****EGPO AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGPO — STORNOWAY

**EGPO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	Lat: 581256N Long: 0061952W
2	Direction and distance from city	2 NM E of Stornoway.
3	Elevation / Reference temperature / Mean Low Temperature	26 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	184 FT
5	Magnetic Variation / Annual Change	2.86°W (2022) / 0.24°E
6	AD Administration Address Telephone	HIAL Stornoway Aerodrome, Isle of Lewis, HS2 0BN. 01851-702256 (Airport Switchboard) 01851-707444 (ATIS) 01851-703026 (Fuel - North Air) 01851-707406 (Admin)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

**EGPO AD 2.3 OPERATIONAL HOURS**

1	AD Administration	Mon-Fri 0715-0915, 0945-1145, 1215-1430, 1500-1700, 1800-1945 (0615-0815, 0845-1045, 1115-1330, 1400-1600, 1700-1845); Sat 0715-0915, 0945-1145, 1215-1415, 1445-1530 (0615-0815, 0845-1045, 1115-1315, 1345-1430); Sun 1245-1445, 1515-1715 (1145-1345, 1415-1615).
2	Customs and immigration	Departures direct to an EU destination, no notice required. Arrivals direct from EU, 4 hours notice required. Departures and arrivals from Channel Islands, 12 hours notice required. Departures and arrivals from all other non EU Airports, 48 hours notice.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	See AD 2.18.
8	Fuelling	By arrangement with North Air.
9	Handling	By arrangement with HIAL, Tel: 01851-702256; e-mail: Stornatc@hial.co.uk; or Loganair, Tel: 01851-703673.
10	Security	As AD hours.
11	De-icing	Operational hours.
12	Remarks	This aerodrome is PPR. Filing of a Flight Plan does NOT constitute PPR. To cover the possibility of an aircraft which departs within 15 minutes of normal closing time having to return, the Aerodrome will normally retain sufficient services and equipment for 15 minutes after the time of actual departure. For PPR visit <a href="http://www.hial.co.uk">www.hial.co.uk</a> .

**EGPO AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo handling facilities	By arrangement with Loganair, Tel: 01851-703673
2	Fuel and oil types	AVGAS JET A-1, AVGAS 100LL.
3	Fuelling facilities/capacity	Bowser delivery. Limited stocks of AVGAS 100LL.
4	De-icing facilities	By arrangement with Loganair, Tel: 01851-703673, e-mail: <a href="mailto:syycs@loganair.co.uk">syycs@loganair.co.uk</a> .
5	Hangar space for visiting aircraft	Yes by arrangement with AD operator (HIAL).
6	Repair facilities for visiting aircraft	



7	Remarks	By arrangement with Loganair, Tel: 01851-703673, e-mail: <a href="mailto:syycs@loganair.co.uk">syycs@loganair.co.uk</a> . Basic handling available from HIAL, Tel: 01851-707415, e-mail: <a href="mailto:stornatc@hial.co.uk">stornatc@hial.co.uk</a> . Electronic motorised tug is available on request to HIAL.
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### EGPO AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels and B & B in vicinity.
2	Restaurants	Café available during terminal opening times.
3	Transportation	Taxis, Car hire and Buses.
4	Medical facilities	Limited first aid. Medical services contactable.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	Ambulift and wheelchair facilities are available upon request.

### EGPO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A5 RFF Category 6 accepted under remission, by prior arrangement.
2	Rescue equipment	Limited water rescue facilities are available for Runways 18/36 and 06/24 during published opening hours and special/on call openings, subject to serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations.
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	

### EGPO AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and chemical de-icing. Surfaces de-iced/anti-iced with KAC/EG and/or NAAC.
2	Clearance priorities	Runway in use. Designated Taxi Routes. Main Apron and SAR Apron.
3	Remarks	For latest information telephone ATC.

### EGPO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	LOWER APRON Surface: Concrete PCN 6/R/B/X/T  MAIN APRON Surface: Brick PCN 32/F/B/X/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Asphalt PCN 15/F/A/X/T  Taxiway APRON: 15 M Surface: Concrete  Taxiway BRAVO: 15 M Surface: Asphalt PCN 9/F/B/Y/U  Taxiway CHARLIE: 15 M Surface: Concrete
3	Altimeter checkpoint location and elevation	Main Apron 22 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

**EGPO 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 provided for all stands.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 06/24: Runway designators and centre-line markings. Yellow lead on/off lines to all runways. 18/36: Runway designators and centre-line markings. Edge lines, TDZ markings on Runway 18/36. Yellow lead on/off lines to all runways.  Taxiway marking aid(s): Yellow centre-line markings. Taxi holding point markings.
3	Stop bars and runway guard lights (if any)	A1, B1, C1, F1
4	Other runway protection measures	
5	Remarks	3 WDI's: 581229.70N 0061954.02W (LGTD) - 581320.23N 0061949.69W (LGTD) - 581257.70N 0061939.77W.

**EGPO 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
(EGPO7336) 18/APPROACH 36/ TAKE-OFF	LLZ HUT	581332.61N 0062002.52W	27 FT	9 FT	Yes Red	
(EGPO8006) 18/APPROACH 36/ TAKE-OFF	LLZ 36 OBS	581332.44N 0061958.05W	25 FT	9 FT	Yes Red	
(EGPO8007) 18/APPROACH 36/ TAKE-OFF	LLZ 36 OBS	581332.37N 0061959.42W	25 FT	9 FT	Yes Red	
(EGPO8005) 18/APPROACH 36/ TAKE-OFF	LLZ 36	581332.33N 0061958.03W	25 FT	7 FT	No	
(EGPO8008) 18/APPROACH 36/ TAKE-OFF	LLZ 36	581332.26N 0061959.40W	25 FT	7 FT	No	
(EGPO7598) 24/TAKE-OFF	TREE	581233.47N 0062100.19W	126 FT	36 FT	No	
(EGPO8017) 36/APPROACH 18/ TAKE-OFF	APPROACH LT	581215.87N 0061944.19W	17 FT	2 FT	No	
(EGPO8026) 36/APPROACH 18/ TAKE-OFF	NFM 18	581215.56N 0061944.12W	18 FT	4 FT	No	
(EGPO8003) 36/APPROACH 18/ TAKE-OFF	LLZ 18	581213.31N 0061943.01W	27 FT	10 FT	No	
(EGPO8000) 36/APPROACH 18/ TAKE-OFF	LLZ 18	581213.24N 0061944.38W	27 FT	10 FT	No	
(EGPO8002) 36/APPROACH 18/ TAKE-OFF	LLZ 18 OBS	581213.20N 0061942.99W	27 FT	11 FT	Yes Red	
(EGPO8001) 36/APPROACH 18/ TAKE-OFF	LLZ 18 OBS	581213.13N 0061944.36W	27 FT	11 FT	Yes Red	
(EGPO8023) 36/APPROACH 18/ TAKE-OFF	LLZ HUT	581212.64N 0061947.43W	32 FT	7 FT	Yes	
(EGPO7127) 36/APPROACH 18/ TAKE-OFF	MOBILE OBST	581212.41N 0061941.44W	32 FT	16 FT	No	
(EGPO7126) 36/APPROACH 18/ TAKE-OFF	MOBILE OBST	581212.34N 0061942.69W	34 FT	16 FT	No	
(EGPO7125) 36/APPROACH 18/ TAKE-OFF	MOBILE OBST	581212.26N 0061943.98W	38 FT	16 FT	No	
(EGPO7124) 36/APPROACH 18/ TAKE-OFF	MOBILE OBST	581212.18N 0061945.34W	41 FT	16 FT	No	
(EGPO7123) 36/APPROACH 18/ TAKE-OFF	MOBILE OBST	581212.11N 0061946.53W	44 FT	16 FT	No	
(EGPO1136) 36/APPROACH 18/ TAKE-OFF	POWER POLE	581155.29N 0061947.00W	78 FT	27 FT	No	

22 Jan 2026

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
(EGPO1152) 36/APPROACH 18/ TAKE-OFF	BUILDING	581154.21N 0061954.11W	77 FT	25 FT	No	
(EGPO1146) 36/APPROACH 18/ TAKE-OFF	BUILDING	581154.00N 0061948.79W	72 FT	20 FT	No	
(EGPO3076) 36/APPROACH 18/ TAKE-OFF	TELEPHONE POLE	581153.31N 0061953.84W	82 FT	25 FT	No	
(EGPO3078) 36/APPROACH 18/ TAKE-OFF	TELEPHONE POLE	581153.29N 0061942.85W	66 FT	28 FT	No	
(EGPO7558) 36/APPROACH 18/ TAKE-OFF	TREE	581153.25N 0061944.42W	65 FT	25 FT	No	
(EGPO7563) 36/APPROACH 18/ TAKE-OFF	TREE	581153.07N 0061952.77W	74 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
(EGPO1928)	WIND TURBINE	581955.29N 0061354.18W	596 FT	253 FT	No	
(EGPO7930)	TREE	581449.13N 0062022.73W	151 FT	64 FT	No	
(EGPO3066)	WIND TURBINE	581440.19N 0062412.04W	409 FT	132 FT	No	
(EGPO1528)	MAST	581422.92N 0062348.98W	317 FT	49 FT	No	
(EGPO3104)	WIND TURBINE	581357.32N 0063035.55W	967 FT	388 FT	Yes Red	
(EGPO1904)	WIND TURBINE	581357.24N 0063055.84W	857 FT	386 FT	Yes Red	
(EGPO7776)	BUILDING FLAGPOLE	581318.85N 0062401.20W	331 FT	100 FT	No	
(EGPO8012)	NDB SAY	581255.72N 0061944.69W	46 FT	35 FT	Yes Red	
(EGPO8010)	DME STW SOY	581254.56N 0061944.77W	28 FT	16 FT	Yes Red	
(EGPO3030)	TXRX MAST	581251.64N 0061931.70W	55 FT	42 FT	Yes Red	
(EGPO8069)	WIND TURBINE	581239.23N 0062931.89W	995 FT	657 FT	No	
(EGPO7743)	TREE	581237.75N 0062353.15W	229 FT	121 FT	No	
(EGPO7770)	TREE	581211.69N 0062351.41W	259 FT	61 FT	No	
(EGPO3032)	WIND TURBINE	581129.68N 0061608.16W	221 FT	71 FT	Yes Red	

## EGPO 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 provided by ATS.
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	Tel: ATIS (01851-707444 – H24).
9	ATS units provided with information	STORNOWAY
10	Additional information (limitation of service, etc.)	Outside aerodrome hours unverified automatic observations via ATIS on the telephone (see item 8).

## EGPO 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	059.87°	1000 x 23 M	RWY surface: Asphalt PCN 9/F/B/Y/U	581242.81N 0062012.82W 184.4 FT	THR 25.6 FT	
24	239.88°	1000 x 23 M	RWY surface: Asphalt PCN 9/F/B/Y/U	581259.02N 0061919.88W 184.4 FT	THR 21.3 FT	
18	174.27°	2088 x 45 M	RWY surface: Asphalt, Grooved PCN 47/F/A/W/T	581327.77N 0061957.85W 184.3 FT	THR 16.3 FT	
36	354.28°	2088 x 45 M	RWY surface: Asphalt, Grooved PCN 47/F/A/W/T	581220.65N 0061945.10W 184.4 FT	THR 15.2 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 80 M	1120 x 80 M				RWY 06
	150 x 80 M	1120 x 80 M				RWY 24
	142 x 150 M	2208 x 280 M				RWY 18  The 120 M of asphalt north of Runway 18 threshold is unfit for use by aircraft.
	141 x 140 M	2208 x 280 M				RWY 36  The 120 M of asphalt south of Runway 36 threshold is unfit for use by aircraft.

## EGPO AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
18	2088 M	2230 M	2088 M	2088 M	
36	2088 M	2229 M	2088 M	2088 M	
18	1829 M	1972 M	1829 M		Take-off from Intersection with A1.
18	923 M	1065 M	923 M		Take-off from Intersection with RWY 06/24.
36	1715 M	1856 M	1715 M		Take-off from Intersection with C1.
36	1189 M	1330 M	1189 M		Take-off from Intersection with RWY 06/24.
06	1000 M	1150 M	1000 M	1000 M	
24	1000 M	1150 M	1000 M	1000 M	

EGPO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06		Green Light intensity low Portable electric green wingbars. Portable LI electric lights are available for use on Runway 06/24 as edge, threshold wingbar and stop end lighting. Minimum 30 minutes prior notification required in order to deploy lighting.	APAPI Left/4° 25 FT 134.5 M			Portable electric gauge 24 M Light intensity low	Portable electric Red Light intensity low		
24		Green Light intensity low Portable electric green wingbars. Portable LI electric lights are available for use on Runway 06/24 as edge, threshold wingbar and stop end lighting. Minimum 30 minutes prior notification required in order to deploy lighting.	APAPI Left/3.5° 20 FT 135.5 M			Portable electric gauge 24 M Light intensity low	Portable electric Red Light intensity low		
← 18	Centre-line with one crossbar. 150 M Light intensity high	Light intensity high Green wingbars	PAPI Left/3° 64 FT 396 M			Gauge 54 M. White with final 600 M yellow. Light intensity high	Red		
← 36	Centre-line with four crossbars. 750 M Light intensity high	Light intensity high Green wingbars	PAPI Left/3° 38 FT 240 M			Gauge 54 M. White with final 600 M yellow. Light intensity high	Red		

**EGPO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 18 - 581315.67N 0061947.29W, Runway 36 - 581232.16N 0061940.25W.
3	TWY edge and centre line lighting	EDGE: Blue edge Apron/Taxiway Alpha, Bravo and Charlie. Temporary raised taxiway edge lights on parts of Taxiways Bravo and Charlie replacing U/S flush lights.
4	Secondary power supply/switch-over time	Standby generator/15 seconds.
5	Remarks	Apron Floodlighting. Obstacle lighting.

**EGPO AD 2.16 HELICOPTER LANDING AREA****INTENTIONALLY BLANK****EGPO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE**

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
STORNOWAY ATZ A circle, 2.5 NM radius, centred at 581256N 0061952W on longest notified runway (18/36)	Upper limit: 2000 FT AGL Lower limit: SFC	G	STORNOWAY APPROACH English	3000 FT		ATZ may be re-activated at short notice, at any time, for air ambulance, SAR or emergency traffic. Pilots are advised to regard the ATZ as permanently active and to call and listen out on RTF.

**EGPO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES**

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	STORNOWAY APPROACH	119.480 DOC 50 NM/ 15,000 FT.			Mon-Fri 0715-0915, 0945-1145, 1215-1430, 1500-1700, 1800-1945 (0615-0815, 0845-1045, 1115-1330, 1400-1600, 1700-1845); Sat 0715-0915, 0945-1145, 1215-1415, 1445-1530 (0615-0815, 0845-1045, 1115-1315, 1345-1430); Sun 1245-1445, 1515-1715 (1145-1345, 1415-1615).	ATZ hours coincident with Approach hours.  VDF 581247.95N 0061936.04W
TWR	STORNOWAY TOWER	119.480			Mon-Fri 0715-0915, 0945-1145, 1215-1430, 1500-1700, 1800-1945 (0615-0815, 0845-1045, 1115-1330, 1400-1600, 1700-1845); Sat 0715-0915, 0945-1145, 1215-1415, 1445-1530 (0615-0815, 0845-1045, 1115-1315, 1345-1430); Sun 1245-1445, 1515-1715 (1145-1345, 1415-1615).	VDF 581247.95N 0061936.04W



22 Jan 2026

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	STORNOWAY INFORMATION	119.480			By arrangement outside hours of ATC - Normally only available for SAR and Ambulance flights and aircraft in an emergency	VDF 581247.95N 0061936.04W  Due to AFISO training and maintenance of currency, AFISO phraseology may be in use during ATC published hours, with ATC in attendance. ATC service will remain available at all times. Pilots will be advised of periods of AFISO training, normally via ATIS.
ATIS	STORNOWAY INFORMATION	115.100 Frequency shared with VOR STN.			Mon-Fri 0715-0915, 0945- 1145, 1215-1430, 1500- 1700, 1800-1945 (0615- 0815, 0845-1045, 1115- 1330, 1400-1600, 1700- 1845); Sat 0715-0915, 0945-1145, 1215-1415, 1445-1530 (0615-0815, 0845-1045, 1115-1315, 1345-1430); Sun 1245-1445, 1515-1715 (1145-1345, 1415-1615).	
OTHER	STORNOWAY FIRE CHIEF	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

## EGPO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC 1.79°W (2027)	STW	110.900 MHz	Mon-Fri 0715-0915, 0945-1145, 1215-1430, 1500-1700, 1800-1945 (0615-0815, 0845-1045, 1115-1330, 1400-1600, 1700-1845); Sat 0715- 0915, 0945- 1145, 1215- 1415, 1445- 1530 (0615- 0815, 0845- 1045, 1115- 1315, 1345- 1430); Sun 1245- 1445, 1515- 1715 (1145- 1345, 1415- 1615).	581213.22N 0061943.69W		(RWY 18)  LOC only. Hours of Operation as APP/TWR. See latest NOTAM for details.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC 1.79°W (2027)	SOY	110.900 MHz	Mon-Fri 0715-0915, 0945-1145, 1215-1430, 1500-1700, 1800-1945 (0615-0815, 0845-1045, 1115-1330, 1400-1600, 1700-1845); Sat 0715- 0915, 0945- 1145, 1215- 1415, 1445- 1530 (0615- 0815, 0845- 1045, 1115- 1315, 1345- 1430); Sun 1245- 1445, 1515- 1715 (1145- 1345, 1415- 1615).	581332.35N 0061958.72W		(RWY 36)  LOC only.
VOR/DME 1.72°W (2027) 2.2°W (2022)	STN	98X 115.100 MHz	Mon-Fri 0715-0915, 0945-1145, 1215-1430, 1500-1700, 1800-1945 (0615-0815, 0845-1045, 1115-1330, 1400-1600, 1700-1845); Sat 0715- 0915, 0945- 1145, 1215- 1415, 1445- 1530 (0615- 0815, 0845- 1045, 1115- 1315, 1345- 1430); Sun 1245- 1445, 1515- 1715 (1145- 1345, 1415- 1615).	581225.02N 0061058.97W	299 FT	VOR/DME DOC: 105 NM/50,000 FT (200 NM/50,000 FT in Sector R167- 107). L and VOR/DME available for approach and landing purposes only during the hours of APP.

22 Jan 2026

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB (L) 1.79°W (2027)	SAY	431.000 kHz	Mon-Fri 0715-0915, 0945-1145, 1215-1430, 1500-1700, 1800-1945 (0615-0815, 0845-1045, 1115-1330, 1400-1600, 1700-1845); Sat 0715- 0915, 0945- 1145, 1215- 1415, 1445- 1530 (0615- 0815, 0845- 1045, 1115- 1315, 1345- 1430); Sun 1245- 1445, 1515- 1715 (1145- 1345, 1415- 1615).	581255.72N 0061944.69W		On AD. Range 40 NM. Co-located at DME. Normally radiates H24. L and VOR/DME available for approach and landing purposes only during the hours of APP.
DME	SOY	46X 110.900 MHz	Mon-Fri 0715-0915, 0945-1145, 1215-1430, 1500-1700, 1800-1945 (0615-0815, 0845-1045, 1115-1330, 1400-1600, 1700-1845); Sat 0715- 0915, 0945- 1145, 1215- 1415, 1445- 1530 (0615- 0815, 0845- 1045, 1115- 1315, 1345- 1430); Sun 1245- 1445, 1515- 1715 (1145- 1345, 1415- 1615).	581254.56N 0061944.77W	28 FT	(RWY 36)  On AD. DOC 25 NM/10,000 FT. DME frequency paired with LOC STW and SOY. Zero range is indicated at THR of Runway 18 and 36.

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	STW	46X 110.900 MHz	Mon-Fri 0715-0915, 0945-1145, 1215-1430, 1500-1700, 1800-1945 (0615-0815, 0845-1045, 1115-1330, 1400-1600, 1700-1845); Sat 0715- 0915, 0945- 1145, 1215- 1415, 1445- 1530 (0615- 0815, 0845- 1045, 1115- 1315, 1345- 1430); Sun 1245- 1445, 1515- 1715 (1145- 1345, 1415- 1615).	581254.56N 0061944.77W	28 FT	(RWY 18)  On AD. DOC 25 NM/10,000 FT. DME frequency paired with LOC STW and SOY. Zero range is indicated at THR of Runway 18 and 36.

## EGPO AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

- Use of this airport by aircraft not able to communicate with ATC by radio is strictly PPR.
- Aircraft that do not require the use of a licensed aerodrome and that wish to operate outwith the notified aerodrome hours of operation must comply with Highlands and Islands Airports Limited Out of Hours Indemnity Scheme. Details of the scheme and an application form can be obtained from the HIAL website or HIAL Tel: 01667-462445.
- Use of Stornoway aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
- High visibility clothing is to be worn when airside.

### 2 GROUND MOVEMENT

- Pilots are advised that the width of the Alpha and Charlie taxiways on the East side of the aerodrome is 15 M.
- Pilots are reminded that aircraft using the Main Apron will normally be marshalled. Caution should be exercised when manoeuvring due to the proximity of lighting pylons at the southern edge of the Main apron.
- Pilots should exercise caution when operating in the area north and south of the hangar because of vehicular activity which is not subject to ground movement control.
- All parking is normally under the direction of the marshaller.
- The taxiway to the north of Echo 2 is unusable.
- To permit crossing of the southern taxiway by pedestrians and non-radio equipped vehicles, a crossing is established between Taxiway Charlie and the Control Tower Building. During the notified hours of ATC/AFIS this crossing is controlled by traffic lights. The traffic light signal is located above the front door of the Control Tower. Pedestrians and vehicles must not cross the taxiway, in either direction, when this light is red. Outwith the notified hours of ATC/AFIS the traffic light is OFF, however, pedestrians/vehicles must exercise extreme caution as aircraft operating out of hours may be using the taxiway. This crossing is not available during LVP operations, ATC will advise.
- Marshalling will be provided at the Marshaller's discretion when the wind speed is in excess of 40 KT.
- When manoeuvring on Runway 18/36 aircraft must not proceed beyond the runway stopend lights. The area beyond is unfit for normal movement of aircraft and is marked as such by yellow chevrons.
- Access from the Lower Apron is restricted to the adjacent exit gate and to the ATC building. A walkway (painted green) with painted footprints and signage will guide all Lower Apron users to either the ATC Control Tower building or the exit gate. Crossing the active taxiway to the ATC Control Tower building is controlled by traffic lights situated above the entry door of the Control Tower building. Airside access to the Terminal building from either the Lower Apron or ATC is strictly prohibited and the exit gate adjacent to the Lower Apron must always be used. To open the pedestrian gate, first press the electrical release switch on the grey cabinet to the left of the gate, then twist the opening handle. Ensure that the gate is securely closed after you pass through. Be advised the access gate is electronically controlled, so when you require access airside you will have to visit the Security Office in the main Terminal who will issue you with a Temporary Airside Pass (don't forget to have your photo ID and hi-visibility jacket with you), they will then escort you airside. Once airside, hangar access is by request to the marshaller or telephone 01851-707415 (ATC).

22 Jan 2026

- j) High ground to north and west rising to 1000 FT within 7 NM.
- k) Pilots are reminded that Taxiway Alpha, between main apron Gate 10 and the Gaydon hangar, is used regularly by vehicular traffic under the control of ATS. Vehicles using this taxiway may be seen by taxiing aircraft using the Apron Taxiway, Taxiway Bravo and Taxiway Charlie.
- l) Landing fees shall be issued via invoice. Billing address details will be obtained from PPR forms.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

- a) No ground signals except light signals.
- b) Flocks of geese present in fields adjacent to the aerodrome, all year round.
- c) Birds can be expected on all approaches. Dedicated bird patrols during operational hours under control of ATS. Increased risk from birds at low tide on approach to Runway 18.
- d) Minimum approach angles of 3° (indicated by the PAPI) must be strictly adhered to when using Runway 36 due to vehicles on road within undershoot.
- e) Grass areas are soft and unsafe. Poor load bearing characteristics may be found on runway/taxiway strips and the area adjacent to the apron. Only marked taxiways are to be used. Pilots are warned to exercise caution whilst taxiing between the Main Apron and Alpha 3 as this portion of taxiway includes a compound curve and taxiway centre-line markings must be followed to ensure clearance distances from pavement edge are maintained.
- f) A Coastguard helicopter operates from Stornoway and will be given appropriate priority over other traffic when operating on search and rescue duties. These activities may take place throughout the 24 hour period and pilots using out of hours permission at Stornoway should therefore exercise appropriate caution.
- g) Pilots are reminded that they should not cross the Runway 18 threshold when lining up for departure. The area beyond the Runway 18 threshold and marked with chevrons is for the protection of the Runway 36 Localiser monitor antenna (Lit).

### 5 HELICOPTER OPERATIONS

- a) Light helicopters are not required to use the runways and may arrive depart from the appropriate apron.
- b) Rotors running refuel is not permitted.
- c) Pilots of helicopters engaged in Public Transport Operations are required to provide ATS an ETA/ETD giving at least 10 minutes notice. This may be done via telephone or RTF.
- d) Pilots are reminded that routine helicopter winching training takes place on the Gaydon South Apron and the Gaydon North Apron. S92 helicopters may hover, up to a max of 300 FT AGL with the winch cable attached to a ground weight. These operations are separated for wake turbulence purposes from Runways 18/36 and 06/24. Traffic Information on these operations will be passed by ATS.

### 6 USE OF RUNWAYS

- a) Runway 06/24 is not available for night landings but is available for use by Air Ambulance and SAR ops on request.
- b) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:
  - i. **Runway 18/36** . Except where an AOC holder has a less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 M are not permitted;
  - ii. **Runway 06/24** . Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 800 M or less are not permitted.
- c) Runway 06/24 is not available for landing or take-off outside of aerodrome opening hours. Aircraft operating outside aerodrome opening hours in accordance with HIAL's Out of Hours Indemnity Scheme must exercise caution when taxiing on the Charlie, Bravo and Alpha Taxiways as vehicles may be operating on those routes.

### 7 TRAINING

Not applicable

## EGPO AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGPO AD 2.22 FLIGHT PROCEDURES

### 1 INSTRUMENT APPROACH PROCEDURES

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

## 2 NORTH ATLANTIC DEPARTURES

- a) Due to the proximity of the Shanwick Oceanic boundary to Stornoway, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

## 3 CIRCUITS

- a) Circuit directions: Runways 18 and 24 - LH; Runways 06 and 36 - RH. Unless otherwise instructed by ATC.

## 4 AIR TRAFFIC SERVICES OUTSIDE CONTROLLED AIRSPACE

- a) During notified ATC hours of Service, a procedural service will routinely be applied to IFR flights. Pilots will be expected to accept Level, Radial, Track and Time allocations that may require flight in IMC. A basic service will be routinely applied to VFR flights. A pilot may request another service if considered more appropriate.
- b) Outside notified ATC hours of service, a basic service will always be applied to SAR and ambulance flights by an AFISO.

## 5 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 450 FT and fly parallel to the runway, and adjacent to the Tower, to attract attention.

## 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](http://www.nats.aero/ais).

### EGPO AD 2.23 ADDITIONAL INFORMATION

- a) Aircraft operators are responsible for the searching of any aircraft parked either overnight or within the demarcated area prior to departure.

### EGPO AD 2.24 CHARTS RELATED TO AN AERODROME

#### AERODROME CHART - ICAO

AD 2.EGPO-2-1

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 18 - ICAO

AD 2.EGPO-8-1

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 18 - ICAO

AD 2.EGPO-8-2

INSTRUMENT APPROACH CHART NDB(L) RWY 18 - ICAO

AD 2.EGPO-8-3

INSTRUMENT APPROACH CHART DIRECT ARRIVALS to LOC and NDB(L) RWY 18 - ICAO

AD 2.EGPO-8-4

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 36 - ICAO

AD 2.EGPO-8-5

INSTRUMENT APPROACH CHART LOC/NDB(L) RWY 36 - ICAO

AD 2.EGPO-8-6

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 36 - ICAO

AD 2.EGPO-8-7

INSTRUMENT APPROACH CHART NDB(L) RWY 36 - ICAO

AD 2.EGPO-8-8

INSTRUMENT APPROACH CHART DIRECT ARRIVALS to LOC and NDB(L) RWY 36 - ICAO

AD 2.EGPO-8-9

INSTRUMENT APPROACH CHART VOR/DME TO AERODROME - ICAO

AD 2.EGPO-8-10

### EGPO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable



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**EGPB — SUMBURGH****EGPB AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGPB — SUMBURGH

**EGPB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	Lat: 595253N Long: 0011738W Mid-point of 09/27.
2	Direction and distance from city	17 NM S of Lerwick.
3	Elevation / Reference temperature / Mean Low Temperature	21 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	161 FT
5	Magnetic Variation / Annual Change	0.87°W (2022) / 0.24°E
6	AD Administration Address Telephone  Telefax  E-mail address Web address	HIGHLANDS AND ISLANDS AIRPORTS LTD. Sumburgh Airport, Virkie Shetland, ZE3 9JP. 01950-461000 (HIAL) 01950-461008 (ATC)  01950-460218 (HIAL) 01950-460718 (ATC)  sumbatc@hial.co.uk www.hial.co.uk/sumburgh-airport/
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

**EGPB AD 2.3 OPERATIONAL HOURS**

1	AD Administration	Mon-Fri 0730-2000 (0630-1900); Sat 0745-1615 (0645-1515); Sun 1130-2000 (1030-1900).
2	Customs and immigration	By arrangement with ATC or by request from Loganair.
3	Health and sanitation	On request.
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	As AD hours.
7	ATS	Mon-Fri 0715-2000 (0615-1900); Sat 0730-1615 (0630-1515); Sun 1115-2000 (1015-1900); and by arrangement.
8	Fuelling	Mon-Fri 0730-2000 (0630-1900); Sat 0745-1615 (0645-1515); Sun 1130-2000 (1030-1900). Fuel supplied by North Air; see AD 2.4 remarks.
9	Handling	By arrangement. See AD 2.4 Remarks.
10	Security	Mon-Fri 0630-2015 (0530-1915); Sat 0630-1615 (0530-1515); Sun 1015-2015 (0915-1915).
11	De-icing	By arrangement with Loganair.
12	Remarks	Request for extension of hours should be made to Sumburgh ATC 01950-461008.

**EGPB AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo handling facilities	Limited.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	
4	De-icing facilities	Available through Loganair.
5	Hangar space for visiting aircraft	Limited and only by arrangement with HIAL.
6	Repair facilities for visiting aircraft	

7	Remarks	<p>Pilots not using a resident handling agent must ensure that all relevant airport documentation is completed upon initial arrival. Such documentation may be obtained from security or HIAL administration staff.</p> <p>Fuel supplied by North Air. Tel: 01950-460367; E-Mail: LSIOPS@north-air.co.uk. Hook-up fee and minimum fuel charge on cash sales. No credit card facilities available. Payment by Air BP Card, Fuel Release or cash only. Contact North Air for further information.</p>
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### EGPB AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Sumburgh and Lerwick.
2	Restaurants	Buffet, bar.
3	Transportation	Buses, Taxis and Car Hire.
4	Medical facilities	Limited first aid.
5	Bank and Post Office	Bank - Lerwick. Post Office - Mainland's Shop, Boddam.
6	Tourist Office	
7	Remarks	

### EGPB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A5 RFF Category A6 available under remission. 24 hours notice period required.
2	Rescue equipment	Water rescue facilities are available for Runway 09/27 and Helicopter Runway 06/24 during published opening hours. Special and on call openings subject to serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations.
3	Capability for removal of disabled aircraft	Nil at Airport. MTWA: 30,000 kg using external sources available on the main island.
4	Remarks	

### EGPB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and chemical de-icing. Surfaces de-iced/anti-iced with KFOR/NAFO.
2	Clearance priorities	Runways, taxiways, Aprons.
3	Remarks	Latest information from: ATC 01950-461008.

### EGPB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	<p>TERMINAL EAST Surface: Concrete PCN 29/R/B/W/T</p> <p>TERMINAL WEST Surface: Concrete PCN 16/R/B/W/T</p>
2	Taxiway width, surface and strength	<p>Taxiway CHARLIE: 18 M Surface: Asphalt PCN 20/F/B/X/T</p> <p>Taxiway EAST: 15 M Surface: Concrete PCN 29/R/B/W/T</p> <p>Taxiway NORTH: 18 M Surface: Asphalt PCN 20/F/B/X/T</p> <p>Taxiway SOUTH: 15 M Surface: Concrete and asphalt PCN 31/F/B/X/T</p>

4	True BRG of FATO	FATO 06/24: DIR 06: 053.44° FATO 06/24: DIR 24: 233.45°
5	Declared distance available	FATO 06/24: DIR 06: LDAH - LDA for Helicopters 544 M FATO 06/24: DIR 06: RTODAH - Rejected TODA for Helicopters 544 M FATO 06/24: DIR 06: TODAH - Take-Off Distance Available for Helicopters 544 M FATO 06/24: DIR 24: LDAH - LDA for Helicopters 544 M FATO 06/24: DIR 24: RTODAH - Rejected TODA for Helicopters 544 M FATO 06/24: DIR 24: TODAH - Take-Off Distance Available for Helicopters 544 M
6	APP and FATO lighting	
7	RMK	Daylight use only.

## EGPB 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
SUMBURGH CTR 594309N 0005423W - 593839N 0013034W - 594620N 0014725W - 600144N 0013856W - 600406N 0005747W thence clockwise by the arc of a circle radius 15 NM centred on 595244N 0011712W to 594309N 0005423W	Upper limit: FL100 Lower limit: SFC	D	SUMBURGH RADAR English	6000 FT		Mon-Fri 0715-2000 (0615-1900); Sat 0730-1615 (0630-1515); Sun 1115-2000 (1015-1900); and when notified by NOTAM.  Radar service available 0630- 2200 (0530-2100).
SUMBURGH ATZ A circle, 2 NM radius, centred at 595253N 0011738W on longest notified runway (09/ 27)	Upper limit: 2000 FT AGL Lower limit: SFC	D	SUMBURGH TOWER English	6000 FT		Additional ATS Unit Callsign: SUMBURGH INFORMATION, English (When notified).  Airspace Class: Class G (When notified).  Transition Altitude: 3000 FT.  Mon-Fri 0715-2000 (0615-1900); Sat 0730-1615 (0630-1515); Sun 1115-2000 (1015-1900); and when notified by NOTAM.

## EGPB 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
TWR	SUMBURGH TOWER	118.255 DOC 30 NM/ 10,000 FT.			Mon-Fri 0715-2000 (0615- 1900); Sat 0730-1615 (0630-1515); Sun 1115- 2000 (1015-1900); and by arrangement.	
RADAR	SUMBURGH RADAR	123.155 Standby frequency not continuously monitored.			0630-2200 (0530-2100).	This service is provided by NATS Aberdeen.
		131.300 Radar services for both Approach Radar and offshore sectors.			0630-2200 (0530-2100).	
AFIS	SUMBURGH INFORMATION	118.255			By arrangement outside hours of ATC. Normally only available for SAR, ambulance flights and aircraft in emergency.	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	SUMBURGH INFORMATION	125.855			Mon-Fri 0715-2000 (0615-1915); Sat 0730-1615 (0630-1515); Sun 1115-2000 (1015-1900); and by arrangement.	
OTHER	SUMBURGH FIRE CHIEF	121.605 Non-ATS Frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPB 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 OTHER:NOCAT 0.18°E (2027)	SUB	108.500 MHz	HO	595257.14N 0011721.92W		(RWY 09) Ignore any glidepath indications observed. The Localizer is offset 2.2° south of the extended RCL and intercepts at 1400 M from THR 09. Localizer only.
ILS/LOC I 0.18°E (2027)	ISG	108.500 MHz	HO	595248.42N 0011812.47W		(RWY 27) The Localizer is offset 2.6° north of the extended RCL and intercepts at 723 M from THR 27. Pilots may not receive full fly-up indications when below glidepath and right of centre-line.
ILS/GP	ISG	329.900 MHz	HO	595256.79N 0011721.12W		3° ILS Ref Datum Hgt 54 FT.
VOR/DME 0.18°E (2027) 0° (2023)	SUM	120Y 117.350 MHz	H24	595243.42N 0011711.51W	80 FT	VOR/DME DOC: 200 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sectors R140-160, R285-305 and R345-005.
NDB (L) 0.18°E (2027)	SBH	351.000 kHz	H24	595256.56N 0011741.40W		On AD. Range 25 NM.
ILS/DME	ISG	22X 108.500 MHz	HO	595256.72N 0011738.05W	25 FT	(RWY 27) On AD. DME freq paired with ILS I-SG and SUB. Zero range indicated at THR of Runway 09 and 27.
ILS/DME	SUB	22X 108.500 MHz	HO	595256.72N 0011738.05W	25 FT	(RWY 09) On AD. DME freq paired with ILS I-SG and SUB. Zero range indicated at THR of Runway 09 and 27.

EGPB AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) All aircraft are required to request start up from ATC.
- b) Pilots are reminded that all flights wishing to depart Sumburgh must, in accordance with the requirements of Class D airspace, notify ATC. This may be in the form of a filed flight plan or contact with Sumburgh ATS via landline prior to departure.

2 GROUND MOVEMENT

- a) The centre-line of the northern taxiway is diverted to the south side of the 46 M wide pavement. The edge of the usable taxiway (width 18 M) is marked by blue edge lights and blue reflective markers. Green reflective studs mark the centre-line. Pilots are reminded to adhere to the marked centre-line. A separate vehicle route is marked on the north side of part of the northern taxiway.

- b) No ground signals except light signals.
- c) Aircraft Parking
  - i. Sumburgh operates a parking policy which considers: customs requirements, duration of stay and type of flight. Fixed wing aircraft will be marshalled and may be required to reposition due to operational requirements.
  - ii. Helicopters will be allocated spots by ATC. Helicopters that require to shutdown should inform Sumburgh Tower at the earliest opportunity, they may be required to reposition to a remote part of the apron.
- d) Use of Sumburgh aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
- e) Full ATC clearance is available from EOBT - 15 minutes. Departing aircraft are required to state stand/spot number on initial contact with Sumburgh Tower.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

- a) During strong wind conditions turbulence may be expected on approach to, or climb out from, any runway.
- b) Bird colonies are active throughout the year, particularly during the nesting season. Concentrations of birds may be encountered in the vicinity of cliffs and beaches and over the sea.
- c) A coastguard and support helicopter operates from Sumburgh and will be given appropriate priority over other traffic when operating on search and rescue duties. These operations may take place throughout the 24 hour period using the call sign 'Rescue'.
- d) Unlit mast erected on Scousburgh Hill, 5 NM north of the aerodrome approximate height 220 FT AGL, 1085 FT AMSL.
- e) Pilots will observe that a main road crosses the Runway 09 undershoot immediately before the painted threshold. A barrier system closes the public road. These barriers must be closed before any fixed wing aircraft can land or depart.

### 5 HELICOPTER OPERATIONS

- a) Helicopters are treated as fixed-wing traffic and should normally ground taxi, unless skid equipped between the runways and parking areas. In adverse weather conditions and during snow clearing operations, air taxiing may be permitted by ATC. Only one helicopter at any one time may air taxi on any one apron. Pilots may request an air taxi if required.
- b) Rotors running refuelling of helicopters with passengers on board is only permitted during exceptionally severe wind conditions, and with the permission of ATC. Rotors-running refuelling is only permitted on helicopter spots 4, 5, 6, 7, 8. Spot 4 may only be used by S92s for rotors-running refuelling in exceptional circumstances.

### 6 USE OF RUNWAYS

- a) With the exception of helicopters, night landings are not permitted on Runways 15 and 33 except in an emergency. Night take-offs from Runways 15 and 33 are restricted to operators with procedures accepted by the Civil Aviation Authority.
- b) The helicopter Runway 06/24 is not to be used by fixed-wing aircraft.
- c) More than one runway may be lit, and in use, at any one time.
- d) Except for locally based SAR helicopters, out of hours indemnity is not permitted.
- e) The thresholds of Runways 09 and 27 are positioned 135 M and 120 M respectively from concrete sea-defences and the open sea.
- f) RVR Conditions
  - i. Runway 09/27. Except where an AOC holder has a less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 M are not permitted.
  - ii. Runway 15/33. 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.
  - iii. Helicopter Runway 06/24. Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 800 M or less are not permitted.
- g) Pilots will observe that a main road crosses the Runway 09 undershoot immediately before the painted threshold. The road is closed by staffed barriers prior to any movement requiring the closure of the road.

### 7 TRAINING

Not applicable

## EGPB AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Helicopters requiring to hover for long periods for test purposes should be directed to a location where they will cause least disturbance to residential areas.
- b) Military Practice Diversions
  - i. Practice diversion approaches by high energy jet aircraft should, whenever possible, be made to Runway 09/27.
  - ii. Exceptionally, when traffic conditions prevent an approach to Runway 09/27, an approach to Runway 33 may be authorised. When aircraft are carrying out a missed approach from Runway 33 or overflying the aerodrome they are given specific instructions to prevent them from overflying the village of Toab.



22 Jan 2026

- iii. The village of Toab is particularly vulnerable to noise from aircraft and approaches to Runway 15 by high energy jet aircraft are not normally permitted.

## EGPB AD 2.22 FLIGHT PROCEDURES

### 1 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 General Rules, section 3.4 Radiotelephony, Radio Failure and Loss of Communication Procedures. The route to be used when leaving the airspace in accordance with these procedures is as follows:
- b) In the event of a communications failure ATS will issue instructions to aircraft and vehicles using visual signals by the use of an ALDIS lamp. These signals will be displayed in accordance with guidelines issued in the CAP 637 Visual Aids Hand Book.

Position at time of decision	Route
VOR SUM or NDB(L) SBH	Track 310°(T) at 2400 FT ALT until clear of the CTR/CTA.

### 2 HELICOPTER OPERATIONS IN THE SUMBURGH CTR/CTA

- a) Procedures for helicopter operations in the Sumburgh CTR/CTA are detailed at ENR 1.6.

### 3 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](http://www.nats.aero/ais).

### 4 NORTH ATLANTIC DEPARTURES

- a) Due to the proximity of the Shanwick Oceanic boundary to Sumburgh, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

### 5 APPROACH AND APPROACH RADAR SERVICES

- a) Approach and Approach Radar Services for Sumburgh Airport are provided from Aberdeen ATSU. If this service is not available during published hours, the CTR/CTA airspace will revert to Class G status. In the event, this will be promulgated by NOTAM.

## EGPB AD 2.23 ADDITIONAL INFORMATION

- a) Aircraft operators are responsible for the searching of any aircraft parked either overnight or within the demarcated area prior to departure.

## EGPB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGPB-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGPB-2-2

CTR - WESTERLY OUTBOUND/INBOUND HMRI

AD 2.EGPB-3-1

CTR - EASTERLY OUTBOUND/INBOUND HMRI

AD 2.EGPB-3-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGPB-5-1

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

AD 2.EGPB-8-1

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

AD 2.EGPB-8-2

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

AD 2.EGPB-8-3

INSTRUMENT APPROACH CHART RNP RWY 15 (CAT A,B,C) - ICAO

AD 2.EGPB-8-4

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

AD 2.EGPB-8-5

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

AD 2.EGPB-8-6

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

AD 2.EGPB-8-7

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

AD 2.EGPB-8-8

INSTRUMENT APPROACH CHART VOR/DME 006° TO AERODROME (CAT A,B,C) - ICAO

AD 2.EGPB-8-9

INSTRUMENT APPROACH CHART VOR/DME 147° TO AERODROME (CAT A,B) - ICAO

AD 2.EGPB-8-10

INSTRUMENT APPROACH CHART DIRECT ARRIVALS RWY 09/27 (CAT A,B,C) - ICAO

AD 2.EGPB-8-11

INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME 147°/006° TO AERODROME (CAT A,B,C)

AD 2.EGPB-8-12

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09

AD 2.EGPB-8-13

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 15

AD 2.EGPB-8-14

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27

AD 2.EGPB-8-15

## EGPB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

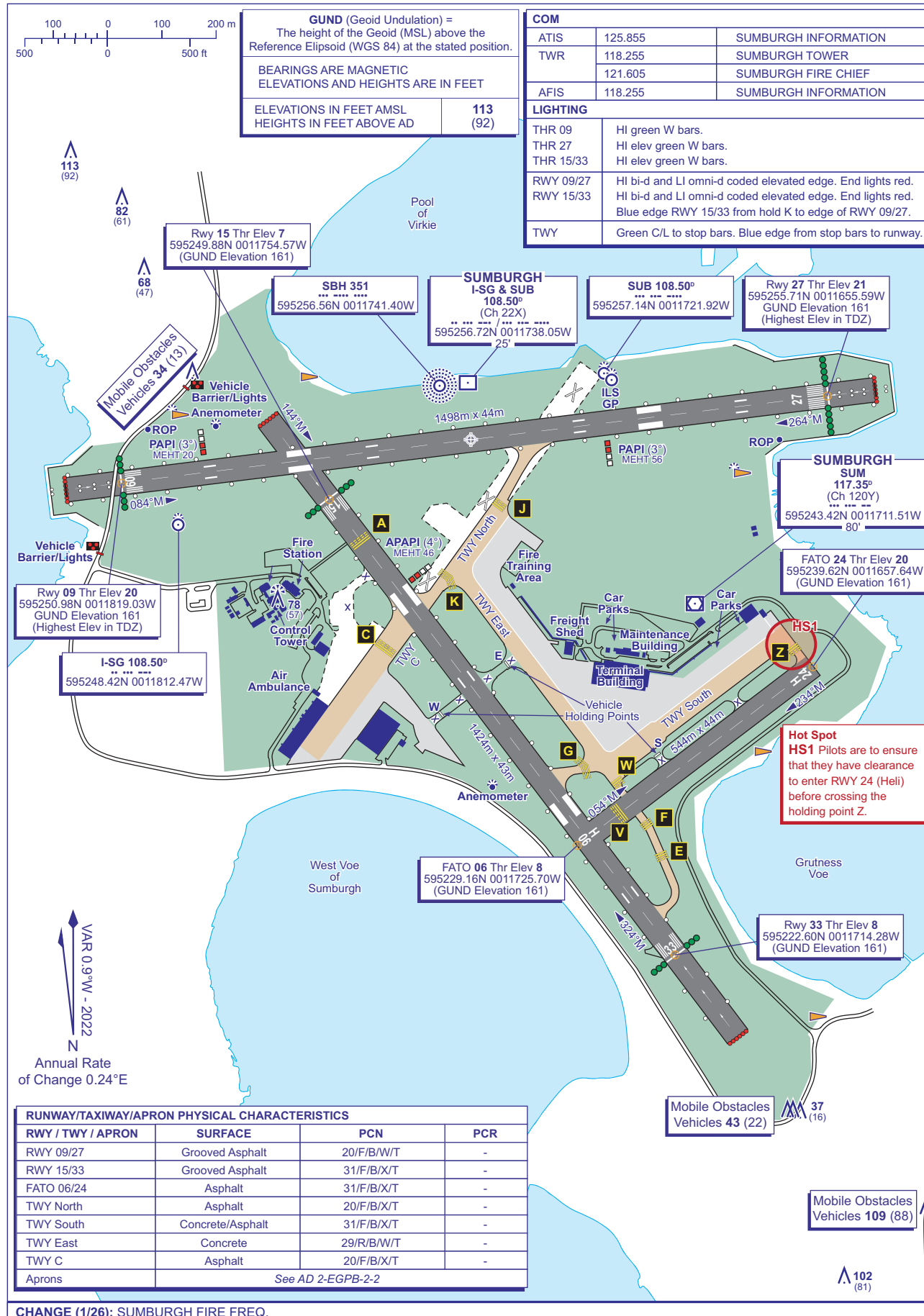
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AERODROME  
CHART - ICAO

ARP 595253N 0011738W

AD ELEV 21FT

SUMBURGH  
EGPB

AERO INFO DATE 23 OCT 25

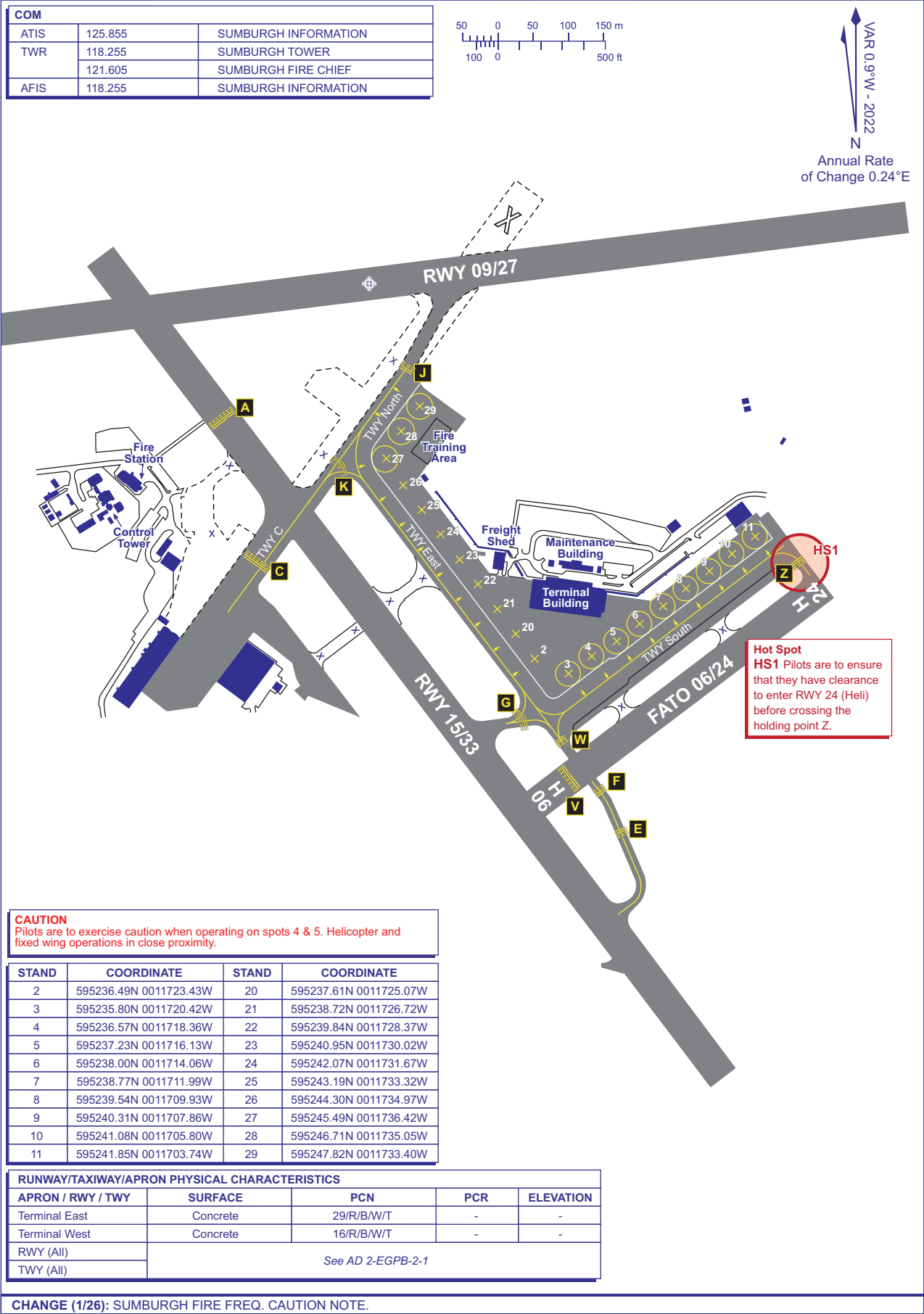
AD 2-EGPB-2-1

AIRCRAFT PARKING/DOCKING  
CHART - ICAO

ARP 595253N 0011738W

AD ELEV 21FT

SUMBURGH  
EGPB



EGNL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.01°E (2027)	IWL	110.150 MHz	Mon-Thu 0700-1900 (0600- 1800); Fri 0800-1700 (0700- 1600); Sat- Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	540804.58N 0031611.71W		(RWY 35) DME instead of markers.
ILS/GP	IWL	334.250 MHz	Mon-Thu 0700-1900 (0600- 1800); Fri 0800-1700 (0700- 1600); Sat- Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	540732.55N 0031602.81W		3.5° ILS Ref Datum Hgt 33 FT.
NDB (L) 0.01°E (2027)	WL	385.000 kHz	Mon-Thu 0700-1900 (0600- 1800); Fri 0800-1700 (0700- 1600); Sat- Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	540738.72N 0031552.02W		On AD. Range 25 NM. Normally radiates H24.
ILS/DME	IWL	38Y 110.150 MHz	Mon-Thu 0700-1900 (0600- 1800); Fri 0800-1700 (0700- 1600); Sat- Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	540737.80N 0031552.61W	52 FT	(RWY 35) On AD. DME freq paired with LOC I-WL. Zero range is indicated at THR of Runway 35. DOC 25 NM/10,000 FT.



## EGNL AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

- a) No aircraft is permitted to land at Walney, except in an emergency, when ATS is not available.
- b) Use of ILS/NDB/RNP (including training) is strictly PPR.
- c) Aircraft that use the ILS Glidepath element for descent must comply with a local ILS RDH requirement that the glidepath receiver antennas on the aircraft and the distance to the lowest part of a fully extended undercarriage must not exceed two metres.
- d) Non-radio aircraft not accepted.

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

- a) Pilots must avoid the EGR445 Barrow-in-Furness. A circle radius 0.5 NM centred on 540635N 0031410W SFC to 2000 FT ALT.
- b) Poor R/T coverage at low level to the north - east north east of the AD due topography.
- c) Runway 23 Night-time approaches: Aircraft are warned not to descend below the indicated PAPI "on-slope" indication due to an obstruction-chimney (219 FT - Lit) on approach. As described in EGNL AD 2.10, Obstructions - in circling area and at aerodrome.
- d) Windshear warning - pilots are warned that windshear can occur on final approach over Walney Channel to the threshold Runway 23, especially when the tide is out and the surface wind is down Runway 23 at a speed of 15-20 KT.
- e) Multiple cranes operating within an area bounded by co-ordinates: 540633.6N 0031340.6W - 540618.3N 0031257.6W - 540608.6N 0031313.7W - 540618.2N 0031350.0W - 540603.0N 0031402.2W - 540611.0N 0031417.3W - 540626.4N 0031427.6W - 540637.0N 0031425.2W - 540642.4N 0031420.2W - 540633.6N 0031340.6W. Maximum Elevation 335 FT. Height 308 FT AGL. All cranes will have obstruction lighting.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

Runway 05/23 is an unlicensed runway.

### 7 TRAINING

Not applicable

## EGNL AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGNL AD 2.22 FLIGHT PROCEDURES

### 1 PROCEDURES FOR INBOUND AIRCRAFT

- a) Aircraft arriving from the south for a straight-in approach to the instrument approach procedures to Runway 35 should route via:

Name	Co-ordinates	Terminal Area
TUNUP	535548N 0031103W	EGNL RWY 35 IAF ILS/DME/NDB(L), LOC/DME/NDB(L) and NDB(L)/DME

- b) Warton Radar provides approach control service to Walney.
- c) Outside of Warton Radar hours of operation refer to UK AIP EGNO AD 2.22, Section 3.

### 2 COMMUNICATIONS & SSR

- a) Aircraft in communication with Walney ATS may be allocated a conspicuity squawk of 4576. Aircraft must not select this squawk unless instructed to do so by ATS.

- b) Aircraft remaining in the circuit at Walney will be allocated a conspicuity squawk of 7010. Aircraft must not select this squawk unless instructed to do so by ATS.
- c) Allocation of these conspicuity squawks does not constitute any radar service.

### 3 INSTRUMENT APPROACH PROCEDURES WITHOUT APPROACH CONTROL

- a) When Warton Radar is not available, the RNP IAP may be flown into Walney subject to PPR from the Aerodrome Operator and limited to company flights by specified operators only.
- b) Walney Operations will allocate a slot time for the IAF, which is to be adhered to in order to maintain separation. Only one aircraft is to use the RNP IAP at any time.
- c) The hold shall not be used for separation or sequencing.
- d) ILS or NDB IAP are not available without approach control.
- e) In the event of RCF, if unable to land within 30 minutes of the ETA for the IAF, the pilot shall divert.

## EGNL AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGNL AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGNL-2-1

INSTRUMENT APPROACH CHART RNP RWY 17 (CAT A,B) - ICAO

AD 2.EGNL-8-1

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 35 (CAT B) - ICAO

AD 2.EGNL-8-2

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 35 (CAT B) - ICAO

AD 2.EGNL-8-3

INSTRUMENT APPROACH CHART RNP RWY 35 (CAT A,B) - ICAO

AD 2.EGNL-8-4

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 35 (CAT B) - ICAO

AD 2.EGNL-8-5

INSTRUMENT APPROACH CHART NDB(L)/DME TO AERODROME (CAT B) - ICAO

AD 2.EGNL-8-6

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 17

AD 2.EGNL-8-7

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 35

AD 2.EGNL-8-8

## EGNL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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**EGNO — WARTON****EGNO AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGNO — WARTON

**EGNO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	Lat: 534442N Long: 0025300W Mid point of Runway 07/25
2	Direction and distance from city	6 NM W of Preston.
3	Elevation / Reference temperature / Mean Low Temperature	54 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	171 FT
5	Magnetic Variation / Annual Change	0.19°E (2027) / 0.19°E
6	AD Administration Address Telephone	BAE SYSTEMS. BAe Systems, Warton Aerodrome, Warton, Preston, PR4 1AX. 01772-633333 (Switchboard) 01772-852374 (ATC and PPR for training flights) 01772-634330 (Civil Ops and PPR for visiting aircraft) 01772-856060 (ATIS)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All calls to ATC will be recorded.

**EGNO AD 2.3 OPERATIONAL HOURS**

1	AD Administration	Mon-Thu 0730-1159 (0630-1059), 1400-1900 (1300-1800); Fri 0730-1159 (0630-1059), 1400-1700 (1300-1600). Aircraft may operate outside of these times with the prior approval of the Aerodrome Operator.
2	Customs and immigration	Mon-Fri 0600-2000 (0500-1900) Subject to 48 hours prior notice.
3	Health and sanitation	As AD hours.
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	As AD hours.
7	ATS	See AD 2.18.
8	Fuelling	Sun-Fri 0615-1930 (0515-1830).
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	Mon-Fri 0630-1850 (0530-1750). Out of hours de-icing carried out when required to meet business requirements.
12	Remarks	This aerodrome is PPR. The aerodrome may operate outside of the published hours to support business requirements.

**EGNO AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo handling facilities	18 Tonne Mobile Crane, 10 Tonne Forklift, Atlas 'K Loader', 14 Cargo Dolly's (including 1 Double Dolly), Avi-Ramp Regional Mobile Boarding Bridge, 7 Tonne FMC Commander (Wide) Cargo Loader, various Aircraft steps & Licenced Store. Tow bars available for the following aircraft: Boeing 737 (800 & Classic), 747, 757, Embraer, Typhoon, Tornado, Hawk, short aircraft towbar & hand operated towbar.
2	Fuel and oil types	AVTUR JET A-1 WITH FSII (F34 AVTUR)
3	Fuelling facilities/capacity	3 Bowsers (pressure and overwing). Approximately 500,000 lt.
4	De-icing facilities	2 aircraft de-icers.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Limited.
7	Remarks	All civil aircraft handling is carried out by Civil Ops. PPR and ground handling are mandatory for all visiting aircraft. PPR requests must be made to <a href="mailto:cat.operations@baesystems.com">cat.operations@baesystems.com</a> .

## EGNO AD 2.5 PASSENGER FACILITIES

1	Hotels	Lytham 3.5 miles.
2	Restaurants	Lytham 3.5 miles.
3	Transportation	Regular bus service, taxis on request. Nearest rail station Lytham 3.5 miles.
4	Medical facilities	Limited first aid on site. Nearest hospital Preston 6 miles.
5	Bank and Post Office	Warton. Lytham 3.5 miles.
6	Tourist Office	St Annes 5 miles.
7	Remarks	

## EGNO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 For operations.  RFF Category will be maintained to suit operational requirements for weekend operations.
2	Rescue equipment	3 Rosenbauer Panther 6x6, Major Foam Vehicle, Incident Command Vehicle, Argo Titan, Mud Rescue Support Vehicle, Medical Response Vehicle & Emergency Equipment Trailer.
3	Capability for removal of disabled aircraft	By arrangement with nominated recovery company. Light aircraft removal possible if required.
4	Remarks	

## EGNO AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, chemical de-icing
2	Clearance priorities	Runway, taxiways, apron.
3	Remarks	For latest information on snow clearance programme and runway state Tel: ATC 01772-852374

## EGNO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	CARGO APRON Surface: Asphalt PCN 42/F/C/W/T  MILITARY TRAINING APRON Surface: Concrete and asphalt PCN 42/F/C/W/T  NORTHERN APRON Surface: Concrete and asphalt PCN 42/F/C/W/T  SOUTHERN APRON Surface: Concrete and asphalt PCN 48/R/C/W/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 18 M Surface: Asphalt PCN 37/R/C/W/T  Taxiway BRAVO: 23 M Surface: Asphalt PCN 42/F/C/W/T  Taxiway CHARLIE: 15 M Surface: Asphalt PCN 28/F/C/X/T

EGNO 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	CL2B. Irregular spacing. See AD 2.20 para 3. 1030 M White Light intensity high	Green Light intensity high Wingbars only.	PAPI Both/3° 32 FT 230 M			Elevated HI full length at 60 M spacing. 600 M Yellow caution zone.	23 M central gap Red Light intensity high		EDGE: Runway edge lighting inset at RHAG, see AD 2.20 para 3. Blue edge lighting is not provided for the runway end turning circle.
25	CL5B. Irregular spacing. Supplemented by LI Omni- directional red T for circling guidance. See AD 2.20 para 3. 879 M White Light intensity high	Green Light intensity high 23 M central gap and HI Wingbars.	PAPI Both/3° 34 FT 364 M Spacing between PAPI lights reduced due to topograp hy.			Elevated HI full length at 60 M spacing. 600 M Yellow caution zone.	23 M central gap Red Light intensity high		EDGE: Runway edge lighting inset at RHAG, see AD 2.20 para 3. Blue edge lighting is not provided for the runway end turning circle.

EGNO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 534421.90N 0025250.18W Flashing Green 'WQ' H24
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 07 (LGTD): 534436.69N 0025345.94W; Runway 25: 534448.14N 0025215.47W.
3	TWY edge and centre line lighting	CL: Taxiway A alternate green/yellow centreline solar studs (lead off only). Taxiway B green centreline solar studs between aprons and B1 hold. Taxiway C alternate green/yellow centreline solar studs (lead off only) and green centreline solar studs between aprons and C2 hold.  EDGE: Taxiways A, B, D & E blue edge lighting. Taxiway D edge lights are 8 M outside marked edge of taxiway. Taxiway C blue reflective edge markers.
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Runway guard lights, apron floodlighting, obstacle lighting.

EGNO AD 2.16 HELICOPTER LANDING AREA

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## EGNO 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
WARTON ATZ A circle, 2.5 NM radius, centred at 534442N 0025300W (ARP)	Upper limit: 2000 FT AGL Lower limit: SFC	G	WARTON RADAR English	3000 FT		The ATZ is notified, for the purposes of Rule 11, as being active H24. For entry into the ATZ see AD 2.22 Flight Procedures.  A non-standard MATZ is established as detailed at ENR 2.2 para 2.4 and displayed pictorially at AD 2-EGNO-4-1.  Warning: The northern sector of the ATZ is not wholly contained within the MATZ.

## EGNO 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
TWR	WARTON TOWER	130.805 DOC 15 NM/ 10,000 FT.			Mon-Thu 0730-1159 (0630-1059), 1400-1900 (1300-1800); Fri 0730-1159 (0630-1059), 1400-1700 (1300-1600).	Aircraft may operate outside of these times with the prior approval of the Aerodrome Operator.
RADAR	WARTON RADAR	129.530 DOC 40 NM/ 25,000 FT. Provides SRA RTR 2 NM.			Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600).	VDF 534422.32N 0025320.79W On AD.
	WARTON TALKDOWN	129.730 DOC 40 NM/ 25,000 FT. Provides SRA RTR 2 NM.			Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600).	
ATIS	WARTON AIRFIELD INFORMATION	121.730 DOC 2 NM/GND.			Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600).	ATIS also available via telephone 01772-856060.
OTHER	WARTON FIRE	121.605 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

## EGNO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

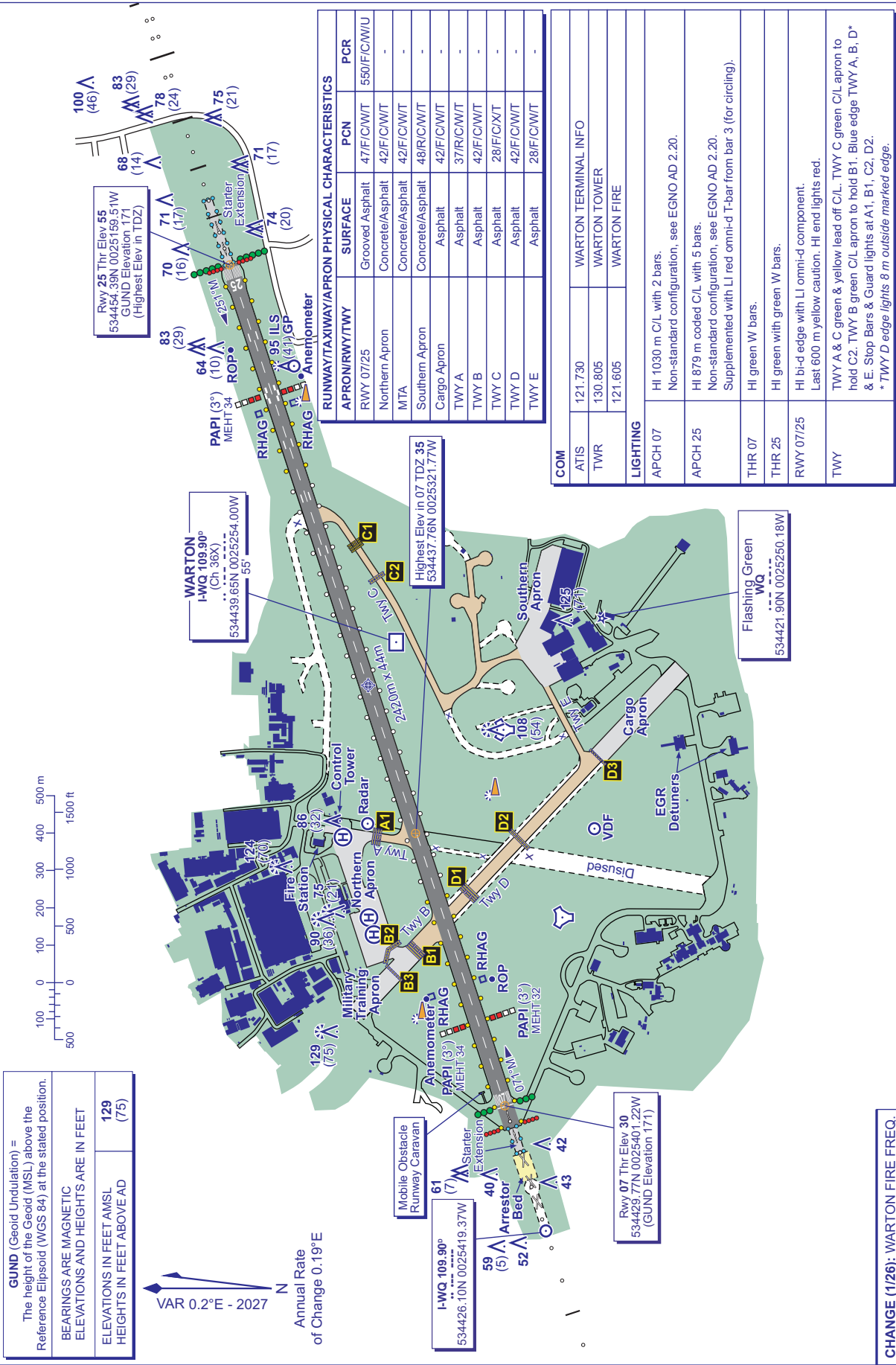
Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.19°E (2027)	IWQ	109.900 MHz	Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600).	534426.10N 0025419.37W		(RWY 25)

WARTON  
EGNO

AD ELEV 54FT

ARP 534442N 0025300W

AERODROME  
CHART - ICAO



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**EGCW AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	WPL	106Y 115.950 MHz	0900-1700 (0800- 1800).	523747.85N 0030913.73W	252 FT	On AD. Any VOR indications should be ignored. Due to terrain effects, the DME may unlock in two sectors, 055 to 155 MAG and 245 to 355 MAG; range error in these sectors may be experienced up to 0.3 NM. DOC 15 NM/25,000 FT.
NDB 0.21°E (2027)	WPL	323.000 kHz	0900-1700 (0800- 1800).	523747.74N 0030913.90W		On AD. Range 10 NM. Normally radiates H24. Poor ADF performance may be experienced due to terrain effects.

**EGCW AD 2.20 LOCAL AERODROME REGULATIONS****1 AIRPORT REGULATIONS**

- a) Aerodrome is not available to aircraft unable to communicate by radio.
- b) No solo flying training for the purpose of the grant of a licence shall take place when the visibility at the aerodrome is less than 8 KM or the cloud base is less than 2500 FT above aerodrome level.

**2 GROUND MOVEMENT**

- a) The Northern Taxiway is limited to aircraft with a wing span no greater than 12.8 M.
- b) Aircraft parking is on grass apron in summer season.
- c) Power checks:
  - i. Rwy 22 – Alpha Hold (Avoid pointing propwash onto North Apron).
  - ii. Rwy 04 – Delta Hold.

**3 CAT II/III OPERATIONS**

Not applicable.

**4 WARNINGS**

- a) The aerodrome is located in the River Severn Valley with high ground on each side of the valley. Pilots are advised not to descend below safety height until on final approach after having positively identified the runway.
- b) The fins of aircraft parked on the Southern Apron may infringe the aerodrome transitional area.
- c) Trees infringe the transitional surface by 16 M, east-southeast of the aerodrome:
  - i. Single oak tree located 130 M south east of the centreline, 400 M from the north eastern end of the runway, 23 M tall;
  - ii. Row of poplars located 120 M south east of the centreline, 345 M from the south western end of the runway, 34 M tall.
- d) Runway 04 Procedure – Aircraft holding on the far end turning pad are to hold at marker board Delta. Landing aircraft are to note that any aircraft holding at Delta will be abeam the undershoot, separated by 70 M from the displaced threshold.

**5 HELICOPTER OPERATIONS**

- a) Light aircraft are warned of the possible effect of wake turbulence by preceding helicopters on approach or departure. Light aircraft should also be aware of the possible effect of rotor downwash generated by large helicopters operating on the aerodrome, including the home based Air Ambulance EC145 Helicopter which may lift at short notice. Both Civil and Military Helicopter training takes place at the airfield, fields to the east and west of the runway are often used for hover practice.

**6 USE OF RUNWAYS**

Not applicable.

23 Jan 2025

**7 TRAINING**

- a) Rotary, fixed wing & microlight training takes place at this aerodrome.

**EGCW AD 2.21 NOISE ABATEMENT PROCEDURES**

- a) Avoid flying overhead Powis Castle.

**EGCW AD 2.22 FLIGHT PROCEDURES****1 CIRCUITS**

- a) Overhead Joins 2500 FT QFE.  
b) Fixed Wing Circuit 22/04 LH 1500 FT AGL.  
c) Rotary Circuit LH 22/04 1200 FT AGL inboard of fixed wing circuit.  
d) State Position on first contact with Welshpool Radio.

**EGCW AD 2.23 ADDITIONAL INFORMATION**

Not applicable

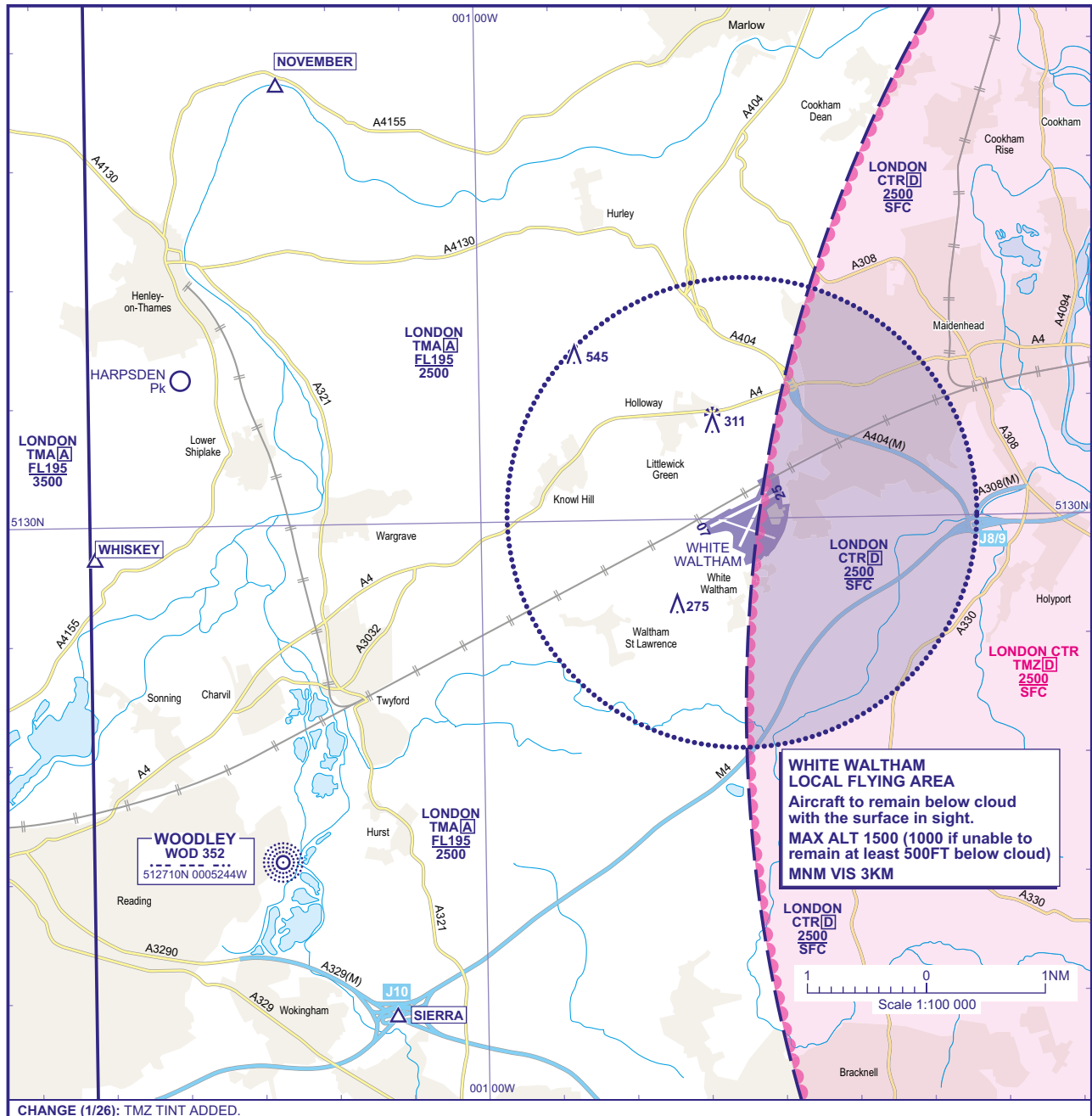
**EGCW AD 2.24 CHARTS RELATED TO AN AERODROME**

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

**EGCW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

Not applicable

## WHITE WALTHAM TRAFFIC ZONE





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**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	
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	
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	<p>Fuelling/Handling via Far North Aviation by Tel: 01955-602201, Fax: 01955-602203 or RTF (131.560 MHz callsign 'Far Nor').</p> <p>Helicopter rotors running refuelling available by arrangements with HIAL and Far North Aviation.</p> <p>Oxygen, nitrogen and related servicing available from Far North Aviation.</p> <p>Survival suits, lifejackets and dinghies available from Far North Aviation.</p>
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## 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	<p>RFF Category A4</p> <p>RFF Category 4 Mon-Fri, Sun.</p> <p>RFF Category 5 accepted under remission.</p> <p>RFF Category 6 by prior arrangement.</p>
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	<p>MAIN APRON</p> <p>Surface: Concrete and asphalt</p> <p>PCN 25/R/B/W/T</p> <p>NORTH APRON</p> <p>Surface: Asphalt</p> <p>PCN 20/F/B/W/T</p> <p>SOUTH APRON</p> <p>Surface: Asphalt</p> <p>PCN 10/F/C/X/T</p>
2	Taxiway width, surface and strength	<p>Taxiway APRON-HOLD C: 14 M</p> <p>Surface: Asphalt</p> <p>PCN 14/F/C/X/T LOOP TAXIWAY</p> <p>Taxiway APRON-HOLD E: 14 M</p> <p>Surface: Asphalt</p> <p>PCN 14/F/C/X/T LOOP TAXIWAY</p>
		<p>Taxiway HOLD E-HOLD E1: 10.5 M</p> <p>Surface: Asphalt</p> <p>PCN 10/F/C/X/T LOOP TAXIWAY</p>

		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
(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	
(EGPC7028)	TREE	582710.84N 0030504.20W	144 FT	33 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
(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	286 FT	119 FT	No	
(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

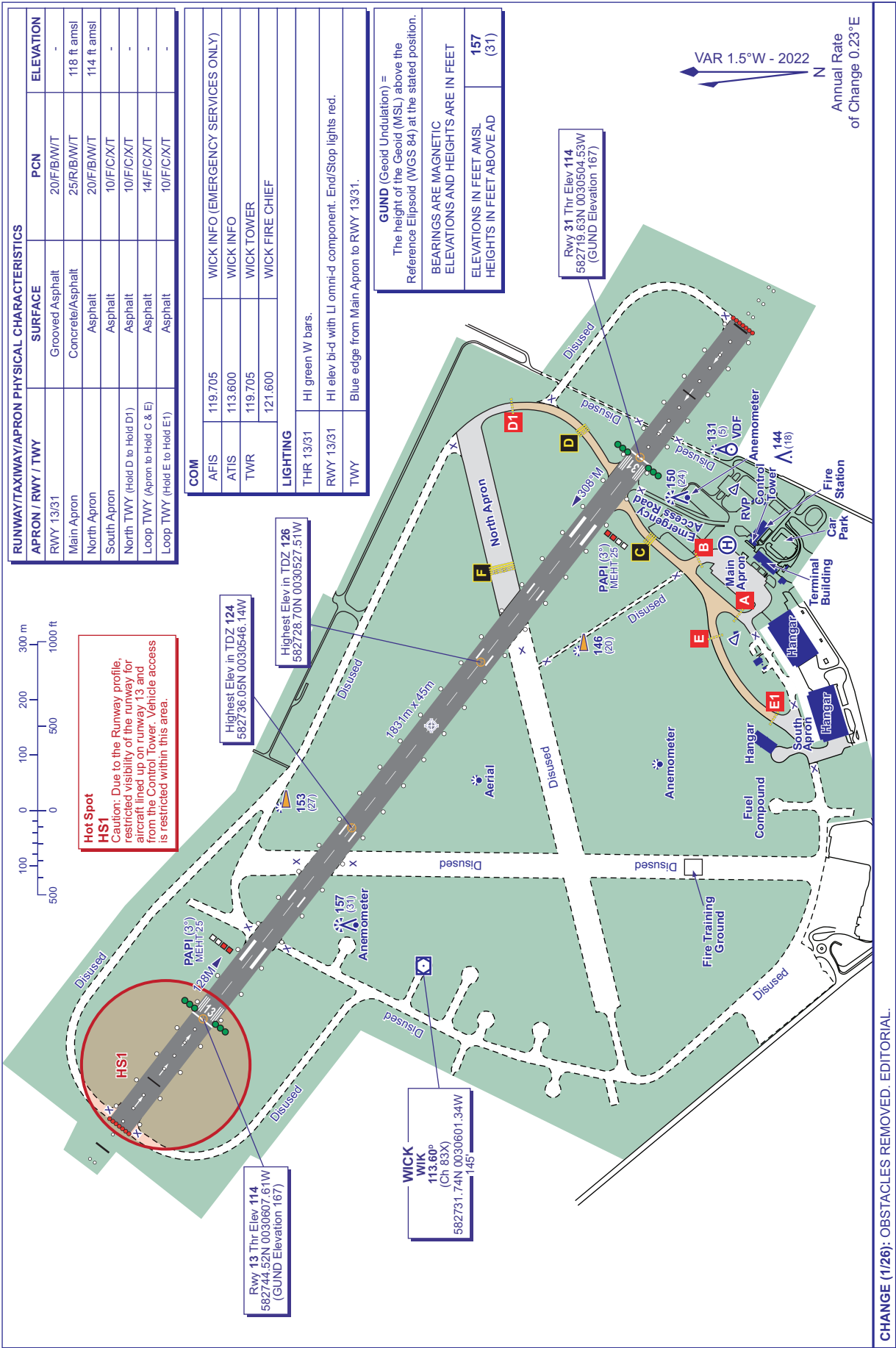
Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
13	126.97°	1831 x 45 M	RWY surface: Asphalt, Grooved PCN 20/F/B/W/T	582744.52N 0030607.61W 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	

WICK  
EGPC

AD ELEV 126FT

ARP 582732N 0030535W

AERODROME  
CHART - ICAO



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SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
						RWY 27  Runway not available to fixed-wing aircraft.  Strip Dimensions: 1238 x 140 M

## EGHG AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1190 M	1190 M	1190 M	1038 M	
27	1118 M	1118 M	1118 M	1118 M	

## EGHG 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
27	Simple approach lights. Light intensity high		PAPI Left/4.5° 31 FT 122 M						

## EGHG 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: West: 505628.25N 0023953.54W (LGTD), East: 505626.73N 0023912.56W (LGTD).
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	Helicopter apron edge lighting.

## EGHG AD 2.16 HELICOPTER LANDING AREA

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## EGHG 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
YEOVIL/WESTLAND ATZ 505817N 0024035W - 505804N 0023747W thence clockwise by the arc of a circle radius 2 NM centred on 505624N 0023932W to 505817N 0024035W	Upper limit: 2000 FT AGL Lower limit: SFC	G	WESTLAND APPROACH English	3000 FT		

## EGHG 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	WESTLAND APPROACH	130.805 DOC 25 NM/6000 FT.			Mon-Thu 0900-1630 (0800- 1530), Fri 0900-1530 (0800- 1430); except PH.	ATZ hours coincident with Approach hours.  VDF 505628.35N 0023943.70W
TWR	WESTLAND TOWER	125.405 DOC 25 NM/4000 FT.			Mon-Thu 0900-1630 (0800- 1530), Fri 0900-1530 (0800- 1430); except PH.	VDF 505628.35N 0023943.70W

## EGHG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	YVL	27Y 109.050 MHz	HO	505626.62N 0023914.47W	194 FT	On AD. DOC 25 NM. DME performance anomalies may be evident in the Sector 310-030 MAG including signal drop outs and range errors up to 0.5 NM.
NDB (L) 0.54°E (2027)	YVL	343.000 kHz	HO	505628.82N 0023951.93W		On AD. Range 20 NM.

## EGHG AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

- a) Licensed for night operations by helicopters only.

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

- a) Noticeable windshear on Runway 27 approach.  
b) Strict PPR in force, visiting aircraft may be delayed due to helicopter test flying.

## EGLW AD 3.10 HELIPORT OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGLW1241) 02/APPROACH 20/ TAKE-OFF	BOAT MAST	512802.49N 0001053.82W	71 FT	69 FT	No	
(EGLW1027) 02/APPROACH 20/ TAKE-OFF	BUILDING	512751.20N 0001110.89W	188 FT	169 FT	No	
(EGLW1028) 02/APPROACH 20/ TAKE-OFF	BUILDING	512750.66N 0001110.74W	210 FT	191 FT	Yes Solid 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
(EGLW1189)	BUILDING	512939.16N 0001106.65W	295 FT	264 FT	No	
(EGLW1004)	AERIAL	512914.54N 0001159.11W	373 FT	357 FT	No	
(EGLW1003)	BUILDING	512859.64N 0001219.27W	191 FT	173 FT	No	
(EGLW1008)	STADIUM	512858.46N 0001135.78W	163 FT	149 FT	No	
(EGLW1159)	CHIMNEY	512857.29N 0000841.00W	348 FT	331 FT	No	
(EGLW1163)	CHIMNEY	512856.69N 0000838.73W	348 FT	334 FT	No	
(EGLW1160)	CHIMNEY	512851.88N 0000840.14W	346 FT	331 FT	No	
(EGLW1129)	BUILDING	512851.70N 0001039.06W	209 FT	196 FT	No	
(EGLW1100)	BUILDING	512849.96N 0001042.55W	201 FT	187 FT	No	
(EGLW1087)	BUILDING	512841.26N 0001045.77W	262 FT	251 FT	Yes Solid Red	
(EGLW1072)	CHIMNEY	512840.68N 0001050.63W	294 FT	287 FT	No	
(EGLW1057)	CHIMNEY	512839.36N 0001054.10W	292 FT	295 FT	No	
(EGLW1084)	BUILDING	512839.23N 0001046.23W	430 FT	420 FT	Yes Solid Red	
(EGLW1139)	BUILDING	512839.17N 0001030.28W	237 FT	216 FT	Yes Solid Red	
(EGLW1142)	AERIAL BUILDING	512835.99N 0001026.37W	226 FT	208 FT	No	
(EGLW1144)	BUILDING	512835.04N 0001026.13W	212 FT	194 FT	No	
(EGLW1036)	BUILDING	512832.65N 0001103.31W	273 FT	251 FT	No	
(EGLW1075)	SPIRE	512829.14N 0001050.55W	292 FT	275 FT	No	
(EGLW1079)	BUILDING	512826.40N 0001049.85W	120 FT	102 FT	No	
(EGLW1015)	BUILDING	512826.27N 0001125.71W	188 FT	175 FT	No	
(EGLW1145)	SPIRE	512825.77N 0001022.47W	182 FT	169 FT	No	
(EGLW1064)	BUILDING	512823.65N 0001053.30W	163 FT	149 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
(EGLW1148)	BUILDING	512822.34N 0000940.30W	246 FT	233 FT	No	
(EGLW1131)	BUILDING	512819.68N 0001038.92W	317 FT	300 FT	Yes Solid Red	
(EGLW1140)	AERIAL	512815.51N 0001031.04W	240 FT	225 FT	No	
(EGLW1310)	CRANE	512814.07N 0001104.19W	317 FT	302 FT	Yes Solid Red	
(EGLW1127)	BUILDING	512813.84N 0001041.53W	208 FT	194 FT	No	
(EGLW1117)	BUILDING	512813.10N 0001042.35W	201 FT	187 FT	No	
(EGLW1126)	BUILDING	512813.09N 0001041.70W	210 FT	195 FT	No	
(EGLW1252)	BUILDING	512812.24N 0001034.16W	199 FT	184 FT	No	
(EGLW1049)	BUILDING	512812.02N 0001100.13W	122 FT	108 FT	No	
(EGLW1097)	BUILDING	512809.55N 0001044.83W	177 FT	163 FT	Yes Solid Red	
(EGLW1046)	BUILDING	512809.47N 0001100.68W	132 FT	110 FT	No	
(EGLW1103)	BUILDING	512808.98N 0001044.04W	194 FT	180 FT	Yes Solid Red	
(EGLW1088)	BUILDING	512808.68N 0001046.76W	141 FT	130 FT	No	
(EGLW1128)	BUILDING	512807.03N 0001041.44W	202 FT	187 FT	No	
(EGLW1040)	BUILDING	512806.49N 0001102.10W	119 FT	104 FT	No	
(EGLW1311)	CRANE	512805.55N 0001044.45W	359 FT	345 FT	Yes Solid Red	
(EGLW1016)	AERIAL	512805.35N 0001123.30W	218 FT	202 FT	No	
(EGLW1034)	BUILDING	512803.02N 0001106.03W	146 FT	130 FT	No	
(EGLW1031)	BUILDING	512800.73N 0001108.62W	188 FT	177 FT	No	
(EGLW1077)	BUILDING	512759.94N 0001051.30W	184 FT	167 FT	Yes Solid Red	
(EGLW1089)	BUILDING	512759.92N 0001047.08W	292 FT	270 FT	Yes Solid Red	
(EGLW1309)	CRANE	512757.75N 0001123.21W	346 FT	328 FT	Yes Solid Red	
(EGLW1308)	CRANE	512757.20N 0001125.84W	332 FT	314 FT	Yes Solid Red	
(EGLW1136)	AERIAL	512756.76N 0001033.80W	241 FT	226 FT	No	
(EGLW1002)	BUILDING	512754.87N 0001247.61W	210 FT	187 FT	No	
(EGLW1146)	BUILDING	512754.62N 0001021.97W	267 FT	251 FT	No	
(EGLW1053)	BUILDING	512753.23N 0001059.17W	203 FT	185 FT	Yes Solid Red	
(EGLW1033)	BUILDING	512750.67N 0001106.73W	200 FT	182 FT	Yes Solid Red	
(EGLW1013)	LAMP POST	512747.23N 0001131.29W	121 FT	113 FT	No	
(EGLW1009)	AERIAL	512745.05N 0001137.64W	129 FT	110 FT	No	
(EGLW1314)	CRANE	512744.88N 0001015.60W	381 FT	330 FT	Yes Solid 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
(EGLW1005)	BUILDING	512744.23N 0001148.40W	201 FT	175 FT	No	
(EGLW1214)	BUILDING	512741.96N 0001145.11W	246 FT	223 FT	No	
(EGLW1168)	SPIRE	512741.67N 0000814.20W	240 FT	164 FT	No	
(EGLW1217)	BUILDING	512741.55N 0001130.21W	205 FT	186 FT	No	
(EGLW1183)	BUILDING	512735.94N 0001251.37W	187 FT	127 FT	No	
(EGLW1307)	CRANE	512730.26N 0001139.15W	454 FT	442 FT	Yes Solid Red	
(EGLW1014)	BUILDING	512721.63N 0001130.00W	304 FT	282 FT	No	
(EGLW1011)	BUILDING	512713.86N 0001135.08W	314 FT	293 FT	No	
(EGLW1083)	TV AERIAL	512703.16N 0001051.13W	136 FT	51 FT	No	

### EGLW AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	As per operational hours.
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing.
6	Flight documentation Language(s) used	English.
7	Charts and other information available for briefing or consultation	F214 UK Forecast Spot winds. F215 UK Low Level Forecast.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	Local Observations available during AD hours.

### EGLW AD 3.12 HELIPORT DATA

1	Heliport type	Surface Level or Elevated depending on tidal state of River Thames (see AD 3.12.11 Remarks below).
2	TLOF dimensions	02: 37.97 M x 16 M 20: 37.97 M x 16 M
3	FATO, GEO bearing	02: 023.31° 20: 203.31°
4	FATO dimensions and surface type	02/20: 37.97 M x 16 M Surface: Concrete 11.4 M diameter.
5	TLOF surface and bearing strength	02 Surface: Concrete Platform. 16,330 KG. 20 Surface: Concrete Platform. 16,330 KG.
6	Co-ordinates of geometric centre TLOF or threshold of FATO	FATO 02: 512811.19N 0001046.73W FATO 20: 512812.32N 0001045.95W TLOF 02: 512811.19N 0001046.73W, 149 FT TLOF 20: 512812.32N 0001045.95W, 149 FT

22 Jan 2026

7	TLOF and/ or FATO elevation and slope	FATO 02: 18 FT FATO 20: 18 FT TLOF 02: 18 FT TLOF 20: 18 FT
8	Safety area dimensions	TLOF 02: 38 M x 16 M TLOF 20: 38 M x 16 M
9	Helicopter clearway dimensions	02: Clearway River Thames
10	Obstacle-free sector	River Thames
11	Remarks	Tidal range of River Thames up to 7 M means heliport is 'elevated' for the majority of permitted operational hours (see Port of London Authority website ( <a href="http://www.pla.co.uk">www.pla.co.uk</a> ) for Tide Tables and refer to entry for 'Chelsea' for local predicted tide states).  Operators should ensure that they comply with the requirements for operating to an elevated heliport and, where appropriate, have been granted an approval by the competent aviation authority to do so.

## EGLW AD 3.13 DECLARED DISTANCES

Declared distance	TODAH	RTODAH	LDAH	Remarks
1	2	3	4	5
02	38 M	38 M	38 M	
20	38 M	38 M	38 M	

## EGLW AD 3.14 APPROACH AND FATO LIGHTING

1	Approach lighting system type, length, intensity	
2	Type of visual approach slope indicator system	
3	FATO area lighting characteristics and location	02: White variable intensity perimeter lights (3 stage intensity).  20: White variable intensity perimeter lights (3 stage intensity).
4	Aiming point lighting characteristics and location	02: Aiming point 512811.75N 0001046.34W. Soft sodium floodlighting.  20: Aiming point 512811.75N 0001046.34W. Soft sodium floodlighting.
5	TLOF lighting system characteristics and location	02: Aiming point Soft sodium floodlighting.
6	Remarks	

## EGLW AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Heliport BCN location, characteristics and hours of operation	
2	WDI location and lighting	Anemometer: 512812.06N 0001044.76W (unlit). Anemometer/WDI: 512810.02N 0001046.15W (Illuminated WDI with red obstruction light to mast).
3	TWY edge and centre line lighting	EDGE: Blue variable intensity TWY edge lights (3 stage intensity).
4	Secondary power supply/switch-over time	
5	Remarks	

**EGLW AD 3.16 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 HELIPORT ATZ A circle, 2 NM radius, centred at 512812N 0001046W	Upper limit: 2000 FT AGL Lower limit: SFC	D	BATTERSEA TOWER English			Local Flying Area see EGLW AD 3.21, paragraph 5.  Within the London CTR. Vertical limits: See AD 3-EGLW-4-1 for maximum operating heights.

**EGLW AD 3.17 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
TWR	BATTERSEA TOWER	134.280 DOC 10 NM/3,000 FT.			Mon-Fri 0730-1930 (0630-1830); by arrangement 0700-0730 (0600-0630), 1930-2300 (1830-2200). Sat, Sun and PH 0800-1800 (0700-1700); by arrangement 0700-0800 (0600-0700), 1800-2300 (1700-2200).	ATZ hours co-incident with TWR hours.

**EGLW AD 3.18 RADIO NAVIGATION AND LANDING AIDS****INTENTIONALLY BLANK****EGLW AD 3.19 LOCAL HELIPORT REGULATIONS****1 HELIPORT REGULATIONS**

- The heliport is PPR only. Requests for landing must be made only by owners and operators to the operations department (not ATC).
- All pilots must have conducted a familiarisation flight with an approved pilot and have signed acceptance of the heliport's arrangements and conditions of use, be familiar with marshalling signals at SERA Appendix 1, and comply with them. If unable to comply, stop, hold position and advise ATC. An alternative course of action will be offered.
- The flight platform is to be used for all arrivals and departures. The take-off climb and approach surfaces are off-set by 15° away from the shoreline.
- Aircraft must not overfly shipping that is within 100 M of the flight platform.
- ATC permission required to start and shut down rotors.

**2 GROUND MOVEMENT**

- ATC permission required for all manoeuvres including taxi and hover.
- Taxi speeds should be kept at a minimum due to downwash.

**3 WARNINGS**

- Aircrew should exercise caution within the circuit and on approaches and climb outs due to:
  - Turbulence - Associated with strong winds & tall buildings;
  - Cranes - Continuing redevelopment of land in the vicinity of the heliport changing the built environment;
  - Birds - Various species are attracted to the local river environment.

**4 TRAINING**

- Flights for the purpose of flying training are not permitted at the heliport.



## EGLW AD 3.20 NOISE ABATEMENT PROCEDURES

- a) All approaches and departures over the river.
- b) No manoeuvres other than actual approach and take-off may be carried out below 500 ft agl.
- c) Maintain circuit height until descending to land, after departure, climb to circuit height as soon as possible.

## EGLW AD 3.21 FLIGHT PROCEDURES

### 1 WEATHER MINIMA

- a) For inbound and departing helicopters, the weather minima for the London Heliport are a reported Heliport meteorological visibility of 1000 M or greater and a cloud ceiling of 600 FT AGL or greater.
- b) Inbound and departure routeings via the Local Flying Area require a minimum flight visibility of 3 KM. When the flight visibility is less than 3 KM, helicopters may access the Heliport via the helicopter routes provided that the flight visibility and Heliport meteorological visibility are at least 1000 M.

### 2 PROCEDURES WITHIN THE LONDON CTR AND LONDON CITY CTR

- a) See ELL AD 2.22 for details of helicopter procedures within the London CTR and London City CTR.

### 3 CIRCUITS

- a) Circuit height is 1000 FT AMSL.
- b) The traffic circuit is a non-standard shape. The circuit is established over the River Thames, between Chelsea Bridge and Putney Railway Bridge. Crosswind and base legs are reduced to turns, which should be made, as far as practicable, over the river and above 500 FT AGL.
- c) Circuit pattern follows the course of the river as shown on the diagram on page AD 3-EGLW-4-1. The circuit may be extended at the discretion of ATC only. Circuit must not extend west of Putney Railway Bridge or east of Chelsea Bridge.
- d) Do not fly above 1000 FT AMSL unless instructed by ATC.

### 4 ARRIVALS/DEPARTURES

- a) Inbound aircraft **MUST** establish radio contact with Battersea Tower before entering the Local Flying Area, advising total number of people on board and fuelling requirements on first contact with ATC.
- b) Aircraft inbound or outbound on direct tracks must comply with altitude restrictions as shown on the diagram on page AD 3-EGLW-4-1.

### 5 LONDON HELIPORT LOCAL FLYING AREA

- a) The airspace forming that part of the London CTR and London City CTR up to 1300 FT AMSL bounded by: 512054N 0001200W - 512657N 0001317W - thence clockwise by an arc of a circle radius 2 NM centred on 512812N 0001046W (Heliport) to 512706N 0000806W - thence clockwise by an arc of a circle radius 12 NM centred on 512812N 0002713W (Heathrow Airport) to 512054N 0001200W.

**Note 1:** Pilots must remain outside Restricted Areas R157 and R158 unless in possession of an Enhanced Non-Standard Flight approval as detailed at ENR 1.1 para 4.1.6.

**Note 2:** Due to the restrictions on single engine helicopters over London, inbound and outbound routings via the LFA are only available to multi-engine helicopters.

- b) **Subject to ATC Clearance from Battersea Tower**, VFR or Special VFR flights may take place subject to the following conditions:
  - i. Aircraft to remain below cloud with the surface in sight;
  - ii. Maximum altitude: VFR 1300 FT QNH; SVFR 1000 FT QNH;
  - iii. Minimum flight visibility: 3 KM.

**Note 1:** In addition to paragraph (b), VFR flights must also comply with the VMC minima for Class D airspace detailed at ENR 1.2.

**Note 2:** Aircraft unable to operate VFR may operate Special VFR within the LFA subject to the conditions in paragraph (b) and the requirements for Special VFR flights detailed at ENR 1.2.

- c) RTF Communication
  - i. Pilots must obtain an ATC clearance from Battersea Tower prior to entering the LFA.
  - ii. Due to the frequency DOC restrictions, pilots should only call Battersea Tower for entry clearance when south of the London CTR and London City CTR and within 10 NM of the heliport.
  - iii. In the event that R/T contact with Battersea Tower cannot be established, pilots must contact Heathrow Radar on 125.625 MHz.
  - iv. Pilots must accurately observe the LFA boundaries, particularly in the vicinity of Banstead due to helicopters entering and leaving the London CTR via helicopter route H7 under the control of Heathrow Radar.

- v. Pilots routing via the LFA will be instructed by Battersea Tower to squawk the heliport conspicuity SSR code **7077** and must also select **Altitude Mode**.
- vi. Pilots are requested to report when they are visual with other traffic to Battersea Tower as soon as possible in order to expedite traffic flows.
- vii. Battersea Tower may be unaware of traffic within controlled airspace or outside controlled airspace that is operating immediately adjacent to the LFA, and neither traffic information nor separation will be provided on/from such traffic. Pilots are reminded to be vigilant with respect to such traffic when leaving the LFA.
- viii. Pilots must report leaving controlled airspace and must report leaving the Battersea Tower frequency before passing 10 NM from the heliport.

## 6 COMMUNICATIONS FAILURE

- a) Inbound aircraft experiencing radio failure should hold on the north bank of the river and await light signals from the tower.

## 7 ATC PROCEDURES

- a) ATC may instruct aircraft to fly to the north or south side of the river in order to be separated from traffic on the opposite side of the river. Aircraft may deviate from the centre of the river as far as required providing the requirements of SERA.3105 Minimum Heights and SERA.5005 Visual Flight Rules can be complied with. If unable or unwilling to accept this form of separation, advise ATC immediately.
- b) Aircraft overflying the heliport must comply with the published route altitudes.

### EGLW AD 3.22 ADDITIONAL INFORMATION

Not applicable.

### EGLW AD 3.23 CHARTS RELATED TO A HELIPORT

HELICOPTER CHART - ICAO

AD 3.EGLW-2-1

LONDON HELIPORT INBOUND/OUTBOUND FLIGHT PROCEDURES CHART

AD 3.EGLW-4-1

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## HELICOPTER CHART - ICAO

ARP 512812N 0001046W

AD ELEV 18 ft

**LONDON HELIPORT**  
**EGLW**

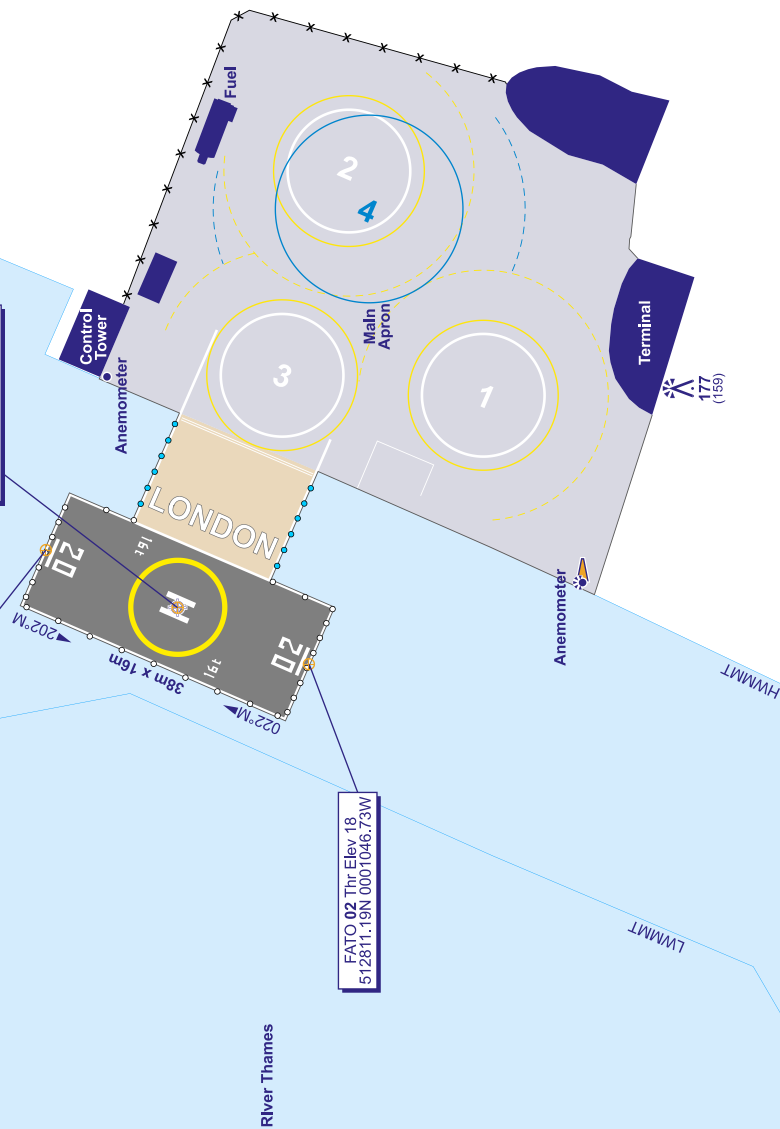
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 02/20	Concrete	-	-
Main TWY	Concrete	-	-
Main Apron	Asphalt/Concrete	-	-

<p><b>GUND (Geoid Undulation) =</b>  The height of the geoid (MSL) above the  reference ellipsoid (WGS 84) at the stated position.</p>	
<p>BEARINGS ARE MAGNETIC  ELEVATIONS ARE IN FEET</p>	<p><b>210</b>  (192)</p>

512812.32N 0001045.95W

TLOF 02/20 Elev 18  
(Centre)  
512811.75N 0001046.34W  
(GUND Elevation 149)

Heli Stands (Centre)	Elevation
1 = 512810.44N 000104.88W	-
2 = 512811.02N 000104.33W	-
3 = 512811.31N 000104.74W	-
4 = 512810.94N 000104.59W	-



<b>COM</b>		
APCH/TWR	134.280	BATTERSEA TOWER
<b>LIGHTING</b>		
FATO	White perimeter (3 stage intensity).	
Aiming Point	Soft sodium floodlighting.	
TLOF	Soft sodium floodlighting.	
TWO	Blue edge (3 stage intensity).	

**CHANGE (1/26): WINDSLEEVE EDITORIAL.**

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