Civil Aviation Authority

NATS

UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

AIRAC 02/2026 - EFFECTIVE DATE: 19 Feb 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 3.5	Table 3.5.3.2 Aerodrome providing METARs - Southampton entry revised.
ENR 1.6	Paragraph 2.6 UK SSR code allocation plan - Cranfield SSR codes added. Paragraph 4.1 Lower Airspace Radar Service (LARS).
ENR 2.1	Lateral limits updated to include 'following the line of latitude to' for Aberdeen CTA 1, Borders CTA 8, Edinburgh CTA 2-4, Farnborough CTA 7 and 9, Glasgow CTA 1 and 2, London Gatwick CTA, Worthing CTA 6 and 7, Yorkshire CTA 16, London TMA 14, London TMA 21 and Scottish TMA 1, 3 and 7. Channel Islands CTA 2, Channel Islands CTA 1 North and South, Channel Islands TMA North and South - Jersey Control frequency updated.
ENR 2.2	En-route transponder mandatory zones - Lateral limits updated to include 'following the line of latitude to' for Farnborough CTA 9 TMZ, Scottish TMA 1 TMZ and Scottish TMA 3 TMZ.
ENR 5.1	New National Security Act restricted 'RU' areas added. EGD148 Keevil SUA Authority revised. EGR162 SS RICHARD MONTGOMERY - New. Lateral limits updated to include 'following the line of latitude to' - EGD006C, EGD013, EGD014, EGD017, EGD021, EGD023, EGD026, EGD031, EGD036, EGD037, EGD038, EGD039, EGD040, EGD113B, EGD113BZ, EGD115A, EGD115AZ, EGD115B, EGD115BZ, EGD138A, EGD138B, EGD138D, EGD201C, EGD207, EGD402A, EGD402B, EGD509Z, EGD510A, EGD510B, EGD513A, EGD513B, EGD513C, EGD701EZ, EGD701GZ, EGD701KZ, EGD701MZ, EGD703, EGD710, EGD802, EGD802Z, EGD809CZ, EGD809NZ, EGD809SZ, EGR610A, EGR610B.
ENR 5.2	Lateral limits updated to include 'following the line of latitude to' for NSGA AREA 2 - GREATER YORKSHIRE and NSGA AREA 6 - NORTHERN IRELAND.
ENR 5.3	Lateral limits updated to include 'following the line of latitude to' for MET RESEARCH FLIGHTS AREA ALPHA and MET RESEARCH FLIGHTS AREA CHARLIE.
ENR 5.5	EASTERTON glider site - Operator/User contact details updated. HILL TOP FARM MICROLIGHT SITE - Operator/User Tel No updated.
ENR 6	ENR 6-42 EGR162 SS RICHARD MONTGOMERY added. ENR 6-75 EGR162 SS RICHARD MONTGOMERY added.
AD 2.EGPD	AD 2.17 ATS airspace - Aberdeen CTR - Editorial. AD 2.18 ATS communication facilities - Aberdeen Fire and ATC Stand-by frequencies updated.
AD 2.EGPD-2	AD 2 EGPD 2-1/2-2 Fire frequency change to 8.33 kHz channel.
AD 2.EGJA	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.18 ATS communication facilities - Fira frequency changed to 8.33 kHz channel. Jersey Control frequency updated.
AD 2.EGJA-2	AD 2 EGJA 2-1 Magnetic info. Fire frequency.
AD 2.EGJA-5	AD 2 EGJA 5-1 Magnetic info. Chart specification revised.
AD 2.EGJA-7	AD 2 EGJA 7-1 Magnetic info and headings revised. VOR BHD radial updated.
AD 2.EGJA-8	AD 2 EGJA 8-1 to 8-7 Magnetic info and tracks revised.
AD 2.EGPL	AD 2.18 ATS communication facilities - Fire frequency changed to 8.33kHz channel. AD 2.19 Radio navigation and landing aids - DME BCL unlock references removed. DME BCL coordinates and elevation revised.
AD 2.EGPL-2	AD 2 EGPL 2-1 DME BCL coordinates and elevation revised. Fire frequency.
AD 2.EGPL-8	AD 2 EGPL 8-1/8-3/8-5/8-6/8-7/8-8 DME BCL elevation revised. Note 3 removed.
AD 2.EGKB	AD 2.9 Surface movement guidance and control system and markings - Runway lighting. AD 2.14 Approach and runway lighting - RWY centreline, end and edge lighting. AD 2.18 ATS communication facilities - Fire frequency changed to 8.33 kHz channel. AD 2.20 Local aerodrome regulations - Use of runways. AD 2.21 Noise abatement procedures - VFR. AD 2.22 Flight procedures - VFR/IFR flights.

AD 2.EGKB-2	AD 2 EGKB 2-1 RWY centreline lighting characteristic added. RWY 21 yellow caution zone edge removed. Fire frequency.
AD 2.EGKB-8	AD 2 EGKB 8-2/8-3 OCA(OCH) Minima updated.
AD 2.EGLK	AD 2.4 Handling services and facilities - Fuel. Fuelling facilities.
AD 2.EGNH	AD 2.18 ATS communication facilities - Fire frequency changed to 8.33 kHz channel.
AD 2.EGNH-2	AD 2 EGNH 2-1/2-2 Fire frequency.
AD 2.EGHH	AD 2.12 Runway physical characteristics - RESA dimensions added.
AD 2.EGEC	AD 2.20 Local aerodrome regulations - Ground movement.
AD 2.EGFF	AD 2.20 Local aerodrome regulations - Ground movement.
AD 2.EGFF-6	AD 2 EGFF 6-3 VOR BHD radial updated.
AD 2.EGHA	AD 2.20 Local aerodrome regulations - Use of runways.
AD 2.EGBE	AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - RWY 05/23 strip width updated. OFZ removed.
AD 2.EGBE-2	AD 2 EGBE 2-1 Obstacle removed.
AD 2.EGTC	AD 2.3 Operational hours - AD administration. Fuelling. AD 2.6 Rescue and fire fighting services - RFFS availability. AD 2.18 ATS communication facilities - Hours of operation. AD 2.19 Radio navigation and landing aids - Hours of operation.
AD 2.EGLD	AD 2.2 Aerodrome geographical and administrative data - Contact details updated. AD 2.3 Operational hours - AD Administration. ATS. PPR. AD 2.10 Aerodrome obstacles - Cranes removed.
AD 2.EGPN	AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - RESA and OFZ added.
AD 2.EGPN-2	AD 2 EGPN 2-1 RWY and Stand markings. AD boundary. Obstacle.
AD 2.EGTU	AD 2.9 Surface movement guidance and control system and markings - WDI.
AD 2.EGTU-2	AD 2 EGTU 2-1 Windsleeve unlit. Parachute site position.
AD 2.EGSU	AD 2.11 Meteorological information provided - MET Office.
AD 2.EGTE	AD 2.8 Aprons, taxiways and check locations/positions data - Apron and TWY surface strength updated. Taxiways revised. AD 2.9 Surface movement guidance and control system and markings - Editorial. AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - TDZ elevation added. RWY surface strength updated. AD 2.20 Local aerodrome regulations - Warnings.
AD 2.EGTE-2	AD 2 EGTE 2-1/2-2 PCR values added. PCN values removed. AD boundary.
AD 2.EGTF	AD 2.9 Surface movement guidance and control system and markings - Editorial. AD 2.10 Aerodrome obstacles - Revised.
AD 2.EGTF-2	AD 2 EGTF 2-1 Obstacles.
AD 2.EGLF	AD 2.9 Surface movement guidance and control system and markings - Runway and Taxiway lighting. AD 2.14 Approach and runway lighting. AD 2.15 Other lighting, secondary power supply.
AD 2.EGPF	AD 2.9 Surface movement guidance and control system - Stand entry guidance updated.
AD 2.EGJB	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.18 ATS communication facilities - Fire frequency changed to 8.33 kHz channel. Jersey Control frequency updated.
AD 2.EGJB-2	AD 2 EGJB 2-1/2-2 Magnetic info and RWY headings revised. Fire frequency.
AD 2.EGJB-5	AD 2 EGJB 5-1 Magnetic info.
AD 2.EGJB-6	AD 2 EGJB 6-1 to 6-8 Magnetic info and headings revised. Jersey Control frequency. AD 2 EGJB 6-5 VOR BHD radial updated.
AD 2.EGJB-7	AD 2 EGJB 7-1/7-2 VOR BHD radial updated. Magnetic info and headings revised. Jersey Control frequency.
AD 2.EGJB-8	AD 2 EGJB 8-1 to 8-11 Magnetic info and headings revised.
AD 2.EGNS	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 2.21 Noise abatement procedures - Revised.
AD 2.EGJJ	AD 2.18 ATS communication facilities - Jersey Fire and Jersey Control frequencies updated. AD 2.20 Local aerodrome regulation - Airport regulations.
AD 2.EGJJ-2	AD 2 EGJJ 2-1/2-2 Fire frequency.
AD 2.EGJJ-6	AD 2 EGJJ 6-1 to 6-5 Jersey Control frequency. VOR BHD and VOR LND radial updated.
AD 2.EGJJ-7	AD 2 EGJJ 7-1 to 7-5 Jersey Control frequency. VOR BHD radial updated.
AD 2.EGJJ-8	AD 2 EGJJ 8-1 to 8-10 Jersey Control frequency.
AD 2.EGHC	AD 2.22 Flight procedures - Land's End RMZ - VOR LND radial updated.
AD 2.EGHC-3	AD 2 EGHC 3-1 VOR LND radial updated.
AD 2.EGHF	AD 2.3 Operational hours - AD administration. AD 2.18 ATS communication facilities - Hours of operation.

AD 2.EGGP	AD 2.9 Surface movement guidance and control system and markings - WDI. AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - OFZ added. AD 2.15 Other lighting, secondary power supply - Anemometer.
AD 2.EGGP-2	AD 2 EGGP 2-1/2-2 RWY markings. Obstacles. TWY link with stand 34.
AD 2.EGLC-5	AD2 EGLC 5-1 EGR162 SS RICHARD MONTGOMERY added.
AD 2.EGLC-7	AD 2 EGLC 7-1/7-2/7-4/7-6/7-8/7-15/7-16 EGR162 SS RICHARD MONTGOMERY added.
AD 2.EGKK	AD 2.20 Local aerodrome regulations - Ground movement.
AD 2.EGKK-4	AD 2 EGKK4-1 Biggin Hill VRP M25 JUNCTION 4 added.
AD 2.EGKK-6	AD 2 EGKK 6-4/6-5/6-14/6-16/6-17 EGR162 SS RICHARD MONTGOMERY added.
AD 2.EGKK-7	AD 2 EGKK 7-1 EGR162 SS RICHARD MONTGOMERY added.
AD 2.EGLL-6	AD 2 EGLL 6-5 EGR162 SS RICHARD MONTGOMERY added.
AD 2.EGLL-7	AD 2 EGLL 7-2/7-6 EGR162 SS RICHARD MONTGOMERY added.
AD 2.EGGW	AD 2.15 Other lighting, secondary power supply - Anemometer. AD 2.18 ATS communication facilities - Fire frequency changed to a 8.33 kHz channel.
AD 2.EGGW-2	AD 2 EGGW 2-1/2-2 Fire frequency. Anemometer added.
AD 2.EGGW-6	AD 2 EGGW 6-1/6-3 EGR162 SS RICHARD MONTGOMERY added.
AD 2.EGGW-7	AD2 EGGW 7-2/7-6 EGR162 SS RICHARD MONTGOMERY added.
AD 2.EGGW-8	AD 2 EGGW 8-4 OCA(OCH) Minima revised. AD 2 EGGW 8-7 Racetrack MOCA revised.
AD 2.EGSS-6	AD 2 EGSS 6-1/6-2/6-4/6-6 EGR162 SS RICHARD MONTGOMERY added. VOR BKY radial updated.
AD 2.EGSS-7	AD 2 EGSS 7-4/7-8/7-17/7-18 EGR162 SS RICHARD MONTGOMERY added. VOR BKY radial updated.
AD 2.EGAE	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.9 Surface movement guidance and control system and markings - Editorial. AD 2.10 Aerodrome obstacles - Revised. AD 2.15 Other lighting, secondary power supply - Anemometer.
AD 2.EGAE-2	AD 2 EGAE 2-1/2-2 Magnetic info. Apron centreline resurveyed.
AD 2.EGAE-4	AD 2 EGAE 4-1 Magnetic info.
AD 2.EGAE-8	AD 2 EGAE 8-1 to 8-11 Approach frequency changed to 8.33 kHz channel. Magnetic info and tracks.
AD 2.EGCC	AD 2.9 Surface movement guidance and control system and markings - Stands. AD 2.20 Local aerodrome regulations - Ground movement. Use of runways.
AD 2.EGCC-2	AD 2 EGCC 2-1 to 2-4 Charts revised.
AD 2.EGCC-7	AD 2 EGCC 7-7 PENIL 1M Distance between PENIL and WAL corrected.
AD 2.EGNT	AD 2.9 Surface movement guidance and control system and markings - WDI. AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - RWY 25 THR elevation updated.
AD 2-EGNT-2	AD 2 EGNT 2-1/2-2 Runway markings. Obstacle. Editorial.
AD 2.EGHQ	AD 2.18 ATS communication facilities - Fire frequency changed to 8.33 kHz channel.
AD 2.EGHQ-2	AD 2 EGHQ 2-1/2-2 Fire frequency.
AD 2.EGSH	AD 2.9 Surface movement guidance and control system and markings - WDI. AD 2.10 Aerodrome obstacles - Crane removed. Editorial. AD 2.15 Other lighting, secondary power supply - Anemometer.
AD 2.EGSH-2	AD 2 EGSH 2-1/2-2 Windsocks revised. Editorial.
AD 2.EGEO	AD 2.3 Operational hours - AD administration. AD 2.18 Air traffic services communication facilities - Hours of operation. AD 2.19 Radio navigation and landing aids - OBA DOC revised.
AD 2.EGPK	AD 2.6 Rescue and fire fighting services - Fax number removed. AD 2.15 Other lighting, secondary power supply - Taxiway edge and centreline lighting. Remarks.
AD 2.EGPK-2	AD2 EGPK 2-1 Taxiway lighting table.
AD 2.EGHE	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.22 Flight procedures - Land's End RMZ - VOR LND radial updated.
AD 2.EGHE-2	AD 2 EGHE 2-1 Magnetic info and RWY headings revised.
AD 2.EGHE-3	AD 2 EGHE 3-1 VOR LND radial updated.
AD 2.EGHE-8	AD 2 EGHE 8-1/8-2 Magnetic info and headings revised. VOR LND radial updated.
AD 2.EGMC	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGMC-2	AD 2 EGMC 2-1/2-2 Magnetic info.
AD 2.EGMC-4	AD 2 EGMC 4-1 Magnetic info. EGR162 SS RICHARD MONTGOMERY added.
AD 2.EGMC-5	AD 2 EGMC 5-1 Magnetic info. SMAA altitudes revised. EGR162 SS RICHARD MONTGOMERY added.
AD 2.EGMC-7	AD 2 EGMC 7-1 to 7-7 Magnetic info and headings revised. EGR162 SS RICHARD MONTGOMERY added.
AD 2.EGMC-8	AD 2 EGMC 8-1 to 8-8 Magnetic info and tracks revised. EGR162 SS RICHARD MONTGOMERY added. AD 2 EGMC 8-7 OCA(OCH) minima increased.
AD 2.EGPO	AD 2.18 ATS communication facilities - Fire frequency changed to 8.33 kHz channel.
AD 2.EGPO-2	AD 2 EGPO 2-1 Fire frequency.
AD 2.EGPB	AD 2.9 Surface movement guidance and control system and markings - Stands.

AD 2.EGFH	AD 2.3 Operational hours - Opening hours for aircraft requiring a licensed aerodrome updated. (Cancels SUP 017/ 2025). AD 2.20 Local aerodrome regulations - Airport regulations. Warnings.
AD 2.EGHG-8	AD 2 EGHG 8-1 Minima revised. AD 2 EGHG 8-4 Minima revised. SDF/MOCA removed. Recommended profile revised.

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	2.EGAE-8-2	22 Feb 2024		2.EGAE-8-2	19 Feb 2026
	2.EGAE-8-3	22 Feb 2024		2.EGAE-8-3	19 Feb 2026
	2.EGAE-8-4	22 Feb 2024		2.EGAE-8-4	19 Feb 2026
	2.EGAE-8-5	22 Feb 2024		2.EGAE-8-5	19 Feb 2026
	2.EGAE-8-6	22 Feb 2024		2.EGAE-8-6	19 Feb 2026
	2.EGAE-8-7	22 Feb 2024		2.EGAE-8-7	19 Feb 2026
	2.EGAE-8-8	22 Feb 2024		2.EGAE-8-8	19 Feb 2026
	2.EGAE-8-9	22 Feb 2024		2.EGAE-8-9	19 Feb 2026
	2.EGAE-8-10	22 Feb 2024		2.EGAE-8-10	19 Feb 2026
	2.EGAE-8-11	22 Feb 2024		2.EGAE-8-11	19 Feb 2026
	2.EGCC-4	27 Nov 2025		2.EGCC-4	19 Feb 2026
	2.EGCC-13	22 Jan 2026		2.EGCC-13	19 Feb 2026
	2.EGCC-15	22 Jan 2026		2.EGCC-15	19 Feb 2026
	2.EGCC-2-1	27 Nov 2025		2.EGCC-2-1	19 Feb 2026
	2.EGCC-2-2	27 Nov 2025		2.EGCC-2-2	19 Feb 2026
	2.EGCC-2-3	27 Nov 2025		2.EGCC-2-3	19 Feb 2026
	2.EGCC-2-4	27 Nov 2025		2.EGCC-2-4	19 Feb 2026
	2.EGCC-7-7	27 Nov 2025		2.EGCC-7-7	19 Feb 2026
	2.EGNT-4	28 Nov 2024		2.EGNT-4	19 Feb 2026
	2.EGNT-5	10 Jul 2025		2.EGNT-5	19 Feb 2026
	2-EGNT-2-1	10 Jul 2025		2-EGNT-2-1	19 Feb 2026
	2-EGNT-2-2	10 Jul 2025		2-EGNT-2-2	19 Feb 2026
	2.EGHQ-7	30 Oct 2025		2.EGHQ-7	19 Feb 2026
	2.EGHQ-2-1	25 Dec 2025		2.EGHQ-2-1	19 Feb 2026
	2.EGHQ-2-2	25 Dec 2025		2.EGHQ-2-2	19 Feb 2026
	2.EGSH-3	11 Jul 2024		2.EGSH-3	19 Feb 2026

	Remove			Insert	
	Page No	Date		Page No	Date
	2.EGSH-4	20 Mar 2025		2.EGSH-4	19 Feb 2026
	2.EGSH-5	25 Dec 2025		2.EGSH-5	19 Feb 2026
	2.EGSH-7	10 Jul 2025		2.EGSH-7	19 Feb 2026
	2.EGSH-2-1	31 Oct 2024		2.EGSH-2-1	19 Feb 2026
	2.EGSH-2-2	11 Jul 2024		2.EGSH-2-2	19 Feb 2026
	2.EGEO-1	2 Oct 2025		2.EGEO-1	19 Feb 2026
	2.EGEO-6	2 Oct 2025		2.EGEO-6	19 Feb 2026
	2.EGPK-2	4 Sep 2025		2.EGPK-2	19 Feb 2026
	2.EGPK-8	17 Apr 2025		2.EGPK-8	19 Feb 2026
	2.EGPK-9	2 Oct 2025		2.EGPK-9	19 Feb 2026
	2.EGPK-10	27 Nov 2025		2.EGPK-10	19 Feb 2026
	2.EGPK-11	10 Jul 2025		2.EGPK-11	19 Feb 2026
	2.EGPK-12	27 Nov 2025		2.EGPK-12	19 Feb 2026
	2.EGPK-13	12 Jun 2025		2.EGPK-13	19 Feb 2026
	2.EGPK-14	15 May 2025		2.EGPK-14	19 Feb 2026
	2.EGPK-15	12 Jun 2025		2.EGPK-15	19 Feb 2026
	2.EGPK-16	10 Jul 2025		2.EGPK-16	19 Feb 2026
	2.EGPK-2-1	27 Nov 2025		2.EGPK-2-1	19 Feb 2026
	2.EGHE-1	25 Jan 2024		2.EGHE-1	19 Feb 2026
	2.EGHE-7	2 Oct 2025		2.EGHE-7	19 Feb 2026
	2.EGHE-2-1	3 Oct 2024		2.EGHE-2-1	19 Feb 2026
	2.EGHE-3-1	17 Apr 2025		2.EGHE-3-1	19 Feb 2026
	2.EGHE-8-1	30 Dec 2021		2.EGHE-8-1	19 Feb 2026
	2.EGHE-8-2	30 Dec 2021		2.EGHE-8-2	19 Feb 2026
	2.EGMC-1	31 Oct 2024		2.EGMC-1	19 Feb 2026
	2.EGMC-2-1	20 Feb 2025		2.EGMC-2-1	19 Feb 2026
	2.EGMC-2-2	8 Aug 2024		2.EGMC-2-2	19 Feb 2026
	2.EGMC-4-1	17 Apr 2025		2.EGMC-4-1	19 Feb 2026
	2.EGMC-5-1	17 Apr 2025		2.EGMC-5-1	19 Feb 2026
	2.EGMC-7-1	15 May 2025		2.EGMC-7-1	19 Feb 2026
	2.EGMC-7-2	15 May 2025		2.EGMC-7-2	19 Feb 2026
	2.EGMC-7-3	22 Jan 2026		2.EGMC-7-3	19 Feb 2026
	2.EGMC-7-4	15 May 2025		2.EGMC-7-4	19 Feb 2026
	2.EGMC-7-5	15 May 2025		2.EGMC-7-5	19 Feb 2026
	2.EGMC-7-6	15 May 2025		2.EGMC-7-6	19 Feb 2026
	2.EGMC-7-7	15 May 2025		2.EGMC-7-7	19 Feb 2026
	2.EGMC-8-1	23 Jan 2025		2.EGMC-8-1	19 Feb 2026

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	Page No	Date		Page No	Date
	2.EGMC-8-2	23 Jan 2025		2.EGMC-8-2	19 Feb 2026
	2.EGMC-8-3	23 Jan 2025		2.EGMC-8-3	19 Feb 2026
	2.EGMC-8-4	23 Jan 2025		2.EGMC-8-4	19 Feb 2026
	2.EGMC-8-5	18 Apr 2024		2.EGMC-8-5	19 Feb 2026
	2.EGMC-8-6	23 Jan 2025		2.EGMC-8-6	19 Feb 2026
	2.EGMC-8-7	23 Jan 2025		2.EGMC-8-7	19 Feb 2026
	2.EGMC-8-8	18 Apr 2024		2.EGMC-8-8	19 Feb 2026
	2.EGPO-8	22 Jan 2026		2.EGPO-8	19 Feb 2026
	2.EGPO-2-1	2 Oct 2025		2.EGPO-2-1	19 Feb 2026
	2.EGPB-3	10 Jul 2025		2.EGPB-3	19 Feb 2026
	2.EGPB-4	10 Jul 2025		2.EGPB-4	19 Feb 2026
	2.EGPB-5	10 Jul 2025		2.EGPB-5	19 Feb 2026
	2.EGPB-6	10 Jul 2025		2.EGPB-6	19 Feb 2026
	2.EGPB-7	22 Jan 2026		2.EGPB-7	19 Feb 2026
	2.EGPB-8	22 Jan 2026		2.EGPB-8	19 Feb 2026
	2.EGPB-9	22 Jan 2026		2.EGPB-9	19 Feb 2026
	2.EGPB-10	22 Jan 2026		2.EGPB-10	19 Feb 2026
	2.EGPB-11	22 Jan 2026		2.EGPB-11	19 Feb 2026
	2.EGFH-1	25 Dec 2025		2.EGFH-1	19 Feb 2026
	2.EGFH-5	2 Oct 2025		2.EGFH-5	19 Feb 2026
	2.EGFH-6	2 Oct 2025		2.EGFH-6	19 Feb 2026
	2.EGHG-8-1	4 Sep 2025		2.EGHG-8-1	19 Feb 2026
	2.EGHG-8-4	4 Sep 2025		2.EGHG-8-4	19 Feb 2026

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

The following publications have been incorporated in this AIRAC AMDT:

AIP SUP	SUP 017/2025
AIC	NIL
NOTAM	A7084/25, A7492/25, A7511/25 B2436/25, B2447/25 C6636/25, C6638/25, C6869/25, C6870/25, C6871/25, C6887/25, C6978/25, C7212/25, C7213/25, C7214/25, C7478/25 I3719/25, I3923/25, I3925/25, I4426/25, I4467/25, I4526/25 L5703/25, L5903/25, L5926/25

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		
AIRAC 02/2026	08 Jan 2026	19 Feb 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 UNAVALIABLE UNTIL FURTHER NOTICE	NIL	27 AUG 2020 - PERM
048/2020	ABERDEEN AIRPORT RUNWAY 34 INSTRUMENT FLIGHT PROCEDURE LIMITATION	NIL	17 DEC 2020 - PERM
020/2022	SOUTHEND (EGMC): GRF RUNWAY CONDITION REPORT NOT AVAILABLE VIA ATIS	NIL	07 APR 2022 - PERM
045/2022	UK STANDARD ARRIVAL ROUTES (STARS)	NIL	28 JUL 2022 - PERM
064/2023	SCILLY ISLES/ST MARY'S (EGHE) - RUNWAY LIGHTING UNSERVICEABLE	AD	21 SEP 2023 - UFN
005/2024	SOUTHEND AIRPORT (EGMC) - THE CENTRALISED DE-ICING FACILITY (CDF) CLOSURE	AD	11 JAN 2024 - UFN
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
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 FLUCTIATION	AD	26 JUN 2025 - UFN
049/2025	BLACKPOOL AIRPORT (EGNH) - DIRECT ARRIVAL APPROACHES RWY 28 FROM VOR/DME POL NOT AVAILABLE - REPLACES SUP 039/2023	AD	26 JUN 2025 - UFN
050/2025	SUMBURGH AIRPORT (EGPB) - UNSERVICEABLE OBST LIGHT COMPASS RADAR	AD	26 JUN 2025 - UFN

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GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
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
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
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
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
092/2025	EDINBURGH AIRPORT (EGPH) - TEMPORARY FATO/HELIPAD	AD	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
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

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
101/2025	WESTRAY AIRPORT (EGEW) - AD NOT AVAILABLE TO GA TRAFFIC DUE TO WIP	AD	13 NOV 2025 - UFN
105/2025	BIRMINGHAM (EGBB) TAXIWAY UNIFORM TEMPORARY CLOSURE	AD	13 NOV 2025 - UFN
106/2025	TRAFFIC DISTRIBUTION RULES 1991 FOR AIRPORTS SERVING THE LONDON AREA - REPLACES SUP 030/2025	AD	13 NOV 2025 - UFN
107/2025	PORTLAND HELIPORT (EGDP) - NEW HANGAR CONSTRUCTION - REPLACES SUP 072/2025	AD	13 NOV 2025 - UFN
108/2025	GRENFELL SEARCHLIGHT INSTALLATION, 13 NOVEMBER 2025 - 31 DECEMBER 2028	ENR	13 NOV 2025 - UFN
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
001/2026	BOURNEMOUTH AIRPORT (EGHH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	08 JAN 2026 - UFN
002/2026	MANCHESTER AIRPORT (EGCC) - OPENING OF NEW SECTION OF TAXIWAY ECHO AND REALIGNMENT OF TAXIWAY LIMA	AD	08 JAN 2026 - UFN
003/2026	SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	08 JAN 2026 - UFN
004/2026	EXETER AIRPORT (EGTE) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	08 JAN 2026 - UFN
005/2026	LONDON LUTON AIRPORT (EGGW) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	08 JAN 2026 - UFN
006/2026	EAST MIDLANDS AIRPORT (EGNX) - CLOSURE OF STAND 5	AD	08 JAN 2026 - UFN
007/2026	RESTRICTION OF FLYING REGULATIONS: THE AIR NAVIGATION (RESTRICTION OF FLYING) (RUSSIAN AIRCRAFT) REGULATIONS 2022 - REPLACES SUP 102/2025	ENR	08 JAN 2026 - UFN
008/2026	TEMPORARY DANGER AREA (LIVERPOOL BAY) BVLOS RPAS TRIALS, 09 FEBRUARY - 09 AUGUST 2026	ENR	08 JAN 2026 - UFN

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GEN 0.4 CHECKLIST OF AIP PAGES

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

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
GEN		GEN		GEN		GEN	
0.1-1	23 Jan 2025	1.3-4	16 Jun 2022	1.7-22	7 Sep 2023	2.2-9	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	19 Feb 2026	1.5-3	20 Feb 2025	1.7-28	13 Jun 2024	2.3-6	23 Jan 2025
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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	19 Feb 2026	2.EGBB-20	25 Dec 2025
2.EGPD-8-2	26 Dec 2024	2.EGAA-9	13 Jul 2023	* 2.EGPL-7	19 Feb 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	19 Feb 2026	2.EGBB-4-1	16 May 2024
2.EGPD-8-6	26 Dec 2024	2.EGAA-13	22 Jan 2026	* 2.EGPL-8-1	19 Feb 2026	2.EGBB-4-3	17 Apr 2025
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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
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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
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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
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2.EGBB-7-2	20 Feb 2025	2.EGHH-3	2 Oct 2025	2.EGGD-7-3	17 Apr 2025	2.EGEC-8-1	23 Jan 2025
2.EGBB-7-3	10 Jul 2025	2.EGHH-4	2 Oct 2025	2.EGGD-7-4	18 Apr 2024	2.EGEC-8-2	3 Oct 2024
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
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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
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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
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* 2.EGLK-1	19 Feb 2026	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
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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
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2.EGLK-10	25 Dec 2025	2.EGHH-8-6	31 Dec 2020	2.EGSC-6	25 Dec 2025	2.EGFF-7-4	18 May 2023
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2.EGLK-2-2	25 Dec 2025	2.EGGD-4	10 Jul 2025	2.EGSC-10	25 Dec 2025	2.EGFF-7-8	4 Sep 2025
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2.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
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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
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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	19 Feb 2026	2.EGNX-7-11	17 Apr 2025
2.EGFF-8-13	10 Aug 2023	* 2.EGTC-6	19 Feb 2026	2.EGTU-3	10 Jul 2025	2.EGNX-8-1	27 Nov 2025
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2.EGFF-8-15	2 Dec 2021	* 2.EGTC-8	19 Feb 2026	2.EGTU-5	23 Mar 2023	2.EGNX-8-3	27 Nov 2025
2.EGLJ-1	2 Oct 2025	* 2.EGTC-9	19 Feb 2026	2.EGTU-6	23 Mar 2023	2.EGNX-8-4	27 Nov 2025
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2.EGPH-8-4	7 Aug 2025	2.EGTF-1	2 Oct 2025	2.EGLF-8-3	22 Jan 2026	2.EGPF-7-8	5 Sep 2024
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2.EGTR-2-1	2 Oct 2025	* 2.EGTF-10	19 Feb 2026	2.EGCL-3	10 Jul 2025	2.EGPF-8-8	12 Jun 2025
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2.EGTE-2	7 Aug 2025	* 2.EGLF-6	19 Feb 2026	* 2.EGPF-5	19 Feb 2026	2.EGBJ-7	7 Aug 2025
* 2.EGTE-3	19 Feb 2026	* 2.EGLF-7	19 Feb 2026	* 2.EGPF-6	19 Feb 2026	2.EGBJ-8	22 Jan 2026
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2.EGEF-2	11 Jul 2024	2.EGLF-7-8	22 Jan 2026	2.EGPF-7-3	12 Jun 2025	2.EGJB-13	2 Oct 2025
2.EGEF-3	10 Jul 2025	2.EGLF-7-9	22 Jan 2026	2.EGPF-7-4	12 Jun 2025	* 2.EGJB-2-1	19 Feb 2026
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* 2.EGJB-6-2	19 Feb 2026	2.EGNJ-5	11 Jul 2024	2.EGPI-7	30 Oct 2025	* 2.EGJJ-6-2	19 Feb 2026
* 2.EGJB-6-3	19 Feb 2026	2.EGNJ-6	10 Jul 2025	2.EGPI-8	30 Oct 2025	* 2.EGJJ-6-3	19 Feb 2026
* 2.EGJB-6-4	19 Feb 2026	2.EGNJ-7	3 Oct 2024	2.EGPI-2-1	30 Oct 2025	* 2.EGJJ-6-4	19 Feb 2026
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2.EGNJ-1	25 Dec 2025	2.EGPI-3	30 Oct 2025	* 2.EGJJ-2-2	19 Feb 2026	2.EGPA-8-2	25 Jan 2024
2.EGNJ-2	7 Oct 2021	2.EGPI-4	30 Oct 2025	2.EGJJ-3-1	20 Feb 2025	2.EGPA-8-3	25 Jan 2024

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2.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	19 Feb 2026	2.EGLC-12	7 Aug 2025
2.EGPA-8-8	25 Jan 2024	2.EGNM-11	2 Oct 2025	* 2.EGGP-5	19 Feb 2026	2.EGLC-13	7 Aug 2025
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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	19 Feb 2026
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
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2.EGHC-7	30 Oct 2025	2.EGNM-8-3	7 Aug 2025	* 2.EGGP-2-1	19 Feb 2026	* 2.EGLC-7-1	19 Feb 2026
2.EGHC-8	10 Jul 2025	2.EGNM-8-4	7 Aug 2025	* 2.EGGP-2-2	19 Feb 2026	* 2.EGLC-7-2	19 Feb 2026
* 2.EGHC-9	19 Feb 2026	2.EGNM-8-5	7 Aug 2025	2.EGGP-4-1	17 Apr 2025	2.EGLC-7-3	5 Sep 2024
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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
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* 2.EGHC-3-1	19 Feb 2026	2.EGNM-8-9	7 Aug 2025	2.EGGP-6-3	20 Feb 2025	2.EGLC-7-7	22 Jan 2026
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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
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2.EGHC-8-8	30 Dec 2021	2.EGCM-8	25 Dec 2025	2.EGGP-7-6	23 Mar 2023	* 2.EGLC-7-15	19 Feb 2026
2.EGKH-1	2 Oct 2025	2.EGCM-2-1	22 Jan 2026	2.EGGP-7-7	23 Mar 2023	* 2.EGLC-7-16	19 Feb 2026
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	19 Feb 2026	2.EGBG-2	25 Dec 2025	2.EGGP-8-6	20 Feb 2025	2.EGLC-8-3	13 Jul 2023
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2.EGNT-8-4	11 Jul 2024	* 2.EGSH-2-1	19 Feb 2026	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	19 Feb 2026	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	19 Feb 2026	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	19 Feb 2026	2.EGPT-6	10 Jul 2025	2.EGKR-3	10 Jul 2025

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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
2.EGTO-2	25 Dec 2025	2.EGKA-3	12 Jun 2025	2.EGHI-8-8	27 Nov 2025	2.EGSY-8-1	25 Dec 2025
2.EGTO-3	25 Dec 2025	2.EGKA-4	10 Jul 2025	2.EGHI-8-9	27 Nov 2025	2.EGSY-8-2	25 Dec 2025
2.EGTO-4	25 Dec 2025	2.EGKA-5	15 May 2025	2.EGHI-8-10	27 Nov 2025	2.EGSG-1	2 Oct 2025
2.EGTO-5	23 Jan 2025	2.EGKA-6	12 Jun 2025	2.EGHI-8-11	17 Jun 2021	2.EGSG-2	31 Dec 2020
2.EGTO-6	25 Dec 2025	2.EGKA-7	22 Jan 2026	* 2.EGMC-1	19 Feb 2026	2.EGSG-3	10 Jul 2025
2.EGTO-7	25 Dec 2025	2.EGKA-8	12 Jun 2025	2.EGMC-2	25 Dec 2025	2.EGSG-4	14 Jul 2022
2.EGTO-8	25 Dec 2025	2.EGKA-9	12 Jun 2025	2.EGMC-3	8 Sep 2022	2.EGSG-5	2 Oct 2025
2.EGTO-2-1	25 Dec 2025	2.EGKA-10	30 Oct 2025	2.EGMC-4	4 Sep 2025	2.EGSG-6	14 Jul 2022
2.EGES-1	2 Oct 2025	2.EGKA-2-1	25 Dec 2025	2.EGMC-5	4 Sep 2025	2.EGSG-2-1	2 Oct 2025
2.EGES-2	14 Jul 2022	2.EGKA-2-2	25 Dec 2025	2.EGMC-6	4 Sep 2025	2.EGPO-1	22 Jan 2026
2.EGES-3	10 Jul 2025	2.EGKA-4-1	13 Jul 2023	2.EGMC-7	8 Aug 2024	2.EGPO-2	22 Jan 2026
2.EGES-4	7 Oct 2021	2.EGKA-8-1	25 Dec 2025	2.EGMC-8	8 Aug 2024	2.EGPO-3	22 Jan 2026
2.EGES-5	30 Oct 2025	2.EGKA-8-2	25 Dec 2025	2.EGMC-9	2 Oct 2025	2.EGPO-4	22 Jan 2026
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	19 Feb 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
2.EGCF-5	25 Dec 2025	2.EGCV-5	12 Jun 2025	* 2.EGMC-2-1	19 Feb 2026	2.EGPO-11	22 Jan 2026
2.EGCF-2-1	25 Dec 2025	2.EGCV-6	12 Jun 2025	* 2.EGMC-2-2	19 Feb 2026	2.EGPO-12	22 Jan 2026
* 2.EGHE-1	19 Feb 2026	2.EGCV-7	12 Jun 2025	* 2.EGMC-4-1	19 Feb 2026	2.EGPO-13	22 Jan 2026
2.EGHE-2	3 Oct 2024	2.EGCV-2-1	2 Oct 2025	* 2.EGMC-5-1	19 Feb 2026	* 2.EGPO-2-1	19 Feb 2026
2.EGHE-3	10 Jul 2025	2.EGHI-1	23 Jan 2025	* 2.EGMC-7-1	19 Feb 2026	2.EGPO-8-1	11 Aug 2022
2.EGHE-4	23 Feb 2023	2.EGHI-2	4 Sep 2025	* 2.EGMC-7-2	19 Feb 2026	2.EGPO-8-2	11 Aug 2022
2.EGHE-5	3 Oct 2024	2.EGHI-3	12 Jun 2025	* 2.EGMC-7-3	19 Feb 2026	2.EGPO-8-3	12 Jun 2025
2.EGHE-6	2 Oct 2025	2.EGHI-4	12 Jun 2025	* 2.EGMC-7-4	19 Feb 2026	2.EGPO-8-4	18 May 2023
* 2.EGHE-7	19 Feb 2026	2.EGHI-5	10 Jul 2025	* 2.EGMC-7-5	19 Feb 2026	2.EGPO-8-5	11 Aug 2022
2.EGHE-8	2 Oct 2025	2.EGHI-6	12 Jun 2025	* 2.EGMC-7-6	19 Feb 2026	2.EGPO-8-6	12 Jun 2025
* 2.EGHE-2-1	19 Feb 2026	2.EGHI-7	12 Jun 2025	* 2.EGMC-7-7	19 Feb 2026	2.EGPO-8-7	11 Aug 2022
* 2.EGHE-3-1	19 Feb 2026	2.EGHI-8	2 Oct 2025	* 2.EGMC-8-1	19 Feb 2026	2.EGPO-8-8	12 Jun 2025
* 2.EGHE-8-1	19 Feb 2026	2.EGHI-9	2 Oct 2025	* 2.EGMC-8-2	19 Feb 2026	2.EGPO-8-9	18 May 2023
* 2.EGHE-8-2	19 Feb 2026	2.EGHI-10	2 Oct 2025	* 2.EGMC-8-3	19 Feb 2026	2.EGPO-8-10	12 Jun 2025
2.EGCJ-1	22 Jan 2026	2.EGHI-11	2 Oct 2025	* 2.EGMC-8-4	19 Feb 2026	2.EGER-1	2 Oct 2025
2.EGCJ-2	7 Sep 2023	2.EGHI-12	22 Jan 2026	* 2.EGMC-8-5	19 Feb 2026	2.EGER-2	23 Apr 2020
2.EGCJ-3	10 Jul 2025	2.EGHI-13	22 Jan 2026	* 2.EGMC-8-6	19 Feb 2026	2.EGER-3	10 Jul 2025
2.EGCJ-4	7 Sep 2023	2.EGHI-2-1	12 Jun 2025	* 2.EGMC-8-7	19 Feb 2026	2.EGER-4	14 Jul 2022

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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	19 Feb 2026	2.EGNV-2-2	30 Oct 2025	2.EGNO-7	30 Oct 2025	2.EGPC-2-1	22 Jan 2026
* 2.EGPB-4	19 Feb 2026	2.EGNV-4-1	30 Oct 2025	2.EGNO-8	22 Jan 2026	2.EGPC-8-1	10 Aug 2023
* 2.EGPB-5	19 Feb 2026	2.EGNV-5-1	30 Oct 2025	2.EGNO-9	30 Oct 2025	2.EGPC-8-2	10 Aug 2023
* 2.EGPB-6	19 Feb 2026	2.EGNV-8-1	30 Oct 2025	2.EGNO-10	30 Oct 2025	2.EGPC-8-3	10 Aug 2023
* 2.EGPB-7	19 Feb 2026	2.EGNV-8-2	30 Oct 2025	2.EGNO-11	30 Oct 2025	2.EGPC-8-4	10 Aug 2023
* 2.EGPB-8	19 Feb 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	19 Feb 2026	2.EGNV-8-4	30 Oct 2025	2.EGNO-4-1	30 Oct 2025	2.EGPC-8-6	10 Aug 2023
* 2.EGPB-10	19 Feb 2026	2.EGNV-8-5	30 Oct 2025	2.EGNO-5-1	30 Oct 2025	2.EGPC-8-7	10 Aug 2023
* 2.EGPB-11	19 Feb 2026	2.EGNV-8-6	30 Oct 2025	2.EGBW-1	2 Oct 2025	2.EGPC-8-8	10 Aug 2023
2.EGPB-2-1	22 Jan 2026	2.EGNV-8-7	30 Oct 2025	2.EGBW-2	23 Apr 2020	2.EGPC-8-9	10 Aug 2023
2.EGPB-2-2	22 Jan 2026	2.EGHO-1	27 Nov 2025	2.EGBW-3	10 Jul 2025	2.EGPC-8-10	31 Dec 2020
2.EGPB-3-1	20 Apr 2023	2.EGHO-2	18 Apr 2024	2.EGBW-4	5 Sep 2024	2.EGPC-8-11	2 Dec 2021
2.EGPB-3-2	20 Apr 2023	2.EGHO-3	10 Jul 2025	2.EGBW-5	10 Jul 2025	2.EGNW-1	27 Nov 2025
2.EGPB-5-1	19 May 2022	2.EGHO-4	4 Sep 2025	2.EGBW-6	20 Feb 2025	2.EGNW-2	9 Sep 2021
2.EGPB-8-1	28 Dec 2023	2.EGHO-5	4 Sep 2025	2.EGBW-2-1	2 Oct 2025	2.EGNW-3	10 Jul 2025
2.EGPB-8-2	2 Dec 2021	2.EGHO-6	4 Sep 2025	2.EGCW-1	25 Dec 2025	2.EGNW-4	2 Oct 2025
2.EGPB-8-3	28 Dec 2023	2.EGHO-7	2 Oct 2025	2.EGCW-2	23 Jan 2025	2.EGNW-5	2 Oct 2025
2.EGPB-8-4	2 Dec 2021	2.EGHO-2-1	2 Oct 2025	2.EGCW-3	10 Jul 2025	2.EGNW-2-1	27 Nov 2025
2.EGPB-8-5	28 Dec 2023	2.EGPU-1	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
2.EGPB-8-7	2 Dec 2021	2.EGPU-3	10 Jul 2025	2.EGCW-6	23 Jan 2025	2.EGBO-3	4 Sep 2025
2.EGPB-8-8	28 Dec 2023	2.EGPU-4	23 Jan 2025	2.EGCW-2-1	2 Oct 2025	2.EGBO-4	4 Sep 2025
2.EGPB-8-9	28 Dec 2023	2.EGPU-5	2 Oct 2025	2.EGFA-1	2 Oct 2025	2.EGBO-5	4 Sep 2025
2.EGPB-8-10	28 Dec 2023	2.EGPU-6	2 Oct 2025	2.EGFA-2	12 Jun 2025	2.EGBO-6	25 Dec 2025
2.EGPB-8-11	28 Dec 2023	2.EGPU-7	28 Nov 2024	2.EGFA-3	10 Jul 2025	2.EGBO-7	25 Dec 2025
2.EGPB-8-12	28 Dec 2023	2.EGPU-2-1	25 Dec 2025	2.EGFA-4	10 Jul 2025	2.EGBO-8	4 Sep 2025
2.EGPB-8-13	20 May 2021	2.EGPU-8-1	25 Dec 2025	2.EGFA-5	12 Jun 2025	2.EGBO-2-1	25 Dec 2025
2.EGPB-8-14	2 Dec 2021	2.EGPU-8-2	25 Dec 2025	2.EGFA-6	12 Jun 2025	2.EGTB-1	2 Oct 2025
2.EGPB-8-15	2 Dec 2021	2.EGPU-8-3	25 Dec 2025	2.EGFA-2-1	2 Oct 2025	2.EGTB-2	20 Feb 2025
* 2.EGFH-1	19 Feb 2026	2.EGPU-8-4	25 Dec 2025	2.EGEW-1	27 Nov 2025	2.EGTB-3	10 Jul 2025
2.EGFH-2	25 Dec 2025	2.EGNL-1	30 Oct 2025	2.EGEW-2	14 Jul 2022	2.EGTB-4	20 Feb 2025
2.EGFH-3	2 Oct 2025	2.EGNL-2	31 Oct 2024	2.EGEW-3	10 Jul 2025	2.EGTB-5	10 Jul 2025
2.EGFH-4	2 Oct 2025	2.EGNL-3	30 Oct 2025	2.EGEW-4	14 Jul 2022	2.EGTB-6	20 Feb 2025
* 2.EGFH-5	19 Feb 2026	2.EGNL-4	10 Jul 2025	2.EGEW-5	14 Jul 2022	2.EGTB-7	20 Feb 2025
* 2.EGFH-6	19 Feb 2026	2.EGNL-5	31 Oct 2024	2.EGEW-6	14 Jul 2022	2.EGTB-2-1	2 Oct 2025
2.EGFH-2-1	27 Nov 2025	2.EGNL-6	27 Nov 2025	2.EGEW-2-1	27 Nov 2025	2.EGHG-1	11 Jul 2024
2.EGBM-1	27 Nov 2025	2.EGNL-7	2 Oct 2025	2.EGLM-1	27 Nov 2025	2.EGHG-2	15 May 2025
2.EGBM-2	3 Oct 2024	2.EGNL-8	22 Jan 2026	2.EGLM-2	4 Sep 2025	2.EGHG-3	15 May 2025
2.EGBM-3	10 Jul 2025	2.EGNL-9	22 Jan 2026	2.EGLM-3	10 Jul 2025	2.EGHG-4	10 Jul 2025
2.EGBM-4	10 Jul 2025	2.EGNL-2-1	27 Nov 2025	2.EGLM-4	20 Mar 2025	2.EGHG-5	22 Jan 2026
2.EGBM-5	3 Oct 2024	2.EGNL-8-1	30 Oct 2025	2.EGLM-5	10 Jul 2025	2.EGHG-6	2 Oct 2025
2.EGBM-6	3 Oct 2024	2.EGNL-8-2	30 Oct 2025	2.EGLM-6	20 Mar 2025	2.EGHG-7	10 Jul 2025
2.EGBM-2-1	27 Nov 2025	2.EGNL-8-3	30 Oct 2025	2.EGLM-2-1	27 Nov 2025	2.EGHG-8	10 Jul 2025
2.EGNV-1	30 Oct 2025	2.EGNL-8-4	30 Oct 2025	2.EGLM-4-1	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	19 Feb 2026
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	19 Feb 2026
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

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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 3.5 METEOROLOGICAL SERVICES (continued)

The aerodromes are so classified at Table 3.5.3.2.

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

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

Table 3.5.3.2 —Aerodromes providing METARs

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

GEN 3.5 METEOROLOGICAL SERVICES (continued)

Table 3.5.3.2 —Aerodromes providing METARs

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

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

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

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
* 7401	Scottish FIS **(Refer to ENR 1.6, paragraph 2.2.2.2)**
* 7402	RAF Leuchars Conspicuity
7402 — 7414	TC Stansted/TC Luton
7402 — 7417	RAF Shawbury
7402 — 7436	RNAS Yeovilton
7402 — 7437	Anglia Radar
7403 — 7427	RAF Leuchars
* 7417	Cranfield Airport - IFR Conspicuity Purposes
7420 — 7435	Cranfield Airport
* 7420	RAF Shawbury Conspicuity
7421 — 7425	RAF Shawbury
* 7426	RAF Shawbury Conspicuity
* 7427	RAF Shawbury
7430 — 7437	RAF Shawbury
* 7436	Cranfield Airport VFR Conspicuity
* 7437	RNAS Yeovilton Conspicuity
* 7437	Cranfield Airport VFR Conspicuity
7440 — 7477	Transit (ORCAM) France
* 7500	Special Purpose Code - Hi-Jacking
7501 — 7507	Assigned by CCAMS
7510 — 7535	Transit (ORCAM) Switzerland
7536 — 7537	Assigned by CCAMS
7540 — 7547	Transit (ORCAM) Germany
7550 — 7567	Transit (ORCAM) Paris
7570 — 7577	Assigned by CCAMS
* 7600	Special Purpose Code - Radio Failure
* 7601	Special Purpose Code - European Radio Failure Procedure (Not Avaliable in UK FIR)
7602 — 7617	Allocated to NATS as CCAMS Redundancy (Prestwick Upper)
7620 — 7677	Assigned by CCAMS
* 7700	Special Purpose Code - Emergency
7701 — 7775	Assigned by CCAMS
* 7776 — 7777	SSR Monitors **(Refer to ENR 1.6, paragraph 2.2.4)**

2.7 Centralised Code Assignment and Management System (CCAMS)

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

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

3 Automatic Dependent Surveillance - Broadcast (ADS-B)

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

3.2 Aircraft that are unable to transmit ADS-B for technical or operational reasons will be accommodated by UK ANSPs through

conventional surveillance e.g. Mode S. See section GEN 1.5.3.

3.3 The UK's preferred national system to improve electronic conspicuity for general aviation is ADS-B using 1090 MHz. It is also likely that ADS-B will become more prevalent as a source of surveillance data for all aircraft types and to providers of ATS.

3.4 Extended Squitter devices using uncertified GPS sources may require the Surveillance Integrity Level to be set to zero.

4 Other Relevant Information and Procedures

4.1 Lower Airspace Radar Service (LARS)

4.1.1 **Availability of Service**

4.1.1.1 The service is available to all aircraft flying outside Controlled Airspace up to FL 100, in accordance with the table shown in 4.1.6 ATS Units Participating in the Lower Airspace Radar Service.

4.1.1.2 Pilots intending to operate at or above FL 100 may be advised to contact an appropriate ATCRU and request a Deconfliction Service or a Traffic Service. However, as VHF frequencies at Military ATCRU are not continuously monitored, unless in use, civil pilots may ask controllers to arrange a frequency on which to call the appropriate Unit.

4.1.2 **Description of Service**

4.1.2.1 The service provided will be a Deconfliction Service or Traffic Service as detailed at ENR 1.1, subsection 2 (UK Flight Information Service) and CAP 774 UK Flight Information Services. A Basic Service may be requested however as this is a non-radar service it does not form part of the LARS provision.

4.1.3 **Procedures**

4.1.3.1 Pilots intending to use the LARS should note the participating ATS Units close to their intended track and establish two-way RTF communication on the appropriate frequency using the phraseology in Chapter 3 of CAP 413 Radiotelephony Manual.

4.1.3.2 Aircraft will be identified and pilots so informed before radar service is given.

4.1.3.3 Whenever possible, aircraft will be handed over from controller to controller in an area of overlapping radar cover and pilots told to 'Contact' the next Unit. When this cannot be effected, pilots will be informed of their position and advised which Unit to call for further service.

4.1.3.4 If a pilot wishes to enter notified airspace, even though he may be in receipt of a LARS beforehand, he remains responsible for obtaining the required clearances or permissions before entry. LARS Controllers may assist in obtaining a clearance or permission, if workload permits, but pilots must be prepared to carry out this task independently.

4.1.4 **Terrain Clearance**

4.1.4.1 Terrain clearance will be the responsibility of pilots. However, LARS Units will set a level or levels below which a Deconfliction Service is to be refused or terminated.

4.1.5 **Advice to Pilots**

4.1.5.1 The provision of LARS is at the discretion of the controllers concerned because they may be fully engaged in their primary tasks. Therefore, occasionally, the service may not be available.

4.1.5.2 Boscombe Down Service Limitations

4.1.5.2.1 Limited Traffic Service - At and below FL 40.

4.1.5.3 Cardiff Radar Service Limitations

4.1.5.3.1 Due to limits of surveillance cover, a LARS may not be available below altitude 3000 FT. Pilots will be advised if LARS is not available and an alternative ATS may be offered.

4.1.5.4 Farnborough Service Limitations

4.1.5.4.1 Limited Traffic Service - At all altitudes/Flight Levels. Aircraft inbound to Farnborough should contact Farnborough Radar on

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

134.355. Traffic inbound to Odiham should contact Odiham Approach on 131.305.

4.1.5.4.2 Traffic Service is not available below altitude 1500 FT.

4.1.5.5 Warton Service Limitations

4.1.5.5.1 Warton PSR is suppressed in certain sectors to mitigate interference from ground clutter and wind turbines. Pilots will be advised of reduced service by Warton Radar.

4.1.6 **ATS Units Participating in the Lower Airspace Radar**

Unit	Position	Frequency (MHz)/ Channel	Service Radius (NM)	Availability/ Remarks
Boscombe Down	510912N 0014504W	126.705	30	Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500). Opening hours may vary subject to operational flying requirements.
Bournemouth	504648N 0015033W	119.480	30	0800-2000 (0700-1900).
Brize Norton	514500N 0013459W	124.280	40	0900-1700 (0800-1600).
Cardiff	512348N 0032036W	119.155	40	0600-2300 (0500-2200).
Coningsby	530535N 0000958W	119.205	30	Mon-Fri 0800-1700 (0700-1600).
Culdrose	500507N 0051515W	134.055	30	Mon-Thu 0830-1700 (0730-1600), Fri 0830-1400 (0730-1300).
East Midlands	524952N 0011940W	134.180	30	H24.
Exeter	504404N 0032450W	128.980	30	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).
Farnborough (West)	511633N 0004635W	125.250	See ENR 6-11	0800-2000 (0700-1900). See paragraph 4.1.7.
Farnborough (East)	511633N 0004635W	123.225		
Farnborough (North)	511633N 0004635W	132.800		
Humberside	533428N 0002103W	119.130	30	0630-2115 (0530-2015).
Leeming	541733N 0013207W	133.380	30	Mon-Thu 0800-1800 (0700-1700), Fri 0800-1700 (0700-1600).
Leuchars	562230N 0025132W	126.505	40	Mon-Fri 0900-1700 (0800-1600).
Lossiemouth	574224N 0032016W	119.575	40	Mon-Fri 0900-1700 (0800-1600).
Marham	523854N 0003302E	124.155	30	Mon-Thu 0800-2359 (0700-2300), Fri 0800-1800 (0700-1700).
Newcastle	550217N 0014123W	124.380	40	H24.
Newquay	502627N 0045943W	133.405	60	0730-2130 (0630-2030).
Norwich	524033N 0011658E	119.355	30	0630-2130 (0530-2030).
Plymouth Military (West)	501900N 0040700W	121.255	40	Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300).
Plymouth Military (East)	503405N 0022659W	124.150	40	The East and West LARS areas are divided at the western edge of Berry Head CTA 1, 3 & 5.
Shawbury	524737N 0024005W	133.155	40	Mon-Fri 0830-1700 (0730-1630).
Southend	513417N 0004144E	130.780	25	0900-1800 (0800-1700).
Teesside International	543033N 0012546W	118.855	40	0800-1800 (0700-1700).
Valley	531450N 0043201W	125.230	40	Mon-Thu 0800-1800 (0700-1700), Fri 0800-1700 (0700-1600).
Waddington	530958N 0003126W	119.505	30	Mon-Thu 0800-1800 (0700-1700), Fri 0800-1300 (0700-1200).
Warton	534442N 0025300W	129.530	40	Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600).
Yeovilton	510030N 0023844W	127.355	30	Mon-Thu 0830-1600; Fri 0830-1300.

4.1.7 **Farnborough LARS**

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

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Military ATZs.

a) **LARS North**

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

b) **LARS East**

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

c) **LARS West**

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

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

4.2.1 **Availability of Service**

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

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

Unit and Callsign	Operating Hours	Initial Contact Frequency (ICF)	Telephone Number
78 Squadron Swanwick (Swanwick Mil)	H24 (Subject to 4.2.3)	North West Sector 134.300 MHz, North Sector 136.375 MHz, North East Sector 135.075 MHz, East Sector 133.325 MHz, Central Sector 128.700 MHz, West Sector (Northern) 127.450 MHz, West Sector (Southern) 133.900 MHz & South West Sector 135.150 MHz.	01489-612943 01489-612408 01489-612417
Western Radar	0645-1930 (0545-1830)	132.300 MHz	Admin: 01489-585511

4.2.1.3 Participating aircraft must be equipped with a serviceable transponder.

4.2.2 **Type of Service**

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

4.2.3 **Availibility of Service**

4.2.3.1 Swanwick (Mil) will only provide an ATS 2300-0700 (2200-0600) Mon to Thu, and 2300-0700 (2200-0600) Fri to Mon subject to 2 weeks notification and associated approval. A request is to be sent to: SWK-Plans@mod.gov.uk and contain the details laid out in 4.2.4.1 (b). Swanwick (Mil) also have reduced staffing between the hours of 1800-2300 (1700-2200) Mon to Fri, provision of service will be prioritised in accordance with RAF Battlespace Management Orders.

4.2.4 **Procedures**

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

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

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

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

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

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

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

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

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

The flight plan should include the following information:

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

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

4.2.4.1.1 **Changes to Flight Details**

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

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

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

4.3 (Former) Pennine Radar Area of Responsibility

4.3.1 **Area of Responsibility**

4.3.1.1 Provision of ATS outside of controlled airspace within the area defined below is a NATS licensed task which is provided, subject to unit workload, by Swanwick(Mil):

a) 550000N 0015420W - 550000N 004444W - 534153N 0002245E - 534134N 0010443W - 534007N 0011937W - 535348N 0013100W - 535955N 0014027W - 540236N 0014900W - 535557N 0020827W - 541113N 0021858W - 541201N 0021700W - 545127N 0023916W - 550000N 0015420W.
b) But excluding:

i. Aerodrome Traffic Zones (ATZ);
ii. Danger Areas;
iii. Newcastle CTR/CTA;
iv. Teesside International CTR/CTA

4.3.1.2 Vertical limits between FL 55 and FL 195. Deconfliction Service will not be provided below 4000 FT Regional Pressure Setting (RPS). Exceptionally, a Traffic Service may be provided below 4000 FT RPS, however, radar vectors will not be provided. (If there are high traffic levels in the Vale of York AIAA this may preclude standard separation from being maintained and a Traffic Service or a re-route may be offered).

4.3.1.3 Core operating hours are Mon-Fri 0700-2030 (Summer 1hr earlier). However, outside of these hours a service may still be provided

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H24 subject to unit capacity.

4.3.1.4 The area of responsibility is depicted on chart ENR 6-14.

4.3.1.5 Other ATSUs providing a radar service, within the Area of Responsibility, are:

a) Lower Airspace Radar Service (LARS) areas of Warton, Teesside International, Newcastle, Leeming and Humberside;
b) Anglia Radar Area of Responsibility (ENR 6-25).

4.3.2 **Flight Plan Requirements**

4.3.2.1 Pilots wishing to receive an ATS from Swanwick(Mil) within the Former Pennine Radar Area are to include within their Flight Plan the Swanwick(Mil) address EGZYOATT, in addition to any other IFPS address requirements. This requirement also applies to aircraft wishing to join or leave L602 at ERKIT routing in or outbound from EGNT or EGNV. Failure to address Flight Plans to Swanwick(Mil) may result in the refusal of service.

4.3.3 **Radio Communication**

4.3.3.1 Pilots receiving a service who wish to leave the frequency temporarily (for example to listen to VOLMET), and as a result will be unable to maintain two-way communication, must inform the controlling unit (ordinarily Swanwick(Mil)) of their intentions to leave the frequency and also of their return to it.

4.3.3.2 The Initial Contact Frequency for Swanwick(Mil) is 135.075 MHz.

4.3.3.3 If radio communication is lost, attempts should be made to establish contact with either Newcastle, Teesside International, London or Scottish Control as appropriate to the planned route.

4.3.3.4 If complete radio failure occurs, pilots should follow the standard radio failure procedure detailed at ENR 1.1, paragraph 3.4.

4.4 Western Radar Area of Operation

4.4.1 **Area of Operation**

4.4.1.1 Provision of ATS outside of controlled airspace within the area defined below is a NATS licensed task provided on a full-time basis by Swanwick(Mil) and by Western Radar depending on the time of day and the flight profile.

a) 492840N 0045516W - 493146N 0060840W - 510000N 0080000W - 522000N 0053000W - 524406N 0053000W - 525704N 0053000W - 524318N 0050508W - 525038N 0045358W - 531042N 0053000W - 531500N 0053000W - 532315N 0051017W - 532019N 0033502W - 531855N 0031650W - 530313N 0024434W - 521902N 0014707W - 513536N 0012124W - 511623N 0012049W - 510122N 0012720W - 504944N 0013439W - 495813N 0020959W - 495427N 0023012W - 492840N 0045516W.
b) But excluding:
    i. Danger Areas*;
    ii. North Wales MTA.

Note: ** Western Radar may be able to obtain crossing clearance from the appropriate agency.*

4.4.2 Vertical limits between FL 100 and FL 195 (FL 245 within active TRAs). The service from Western Radar is intended for (although not exclusively restricted to) aircraft wishing to join or leave Controlled Airspace within the Area of Operation.

4.4.3 Western Radar core operating hours are daily 0645-1930 (0545-1830). Swanwick(Mil) will continue to provide an ATS on a full-time basis subject to unit workload.

4.4.4 Other ATSU's providing a radar service, within the Area of Operation, are:

a) Lower Airspace Radar Service (LARS) areas of Boscombe Down, Bournemouth, Brize Norton, Cardiff, Culdrose, Exeter, Farnborough North/West, Newquay, Plymouth Military, Shawbury, Valley and Yeovilton;
b) Swanwick(Mil);
c) Solent Radar.

4.4.5 **Flight Plan Requirements**

4.4.5.1 Pilots wishing to receive an ATS from Western Radar are to include within their Flight Plan the Western Radar address EGTTZFZC in addition to any other IFPS address requirements. Failure to address Flight Plans to Western Radar may result in the refusal of service.

4.4.6 **Radio Communication**

4.4.6.1 Pilots receiving a service who wish to leave the frequency temporarily (for instance to listen to VOLMET), and as a result will be unable to maintain two-way communication, must inform the controlling authority of their intentions to leave the frequency and also

of their return to it.

4.4.6.2 The primary frequency for Western Radar is 132.300 MHz.

4.4.6.3 If radio communication is lost, attempts should be made to establish contact with either Swanwick(Mil), Newquay, Exeter, Bournemouth, Brize Norton, London Control or Scottish Control as appropriate to the planned route.

4.4.6.4 If complete radio failure occurs, pilots should follow the standard radio failure procedure detailed at ENR 1.1, paragraph 3.4.

4.5 Off-Shore Operations

4.5.1 Southern North Sea Low Level Air Traffic Services and Helicopter Operating Procedures

4.5.1.1 Introduction

4.5.1.1.1 To enhance flight safety and expedite Search and Rescue in the Southern North Sea Airspace, a Deconfliction Service, Traffic Service, Basic Service and Alerting Service is available from the Air Traffic Service Unit (ATSU) at Aberdeen Airport (Anglia Radar). These services are available to helicopters operating in support to the off-shore oil, gas and renewable industries and to civil and military aircraft transiting the area at and below FL 65.

4.5.1.2 Description

Lateral Limits	Vertical Limits	Controlling Authority Callsign and frequencies Hours
Anglia Radar Area of Responsibility 550000N 0010000W - 550000N 0030301E - 543715N 0025349E - 542245N 0024543E - 535745N 0025155E - 534003N 0025719E - 533503N 0025913E - 532809N 0030055E - 531803N 0030319E - 525551N 0030936E - 523606N 0025307E - 523612N 0014423E then following the coastline to 525655N 0010856E to Strubby (531836N 0001034E) to Easington (533919N 0000706E) - 550000N 0010000W.	FL 65 ——— SFC	Anglia Radar (Aberdeen ATSU). 'Anglia Radar' Primary: 125.275 MHz Secondary: 128.925 MHz **Hours:** 0630-2200 daily Winter (Summer 1hr earlier).

4.5.1.3 The ATSU will provide, within its specified area of responsibility, Deconfliction Service or Traffic Service within the limits of surveillance cover. Outside surveillance cover or in the event of surveillance failure, a Basic Service and Alerting Service will be provided within the limits of VHF cover. These services will be provided to helicopter pilots routing:

a) To off-shore installations, until the time that the pilot is in contact with the destination rig/platform;
b) from off-shore installations, from the time two-way communications is established with the ATSU, until the time that the pilot is in contact with the destination landing pad or other agency.

Note: *Under the terms of a Memorandum of Understanding between NATS Limited and the off-shore helicopter companies, aircraft operated by these companies will be provided with modified Flight Information Services, which are prefixed by the term 'Off-shore', eg 'Off-shore Deconfliction Service'.*

4.5.1.4 Airspace Structure

4.5.1.4.1 Helicopter Main Routing Indicators (HMRI)

4.5.1.4.1.1 Helicopter Main Routing Indicators are indicators of routes typically and routinely flown by helicopters operating to and from off-shore destinations and are promulgated for the purpose of signposting concentrations of helicopter traffic to other airspace users. HMRI promulgation does not predicate the flow of helicopter traffic. Whilst HMRIs have no airspace status and assume the background airspace classification within which they lie (in the case of the Southern North Sea, Class G), they are used by the air navigation service provider (NATS Ltd/Anglia Radar) and helicopter operators for flight planning and management purposes.

4.5.1.4.1.2 HMRIs have no lateral dimensions. Vertically the HMRIs over the Southern North Sea extend from 1500 FT AMSL to FL 60 (inclusive) except that:

a) Anglia Radar will not normally allocate cruising levels above FL 40 in the Southern North Sea beneath EGD323D, EGD323E and EGD323K. Where helicopter icing conditions or other flight safety considerations dictate, helicopters may be forced to operate below 1500 FT AMSL.

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4.5.1.4.1.3 Compliance with the HMRI structure is not compulsory. In the general interests of flight safety, however, civil helicopter pilots are strongly encouraged to plan their flights using HMRIs wherever possible.

4.5.1.4.1.4 Other traffic operating in proximity of these routes are advised to maintain an alert look out, especially in the Off-shore Safety Area.

4.5.1.4.2 The Southern North Sea HMRI Structure is as follows:

HMRI 1	SORER (524815N 0013445E) to Indefatigable '23A' (*531924N 0023428E);
HMRI 2	SORER (524815N 0013445E) to Windermere (*534954N 0024617E) **(Note 1)**;
HMRI 3	BAGPA (525338N 0012421E) to Munro (*542602N 0021755E) **(Note 1)**;
HMRI 4	BAGPA (525338N 0012421E) to Trent (*541755N 0013930E) **(Note 1)**;
HMRI 5	Waveney (*532109N 0011811E) to Leman '27A' (*530313N 0021358E);
HMRI 6	LAGER (533640N 0000849W) to Viking 'B' (*532648N 0021954E);
HMRI 7	LAGER (533640N 0000849W) to Hyde (*534828N 0010144E) **(Note 1)**;
HMRI 8	LAGER (533640N 0000849W) to Rough 'A' (*534928N 0002811E) to Ravenspurn North (*540150N 0010603E) to Munro (*542602N 0021755E) **(Note 1)**;
HMRI 9	Rough 'A' (*534928N 0002811E) to Cleeton 'PQ' (*540159N 0004336E) **(Note 1)**;
HMRI 10	Cleeton 'PQ' (*540159N 0004336E) to Hyde (*534828N 0010144E) **(Note 1)**;
HMRI 20	Lowestoft (522824N 0014519E) to Inner Gabbard (515450N 0015636E) to Galloper (514710N 0015729E) **(Note 2)**;
HMRI 435	IRDUK (533327N 0025937E) to Carrack (*533444N 0024727E);
HMRI 440	INDEV (531720N 0030331E) to Indefatigable '49/24N' (*531717N 0024316E);
HMRI 445	KUSON (531141N 0030508E) to Indefatigable '49/24N' (*531717N 0024316E);
HMRI 446	KOPAD (530746N 0030615E) to Hewitt '52/5A' (*525956N 0015045E);
HMRI 447	LUVOR (524823N 0030321E) to Hewitt '52/5A' (*525956N 0015045E);
HMRI 450	LUVOR (524823N 0030321E) to RIKPU (524235N 0014227E).

Note 1: *The maximum cruising level beneath EGD323D, EGD323E and EGD323K is restricted to FL 40 unless cleared by Anglia Radar.*
Note 2: *HMRI 20 lies outside the Anglia Area of Responsibility and extends vertically from 500 FT AMSL to 2000 FT AMSL inclusive. There are no ATS service provision arrangements to support operations on this HMRI.*

4.5.1.4.3 **Off-shore Safety Areas (OSAs).** The Anglia OSA consists of the Airspace from surface to 3500 FT ALT within the area bounded by straight lines joining in succession:

533544N 0015732E - 533328N 0021621E - 532200N 0023900E - 531143N 0025505E - 523612N 0014423E then following the coastline to 525242N 0012618E - 532132N 0013545E - 532838N 0014150E - 533544N 0015732E.

4.5.1.4.4 **Helicopter Traffic Zones (HTZ).** HTZs are established as notification of helicopters engaged in platform approaches, departures and extensive unco-ordinated inter-platform transit flying. Inter-platform flying by civil helicopters within HTZs contained within the OSA will be conducted on the company or field discrete frequency. HTZs consist of the airspace from sea level to 2000 FT ALT contained within tangential lines, not exceeding 5 NM in length, joining the neighbouring circumferences of circles 1.5 NM radius around each individual platform helideck.

4.5.1.4.4.1 The position of individual platforms, together with their maximum height AMSL and helideck height AMSL, within their parent field complex are detailed at paragraph 5.2.

4.5.1.5 **Operating Procedures**

4.5.1.5.1 **General**

4.5.1.5.1.1 **Helicopter Procedures.** Helicopter pilots wishing to use this service must establish two way RTF communication with the ATSU. For flights within the same or adjacent field complex, helicopter pilots should remain on the field frequency. Pilots should advise ATC before changing frequency and/or altitude.

4.5.1.5.1.2 **Fixed-Wing Procedures.** Pilots of civil and military fixed-wing aircraft intending to fly within the area of responsibility of Anglia Radar are strongly advised to make use of the services provided. Crews of wildlife and aerial survey aircraft should consider utilising notification procedures detailed at ENR 1.1.4 as well as contacting Aberdeen ATSU prior to commencing operations. Whenever possible civil aircraft should be flown above the Transition Altitude at the appropriate level. Pilots are also advised that the helicopters on inter-platform flights in the same field complex normally operate at 500 FT AMSL and frequently carry underslung loads which limit the pilot's ability to take sudden avoiding action.

4.5.1.5.2 **Position Reporting; ATC Reports**

4.5.1.5.2.1 Position reports on initial contact will include the following information:

a) Callsign;
b) Type;
c) Point of departure;

d) Point of next landing;
e) Altitude/requested Altitude;
f) Total number of people on board.

4.5.1.5.2.2 Subsequent position reports if requested by the ATSU will include the following abbreviated information:

a) Callsign;
b) Position;
c) Altitude.

4.5.1.5.2.3 Helicopter pilots will, prior to leaving a frequency, inform the ATSU of the next off-shore sector to be flown.

4.5.1.5.3 **Off-shore Safety Area (OSA)**

4.5.1.5.3.1 Pilots of helicopters entering the Anglia OSA should contact Anglia Radar.

4.5.1.5.3.2 **Fixed-Wing Procedures.** Military and civil pilots of fixed-wing aircraft are recommended to avoid the Anglia OSA, however, if penetration is essential, contact should be made with Anglia Radar no later than 10 NM before entering the area giving their position, altitude, squawk, heading and intentions. When unable to maintain contact with Anglia Radar, and where not previously allocated a squawk by Anglia Radar, pilots should squawk A0007 with ALT (or mode C) selected. Maritime patrol aircraft (MPA) and fisheries protection aircraft should squawk A7300 with ALT (or mode C) selected.

4.5.1.5.4 **Cruising Altitudes**

4.5.1.5.4.1 Helicopters will normally plan to fly at the following en-route altitudes:

a) Outbound (land to sea) 2000 FT and 3000 FT AMSL;
b) Inbound (sea to land) 1500 FT and 2500 FT AMSL;
c) Inter-field:

i. Northbound (270° to 089° MAG track) 1000 FT, 2000 FT and 3000 FT AMSL;
ii. Southbound (090° to 269° MAG track) 500 FT, 1500 FT and 2500 FT AMSL.

Above the Transition Altitude (3000 FT AMSL) all aircraft should conform to the Semicircular Rule.

4.5.1.5.5 **Altimeter Setting Procedures**

4.5.1.5.5.1 En-route altitudes of 3000 FT AMSL and below will be flown with reference to the appropriate Regional Pressure Setting (RPS). Anglia Radar will give the appropriate pressure setting on first contact. Helicopters operating in this area crossing from one Altimeter Setting Region (ASR) to another, and when in contact with Anglia Radar will not change the RPS datum until instructed to do so. This procedure is to enable the Controller to plan and control vertical separation in the vicinity of an ASR boundary and beneath EGD323D, EGD323E, EGD323K and the Lakenheath ATA North.

Note: *When instructed by Anglia Radar to squawk the allocated code, helicopter pilots are requested to state their level to the nearest hundred feet in order that the Mode C transponder information can be verified.*

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

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

4.5.1.6 **Out of Hours Helicopter Operations**

4.5.1.6.1 Helicopter off-shore support activity is not confined to published ATS hours and helicopters may be operating in VMC or IMC at all levels and times.

4.5.2 **Northern North Sea and Atlantic Rim Low Level Air Traffic Services and Helicopter Operating Procedures**

4.5.2.1 To enhance flight safety and expedite Search and Rescue in the Northern North Sea Airspace, including Atlantic Rim Airspace and the East Shetland Basin, a Deconfliction Service, Traffic Service, Basic Service and Alerting Service is available from the Air Traffic Service Unit (ATSU) at Aberdeen Airport. These services are available to helicopters operating in support to the off-shore oil, gas and renewable industries and to civil and military aircraft transiting the area at and below FL 100.

4.5.2.2 **Description.** Within the areas of responsibility specified below, a Deconfliction Service or Traffic Service within the limits of surveillance cover and, outside surveillance cover or in the event of surveillance failure, a Basic Service and Alerting Service within the limits of VHF cover will be provided. Outside the hours of service notified above, a Basic Service and Alerting Service is available within the limits of VHF RTF cover from the FIR Sector at Scottish ACC, callsign 'Scottish Information' on 129.225 MHz. The above services will be provided to helicopter pilots routing:

a) To off-shore installations until two-way communication is established with their destination; and

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b) from off-shore installations from the time two-way communication is established with the appropriate Sector.

Lateral Limits (A chart depicting the sectors is at ENR 6-23)	Vertical Limits	Controlling Authorities Callsign and frequencies Hours
Sumburgh Radar Sector — Cormorant QNH Area This area of responsibility is enclosed by straight lines joining in succession the following points: 602856N 0004429W - 610000N 0002000W - 610000N 0000000E - 605109N 0000000E thence clockwise by the arc of a circle radius 70 NM centred on 595243N 0011712W (SUM VOR) to 600453N 0010000E – 600000N 0010000E - 600000N 0000059E thence anti-clockwise by the arc of a circle radius 40 NM centred on 595243N 0011712W (SUM VOR) to 602856N 0004429W.	FL 85 SL	Sumburgh Radar (Aberdeen ATSU) 'Sumburgh Radar' – 131.300 MHz and 124.900 MHz (west of meridian 3 degrees West) **Hours:** (all Sumburgh Areas) 0630-2200 (0530-2100)
Sumburgh Radar Sector — Shetland QNH Area This area of responsibility is enclosed by straight lines joining in succession the following points: 602856N 0004429W thence anti-clockwise by the arc of a circle radius 40 NM centred on 595243N 0011712W (SUM VOR) to 593000N 0022203W - 593000N 0050000W - 610000N 0050000W - 610000N 0002000W - 602856N 0004429W.	FL 85 SL	
Sumburgh Radar Sector—Sumburgh QNH Area This area of responsibility, excluding the portion of the MORAY CTA contained within the area, is enclosed by straight lines joining in succession the following points: 600000N 0000059E thence anti-clockwise by the arc of a circle radius 40 NM centred on 595243N 0011712W (SUM VOR) to 593000N 0022203W - 590000N 0021602W – 590000N 0000319W - 594421N 0010000E – 600000N 0010000E - 600000N 0000059E.	FL 85 SL	
Sumburgh Radar Sector—Aberdeen QNH Area This area of responsibility, excluding the portion of the MORAY CTA contained within the area, is enclosed by straight lines joining in succession the following points: 590000N 0021602W - 590000N 0000319W – 583242N 0004037W – thence anti-clockwise by the arc of a circle radius 90 NM centred on 571838N 0021602W (ADN VOR) to 584825N 0021817W - 590000N 0021602W.	FL 85 SL	
Sumburgh Radar Sector — North Sea Area IV **(Delegated ATS, see ENR 2-2-1-1)** This area of responsibility is enclosed by straight lines joining in succession the following points: 610000N 0000000E - 610000N 0040000W - 630000N 0012637W - 630000N 0000000E - 610000N 0000000E.	FL 85 SL	
Aberdeen Sectors The area of responsibility, excluding the portion of the MORAY CTA and the Aberdeen CTR/CTA contained within the area, is enclosed by straight lines joining in succession the following points: 584825N 0021817W - 582000N 0024600W - 580946N 0031432W thence anti-clockwise by the arc of a circle radius 5 NM centred on 580539N 0030912W (Beatrice C) to 580313N 0031725W - 572100N 0023356W - 571838N 0021602W (ADN VOR) - 560000N 0013000W - 560000N 0000000E - 560510N 0031455E - 563540N 0023642E - 573628N 0020654E - 575416N 0015748E - 582546N 0012854E - 591722N 0014236E - 595346N 0020430E - 600000N 0020320E - 600000N 0010000E - 594421N 0010000E - 583242N 0004037W - thence anti-clockwise by the arc of a circle radius 90 NM centred on 571838N 0021602W (ADN VOR) to 584825N 0021817W.	FL 85 SL	Aberdeen ATSU. 'Aberdeen Radar' 134.100 MHz – within the defined sector, out to ADN 90 DME from the northwestern boundary to the 038 HMRI, and then out to ADN 80 DME clockwise from the 038 HMRI. 135.175 MHz - on and north of 065 HMRI 132.550 MHz - south of 065 HMRI within the Aberdeen sector outwith the areas described above. **Hours:** 0630-2200 (0530-2100).
Brent Radar Sector Area enclosed by straight lines joining in succession the following points: 605109N 0000000E - 620000N 0000000E - 620000N 0012222E - 612122N 0014718E (ALLOY) - 600000N 0020320E - 600000N 0010000E - 600453N 0010000E - thence anti-clockwise by the arc of a circle radius 70 NM centred on 595243N 0011712W (SUM VOR) to 605109N 0000000E.	FL 85 SL	Aberdeen ATSU. 'Brent Radar' - 122.250 MHz is the primary ATC frequency. **Hours:** Mon-Fri 0630-2200 (0530-2100), Sat & Sun 0700-2100 (0600-2000).
East Shetland Basin (ESB) To co-ordinate the inter-platform and transit helicopter traffic within the ESB, an ATS is established in the area which will provide Flight Information Services. Pilots intending to overfly the ESB below FL 85 are strongly recommended to contact Brent Radar before penetrating the Airspace.		

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Lateral Limits (A chart depicting the sectors is at ENR 6-23)	Vertical Limits	Controlling Authorities Callsign and frequencies Hours
Area enclosed by arcs of circles joining in succession the following points: 614410N 0003900E - 612412N 0003900E (Gate Golf) - 610807N 0004319E (Gate Hotel) - 605828N 0004555E (Gate Juliet) - 604846N 0010430E (Gate Lima) - 604116N 0011454E (Gate Mike) - 603808N 0012042E (Gate November) - 603300N 0014257E (Gate Oscar) - 603300N 0015659E - 612122N 0014718E (ALLOY) - 614410N 0013329E - 614410N 0003900E.	FL 85 ——— SL	Aberdeen ATSU. 'Brent Radar' - 122.250 MHz is the primary ATC frequency. **Hours:** 0630-2200 Mon-Fri, 0700-2100 Sat & Sun, Winter (Summer 1hr earlier).

4.5.2.3 **Helicopter Main Routing Indicators (HMRI) - En-Route Structure**

4.5.2.3.1 Helicopter Main Routing Indicators are indicators of routes typically and routinely flown by helicopters operating to and from off-shore destinations and are promulgated for the purpose of signposting concentrations of helicopter traffic to other airspace users. HMRI promulgation does not predicate the flow of helicopter traffic. Whilst HMRIs have no airspace status and assume the back-ground airspace classification within which they lie (in the case of the Northern North Sea, Class G), they are used by the air navigation service provider (NATS Ltd/ Aberdeen) and helicopter operators for flight planning and management purposes.

4.5.2.3.2 HMRIs have no lateral dimensions. Vertically the HMRIs over the Northern North Sea (55°N to 62°N) extend from 1500 FT AMSL to FL 85 (inclusive), except that:

Where helicopter icing conditions or other flight safety considerations dictate, helicopters may be forced to operate below 1500 FT AMSL.

4.5.2.3.3 Compliance with the HMRI structure is not compulsory. In the general interests of flight safety, however, civil helicopter pilots are strongly encouraged to plan their flights using HMRIs wherever possible.

4.5.2.3.4 Other traffic operating in proximity of these routes are advised to maintain an alert look out, especially in the Off-shore Safety Area (OSA).

4.5.2.3.5 **Off-shore Safety Areas (OSAs).** The Aberdeen OSA consists of the Airspace from surface to FL 100 within the area bounded by straight lines joining in succession:

590000N 0013755E following the North Sea Median Line (eastern limit of published Aberdeen Sector) to 560510N 0031455E - 560441N 0024328E - 571227N 0015238W then anti-clockwise around eastern boundary of the Aberdeen CTR/CTZ to HACKLEY HD (571948N 0015717W) then following the coastline anti-clockwise to 574044N 0015652W - 590000N 0013930W - 590000N 0013755E.

4.5.2.3.6 The HMRI track structure between Sumburgh and the East Shetland Basin is as follows:

a) HMRI 'Golf' (eastbound) - from 40 DME SUM on HMRI 'Hotel' direct to Gate 'Golf';
b) HMRI 'Hotel' (eastbound) - from Gate 'Hotel' parallel to HMRI 'Juliet' to 40 DME SUM thence to Sumburgh VOR;
c) HMRI 'Juliet' (westbound) - from Gate 'Juliet' direct track to Sumburgh VOR;
d) HMRI 'Lima' (eastbound) - from Sumburgh VOR direct to Gate 'Lima';
e) HMRI 'Mike' (westbound) - from Gate 'Mike' parallel to HMRI 'Lima' to 40 DME SUM thence to Sumburgh VOR.

4.5.2.3.7 **Aberdeen** based pilots use HMRIs, a track system centred on 571838N 0021602W (ADN VOR). The system is keyed to the outbound master HMRI 029 commencing at 575506N 0014423W and terminating at Gate 'Lima' (604846N 0010430E) on the ESB boundary. The other HMRIs, spaced at 3 degree intervals, are designated alternately 'inbound' or 'outbound' and are identified by three figures. They terminate at either the appropriate Gate on the ESB boundary or the Median Line. The table below shows co-ordinates for the Gates and the points at which the HMRIs intercept the Median Line. When operating to or from permanent off-shore installations or mobile vessels, pilots normally plan along the nearest HMRI. In the Aberdeen area, HMRIs 023 to 086 (inclusive) are joined to two parallel bi-directional 'feeder/funnel' HMRIs, HMRIs Whiskey and Echo. The direction of use of HMRIs Whiskey and Echo is dependent upon the runway in use at Aberdeen. VANOR (571408N 0020304W) and NOBAL (571518N 0020336W) are used as reporting points within the Aberdeen CTR.

HMRI 023	612412N 0003900E (G Gate)	HMRI 074	580248N 0015004E
HMRI 026	605828N 0004555E (J Gate)	HMRI 077	575606N 0015608E
HMRI 029	604846N 0010430E (L Gate)	HMRI 080	574904N 0020028E
HMRI 032	603808N 0012042E (N Gate)	HMRI 083	574153N 0020408E
HMRI 035	603300N 0014257E (O Gate)	HMRI 086	573435N 0020749E
HMRI 038	602326N 0015851E	HMRI 089	572709N 0021133E
HMRI 041	600658N 0020200E	HMRI 092	571931N 0021521E
HMRI 044	595102N 0020249E	HMRI 095	571139N 0021915E
HMRI 047	593014N 0015015E	HMRI 098	570328N 0022316E
HMRI 050	591341N 0014136E	HMRI 101	565455N 0022726E
HMRI 053	590103N 0013811E	HMRI 104	564556N 0023147E
HMRI 056	584942N 0013510E	HMRI 107	563633N 0023535E

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HMRI 059	583924N 0013227E	HMRI 110	562416N 0025108E
HMRI 062	582958N 0012959E	HMRI 113	560957N 0030900E
HMRI 065	582221N 0013204E	HMRI 116	555535N 0032034E
HMRI 068	581553N 0013804E		
HMRI 071	580923N 0014403E		

4.5.2.3.7.1 HMRI Whiskey is aligned along the axis MOCHA (593256N 0012159W) to PETOX (573333N 0014902W) thence to Hackley Head (571949N 0015717W). When Runway 16 is in use at Aberdeen, HMRI Whiskey is the designated inbound track and when Runway 34 is in use HMRI Whiskey is the designated outbound track for traffic planning to operate at 2000 FT and above.

4.5.2.3.7.2 HMRI Echo is aligned along the axis GORSE (571037N 0015351W) to SPIKE (573226N 0013953W) to TYSTI (592224N 0011440W) to TIRIK (593219N 0011214W). When Runway 34 is in use at Aberdeen, HMRI Echo is the designated inbound track but will also be used by outbound traffic planning to operate below 2000 FT. When Runway 16 is in use at Aberdeen, HMRI Echo is the designated outbound track for traffic at all levels.

4.5.2.3.7.3 Helicopter traffic inbound to Aberdeen planning along HMRIs 026 to 086 (inclusive) will be required to maintain the inbound HMRI until intercepting either HMRI Whiskey (Runway 16 in use at Aberdeen) or HMRI Echo (Runway 34 in use at Aberdeen) and then follow the designated inbound track as directed by Aberdeen ATC. Inbound HMRIs south of the HMRI 086 terminate at 30 DME ADN, from whence helicopter traffic will be directed by Aberdeen ATC.

4.5.2.3.7.4 Outbound helicopter traffic utilising the HMRIs 023 to 113 (inclusive) will be directed by Aberdeen to join the desired outbound HMRI via either HMRI Whiskey/Echo or as directed to a specific position on the required HMRI, dependent upon the runway in use at Aberdeen. (Outbound HMRIs south of HMRI 086 commence at 40 DME ADN).

4.5.2.3.7.5 Within the Aberdeen sectors, Aberdeen ATC will allocate ALTs or FLs tactically to participating flights.

Pilots on inter-rigging flights should plan to fly at the following ALTs:

a) Northbound (270˚ to 089˚ MAG track) 1000 FT, 2000 FT and 3000 FT AMSL;
b) Southbound (090˚ to 269˚ MAG track) 500 FT, 1500 FT and 2500 FT AMSL.

Note: *Under certain operating and meteorological conditions civil helicopters may operate below the base of the HMRIs.*

4.5.2.3.8 **Aberdeen - Atlantic Rim (West of Shetland Operations)**

4.5.2.3.8.1 The HMRI tracks between Aberdeen and the Atlantic Rim (as depicted at ENR 6-27) are as follows:

a) HMRI X-Ray (Outbound) - ADN VOR (571838N 0021602W) to SMOKI (574637N 0023556W) to WIK VOR (582732N 0030601W) to SODKI (584751N 0033753W) to VAMLA (600000N 0040000W);
b) HMRI Yankee (Inbound) - NESTA (600000N 0041000W) to MADOX (584343N 0034639W) to WIK VOR (582732N 0030601W).

Note: HMRI X-Ray is bi-directional between Aberdeen and Wick.

4.5.2.3.8.2 Altimeter Setting:

a) Within 30 DME ADN - Aberdeen QNH, or as directed by ATC;
b) Outside 30 DME ADN - The appropriate Regional Pressure Setting (RPS), or as directed by ATC.

Note: To enable controllers to plan and control vertical separation near the boundaries of Altimeter Setting Regions (ASR), helicopters approaching an ASR boundary, and in radio contact with ATC, are not to change RPS until instructed to do so.

4.5.2.3.8.3 Cruising altitudes:

Within the Aberdeen sectors, Aberdeen ATC will allocate ALTs or FLs tactically to participating flights.

Note: *Under certain operating and meteorological conditions civil helicopters may operate below the base of the HMRIs.*

4.5.2.3.8.4 Moray Firth TMZ Phase 1 Controlling Authority Lossie Departures (119.575 MHz), active H24, see ENR 2.2 paragraph 4.

4.5.2.3.9 Charts depicting the Aberdeen Area HMRI track structure are at AD 2-EGPD-3-1/2. The chart at ENR 6-26 depicts the en-route HMRI track structure and shows the bi-directional HMRI established between the Ekofisk Hotel platform and platform P37/4, a route normally used by Norwegian helicopters.

4.5.2.4 **Operating Procedures**

4.5.2.4.1 **General**

4.5.2.4.1.1 **Helicopter Procedures.** Helicopter pilots wishing to use the service specified in paragraph 4.5.2.2 must file a flight plan. Pilots who have established two-way communication with the appropriate Sector and subsequently do not receive acknowledgement of a scheduled position report, should make every effort to relay the report via another aircraft or agency. For flights within the same

or adjacent field complexes, helicopter pilots should maintain RTF contact on the field, company or Traffic Area frequency. Position reports by civil helicopter pilots operating on HMRIs are to be based on distance from either Aberdeen or Sumburgh VORs, according to the departure or destination aerodrome. Position reports are only required if the flight is not receiving a radar service from the ATSU. In this instance, unless otherwise specified by the ATSU, an initial report is to be made on outbound HMRIs at 40 NM and then at 20 NM intervals, subject to the limitations of VHF cover. For inbound flights subsequent to the initial call, reports are to be made at the same 20 NM intervals according to the destination aerodrome. If the elapsed time between two reporting points exceeds 15 minutes, an additional report is to be made after 15 minutes elapsed time since the last report.

En-route position reports are to include the following information:

a) Callsign;
b) Position (HMRI and range);
c) ALT or FL;
d) Position of next intended report.

On lifting from an installation or ship off-shore, the initial report is to include:

a) Callsign;
b) Actual position and altitude;
c) Requested HMRI and point of joining;
d) Requested altitude;
e) Total persons on board.

4.5.2.4.1.2 **Fixed-Wing Procedures.** Pilots of civil and military fixed-wing aircraft intending to fly within the areas of responsibility of the above Sectors are strongly advised to make use of the services provided. Crews of wildlife and aerial survey aircraft should consider utilising notification procedures detailed at ENR 1.1.4 as well as contacting Aberdeen ATSU prior to commencing operations. Whenever possible civil aircraft should be flown above the Transition Altitude at the appropriate level. Pilots are advised that helicopters engaged on inter-platform flights within the same field complex normally operate at about 500 FT AMSL and frequently carry underslung loads which limit the pilot's ability to take sudden avoidance action.

4.5.2.4.2 **Off-shore Safety Area (OSA)**

4.5.2.4.2.1 Pilots of helicopters entering the Aberdeen OSA should follow procedures detailed in paragraph 4.5.2.4.1.1.

4.5.2.4.2.2 **Fixed-Wing Procedures** . Where penetration of the Aberdeen OSA is essential, contact should be made on the appropriate Aberdeen frequency (paragraph 4.5.2.2) no later than 10 NM before entering the OSA giving their position, altitude, squawk, heading and intentions. Military pilots not previously in contact with the ASACS should call Boulmer ICF (259.225) or the appropriate Aberdeen frequency. Where pilots are unable to maintain contact on the appropriate Aberdeen frequency or the ASACS, and when not previously allocated a squawk, they should squawk A0007 with ALT (or mode C) selected. Maritime patrol aircraft (MPA) and fisheries protection aircraft should squawk A7300 with ALT (or mode C) selected.

4.5.2.4.2.3 **General Procedures.** Within the Sumburgh Radar and Brent Radar sectors, Aberdeen ATC will allocate ALTs or FLs tactically to participating flights.

4.5.2.4.2.4 **Off-shore Operations.** Helicopter off-shore support activity is not confined to published ATS hours and helicopters may be operating in VMC or IMC at all levels and times.

4.5.2.4.2.4.1 The positions of individual platforms within their parent field complex are detailed at paragraph 4.5.5.2.

4.5.2.4.2.5 Within the Aberdeen ATSU Areas of Responsibility as described in paragraph 4.5.2.2, during the published hours of operation, the following QNH values will be used:

a) Brent Radar Sector and northern area of the Sumburgh Radar Sector - Cormorant QNH. If the actual Cormorant QNH data is lost, the Puffin or Marlin will be used as appropriate.
b) Central and eastern area of the Sumburgh Radar Sector - Sumburgh QNH.
c) Western area of the Sumburgh Radar Sector - Shetland Regional QNH.
d) Southern area of the Sumburgh Radar Sector, south of 59N – Aberdeen QNH.
e) Aberdeen Sector out to ADN DME 90 - Aberdeen QNH.
f) Aberdeen Sector beyond ADN DME 90 and north of HMRI 086 - Brae QNH. (If Brae QNH data is lost the Weller QNH will be used, this being the lower of the Rattray or Petrel RPS.)
g) Aberdeen Sector beyond ADN DME 90 and south of HMRI 086 - Fulmar QNH. (If Fulmar QNH data is lost the McCabe QNH will be used, this being the lower of the Rattray or Skua RPS.)
h) Aircraft routing on HMRI 086 will be instructed to set the most appropriate QNH for the traffic situation.

Note: *See chart at ENR 6-23 for areas.*

4.5.2.4.2.5.1 Transition level within the above areas will be determined with reference to the above pressure settings.

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

4.5.2.4.2.6.1 UK AOC Holders intending to use GPS for en-route navigation for North Sea flight operations are to use GPS equipment that

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meets or exceeds CAA Specification 22. AOC holders requiring further information should contact their assigned flight operations Inspector. Non UK AOC holders are recommended to operate to at least the Specification 22 standard.

4.5.2.5 **Sumburgh CTR Helicopter Procedures**

4.5.2.5.1 **Standard Arrival and Departure Routes**

4.5.2.5.1.1 The Standard Arrival and Departure Routes are established for use in conjunction with the HMRIs and are shown at AD 2-EGPB-3-1/2. The route orientation is dependant on the runway-in-use as follows:

a) Westerly Operation (Runways 27 and 33 in use):

Departures for the East Shetland Basin are to route via BODAM (595506N 0011606W) and those for HMRIs Whiskey/Echo are to route via SILOK (594612N 0012900W);

Arrivals from the East Shetland Basin are to route via IZACK (595327N 0010113W) and those from HMRIs Whiskey/Echo are to route via BENTY (594615N 0010810W).

b) Easterly Operation (Runways 09 and 15 in use):

Departures for the East Shetland Basin are to route via IZACK and those for HMRIs Whiskey/Echo are to route via BENTY;

Arrivals from the East Shetland Basin are to route via BODAM and those from HMRIs Whiskey/Echo are to route via SILOK.

4.5.2.5.1.2 Additionally, to assist in the integration of flights operating under VFR or, at night, in accordance with a Special VFR clearance, VFR/SVFR flights may be instructed to route via Mousa Lighthouse Visual Reference Point. (See AD 2-EGPB-2.22 paragraph 2).

4.5.2.5.2 **Helicopter Holding Patterns**

4.5.2.5.2.1 **IFR Holding Patterns.** IFR holding patterns are established at Juliet 20, Mike 20, MOCHA and TIRIK. The holds are 1-minute left-hand patterns aligned on the HMRI inbound track.

4.5.2.5.2.2 **Visual Holding Patterns.** Visual holding patterns are established at BODAM, Mousa Lighthouse VRP, IZACK, BENTY and SILOK. Holding is to be conducted clear of cloud and in sight of the surface and helicopters will adopt a 2 minute left-hand orbit, except at BENTY which is right-hand. Maximum holding altitude 1000 FT AMSL.

4.5.3 **Morecambe Bay and Liverpool Bay Gas Fields - Helicopter Support Flights**

4.5.3.1 Permanent platforms positioned on the Morecambe Bay and Liverpool Bay Gas Fields are shown at ENR 6-28.

4.5.3.2 **Helicopter Traffic Zone (HTZ)**

4.5.3.2.1 A Helicopter Traffic Zone (HTZ), established as notification of helicopters engaged in platform approaches, departures and extensive unco-ordinated inter-platform transit flying, is established around the Morecambe Bay and Liverpool Bay Gas Fields. A HTZ consists of the airspace from sea level to 2000 FT AMSL contained within the tangential lines, not exceeding 5 NM in length, joining the neighbouring circumferences of circles 1.5 NM radius around each individual platform helideck.

4.5.3.3 **Airspace Structure - Morecambe Bay**

4.5.3.3.1 The helicopter support land base is Blackpool Airport. Low level flights, normal operating height 1000 FT AMSL or above on the Blackpool QNH, operate daily between Blackpool Airport and the helidecks. Under certain operating and meteorological conditions civil helicopters may operate below 1000 FT AMSL on the Blackpool QNH.

4.5.3.3.2 The route structure is:

Blackpool to Point 'N' (534922N 0030858W) to DP4.

Note 1: *Point 'N' may be used as a holding point.*

Note 2: *Route is bi-directional.*

4.5.3.3.3 Helicopter traffic information is available from Blackpool Approach during published hours of operation.

4.5.3.3.4 Pilots are warned that gas release and burn-off operations may take place at any time without prior notification from off-shore gas installations.

4.5.3.4 **Airspace Structure - Liverpool Bay**

4.5.3.4.1 The helicopter support land base is Blackpool Airport. Low level flights, normal operating height 1000 FT AMSL on the Blackpool QNH, operate daily between Blackpool Airport and the helidecks. Transit height to/from the Lennox platform is 500 FT AMSL.

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Flights between helidecks are normally conducted between 500 FT and 1000 FT.

4.5.3.4.2 The route structure is:

a) Blackpool to Gate G (534449N 0030441W) to Hamilton (533357N 0032716W);
b) Blackpool to Gate G to Lennox (533719N 0031037W).

Note: *Routes are bi-directional.*

4.5.3.4.3 Helicopter traffic information is available from Warton Approach during the Warton ATC published hours of operation. Outside these hours, information is available from Blackpool Approach.

4.5.3.4.4 Gas release and burn-off operations may take place at any time without prior notification from off-shore gas installations.

4.5.3.4.5 Burbo Bank TMZ Controlling Authority Warton, (APP 129.530 MHz), active Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). See ENR 2.2.

4.5.3.4.6 Walney TMZ Controlling Authority Warton, (APP 129.530 MHz), active Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). See ENR 2.2.

4.5.3.5 **Altimeter Setting**

4.5.3.5.1 The Blackpool QNH will be used by helicopter support flights in transit to and from Blackpool Airport, and within the Morecambe Bay and Liverpool Bay Gas Fields.

4.5.4 **Flight Plan Procedures for Helicopter Operations over Sea Areas around the United Kingdom**

4.5.4.1 Pilots are warned of the need to consider application of the procedures detailed at ENR 1-10-4 paragraph 1.11, when operating under both VFR and IFR in support of off-shore facilities (particularly over the Southern and Northern North Sea, Atlantic Rim and Morecambe and Liverpool Bays). When flying to a location without an ATSU or AFTN link, nomination of a responsible person is vital to guarantee the initiation of alerting action in the event of non-arrival.

4.5.5 **RTF and NDB Frequencies Used on Off-shore Installations**

4.5.5.1 **General**

4.5.5.1.1 All Operators wishing to establish an aeronautical radio station within the UK Off-shore Areas under concession are required to obtain regulatory approval from the Civil Aviation Authority prior to operating that radio station.

4.5.5.1.1.1 Application for approval to establish and operate an aeronautical radio station on fixed or mobile installations must be made to Ofcom:

Post: Spectrum Licensing, PO Box 1285, Warrington, WA1 9GL.
Phone: 020-7981 3131.
Email: spectrum.licensing@ofcom.org.uk
Http: www.ofcom.org.uk/manage-your-licence

This application will then be passed to the Civil Aviation Authority (CAA) for approval. Following the approval process, operators of radio stations should hold the following:

a) An equipment approval under the Air Navigation Order (ANO), issued by the CAA;
b) A frequency assignment, issued by the CAA;
c) An aeronautical radio licence under the Wireless Telegraphy Act 2006 ('the WT Act'), issued by Ofcom.

Applicants should note that coordination with other European states may be necessary before a frequency assignment can be made; applications for approval should be made as early as possible and can be made up to six months before operationally required.

4.5.5.1.2 Frequencies listed for fixed installations and the frequency plan for mobile installations in UK Areas Under Concession.

a) Information on frequencies in use by the off-shore helicopter community can be obtained from the Helideck Certification Agency at http://www.helidecks.org/index.php/helideck-certificates;
b) Mobiles must operate in accordance with the frequency plan shown in paragraph 4.5.5.3;
c) Aeronautical RTF operations for all installations north of 56°N and east of 5°W and within the UK Off-shore Areas Under Concession, with the exception of the East Shetland Basin – that is Off-shore RTF Areas A to I **(Note 1)** – have each been provided with two RTF frequencies, one for Traffic **(Note 2)** RTF calls and the other for Logistics **(Note 3)** RTF calls, as listed in paragraph 4.5.5.3.1. No suffix will be added to the Civil Aviation Authority approved callsign when traffic information is to be passed by the operator of the aeronautical radio station. When logistics information is to be passed the suffix 'LOG' shall be added to the approved callsign.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.5.5.3.1 RTF Frequencies/Channels for Off-shore Installations.

Area	Boundaries	VHF RTF Channel	
		Traffic	LOG
A	583736N 0050000W - 602049N 0050000W - 602106N 0045640W - 602405N 0044416W - 604743N 0041832W - 605149N 0041400W - 605459N 0041030W - 610245N 0040352W - 610427N 0040226W - 610739N 0035937W - 612137N 0034754W - 614500N 0031304W - 614500N 0003400W - 595244N 0011712W - 574200N 0014713W - 574200N 0035805W thence along the UK East Coast to 583736N 0050000W.	122.805	129.130
B	574200N 0014713W - 595244N 0011712W - 614500N 0003400W - 614410N 0003900E - 612412N 0003900E - 610807N 0004319E - 605828N 0004555E - 604846N 0010430E - 604116N 0011454E - 603808N 0012042E - 603300N 0014257E - 603300N 0015659E - 602324N 0015851E - 574200N 0014648W - 574200N 0014713W.	122.805	129.130
C	602324N 0015851E - 595346N 0020430E - 591722N 0014236E - 591340N 0014136E - 584026N 0002838E thence anti-clockwise by the arc of a circle radius 120 NM centred on 571838N 0021602W (ADN VOR) to 585707N 0000719W - 602324N 0015851E.	122.180	125.405

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

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
SCOTTISH FIR 610000N 0000000E - 600000N 0000000E - 570000N 0050000E - 550000N 0050000E following the line of latitude to - 550000N 0053000W - 535500N 0053000W - 542500N 0081000W - 552000N 0065500W - 552500N 0072000W - 552000N 0081500W - 544500N 0090000W - 543400N 0100000W - 610000N 0100000W following the line of latitude to - 610000N 0000000E Upper limit: FL245 Lower limit: FL195 Class: C Upper limit: FL195 Lower limit: SFC Class: G	SCOTTISH ACC	SCOTTISH CONTROL/ INFORMATION English H24	119.875 0800-2000 (0700-1900) when directed by ATC. FIS (Note 6)	Note 1: Callsign Scottish Control will be used when Control service is being provided, otherwise callsign Scottish Information will be used. Traffic flying within or beneath the Scottish TMA requiring FIS should call Scottish Information. Note 2: FIS boundaries do not coincide with FIR boundaries. Note 3: FIS sectors are depicted at ENR 6-33. Note 4: Aircraft in the Shetland area experiencing difficulty with Scottish FIS may call Sumburgh Approach on 131.300 MHz during its hours of operation. Note 5: Frequencies may not be available H24 at all levels in all relevant sectors, see ENR 6-33. Note 6: Available at or below FL 55. Outside of these hours, if contact cannot be established on the nominated frequency for Area H (see ENR 6-33) then contact 119.875 MHz which is monitored H24.
			121.325 (Notes 2 and 3)	
			121.375	
			123.775 FIS (Notes 2 and 3)	
			124.500 FIS (Notes 2 and 3)	
			124.825	
			125.950	
			126.300	
			127.275 FIS (Notes 2, 3 and 5)	
			128.675 FIS (Notes 2 and 3)	
			130.975	
			133.875	
			134.775 FIS (Notes 2 and 3)	
			134.850 FIS (Notes 2, 3 and 4)	
		LONDON CENTRE English H24	121.500 Emergency frequency.	
SHANWICK OCEANIC FIR 610000N 0300000W following the line of latitude to - 610000N 0100000W - 543400N 0100000W - 540000N 0150000W - 510000N 0150000W following the line of latitude to - 510000N 0080000W - 450000N 0080000W following the line of latitude to - 450000N 0300000W - 610000N 0300000W Upper limit: UNL Lower limit: FL55 Class: A Upper limit: FL55 Lower limit: SFC Class: G	SHANWICK OAC	SHANWICK OCEANIC English	123.950	
LONDON UIR Same extent as LONDON FIR Upper limit: FL660 Lower limit: FL245 Class: C	LONDON ACC	H24		LONDON ACC: All the Airspace at and above FL 245 within the same horizontal limits as the London FIR. Airspace btn FL 290 and FL 410 inclusive is notified as RVSM airspace. Frequencies as per the London FIR.
	SCOTTISH ACC	SCOTTISH CONTROL English H24	118.780	
			133.050	
			133.800	

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

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
SCOTTISH UIR Same extent as SCOTTISH FIR Upper limit: FL660 Lower limit: FL245 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.325 121.375 123.775 124.500 124.825 125.680 125.950 126.300 126.930 127.275 128.675 129.100 129.225 132.490 132.730 133.680 133.875 134.775 134.850 135.530 135.855	All the Airspace at and above FL 245 within the same horizontal limits as the Scottish FIR. Airspace btn FL 290 and FL 410 inclusive is notified as RVSM airspace. Airspace btn FL 290 and FL 410 inclusive is notified for the purpose of transitioning non-RVSM approved aircraft operating to and from the North Atlantic Region.
SHANWICK OCEANIC CONTROL AREA (OCA) 610000N 0300000W following the line of latitude to - 610000N 0100000W - 543400N 0100000W - 540000N 0150000W - 510000N 0150000W following the line of latitude to - 510000N 0080000W - 450000N 0080000W following the line of latitude to - 450000N 0300000W - 610000N 0300000W Upper limit: UNL Lower limit: FL55 Class: A	SHANWICK OAC	SHANWICK OCEANIC English		For COM, see ENR 2.2 para 3.9.11. Areas of the Shanwick OCA are subject to the delegated provision of ATS: NOTA - Shannon ACC; SOTA - Shannon ACC; BOTA - Brest ACC. See ENR 2.2 para 3.1 for details.
ABERDEEN CTA 1 572153N 0015835W - 572100N 0015802W following the line of latitude to - 572100N 0023356W thence clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to - 572153N 0015835W 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.

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
BORDERS CTA 4 551742N 0030000W - 551735N 0025427W - 545610N 0024159W - 545442N 0024940W - 550858N 0030000W - 551742N 0030000W Upper limit: FL195 Lower limit: FL165 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	126.300	Part or all of this airspace may not be available when activity associated with EGD510, Spadeadam requires access to the area. Non-availability of airspace will be notified to GAT by Scottish ACC. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
BORDERS CTA 5 551735N 0025427W - 551724N 0024532W - 551240N 0023052W - 545912N 0022555W - 545610N 0024159W - 551735N 0025427W Upper limit: FL195 Lower limit: FL165 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	126.300	Part or all of this CTA may not be available when the Ministry of Defence (MoD) requires access to the area. Non availability of airspace will be notified to GAT by Scottish ACC. 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.
BORDERS CTA 6 553805N 0025111W - 552606N 0023655W - 551724N 0024532W - 551735N 0025427W - 551742N 0030000W - 552700N 0030000W - 553100N 0025156W - 553805N 0025111W Upper limit: FL195 Lower limit: FL115 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.500	Part of ATS Route Y96 is incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
BORDERS CTA 7 552606N 0023655W - 552111N 0022140W - 551230N 0023019W - 551240N 0023052W - 551724N 0024532W - 552606N 0023655W Upper limit: FL195 Lower limit: FL155 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.500	Part of ATS Route Y96 is incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
BORDERS CTA 8 550858N 0030000W - 545442N 0024940W - 543356N 0023451W following the line of latitude to - 543356N 0031901W - 543637N 0032230W - 544000N 0032654W - 545410N 0035231W - 550858N 0030000W Upper limit: FL125 Lower limit: FL95 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English 2000-0700 (1900-0600)	124.825 126.300	Parts of the following ATS Routes are incorporated within the CTA: L612, N57, N601, N864 & T256. 2000-0700 (1900-0600) only. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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**
BORDERS CTA 9 550334N 0015352W - 550218N 0014154W - 550101N 0012957W - 545849N 0013040W - 545336N 0015304W thence clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to 545531N 0015626W - 550334N 0015352W Upper limit: FL125 Lower limit: FL105 Class: D	NEWCASTLE APP	NEWCASTLE RADAR English See remarks.	124.380 125.830	Part of ATS Route P18 is incorporated in the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. ATS Provision is delegated to Newcastle Radar during their hours of operation.
	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	
BORDERS CTA 10 545849N 0013040W - 544124N 0013620W - 544356N 0020004W - 545531N 0015626W thence anti-clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to 545336N 0015304W - 545849N 0013040W Upper limit: FL125 Lower limit: FL55 Class: D	NEWCASTLE APP	NEWCASTLE RADAR English See remarks.	124.380 125.830	Part of ATS Route P18 is incorporated in the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. ATS Provision is delegated to Newcastle Radar during their hours of operation.
	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	
BORDERS CTA 11 544356N 0020004W - 544124N 0013620W - 543135N 0013929W - 543406N 0020308W - 544356N 0020004W Upper limit: FL125 Lower limit: FL75 Class: D	NEWCASTLE APP	NEWCASTLE RADAR English See remarks.	124.380 125.830	Part of ATS Route P18 is incorporated in the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. ATS Provision is delegated to Newcastle Radar during their hours of operation.
	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	
BORDERS CTA 12 561343N 0014155W - 552653N 0012457W - 550601N 0013151W - 550751N 0014858W - 552647N 0014250W - 561143N 0015927W - 561343N 0014155W Upper limit: FL195 Lower limit: FL155 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English See remarks for hours.	124.500	Part of ATS Route P18 is contained within the CTA. Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
CARDIFF CTA 6 513946N 0032432W - 513839N 0031727W - 513450N 0024206W - 512715N 0030058W - 513458N 0032522W - 513335N 0033205W - 513946N 0032432W Upper limit: FL105 Lower limit: 4000 FT ALT Class: D	CARDIFF APP	CARDIFF RADAR English 0600-2300 (0500-2200). Note 1	125.855 DOC 40 NM/19,000 FT.	All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control. 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. Note 1: Radar may be available 2300-0600 (2200-0500).
		CARDIFF APPROACH English H24	119.155 DOC 50 NM/19,000 FT.	
CARDIFF CTA 7 511115N 0032929W - 511010N 0031341W - 510512N 0031434W - 510617N 0033020W - 511115N 0032929W Upper limit: FL65 Lower limit: 4500 FT ALT Class: D	CARDIFF APP	CARDIFF RADAR English 0600-2300 (0500-2200). Note 1	125.855 DOC 40 NM/19,000 FT.	All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control. 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. Note 1: Radar may be available 2300-0600 (2200-0500).
		CARDIFF APPROACH English H24	119.155 DOC 50 NM/19,000 FT.	
CARDIFF CTA 8 513950N 0030822W - 513947N 0024858W - 513450N 0024206W - 513743N 0030845W - 513950N 0030822W Upper limit: FL75 Lower limit: 5500 FT ALT Class: D	CARDIFF APP	CARDIFF RADAR English 0600-2300 (0500-2200). Note 1	125.855 DOC 40 NM/19,000 FT.	All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control. 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. Note 1: Radar may be available 2300-0600 (2200-0500).
		CARDIFF APPROACH English H24	119.155 DOC 50 NM/19,000 FT.	
CHANNEL ISLANDS CTA 2 500000N 0020000W following the line of latitude to - 500000N 0014700W - 494400N 0020000W - 500000N 0020000W Upper limit: FL80 Lower limit: 3500 FT ALT Class: D	JERSEY APP	JERSEY CONTROL English 0545-2100 (0445-2030); and by arrangement.	120.455 (Note 1)	CTA Chart published in ENR 6-40. Note 1: To be used in the event of failure of communications on channel 125.205.
			125.205	

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

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
CHANNEL ISLANDS CTA 1 NORTH 500000N 0030000W - 494951N 0030000W - 494802N 0031023W - 500000N 0032000W following the line of latitude to - 500000N 0030000W Upper limit: FL80 Lower limit: FL55 Class: D	JERSEY APP	JERSEY CONTROL English 0545-2100 (0445-2030); and by arrangement.	120.455 (Note 1) 125.205	CTA Chart published in ENR 6-40. Note 1: To be used in the event of failure of communications on channel 125.205.
CHANNEL ISLANDS CTA 1 SOUTH 494951N 0030000W - 493500N 0030000W - 494802N 0031023W - 494951N 0030000W Upper limit: FL80 Lower limit: FL55 Class: D	JERSEY APP	JERSEY CONTROL English 0545-2100 (0445-2030); and by arrangement.	120.455 (Note 1) 125.205	CTA Chart published in ENR 6-40. Note 1: To be used in the event of failure of communications on channel 125.205.
CLACTON CTA 1 522632N 0003702W - 522621N 0000153E - 522122N 0000147E - 521126N 0002220W - 522632N 0003702W Upper limit: FL195 Lower limit: FL155 Class: A	LONDON ACC	LONDON CONTROL English H24	130.925	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
CLACTON CTA 2 522026N 0011450E - 522008N 0013019E - 520327N 0014452E - 515808N 0011829E - 520707N 0011236E - 521032N 0010200E - 520839N 0005047E - 521221N 0004819E - 521245N 0005322E - 522026N 0011450E Upper limit: FL195 Lower limit: FL105 Class: A	LONDON ACC	LONDON CONTROL English H24	121.230	Parts of the following ATS Routes are incorporated within the CTA: M183, M197, M604, P25, P49 and Y6. Frequencies purpose: GAT inbound/outbound to/from and/or overflying the LTMA and Clacton CTA 2. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
CLACTON CTA 3 521032N 0010200E - 520707N 0011236E - 515808N 0011829E - 515548N 0010705E - 515806N 0005800E - 520839N 0005047E - 521032N 0010200E Upper limit: FL195 Lower limit: FL85 Class: A	LONDON ACC	LONDON CONTROL English H24	121.230	Parts of the following ATS Routes are incorporated within the CTA: M183 and M604. Frequencies purpose: GAT inbound/outbound to/from and/or overflying the LTMA and Clacton CTA 3. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
EAST MIDLANDS CTA 22 531145N 0013558W - 531143N 0013142W - 530900N 0013146W - 530901N 0013414W - 531145N 0013558W Upper limit: FL85 Lower limit: FL75 Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EDINBURGH CTA 1 555916N 0033941W thence anti-clockwise by the arc of a circle radius 10 NM centred on 555700N 0032221W to 554851N 0033235W - 554349N 0034715W - 554806N 0035411W - 555417N 0035413W - 555916N 0033941W Upper limit: 6000 FT ALT Lower limit: 2500 FT ALT Class: D	EDINBURGH APP	EDINBURGH RADAR English H24	121.205 Also a CTR Channel. DOC 40 NM/10,000 FT.	CTA Chart published in AD-2 Section.
EDINBURGH CTA 2 560700N 0032221W following the line of latitude to - 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 following the line of latitude to - 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 following the line of latitude to - 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
FARNBOROUGH CTA 5 510652N 0004829W - 510449N 0004709W - 510602N 0005439W - 510652N 0004829W Upper limit: 4500 FT ALT Lower limit: 2500 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
FARNBOROUGH CTA 6 511143N 0005851W - 511035N 0005054W - 510652N 0004829W - 510602N 0005439W - 511143N 0005851W Upper limit: 5500 FT ALT Lower limit: 2500 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
FARNBOROUGH CTA 7 510533N 0005140W - 510449N 0004709W - 510047N 0004433W following the line of latitude to - 510047N 0005251W - 510533N 0005140W Upper limit: 4500 FT ALT Lower limit: 3500 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
FARNBOROUGH CTA 8 510957N 0005732W - 510602N 0005439W - 510047N 0005251W - 505435N 0010335W - 510420N 0010657W - 510636N 0010817W - 510957N 0005732W Upper limit: 5500 FT ALT Lower limit: 4500 FT ALT Class: E	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	125.250 Transit Requests 134.355 Approach Radar	IFR aircraft within this airspace may be under the control of Farnborough Radar, Solent Radar or London Control. VFR aircraft are strongly recommended to seek a service from Farnborough Radar when transiting this Class E Airspace. Farnborough CTA 8 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Provisions for non-equipped aircraft are promulgated by the controlling authority 01252-526015 (ATC-Radar). To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.

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

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
FARNBOROUGH CTA 9 505739N 0004104W - 505119N 0003419W following the line of latitude to - 505119N 0005457W - 505512N 0005908W - 505739N 0004104W Upper limit: FL65 Lower limit: 5500 FT ALT Class: E	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	125.250 Transit Requests 134.355 Approach Radar	IFR aircraft within this airspace may be under the control of Farnborough Radar, Solent Radar or London Control. VFR aircraft are strongly recommended to seek a service from Farnborough Radar when transiting this Class E Airspace. CAUTION: The ceiling of Farnborough CTA 9 is FL 65 regardless of QNH, with Class A London TMA Airspace immediately above. Farnborough CTA 9 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Provisions for non-equipped aircraft are promulgated by the controlling authority 01252-526015 (ATC-Radar). To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
FORTH CTA 1 572130N 0022334W - 571838N 0021602W - 571940N 0020701W - 571542N 0020528W - 571437N 0020959W - 564257N 0025041W - 562341N 0031445W - 562219N 0031721W - 561400N 0033259W following the line of latitude to - 561400N 0040926W - 562000N 0034746W - 562948N 0032900W - 564838N 0030536W - 572130N 0022334W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.500	Part of ATS Route P600 is incorporated within this CTA.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
FORTH CTA 2 563947N 0025440W - 560700N 0030304W following the line of latitude to - 560700N 0032107W - 562219N 0031721W - 562341N 0031445W - 563947N 0025440W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English Sat 0001 (2301) - Sun 2359 (2259).	124.500	Part of ATS Route N864 is incorporated within this CTA.
FORTH CTA 3 571542N 0020528W - 552653N 0012457W - 550123N 0013322W - 550218N 0014154W - 550637N 0013731W - 551011N 0014813W - 552647N 0014250W - 570627N 0022037W - 571437N 0020959W - 571542N 0020528W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English See remarks for hours.	124.500	Part of ATS Route P18 is incorporated within this CTA. Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z.
GLASGOW CTA 1 560700N 0034855W following the line of latitude to - 560700N 0040910W - 560400N 0042000W - 560130N 0040435W - 554434N 0040924W - 554349N 0034715W - 554806N 0035411W - 555724N 0035417W - 560700N 0034855W Upper limit: 6000 FT ALT Lower limit: 3000 FT ALT Class: D	GLASGOW APP	GLASGOW RADAR English H24	119.105 DOC 42 NM/15,000 FT.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
GLASGOW CTA 2 554349N 0034715W - 554434N 0040924W - 554132N 0042405W - 553700N 0042847W - 554125N 0041017W following the line of latitude to - 554125N 0034324W - 554349N 0034715W Upper limit: 6000 FT ALT Lower limit: 3500 FT ALT Class: D	GLASGOW APP	GLASGOW RADAR English H24	119.105 DOC 42 NM/15,000 FT.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
HOLYHEAD CTA 1 531957N 0033954W - 531855N 0031647W - 530813N 0031736W - 531957N 0033954W Upper limit: FL195 Lower limit: FL145 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L15 and Q36. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
HOLYHEAD CTA 2 533944N 0033153W - 533213N 0031406W - 532621N 0032107W - 531909N 0032201W - 532006N 0034339W - 533054N 0034222W - 533944N 0033153W Upper limit: FL195 Lower limit: FL45 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L10, L15, L28, L70, L975, M146, Q4, Q36, Q37, Q38, Q39, Z195, Z196 and Z197. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
HOLYHEAD CTA 3 535106N 0035909W - 533944N 0033153W - 533054N 0034222W - 532006N 0034339W - 532043N 0035838W - 533754N 0035641W - 534254N 0040847W - 535106N 0035909W Upper limit: FL195 Lower limit: FL75 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L10, L15, L28, L70, L975, M144, M145, M146, Q4, Q36, Q37, Q38, Q39, Z195 and Z196. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
HOLYHEAD CTA 4 534329N 0041807W - 534309N 0040924W - 533754N 0035641W - 532043N 0035838W - 532134N 0042031W - 534329N 0041807W Upper limit: FL195 Lower limit: FL115 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L15, L70, L975, M144, M145, Q4, Q36, Q37 and Q38. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
HOLYHEAD CTA 5 540405N 0050040W - 534309N 0040924W - 534329N 0041807W - 532134N 0042031W - 532240N 0045156W - 534735N 0044937W - 534718N 0044057W - 540356N 0051933W - 540202N 0050543W - 540405N 0050040W Upper limit: FL195 Lower limit: FL145 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L15, L28, L70, L975, M144, M145, Q36, Q37, Q38 and Y911. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
HOLYHEAD CTA 6 535358N 0040608W - 535106N 0035909W - 534254N 0040847W - 534546N 0041545W - 535358N 0040608W Upper limit: FL195 Lower limit: FL45 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L10, L28, M145, M146 and Q39. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LINCOLNSHIRE CTA 4 534117N 0010226W - 533619N 0004448W - 532643N 0004958W - 533119N 0010614W - 533109N 0010751W - 534117N 0010226W Upper limit: FL195 Lower limit: FL85 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	Part of the following ATS Route is incorporated within the CTA: Y70. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
LIVERPOOL CTA 1 532817N 0025719W - 532331N 0030804W - 531924N 0030735W - 532309N 0031205W - 532734N 0030310W - 532817N 0025719W Upper limit: 3500 FT ALT Lower limit: 1500 FT ALT Class: D	LIVERPOOL APP	LIVERPOOL RADAR English H24	119.855 DOC 40 NM/10,000 FT	CTA Chart published in AD-2 Section.
LIVERPOOL CTA 2 532734N 0030310W - 532336N 0031110W - 532345N 0031625W - 531855N 0031647W - 531909N 0032201W - 532621N 0032107W - 533213N 0031406W - 532734N 0030310W Upper limit: 3500 FT ALT Lower limit: 2000 FT ALT Class: D	LIVERPOOL APP	LIVERPOOL RADAR English H24	119.855 DOC 40 NM/10,000 FT	CTA Chart published in AD-2 Section.
LIVERPOOL CTA 3 532902N 0025059W - 531309N 0025059W - 531427N 0030140W - 531924N 0030735W - 532331N 0030804W - 532817N 0025719W - 532902N 0025059W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	LIVERPOOL APP	LIVERPOOL RADAR English H24	119.855 DOC 40 NM/10,000 FT	CTA Chart published in AD-2 Section.
LIVERPOOL CTA 4 532336N 0031110W - 532309N 0031205W - 531427N 0030140W - 531855N 0031647W - 532345N 0031625W - 532336N 0031110W Upper limit: 3000 FT ALT Lower limit: 2000 FT ALT Class: D	LIVERPOOL APP	LIVERPOOL RADAR English H24	119.855 DOC 40 NM/10,000 FT	CTA Chart published in AD-2 Section.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDON GATWICK CTA 510100N 0000458E following the line of latitude to - 510100N 0002545W thence clockwise by the arc of a circle radius 12 NM centred on 510853N 0001125W to 511124N 0003003W - 511618N 0000533E thence clockwise by the arc of a circle radius 13 NM centred on 510853N 0001125W to - 510100N 0000458E but excluding the Gatwick CTR. Upper limit: 2500 FT ALT Lower limit: 1500 FT ALT Class: D	LONDON GATWICK APP	GATWICK DIRECTOR English H24	118.950 When instructed by ATC. DOC 25 NM/10,000 FT. 121.500 Emergency frequency O/R. 126.825 DOC 45 NM/24,500 FT. 129.025 When instructed by ATC. DOC 45 NM/24,500 FT.	See EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
LONDON LUTON CTA 1 515857N 0001434W - 520127N 0000000E - 515146N 0000006W - 515102N 0000030W - 514830N 0001506W - 515042N 0000931W thence anti-clockwise by the arc of a circle radius 8 NM centred on 515229N 0002206W to - 515857N 0001434W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	LONDON LUTON APP	LUTON RADAR English H24	129.550 132.050 When directed by ATC.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
LONDON LUTON CTA 2 514810N 0004155W - 514905N 0003647W - 514503N 0003457W - 514409N 0004005W - 514810N 0004155W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	LONDON LUTON APP	LUTON RADAR English H24	129.550 132.050 When directed by ATC.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
LONDON LUTON CTA 3 514810N 0004155W - 515150N 0004336W - 515244N 0003828W - 514905N 0003647W - 514810N 0004155W Upper limit: 5500 FT ALT Lower limit: 2500 FT ALT Class: D	LONDON LUTON APP	LUTON RADAR English H24	129.550 132.050 When directed by ATC.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
LONDON LUTON CTA 4 515150N 0004336W - 514810N 0004155W - 514659N 0004838W - 515048N 0004926W - 515150N 0004336W Upper limit: 5500 FT ALT Lower limit: 3500 FT ALT Class: D	LONDON LUTON APP	LUTON RADAR English H24	129.550 132.050 When directed by ATC.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
WORTHING CTA 5 512053N 0013611E - 511948N 0020000E - 511251N 0020000E - 511826N 0013519E - 512053N 0013611E Upper limit: FL195 Lower limit: FL105 Class: A	LONDON ACC	LONDON CONTROL English H24	133.180 (Note 1) 134.905 (Note 1)	Parts of the following ATS Routes are incorporated within Worthing CTA 5: L18, M84 and Q70. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note 1: GAT inbound/outbound LTMA and/or overflying Worthing CTA 5.
WORTHING CTA 6 500000N 0003155W - 501347N 0001511W - 501027N 0001143W - 500320N 0000639W - 500000N 0001500W following the line of latitude to - 500000N 0003155W Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24	135.055 (Note 1)	Part of ATS Route M189 is incorporated within Worthing CTA 6. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note 1: GAT inbound/outbound LTMA and/or overflying Worthing CTA 6.
WORTHING CTA 7 504626N 0004942W following the line of latitude to - 504626N 0002908W - 504132N 0002357W - 504012N 0002904W - 503606N 0003840W - 503700N 0003938W - 504626N 0004942W Upper limit: FL195 Lower limit: FL65 Class: A	LONDON ACC	LONDON CONTROL English H24	133.180 (Note 1) 135.055 (Note 1) 135.805 (Note 1)	Parts of the following ATS Routes are incorporated within Worthing CTA 7: M185, N6 and N859. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note 1: GAT inbound/outbound LTMA and/or overflying Worthing CTA 7.
YORKSHIRE CTA 1 535539N 0020919W - 535110N 0020348W - 534127N 0023240W - 534529N 0023244W - 535539N 0020919W Upper limit: FL195 Lower limit: 4500 FT ALT Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	135.715	Parts of the following ATS Routes are incorporated within the CTA: N57, N601 & P16. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
YORKSHIRE CTA 2 540342N 0021918W - 535539N 0020919W - 534529N 0023244W - 535734N 0023258W - 535747N 0023258W - 540342N 0021918W Upper limit: FL195 Lower limit: FL55 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	135.715	Parts of the following ATS Routes are incorporated within the CTA: N57, N601 & P16. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
YORKSHIRE CTA 3 540828N 0022515W - 540342N 0021918W - 535747N 0023258W - 540234N 0023858W - 540828N 0022515W Upper limit: FL195 Lower limit: FL75 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	135.715	Part of ATS Route N57 is incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
YORKSHIRE CTA 4 543356N 0023451W - 541110N 0021856W - 540234N 0023858W - 541042N 0024912W - 543356N 0031901W following the line of latitude to - 543356N 0023451W Upper limit: FL195 Lower limit: FL125 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.825 (Note 1) 126.300 (Note 1) 135.715 (Note 1)	Parts of the following ATS Routes are incorporated within the CTA: L612, N57 & N601. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note 1: Freq: 124.825/126.300 (North of 5415N); Freq: 135.715 (South of 5415N).
YORKSHIRE CTA 5 535734N 0023258W - 534529N 0023244W - 534127N 0023240W - 533918N 0023900W - 535329N 0024913W - 535734N 0023258W Upper limit: FL195 Lower limit: FL65 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	135.715	Part of ATS Route L612 is incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
YORKSHIRE CTA 6 540234N 0023858W - 535747N 0023258W - 535734N 0023258W - 535329N 0024913W - 535859N 0025312W - 540234N 0023858W Upper limit: FL195 Lower limit: FL95 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	135.715	Part of ATS Route L612 is incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

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

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

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
YORKSHIRE CTA 16 543356N 0023451W - 541110N 0021856W - 540828N 0022515W - 541638N 0023531W - 541042N 0024912W - 543356N 0031901W following the line of latitude to - 543356N 0023451W Upper limit: FL125 Lower limit: FL95 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English 2000-0700 (1900-0600)	124.825 (Note 1) 126.300 (Note 1) 135.715 (Note 1)	Part of the following ATS Routes are incorporated within the CTA: N57 & N601. 2000-0700 (1900-0600) only. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note 1: Freq: 124.825/126.300 (North of 5415N) Freq: 135.715 (South of 5415N).
YORKSHIRE CTA 17 543406N 0020308W - 543135N 0013929W - 542344N 0014159W - 542615N 0020534W - 543406N 0020308W Upper limit: FL125 Lower limit: FL105 Class: D	NEWCASTLE APP	NEWCASTLE RADAR English See remarks.	124.380 125.830	Part of ATS Route P18 is incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. ATS Provision is delegated to Newcastle Radar during their hours of operation.
	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	
BELFAST TMA 1 545310N 0054701W - 544632N 0053024W - 542422N 0055701W - 542130N 0060507W - 542634N 0061018W thence clockwise by the arc of a circle radius 13 NM centred on 543927N 0061257W to 545030N 0062442W - 545310N 0054701W Upper limit: FL105 Lower limit: 700 FT AGL Class: D	BELFAST ALDERGROVE APP	ALDERGROVE RADAR English H24	133.125	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. FL 105 / 2000 FT ALT * : Class D (* Or 700 FT AGL, whichever is higher) (But excluding the Belfast CTR) (See EGAA AD 2.17)
BELFAST TMA 2 545310N 0054701W - 545418N 0053000W - 545715N 0051530W - 541100N 0055428W - 542130N 0060507W - 542422N 0055701W - 544632N 0053024W - 545310N 0054701W Upper limit: FL105 Lower limit: 3500 FT ALT Class: D	BELFAST ALDERGROVE APP	ALDERGROVE RADAR English H24	133.125	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
CHANNEL ISLANDS TMA NORTH 500000N 0020000W - 494802N 0031023W - 500000N 0032000W following the line of latitude to - 500000N 0020000W Upper limit: FL195 Lower limit: FL80 Class: A	JERSEY APP	JERSEY CONTROL English 0545-2100 (0445-2030); and by arrangement.	120.455 (Note 1) 125.205	Note 1: To be used in event of failure of communications on 125.205 MHz.
CHANNEL ISLANDS TMA SOUTH 500000N 0020000W following the line of latitude to - 500000N 0014700W - 494400N 0020000W - 493000N 0020000W - 490200N 0014000W following the line of latitude to - 490200N 0030000W - 493500N 0030000W - 494802N 0031023W - 500000N 0020000W Upper limit: FL195 Lower limit: FL80 Class: A	JERSEY APP	JERSEY CONTROL English 0545-2100 (0445-2030); and by arrangement.	120.455 (Note 1) 125.205	Note 1: To be used in event of failure of communications on 125.205 MHz. Note 2: Portions of the Channel Island TMA (South) may be temporarily established by NOTAM as Class D airspace by Jersey ATC to facilitate skydiving or air display activities.
LONDON TMA 1 513451N 0005516W - 513515N 0004901W - 513632N 0004606W - 514226N 0004110W - 514409N 0004005W - 514830N 0001506W - 515102N 0000030W - 515146N 0000006W - 515155N 0000120E thence anti-clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 514508N 0001309E - 514556N 0002309E - 513908N 0001416E - 513430N 0002136E - 512046N 0003338E - 511621N 0003054E - 511217N 0002018E - 510002N 0001541E - 505900N 0001333E - 505541N 0001007W - 505832N 0003428W - 510832N 0004055W - 511014N 0003325W - 512035N 0003959W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512112N 0004247W - 512108N 0004300W - 512335N 0005516W - 513451N 0005516W Upper limit: FL195 Lower limit: 2500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	118.825 119.780 120.530 121.280 As directed. 123.905 As directed. 127.955 128.430 128.480 As directed. 129.280 129.430 133.180 133.975 As directed. 134.125 135.055 135.805	Parts of the following ATS Routes are incorporated within London TMA 1: L9, L10, L15, L18, L89, L151, L179, L607, L610, L612, L980, M40, M84, M184, M185, M197, M605, M733, N16, N27, N57, N63, N601, P2, P72, Q3, Q63, Q70, Q295, T418, T420, T421, Y47 and Y803. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).

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

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
LONDON TMA 3 520608N 0001350E - 520606N 0002550E - 520226N 0004040E - 514401N 0004412E - 513417N 0005000E - 512120N 0005000E - 510906N 0004618E - 510051N 0002141E - 510426N 0001721E - 511217N 0002018E - 511621N 0003054E - 512046N 0003338E - 513430N 0002136E - 513908N 0001416E - 514556N 0002309E - 514508N 0001309E thence clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 515155N 0000120E - 515146N 0000006W - 515102N 0000030W - 514830N 0001506W - 514409N 0004005W - 514226N 0004110W - 513632N 0004606W - 513515N 0004901W - 514021N 0004916W - 514542N 0005550W - 515021N 0002931W - 515743N 0002145W - 520300N 0000907E - 520608N 0001350E Upper limit: FL195 Lower limit: 3500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	118.825 119.780 120.530 121.230 121.280 As directed. 123.905 As directed. 127.955 129.280 129.430 As directed. 129.605 As directed.	Parts of the following ATS Routes are incorporated within LTMA 3: L6, L9, L10, L15, L18, L179, L608, L610, L980, M40, M84, M87, M91, M183, M184, M197, M604, N16, N27, N84, N57, N601, P2, P44, P144, Q3, Q63, Q70, Q75, Q295, T418, T420, T421, Y311 and Y312. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 4 512430N 0010000W - 513433N 0010000W - 513451N 0005516W - 512335N 0005516W - 512108N 0004300W - 512112N 0004247W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512103N 0004236W - 512035N 0003959W - 511014N 0003325W - 510832N 0004055W - 505832N 0003428W - 505739N 0004104W - 505728N 0004224W - 510652N 0004829W - 511035N 0005054W - 511705N 0005508W - 512430N 0010000W Upper limit: FL195 Lower limit: 3500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	119.780 129.280 133.180 134.125 135.805	Parts of the following ATS Routes are incorporated within LTMA 4: L9, L18, L89, L151, L179, L607, L612, L620, L980, M184, M185, M197, M605, N63, P2, P72, Q70, Q295, T421 and Y803. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDON TMA 11 513423N 0011138W - 513302N 0010000W - 512430N 0010000W - 511705N 0005508W thence anti-clockwise by the arc of a circle radius 4.7168 NM centred on 511256N 0005136W to 511535N 0005748W - 511956N 0010918W - 512348N 0010822W - 512435N 0011444W - 513423N 0011138W Upper limit: FL195 Lower limit: 4500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	129.080 133.180 134.125 135.805	Parts of the following ATS Routes are incorporated within LTMA 11: L9, L151, L179, L607, M183, M197, N27, N621, N859, P72, Q41, Q63, Q295, T71, T421 and Y321. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 13 511956N 0010918W - 511535N 0005748W thence clockwise by the arc of a circle radius 4.7168 NM centred on 511256N 0005136W to 511705N 0005508W - 510652N 0004829W - 510602N 0005439W - 505616N 0005119W - 505512N 0005908W - 505119N 0005457W - 504848N 0005214W - 504928N 0011714W - 505435N 0010335W - 510420N 0010657W - 510329N 0011312W - 511956N 0010918W Upper limit: FL195 Lower limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	120.530	Parts of the following ATS Routes are incorporated within LTMA 13: L18, L89, L620, L980, M184, N14, N16, N63, N514, N621, N859, N866, N867, P2, T71 and Y8. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 14 505739N 0004104W - 505832N 0003428W - 505500N 0002256W following the line of latitude to - 505500N 0003814W - 505739N 0004104W Upper limit: FL195 Lower limit: 5000 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	133.180 135.055 135.805	Parts of the following ATS Routes are incorporated within LTMA 14: L151, L612, M185 and N16. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).

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

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
LONDON TMA 16 520548N 0002701E - 520713N 0005149E - 520024N 0004848E - 520548N 0002701E Upper limit: FL195 Lower limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	118.825 121.230 123.905 As directed. 129.280 129.430 As directed.	Part of ATS Route M183 is incorporated within LTMA 16. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 17 520024N 0004848E - 520713N 0005149E - 515806N 0005800E - 520024N 0004848E Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24	118.825 121.230 123.905 As directed. 129.280 129.430 As directed.	Part of ATS Route M183 is incorporated within LTMA 17. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 18 520548N 0002701E - 521104N 0000528E - 521104N 0003242E - 521221N 0004819E - 520713N 0005149E - 520548N 0002701E Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24	118.825 121.230 123.905 As directed. 129.280 129.430 As directed.	Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDON TMA 19 515745N 0011126W - 520421N 0003712W - 520316N 0003441W - 521126N 0002220W - 520606N 0001712W - 520038N 0002832W - 515743N 0002145W - 515021N 0002931W - 514457N 0010000W - 514420N 0010041W - 515745N 0011126W Upper limit: FL195 Lower limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	119.780 121.030 As directed. 121.280 As directed. 130.925	Parts of the following ATS Routes are incorporated within LTMA 19: L10, L15, L608, M183, M605, N57, N601, P86, Q41, Q75, T418 and T420. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 20 510426N 0001721E - 510051N 0002141E - 505157N 0000418W - 505429N 0002115W - 505832N 0003428W - 505541N 0001007W - 505900N 0001333E - 510002N 0001541E - 510426N 0001721E Upper limit: FL195 Lower limit: 4500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	120.530 128.430 133.180 135.055 135.805	Parts of the following ATS Routes are incorporated within LTMA 20: L18, L612, M605, M733, N16, Y47 and Y803. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 21 505739N 0004104W - 504626N 0002908W following the line of latitude to - 504626N 0004942W - 504848N 0005214W - 505119N 0005457W - 505512N 0005908W - 505616N 0005119W - 505728N 0004224W - 505739N 0004104W Upper limit: FL195 Lower limit: FL65 Class: A	LONDON ACC	LONDON CONTROL English H24	133.180 134.440 135.055 135.805	Parts of the following ATS Routes are incorporated within LTMA 21: L980, L982, M184, M185, N6, N16, N17, N20, N859 and Y8. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).

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

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
LONDON TMA 23 513607N 0012547W - 513423N 0011138W - 512435N 0011444W - 512619N 0012850W - 513607N 0012547W Upper limit: FL195 Lower limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	129.080 134.125 134.755 135.805	Parts of the following ATS Routes are incorporated within LTMA 23: L9, L179, L607, N14, N859, P73, T421, Q63 and Y321. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 24 510652N 0004829W - 505728N 0004224W - 505616N 0005119W - 510602N 0005439W - 510652N 0004829W Upper limit: FL195 Lower limit: 4500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	133.180 135.805	Parts of the following ATS Routes are incorporated within LTMA 24: L620, L980, M184, N63 and N859. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
MANCHESTER TMA 1 535110N 0020348W - 534726N 0015913W - 533713N 0014830W - 533650N 0015216W - 532719N 0014617W - 532656N 0015000W - 530732N 0020056W - 530602N 0022246W - 530626N 0024349W - 531427N 0030140W - 532309N 0031205W - 532734N 0030310W - 533213N 0031406W - 533223N 0025907W - 535110N 0020348W Upper limit: FL195 Lower limit: 3500 FT ALT Class: A Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055 133.800 134.430 135.715	Parts of the following ATS Routes are incorporated within the TMA: L8, L10, L28, L70, L151, L603, L612 L975, M605, N57, N601, N862, N864, P16, P17, P18, Q4, Y53, Y70, Y124 & Z197. Inbound traffic operating at or cleared to a level FL 85 or below is likely to be in communication Manchester or Liverpool Radar. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
	MANCHESTER APP	MANCHESTER RADAR English H24	118.580 135.005	
	LIVERPOOL APP	LIVERPOOL RADAR English H24	119.855	

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
MANCHESTER TMA 2 533918N 0023900W - 533630N 0030136W - 533222N 0030059W - 533223N 0025907W - 533918N 0023900W Upper limit: FL145 Lower limit: FL55 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055	Part of ATS Route L70 is incorporated with the Manchester TMA 2. Inbound traffic operating at or cleared to a level FL 85 or below is likely to be in communication Manchester or Liverpool Radar. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
	MANCHESTER APP	MANCHESTER RADAR English H24	118.580 135.005	
SCOTTISH TMA 1 553700N 0042847W - 554125N 0041017W following the line of latitude to - 554125N 0025510W - 553302N 0042918W - 553700N 0042847W Upper limit: FL245 Lower limit: FL195 Class: C Upper limit: FL195 Lower limit: 4500 FT ALT Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 1 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
SCOTTISH TMA 2 554334N 0050000W - 553302N 0042918W - 554125N 0025510W - 552700N 0030000W - 550603N 0041419W - 551214N 0050234W - 551511N 0050000W - 554334N 0050000W Upper limit: FL245 Lower limit: FL195 Class: C Upper limit: FL195 Lower limit: 5500 FT ALT Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 2 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
SCOTTISH TMA 3 561400N 0040926W following the line of latitude to - 561400N 0033259W - 560700N 0032938W following the line of latitude to - 560700N 0025608W - 560008N 0024849W - 554125N 0025510W following the line of latitude to - 554125N 0041017W - 553700N 0042847W - 554428N 0045035W - 554334N 0050000W - 555000N 0050000W - 560000N 0044400W - 561400N 0040926W Upper limit: FL245 Lower limit: FL195 Class: C Upper limit: FL195 Lower limit: 6000 FT ALT Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 3 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
SCOTTISH TMA 4 560008N 0024849W - 553100N 0025156W - 552700N 0030000W - 560008N 0024849W Upper limit: FL245 Lower limit: FL195 Class: C Upper limit: FL195 Lower limit: 5500 FT ALT Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 4 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
SCOTTISH TMA 5 554428N 0045035W - 553700N 0042847W - 553302N 0042918W - 554334N 0050000W - 554428N 0045035W Upper limit: FL245 Lower limit: FL195 Class: C Upper limit: FL195 Lower limit: 3500 FT ALT Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 5 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
SCOTTISH TMA 6 555500N 0045200W - 554600N 0044951W - 554428N 0045035W - 554334N 0050000W - 555000N 0050000W - 555500N 0045200W Upper limit: 6000 FT ALT Lower limit: 3000 FT ALT Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 6 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
SCOTTISH TMA 7 561400N 0040926W following the line of latitude to - 561400N 0033259W - 560700N 0032938W following the line of latitude to - 560700N 0040910W - 555500N 0045200W - 560000N 0044400W - 561400N 0040926W Upper limit: 6000 FT ALT Lower limit: 4000 FT ALT Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 7 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Frequency MHz/ Channel Purpose/ SATVOICE number	Remarks
1	2	3	4	5
BRIZE NORTON CTR 514556N 0015202W - 515006N 0012925W - thence clockwise by the arc of a circle radius 5.5 NM centered on 514513N 0013334W to 514737N 0012537W - 514834N 0011958W - 514349N 0011753W - 513951N 0014031W - thence clockwise by the arc of a circle radius 5.5 NM centered on 514443N 0013631W to 514218N 0014427W - 514120N 0015001W - 514556N 0015202W Upper limit: 3500 FT ALT Lower limit: SFC Class: D	RAF BRIZE NORTON	BRIZE ZONE English H24	119.005 MHz	Note: BUT excluding any Airspace which is within the ATZ of Oxford Aerodrome. Brize Zone channel 119.005 is for Zone transits ONLY. RAF Brize Norton Tel: 01993-897785. See below for General Information and Paragraph 2 for VRPs.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Frequency MHz/ Channel Purpose/ SATVOICE number	Remarks
1	2	3	4	5
	RAF BRIZE NORTON	BRIZE RADAR English 0900-1700 (0800-1600)	124.280 MHz	

1 General Information

1.1 Brize Norton Control Zone

1.1.1 Pilots wishing to enter the Control Zone must observe the normal procedure for joining Controlled Airspace and should make their request for entry when 15 NM or 5 minutes flying time (whichever is earlier) from the Control Zone Boundary. Pilots should make their request for Control Zone entry to BRIZE ZONE.

1.1.2 Pilots are advised that holding, instrument approach and departure procedures for Brize Norton are not wholly contained within the Control Zone. Additionally, due to the nature of military aircraft operations in the vicinity of Brize Norton, pilots operating in the vicinity of the Control Zone are advised to keep a good lookout for other traffic and are strongly recommended to request a Radar Service from BRIZE ZONE.

1.2 VFR Transit Flights

1.2.1 VFR flights requesting clearance to transit through the Brize Norton Control Zone may be given routing and/or altitude restrictions in order to enable VFR flights to be integrated with other traffic. Pilots should anticipate routing and/or holding instructions via the VRPs detailed in paragraph 2. Exceptionally, radar vectoring of VFR flights may be necessary for the effective integration of traffic.

1.2.2 Pilots are reminded of the requirement to remain in VMC at all times and to comply with SERA.3105 Minimum Heights and the relevant parts of SERA.5001 VMC Visibility and Distance from Cloud Minima and SERA.5005 Visual Flight Rules. Pilots must advise ATC if at any time they are unable to comply with the ATC instructions issued.

1.3 IFR Transit Flights

1.3.1 IFR flights requesting transit through the Brize Norton Control Zone will be accommodated whenever possible and will normally be given clearance and may be radar vectored to provide separation from other IFR flights.

1.3.2 Exceptionally, when re-routing would be impractical, due to the nature of military operations, vertical separation between IFR flights may be reduced to 500 FT provided that the pilots have been advised of, and have agreed to, the reduced separation.

2 Visual Reference Points (VRP)

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

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

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

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
EAST ANGLIA 3 TMZ 524658.03N 0024216.08E - 524823.05N 0030320.29E - 522835.42N 0024656.72E - 523027.16N 0024215.23E - 524658.03N 0024216.08E.	FL100 _____ SFC (Class G)	TMZ Active - H24 ANGLIA RADAR 125.275 (backup 128.925) - from surface up to and including FL 65, between 0630-2200 (0530-2100). SWANWICK MILITARY 133.325 - above FL 65 to FL 100, H24. Additionally, from surface up to and including FL 65 between 2200-0630 (2100-0530). For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1-5 paragraph 5.3, access to the East Anglia Hub 3 TMZ is not subject to ATC approval. Access to the East Anglia Hub 3 TMZ without serviceable transponder equipment, as defined in GEN 1-5 paragraph 5.3, is subject to specific approval of the Controlling Authority.
FARNBOROUGH CTA 8 TMZ 510957N 0005732W - 510602N 0005439W - 510047N 0005251W - 505435N 0010335W - 510420N 0010657W - 510636N 0010817W - 510957N 0005732W.	5500 FT ALT _____ 4500 FT ALT (Class E)	FARNBOROUGH APP 125.250 Transit Requests 134.355 Approach Radar Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). FARNBOROUGH CTA 8 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Provisions for non-equipped aircraft are promulgated by the controlling authority 01252-526015 (ATC-Radar). Refer to ENR 2.1 for remarks associated with FARNBOROUGH CTA 8.
FARNBOROUGH CTA 9 TMZ 505739N 0004104W - 505119N 0003419W following the line of latitude to - 505119N 0005457W - 505512N 0005908W - 505739N 0004104W.	FL65 _____ 5500 FT ALT (Class E)	FARNBOROUGH APP 125.250 Transit Requests 134.355 Approach Radar Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). FARNBOROUGH CTA 9 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Provisions for non-equipped aircraft are promulgated by the controlling authority 01252-526015 (ATC-Radar). Refer to ENR 2.1 for remarks associated with FARNBOROUGH CTA 9.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
SCOTTISH TMA 1 TMZ 553700N 0042847W - 554125N 0041017W following the line of latitude to - 554125N 0025510W - 553302N 0042918W - 553700N 0042847W.	FL100 _____ 6000 FT ALT (Class D)	SCOTTISH ACC 121.375 124.825 126.300 130.975 H24 Vertical limits of this TMZ differ from the associated TMA. Within the lateral boundaries of SCOTTISH TMA 1 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Refer to ENR 2.1 for remarks associated with SCOTTISH TMA 1.
SCOTTISH TMA 2 TMZ 554334N 0050000W - 553302N 0042918W - 554125N 0025510W - 552700N 0030000W - 550603N 0041419W - 551214N 0050234W - 551511N 0050000W - 554334N 0050000W.	FL100 _____ 6000 FT ALT (Class D)	SCOTTISH ACC 121.375 124.825 126.300 130.975 H24 Vertical limits of this TMZ differ from the associated TMA. Within the lateral boundaries of SCOTTISH TMA 2 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Refer to ENR 2.1 for remarks associated with SCOTTISH TMA 2.
SCOTTISH TMA 3 TMZ 561400N 0040926W following the line of latitude to - 561400N 0033259W - 560700N 0032938W following the line of latitude to - 560700N 0025608W - 560008N 0024849W - 554125N 0025510W following the line of latitude to - 554125N 0041017W - 553700N 0042847W - 554428N 0045035W - 554334N 0050000W - 555000N 0050000W - 560000N 0044400W - 561400N 0040926W.	FL100 _____ 6000 FT ALT (Class D)	SCOTTISH ACC 121.375 124.825 126.300 130.975 H24 Vertical limits of this TMZ differ from the associated TMA. Within the lateral boundaries of SCOTTISH TMA 3 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Refer to ENR 2.1 for remarks associated with SCOTTISH TMA 3.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
SCOTTISH TMA 4 TMZ 560008N 0024849W - 553100N 0025156W - 552700N 0030000W - 560008N 0024849W.	FL100 _____ 6000 FT ALT (Class D)	SCOTTISH ACC 121.375 124.825 126.300 130.975 H24 Vertical limits of this TMZ differ from the associated TMA. Within the lateral boundaries of SCOTTISH TMA 4 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Refer to ENR 2.1 for remarks associated with SCOTTISH TMA 4.
SCOTTISH TMA 5 TMZ 554428N 0045035W - 553700N 0042847W - 553302N 0042918W - 554334N 0050000W - 554428N 0045035W.	FL100 _____ 6000 FT ALT (Class D)	SCOTTISH ACC 121.375 124.825 126.300 130.975 H24 Vertical limits of this TMZ differ from the associated TMA. Within the lateral boundaries of SCOTTISH TMA 5 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Refer to ENR 2.1 for remarks associated with SCOTTISH TMA 5.
SEAGREEN TMZ (Phase 1) 562848.316N 0015621.635W - 562856.706N 0015742.338W - 562919.903N 0015849.297W - 562953.266N 0015935.362W - 563026.418N 0015955.875W - 563100.251N 0015959.339W - 564040.162N 0015951.322W - 564116.339N 0015940.636W - 564144.708N 0015915.968W - 564214.164N 0015826.478W - 564232.981N 0015722.075W - 564239.062N 0015613.168W - 564235.348N 0013542.561W - 564222.592N 0013428.108W - 564158.290N 0013326.897W - 564124.944N 0013212.864W - 564052.426N 0013126.112W - 563235.237N 0012554.843W - 563155.589N 0012541.776W - 563107.564N 0012558.881W - 563024.930N 0012653.949W - 563001.552N 0012804.526W - 562953.254N 0012938.623W - 562848.316N 0015621.635W.	FL100 _____ SFC (Class D & G)	No Controlling Authority. ATS available from Scottish Information/ Scottish Control as detailed in ENR 6.33. Flights transiting TAY CTA 12 (Class D) when ATS Route P18 is active between waypoints UPGET and OKPAL shall contact Scottish Control (124.500 MHz). For aircraft equipped with and operating SSR equipment, as defined in GEN 1-5 paragraph 5.3, access to the SEAGREEN TMZ (Phase 1) is not subject to ATC approval. The TMZ incorporates parts of P18 (Class D) and EGD613C; within these areas the more stringent relevant airspace classification regulations apply.

ENR 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
EGD006A FALMOUTH BAY 501244N 0044659W - 500726N 0044228W - 500000N 0045430W - 500924N 0045430W - 501244N 0044659W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD006AZ1 FALMOUTH BAY FBZ 501341N 0044736W - 501345N 0044657W - 501339N 0044618W - 501324N 0044547W - 500737N 0044051W - 500657N 0044101W - 495904N 0045346W - 495858N 0045441W - 495912N 0045532W - 495942N 0045603W - 500939N 0045603W - 501005N 0045542W - 501341N 0044736W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD006AZ5 FALMOUTH BAY FBZ 501727N 0045003W - 501750N 0044648W - 501721N 0044334W - 501604N 0044057W - 500820N 0043423W - 500500N 0043512W - 495521N 0045049W - 495449N 0045523W - 495559N 0045940W - 495830N 0050215W - 501038N 0050217W - 501248N 0050030W - 501727N 0045003W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD006B FALMOUTH BAY 495907N 0050506W - 500500N 0045948W - 500924N 0045430W - 500000N 0045430W - 495646N 0045634W - 495907N 0050506W	Upper limit: 8000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552201. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD006C FALMOUTH BAY 495907N 0050506W - 495124N 0051200W following the line of latitude to - 495124N 0050000W - 495646N 0045634W - 495907N 0050506W	Upper limit: 8000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552201. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGD007A FOWEY 501801N 0043643W - 501820N 0043152W - 501857N 0042738W - 501550N 0042458W - 500922N 0044407W - 501202N 0044623W - 501801N 0043643W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD007AZ1 FOWEY FBZ 501859N 0043725W - 501919N 0043207W - 502000N 0042728W - 501943N 0042631W - 501608N 0042327W - 501544N 0042323W - 501521N 0042334W - 501502N 0042358W - 500818N 0044357W - 500832N 0044511W - 501151N 0044800W - 501231N 0044751W - 501859N 0043725W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD007AZ5 FOWEY FBZ 502249N 0044012W - 502316N 0043308W - 502411N 0042649W - 502249N 0042203W - 501721N 0041722W - 501521N 0041703W - 501325N 0041758W - 501152N 0041958W - 500400N 0044318W - 500510N 0044924W - 501107N 0045428W - 501427N 0045341W - 502249N 0044012W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD007B FOWEY 501550N 0042458W - 501342N 0042309W - 500726N 0044228W - 500922N 0044407W - 501550N 0042458W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD007BZ1 FOWEY FBZ 501654N 0042507W - 501640N 0042354W - 501348N 0042128W - 501300N 0042152W - 500622N 0044219W - 500636N 0044332W - 500915N 0044548W - 501003N 0044525W - 501654N 0042507W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD007BZ5 FOWEY FBZ 502112N 0042545W - 502001N 0041939W - 501414N 0041444W - 501011N 0041643W - 500204N 0044145W - 500315N 0044746W - 500848N 0045230W - 501248N 0045038W - 502112N 0042545W	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
EGD011BZ WILLSWORTHY FBZ 504102N 0040451W - 504119N 0040408W - 504119N 0040317W - 504103N 0040233W - 503747N 0035928W - 503717N 0035926W - 503649N 0035947W - 503632N 0040025W - 503629N 0040057W - 503454N 0040402W - 503448N 0040446W - 503456N 0040529W - 503514N 0040603W - 503737N 0040733W - 503805N 0040731W - 504102N 0040451W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD011C MERRIVALE 503726N 0040136W - 503729N 0040101W - 503744N 0035801W - 503725N 0035712W - 503426N 0035832W - 503402N 0040336W - 503550N 0040444W - 503726N 0040136W	Upper limit: 24100 FT ALT Lower limit: SFC	AMC – Manageable above 10,000 FT ALT. Vertical Limit 10,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 24,100 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01837-657210. SI 1979/1721. UAS BVLOS will not be conducted above 10,000 FT ALT. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD011CZ MERRIVALE FBZ 503823N 0040214W - 503828N 0040113W - 503846N 0035740W - 503806N 0035556W - 503728N 0035533W - 503352N 0035709W - 503329N 0035752W - 503300N 0040356W - 503321N 0040451W - 503546N 0040623W - 503624N 0040607W - 503823N 0040214W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD012 LYME BAY NORTH 504220N 0024500W - 503400N 0024500W following the line of latitude to - 503400N 0030500W - 503000N 0031730W - 503650N 0031500W - 504106N 0030544W - then along the coastline to 504220N 0024500W	Upper limit: 18000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name **Lateral Limits**	**Upper Limit** **Lower Limit**	**Remarks** **(time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGD012Z LYME BAY NORTH FBZ 504510N 0025454W - 504356N 0024627W - 504306N 0024353W - 504237N 0024326W - 503335N 0024326W - 503300N 0024421W following the line of latitude to - 503300N 0030438W - 502859N 0031712W - 502902N 0031807W - 502924N 0031850W - 502957N 0031908W - 503725N 0031624W - 504140N 0030712W - 504213N 0030702W - 504300N 0030547W - 504311N 0030445W - 504312N 0030334W - 504259N 0030117W - 504510N 0025454W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD013 LYME BAY 503400N 0024500W - 500200N 0024500W following the line of latitude to - 500200N 0025800W - 500800N 0030430W - 502500N 0031730W - 503000N 0031730W - 503400N 0030500W following the line of latitude to - 503400N 0024500W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 22000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD013Z1 LYME BAY FBZ 503500N 0030522W following the line of latitude to - 503500N 0024439W - 503450N 0024405W - 503425N 0024326W - 500135N 0024327W - 500100N 0024421W following the line of latitude to - 500100N 0025823W - 500114N 0025903W - 500730N 0030551W - 502446N 0031904W - 503017N 0031904W - 503046N 0031836W - 503500N 0030522W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD013Z5 LYME BAY FBZ 503900N 0030651W following the line of latitude to - 503900N 0024315W - 503809N 0024026W - 503604N 0023709W - 495956N 0023715W - 495700N 0024147W following the line of latitude to - 495700N 0025954W - 495808N 0030316W - 500527N 0031113W - 502350N 0032519W - 503125N 0032520W - 503349N 0032301W - 503900N 0030651W	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
EGD014 PORTLAND 503818N 0023424W - 503736N 0023230W - 503530N 0022948W - 503400N 0023124W following the line of latitude to - 503400N 0023000W - 502931N 0023000W - 503400N 0024500W following the line of latitude to - 503400N 0024200W - 503700N 0024130W - 503818N 0023424W	Upper limit: 15000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 5000 FT ALT. Vertical Limit OCNL notified to altitudes up to 15000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD015 BOVINGTON A circle, 500 M radius, centred at 504324N 0021424W	Upper limit: 3600 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01929-403765. SI 1936/118. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD017 PORTLAND 503400N 0024500W - 502931N 0023000W - 500200N 0023000W following the line of latitude to - 500200N 0024500W - 503400N 0024500W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 22000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD017Z1 PORTLAND FBZ 503500N 0024439W - 503018N 0022855W - 502948N 0022826W - 500135N 0022827W - 500100N 0022921W following the line of latitude to - 500100N 0024539W - 500135N 0024633W - 503433N 0024634W - 503500N 0024527W following the line of latitude to - 503500N 0024439W	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
EGD017Z5 PORTLAND FBZ 503900N 0024315W - 503325N 0022436W - 503058N 0022210W - 495955N 0022215W - 495700N 0022648W following the line of latitude to - 495700N 0024812W - 495955N 0025245W - 503644N 0025251W - 503900N 0024717W following the line of latitude to - 503900N 0024315W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD021 PORTLAND 503500N 0022000W following the line of latitude to - 503500N 0021614W - 503154N 0021624W - 503000N 0021700W - 502918N 0021718W - 502500N 0021500W - 502931N 0023000W - 503000N 0023000W following the line of latitude to - 503000N 0022000W - 503500N 0022000W	Upper limit: 15000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD023 PORTLAND 502931N 0023000W - 502500N 0021500W - 500200N 0021500W following the line of latitude to - 500200N 0023000W - 502931N 0023000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 22000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD023Z1 PORTLAND FBZ 503039N 0023007W - 502547N 0021355W - 502517N 0021326W - 500135N 0021327W - 500100N 0021422W following the line of latitude to - 500100N 0023038W - 500135N 0023133W - 503004N 0023134W - 503039N 0023007W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD023Z5 PORTLAND FBZ 503512N 0023034W - 502854N 0020936W - 502627N 0020711W - 495955N 0020715W - 495825N 0020936W - 495700N 0021804W following the line of latitude to - 495700N 0023312W - 495955N 0023745W - 503215N 0023750W - 503512N 0023034W	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
EGD026 LULWORTH 504020N 0020755W - 503950N 0020732W - 503751N 0020753W - 503644N 0020813W - 503503N 0020440W - 503030N 0020043W - 502654N 0020230W - 502500N 0020842W following the line of latitude to - 502500N 0021500W - 502918N 0021718W - 503000N 0021700W - 503154N 0021624W - 503536N 0021612W - 503700N 0021447W - 503800N 0021430W - 503825N 0021137W - 504028N 0021137W - 504020N 0020755W	Upper limit: 15000 FT ALT Lower limit: SFC	Vertical Limit OCNL notified to altitudes up to ALT 20,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS less than 150 KTS). Service: SUACS not available during notified operating hours. SUAAIS: Plymouth Military on 124.150 MHz when open, London Information on 124.750 MHz thereafter. Contact: Booking: FOST Area Manager, (NAVY FOST-SHIPS WAM) for the week before, FOST Duty Operations for the current week, email: NAVYFOST-SHIPSDOPS@mod.gov.uk or Tel: 01752-557550. Range Information on 01929-404859 or 01929-404712. SI 1978/1663. Unmanned Aircraft Systems (VLOS/BVLOS less than 150 KTS) will not be conducted above FL 115 and north of a line 503813N 0021301W, 503746N 0021005W and 503810N 0020750W. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0800-2359 (0700-2359), Fri 0800-1600 (0700-1500); and as activated by NOTAM.
EGD031 PORTLAND 503626N 0015635W - 503000N 0015635W following the line of latitude to - 503000N 0020058W - 503030N 0020043W - 503412N 0020356W - 503435N 0020320W - then along the coastline in an easterly direction to 503626N 0015635W	Upper limit: 15000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD039 PORTSMOUTH 503000N 0005000W following the line of latitude to - 503000N 0003213W - 502948N 0003200W - 500000N 0003200W following the line of latitude to - 500000N 0005000W - 503000N 0005000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD040 PORTSMOUTH 502948N 0003200W - 501347N 0001511W - 500000N 0003155W following the line of latitude to - 500000N 0003200W - 502948N 0003200W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD044 LYDD RANGES 505525N 0005534E - 505328N 0005613E - 505238N 0005359E - 505237N 0005015E - 505420N 0004748E - 505554N 0005009E - 505650N 0005348E - 505525N 0005534E	Upper limit: 4000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Lydd Approach on 120.705 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01303-225503. SI 1988/1465. SUA Authority: DAATM (DIO). Hours: H24

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGD061 WOODBURY COMMON A circle, 926 M radius, centred at 504049N 0032051W	Upper limit: 1500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Exeter APP on 128.980 MHz when open; at other times London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01395-272972. SI 2009/3284. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD064A SOUTH WEST COMPLEX 512016N 0071115W - 511616N 0061643W - 502838N 0060046W - 501752N 0070521W - 502621N 0073603W - 503808N 0074914W - 504705N 0075207W - 505745N 0075205W - 512016N 0071115W	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. Activity: High Energy Manoeuvres. Service: SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD064AZ SOUTH WEST COMPLEX FBZ 512443N 0071513W - 512520N 0071202W - 512102N 0061313W - 511852N 0060928W - 502741N 0055228W - 502417N 0055548W - 501235N 0070558W - 502218N 0074108W - 503605N 0075635W - 504634N 0080000W - 505850N 0080000W - 510047N 0075836W - 512443N 0071513W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.
EGD064B SOUTH WEST COMPLEX 511616N 0061643W - 511207N 0052532W - 510624N 0052510W - 503012N 0054335W - 502838N 0060046W - 511616N 0061643W	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. Activity: High Energy Manoeuvres. Service: SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD064BZ SOUTH WEST COMPLEX FBZ 512032N 0062118W - 512122N 0061740W - 511650N 0052136W - 511408N 0051742W - 510542N 0051711W - 502718N 0053649W - 502527N 0054015W - 502324N 0060243W - 502540N 0060747W - 511624N 0062455W - 511845N 0062354W - 512032N 0062118W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.
EGD064C SOUTH WEST COMPLEX 511207N 0052532W - 511028N 0050621W - 505443N 0043352W - 504712N 0043327W - 504423N 0043914W - 504328N 0043921W - 503012N 0054335W - 510624N 0052510W - 511207N 0052532W	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. Activity: High Energy Manoeuvres. Service: SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD064CZ SOUTH WEST COMPLEX FBZ 511713N 0052613W - 511514N 0050311W - 505759N 0042737W - 505600N 0042601W - 504609N 0042531W - 504358N 0042709W - 504146N 0043140W - 504132N 0043142W - 503909N 0043442W - 502501N 0054312W - 502539N 0054730W - 502738N 0055039W - 503022N 0055143W - 510705N 0053309W - 511302N 0053333W - 511504N 0053211W - 511634N 0052935W - 511713N 0052613W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.
EGD110 BRAUNTON BURROWS 510602N 0041529W - 510606N 0041203W - 510500N 0041200W - 510458N 0041315W - 510516N 0041344W - 510514N 0041527W - 510602N 0041529W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 07870-377646 or 01395-277891. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD113A CASTLEMARTIN 513937N 0051830W following the line of latitude to - 513937N 0050443W - 513906N 0050320W - 513130N 0050530W - 512900N 0050330W following the line of latitude to - 512900N 0045432W - 512430N 0050220W thence clockwise by the arc of a circle radius 18.1 NM centred on 514213N 0045647W to 513610N 0052408W - 513937N 0051830W	Upper limit: 40000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01646-662496. SI 1986/1834. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD113AZ CASTLEMARTIN FBZ 514037N 0051909W following the line of latitude to - 514037N 0050416W - 513948N 0050205W - 513914N 0050140W - 513139N 0050350W - 513000N 0050231W following the line of latitude to - 513000N 0045402W - 512939N 0045313W - 512905N 0045252W - 512828N 0045305W - 512334N 0050136W - 512327N 0050216W thence clockwise by the arc of a circle radius 19.1 NM centred on 514213N 0045647W to 513606N 0052550W - 513639N 0052538W - 514037N 0051909W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD113B CASTLEMARTIN 513906N 0050320W thence clockwise by the arc of a circle radius 6.6 NM centred on 513230N 0050400W to 513618N 0045520W following the line of latitude to - 513618N 0045332W - 513230N 0044830W - 512900N 0045432W following the line of latitude to - 512900N 0050330W - 513130N 0050530W - 513906N 0050320W	Upper limit: 45000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01646-662496. SI 1986/1834. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGD113BZ CASTLEMARTIN FBZ 514005N 0050357W thence clockwise by the arc of a circle radius 7.6 NM centred on 513230N 0050400W to 513718N 0045434W following the line of latitude to - 513718N 0045310W - 513706N 0045232W - 513250N 0044652W - 513202N 0044657W - 512800N 0045354W following the line of latitude to - 512800N 0050357W - 512818N 0050444W - 513121N 0050710W - 513938N 0050449W - 514005N 0050357W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD115A MANORBIER 513815N 0045012W thence clockwise by the arc of a circle radius 2 NM centred on 513815N 0044700W to 513815N 0044348W following the line of latitude to - 513815N 0045012W	Upper limit: 27000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01834-871282. SI 1941/158. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD115AZ MANORBIER FBZ 513745N 0045145W thence clockwise by the arc of a circle radius 3 NM centred on 513815N 0044700W to 513745N 0044215W - 513715N 0044313W following the line of latitude to - 513715N 0045047W - 513745N 0045145W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD115B MANORBIER 513815N 0045012W following the line of latitude to - 513815N 0044348W - 513345N 0043019W thence clockwise by the arc of a circle radius 11.34 NM centred on 513815N 0044700W to 513208N 0050218W - 513815N 0045012W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01834-871282. SI 1941/158. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD115BZ MANORBIER FBZ 513915N 0045046W following the line of latitude to - 513915N 0044324W - 513427N 0042901W - 513344N 0042835W thence clockwise by the arc of a circle radius 12.34 NM centred on 513815N 0044700W to 513156N 0050359W - 513240N 0050346W - 513915N 0045046W	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
EGD130 LONGMOOR 510559N 0005213W - 510541N 0004938W - 510446N 0004940W - 510426N 0005301W - 510559N 0005213W	Upper limit: 2300 FT ALT Lower limit: SFC	Vertical Limit 1800 FT ALT. Vertical Limit OCNL notified to altitudes up to 2300 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01420-483405. SI 1982/1179. SUA Authority: DAATM (DIO). Hours: H24
EGD132 ASH RANGES 511745N 0003956W - 511623N 0003942W - 511548N 0004034W - 511524N 0004300W - 511606N 0004309W - 511638N 0004259W - 511732N 0004116W - 511745N 0003956W	Upper limit: 2500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01483-798304. SI 1983/162. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD133A PIRBRIGHT 511922N 0003907W - 511915N 0003858W - 511828N 0003951W - 511816N 0004028W - 511815N 0004103W - 511830N 0004118W - 511922N 0003907W	Upper limit: 1200 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01483-798304. SUA Authority: DAATM (DIO). Hours: 0800-2359 (0700-2300); and as activated by NOTAM.
EGD133B PIRBRIGHT 512040N 0004029W - 512034N 0003957W - 511922N 0003907W - 511830N 0004118W - 511915N 0004146W - 512019N 0004158W - 512040N 0004029W	Upper limit: 2400 FT ALT Lower limit: SFC	Vertical Limit 1200 FT ALT. Vertical Limit OCNL notified to altitudes up to 2400 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01483-798304. SUA Authority: DAATM (DIO). Hours: 0800-2359 (0700-2300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGD136 SHOEBURYNESS 513217N 0004804E - 513017N 0005104E - 513030N 0004700E - 513217N 0004804E	Upper limit: 13000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. SI 1936/714. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD138A SHOEBURYNESS 514000N 0010400E following the line of latitude to - 514000N 0011613E - 513714N 0011203E following the line of latitude to - 513714N 0005536E - 514000N 0010400E	Upper limit: 60000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 6000 FT ALT. Vertical Limit OCNL notified to altitudes up to 60,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. SI 1936/714. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD138B SHOEBURYNESS 514200N 0011124E following the line of latitude to - 514200N 0011912E - 514000N 0011613E following the line of latitude to - 514000N 0010400E - 514200N 0011124E	Upper limit: 5000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD138C SHOEBURYNESS 513700N 0005455E - 513755N 0005740E - 513638N 0005850E - 513544N 0005620E - 513700N 0005455E	Upper limit: 6000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. May be activated at the same time as EGD138A and/or EGD138D as a separate activity. SI 1936/714. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD138D SHOEBURYNESS 513714N 0005536E following the line of latitude to - 513714N 0011203E - 513000N 0005300E - 513009N 0005115E - 513217N 0004804E - 513400N 0005000E - 513500N 0005018E - 513541N 0005016E - then along the north coast of Foulness Island to 513700N 0005455E - 513714N 0005536E	Upper limit: 60000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 13,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 60,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. SI 1936/714. SUA Authority: DAATM (DE&S). This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Activated by NOTAM.
EGD139 FINGRINGHOE 515000N 0005458E - 514954N 0005852E - 514833N 0005848E - 514839N 0005452E - 515000N 0005458E	Upper limit: 2000 FT ALT Lower limit: SFC	Vertical Limit 1500 FT ALT. Vertical Limit OCNL notified to altitudes up to 2000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01206-736149. SI 1974/665. SUA Authority: DAATM (DIO). Hours: H24

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGD141 HYTHE RANGES 510419N 0010426E - 510212N 0010531E - 510120N 0010148E - 510158N 0010111E - 510323N 0010214E - 510419N 0010426E	Upper limit: 3200 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Lydd Approach on 120.705 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01303-225879. SI 1966/814. SUA Authority: DAATM (DIO). Hours: H24
EGD147 PONTRILAS A circle, 2 NM radius, centred at 515800N 0025300W	Upper limit: 10000 FT ALT Lower limit: SFC	Activity: Para Dropping / Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: London Information 124.750 MHz. Contact: Pre-flight information: Air Ops, 01432-357311 Ext 2369. Booking: Range Control, Tel: 01432-357311 Ext 3239. SUA Authority: DAATM (Strategic Command). Hours: H24
EGD148 KEEVIL 511744N 0021016W - 511937N 0020745W - 512055N 0020410W - 511946N 0020305W - 511705N 0020312W - 511602N 0020657W - 511701N 0020929W - 511744N 0021016W	Upper limit: 3200 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS: Boscombe Down ATC on 126.705. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Salisbury Operations, Tel: 01980-674710. SUA Authority: DAATM (JAC HQ). Hours: Activated by NOTAM.
EGD201A ABERPORTH 523427N 0052148W - 520903N 0050057W - 521000N 0050822W - 521307N 0051616W - 522013N 0052151W - 523427N 0052148W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. Only available above FL 145 for QinetiQ managed activity. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201AZ ABERPORTH FBZ 523447N 0052327W - 523520N 0052244W - 523530N 0052138W - 523512N 0052036W - 520914N 0045917W - 520840N 0045923W - 520813N 0045957W - 520801N 0050050W - 520904N 0050859W - 521225N 0051732W - 521959N 0052329W - 523447N 0052327W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD201B ABERPORTH 530300N 0053000W - 531500N 0053000W - 532315N 0051017W - 532255N 0050000W - 531200N 0050000W - 530715N 0045319W - 530300N 0045319W following the line of latitude to - 530300N 0053000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. Only available above FL 145 for QinetiQ managed activity. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201BZ ABERPORTH FBZ 532416N 0051046W - 532353N 0045915W - 532319N 0045820W - 531222N 0045820W - 530737N 0045139W - 530235N 0045140W - 530200N 0045238W following the line of latitude to - 530200N 0053000W - 531613N 0053000W - 532416N 0051046W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD201C ABERPORTH 525019N 0045319W - 524500N 0044018W following the line of latitude to - 524500N 0045319W - 525019N 0045319W	Upper limit: UNL Lower limit: FL145	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. SI 1976/64. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201CZ1 ABERPORTH FBZ 525120N 0045341W - 525118N 0045247W - 524539N 0043856W - 524501N 0043834W - 524424N 0043853W - 524400N 0043945W following the line of latitude to - 524400N 0045400W - 524435N 0045458W - 525036N 0045458W - 525105N 0045430W - 525120N 0045341W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.
EGD201CZ5 ABERPORTH FBZ 525523N 0045511W - 525514N 0045036W - 524813N 0043326W - 524506N 0043138W - 524157N 0043314W - 524000N 0043736W following the line of latitude to - 524000N 0045643W - 524255N 0050132W - 525142N 0050134W - 525405N 0045913W - 525523N 0045511W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGD201D ABERPORTH 531035N 0053000W - 530300N 0051612W following the line of latitude to - 530300N 0053000W - 531035N 0053000W	Upper limit: UNL Lower limit: FL55	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. SI 1976/64. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201DZ1 ABERPORTH FBZ 531136N 0053000W - 531132N 0052915W - 530332N 0051442W - 530256N 0051428W - 530221N 0051450W - 530200N 0051541W following the line of latitude to - 530200N 0053000W - 531136N 0053000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.
EGD201DZ5 ABERPORTH FBZ 531539N 0053000W - 531517N 0052613W - 530538N 0050842W - 530237N 0050733W - 525945N 0050925W - 525800N 0051338W following the line of latitude to - 525800N 0053000W - 531539N 0053000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.
EGD201F ABERPORTH 521236N 0052244W - 521000N 0050822W - 520903N 0050057W - 520840N 0043847W - 520612N 0044900W - 520816N 0051829W - 521236N 0052244W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. Only available above FL 145 for QinetiQ managed activity. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201FZ ABERPORTH FBZ 521339N 0052245W - 521058N 0050758W - 521003N 0050046W - 520939N 0043809W - 520911N 0043717W - 520829N 0043705W - 520752N 0043739W - 520511N 0044847W - 520718N 0051902W - 520733N 0051941W - 521221N 0052423W - 521258N 0052419W - 521327N 0052342W - 521339N 0052245W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD203 SENNYBRIDGE 520743N 0032924W - 520613N 0032645W - 520451N 0032532W - 520252N 0032804W - 520156N 0032943W - 520150N 0033139W - 515858N 0033729W - 515815N 0033935W - 515947N 0034105W - 520211N 0034019W - 520501N 0033532W - 520743N 0032924W	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 23,000 FT ALT Mon-Fri 0800-1800 (0700-1700). Vertical Limit 18,000 FT ALT Mon-Fri 1800-0800 (1700-0700), Fri 1800 (1700) - Mon 0800 (0700). Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01874-635599. SI 1974/1773. SUA Authority: DAATM (DIO). Hours: H24
EGD203Z SENNYBRIDGE FBZ 520844N 0032952W - 520841N 0032844W - 520650N 0032527W - 520504N 0032353W - 520428N 0032358W - 520211N 0032653W - 520058N 0032902W - 520052N 0033102W - 515808N 0033635W - 515711N 0033922W - 515723N 0034038W - 515936N 0034247W - 520241N 0034148W - 520547N 0033634W - 520844N 0032952W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD207 HOLBEACH 524830N 0001200E - 525400N 0000633E thence clockwise by the arc of a circle radius 6.5 NM centred on 525000N 0001500E to 525300N 0002430E - 524830N 0002000E following the line of latitude to - 524830N 0001200E	Upper limit: 23000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUACS: Holbeach Range on 122.755 when open. SUAAIS: Holbeach Range on 122.755 when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Ops, Tel: 01406-550083. Booking: Range ATC, Tel: 01406-550364 Ext 7119. Airborne bookings and free-calling aircraft accepted subject to availability. Associated aircraft operations outside area boundary. 122.755 is a common channel also used by Donna Nook and Pembrey AWRs. Ensure crossing clearance request is specific to Holbeach AWR. SI 1939/1608. UAS BVLOS will not be conducted above 18,000 FT ALT (12,000 FT ALT in the event of the activation of Contingency ATS Route T999). SUA Authority: DAATM (DIO). Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1200 (0800-1100). September - April inclusive Tue, Thu 1700-2200 (1600-2100); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGD208 STANFORD 523315N 0004050E - 523320N 0004500E - 523255N 0004800E - 523045N 0005000E - 522650N 0005050E - 522620N 0004830E - 522800N 0004500E - 522900N 0003900E - 523100N 0004000E - 523315N 0004050E	Upper limit: 7500 FT ALT Lower limit: SFC	Vertical Limit 2500 FT ALT. Vertical Limit OCNL notified to altitudes up to 7500 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: Lakenheath Zone on 128.900 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01842-855367. SI 1970/909 & SI 1975/24 (Amendment). SUA Authority: DAATM (DIO). Hours: H24
EGD211 SWYNNERTON A circle, 0.5 NM radius, centred at 525352N 0021312W	Upper limit: 2400 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01785-763134. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD213 KINETON A circle, 700 M radius, centred at 520902N 0012656W	Upper limit: 2400 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives. Service: SUAAIS: Coventry Information on 123.830 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01869-257489. SUA Authority: DAATM (HQ Land). Hours: Activated by NOTAM.
EGD216 CREDENHILL A circle, 2 NM radius, centred at 520453N 0024806W	Upper limit: 10000 FT ALT Lower limit: SFC	Vertical Limit 2300 FT ALT. Vertical Limit OCNL notified to altitudes up to 10,000 FT ALT by NOTAM. Activity: Para Dropping / Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information: Air Ops, 01432-357311 Ext 2369. Booking: Range Control, Tel: 01432-357311 Ext 3239. SUA Authority: DAATM (Strategic Command). Hours: H24
EGD217A LLANBEDR 525022N 0040522W - 524617N 0040510W thence clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 525022N 0040522W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Test and Evaluation. Service: SUAAIS Llanbedr Information on 118.930 MHz. Contact: Llanbedr Information, Tel: 01341-241356. SUA Authority: Snowdonia Aerospace. 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
EGD401 BALLYKINLER 541334N 0054612W - 541256N 0054734W - 541316N 0055038W - 541440N 0054940W - then along the river to 541526N 0055010W - 541525N 0054718W - 541334N 0054612W	Upper limit: 3200 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 02844-610392. SI 1940/756. SUA Authority: DAATM (DIO). Hours: 0800-2359 (0700-2300).
EGD402A LUCE BAY (N) 550332N 0050509W - 545600N 0045800W following the line of latitude to - 545600N 0044744W - 544650N 0043837W - 545008N 0044939W - 545100N 0044946W - 545217N 0045134W - 545208N 0045404W - 544953N 0045653W - 544541N 0045627W - 544215N 0045339W - 544007N 0045032W - 543915N 0044653W - 543815N 0045352W - 545812N 0051210W - 550218N 0050909W - 550332N 0050509W	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 3000 FT ALT. Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD402B LUCE BAY (N) 550332N 0050509W - 550254N 0045410W - 545600N 0044744W following the line of latitude to - 545600N 0045800W - 550332N 0050509W	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 3000 FT ALT. Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name **Lateral Limits**	**Upper Limit** **Lower Limit**	**Remarks** **(time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGD402C LUCE BAY (N) A circle, 3000 FT radius, centred at 545659N 0045752W	Upper limit: 4000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD403A LUCE BAY 545141N 0045438W - 545139N 0045041W - 545100N 0044946W - 544850N 0045646W - 544953N 0045653W - 545141N 0045438W	Upper limit: 3000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SI 1940/1819. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD403B LUCE BAY 545208N 0045404W - 545217N 0045134W - 545100N 0044946W - 545008N 0044939W - 544650N 0043837W - 544304N 0043500W - 544050N 0043543W - 543915N 0044653W - 544007N 0045032W - 544215N 0045339W - 544541N 0045627W - 544953N 0045653W - 545208N 0045404W	Upper limit: 35000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SI 1940/1819. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD403BZ1 LUCE BAY FBZ 545306N 0045437W - 545318N 0045119W - 545306N 0045030W - 545022N 0044639W - 544735N 0043722W - 544314N 0043311W - 544022N 0043407W - 543956N 0043449W - 543812N 0044701W - 543917N 0045135W - 544142N 0045507W - 544526N 0045809W - 545011N 0045839W - 545253N 0045515W - 545306N 0045437W	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
EGD407 WARCOP 543812N 0022047W - 543856N 0021445W - 543753N 0021402W - 543432N 0021545W - 543156N 0022043W - 543202N 0022209W - 543343N 0022536W - 543526N 0022419W - 543812N 0022047W	Upper limit: 13500 FT ALT Lower limit: SFC	Vertical Limit 10,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 13,500 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01768-343223/343225/343226. SI 1981/623. SUA Authority: DAATM (DIO). Hours: Mon-Sat 0730-0200 (0630-0100), Sun 0730-1300 (0630-1200); and as activated by NOTAM.
EGD408 FELDOM 542826N 0015159W - 542750N 0014921W - 542656N 0014654W - 542513N 0014819W - 542447N 0015004W - 542505N 0015159W - 542720N 0015350W - 542826N 0015159W	Upper limit: 5600 FT ALT Lower limit: SFC	Vertical Limit 3000 FT ALT. Vertical Limit OCNL notified to altitudes up to 5600 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/ BVLOS) (less than 150 KTS). Service: SUAAIS: Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01748-875502. SI 1976/566. SUA Authority: DAATM (DIO). Hours: Tue-Sun 0830-1630 (0730-1530); and as activated by NOTAM.
EGD410 STRENSALL A circle, 3000 FT radius, centred at 540136N 0010101W	Upper limit: 1000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01904-442966. SI 1972/246. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD412 STAXTON 545800N 0002300W - 552500N 0010000E - 550400N 0012100E - 544545N 0005455E following the line of latitude to - 544545N 0000917W - 545800N 0002300W	Upper limit: 10000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives. Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

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**
EGD442 BELLERBY A circle, 2300 M radius, centred at 542039N 0015125W	Upper limit: 3000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) (less than 150 KTS). Service: SUAAIS: Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01748-875502. SI 1984/1770. SUA Authority: DAATM (DIO). Hours: H24
EGD505 MAGILLIGAN 551117N 0065827W - 551307N 0065423W - 551253N 0065133W - 551107N 0064948W - 551010N 0065158W - 551008N 0065633W - 551117N 0065827W	Upper limit: 6500 FT ALT Lower limit: SFC	Vertical Limit 2000 FT ALT. Vertical Limit OCNL notified to altitudes up to 6500 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 02877-720029. SI 1940/949. SUA Authority: DAATM (DIO). Hours: 0800-2359 (0700-2300).
EGD508 RIDSDALE A circle, 1200 M radius, centred at 550845N 0021007W	Upper limit: 4100 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUACS: Newcastle APP on 124.380 MHz. SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Reception, Tel: 01434-220952. SUA Authority: DAATM (DIO). Hours: Mon-Fri 0800-1700 (0700-1600); and as activated by NOTAM.
EGD509 CAMPBELTOWN 551230N 0053900W following the line of latitude to - 551230N 0050636W - 550706N 0050700W - 545930N 0051542W - 545548N 0052800W - 550630N 0054300W - 551230N 0053900W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: CTF311 Operations, Tel: 01923-956371. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.
EGD509Z CAMPBELTOWN FBZ 551330N 0053933W following the line of latitude to - 551330N 0050551W - 551253N 0050449W - 550647N 0050517W - 545844N 0051430W - 545445N 0052745W - 545454N 0052858W - 550605N 0054439W - 550636N 0054448W - 551309N 0054026W - 551330N 0053933W	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
EGD510A SPADEADAM 551500N 0025256W - 550112N 0024453W - 550900N 0030000W - 551500N 0025400W following the line of latitude to - 551500N 0025256W	Upper limit: 15000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 5500 FT ALT. Vertical Limit OCNL notified to altitudes up to 15,000 FT ALT by NOTAM. Activity: Electronic/optical hazards / High Energy Manoeuvres / Para Dropping / Balloons / Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS: Spadeadam on 128.725 MHz. SUAAIS: Newcastle APP on 124.380 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01697-749486/749488. SUA Authority: DAATM (HQ Air). Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500); and as activated by NOTAM.
EGD510B SPADEADAM 551500N 0025256W following the line of latitude to - 551500N 0023951W - 550453N 0021743W - 550417N 0021717W - 550206N 0021640W - 550000N 0022752W following the line of latitude to - 550000N 0024235W - 550112N 0024453W - 551500N 0025256W	Upper limit: 18000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 5500 FT ALT. Vertical Limit OCNL notified to altitudes up to 18,000 FT ALT by NOTAM. Activity: Electronic/optical hazards / High Energy Manoeuvres / Para Dropping / Balloons / Ordnance, Munitions Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS: Spadeadam on 128.725 MHz. SUAAIS: Newcastle APP on 124.380 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01697-749486/749488. SUA Authority: DAATM (HQ Air). Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500); and as activated by NOTAM.
EGD510C SPADEADAM A circle, 1.5 NM radius, centred at 550243N 0023526W	Upper limit: 18000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 5500 FT ALT. Vertical Limit OCNL notified to altitudes up to 18,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives. Service: SUACS: Spadeadam on 128.725 MHz. SUAAIS: Newcastle APP on 124.380 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01697-749486/749488. SUA Authority: DAATM (HQ Air). Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD512A OTTERBURN 551418N 0020239W - 551054N 0021311W - 551615N 0022552W - 551857N 0022315W - 551525N 0021352W - 551418N 0020239W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01912-394261. SI 1971/919 and SI 1980/38. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM. Not from Mon-Fri 0600-0900 (0500-0800) or Mon-Thu 1700-1900 (1600-1800); except under specially agreed arrangements.
EGD512B OTTERBURN 552426N 0021355W - 551719N 0020336W - 551418N 0020239W - 551525N 0021352W - 551857N 0022315W - 552212N 0022009W - 552426N 0021355W	Upper limit: 25000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 18,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 25,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01912-394261. SI 1971/919 and SI 1980/38. SUA Authority: DAATM (DIO). Hours: H24 For notifiable upper limit extension, not available from Mon-Fri 0600-0900 (0500-0800) or Mon-Thu 1700-1900 (1600-1800); except under specially agreed arrangements.
EGD513A DRURIDGE BAY 550200N 0010000W - 552000N 0010640W following the line of latitude to - 552000N 0002300W - 550200N 0004000W following the line of latitude to - 550200N 0010000W	Upper limit: FL230 Lower limit: SFC	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Service: SUAAIS: Scottish Information on 134.775 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD513B DRURIDGE BAY 554400N 0011543W following the line of latitude to - 554400N 0000726E - 552000N 0001700E - 550200N 0004000W - 552000N 0002300W following the line of latitude to - 552000N 0010640W - 554400N 0011543W	Upper limit: FL230 Lower limit: SFC	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Service: SUAAIS: Scottish Information on 134.775 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD513C DRURIDGE BAY 555000N 0011800W following the line of latitude to - 555000N 0000500E - 552000N 0001700E - 550200N 0004000W following the line of latitude to - 550200N 0010000W - 555000N 0011800W	Upper limit: FL100 Lower limit: SFC	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Service: SUAAIS: Scottish Information on 134.775 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD514 COMBAT AIRSPACE 564944N 0023059W - 561522N 0003908E - 554828N 0020148E - 542337N 0012225E - 550310N 0010229W - 550419N 0010503W thence anti-clockwise by the arc of a circle radius 21 NM centred on 550217N 0014123W to 551920N 0012007W - 551610N 0013433W - 551426N 0014100W - 551403N 0014229W - 552952N 0023047W - 553928N 0024212W - 560122N 0023945W - 561317N 0025226W - 563754N 0024601W - 564944N 0023059W	Upper limit: FL660 Lower limit: FL85	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Service: SUAAIS: Scottish Information on 119.875 MHz and London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD514Z COMBAT AIRSPACE FBZ 565458N 0023110W - 561955N 0004252E - 555154N 0020854E - 554847N 0021108E - 542003N 0012939E - 541805N 0012217E - 545851N 0010701W - 550149N 0011336W thence anti-clockwise by the arc of a circle radius 16 NM centred on 550217N 0014123W to 551338N 0012147W - 551134N 0013108W - 550955N 0013719W - 550826N 0014256W - 552606N 0023655W - 553805N 0025111W - 560008N 0024849W - 561214N 0030145W - 563947N 0025440W - 565355N 0023645W - 565458N 0023110W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD601 GARELOCHHEAD 560805N 0044636W - 560505N 0044656W - 560440N 0044740W - 560547N 0044912W - 560706N 0044912W - 560805N 0044636W	Upper limit: 4000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01412-248123. SUA Authority: DAATM (DIO). UAS BVLOS will not be conducted above 1500 FT ALT. Hours: 0800-2359 (0700-2300); and as activated by NOTAM.
EGD604 BARRY BUDDON 562849N 0024849W - 562957N 0024010W - 562735N 0023943W - 562738N 0024829W - 562849N 0024849W	Upper limit: 9000 FT ALT Lower limit: SFC	Vertical Limit 1500 FT ALT. Vertical Limit OCNL notified to altitudes up to 9000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: Leuchars APP on 126.505. Contact: Pre-flight information / Booking: Range TSO, Tel: 01313-103426. SI 1973/1428. UAS BVLOS will not be conducted above 3000 FT ALT. SUA Authority: DAATM (DIO). Hours: H24
EGD613A CENTRAL COMPLEX 574421N 0002631E - 571940N 0004851E - 564725N 0013559W - 571447N 0014618W - 574421N 0002631E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS) / Ordnance, Munitions and Explosives. Service: SUAAIS: Swanwick Military on 136.375 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD613AZ CENTRAL COMPLEX FBZ 574942N 0002629E - 574818N 0003318E - 571952N 0005854E - 571548N 0005556E - 564153N 0013621W - 564405N 0014400W - 571530N 0015558W - 571839N 0015258W - 574942N 0002629E	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD613B CENTRAL COMPLEX 571940N 0004851E - 565256N 0011225E - 564725N 0013559W - 571940N 0004851E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS) / Ordnance, Munitions and Explosives. Service: SUAAIS: Swanwick Military on 136.375 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701DZ HEBRIDES FBZ 572251N 0092349W - 570211N 0073410W - 565935N 0073052W - 564031N 0073056W - 563732N 0073818W - 565133N 0090420W - 565250N 0090711W - 571739N 0093152W - 572251N 0092349W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701E HEBRIDES 582859N 0094100W following the line of latitude to - 582859N 0084939W - 574923N 0071500W - 574128N 0073703W - 575154N 0074532W - 575639N 0081032W - 575411N 0083112W - 580439N 0085353W - 582859N 0094100W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701EZ HEBRIDES FBZ 583359N 0094728W following the line of latitude to - 583359N 0084624W - 575140N 0070526W - 574638N 0070553W - 573603N 0073522W - 573717N 0074348W - 574756N 0075229W - 575128N 0081108W - 574903N 0083119W - 574938N 0083540W - 580059N 0090016W - 582744N 0095213W - 583359N 0094728W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701F HEBRIDES 593000N 0100000W - 584715N 0074914W - 582525N 0070835W - 574923N 0071500W - 582859N 0084939W following the line of latitude to - 582859N 0100000W - 593000N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701FZ HEBRIDES FBZ 593547N 0095946W - 585107N 0074305W - 582805N 0070017W - 582601N 0065855W - 574557N 0070614W - 574338N 0071632W - 582400N 0085254W following the line of latitude to - 582400N 0100356W - 582655N 0100931W - 593255N 0100949W - 593547N 0095946W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701G HEBRIDES 582859N 0100000W following the line of latitude to - 582859N 0094100W - 580439N 0085353W - 575411N 0083112W - 574801N 0092039W - 571703N 0092047W - 573301N 0100000W - 582859N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701GZ HEBRIDES FBZ 583359N 0100358W following the line of latitude to - 583359N 0093908W - 583315N 0093542W - 580819N 0084728W - 575555N 0082042W - 574959N 0082333W - 574405N 0091121W - 571356N 0091136W - 571112N 0092149W - 572943N 0100718W - 573149N 0100916W - 583103N 0100932W - 583359N 0100358W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701H HEBRIDES 573301N 0100000W - 571703N 0092047W - 565603N 0090000W - 571500N 0100000W - 573301N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701HZ HEBRIDES FBZ 573851N 0095902W - 572022N 0091337W - 565504N 0084842W - 564950N 0085841W - 571120N 0100642W - 571339N 0100912W - 573605N 0100918W - 573851N 0095902W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701I HEBRIDES 571500N 0100000W - 565603N 0090000W - 564302N 0074000W - 563510N 0074307W - 563524N 0083728W - 564548N 0100000W - 571500N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701IZ HEBRIDES FBZ 572045N 0100003W - 570041N 0085622W - 564714N 0073356W - 564352N 0073023W - 563221N 0073458W - 563009N 0074001W - 563024N 0083833W - 564118N 0100504W - 564402N 0100905W - 571752N 0100913W - 572045N 0100003W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701J HEBRIDES 564548N 0100000W - 563524N 0083728W - 563510N 0074307W - 560339N 0074415W - 563523N 0100000W - 564548N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701JZ HEBRIDES FBZ 565111N 0100219W - 564023N 0083624W - 564007N 0073913W - 563708N 0073359W - 560052N 0073526W - 555800N 0074328W - 563119N 0100556W - 563351N 0100902W - 564811N 0100906W - 565111N 0100219W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701K HEBRIDES 563523N 0100000W - 560339N 0074415W - 555107N 0080000W following the line of latitude to - 555107N 0080331W - 562630N 0100000W - 563523N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701KZ HEBRIDES FBZ 564100N 0100105W - 560715N 0073646W - 560241N 0073432W - 554715N 0075400W - 554607N 0075750W following the line of latitude to - 554607N 0080550W - 562244N 0100624W - 562507N 0100900W - 563801N 0100903W - 564100N 0100105W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701L HEBRIDES 562630N 0100000W - 560435N 0084640W - 560530N 0100000W - 562630N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701LZ HEBRIDES FBZ 563214N 0100018W - 560703N 0083612W - 555928N 0083956W - 560033N 0100347W - 560327N 0100855W - 562919N 0100901W - 563214N 0100018W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701M HEBRIDES 560530N 0100000W - 560435N 0084640W - 555107N 0080331W following the line of latitude to - 555107N 0080000W - 554000N 0080000W following the line of latitude to - 554000N 0092508W - 554516N 0100000W - 560530N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701MZ HEBRIDES FBZ 561031N 0100337W - 560932N 0084415W - 555606N 0080111W following the line of latitude to - 555606N 0075619W - 555311N 0075107W - 553755N 0075111W - 553459N 0075625W following the line of latitude to - 553459N 0092609W - 554053N 0100510W - 554334N 0100851W - 560735N 0100856W - 561031N 0100337W	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**
EGD701N HEBRIDES 563148N 0114510W - 560530N 0100000W - 554516N 0100000W - 555352N 0110000W - 563148N 0114510W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701NZ HEBRIDES FBZ 563752N 0114747W - 560925N 0095352W - 560657N 0095104W - 554249N 0095110W - 553949N 0095803W - 554915N 0110345W - 555020N 0110630W - 563207N 0115627W - 563752N 0114747W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701O HEBRIDES 570000N 0120000W - 562630N 0100000W - 560530N 0100000W - 563148N 0114510W - 564357N 0120000W - 570000N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701OZ HEBRIDES FBZ 570542N 0120032W - 563016N 0095335W - 562753N 0095059W - 560246N 0095105W - 555950N 0095920W - 562748N 0115111W - 564225N 0120904W - 570246N 0120909W - 570542N 0120032W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701P HEBRIDES 572125N 0120000W - 565038N 0104118W - 564548N 0100000W - 562630N 0100000W - 570000N 0120000W - 572125N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701PZ HEBRIDES FBZ 575512N 0115543W - 571739N 0101903W - 571525N 0100000W - 564613N 0095055W - 562341N 0095100W - 562047N 0095942W - 565531N 0120401W - 570000N 0125302W - 573848N 0125358W - 575512N 0115543W	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701W HEBRIDES 581454N 0130000W - 580135N 0120000W - 572125N 0120000W - 573126N 0130000W - 581454N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701WZ HEBRIDES FBZ 584734N 0130634W - 582441N 0112306W - 581004N 0110515W - 570632N 0110649W - 570000N 0112336W following the line of latitude to - 570000N 0125241W - 570626N 0133212W - 572140N 0135333W - 583000N 0135516W - 584734N 0130634W	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only
EGD701X HEBRIDES 573126N 0130000W - 572125N 0120000W - 564357N 0120000W - 573126N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701XZ HEBRIDES FBZ 580503N 0132125W - 574603N 0112644W - 573041N 0110614W - 570000N 0110658W - 564015N 0115056W - 563806N 0120345W - 570000N 0132431W - 572209N 0135333W - 574038N 0135401W - 580503N 0132125W	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only
EGD701Y HEBRIDES 573809N 0073422W - 572324N 0072233W - 572253N 0072531W - 573347N 0074803W thence clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573809N 0073422W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701YZ HEBRIDES FBZ 574321N 0073409W - 574212N 0072729W - 572320N 0071227W - 571919N 0071551W - 571744N 0072502W - 571817N 0072952W - 573144N 0075744W - 573559N 0075659W thence clockwise by the arc of a circle radius 23.99999999936406 NM centred on 572004N 0072347W to 574321N 0073409W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGD702 FORT GEORGE 573617N 0040047W - 573449N 0040128W - 573440N 0040257W - 573456N 0040438W - 573534N 0040338W - 573617N 0040047W	Upper limit: 2100 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Inverness Radar on 122.605 when open; at other times Scottish Information on 134.850 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01313-108124/108114. SI 1940/30. SUA Authority: DAATM (DIO). Hours: 0800-1600 (0700-1500); and as activated by NOTAM.
EGD703 TAIN 575224N 0033030W - 575054N 0034630W - 574500N 0035500W following the line of latitude to - 574500N 0040254W - 575136N 0040812W - 580324N 0034436W - 580700N 0033700W - 580300N 0033000W - 575224N 0033000W following the line of latitude to - 575224N 0033030W	Upper limit: 22000 FT ALT Lower limit: SFC	Vertical Limit 15,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 22,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Para Dropping / Electronic/Optical Hazards. Service: SUACS: Tain Range on 122.755 when open. SUAAIS: Tain Range on 122.755 when open; at other times Scottish Information on 134.850 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01862-892185 Ext 4945. Aircraft wishing to use Dornoch or Easter Aerodromes during range opening hours are to contact Tain Range on 122.755 prior to entering the range. Associated aircraft operations outside area boundary. SI 1940/684. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0900-2200 (0800-2100), Fri 0900-1400 (0800-1300); and as activated by NOTAM.
EGD704 HEBRIDES 573727N 0071811W - 573143N 0071055W - 572625N 0072457W - 573305N 0073017W - 573727N 0071811W	Upper limit: 10000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUACS: Benbecula Approach on 119.205 MHz when open. SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD710 RAASAY 572200N 0054927W following the line of latitude to - 572200N 0055935W - then along the east coast of Raasay and Rona in an northerly direction to 573500N 0055800W - 573800N 0055800W following the line of latitude to - 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 0050401W following the line of latitude to - 590459N 0042559W - 590203N 0042019W - 584255N 0042025W - 584001N 0042603W following the line of latitude to - 584001N 0050357W - 584255N 0050935W - 590203N 0050941W - 590459N 0050401W	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 following the line of latitude to - 583200N 0050000W - 584500N 0050000W following the line of latitude to - 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.

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
EGD802Z CAPE WRATH (SOUTH EAST) FBZ 584959N 0050400W following the line of latitude to - 584959N 0042600W - 584703N 0042024W - 583236N 0042028W - 582715N 0043007W - 582529N 0043257W - 582258N 0043807W - 582211N 0044011W - 582134N 0044517W - 582212N 0044953W - 582426N 0045426W - 582701N 0045522W following the line of latitude to - 582701N 0050356W - 582956N 0050932W - 584703N 0050936W - 584959N 0050400W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD803 GARVIE ISLAND A circle, 4 NM radius, centred at 583705N 0045220W	Upper limit: 40000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01971-511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD803Z GARVIE ISLAND FBZ A circle, 9 NM radius, centred at 583705N 0045220W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
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 0023647W following the line of latitude to - 585459N 0014105W - 585138N 0013522W - 582331N 0014148W - 582101N 0014713W following the line of latitude to - 582101N 0024510W - 582431N 0025054W - 585236N 0024210W - 585459N 0023647W	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.

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
EGD809NZ MORAY FIRTH (NORTH) FBZ 592759N 0015343W following the line of latitude to - 592759N 0013756W - 592503N 0013213W - 590442N 0013219W - 584731N 0013619W - 584501N 0014148W following the line of latitude to - 584501N 0023732W - 584827N 0024328W - 590005N 0023947W - 592701N 0015743W - 592759N 0015343W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD809S MORAY FIRTH (SOUTH) 582600N 0024048W following the line of latitude to - 582600N 0015049W - 575000N 0015840W following the line of latitude to - 575000N 0022415W - 581630N 0024345W - 582600N 0024048W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (VLOS/BVLOS) / High Energy Manoeuvres. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD809SZ MORAY FIRTH (SOUTH) FBZ 583059N 0024419W following the line of latitude to - 583059N 0014631W - 582738N 0014052W - 574732N 0014947W - 574501N 0015507W following the line of latitude to - 574501N 0022708W - 574645N 0023155W - 581557N 0025331W - 582836N 0024938W - 583059N 0024419W	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.

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**
EGD902B SAXAVORD 610000N 0010600W following the line of latitude to - 610000N 0002500W - 604600N 0002500W following the line of latitude to - 604600N 0010600W - 610000N 0010600W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902BZ SAXAVORD FBZ 610000N 0010802W following the line of latitude to - 610000N 0002257W - 604537N 0002257W - 604505N 0002353W - 604500N 0002449W following the line of latitude to - 604500N 0010614W - 604510N 0010715W - 604538N 0010803W - 610000N 0010802W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902C SAXAVORD 604600N 0010600W following the line of latitude to - 604600N 0002500W - 604000N 0002500W following the line of latitude to - 604000N 0010600W - 604600N 0010600W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902CZ SAXAVORD FBZ 604700N 0010634W following the line of latitude to - 604700N 0002430W - 604647N 0002338W - 604617N 0002257W - 603918N 0002257W - 603900N 0002416W following the line of latitude to - 603900N 0010622W - 603906N 0010656W - 603920N 0010734W - 603945N 0010802W - 604617N 0010803W - 604644N 0010730W - 604700N 0010634W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
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.

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
EGD902EZ SAXAVORD FBZ 610000N 0000243W following the line of latitude to - 610000N 0000000E - 604704N 0000000E - 603918N 0002257W - 603900N 0002416W following the line of latitude to - 603900N 0002605W - 603941N 0002705W - 604541N 0002704W - 604621N 0002704W - 610000N 0000243W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902F SAXAVORD 610000N 0020445W following the line of latitude to - 610000N 0013000W - 604805N 0013000W - 610000N 0020445W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902FZ SAXAVORD FBZ 610000N 0020819W following the line of latitude to - 610000N 0012753W - 604748N 0012758W - 604715N 0012837W - 604657N 0013016W - 604725N 0013137W - 610000N 0020819W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902G SAXAVORD 610000N 0013000W following the line of latitude to - 610000N 0010600W - 604600N 0010600W - 610000N 0013000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
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		

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**
EGP611 COULPORT / FASLANE A circle, 2 NM radius, centred at 560331N 0045159W	Upper limit: 2200 FT ALT Lower limit: SFC	SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGP813 DOUNREAY A circle, 2 NM radius, centred at 583435N 0034434W	Upper limit: 2100 FT ALT Lower limit: SFC	SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.

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

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
EGR105 HIGHGROVE HOUSE A circle, 1.5 NM radius, centred at 513720N 0021050W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Service; any aircraft flying in the service of the Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Gloucestershire Constabulary Royalty Household Protection Group; any aircraft either operated by a member of the Royal Family, or landing in the grounds of Highgrove House at the invitation of the person in charge of the household there, provided that the Gloucestershire Constabulary Royalty Household Protection Group has been informed in advance of such intended flight or landing. SI 907/2018. Contact: Refer to Statutory Instrument.
EGR106 RAYMILL HOUSE, LACOCK A circle, 1 NM radius, centred at 512523N 0020646W	Upper limit: 1600 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Services; any aircraft flying in the service of Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight. Flying in accordance with an agreed exemption issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department. SI 703/2021. Contact: Refer to Statutory Instrument.
EGR107 BELMARSH 513020N 0000529E thence clockwise by the arc of a circle radius 0.5 NM centred on 512951N 0000541E to 512943N 0000454E - 513020N 0000529E	Upper limit: 2000 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter for the purpose of carrying out an IFR approach to London/City Airport for cloud break purposes. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 as amended by SI 1993/2123. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
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.

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**
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.
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: www.nats.co.uk/nsf
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: www.nats.co.uk/nsf

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
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: www.nats.co.uk/nsf
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.
EGR162 SS RICHARD MONTGOMERY A circle, 0.5 NM radius, centred at 512758N 0004712E	Upper limit: 13200 FT ALT Lower limit: SFC	Flight permitted by: any aircraft operated by or on behalf of a Police Air Support Unit flying in response to an emergency situation; any aircraft operated by or on behalf of an Emergency Medical Service flying in response to an emergency situation; any aircraft operated by or on behalf of the Maritime and Coastguard Agency flying in response to an emergency situation; any aircraft operating with the written permission of the Secretary of State. SI www.legislation.gov.uk. Contact: Department for Transport, Restriction of Flying Team, Great Minster House, 33 Horseferry Road, London, SW1P 4DR, Tel: 0300-330 3000, Email: contactdft@dft.gov.uk.

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**
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.
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

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
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.
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.

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
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.
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.

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
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.
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.

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
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 following the line of latitude to - 583000N 0043000W - 582500N 0043000W - 583000N 0042000W following the line of latitude to - 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 following the line of latitude to - 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.
EGR610C THE HIGHLANDS 582218N 0033224W - 581434N 0031929W - 581121N 0032654W - 581900N 0033940W - 582218N 0033224W	Upper limit: 2000 FT ALT Lower limit: SFC	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. 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
EGR610D THE HIGHLANDS 574900N 0040606W - 574500N 0040254W - 574234N 0041056W - 573900N 0043000W - 574700N 0042500W - 574900N 0040606W	Upper limit: 2000 FT ALT Lower limit: SFC	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. 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.
EGR704 BALMORAL A circle, 1 NM radius, centred at 570227N 0031349W	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 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. SI 2019/1321. Contact: Refer to Statutory Instrument. 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.
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.

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**
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 346 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
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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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
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

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
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
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

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**
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.
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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: https://nsf.nats.aero/drones-and-model-aircraft/ 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: Info@londonheliport.co.uk HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 125 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
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: https://nsf.nats.aero/drones-and-model-aircraft/ 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
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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: https://nsf.nats.aero/drones-and-model-aircraft/ HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 62 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
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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 141 FT AMSL
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

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
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.
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.
EGRU184 NSA THORNEY ISLAND 504954N 0005617W - 505001N 0005501W - 504929N 0005412W - 504813N 0005414W - 504820N 0005515W - 504845N 0005544W - 504856N 0005633W - 504939N 0005629W - 504954N 0005617W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA THORNEY ISLAND . NSA THORNEY ISLAND email: ARMY-RAR-site10@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 46 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
EGRU185 NSA BOSCOMBE DOWN 511014N 0014513W - 510955N 0014335W - 510832N 0014326W - 510826N 0014617W - 510833N 0014628W - 511014N 0014513W	Upper limit: 900 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA BOSCOMBE DOWN. NSA BOSCOMBE DOWN email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 425 FT AMSL
EGRU186 NSA CORSHAM 512521N 0021317W - 512549N 0021232W - 512542N 0021224W - 512523N 0021225W - 512512N 0021240W - 512508N 0021250W - 512521N 0021317W	Upper limit: 900 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA CORSHAM. NSA CORSHAM email: STRATCOM-RAR-site29@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 442 FT AMSL
EGRU187 NSA DEVONPORT (AREA 1) 502354N 0041223W - 502412N 0041209W - 502359N 0041105W - 502337N 0041033W - 502248N 0041058W - 502246N 0041108W - 502354N 0041223W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA DEVONPORT (AREA 1). NSA DEVONPORT (AREA 1) email: NAVYNBCD-OPSCELL@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 193 FT AMSL
EGRU188 NSA DEVONPORT (AREA 2) 502231N 0041104W - 502242N 0041042W - 502243N 0041035W - 502237N 0041034W - 502159N 0041048W - 502153N 0041053W - 502202N 0041108W - 502231N 0041104W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA DEVONPORT (AREA 2). NSA DEVONPORT (AREA 2) email: NAVYNBCD-OPSCELL@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 123 FT AMSL
EGRU189 NSA GOSPORT 505021N 0010932W - 505006N 0010856W - 504938N 0010839W - 504905N 0010831W - 504901N 0010857W - 504904N 0010938W - 504923N 0010952W - 504952N 0010958W - 505021N 0010932W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA GOSPORT. NSA GOSPORT email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 82 FT AMSL
EGRU190 NSA HORSEA ISLAND 505017N 0010625W - 505024N 0010622W - 505002N 0010529W - 504955N 0010532W - 504952N 0010538W - 505017N 0010625W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA HORSEA ISLAND . NSA HORSEA ISLAND email: NAVY-RAR-site27@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 32 FT AMSL
EGRU191 NSA TAUNTON 510129N 0030443W - 510129N 0030436W - 510126N 0030424W - 510118N 0030422W - 510117N 0030431W - 510118N 0030438W - 510124N 0030449W - 510129N 0030443W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA TAUNTON . NSA TAUNTON email: security.resilience@ukho.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 134 FT AMSL
EGRU192 NSA OAKHANGER 510700N 0005500W - 510705N 0005446W - 510707N 0005424W - 510705N 0005408W - 510648N 0005412W - 510642N 0005423W - 510642N 0005431W - 510650N 0005455W - 510700N 0005500W	Upper limit: 800 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA OAKHANGER. NSA OAKHANGER email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 399 FT AMSL
EGRU193 NSA PLYMOUTH 502512N 0041205W - 502545N 0041129W - 502535N 0041105W - 502524N 0041116W - 502528N 0041127W - 502508N 0041139W - 502458N 0041111W - 502439N 0041055W - 502429N 0041120W - 502430N 0041207W - 502512N 0041205W	Upper limit: 700 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA PLYMOUTH. NSA PLYMOUTH email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 290 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
EGRU194 NSA POOLE (AREA 1) 504247N 0020121W - 504250N 0020118W - 504248N 0020110W - 504242N 0020115W - 504242N 0020117W - 504243N 0020122W - 504247N 0020121W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA POOLE (AREA 1). NSA POOLE (AREA 1) email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 17 FT AMSL
EGRU195 NSA POOLE (AREA 2) 504321N 0020143W - 504327N 0020115W - 504259N 0020103W - 504256N 0020106W - 504254N 0020112W - 504256N 0020123W - 504308N 0020142W - 504321N 0020143W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA POOLE (AREA 2). NSA POOLE (AREA 2) email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 90 FT AMSL
EGRU196 NSA PORTON DOWN 510801N 0014248W - 510951N 0013834W - 510935N 0013734W - 510809N 0013659W - 510733N 0013737W - 510703N 0013842W - 510601N 0014317W - 510637N 0014447W - 510801N 0014248W	Upper limit: 1100 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA PORTON DOWN. NSA PORTON DOWN email: centralenq@dstl.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 624 FT AMSL
EGRU197 NSA PORTSMOUTH 504827N 0010648W - 504843N 0010616W - 504835N 0010528W - 504829N 0010524W - 504817N 0010521W - 504800N 0010541W - 504759N 0010618W - 504752N 0010636W - 504752N 0010647W - 504827N 0010648W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA PORTSMOUTH. NSA PORTSMOUTH email: NAVY-RAR-site28@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 34 FT AMSL
EGRU198 NSA SOUTHWICK PARK 505246N 0010614W - 505239N 0010540W - 505234N 0010528W - 505224N 0010555W - 505224N 0010636W - 505226N 0010643W - 505236N 0010634W - 505246N 0010614W	Upper limit: 700 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA SOUTHWICK PARK. NSA SOUTHWICK PARK email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 209 FT AMSL
EGRU199 NSA WHALE ISLAND 504908N 0010558W - 504913N 0010553W - 504914N 0010546W - 504909N 0010539W - 504854N 0010533W - 504846N 0010542W - 504845N 0010604W - 504849N 0010607W - 504908N 0010558W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA WHALE ISLAND. NSA WHALE ISLAND email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 43 FT AMSL
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 http://www.flyuav.co.uk.
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 http://www.flyuav.co.uk.
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 http://www.flyuav.co.uk.
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

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
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
EGRU203C SHOBDON 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

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
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
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

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**
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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
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

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
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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 243 FT AMSL
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

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
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
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: drone.RFZapplication@justice.gov.uk 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: https://www.norwichairport.co.uk/airfield-pilot-information/ HMPPS email: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 361 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
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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 371 FT AMSL
EGRU256 HMP STOKE 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk 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: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 59 FT AMSL
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

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
EGRU264 NSA ABBEYWOOD 513039N 0023311W - 513039N 0023303W - 513035N 0023302W - 513032N 0023310W - 513024N 0023320W - 513017N 0023259W - 513007N 0023318W - 512956N 0023351W - 513004N 0023358W - 513020N 0023344W - 513039N 0023311W	Upper limit: 700 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA ABBEYWOOD. NSA ABBEYWOOD email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 247 FT AMSL
EGRU265 NSA ALCONBURY 522204N 0001358W - 522218N 0001334W - 522214N 0001254W - 522206N 0001239W - 522135N 0001244W - 522130N 0001253W - 522204N 0001358W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA ALCONBURY. NSA ALCONBURY email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 175 FT AMSL
EGRU266 NSA ALDERMASTON 512231N 0010853W - 512241N 0010801W - 512211N 0010719W - 512156N 0010742W - 512135N 0010903W - 512139N 0010941W - 512231N 0010853W	Upper limit: 800 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA ALDERMASTON. NSA ALDERMASTON email: SiteControl.Operations@awe.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 386 FT AMSL
EGRU267 NSA BURGHFIELD 512459N 0010153W - 512439N 0010043W - 512406N 0010116W - 512357N 0010140W - 512400N 0010151W - 512459N 0010153W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA BURGHFIELD . NSA BURGHFIELD email: SiteControl.Operations@awe.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 181 FT AMSL
EGRU268 NSA BRIZE NORTON 514519N 0013523W - 514542N 0013513W - 514550N 0013449W - 514553N 0013418W - 514523N 0013335W - 514459N 0013323W - 514414N 0013349W - 514437N 0013627W - 514449N 0013633W - 514519N 0013523W	Upper limit: 800 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA BRIZE NORTON. NSA BRIZE NORTON email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 316 FT AMSL
EGRU269 NSA CROUGHTON 515938N 0011154W - 515949N 0011138W - 515950N 0011058W - 515946N 0010943W - 515903N 0011026W - 515854N 0011047W - 515847N 0011136W - 515938N 0011154W	Upper limit: 900 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA CROUGHTON. NSA CROUGHTON email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 460 FT AMSL
EGRU270 NSA DONNINGTON 524349N 0022758W - 524346N 0022724W - 524359N 0022710W - 524350N 0022624W - 524332N 0022613W - 524327N 0022614W - 524301N 0022706W - 524332N 0022749W - 524349N 0022758W	Upper limit: 700 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA DONNINGTON. NSA DONNINGTON email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 252 FT AMSL
EGRU271 NSA FAIRFORD 514103N 0014911W - 514204N 0014628W - 514200N 0014605W - 514131N 0014545W - 514035N 0014529W - 514022N 0014634W - 514028N 0014819W - 514048N 0014901W - 514103N 0014911W	Upper limit: 800 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA FAIRFORD. NSA FAIRFORD email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 351 FT AMSL
EGRU272 NSA FELTWELL 522858N 0003018E - 522907N 0003029E - 522909N 0003109E - 522857N 0003139E - 522842N 0003145E - 522822N 0003104E - 522830N 0003035E - 522858N 0003018E	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA FELTWELL. NSA FELTWELL email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 69 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
EGRU273 NSA CREDENHILL 520521N 0024802W - 520521N 0024751W - 520505N 0024712W - 520454N 0024718W - 520441N 0024743W - 520447N 0024813W - 520459N 0024814W - 520521N 0024802W	Upper limit: 1000 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA CREDENHILL . NSA CREDENHILL email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 567 FT AMSL
EGRU274 NSA KINETON 520947N 0012823W - 521013N 0012656W - 520932N 0012604W - 520842N 0012636W - 520738N 0012811W - 520815N 0013022W - 520858N 0012943W - 520947N 0012823W	Upper limit: 800 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA KINETON. NSA KINETON email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 398 FT AMSL
EGRU275 NSA LAKENHEATH 522419N 0003201E - 522522N 0003223E - 522522N 0003529E - 522400N 0003435E - 522323N 0003244E - 522303N 0003232E - 522305N 0003204E - 522325N 0003158E - 522419N 0003201E	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA LAKENHEATH. NSA LAKENHEATH email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 109 FT AMSL
EGRU276 NSA MARHAM 523857N 0003157E - 523941N 0003241E - 523950N 0003414E - 523945N 0003452E - 523916N 0003528E - 523820N 0003356E - 523806N 0003225E - 523814N 0003156E - 523829N 0003146E - 523857N 0003157E	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA MARHAM. NSA MARHAM email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 139 FT AMSL
EGRU277 NSA MILDENHALL 522214N 0002746E - 522227N 0002816E - 522147N 0003052E - 522127N 0003054E - 522105N 0002913E - 522128N 0002750E - 522152N 0002729E - 522214N 0002746E	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA MILDENHALL. NSA MILDENHALL email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 52 FT AMSL
EGRU278 NSA MOLESWORTH 522327N 0002556W - 522337N 0002539W - 522344N 0002506W - 522315N 0002402W - 522247N 0002410W - 522239N 0002546W - 522244N 0002603W - 522300N 0002618W - 522327N 0002556W	Upper limit: 700 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA MOLESWORTH. NSA MOLESWORTH email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 296 FT AMSL
EGRU279 NSA NORTHWOOD 513714N 0002447W - 513720N 0002439W - 513719N 0002430W - 513717N 0002428W - 513705N 0002427W - 513700N 0002431W - 513703N 0002447W - 513706N 0002451W - 513714N 0002447W	Upper limit: 900 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA NORTHWOOD. NSA NORTHWOOD email: STRATCOM-RAR-site32@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 422 FT AMSL
EGRU280 NSA PONTRILAS 515826N 0025332W - 515836N 0025306W - 515832N 0025203W - 515828N 0025144W - 515748N 0025137W - 515735N 0025154W - 515714N 0025241W - 515819N 0025332W - 515826N 0025332W	Upper limit: 1000 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA PONTRILAS. NSA PONTRILAS email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 567 FT AMSL
EGRU281 NSA RAYNESWAY 525446N 0012606W - 525437N 0012549W - 525425N 0012553W - 525424N 0012603W - 525430N 0012607W - 525437N 0012620W - 525440N 0012623W - 525446N 0012606W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA RAYNESWAY. NSA RAYNESWAY email: RR-RAR-site23@rolls-royce.com Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 143 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
EGRU282 NSA SENNYBRIDGE 515711N 0033416W - 515712N 0033411W - 515708N 0033356W - 515659N 0033401W - 515644N 0033421W - 515642N 0033429W - 515644N 0033434W - 515652N 0033439W - 515656N 0033437W - 515711N 0033416W	Upper limit: 1100 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA SENNYBRIDGE. NSA SENNYBRIDGE email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 699 FT AMSL
EGRU283 NSA ST ATHAN 512443N 0032704W - 512446N 0032653W - 512443N 0032505W - 512421N 0032500W - 512410N 0032546W - 512403N 0032652W - 512419N 0032716W - 512443N 0032704W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA ST ATHAN. NSA ST ATHAN email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 197 FT AMSL
EGRU284 NSA WELFORD 512821N 0012503W - 512901N 0012433W - 512845N 0012342W - 512754N 0012304W - 512728N 0012337W - 512729N 0012357W - 512821N 0012503W	Upper limit: 1000 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA WELFORD. NSA WELFORD email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 593 FT AMSL
EGRU285 NSA WYTON 522117N 0000754W - 522128N 0000736W - 522124N 0000641W - 522106N 0000625W - 522057N 0000634W - 522044N 0000700W - 522044N 0000706W - 522117N 0000754W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA WYTON. NSA WYTON email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 149 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: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 86 FT AMSL
EGRU326 HMP ASKHAM GRANGE 535551N 0011124W - 535552N 0011041W - 535537N 0011031W - 535520N 0011046W - 535516N 0011105W - 535520N 0011123W - 535539N 0011137W - 535551N 0011124W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 104 FT AMSL
EGRU327 HMP BERWYN 530233N 0025539W - 530210N 0025453W - 530137N 0025537W - 530159N 0025625W - 530233N 0025539W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 118 FT AMSL
EGRU328 HMP BUCKLEY HALL 533825N 0020916W - 533826N 0020823W - 533805N 0020814W - 533754N 0020816W - 533744N 0020841W - 533758N 0020909W - 533825N 0020916W	Upper limit: 1000 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 585 FT AMSL
EGRU329 HMP DONCASTER 533154N 0010840W - 533130N 0010807W - 533104N 0010843W - 533126N 0010928W - 533154N 0010840W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 55 FT AMSL
EGRU330 HMP FOREST BANK 533113N 0021811W - 533102N 0021732W - 533047N 0021730W - 533029N 0021808W - 533056N 0021847W - 533113N 0021811W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 128 FT AMSL

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

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: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 89 FT AMSL
EGRU353 CARR GATE A circle, 0.5 NM radius, centred at 534238N 0013222W	Upper limit: 1400 FT ALT Lower limit: SFC	Unmanned Aircraft Restriction. H24. National Police Air Service activity. Permissions to fly UAS within the Restricted Area are to be obtained from NPAS Operations Centre via email: ops.centre@npas.police.uk or telephone: 01924-962814. Site elevation: 403 FT AMSL
EGRU354 NSA CONINGSBY 530539N 0001104W - 530604N 0001032W - 530606N 0001009W - 530556N 0000836W - 530544N 0000836W - 530501N 0000946W - 530455N 0001022W - 530456N 0001038W - 530509N 0001127W - 530539N 0001104W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA CONINGSBY. NSA CONINGSBY email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 31 FT AMSL
EGRU355 NSA DIGBY 530624N 0002714W - 530619N 0002614W - 530614N 0002555W - 530552N 0002546W - 530538N 0002557W - 530542N 0002722W - 530602N 0002721W - 530624N 0002714W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA DIGBY. NSA DIGBY email: STRATCOM-RAR-site30@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 138 FT AMSL
EGRU356 NSA WADDINGTON 531039N 0003217W - 531051N 0003102W - 531001N 0003021W - 530906N 0003133W - 530906N 0003148W - 530911N 0003204W - 531039N 0003217W	Upper limit: 700 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA WADDINGTON. NSA WADDINGTON email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 255 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

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
EGRU402C BELFAST ALDERGROVE RWY 25 544109N 0060745W - 544039N 0060721W - 544015N 0060852W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 544044N 0060916W - 544109N 0060745W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU402D BELFAST ALDERGROVE RWY 17 544157N 0061536W - 544207N 0061443W - 544146N 0061431W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 544131N 0061521W - 544157N 0061536W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU402E BELFAST ALDERGROVE RWY 35 543604N 0061119W - 543554N 0061212W - 543657N 0061247W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 543702N 0061152W - 543604N 0061119W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU403A BELFAST/CITY A circle, 2 NM radius, centred at 543705N 0055221W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU403B BELFAST/CITY RWY 04 543421N 0055503W - 543440N 0055549W - 543537N 0055441W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543705N 0055221W to 543518N 0055355W - 543421N 0055503W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU403C BELFAST/CITY RWY 22 543951N 0054936W - 543933N 0054850W - 543833N 0055002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543705N 0055221W to 543852N 0055047W - 543951N 0054936W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404A NEWTOWNARDS A circle, 2 NM radius, centred at 543452N 0054131W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404B NEWTOWNARDS RWY 03 543214N 0054343W - 543231N 0054430W - 543319N 0054340W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543302N 0054253W - 543214N 0054343W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

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
EGRU404F NEWTOWNARDS RWY 15 543716N 0054418W - 543733N 0054330W - 543645N 0054241W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543630N 0054331W - 543716N 0054418W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404G NEWTOWNARDS RWY 33 543241N 0053834W - 543224N 0053922W - 543304N 0054002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543322N 0053916W - 543241N 0053834W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU406A WALNEY A circle, 2 NM radius, centred at 540752N 0031548W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU406B WALNEY RWY 17 541032N 0031742W - 541040N 0031649W - 540949N 0031628W thence anti-clockwise by the arc of a circle radius 2 NM centred on 540752N 0031548W to 540939N 0031720W - 541032N 0031742W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU406C WALNEY RWY 35 540454N 0031423W - 540447N 0031517W - 540552N 0031544W thence anti-clockwise by the arc of a circle radius 2 NM centred on 540752N 0031548W to 540557N 0031450W - 540454N 0031423W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408A LEEMING A circle, 2.5 NM radius, centred at 541733N 0013207W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408B LEEMING RWY 16 542028N 0013452W - 542041N 0013402W - 541955N 0013327W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541942N 0013417W - 542028N 0013452W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408C LEEMING RWY 34 541438N 0012923W - 541425N 0013013W - 541511N 0013048W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541524N 0012958W - 541438N 0012923W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408D LEEMING RWY 03 541517N 0013411W - 541532N 0013459W - 541539N 0013453W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541521N 0013407W - 541517N 0013411W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408E LEEMING RWY 21 542039N 0013015W - 542024N 0012927W - 541944N 0013003W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541957N 0013055W - 542039N 0013015W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU409A TEESSIDE INTERNATIONAL A circle, 2.5 NM radius, centred at 543033N 0012546W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

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
EGRU409B TEESSIDE INTERNATIONAL RWY 05 542807N 0012938W - 542831N 0013016W - 542904N 0012913W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543033N 0012546W to 542840N 0012836W - 542807N 0012938W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU409C TEESSIDE INTERNATIONAL RWY 23 543259N 0012153W - 543235N 0012115W - 543202N 0012219W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543033N 0012546W to 543226N 0012256W - 543259N 0012153W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410A TOPCLIFFE A circle, 2 NM radius, centred at 541220N 0012254W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410B TOPCLIFFE RWY 02 540928N 0012421W - 540940N 0012512W - 541036N 0012434W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541024N 0012343W - 540928N 0012421W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410C TOPCLIFFE RWY 20 541524N 0012119W - 541512N 0012027W - 541405N 0012113W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541417N 0012204W - 541524N 0012119W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410D TOPCLIFFE RWY 13 541355N 0012720W - 541421N 0012647W - 541344N 0012520W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541318N 0012553W - 541355N 0012720W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410E TOPCLIFFE RWY 31 541053N 0011838W - 541027N 0011910W - 541059N 0012024W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541125N 0011953W - 541053N 0011838W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410F TOPCLIFFE RWY 07 541107N 0012746W - 541138N 0012800W - 541155N 0012614W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541124N 0012555W - 541107N 0012746W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
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

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
EGRU413 HMP DEERBOLT 543255N 0015600W - 543222N 0015541W - 543214N 0015609W - 543221N 0015700W - 543244N 0015701W - 543255N 0015600W	Upper limit: 1100 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 602 FT AMSL
EGRU414 HMP DURHAM 544641N 0013402W - 544635N 0013340W - 544614N 0013337W - 544602N 0013352W - 544609N 0013429W - 544637N 0013440W - 544641N 0013402W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 196 FT AMSL
EGRU415 HMP FRANKLAND/LOW NEWTON 544839N 0013233W - 544800N 0013221W - 544753N 0013317W - 544810N 0013351W - 544832N 0013351W - 544839N 0013233W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 208 FT AMSL
EGRU416 HMP HOLME HOUSE 543500N 0011748W - 543500N 0011715W - 543433N 0011658W - 543422N 0011718W - 543423N 0011748W - 543435N 0011809W - 543448N 0011809W - 543500N 0011748W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 39 FT AMSL
EGRU417 HMP LANCASTER FARMS 540337N 0024623W - 540334N 0024557W - 540325N 0024544W - 540304N 0024548W - 540255N 0024607W - 540256N 0024629W - 540309N 0024645W - 540329N 0024641W - 540337N 0024623W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 238 FT AMSL
EGRU418 NSA BARROW-IN-FURNESS 540640N 0031424W - 540644N 0031409W - 540634N 0031339W - 540627N 0031344W - 540615N 0031302W - 540611N 0031310W - 540612N 0031327W - 540619N 0031351W - 540607N 0031400W - 540557N 0031323W - 540551N 0031343W - 540559N 0031405W - 540612N 0031423W - 540628N 0031428W - 540640N 0031424W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA BARROW-IN-FURNESS . NSA BARROW-IN-FURNESS email: egnl.admin@baesystems.com Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 75 FT AMSL
EGRU419 NSA FYLINGDALES 542314N 0004052W - 542319N 0004001W - 542312N 0003911W - 542255N 0003836W - 542229N 0003809W - 542108N 0003955W - 542108N 0004109W - 542238N 0004103W - 542314N 0004052W	Upper limit: 1400 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA FYLINGDALES. NSA FYLINGDALES email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 947 FT AMSL
EGRU420 NSA LONGTOWN 550021N 0025940W - 545944N 0025911W - 545846N 0030111W - 545853N 0030130W - 545923N 0030200W - 550021N 0025940W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA LONGTOWN. NSA LONGTOWN email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 72 FT AMSL
EGRU421 NSA MENWITH HILL 540054N 0014200W - 540101N 0014053W - 540009N 0014022W - 535955N 0014131W - 540054N 0014200W	Upper limit: 1200 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA MENWITH HILL. NSA MENWITH HILL email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 781 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
EGRU422 NSA HOLYWOOD 543757N 0055046W - 543750N 0055026W - 543725N 0055029W - 543717N 0055044W - 543722N 0055111W - 543734N 0055055W - 543738N 0055107W - 543757N 0055046W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA HOLYWOOD. NSA HOLYWOOD email: ARMY-RAR-site8@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 114 FT AMSL
EGRU423 NSA LISBURN 543137N 0060309W - 543139N 0060235W - 543129N 0060230W - 543116N 0060254W - 543110N 0060322W - 543129N 0060323W - 543137N 0060309W	Upper limit: 700 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA LISBURN. NSA LISBURN email: ARMY-RAR-site9@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 260 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

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
EGRU503B CAMPBELTOWN RWY 11 552646N 0054608W - 552717N 0054552W - 552704N 0054430W thence anti-clockwise by the arc of a circle radius 2 NM centred on 552615N 0054117W to 552633N 0054446W - 552646N 0054608W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU503C CAMPBELTOWN RWY 29 552535N 0053529W - 552504N 0053544W - 552527N 0053804W thence anti-clockwise by the arc of a circle radius 2 NM centred on 552615N 0054117W to 552558N 0053749W - 552535N 0053529W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU504A PRESTWICK A circle, 2.5 NM radius, centred at 553034N 0043540W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU504B PRESTWICK RWY 02 552644N 0043643W - 552657N 0043735W - 552808N 0043640W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 552804N 0043541W - 552644N 0043643W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU504C PRESTWICK RWY 20 553247N 0043304W - 553234N 0043212W - 553215N 0043226W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 553237N 0043311W - 553247N 0043304W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

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
EGRU506B CUMBERNAULD RWY 07 555721N 0040320W - 555752N 0040338W - 555809N 0040202W thence anti-clockwise by the arc of a circle radius 2 NM centred on 555829N 0035832W to 555738N 0040145W - 555721N 0040320W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU506C CUMBERNAULD RWY 25 555937N 0035343W - 555906N 0035325W - 555849N 0035501W thence anti-clockwise by the arc of a circle radius 2 NM centred on 555829N 0035832W to 555920N 0035518W - 555937N 0035343W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU507A EDINBURGH A circle, 2.5 NM radius, centred at 555700N 0032221W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU507B EDINBURGH RWY 06 555504N 0032705W - 555532N 0032735W - 555557N 0032623W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555700N 0032221W to 555529N 0032553W - 555504N 0032705W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU507C EDINBURGH RWY 24 555855N 0031737W - 555827N 0031707W - 555803N 0031819W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555700N 0032221W to 555831N 0031849W - 555855N 0031737W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU508A NEWCASTLE A circle, 2.5 NM radius, centred at 550217N 0014123W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU508B NEWCASTLE RWY 07 550040N 0014620W - 550109N 0014644W - 550129N 0014530W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550217N 0014123W to 550059N 0014507W - 550040N 0014620W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU508C NEWCASTLE RWY 25 550353N 0013627W - 550324N 0013603W - 550304N 0013716W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550217N 0014123W to 550334N 0013740W - 550353N 0013627W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU509A KIRKNEWTON A circle, 2 NM radius, centred at 555224N 0032355W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU510 HMP NORTHUMBERLAND 551818N 0013757W - 551756N 0013719W - 551743N 0013716W - 551716N 0013805W - 551720N 0013839W - 551737N 0013910W - 551818N 0013757W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 118 FT AMSL
EGRU511 NSA BEITH 554418N 0043803W - 554421N 0043738W - 554347N 0043620W - 554324N 0043633W - 554229N 0043806W - 554325N 0043859W - 554418N 0043803W	Upper limit: 900 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA BEITH. NSA BEITH email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 413 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
EGRU601A TIREE A circle, 2 NM radius, centred at 562957N 0065209W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU601B TIREE RWY 05 562739N 0065554W - 562803N 0065634W - 562848N 0065506W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 562824N 0065426W - 562739N 0065554W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU601C TIREE RWY 23 563213N 0064828W - 563149N 0064748W - 563106N 0064912W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 563130N 0064952W - 563213N 0064828W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU601D TIREE RWY 11 563040N 0065734W - 563111N 0065716W - 563051N 0065522W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 563021N 0065541W - 563040N 0065734W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU601E TIREE RWY 29 562928N 0064712W - 562857N 0064730W - 562911N 0064849W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 562942N 0064834W - 562928N 0064712W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU602A COLL A circle, 2 NM radius, centred at 563607N 0063704W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU603A COLONSAY A circle, 2 NM radius, centred at 560327N 0061435W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU604A OBAN A circle, 2 NM radius, centred at 562749N 0052400W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

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
EGRU605C PERTH/SCONE RWY 21 562910N 0032021W - 562855N 0031930W - 562805N 0032019W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562820N 0032110W - 562910N 0032021W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605D PERTH/SCONE RWY 09 562554N 0032720W - 562627N 0032721W - 562628N 0032602W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562556N 0032554W - 562554N 0032720W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605E PERTH/SCONE RWY 27 562637N 0031711W - 562604N 0031709W - 562603N 0031855W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562635N 0031850W - 562637N 0031711W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605F PERTH/SCONE RWY 15 562844N 0032509W - 562900N 0032418W - 562821N 0032337W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562806N 0032429W - 562844N 0032509W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605G PERTH/SCONE RWY 33 562404N 0031904W - 562348N 0031954W - 562441N 0032050W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562459N 0032002W - 562404N 0031904W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU606A DUNDEE A circle, 2 NM radius, centred at 562709N 0030133W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU606B DUNDEE RWY 09 562654N 0030706W - 562726N 0030705W - 562726N 0030507W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562709N 0030133W to 562654N 0030507W - 562654N 0030706W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

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
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
EGRU608 NSA CLYDE 560956N 0044716W - 560910N 0044423W - 560257N 0044637W - 560211N 0044745W - 560213N 0045132W - 560309N 0045254W - 560402N 0045230W - 560956N 0044716W	Upper limit: 2900 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA CLYDE. NSA CLYDE email: DESPSyA-SecurityAdviceCentre@mod.gov.uk; NAVY-RAR-site25@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 2402 FT AMSL
EGRU609 NSA CROMBIE 560304N 0033225W - 560302N 0033156W - 560227N 0033039W - 560205N 0033052W - 560150N 0033146W - 560225N 0033339W - 560304N 0033225W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA CROMBIE. NSA CROMBIE email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 192 FT AMSL
EGRU701A BARRA A circle, 2 NM radius, centred at 570122N 0072635W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701B BARRA RWY 07 570009N 0073107W - 570038N 0073131W - 570058N 0073010W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570027N 0072950W - 570009N 0073107W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701C BARRA RWY 25 570300N 0072146W - 570230N 0072122W - 570204N 0072310W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570233N 0072338W - 570300N 0072146W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701D BARRA RWY 11 570143N 0073151W - 570214N 0073140W - 570204N 0073000W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570133N 0073014W - 570143N 0073151W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701E BARRA RWY 29 570111N 0072125W - 570039N 0072136W - 570049N 0072304W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570121N 0072255W - 570111N 0072125W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

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
EGRU701G BARRA RWY 33 565921N 0072247W - 565900N 0072332W - 565941N 0072436W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570002N 0072351W - 565921N 0072247W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU702A BENBECULA A circle, 2 NM radius, centred at 572850N 0072150W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU702B BENBECULA RWY 06 572652N 0072615W - 572719N 0072649W - 572756N 0072509W thence anti-clockwise by the arc of a circle radius 2 NM centred on 572850N 0072150W to 572730N 0072435W - 572652N 0072615W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU702C BENBECULA RWY 24 573054N 0071710W - 573027N 0071636W - 572944N 0071832W thence anti-clockwise by the arc of a circle radius 2 NM centred on 572850N 0072150W to 573011N 0071906W - 573054N 0071710W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703A INVERNESS A circle, 2.5 NM radius, centred at 573233N 0040251W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703B INVERNESS RWY 05 573017N 0040700W - 573042N 0040739W - 573108N 0040641W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573044N 0040602W - 573017N 0040700W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703C INVERNESS RWY 23 573450N 0035839W - 573426N 0035800W - 573357N 0035901W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573422N 0035940W - 573450N 0035839W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703D INVERNESS RWY 11 573320N 0040829W - 573350N 0040809W - 573337N 0040702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573307N 0040722W - 573320N 0040829W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703E INVERNESS RWY 29 573154N 0035803W - 573124N 0035823W - 573127N 0035841W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573158N 0035821W - 573154N 0035803W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705A LOSSIEMOUTH A circle, 2.5 NM radius, centred at 574224N 0032016W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
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

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
EGRU705C LOSSIEMOUTH RWY 23 574503N 0031614W - 574441N 0031530W - 574400N 0031642W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574423N 0031726W - 574503N 0031614W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705D LOSSIEMOUTH RWY 10 574228N 0032535W - 574300N 0032529W - 574258N 0032449W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574225N 0032456W - 574228N 0032535W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705E LOSSIEMOUTH RWY 28 574217N 0031343W - 574145N 0031350W - 574152N 0031543W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574224N 0031537W - 574217N 0031343W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706A ABERDEEN/DYCE A circle, 2.5 NM radius, centred at 571209N 0021153W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706B ABERDEEN/DYCE RWY 05 571012N 0021521W - 571035N 0021602W - 571046N 0021542W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571021N 0021503W - 571012N 0021521W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706C ABERDEEN/DYCE RWY 23 571428N 0020830W - 571405N 0020749W - 571347N 0020824W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571409N 0020908W - 571428N 0020830W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706D ABERDEEN/DYCE RWY 14 571403N 0021541W - 571424N 0021456W - 571410N 0021434W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571349N 0021518W - 571403N 0021541W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706E ABERDEEN/DYCE RWY 32 571005N 0020803W - 570944N 0020848W - 571004N 0020920W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571025N 0020835W - 571005N 0020803W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706F ABERDEEN/DYCE RWY 16 571502N 0021434W - 571514N 0021338W - 571433N 0021308W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571421N 0021403W - 571502N 0021434W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706G ABERDEEN/DYCE RWY 34 570915N 0020914W - 570903N 0021009W - 570945N 0021039W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 570957N 0020944W - 570915N 0020914W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

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
EGRU707 NSA KYLE OF LOCHALSH 571648N 0054244W - 571652N 0054232W - 571650N 0054224W - 571647N 0054223W - 571645N 0054226W - 571644N 0054234W - 571648N 0054244W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA KYLE OF LOCHALSH. NSA KYLE OF LOCHALSH email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 39 FT AMSL
EGRU708 NSA LOSSIEMOUTH 574302N 0032056W - 574308N 0031945W - 574258N 0031822W - 574235N 0031818W - 574157N 0031844W - 574138N 0032035W - 574140N 0032130W - 574150N 0032138W - 574302N 0032056W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA LOSSIEMOUTH. NSA LOSSIEMOUTH email: ARops@caa.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 101 FT AMSL
EGRU801A STORNOWAY A circle, 2.5 NM radius, centred at 581256N 0061952W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU801B STORNOWAY RWY 06 581108N 0062422W - 581136N 0062453W - 581150N 0062406W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581123N 0062333W - 581108N 0062422W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU801C STORNOWAY RWY 24 581434N 0061510W - 581406N 0061439W - 581351N 0061528W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581420N 0061557W - 581434N 0061510W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU801D STORNOWAY RWY 18 581607N 0062059W - 581610N 0061958W - 581526N 0061949W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581523N 0062050W - 581607N 0062059W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU801E STORNOWAY RWY 36 580941N 0061844W - 580938N 0061945W - 581027N 0061954W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581030N 0061853W - 580941N 0061844W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU802A WICK A circle, 2 NM radius, centred at 582732N 0030535W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU802B WICK RWY 13 582909N 0031033W - 582935N 0030956W - 582856N 0030818W thence anti-clockwise by the arc of a circle radius 2 NM centred on 582732N 0030535W to 582830N 0030855W - 582909N 0031033W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU802C WICK RWY 31 582555N 0030040W - 582529N 0030117W - 582608N 0030253W thence anti-clockwise by the arc of a circle radius 2 NM centred on 582732N 0030535W to 582633N 0030216W - 582555N 0030040W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU803A KIRKWALL A circle, 2 NM radius, centred at 585729N 0025402W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.

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
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
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

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**
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
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

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**
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).

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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

Name Lateral Limits	Upper - lower Limit System/means of activation announcement/information for Civil Flights	Remarks and time of activity
1	2	3
AARA AREA 14 571900N 0062900W - 554600N 0071700W - 555200N 0075300W - 572500N 0070500W - 571900N 0062900W	Upper limit: FL240 Lower limit: FL180	Remarks: A/A TACAN: (R) 60 - (T) 123. See Note 1. Initial Point: 555700N 0072000W. Control Point: 571100N 0064100W. Controlling Unit: Swanwick (Mil). See Note 2. Comms: As allocated. See Note 3. Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8. Hours: Activated by NOTAM.
NSGA AREA 1 - SCOTLAND 550000N 0050000W - 560000N 0070000W - 590000N 0070000W following the line of latitude to - 590000N 0020000W - 560000N 0020000W following the line of latitude to - 560000N 0030000W - 550000N 0030000W following the line of latitude to - 550000N 0050000W	Upper limit: FL195 Lower limit: FL100	Hours: HJ Daylight hours.
NSGA AREA 1A - BORDERS 550000N 0030000W - 560000N 0030000W following the line of latitude to - 560000N 0020000W - 550000N 0013000W following the line of latitude to - 550000N 0030000W	Upper limit: FL195 Lower limit: FL100	Hours: HJ Daylight hours.
NSGA AREA 2 - GREATER YORKSHIRE 550000N 0030555W following the line of latitude to - 550000N 0020010W - 545604N 0015027W - 534637N 0003203W - 534145N 0011604W - 535309N 0023714W - 540726N 0031558W - 543049N 0033812W - 550000N 0030555W	Upper limit: FL195 Lower limit: FL100	Hours: HJ Daylight hours.
NSGA AREA 3 - DERBYSHIRE 532541N 0014441W - 533440N 0011244W - 531854N 0011656W - 531456N 0005121W - 524539N 0005258W - 530604N 0011927W - 530818N 0013320W - 532541N 0014441W	Upper limit: FL195 Lower limit: FL100	Hours: HJ Daylight hours.
NSGA AREA 4 - WALES 531655N 0043000W - 532117N 0041155W - 531854N 0031644W - 525749N 0024744W - 524143N 0021912W - 521226N 0015238W - 514441N 0021125W - 513815N 0022708W - 513709N 0030425W - 515105N 0041855W - 524356N 0043000W - 531655N 0043000W	Upper limit: FL195 Lower limit: FL100	Hours: HJ Daylight hours.
NSGA AREA 5 - DARTMOOR 504907N 0040425W - 503741N 0035343W - 502314N 0035343W - 502700N 0042714W - 503747N 0042102W - 504907N 0040425W	Upper limit: FL195 Lower limit: FL100	Hours: HJ Daylight hours.
NSGA AREA 6 - NORTHERN IRELAND 550000N 0071046W following the line of latitude to - 550000N 0064000W - 545000N 0064000W following the line of latitude to - 545000N 0071600W - 545617N 0071600W - 550000N 0071046W	Upper limit: FL195 Lower limit: FL100	Hours: HJ Daylight hours.
NSGA AREA 6A - NORTHERN IRELAND EXTENSION 550000N 0071046W - 552500N 0063000W - 550000N 0063000W following the line of latitude to - 550000N 0071046W	Upper limit: FL195 Lower limit: FL100	Hours: HJ Daylight hours.

Note 1: *(R) Receiver. (T) Tanker. Secondary A/A TACAN channels are the reverse of the primary channels.*

Note 2: *Swanwick (Mil); crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays.*

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

Note 3: *Discrete Frequencies for AAR towline use are Primary 343.650, Secondary 264.925 and Tertiary 315.600.*

Note 4: *AARA 10 East and AARA 10 West. AARA 10 East is only available for Tanker-Trails routeing from UK to foreign destinations or vice versa. AARA 10 West is positioned clear of the main North/South Axis routes N862, (U)N864 and UN22 and is available for routine AAR sorties in UK. As AARA 10 and AARA 11 overlap, Tanker Plans will ensure that reservations are de-conflicted either by time or by use of different altitude reservations.*

Note 5: *AARA 13. Flight trial profiles may dictate that the RV takes place outside AARA 13. It remains the responsibility of the Tanker Controller to co-ordinate with other airspace users as necessary.*

Note 6: *In Areas designated as Permanently available for Air-to-Air Refuelling, the amount of warning concerning refuelling operations can be so minimal as to preclude notification by normal methods.*

Note 7: *Where Air-to-Air Refuelling Areas lie inside Free Route Airspace or are coincident with ATS Routes, civil / military co-ordination procedures are applied to minimise disruption to the planned flight profiles or the aircraft concerned.*

Note 8: *Where AARAs are required between FL 195 and FL 245 outside the normal hours of TRAs 001-008 (See ENR 5.2-2/3), the appropriate TRAs are booked via the MAMC - Managed Airspace before 1100 hours at D-1.*

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
UK ORBIT AREA 10 LOBE 02 A circle, 15 NM radius, centred at 584400N 0011000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 10 LOBE 03 A circle, 15 NM radius, centred at 580600N 0021500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 10 LOBE 04 A circle, 15 NM radius, centred at 580600N 0005000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 11 600000N 0095000W - 600000N 0060000W - 584000N 0060000W - 582000N 0070000W - 582000N 0095000W - 600000N 0095000W	Upper limit: FL330 Lower limit: FL290		Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.
UK ORBIT AREA 11 LOBE 01 A circle, 20 NM radius, centred at 593800N 0090000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 11 LOBE 02 A circle, 20 NM radius, centred at 593800N 0070000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 11 LOBE 03 A circle, 20 NM radius, centred at 584400N 0090000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 11 LOBE 04 A circle, 20 NM radius, centred at 584400N 0070000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 12 605000N 0060000W - 605000N 0002948W - 604329N 0002000W - 593000N 0002000W - 593000N 0060000W - 605000N 0060000W	Upper limit: FL330 Lower limit: FL290		Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.
UK ORBIT AREA 12 LOBE 01 A circle, 20 NM radius, centred at 602500N 0051500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 12 LOBE 02 A circle, 20 NM radius, centred at 602600N 0031000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 12 LOBE 03 A circle, 20 NM radius, centred at 602500N 0010500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 12 LOBE 04 A circle, 20 NM radius, centred at 595500N 0051500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 12 LOBE 05 A circle, 20 NM radius, centred at 595600N 0031000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 12 LOBE 06 A circle, 20 NM radius, centred at 595500N 0010500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
UK ORBIT AREA 13 554200N 0012900E - 551000N 0020000E - 544500N 0020000E - 542800N 0002000E - 544300N 0000800W - 554200N 0005000E - 554200N 0012900E	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.
UK ORBIT AREA 13 LOBE 01 A circle, 15 NM radius, centred at 552500N 0010800E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 13 LOBE 02 A circle, 15 NM radius, centred at 544700N 0003000E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 13 LOBE 03 A circle, 15 NM radius, centred at 545700N 0012700E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
NORTHERN OSA 590000N 0013755E - then along the North Sea Median Line (eastern limit of published Aberdeen Sector) to 560510N 0031455E - 560441N 0024328E - 571227N 0015238W then anti-clockwise around eastern boundary of the Aberdeen CTR/CTZ - 571948N 0015717W - (HACKLEY HD) then along the coastline anti-clockwise to 574044N 0015652W - 590000N 0013930W - 590000N 0013755E	Upper limit: FL100 Lower limit: SFC	Aberdeen Radar.	SARG - Airspace Regulation.	Off-shore helicopter CAT. This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.
SOUTHERN OSA 533544N 0015732E - 533328N 0021621E - 532200N 0023900E - 531143N 0025505E - 523612N 0014423E - then along the coastline to 525242N 0012618E - 532132N 0013545E - 532838N 0014150E - 533544N 0015732E	Upper limit: 3500 FT ALT Lower limit: SFC	Anglia Radar.	SARG - Airspace Regulation.	Off-shore helicopter CAT. This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.
MET RESEARCH FLIGHTS AREA ALPHA 533000N 0010000W - 500000N 0010000W following the line of latitude to - 500000N 0020000W - 485000N 0080000W - 510000N 0080000W - 522000N 0053000W - 533000N 0053000W following the line of latitude to - 533000N 0010000W	Upper limit: FL350 Lower limit: SFC	Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance.	Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com.	The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM.

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
MET RESEARCH FLIGHTS AREA BRAVO 533000N 0030000W following the line of latitude to - 533000N 0053000W - 535500N 0053000W - 542500N 0081000W - 552000N 0065500W - 552600N 0072000W - 552000N 0081600W - 544500N 0090000W - 543500N 0100000W - 610000N 0100000W following the line of latitude to - 610000N 0030000W - 533000N 0030000W	Upper limit: FL350 Lower limit: SFC	Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance.	Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com.	The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM.
MET RESEARCH FLIGHTS AREA CHARLIE 533000N 0030000W - 610000N 0030000W following the line of latitude to - 610000N 0000000E - 600000N 0000000E - 570000N 0050000E - 550000N 0050000E - 533000N 0034000E following the line of latitude to - 533000N 0030000W	Upper limit: FL350 Lower limit: SFC	Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance.	Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com.	The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM.
MET RESEARCH FLIGHTS AREA DELTA 533000N 0010000W following the line of latitude to - 533000N 0034000E - 513000N 0020000E - 510700N 0020000E - 510000N 0013000E - 504000N 0013000E - 500000N 0001500W following the line of latitude to - 500000N 0010000W - 533000N 0010000W	Upper limit: FL350 Lower limit: SFC	Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance.	Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com.	The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM.
UK OPERATING AREA A1 594551N 0083822W - 585614N 0063558W thence clockwise by the arc of a circle radius 10 NM centred on 584830N 0064809W to 584046N 0070015W - 593000N 0090217W thence clockwise by the arc of a circle radius 10 NM centred on 593756N 0085022W to 594551N 0083822W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA A2 601951N 0065322W thence clockwise by the arc of a circle radius 10 NM centred on 601409N 0063652W to 600826N 0062028W - 590240N 0074936W thence clockwise by the arc of a circle radius 10 NM centred on 590812N 0080543W to 591343N 0082156W - 601951N 0065322W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
UK OPERATING AREA B1 604100N 0045539W - 592114N 0045150W thence clockwise by the arc of a circle radius 10 NM centred on 592059N 0051121W to 592040N 0053053W - 604025N 0053618W thence clockwise by the arc of a circle radius 10 NM centred on 604044N 0051558W to 604100N 0045539W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA B2 595907N 0033548W - 595832N 0005634W thence clockwise by the arc of a circle radius 10 NM centred on 594834N 0005707W to 593836N 0005739W - 593910N 0033518W thence clockwise by the arc of a circle radius 10 NM centred on 594909N 0033533W to 595907N 0033548W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA B3 604321N 0030104W - 600350N 0004059W thence clockwise by the arc of a circle radius 10 NM centred on 595515N 0005107W to 594640N 0010110W - 602549N 0032025W thence clockwise by the arc of a circle radius 10 NM centred on 603435N 0031047W to 604321N 0030104W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA B4 604359N 0033137W - 604156N 0004849W thence clockwise by the arc of a circle radius 10 NM centred on 603158N 0004945W to 602200N 0005041W - 602403N 0033150W thence clockwise by the arc of a circle radius 10 NM centred on 603401N 0033143W to 604359N 0033137W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA C1 585616N 0004732W thence clockwise by the arc of a circle radius 10 NM centred on 584752N 0003709W to 583927N 0002651W - 575538N 0023334W thence clockwise by the arc of a circle radius 10 NM centred on 580353N 0024409W to 581207N 0025448W - 585616N 0004732W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA C2 593317N 0000114W - 582137N 0010646E thence clockwise by the arc of a circle radius 10 NM centred on 581717N 0004941E to 581255N 0003241E - 592416N 0003613W thence clockwise by the arc of a circle radius 10 NM centred on 592848N 0001846W to 593317N 0000114W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA D1 573015N 0030218W thence clockwise by the arc of a circle radius 10 NM centred on 572632N 0024507W to 572246N 0022800W - 561320N 0031859W thence clockwise by the arc of a circle radius 10 NM centred on 561700N 0033540W to 562037N 0035224W - 573015N 0030218W	Upper limit: FL350 Lower limit: FL290		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA E1 563737N 0021052W - 553503N 0014659W thence clockwise by the arc of a circle radius 10 NM centred on 553258N 0020413W to 553051N 0022125W - 563318N 0024611W thence clockwise by the arc of a circle radius 10 NM centred on 563529N 0022833W to 563737N 0021052W	Upper limit: FL350 Lower limit: FL290		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.

ENR 5.5 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 07790-174892 Email: office@highglide.co.uk	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.co.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, GALLOWS 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).

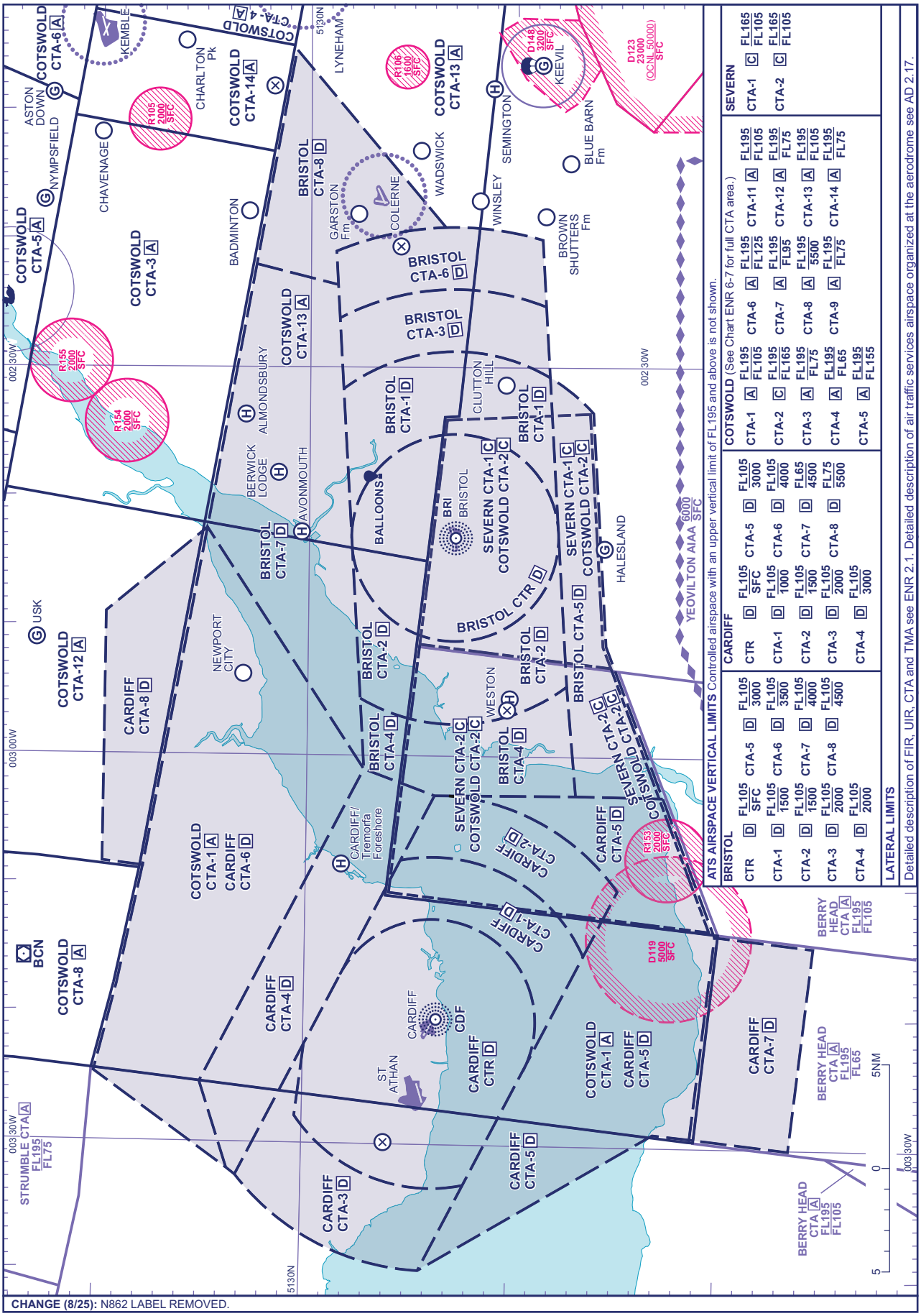
ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

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.
GRANSDEN 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.com.	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: 07838-342764.	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).

BRISTOL/CARDIFF/COTSWOLD/SEVERN CONTROL ZONES AND CONTROL AREAS

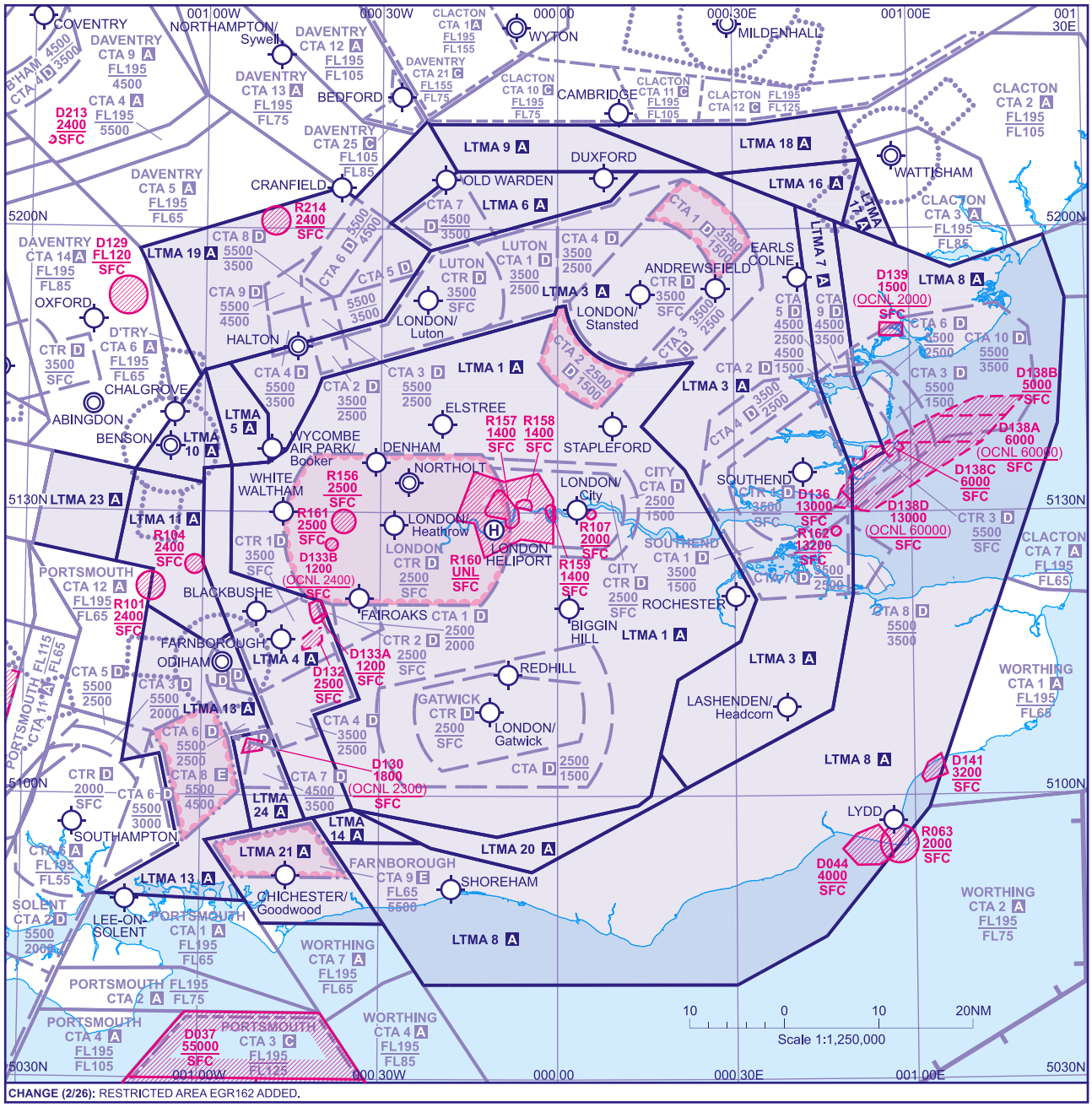


CHANGE (8/25): N862 LABEL REMOVED.

AERO INFO DATE 07 MAY 25

ENR 6-41

LONDON TMA



CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

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

AERO INFO DATE 03 DEC 25

CHART OF UNITED KINGDOM AIRSPACE RESTRICTIONS AND HAZARDOUS AREAS

Danger Areas - All have EG as the national prefix — Scheduled — Notified

† Special Use Airspace Crossing Service available from Identified unit.
§ Special Use Airspace Activity Information Service available from Identified unit.
‡ The upper limit is occasionally raised by Class 1 NOTAM.
✱ Contains airspace subject to byelaws which prohibit entry during the period of danger area activity. See UK AIP GEN 1.6.
‖ For those scheduled danger areas whose upper limit changes at specified times during its period of activity, only the higher of the upper limits is shown on the chart.
♦ Areas which may be active up to levels below the indicated upper limit.
▲ These times are one hour earlier during summer period. See UK AIP GEN 2.1.1 for start and finish of summer period.

†§	**D001**	When notified.	Cultdrose APP on 134.055, at other times § London Information on 124.750 MHz. Pre-flight Information Cultdrose Operations ☎ 01326 552415.
†§	**D003**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	Plymouth Military on 121.255, at other times Swanwick Mil via London Information on 124.750 MHz.
†§	**D004**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	§ London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†§	**D005A**	When notified.	Cultdrose APP on 134.050 MHz, at other times § London Information on 124.750 MHz.
†§	**D005B**	When notified.	Pre-flight Information Cultdrose Operations☎ 01326 552201.
†§	**D006A**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	Plymouth Military on 121.255, at other times Swanwick Mil via London Information on 124.750 MHz.
†§	**D006B**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	§ London Information on 124.750 MHz, D006A Pre-flight Information FOST Duty Operations ☎ 01752 557550.
†§	**D006C**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	D006B/C Pre-flight Information Cultdrose Operations ☎ 01326 552201.
†§	**D007A**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	Plymouth Military on 121.255, at other times Swanwick Mil via London Information on 124.750 MHz.
†§	**D007B**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	§ London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†§	**D007C**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	
†§	**D008A**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	
†§	**D008B**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	
†§	**D008C**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	
†§	**D009A**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	
†§	**D009B**	When notified.	
‡✱§	**D011A**	When notified.	§ London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 01837 657210.
‡✱§	**D011B**	When notified.	
‡✱§	**D011C**	When notified.	
†§	**D012**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	Plymouth Military on 124.150 MHz, at other times Swanwick Mil via London Information on 124.750 MHz.
†§	**D013**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	§ London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†§	**D014**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	
	§	**D015**	When notified.	§ London Information on 124.750 MHz. Pre-flight Range Controller ☎ 01929 403765.
†§	**D017**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	Plymouth Military on 124.150 MHz, at other times Swanwick Mil via London Information on 124.750 MHz.
†§	**D021**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	§ London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†§	**D023**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	
‡✱§	**D026**	♦ 0800-2359 Mon-Thu ♦ 0800-1600 Fri and as notified.	§ Plymouth Military on 124.150 MHz when open, London Information on 124.750 MHz thereafter. Booking: FOST Area Manager, NAVY FOST-SHIPS WAM) for the week before, FOST Duty Operations for the current week, email: NAVYFOST-SHIPSDOPS@mod.gov.uk or ☎ 01752 557550. Range Information on ☎ 01929 404859 or 01929 404712.
†§	**D031**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	Plymouth Military on 124.150 MHz, at other times Swanwick Mil via London Information on 124.750 MHz. § London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†§	**D036**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	Plymouth Military on 124.150 MHz, at other times. Swanwick Mil via London Information on 124.750 MHz. London Information on 124.750 MHz or 124.600 MHz as appropriate or through Southampton or Jersey ATSUs, as appropriate. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†§	**D037**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	Plymouth Military on 124.150 MHz, at other times Swanwick Mil via London Information on 124.750 MHz.
†§	**D038**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	§ London Information on 124.750 MHz or 124.600 MHz.
†§	**D039**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†§	**D040**	♦ 0800-1700 Mon-Thu ♦ 0800-1400 Fri and as notified.	
✱§	**D044**	H24.	§ Lydd Approach on 120.705 MHz, at other times London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 01303 225903.
✱§	**D061**	When notified.	§ Exeter APP on 128.980 MHz, at other times London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 01395 272972.
	§	**D064A-C**	§ London Information on 124.750 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
§	**D110**	When notified.	§ London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 07670 377646 or 01395 277891.
✱§	**D113A**	When notified.	§ London Information on 124.750 MHz. Pre-flight Information Range Controller ☎ 07646 662496.
✱§	**D113B**	When notified.	
§	**D115A**	When notified.	§ London information on 124.750 MHz. Pre-flight Information Range Controller ☎ 01834 871282.
§	**D115B**	When notified.	
‡✱§	**D117**	When notified.	§ London Information on 124.750 MHz. Pre-flight Information Range Controller ☎ 01994 452240.
†§	**D118**	♦ 0900-1600 Mon-Thu ♦ 0900-1400 Fri and as notified.	§ Pembrey Range on 122.755, at other times London Information on 124.750 MHz. Pre-flight Information Range ATC ☎ 01554 892205.
§	**D119**	When notified.	§ Yeovilton APP on 127.355 when open, at other times London Information on 124.750 MHz. Contact RNAS Yeovilton Air Operations ☎ 01935 455497.
†§	**D120**	When notified.	§ Boscombe Down Zone on 126.705, Pre-flight Information Boscombe Down ATC ☎ 01980 663246.
†§	**D122A-C**	When notified.	
‡†✱§	**D123**	H24.	Boscombe Down ATC on 126.705 when open; § Salisbury Information on 122.755 when open, at other times via London Information on 124.750 MHz. Pre-flight Information SPTA Air Operations ☎ 01980 674710 or 01980 674730 or Boscombe Down ATC ☎ 01980 663246.
†§	**D124**	When notified. sunrise to sunset.	
‡†✱§	**D125**	H24. *See* ENR 5.1 for Upper vertical limit change times.	
‡†✱§	**D127**	H24.	See ENR 5.1 for Upper vertical limit change times. § Boscombe Down Zone on 126.705, at other times London Information on 124.750 MHz. Pre-flight Information Boscombe Down ATC ☎ 01980 663246.
‡†✱§	**D128**	H24.	Boscombe Down ATC on 126.705 when open; § Salisbury Information on 122.755 when open, at other times via London Information on 124.750 MHz. Pre-flight Information SPTA Air Operations ☎ 01980 674710 or 01980 674730.
†§	**D129**	Mon-Fri sunrise to sunset and when notified.	Oxford APP on 125.090 MHz. § Brize Zone on 119.005. Pre-flight Information Brize Norton ☎ 01993 895147.
‡✱§	**D130**	H24.	§ Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Pre-flight Information Range Control ☎ 01420 483405.
✱§	**D132**	When notified.	§ Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz.
§	**D133A**	♦ 0800-2359 Mon-Fri and as notified.	Pre-flight Information Range TSO ☎ 01483 798304.
‡§	**D133B**	♦ 0800-2359 Mon-Fri and as notified.	
§	**D136**	When notified.	§ Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz.
‡✱§	**D138A**	When notified.	Pre-flight Information Range Control ☎ 01702 383211 or 01702 383212.
§	**D138B**	When notified.	
✱§	**D138C**	When notified.	
‡✱§	**D138D**	When notified.	
‡✱§	**D139**	H24.	§ London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 01206 736149.
§	**D141**	H24.	§ Lydd Approach on 120.705 MHz when open; at other times London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 01303 225879.
§	**D147**	H24.	§ London Information on 124.750 MHz. Pre-flight Information Air Ops ☎ 01432 357311 Ext 2369. Booking Range Control ☎ 01432 357311 Ext 3239.
†§	**D148**	When notified.	§ Boscombe Down ATC on 126.705, at other times London Information on 124.750 MHz. Pre-flight Information Salisbury Operations ☎ 01980 674710.
	§	**D201A**	When notified.	Aberporth Radar on 120.830 MHz / 244.575 MHz or West Wales Radar on 127.090 MHz.
	§	**D201B**	When notified.	§ West Wales Information on 122.155 MHz.
†✱§	**D201C**	When notified.	Pre-flight Information Range Control ☎ 01239 813219.
†✱§	**D201D**	When notified.	
†§	**D201F**	When notified.	
†§	**D201G**	When notified.	
†✱§	**D201H**	When notified.	
†✱§	**D201J**	When notified.	
†§	**D201K**	When notified.	
†§	**D202A**	When notified.	Aberporth Radar on 120.830 MHz or 244.575 MHz or West Wales Radar on 127.090 MHz.
†§	**D202B**	When notified.	§ West Wales Information on 122.155 MHz.
†§	**D202C**	When notified.	Pre-flight Information Range Control ☎ 01239 813219.
†§	**D202D**	When notified.	
‖§	**D203**	H24.	See ENR 5.1 for Upper vertical limit change times. § London Information on 124.750 MHz. Pre-flight Information Range Control ☎ 01874 635599.
†§	**D207**	♦ 0900-1700 Mon-Thu ♦ 0900-1200 Fri. ♦ 1700-2200 Tue and Thu and as notified (Sep-Apr).	Holbeach Range on 122.755 when open, § Holbeach Range on 122.755 when open; at other times § London Information on 124.600 MHz. Pre-flight Information Range Ops ☎ 01406 550083. Bookings ☎ 01406 550364 Ext 7119.
‡✱§	**D208**	H24.	§ Lakenheath Zone on 128.900 MHz. Pre-flight Information Range Control ☎ 01842 855367.
§	**D211**	When notified.	§ London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 01785 763134.
§	**D213**	When notified.	§ Coventry Information on 123.830 MHz when open, at other times § London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 01869 257489.
†§	**D216**	H24.	§ London Information on 124.750 MHz. Pre-flight Information Air Ops ☎ 01432 357311 Ext 2369. Booking Range Control ☎ 01432 357311 Ext 3239.
§	**D217A-K**	When notified.	§ Llanbedr Information 118.930 MHz. Pre-flight Information Llanbedr Information ☎ 01341 241356.
†§	**D218A**	When notified.	**D218A** - Brize Radar on 124.280.
†§	**D218B**	When notified.	**D218B** - Below FL160 Brize Radar on 124.280, at/above FL160 on Swanwick Mil on 128.700 MHz.
†§	**D218C**	When notified.	**D218C/D** - Swanwick Mil on 128.700 MHz.
†§	**D218D**	When notified.	§ London Information on 124.750 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
†§	**D220A**	When notified.	Marham ATC on 124.155. § London Information on 124.600 MHz. Contact Marham ATC ☎ 01760 337261.
†§	**D229B**	When notified.	
§	**D304**	When notified.	§ Manchester APP on 118.580 MHz. Pre-flight Information Range TSO ☎ 01785 763134.
§	**D305**	When notified.	§ London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 07769 730481.
†§	**D307**	♦ 0900-1630 Mon-Thu ♦ 0900-1500 Fri. ♦ 1630-2200 Mon and Wed and as notified (Sep-Apr).	Donna Nook Range on 122.755 when open. § Donna Nook Range on 122.755 when open; at other times § London Information on 124.600 MHz. Pre-flight Information Range ATC ☎ 01507 309126.
§	**D314**	♦ 0800-1900 Mon-Fri.	§ Manchester APP on 118.580 MHz. Pre-flight Information HSE (The Health and Safety Executive) ☎ 02030 282000.
†§	**D323A-H** / **D323J-P**	When notified.	§ London Information on 125.475 MHz. Booking - Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
†§	**D324A**	When notified.	Waddington ATC on 119.505 MHz. § London Information on 124.600 MHz.
†§	**D324B**		Pre-flight Information Waddington ATC ☎ 01522 727451/727452.
✱§	**D401**	♦ 0800-2359 daily.	§ Scottish Information on 127.275 MHz. Pre-flight Information Range Control ☎ 02844 610392.
†§	**D402A**	When notified.	§ Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz.
†§	**D402B**	When notified.	Pre-flight Information Range Control ☎ 01776 888930.
†§	**D402C**	When notified.	On no account should negative contact on 130.050 MHz be taken as non activity of the range.
†§	**D403A**	When notified.	
†§	**D403B**	When notified.	
†§	**D405**	When notified.	§ Scottish Information on 119.875 MHz. Pre-flight Information Kirkcudbright Range TSO ☎ 01412 248500/248501 (DTSO).
‡✱§	**D406A**	When notified.	§ London Information on 125.475 MHz.
†§	**D406B**	When notified.	Pre-flight Information Eskmeals Range ☎ 01229 712245 or 01229 712233.
§	**D406C**	When notified.	**D406A** - Aircraft following the west coast may proceed through the danger area at a height not below 2000FT, but it is essential that they remain east of the main railway line paralleling the coast while within the danger area.

Restricted Areas - All have EG as the national prefix — Scheduled — Notified

R002	**Devonport**	Flight permitted by a helicopter for the purpose of landing at or taking off from Kimberley Point (KP) Helicopter Landing Site (HLS) and Ships within HM Naval Base with the permission of FOST/Plymouth Military Radar and in accordance with any conditions to which permission is subject.
R063	**Dungeness**	(i) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Dungeness, PPR. (ii) Flight permitted by an aircraft which has taken off from or intends to land at London Ashford (Lydd) Airport remaining at least 1.5NM from the Installation (505449N 0005717E).
R095	**Sark**	Flight not permitted except in conformity with any permission granted by or on behalf of the Channel Islands Director of Civil Aviation. The Island of Sark is within Bailiwick of Guernsey territorial waters although within the Brest FIR.
R101	**Aldermaston**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Aldermaston, PPR.
R104	**Burghfield**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Burghfield, PPR.
R105	**Highgrove House**	Flight permitted by; any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Service; any aircraft flying in the service of the Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Gloucestershire Constabulary Royalty Household Protection Group; any aircraft either operated by a member of the Royal Family, or landing in the grounds of Highgrove House at the invitation of the person in charge of the household there, provided that the Gloucestershire Constabulary Royalty Household Protection Group has been informed in advance of such Intended flight or landing.
R106	**Raymill House**	Flight permitted by any aircraft operating for or on behalf of: National Police Air Service, Helicopter Emergency Medical Services, Maritime and Coastguard Agency, The King's Helicopter Flight. Flying in accordance with an agreed exemption issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department.
R107	**Belmarsh**	Applies to helicopters only, except those making an IFR approach (cloud break purposes) to London/City Airport or operated by UK Police Forces.
R153	**Hinkley Point**	(i) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hinkley Point, PPR. (ii) Flight permitted by a helicopter flying within the Bridgewater Bay Danger Area remaining at least 1NM from the installation (512133N 0030749W).
R154	**Oldbury**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Oldbury, PPR.
R155	**Berkeley**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Berkeley, PPR.
R156	**Windsor Castle**	Flight permitted by; any aircraft operating for or on behalf of: National Police Air Service, The Helicopter Emergency Medical Service, The Maritime and Coastguard Agency for the purposes of search and rescue operations; any aircraft operating for or on behalf of The King's Helicopter Flight, or operated by a member of the Royal Family; any aircraft flying in accordance with an agreed exemption issued by, or with the permission of, the Metropolitan Police (Royalty and Special Protection); or landing in the grounds of Windsor Great Park at the Invitation of the Director of Royal Travel provided that Protective Security Operations (PSO) has been informed in advance of such Intended flight or landing; any aircraft approaching to, or departing from, London Heathrow Airport.
R157	**Hyde Park**	Flight permitted by; any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying in accordance with Special Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route H4; any aircraft flying in accordance with an Enhanced Navigation Standard Flight clearance issued by
R158	**City of London**	the appropriate ATC unit (**R159 only** - any aircraft approaching or departing from London/City Airport). See also ENR 1.1, paragraph 4.1.6.
R159	**Isle of Dogs**	
R160	**The Speedbird Area**	Except with written permission of the CAA (☎ 01293 567771) a helicopter shall not fly over this area below such a height as would enable it, in event of an engine failure, to land clear of the area. See also ENR 1.1, subsection 4.
R161	**Windsor Great Park**	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 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.
R162	**SS Richard Montgomery**	Flight permitted by; any aircraft operated by or on behalf of a Police Air Support Unit flying in response to an emergency situation, any aircraft operated by or on behalf of an Emergency Medical Service flying in response to an emergency situation; any aircraft operated by or on behalf of the Maritime and Coastguard Agency flying in response to an emergency situation; any aircraft operating with the written permission of the Secretary of State.
R204	**Long Larrin**	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R212	**Wilbarston**	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R214	**Woodhill**	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R217	**Stowell**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Stowell, PPR.
R219	**Sandringham House**	Flight permitted by; any aircraft operated by or on behalf of a Police Air Support Unit, any aircraft operated by or on behalf of an Emergency Medical Service, any aircraft operated by or on behalf of the Maritime and Coastguard Agency, any aircraft 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.
R220	**Anmer Hall**	Flight permitted by; any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Service; any aircraft flying in the service of the Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit; any aircraft either operated by a member of the Royal Family, or landing in the grounds of Anmer Hall at the Invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been Informed in advance of such Intended flight or landing.
R311	**Capenhurst**	
R312	**Springfields**	(i) Flight permitted at not less than 1670FT AMSL for the purpose of landing at Blackpool Airport or in airspace lying south of a straight line joining 534644N 0024454W to 534513N 0025044W for the purpose of landing at or taking off from Warton Aerodrome. (ii) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Springfields, PPR.
R315	**Full Sutton**	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R319	**Manchester**	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R321	**Wakefield**	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R322	**Wyllie**	(i) Flight permitted at a height of not less than 2000FT AGL whilst operating under and in accordance with a clearance from ATC RAF Valley. (ii) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Wyllie, PPR.
R323	**North West Transit Corridor**	Flight permitted by any aircraft: (a) flying in accordance with the following criteria ; (i) at a speed which according to its airspeed Indicator is 140 KT or less; (ii) in flight visibility of 5 KM or more; (iii) mandatory use of the Manchester or Liverpool atmospheric pressure setting QNH (iv) 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.
R413	**Sellafield**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Sellafield, PPR.
R431	**Magharerry**	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R432	**Framwlland/Durham**	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R444	**Heysham**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Heysham, PPR. For microlight access to Middleton Sands contact BMAA head office.
R445	**Barrow-in-Furness**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Barrow-in-Furness. PPR.
R446	**Hartlepool**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hartlepool. PPR. Flight at a height of not less than 1800FT AMSL whilst conducting an Instrument approach procedure at Durham Tees Valley Airport.
R504	**Shotts**	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R515	**Hunterston**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hunterston, PPR.
R516	**Torness**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Torness, PPR.
R603	**Rosyth**	Flight permitted within the route notified as the Kelty Lane for the purpose of making an approach to land at, or departure from Edinburgh Airport.
R610A	**Highlands**	Not permanently active, Activation times promulgated via NOTAM.
R610B	**City of London**	Flight permitted by; any aircraft operating in accordance with a permission issued by the Low-Flying Operations Flight (LFOF) at
R610C	**Isle of Dogs**	RAF(U) Swanwick ☎ 01489 443100, EGR610C/D Additionally a tactical clearance may be provided by the Range Control Officer for Talin Range
R610D		during their hours of operation on 122.755. In the event of an emergency which requires airborne assistance the HRA will be cleared of military low flying aircraft. Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFBC and the Aeronautical Rescue Coordination Centre.
R704	**Balmoral**	**In the period 0001 hours on 16th May and ending at 2359 hours on 2nd June each year, and in the period 0001 hours on 10th July and ending at 2359 hours on 31st October each year.** Flight permitted by; any aircraft operated by, or on behalf of, Police Scotland, the Scottish Air Ambulance Service, the Maritime and Coastguard Agency for the purposes of a Search and Rescue operation, or The King's Helicopter Flight. Any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either operated by a member of the Royal Family, or landing in the grounds of Balmoral at the Invitation of the person in charge of the household there, provided that the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been Informed in advance of such Intended flight or landing.
R705	**Birkhall**	Flight permitted by; any aircraft operated by, or on behalf of, Police Scotland, the Scottish Air Ambulance Service, the Maritime and Coastguard Agency for the purposes of a Search and Rescue operation, or The King's Helicopter Flight. Any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either operated by a member of the Royal Family, or landing in the grounds of Birkhall at the Invitation of the person in charge of the household there, provided that the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been Informed in advance of such Intended flight or landing.

Prohibited Areas - All have EG as the national prefix

P511 — Coalport/Tarlane
P512 — Sandbanks

Permanently Sited Lasers

Chilbolton 1 & 2	Visible beam is potentially hazardous to aircrew at night, Operator extinguishes beam when aircraft are sighted in the vicinity, Operational H24.
MOD Porton Down	Emitted light contained within range boundaries. Laser operations for short and sustained periods at various times of day and night.
NERC Space Geodesy Facility (Herstmonceux Castle)	Visible beam is potentially hazardous to aircrew. Operator extinguishes beam when aircraft are sighted in the vicinity. Laser operations are H24 throughout the year.
Portsdown West	Operational H24.
Clwyd Penshore	
UK MET Office Camborne	Operational H24.
UK MET Office East Malling	Operational H24.
UK MET Office Exeter	Operational H24.
UK MET Office Glasgow Bishopton	Operational H24.
UK MET Office Lerwick	Operational H24.
UK MET Office Loftus	Operational H24.
UK MET Office Portglenone	Operational H24.
UK MET Office Rhyl	Operational H24.
UK MET Office Stornoway	Operational H24.
Drulm a Stornaig	
UK MET Office Watnall	Operational H24.
University of Hertfordshire	Visible beam is potentially hazardous to aircrew. System extinguishes beam when aircraft are observed by radar with +/- 15 degrees of the vertical position. Operational H24.

Military Training Areas

East Anglian MTA

	Low	When notified.
	High	When notified.
North Wales MTA (North)	Low	When notified.
	High	When notified.
North Wales MTA (South)	Low	When notified.
	High	When notified.

Air To Air Refuelling Areas ••••••••••••••••••••

AREA 1	Active when notified	Information: Swanwick (Mil)	AREA 8	Permanently available	Information: Swanwick (Mil)
AREA 2	Permanently available	Information: Swanwick (Mil)	AREA 9	Permanently available	Information: Swanwick (Mil)
AREA 3	Permanently available	Information: Swanwick (Mil)	AREA 10 (EAW)	Active when notified	Information: Swanwick (Mil)
AREA 4	Permanently available	Information: Swanwick (Mil)	AREA 11	Active when notified	Information: Swanwick (Mil)
AREA 5	Permanently available	Information: Swanwick (Mil)	AREA 12	Active when notified	Information: Swanwick (Mil)
AREA 6	Permanently available	Information: Swanwick (Mil)	AREA 13	Active when notified	Information: Swanwick (Mil)
AREA 7	Permanently available	Information: Swanwick (Mil)	AREA 14	Active when notified	Information: Swanwick (Mil)

Note 1: (R) Receiver, (T) Tanker.Secondary A/A TACAN channels are the reverse of the primary channels.
Note 2: Swanwick (Mil) crews are strongly encouraged to file a Flight Plan: Swanwick (Mil) Flight Plan address EGZYOATT, Failure to file a Flight Plan may result in delays.
Note 3: Discrete Frequencies for AAR tonkers use are Primary 264.125, Secondary 264.925 and Tertiary 362.100.
Note 4: AARA 10 East and AARA 10 West, AARA 10 East is only available for Tanker+Trails routeing from UK to foreign destinations or vice versa, ARA 10 West is positioned clear of the main North/South Axis routes (UN862/864 and UN22 and is available for routine AAR sorties in UK. As AARA 10 and AARA 11 overlap, Tanker Plans must ensure that reservations are deconflicted either by time or by use of different altitude reservations.
Note 5: AARA 13, Flight Hall profiles may dictate that the RV takes place outside AARA 13. It remains the responsibility of the Tanker Controller to co-ordinate with other airspace users as necessary.
Note 6: In areas designated as permanently available for Air-to-Air Refuelling, the amount of warning concerning refuelling operations can be so minimal as to preclude notification by normal methods.
Note 7: Where Air-to-Air Refuelling Areas conflict with airways, advisory routes or upper air routes, civil/military co-ordination procedures are applied to minimise disruption to the planned flight profiles or the aircraft concerned.
Note 8: Where Air-to-Air Refuelling Areas are required between FL195 and FL245 outside the normal hours of TRAs 001-008 (See ENR 5.3-2-(3), the appropriate TRAs are booked via the MABCC before 1100 hours at D-1.

High Intensity Radio Transmission Areas

Areas of interference with communications and navigational equipment.

Bird Sanctuaries

Isle of May	Permanent (peak activity Apr-Sep)	Martin Mere	Permanent
Hilbre Islands	Permanent	Gibraltar Point	Permanent
Estuary area north-east of Brancaster	Permanent	Coast north of Holkham	Permanent
Coast north of Hickling	Permanent	Blakeney Point	Permanent
Minsmere	Permanent	Havergate	Permanent
Orfordness	Permanent	Bawsey	Permanent
Langstone Harbour	Permanent	Pagham Harbour	Permanent
Cley/E North	Permanent	Lakenheath Fen	Permanent
Cleethorpes, Humber Estuary	Permanent	Spurn Peninsula, Humber Estuary	Permanent
Bridgwater Bay, Steart Flats	Permanent		

Small Arms Ranges

Certain small arms ranges may constitute a hazard to aircraft at or below 500FT AGL (Langport is 750FT AGL; Fort La-Marchant is 500FT AGL, OCNL 1500FT AGL by NOTAM; Wyvis is by NOTAM). The centre of a circle of hazard around these ranges is shown on the chart as ✕. A range safety radius in excess of 1000 metres is shown as a circle on the chart, within the limit of accuracy imposed by the chart scale. Full details are listed in the UK AIP ENR 5-3.

Gas Venting Sites

Severe turbulence and power fluctuations in turbine engines could be experienced over gas venting sites during venting of natural (methane) gas under high pressure. Pilots aredckied to avoid flying below the altitude and within the boundary of the areas shown on the chart.

Transponder Mandatory Zones (TMZ) ▭▭▭▭▭▭▭▭▭▭ **Radio Mandatory Zones (RMZ)** ▭▭▭▭▭▭▭▭▭▭

Scale 1:1,250,000

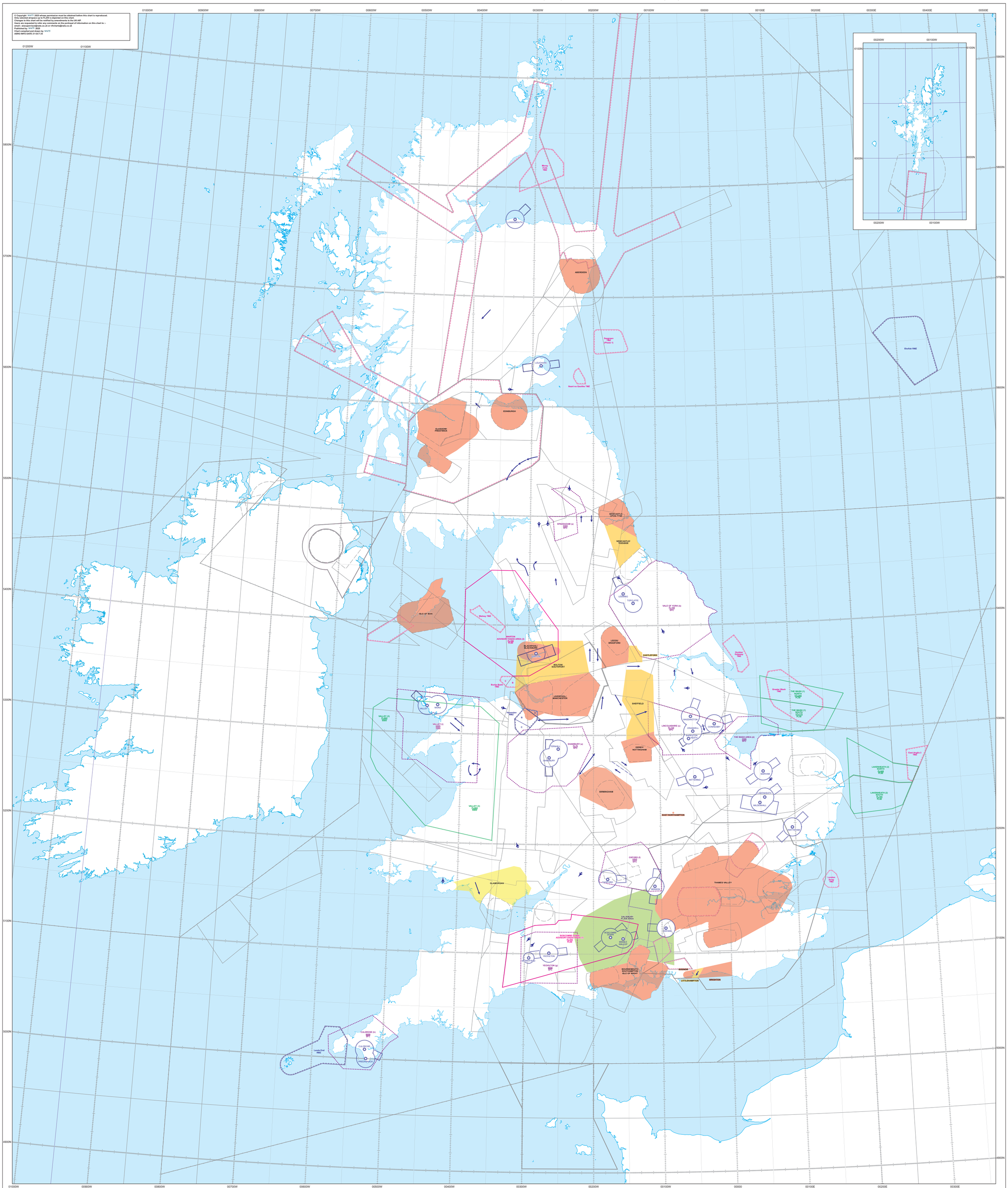
10 0 10 20 30 40 50NM

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Only selected airspace up to FL245 is depicted on this chart.
Changes to this chart will be notified by amendments to the UK AIP.
Pilots of military aircraft are warned that there are additional airspace restrictions applicable to them which are not shown on this chart. These are contained in RAF Flight Information Publication-PLANNING-Section 3.
Users are requested to refer any comments on the portrayal of information on this chart to ▸
nats-aisupervisor@nats.co.uk or ehcharts@nats.co.uk
Published by NATS 2026
Chart compiled and drawn by NATS

CHANGE (2026): EGF132 SS RICHARD MONTGOMERY ADDED.
AERO INFO DATE 03 DEC 25

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

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Only selected airspace up to FL245 is depicted on this chart.
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email:- aiasupervisor@nats.co.uk or vfrcharts@nats.co.uk
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Chart compiled and drawn by NATS
AERO INFO DATE 23 OCT 25



Areas of Intense Air Activity

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

a. SPADEADAM	× Mon-Thu 0900-1700 (0800-1600) and Fri 0900-1600 (0800-1500).	SUACS from Spadeadam on 128.725 MHz. SUAAIS from Newcastle on 124.380 MHz .
b. VALE OF YORK	× Mon-Fri 0900-1700 (0800-1600).	LARS from Leeming ATC on 133.380.
c. LINCOLNSHIRE	× Mon-Fri 0900-1700 (0800-1600).	LARS from Waddington ATC on 119.505 MHz and Coningsby ATC on 119.205 MHz.
d. THE WASH AREA	× Mon-Thu 0900-1700 (0800-1600) and Fri 0900-1500 (0800-1400).	LARS from Marham ATC on 124.155, Coningsby ATC on 119.205 MHz and Waddington ATC on 119.505 MHz.
e. SHAWBURY*	× Mon-Thu 0700-0130 (0600-0030) and Fri 0700-1700 (0600-1600).	LARS from Shawbury ATC on 133.155.
f. OXFORD	Permanently active.	Brize Norton ATC on 124.280.
g. YEOVILTON*	× Mon-Thu 0830-1700 (0730-1600) and Fri 0830-1600 (0730-1500).	LARS from Yeovilton ATC on 127.355. Note: For aircraft in transit south of a line east to west through Dorchester, a LARS is available from Plymouth Military Radar on 124.150 MHz but to avoid interference pilots should contact Plymouth Military south of 511000N.
h. CULDROSE*	× Mon-Thu 0830-1700 (0730-1600) and. Fri 0830-1630 (0730-1530).	LARS from Culdrose ATC on 134.055.
i. VALLEY	× Mon- Thu 0800-1800 (0700-1700) and Fri 0800-1700 (0700-1600).	Contact Valley ATC or London Radar.

× Peak activity takes place

See UK AIP ENR 5.2 for details of AIAAs.

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

Military Low Flying

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

Military aircraft are considered low flying when:

a. Fixed wing aircraft except light propeller-driven aircraft, are flying below 2000 feet above the surface
b. Light propeller-driven aircraft and helicopters are flying below 500 feet above the surface. (UK AIP ENR 1.1)

Military Aerodrome Traffic Zones (MATZs)

Have the following vertical limits: SFC to 3000FT AAL within the circle and 1000FT AAL to 3000FT AAL within the stub. Zone configuration may vary, often two or more MATZs are amalgamated to produce a Combined Zone (CMATZ). Controlling aerodromes show the MATZ penetration frequency to be used. See UK AIP ENR 2-2.

Directional Flow Over An Area

These arrows do not indicate a particular route, and are meant to show the general direction of flight in an area.

Directional Flow Through Choke Point

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

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

Warning
During military exercises, Directional Flow may be changed for operational reasons during the period of the exercise. Such changes will be notified in the Temporary Navigation Warning giving exercise details. Refer to the AIC for details of the UK Military Low Flying System.

Avoidance Areas

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

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

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

Transit Areas

Military aircraft are not permitted to fly in Transit Areas below 1000 feet above the surface except helicopters and light propeller driven aircraft. These areas are designed to permit the easy transit of military aircraft between one low flying area and another.

Aerial Tactics Areas

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

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

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

× Peak activity takes place

See UK AIP ENR 5.2 for details of ATAs.

The Salisbury Plain Area

The Salisbury Plain Area is an area of high activity used primarily by helicopters, although low flying civil and military fixed-wing aircraft operate from time to time in this airspace.

Advisory Radio Area

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

Test flight activity within this area often requires pilots to fly profiles which limit their ability to manoeuvre their aircraft in compliance with the Rules of The Air. Such flights will receive a radar service from Boscombe Down or the Swanwick Military Special Tasks Cell.

Pilots of other aircraft flying in the area are strongly advised to call Boscombe on 126.705 who provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour area, or provision of an Air Traffic Service subject to controller workload.

2. WARTON	Mon-Thu 0730-1900 (0630-1800) and Fri 0730-1700 (0630-1600).	Warton on 129.530 MHz.

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

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

See UK AIP ENR 5.2 for details of ARA.

Low Level Civil Aircraft Notification Procedure (CANP)

Some civil aircraft operators have a requirement to fly at very low heights when carrying out authorised aerial work; the majority of these flights take place at or below 1000 feet above the surface. These operators are reminded that the CANP is designed to enhance flight safety in the lower airspace and they are strongly recommended to notify details of their operations in accordance with the UK AIP ENR 1.10. E-mail notification is preferred for CANP requests as this allows the LFC to E-mail or telephone confirmation of E-mail and issue a reference number to the aircraft operating authority. Contact details are as follows:

Low Flying Co-ord (LFC) at RAF (U) Swanwick.

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

The types of air activity that should be notified include:

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

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

c. OTHER AERIAL ACTIVITIES
Tethered/captive balloons to a height greater than 200 feet (60 metres) AGL, kite flying - 5 or more kites from a specified site to a height greater than 200 feet (60 metres) AGL, aircraft operations from water, any other aerial activity likely to create an exceptional concentration of aircraft at a site not listed in the UK AIP.

Transponder Mandatory Zones (TMZ)

Radio Mandatory Zones (RMZ)

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

EGPD AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGPD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
ABERDEEN CTR 572100N 0023356W following the line of latitude to - 572100N 0015802W - 571522N 0015428W thence clockwise by the arc of a circle radius 10 NM centred on 571207N 0021152W to 570850N 0022913W - 571520N 0023326W thence clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to 572100N 0023356W	Upper limit: FL115 Lower limit: SFC	D	ABERDEEN APPROACH English	6000 FT		The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
ABERDEEN ATZ A circle, 2.5 NM radius, centred at 571209N 0021153W on longest notified runway (16/34)	Upper limit: 2000 FT AGL Lower limit: SFC	D	ABERDEEN APPROACH English	6000 FT		The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.

EGPD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	ABERDEEN APPROACH	119.055 DOC 55 NM/ 25,000 FT.			Service can be provided H24. During the period 2230-0545 (2130-0445) the channel is not monitored at all times. Channel normally monitored for: Arrivals - ETA-10 to ATA+10; Departures - ETD-30 to ATD+10.	ATZ hours H24. Channel 121.255 available as ATC fallback channel. Channel is not continuously monitored when not in use.
TWR	ABERDEEN GROUND	121.705			0600-2130 (0500-2030).	When notified by ATIS, Tower and Radar will be provided as a combined function on channels 118.105 and 119.055 using callsigns Aberdeen Tower/ Aberdeen Radar. Channel 121.255 available as ATC fallback channel. Channel is not continuously monitored when not in use.
	ABERDEEN TOWER	118.105 DOC 25 NM/8,000 FT.			Service can be provided H24. During the period 2230-0545 (2130-0445) the channel is not monitored at all times. Channel normally monitored for: Arrivals - ETA-10 to ATA+10; Departures - ETD-30 to ATD+10.	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
RADAR	ABERDEEN DIRECTOR	128.305 DOC 25 NM/ 10,000 FT.			As directed by ATC	When notified by ATIS, Tower and Radar will be provided as a combined function on channels 118.105 and 119.055 using callsigns Aberdeen Tower/ Aberdeen Radar. Channel 121.255 available as ATC fallback channel. Channel is not continuously monitored when not in use.
	ABERDEEN RADAR	119.055			H24	
ATIS	ABERDEEN INFORMATION	114.300 Broadcast on Aberdeen VOR.			H24	
		121.855			H24	
OTHER	ABERDEEN FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.08°E (2027)	IAX	109.900 MHz	HO	571124.94N 0021121.06W		(RWY 16)
ILS/GP	IAX	333.800 MHz	HO	571228.86N 0021158.98W		3° ILS Ref Datum Hgt 51 FT.
ILS/LOC I 0.07°E (2027)	IABD	109.900 MHz	HO	571249.30N 0021223.32W		(RWY 34) Full fly-up indications may not be achieved, or maintained, when below and to the extreme right of the localiser centre-line.
ILS/GP	IABD	333.800 MHz	HO	571152.05N 0021132.92W		3° ILS Ref Datum Hgt 50 FT.
VOR/DME 0.04°E (2027) 0.37°W (2021)	ADN	90X 114.300 MHz	H24 Hours of operation for aerodrome purposes: HO	571837.62N 0021602.09W	610 FT	VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R045-135).
DME	IAX	36X 109.900 MHz	HO	571204.36N 0021202.34W	224 FT	(RWY 16) On AD. Zero range is indicated at THR of Runway 16.
DME	IABD	36X 109.900 MHz	HO	571152.10N 0021132.82W	217 FT	(RWY 34) On AD. Zero range is indicated at THR of Runway 34.
NDB (L) 0.13°E (2027)	ATF	348.000 kHz	H24	570439.04N 0020620.53W		Range 25 NM.

EGPD AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

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

2 GROUND MOVEMENT

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

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

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

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

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

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

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

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

h) Holding Point T1 may only be used by aircraft with a wingspan up to 24.8 M.
i) Pilots will be issued with ‘Runway in Use’ and ‘Pressure Setting’ information prior to start-up clearance being given. There after, taxi instructions will contain only holding point designators.

j) Full ATC clearance is available from EOBT -15 minutes.
k) Aircraft vacating Runway 16 at Holding point M1 must not taxi beyond Holding point M2 without onward ATC taxi clearance.
l) Simultaneous aircraft movements through Holding points C3 and D2 are not permitted.
m) Pilots taxiing from Stands 30/31 should expect to turn left after leaving the stand onto Taxiway Charlie or Delta (depending on parking direction).
n) Pilots instructed to park on Echo Apron must park under marshaller guidance unless otherwise authorised by Airside Ops.
o) Width of Taxiway Echo is variable. Information on maximum aircraft size permitted on this taxiway available from Airside Operations or ATC.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

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

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

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

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

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

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

5 HELICOPTER OPERATIONS

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

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

6 USE OF RUNWAYS

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

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

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

7 TRAINING

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

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

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

EGPD AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound to or outbound from this aerodrome are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

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

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

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

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

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

EGPD AD 2.22 FLIGHT PROCEDURES

1 HOLDING

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

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

2 ENTRY/EXIT LANES

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

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

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

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

3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Initial Departure Routings:

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

b) Pilots of aircraft at intermediate runway holding points that require a runway backtrack for departure should inform ATC prior to lining up on the runway.
c) On first contact with Aberdeen Radar, pilots of departing aircraft are required to report their passing altitude (based on Aberdeen QNH) and cleared altitude or Flight Level.
d) The width of Runway 16/34 is twice that promulgated in two locations due to additional pavement on the east side of the runway. Pilots lining up on Runway 16/34 abeam Holding Points M7 or E9, or at the Runway 34 threshold must ensure they are correctly lined up on the runway centre-line prior to departure.
e) The Preferred Departure Routes specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

AERODROME CHART - ICAO

ARP 571209N 0021153W

AD ELEV 215 ft

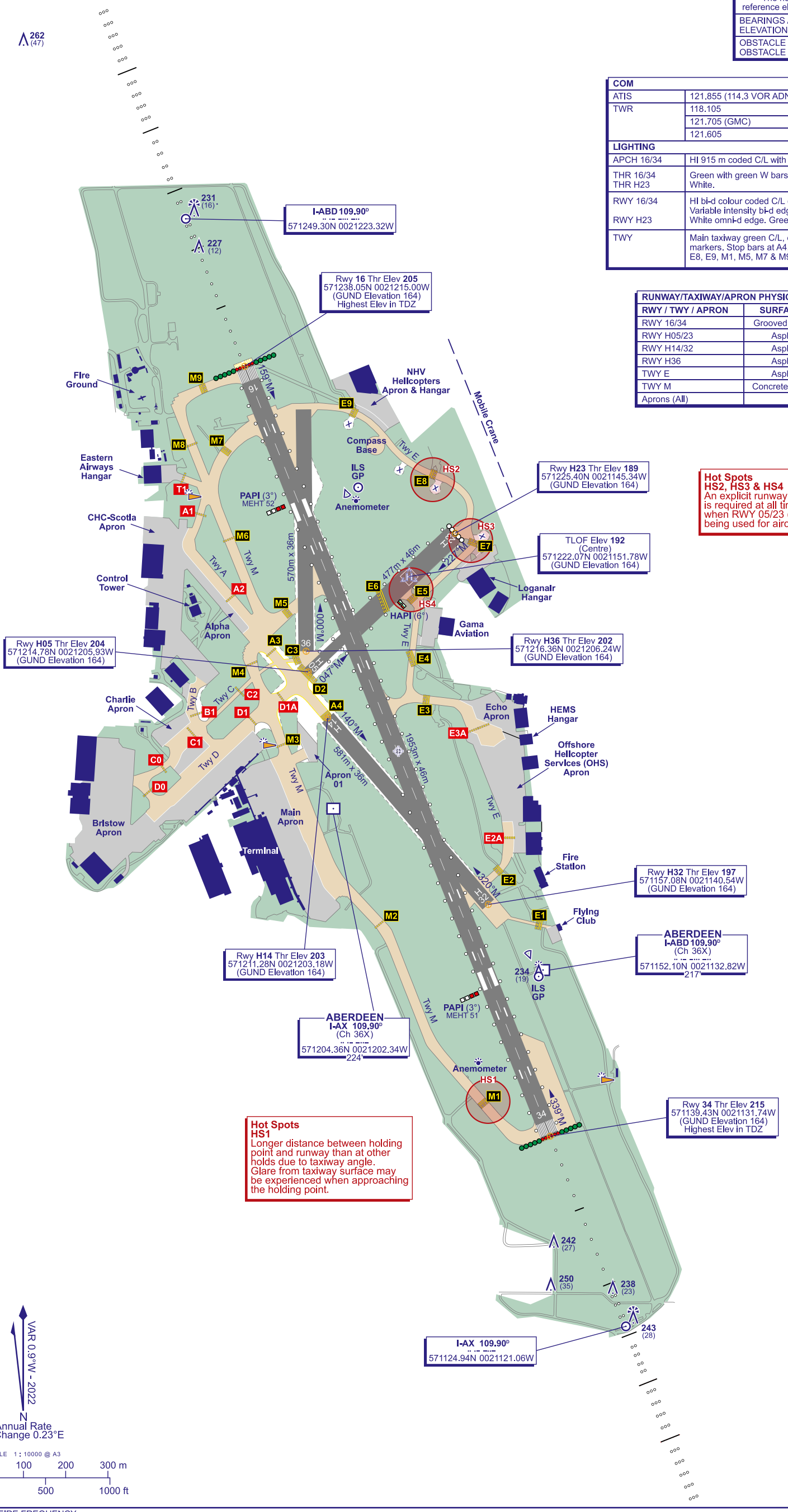
ABERDEEN/DYCE
EGPD

GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS ARE IN FEET	
OBSTACLE ELEVATIONS IN FEET AMSL OBSTACLE HEIGHTS IN FEET ABOVE AD	296 (81)

COM		
ATIS	121.855 (114.3 VOR ADN)	ABERDEEN INFO
TWR	118.105	ABERDEEN TOWER
	121.705 (GMC)	ABERDEEN GROUND
	121.605	ABERDEEN FIRE
LIGHTING		
APCH 16/34	HI 915 m coded C/L with 5 Bar.	
THR 16/34 THR H23	Green with green W bars. White.	
RWY 16/34 RWY H23	HI bi-d colour coded C/L (15 m spacing). Variable intensity bi-d edge. End lights red. White omni-d edge. Green touchdown square.	
TWY	Main taxiway green C/L, others blue edge lights/reflective markers. Stop bars at A4, C3, D2, E1, E2, E3, E4, E6, E7, E8, E9, M1, M5, M7 & M9.	

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

RWY / TWY / APRON	SURFACE	PCN	PCR
RWY 16/34	Grooved Asphalt	56/F/B/X/T	-
RWY H05/23	Asphalt	-	-
RWY H14/32	Asphalt	-	-
RWY H36	Asphalt	-	-
TWY E	Asphalt	-	-
TWY M	Concrete/Asphalt	-	-
Aprons (All)	*See AD 2-EGPD-2-2*		



CHANGE (2/26): COMMS FIRE FREQUENCY.

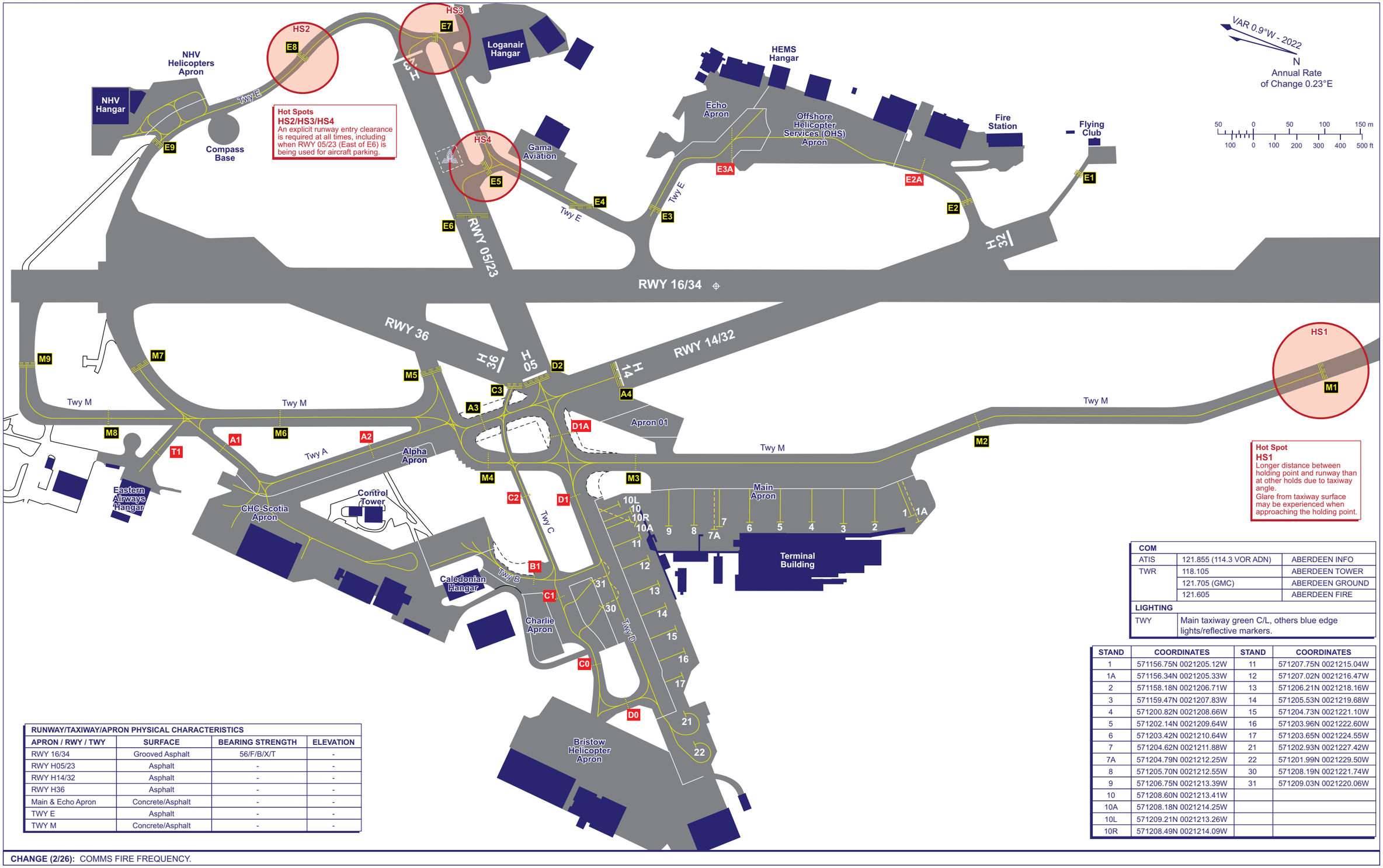
AERO INFO DATE 02 DEC 25

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 571209N 0021153W

AD ELEV 215FT

ABERDEEN/DYCE
EGPD



COM		
ATIS	121.855 (114.3 VOR ADN)	ABERDEEN INFO
TWR	118.105	ABERDEEN TOWER
	121.705 (GMC)	ABERDEEN GROUND
	121.605	ABERDEEN FIRE
LIGHTING		
TWY	Main taxiway green C/L, others blue edge lights/reflective markers.	

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**	**ELEVATION**
RWY 16/34	Grooved Asphalt	56/F/B/X/T	-
RWY H05/23	Asphalt	-	-
RWY H14/32	Asphalt	-	-
RWY H36	Asphalt	-	-
Main & Echo Apron	Concrete/Asphalt	-	-
TWY E	Asphalt	-	-
TWY M	Concrete/Asphalt	-	-

STAND	COORDINATES	STAND	COORDINATES
1	571156.75N 0021205.12W	11	571207.75N 0021215.04W
1A	571156.34N 0021205.33W	12	571207.02N 0021216.47W
2	571158.18N 0021206.71W	13	571206.21N 0021218.16W
3	571159.47N 0021207.83W	14	571205.53N 0021219.68W
4	571200.82N 0021208.66W	15	571204.73N 0021221.10W
5	571202.14N 0021209.64W	16	571203.96N 0021222.60W
6	571203.42N 0021210.64W	17	571203.65N 0021224.55W
7	571204.62N 0021211.88W	21	571202.93N 0021227.42W
7A	571204.79N 0021212.25W	22	571201.99N 0021229.50W
8	571205.70N 0021212.55W	30	571208.19N 0021221.74W
9	571206.75N 0021213.39W	31	571209.03N 0021220.06W
10	571208.60N 0021213.41W		
10A	571208.18N 0021214.25W		
10L	571209.21N 0021213.26W		
10R	571208.49N 0021214.09W		

CHANGE (2/26): COMMS FIRE FREQUENCY.

AERO INFO DATE 25 NOV 25

EGJA — ALDERNEY

EGJA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGJA — ALDERNEY

EGJA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 494224N Long: 0021252W Centre of Airport
2	Direction and distance from city	1 NM SW of St Annes.
3	Elevation / Reference temperature / Mean Low Temperature	290 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	158 FT
5	Magnetic Variation / Annual Change	0.79°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax	STATES OF GUERNSEY. States of Guernsey Airport, Guernsey, Channel Islands. 01481-822851 (ATC) 01481-822352 (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGJA AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0735-1830, Sun 0855-1830; (Mon-Thu 0635-1730, Fri-Sun 0635-1830).
2	Customs and immigration	As AD hours.
3	Health and sanitation	
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-Sat 0725-1840, Sun 0840-1830; (Mon-Thu 0625-1740, Fri-Sun 0625-1835).
8	Fuelling	Fuel unavailable. Uplifts available in Guernsey
9	Handling	By arrangement.
10	Security	
11	De-icing	
12	Remarks	Extensions restricted to Scheduled Services only.

EGJA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement.
2	Fuel and oil types	
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited availability.
6	Repair facilities for visiting aircraft	
7	Remarks	Commercial flights and all aircraft over 4 tonnes MTOW using Alderney Airport are required to use the services of a handling agent. The following are recognised handling agents at Alderney Airport: Aurigny Air Services: Tel: 01481-822889 Fax: 01481-823670 Email: ops@aurigny.com

EGJA AD 2.5 PASSENGER FACILITIES

1	Hotels	None.
2	Restaurants	Buffet.
3	Transportation	Taxis.
4	Medical facilities	Limited first aid.
5	Bank and Post Office	None.
6	Tourist Office	None.
7	Remarks	

EGJA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A3 It is a condition of the aerodrome licence that the appropriate level of fire cover should be provided to all aircraft using the aerodrome.
2	Rescue equipment	Webber cutter and Supa snap power saw.
3	Capability for removal of disabled aircraft	6000 KG mobile crane.
4	Remarks	

EGJA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical.
2	Clearance priorities	Runway, Apron.
3	Remarks	

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

1	Apron surface and strength	APRON Surface: Asphalt PCN 10/F/B/Z/T
2	Taxiway width, surface and strength	Taxiway B: 12 M Surface: Asphalt PCN 9/F/C/Z/T
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGJA 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): 03/21: Grass Runway 03/21 is marked by inset concrete blocks. 08/26: Runway threshold, runway designator and runway centre-line on Runway 08/26 only. 13/31: Grass Runway 13/31 is marked by inset concrete blocks. Taxiway marking aid(s): Taxi-holding position, taxiway centre-line.
3	Stop bars and runway guard lights (if any)	Guard lights at holding point B.
4	Other runway protection measures	
5	Remarks	Obstacle, boundary, strip, and snow markings. WDI: 494225.80N 0021259.21W (LGTD).

EGJA 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	GUERNSEY APPROACH	128.655 DOC 25 NM/ 10,000 FT.			0545-2100 (0445-2000).	ATC Guernsey provides approach service to aircraft bound for Alderney.
TWR	ALDERNEY GROUND	130.505 DOC 3 NM/GND.			Ground Movement Planner. Activated by NOTAM or as directed by ATC.	ATZ hours coincident with Tower hours. Extensions by arrangement for scheduled services only.
	ALDERNEY TOWER	125.355 DOC 25 NM/4,000 FT.			Mon-Sat 0725-1840, Sun 0840-1845; (Mon-Thu 0625-1740, Fri-Sun 0625-1835).	
OTHER	ALDERNEY FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency	
Air Traffic Control Service	JERSEY CONTROL	120.455 To be used in the event of failure of communications on channel 125.205.			0545-2100 (0445-2030); and by arrangement.	DOC 4900N00100W - 4834N00205W - 4920N00400W - 5015N00400W - 5015N00145W - 4935N00100W / 25,000 FT.
		125.205 CTR and Airway Channel.			0545-2100 (0445-2030); and by arrangement.	

EGJA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB (L) 0.79°E (2027)	ALD	383.000 kHz	HO	494231.93N 0021159.15W		Range 50 NM.

EGJA AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Channel Islands CTR.
b) All aircraft using Alderney Airport and its facilities must comply with the requirements of the United Kingdom Civil Aviation (Insurance) Regulations 2005 and any future published amendments to these Regulations.
c) The use of the aerodrome is subject to 'Airport Terms and Conditions of Use'. These are available from Airport Administration, Tel: 01481-227766 or on the Guernsey Airport website (www.guernsey-airport.gov.gg).
d) The Director of Civil Aviation for the Bailiwick of Guernsey has issued Exemptions from the Air Navigation (Bailiwick of Guernsey) Law 2012 authorising operations in Bailiwick of Guernsey airspace including Guernsey and Alderney Airports, by home-built aircraft registered in ECAC Member States, and non-home-built aircraft registered in the UK, Ireland and France, operating on a National airworthiness certificate. (Separate exemptions extend the effect to Jersey Airport and Jersey Airspace).

   Note that the exemptions do not exempt the pilot or operator from obtaining permission from Jersey ATC for flight in the Channel Islands Control Zone, from Guernsey ATC for flight in Guernsey airspace and use of Guernsey and Alderney Airports, or from the requirement to carry a transponder whilst flying within the Channel Islands Control Zone.
e) On arrival, pilots and passengers of all General Aviation aircraft must report to Flight Clearance to carry out Special Branch and Customs clearance.
f) All commercial flights and aircraft over 4 tonnes MTOW using Alderney Airport are required to use the services of a handling agent.

g) The operator of an aircraft carrying dangerous or hazardous cargo must notify the Aerodrome Fire Service, Tel: 01481-822551 prior to the arrival of the aircraft or before loading of cargo prior to departure from the aerodrome. The carriage of such cargo is subject to a permission granted under the Air Navigation (Bailiwick of Guernsey) Law 2012.
h) All aircrew and persons employed at Alderney Airport whilst airside, are required to wear high visibility clothing at all times. Aircrew wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft. Pilots in charge of aircraft are responsible for ensuring that their crew and passengers comply with these requirements.
i) Due to restricted apron parking all aircraft requiring parking on the hard apron must request prior permission, Tel: 01481-822851. This does not apply to locally based aircraft and scheduled services.
j) In respect of Aerodrome Operating Minima, the notified method of calculating Aerodrome Operating Minima for the purposes of the Air Navigation (Bailiwick of Guernsey) Law 2012 shall be that published in the UK AIP, Section AD 1.1 subsection 4, Aerodrome Operating Minima.
k) Applications for civilian formation flights in Special VFR within the CI Control Zone should ideally be made in writing or by e-mail to Jersey ATC Operations (atc.ops@jerseyairport.com) ideally with a minimum of seven days notice. Short notice application may be made to the Jersey ATC Watch Manager, Tel: +44 (0)1534-446086.

2 GROUND MOVEMENT

a) Grass Taxiway A and light aircraft parking area connects apron to Runway 21 threshold and is also used as a taxiway route from other runways to apron.
b) To prevent hazards to taxiing aircraft all chocks and picketing blocks should be removed to the edge of the parking area after use.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Arriving and departing aircraft on Runway 08/26 may observe a white RVR light at the upwind end of the runway, in the approach lights when the runway edge lights are on.
b) Caution advised due to turbulence caused by nearby cliffs.
c) Low boundary fence installed short of Runway 03 and 31 thresholds showing orange/white markers.
d) Due to coastal location, birds, including a large number of pheasants on the aerodrome, are a hazard throughout most of the year. This hazard level is raised during the migration season.
e) The aerodrome boundary fence 0.9 M high to the north and south of Runway 08/26 between the 08 threshold and the intersection with Runway 13/31 is within the runway strip.
f) The aerodrome boundary fence 0.9 M high to the north and south of Runway 08/26 between the 26 threshold and the intersection with Runway 03/21 is within the runway strip.
g) In Approach/Take-off Areas Obstruction: 26/Approach 08/Take-off Track 303 FT AMSL 494228.98N 0021228.78W.
h) Runway 08/26, between the thresholds of the runway, standing water may be present in excess of 3 MM in depth during and after periods of rain.

5 HELICOPTER OPERATIONS

Not applicable.

6 USE OF RUNWAYS

a) Pilots are advised to take particular note of the following - Grass Runways 03/21 and 13/31 have undulations across the entire length and width. The surface of both grass runways is rough and uneven.

7 TRAINING

a) Circuit training must be booked in advance with Alderney Tower Tel: 01481-822851.
b) Instrument training must be booked in advance with Guernsey Approach Tel: 01481-227766, ext 2130.
c) A request message in item 18 of an FPL does not constitute a request for training.

EGJA AD 2.21 NOISE ABATEMENT PROCEDURES

a) All aircraft must conform to the following procedures, which may be departed from only to the extent necessary for avoiding immediate danger.

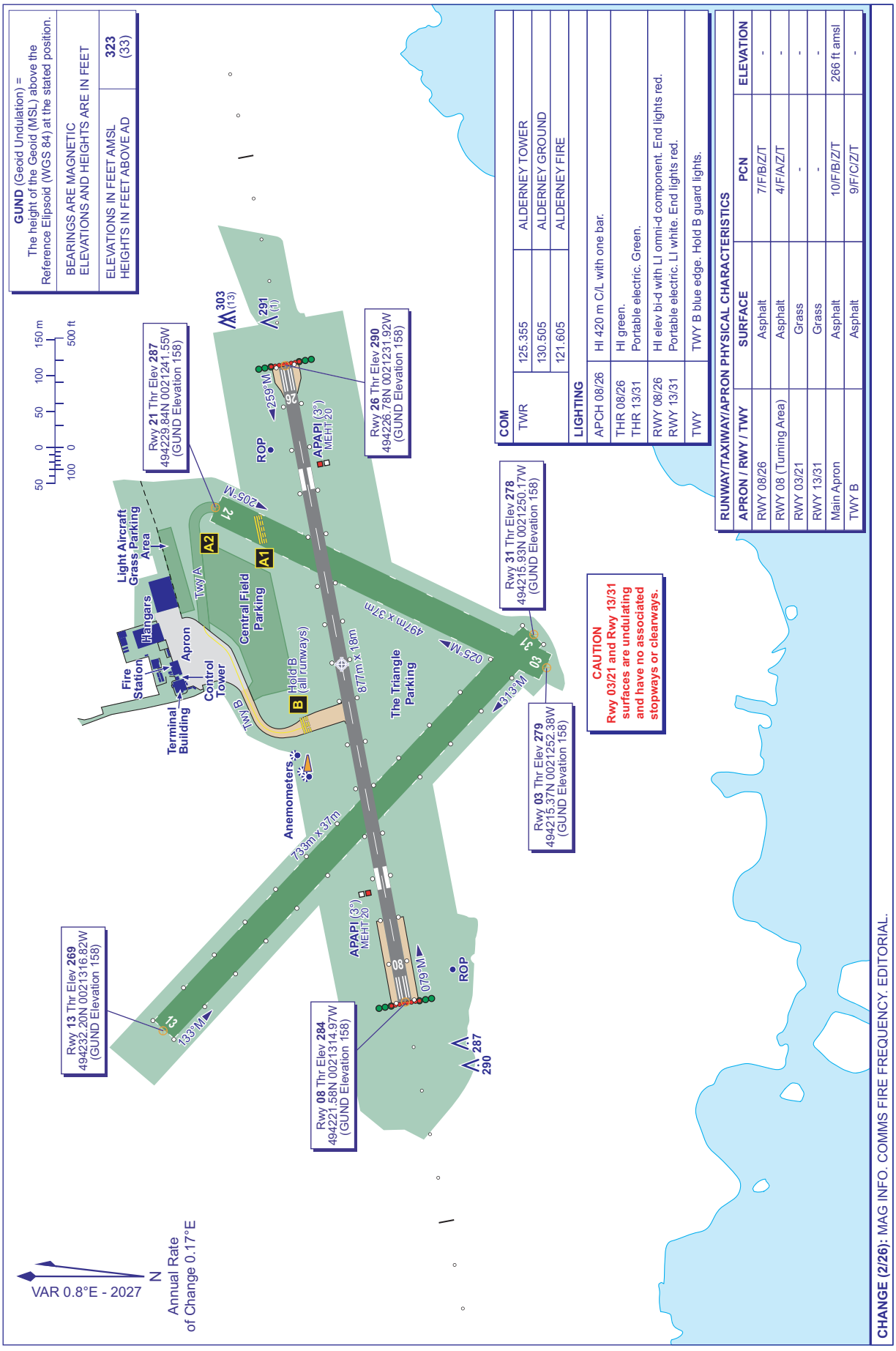
   i. Every operator using the airport shall ensure that at all times aircraft are operated in a manner calculated to cause the minimum disturbance practicable over all parts of the Island. In particular pilots will avoid overflying St Annes below 700 FT AAL.
   ii. Circuit procedures - Standard circuit height for joining and training is 700 FT AAL. Circuit training only permitted on Runways 08/26 and 13/31 and whenever possible, circuits to be confined to the West of 13/31 or South of 08/26.
   iii. Unless otherwise authorised or instructed by Air Traffic Control the above procedures shall apply to all aircraft approaching, landing, going around or taking-off in accordance with Air Traffic Control clearance and shall apply in both VMC and IMC.

ALDERNEY EGJA

AERODROME CHART - ICAO

ARP 494224N 0021252W

AD ELEV 290FT



AERO INFO DATE 01 DEC 25

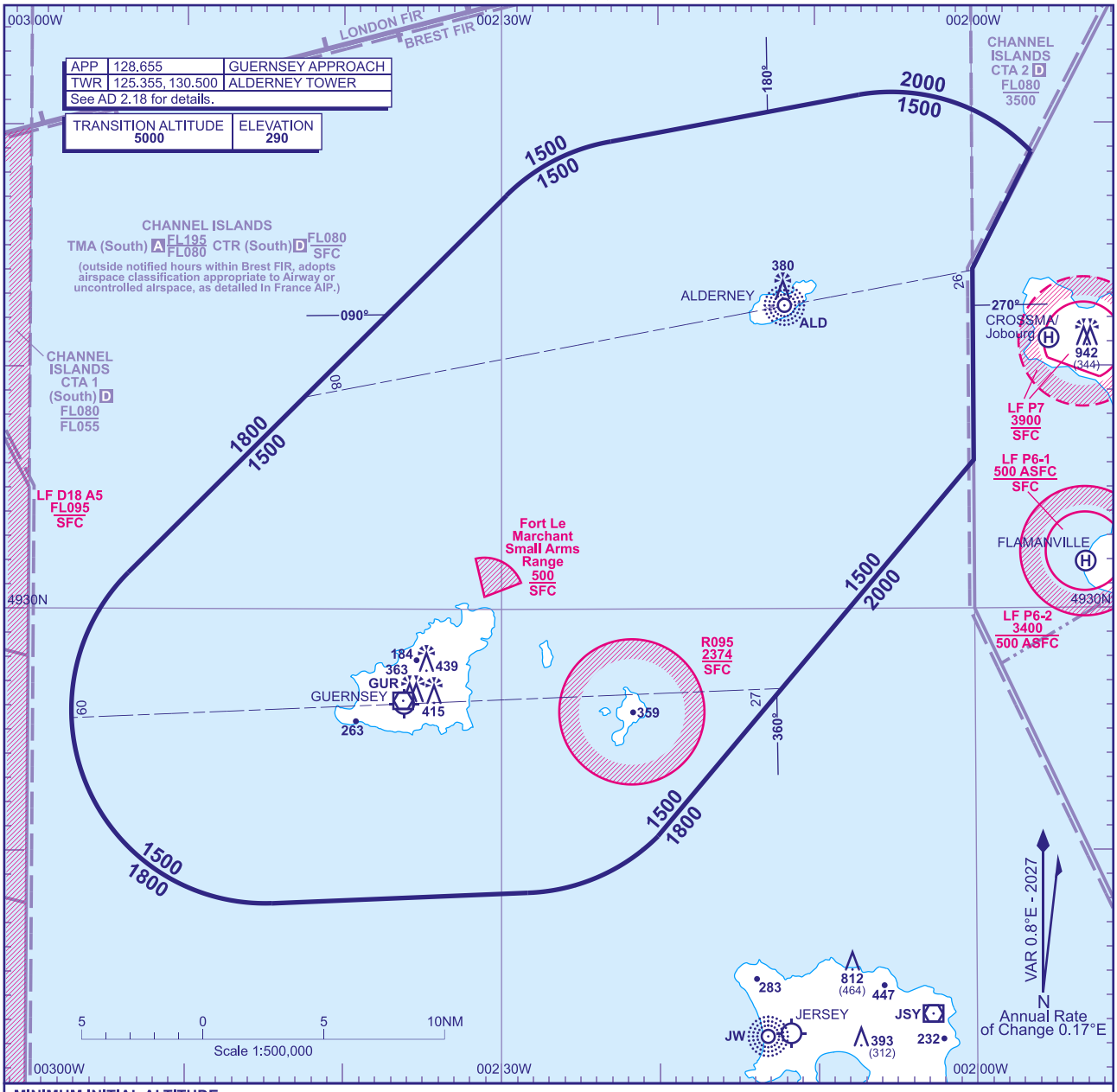
AD 2-EGJA-2-1

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

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

ALDERNEY



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the radar controller is **1500** in the sector defined by the lateral limits;
493129N 0025341W - 494705N 0022941W thence clockwise by an arc of a circle radius 8NM centred on 494125N 0022058W to 494919N 0022301W - 495113N 0020710W thence clockwise by an arc of a circle radius 8NM centred on 494320N 0020510W to 494850N 0015613W - 494401N 0020000W - 493607N 0020000W - 492038N 0022007W thence clockwise by an arc of a circle radius 8NM centred on 492618N 0022846W to 491818N 0022821W - 491751N 0024431W thence clockwise by an arc of a circle radius 8NM centred on 492551N 0024458W to 493129N 0025341W.

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

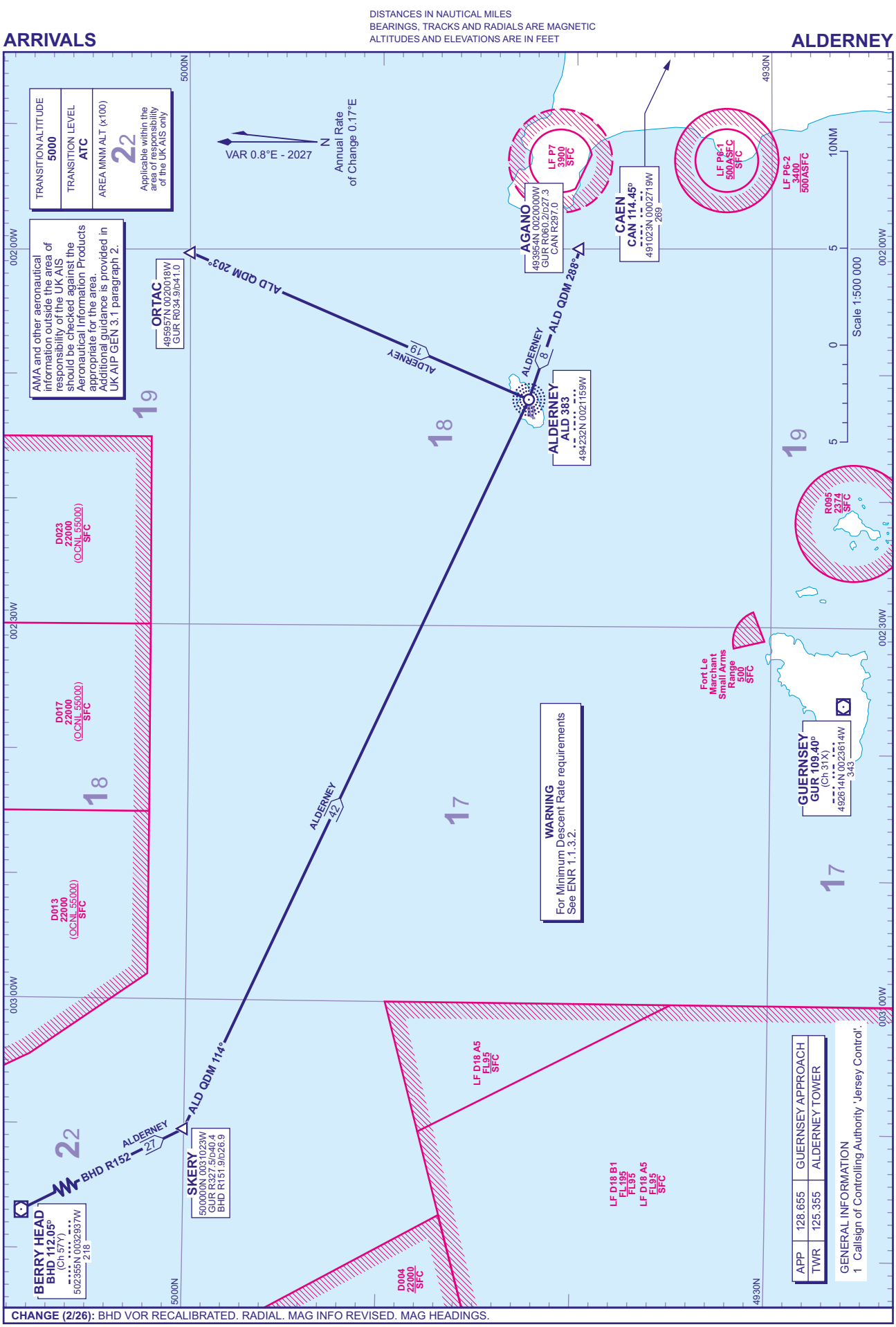
LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **ALD NDB(L)**†.
Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **ALD NDB(L)**†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights area shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA. 5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**

CHANGE (2/26): MAG INFO REVISED. CHART SPECIFICATION.

AERO INFO DATE 04 DEC 25
AD 2-EGJA-5-1

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CHANGE (2/26): BHD VOR RECALIBRATED. RADIAL. MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 21 NOV 25

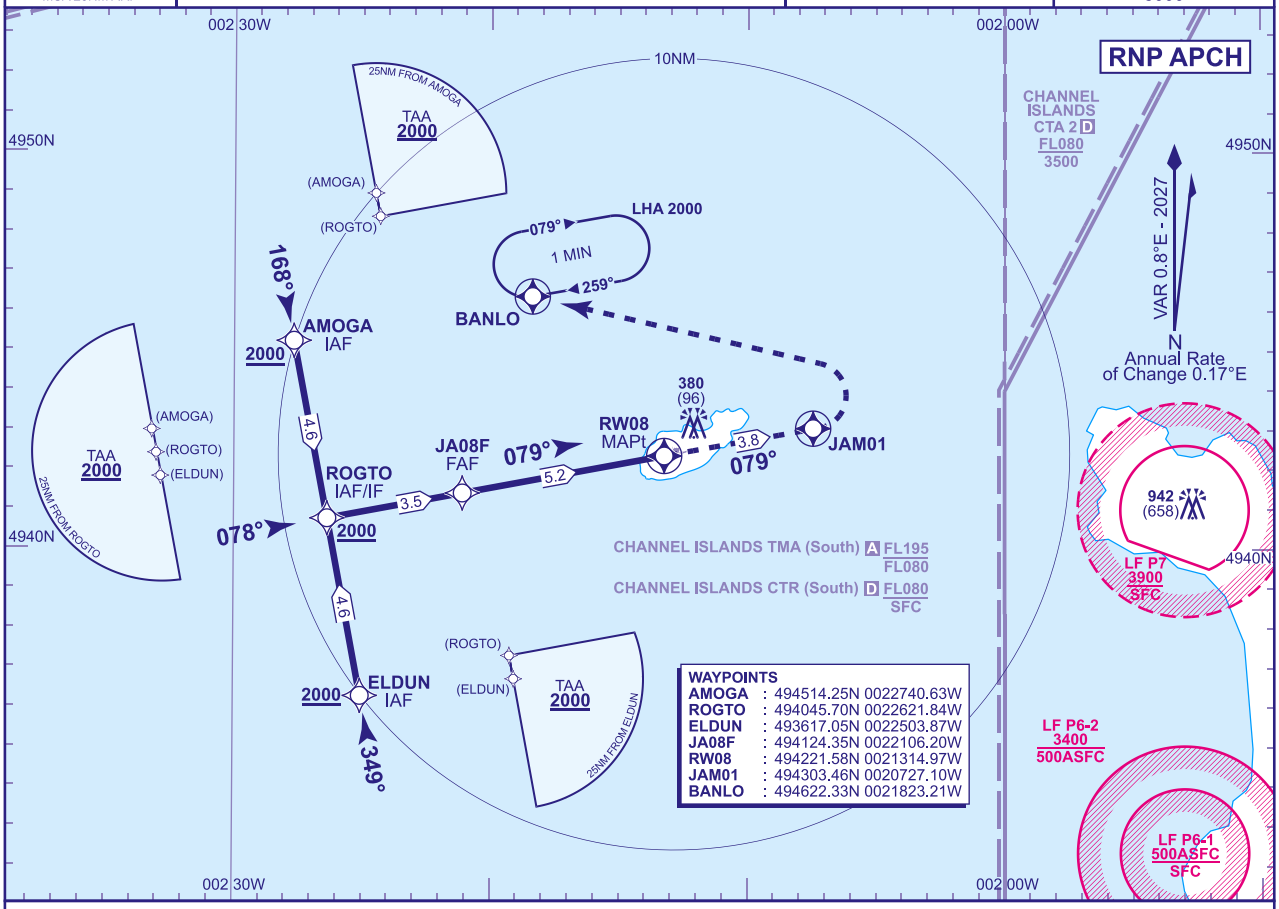
AD 2-EGJA-7-1

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INSTRUMENT APPROACH CHART - ICAO

ALDERNEY
RNP
RWY 08
(ACFT CAT A,B)

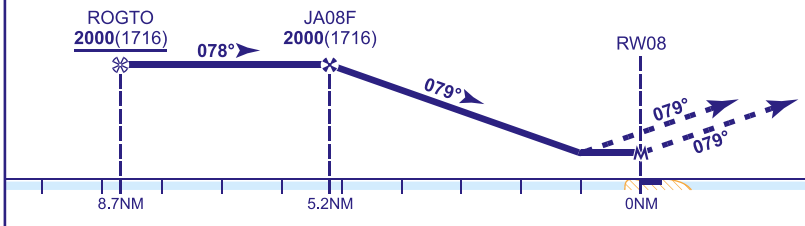
20 MSA 25NM ARP	APP	128.655	GUERNSEY APPROACH	AD ELEVATION	290
	TWR	125.355	ALDERNEY TOWER	THR ELEVATION	284
		130.505	ALDERNEY GROUND	OBSTACLE ELEVATION 942 AMSL (658) (ABOVE THR)	EGNOS CH 45014 E08A
				BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 5000



RECOMMENDED PROFILE LPV - VERTICAL PATH ANGLE 3.0° (LNAV 5.2%), 320FT/NM

NM to RW08	5	4	3	2	1
ALT(HGT)	**1940**(1656)	**1620**(1336)	**1290**(1006)	**970**(686)	**650**(366)

TCH 40



MAPt (LNAV): RW08
Climb straight ahead to **JAM01**, then turn left and continue climb to **2000** to hold at **BANLO**; or as directed.

Aircraft Category		A	B
OCA (OCH)	LPV	**590**(306)	**590**(306)
	LNAV	**630**(346)	**630**(346)
VM(C)OCA (OCH AAL)	Total Area	**690**(400)	**790**(500)

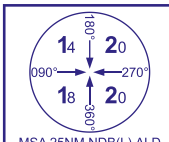
Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

CHANGE (2/26): MAG VAR. MAG TRACKS.

AERO INFO DATE 02 DEC 25

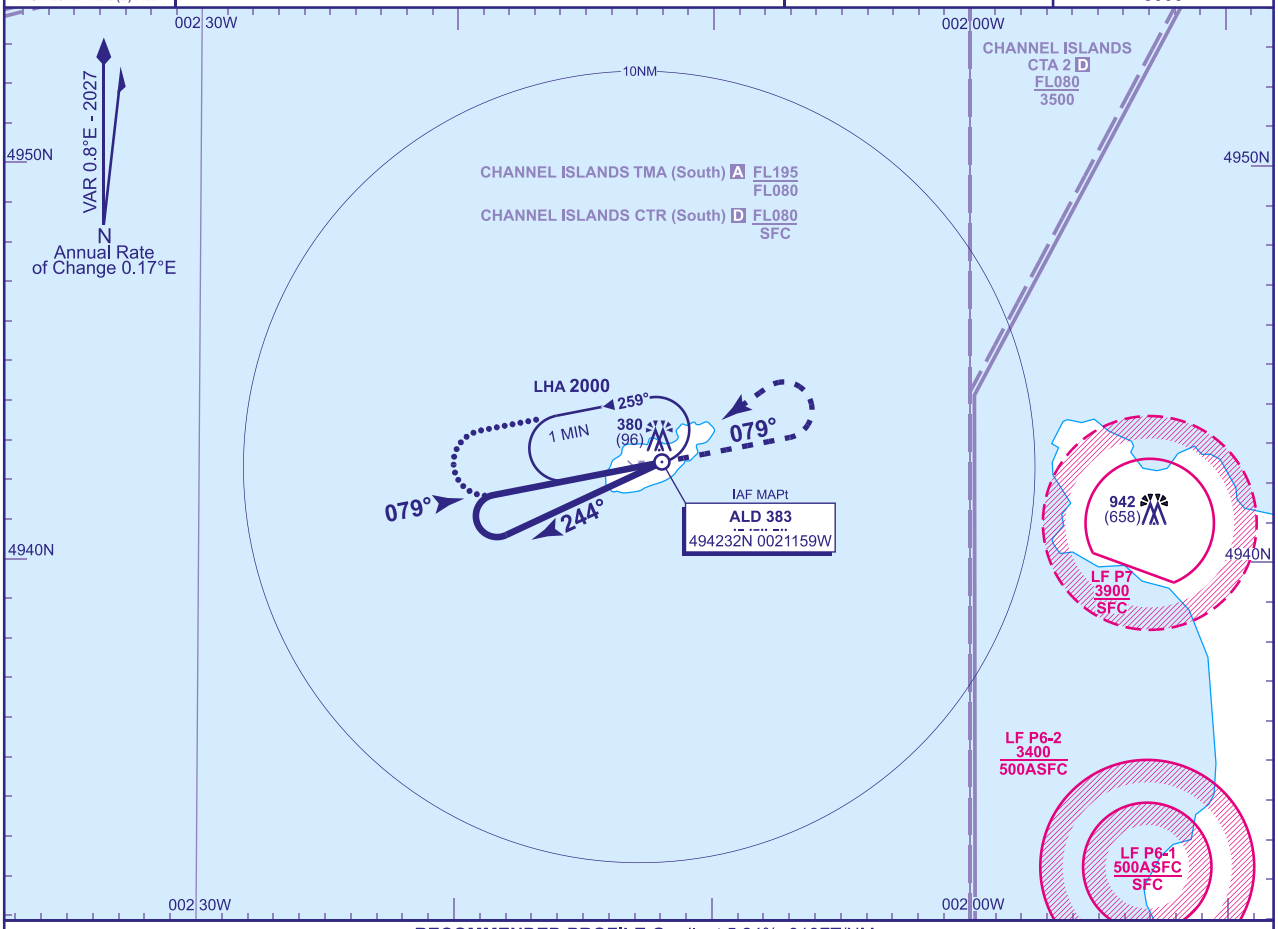
INSTRUMENT APPROACH CHART - ICAO

ALDERNEY
NDB(L)
RWY 08
(ACFT CAT A)

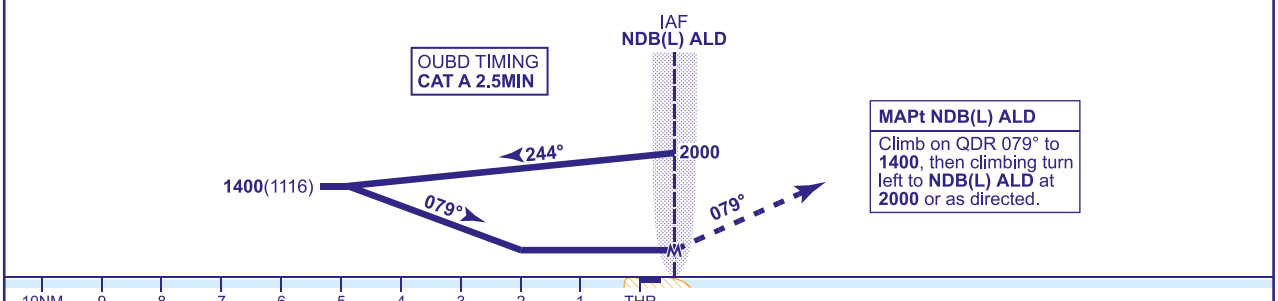


MSA 25NM NDB(L) ALD

APP	128.655	GUERNSEY APPROACH	AD ELEVATION	**290**	TRANSITION ALTITUDE **5000**
TWR	125.355	ALDERNEY TOWER	THR ELEVATION	**284**	
	130.505	ALDERNEY GROUND	OBSTACLE ELEVATION **942 AMSL** (658) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM



MAPt NDB(L) ALD
Climb on QDR 079° to **1400**, then climbing turn left to **NDB(L) ALD** at **2000** or as directed.

Aircraft Category		A
OCA (OCH)	**Procedure**	**680**(396)
VM(C)OCA (OCH AAL)	**Total Area**	**690**(400)

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

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Extend outbound leg of hold to 2.5MIN descending to **1400**(1116). Turn left onto FAT and when established descend to MDA.

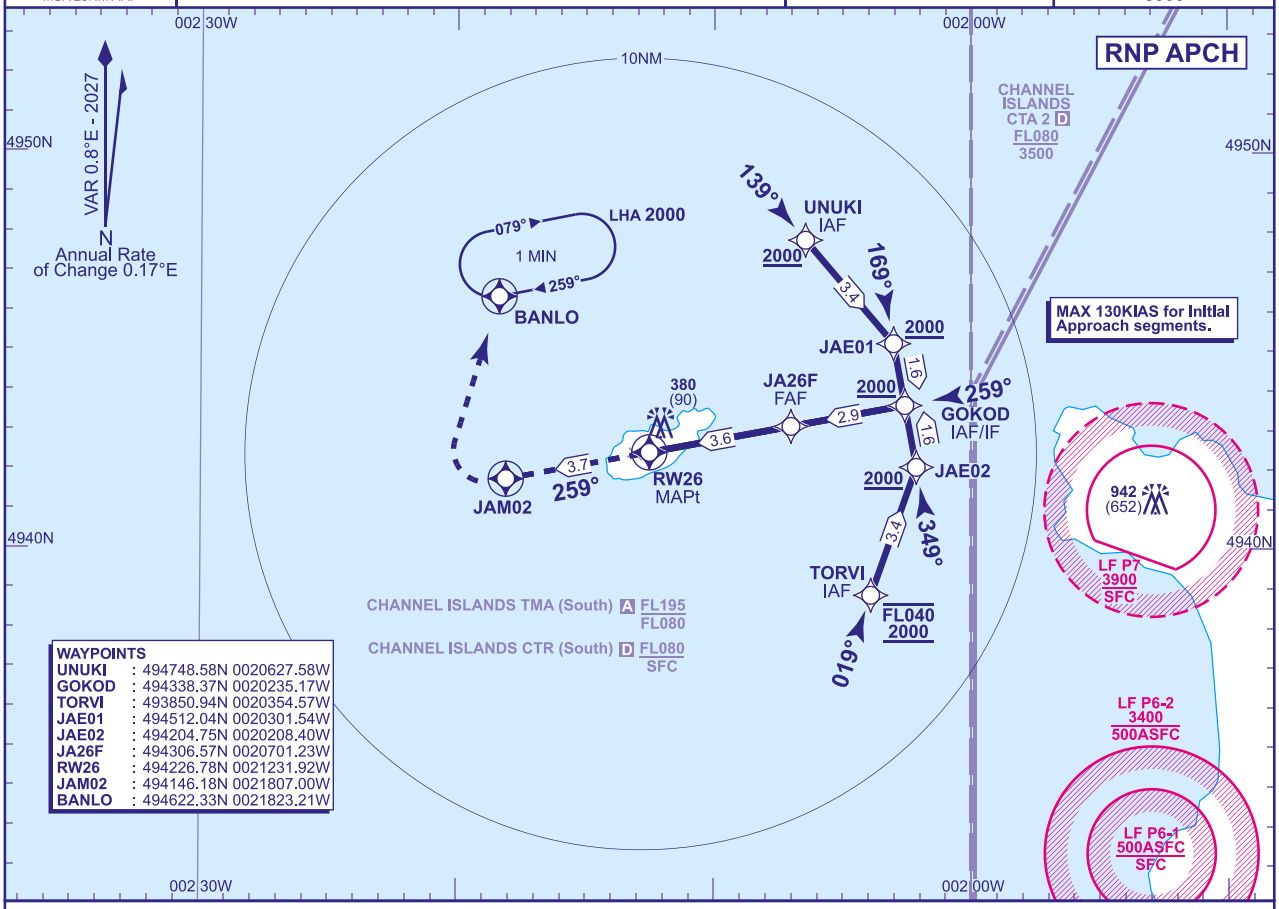
CHANGE (2/26): MAG VAR. MAG TRACKS.

AERO INFO DATE 02 DEC 25
AD 2-EGJA-8-2

INSTRUMENT APPROACH CHART - ICAO

ALDERNEY
RNP
RWY 26
(ACFT CAT A,B)

20 MSA 25NM ARP	APP 128.655	GUERNSEY APPROACH	AD ELEVATION 290	EGNOS CH 46392 E26A
	TWR 125.355	ALDERNEY TOWER	THR ELEVATION 290	TRANSITION ALTITUDE 5000
	130.505	ALDERNEY GROUND	OBSTACLE ELEVATION 942 AMSL (652) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	



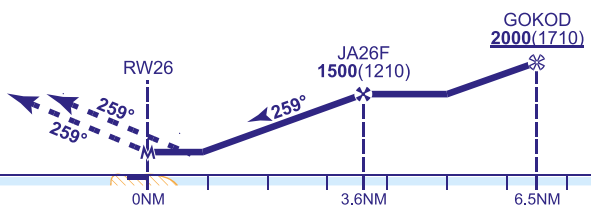
RECOMMENDED PROFILE LPV - VERTICAL PATH ANGLE 3.0° (LNAV 5.2%), 320FT/NM

NM to RW26	3	2	1
ALT(HGT)	**1300**(1010)	**980**(690)	**650**(360)

TCH 40

MAPt (LNAV): RW26

Climb straight ahead to **JAM02**, then turn right and continue climb to **2000** to hold at **BANLO**; or as directed.



Aircraft Category		A	B
OCA (OCH)	LPV	**590**(300)	**590**(300)
	LNAV	**630**(340)	**630**(340)
VM(C)OCA (OCH AAL)	Total Area	**690**(400)	**790**(500)

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

NOTES 1 Caution - eastern extremes of procedure are close to the boundary of control zone and prohibited and restricted areas.
2 From the hold pilots should expect to route direct from the outbound leg of the hold to UNUKI.

CHANGE (2/26): MAG VAR. MAG TRACKS.

AERO INFO DATE 02 DEC 25

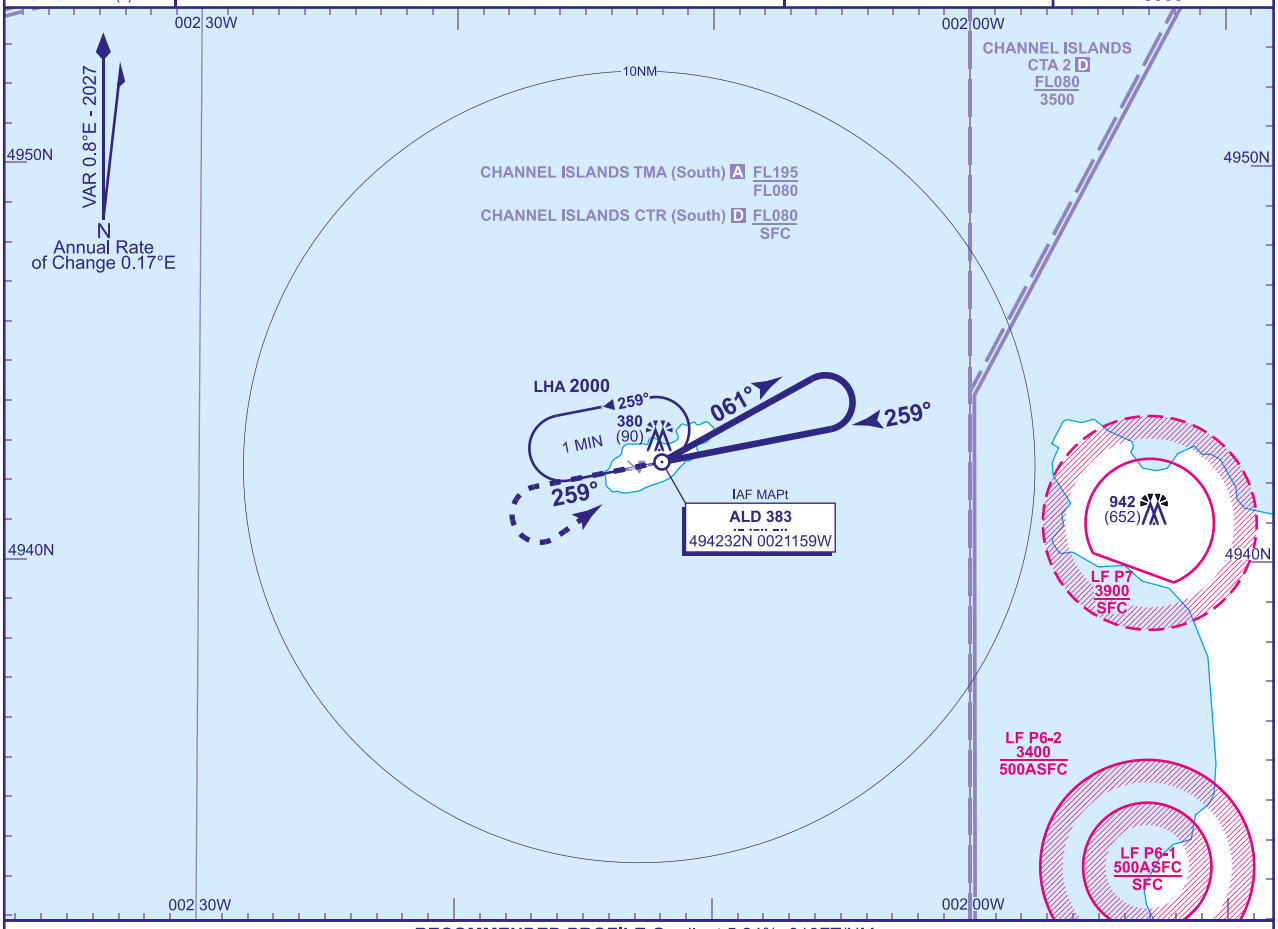
INSTRUMENT APPROACH CHART - ICAO

ALDERNEY NDB(L) RWY 26
(ACFT CAT A)

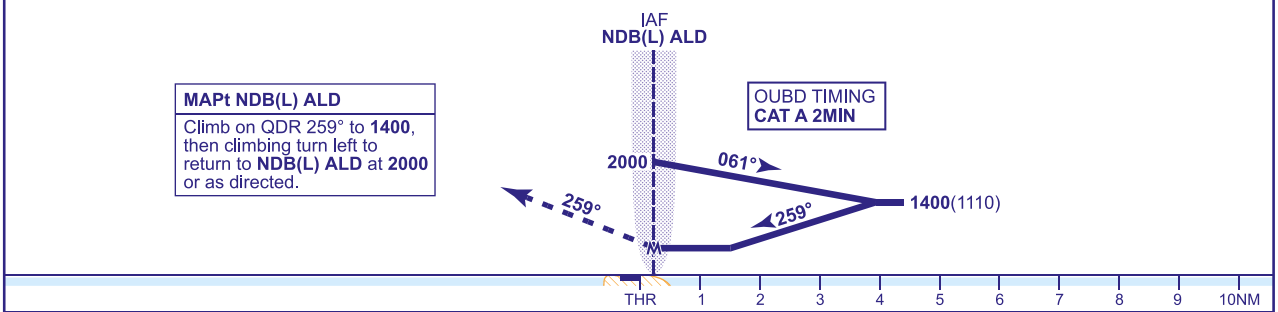


MSA 25NM NDB(L) ALD

APP	128.655	GUERNSEY APPROACH	AD ELEVATION	**290**	
TWR	125.355	ALDERNEY TOWER	THR ELEVATION	**290**	
	130.505	ALDERNEY GROUND	OBSTACLE ELEVATION **942 AMSL** (652) (ABOVE THR)	TRANSITION ALTITUDE **5000**	
			BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM



MAPt NDB(L) ALD
Climb on QDR 259° to **1400**, then climbing turn left to return to **NDB(L) ALD** at **2000** or as directed.

Aircraft Category		A
OCA (OCH)	Procedure	**680**(390)
VM(C)OCA (OCH AAL)	Total Area	**690**(400)

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

CHANGE (2/26): MAG VAR.

AERO INFO DATE 02 DEC 25

Instrument Approach Procedure Coding Tables

ALDERNEY RNP RWY 08 - Instrument Approach Procedure via AMOGA

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R08L	001	IF	AMOGA	N	-	-	2000	-	494514.25N 0022740.63W	IAF GUR R019/D19.8
R08L	002	TF	ROGTO	N	168° (169.2°)	LEFT	2000	-	494045.70N 0022621.84W	IF 8.7NM
R08L	003	TF	JA08F	N	078° (079.3°)	-	2000	-	494124.35N 0022106.20W	FAF 5.2NM
R08L	004	TF	RW08	Y	079° (079.3°)	-	-	-	494221.58N 0021314.97W	MAPt
R08L	005	TF	JAM01	Y	079° (079.4°)	LEFT	-	-	494303.46N 0020727.10W	-
R08L	006	DF	BANLO	Y	-	-	2000	-	494622.33N 0021823.21W	HOLD

ALDERNEY RNP RWY 08 - Instrument Approach Procedure via ROGTO

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R08C	001	IF	ROGTO	N	-	-	2000	-	494045.70N 0022621.84W	IAF GUR R027/D15.9
R08C	002	TF	JA08F	N	078° (079.3°)	-	2000	-	494124.35N 0022106.20W	FAF 5.2NM
R08C	003	TF	RW08	Y	079° (079.3°)	-	-	-	494221.58N 0021314.97W	MAPt
R08C	004	TF	JAM01	Y	079° (079.4°)	LEFT	-	-	494303.46N 0020727.10W	-
R08C	005	DF	BANLO	Y	-	-	2000	-	494622.33N 0021823.21W	HOLD

ALDERNEY RNP RWY 08 - Instrument Approach Procedure via ELDUN

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R08R	001	IF	ELDUN	N	-	-	2000	-	493617.05N 0022503.87W	IAF GUR R039/D12.4
R08R	002	TF	ROGTO	N	349° (349.3°)	RIGHT	2000	-	494045.70N 0022621.84W	IF 8.7NM
R08R	003	TF	JA08F	N	078° (079.3°)	-	2000	-	494124.35N 0022106.20W	FAF 5.2NM
R08R	004	TF	RW08	Y	079° (079.3°)	-	-	-	494221.58N 0021314.97W	MAPt
R08R	005	TF	JAM01	Y	079° (079.4°)	LEFT	-	-	494303.46N 0020727.10W	-
R08R	006	DF	BANLO	Y	-	-	2000	-	494622.33N 0021823.21W	HOLD

CHANGE (2/26): MAG TRACKS.
AERO INFO DATE 05 DEC 25

SBAS FAS Data Block Coding Data

Alderney RNP RWY 08

Input Data	
Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	EGJA
Runway	08
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E08A
LTP/FTP Latitude	494221.5800N
LTP/FTP Longitude	0021314.9710W
LTP/FTP Ellipsoidal Height (metres)	134.7
FPAP Latitude	494231.6140N
Delta FPAP Latitude (seconds)	10.0340
FPAP Longitude	0021151.8010W
Delta FPAP Longitude (seconds)	83.1700
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3
Course Width (metres)	105
Length Offset (metres)	824
HAL	40
VAL	50

Output Data	
Data Block	10 01 0A 07 05 08 00 00 01 38 30 05 18 DD 54 15 4A 03 0C FF 43 19 64 4E 00 C4 89 02 90 01 2C 01 64 67 C8 FA BA 52 CF 4F
Calculated CRC Value	BA52CF4F

CHANGE (10/20): RNP REFERENCES ADDED.

AERO INFO DATE 08 APR 20

Instrument Approach Procedure Coding Tables

ALDERNEY RNP RWY 26 - Instrument Approach Procedure via UNUKI

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R26R	001	IF	UNUKI	N	-	-	2000	-130	494748.58N 0020627.58W	IAF GUR R045/R29.0
R26R	002	TF	JAE01	N	139° (139.5°)	RIGHT	2000	-130	494512.04N 0020301.54W	8.15NM
R26R	003	TF	GOKOD	N	169° (169.7°)	RIGHT	2000	-130	494338.37N 0020235.17W	IF 6.56NM
R26R	004	TF	JA26F	N	259° (259.6°)	-	1500	-	494306.57N 0020701.23W	FAF 3.6NM
R26R	005	TF	RW26	Y	259° (259.5°)	-	-	-	494226.78N 0021231.92W	MAPt
R26R	006	TF	JAM02	Y	259° (259.5°)	RIGHT	-	-	494146.18N 0021807.00W	-
R26R	007	DF	BANLO	Y	-	-	2000	-	494622.33N 0021823.21W	HOLD

ALDERNEY RNP RWY 26 - Instrument Approach Procedure via GOKOD

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R26C	001	IF	GOKOD	N	-	-	2000	-130	494338.37N 0020235.17W	IF GUR R054/D28.0
R26C	002	TF	JA26F	N	259° (259.6°)	-	1500	-	494306.57N 0020701.23W	FAF 3.6NM
R26C	003	TF	RW26	Y	259° (259.5°)	-	-	-	494226.78N 0021231.92W	MAPt
R26C	004	TF	JAM02	Y	259° (259.5°)	RIGHT	-	-	494146.18N 0021807.00W	-
R26C	005	DF	BANLO	Y	-	-	2000	-	494622.33N 0021823.21W	HOLD

ALDERNEY RNP RWY 26 - Instrument Approach Procedure via TORVI

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R26L	001	IF	TORVI	N	-	-	FL040 2000	-130	493850.94N 0020354.57W	IAF GUR R062/D24.5
R26L	002	TF	JAE02	N	019° (019.6°)	LEFT	2000	-130	494204.75N 0020208.40W	8.15NM
R26L	003	TF	GOKOD	N	349° (349.5°)	LEFT	2000	-130	494338.37N 0020235.17W	IF 6.56NM
R26L	004	TF	JA26F	N	259° (259.6°)	-	1500	-	494306.57N 0020701.23W	FAF 3.6NM
R26L	005	TF	RW26	Y	259° (259.5°)	-	-	-	494226.78N 0021231.92W	MAPt
R26L	006	TF	JAM02	Y	259° (259.5°)	RIGHT	-	-	494146.18N 0021807.00W	-
R26L	007	DF	BANLO	Y	-	-	2000	-	494622.33N 0021823.21W	HOLD

CHANGE (2/26): MAG TRACKS.
AERO INFO DATE 02 DEC 25

SBAS FAS Data Block Coding Data

Alderney RNP RWY 26

Input Data	
Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	EGJA
Runway	26
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E26A
LTP/FTP Latitude	494226.7760N
LTP/FTP Longitude	0021231.9220W
LTP/FTP Ellipsoidal Height (metres)	136.4
FPAP Latitude	494216.7335N
Delta FPAP Latitude (seconds)	-10.0425
FPAP Longitude	0021355.0875W
Delta FPAP Longitude (seconds)	-83.1655
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3
Course Width (metres)	105
Length Offset (metres)	824
HAL	40
VAL	50

Output Data	
Data Block	10 01 0A 07 05 1A 00 00 01 36 32 05 B0 05 55 15 9C 53 0D FF 54 19 8B B1 FF 45 76 FD 90 01 2C 01 64 67 C8 FA 23 84 2F D8
Calculated CRC Value	23842FD8

CHANGE (10/20): RNP REFERENCES ADDED.

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	121.605 Non-ATS channel.			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 arrangement with AD operator (HIAL).	572830.34N 0072212.90W	57 FT	DOC 25 NM. Zero range to site.
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 arrangement 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.

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)

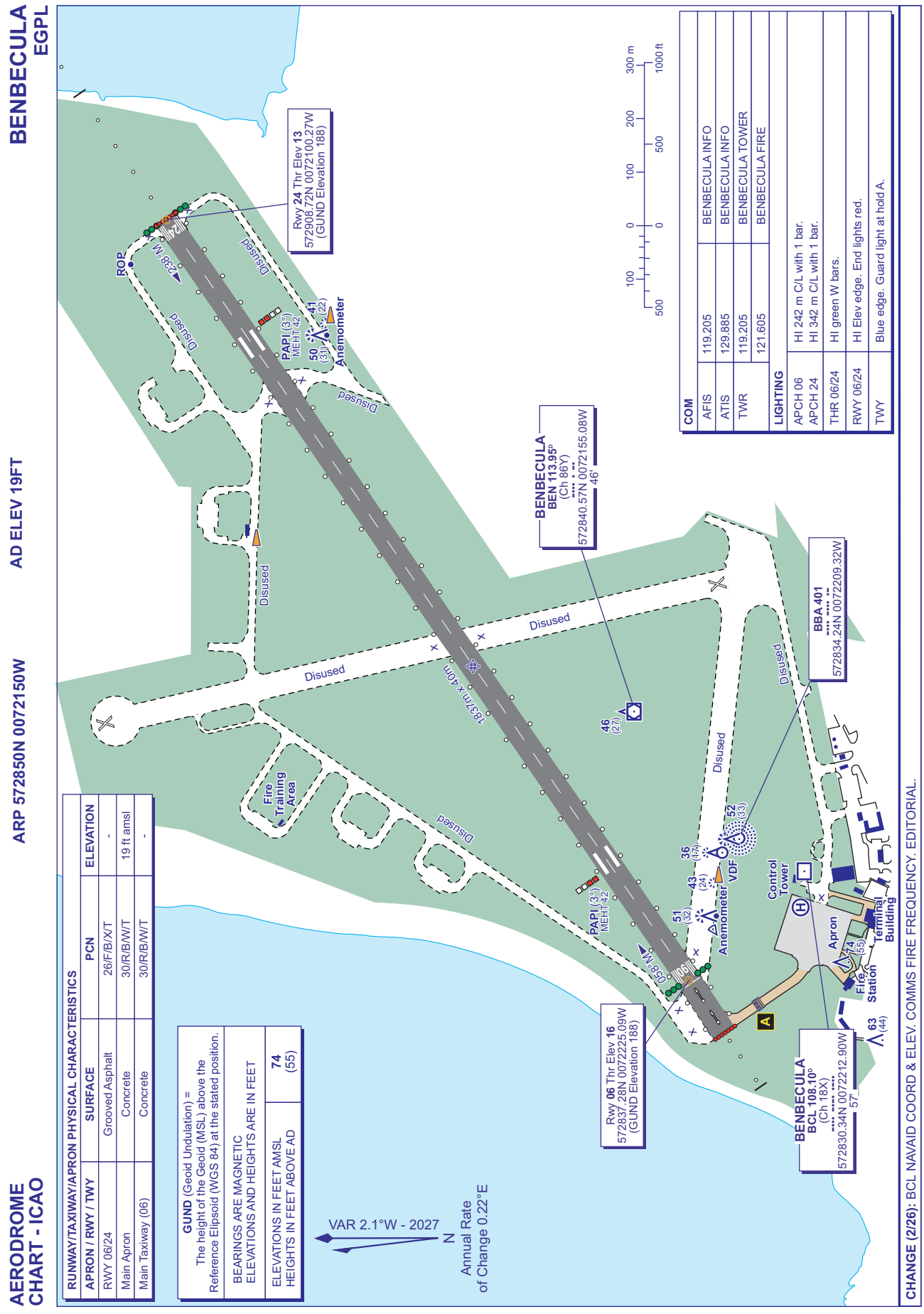
a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

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

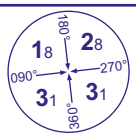
a) Aircraft operators are responsible for the searching of any aircraft parked either overnight or within the demarcated area prior to departure.


BENBECULA
EGPL
AERODROME
CHART - ICAO
ARP 572850N 0072150W
AD ELEV 19FT
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
PCN
ELEVATION
RWY 06/24
Grooved Asphalt
26/F/B/X/T
-
Main Apron
Concrete
30/R/B/W/T
19 ft amsl
Main Taxiway (06)
Concrete
30/R/B/W/T
-
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
74 (55)
VAR 2.1°W - 2027
Annual Rate of Change 0.22°E
Rwy 24 Thr Elev 13
572908.72N 0072100.27W
(GUND Elevation 188)
Rwy 06 Thr Elev 16
572837.28N 0072225.09W
(GUND Elevation 188)
BENBECULA
BEN 113.95D
(Ch 86Y)
572840.57N 0072155.08W
46
BENBECULA
BCL 108.10D
(Ch 18X)
572830.34N 0072212.90W
57
BBA 401
572834.24N 0072209.32W
1837m x 40m
ROP
239°M
058°M
PAPI (3°)
MEHT 42
Anemometer
Disused
Fire Training Area
VDF
Control Tower
Terminal Building
Apron
Fire Station
COM
AFIS 119.205 BENBECULA INFO
ATIS 129.885 BENBECULA INFO
TWR 119.205 BENBECULA TOWER
121.605 BENBECULA FIRE
LIGHTING
APCH 06 HI 242 m C/L with 1 bar.
APCH 24 HI 342 m C/L with 1 bar.
THR 06/24 HI green W bars.
RWY 06/24 HI Elev edge. End lights red.
TWY Blue edge. Guard light at hold A.
CHANGE (2/26): BCL NAVAID COORD & ELEV. COMMS FIRE FREQUENCY. EDITORIAL.

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INSTRUMENT APPROACH CHART - ICAO

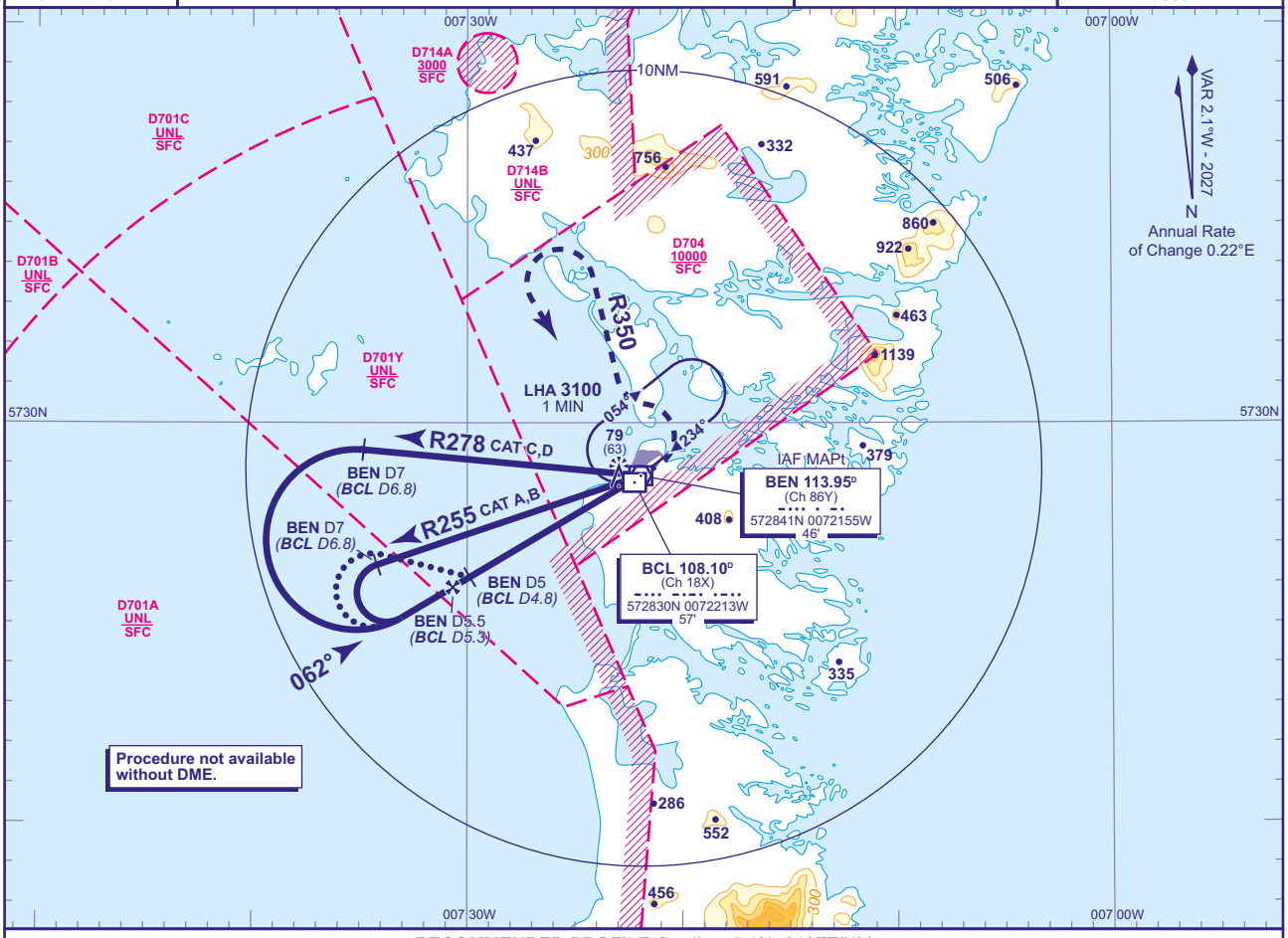
BENBECULA VOR/DME RWY 06
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEN

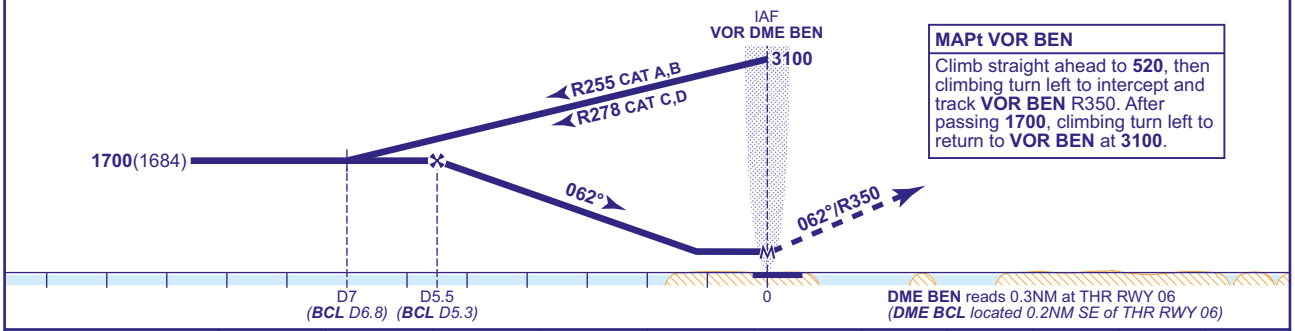
APP	119.205	BENBECULA APPROACH	AD ELEVATION	19
TWR	119.205	BENBECULA TOWER	THR ELEVATION	16
AFIS	119.205	BENBECULA INFORMATION	OBSTACLE ELEVATION	79 AMSL (63)(ABOVE THR)
ATIS	129.885	BENBECULA INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.1%, 310FT/NM

DME BEN (BCL)	5(4.8)	4(3.8)	3(2.8)	2(1.8)
ALT(HGT)	**1540**(1524)	**1230**(1214)	**920**(904)	**610**(594)



MAPt VOR BEN
Climb straight ahead to **520**, then climbing turn left to intercept and track **VOR BEN** R350. After passing **1700**, climbing turn left to return to **VOR BEN** at **3100**.

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**360**(344)	**360**(344)	**360**(344)	**360**(344)
VM(C)OCA (OCH AAL)	**Total Area**	**470**(451)	**710**(691)	**810**(791)	**810**(791)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	830	720	620	520	410

ALTERNATIVE PROCEDURE (PROCEDURE TURN REVERSAL)
Overhead VOR DME BEN (IAF) at **3100**, fly outbound on R242 descending to **1700**(1684). At BEN DME 5 (BCL D4.8) procedure turn right onto extended FAT. When established, continue as for main procedure.

NOTES
1 FAT is offset 4.3° from RWY 06 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedures available subject to ATC permission.
3 Base Turn and Procedure Turn for CAT C and D aircraft are based on 250KIAS to accommodate military aircraft.

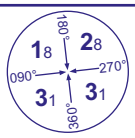
CHANGE (2/26): DME BCL ELEVATION.

AERO INFO DATE 21 NOV 25

INSTRUMENT APPROACH CHART - ICAO

BENBECULA VOR RWY 06

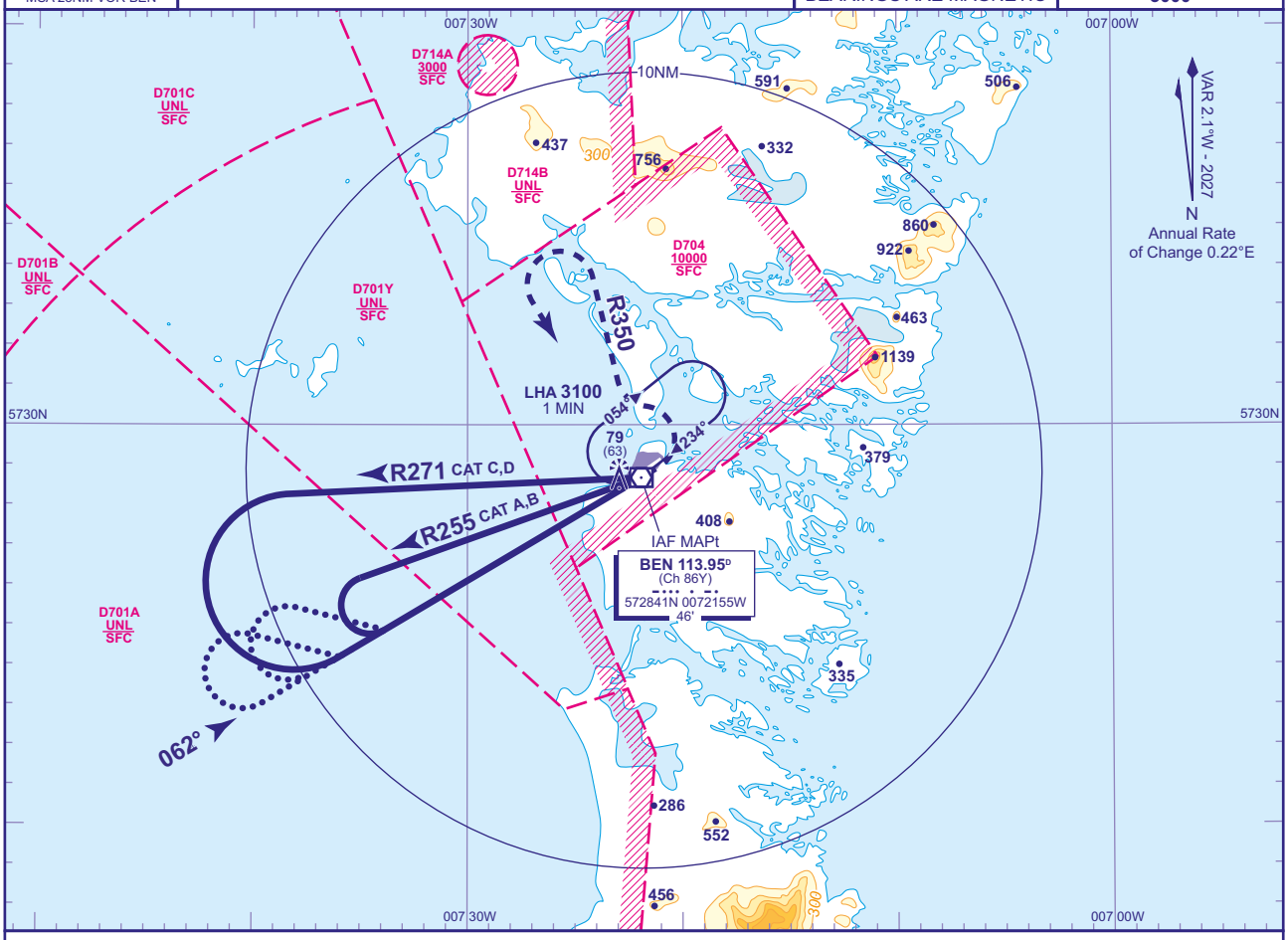
(ACFT CAT A,B,C,D)

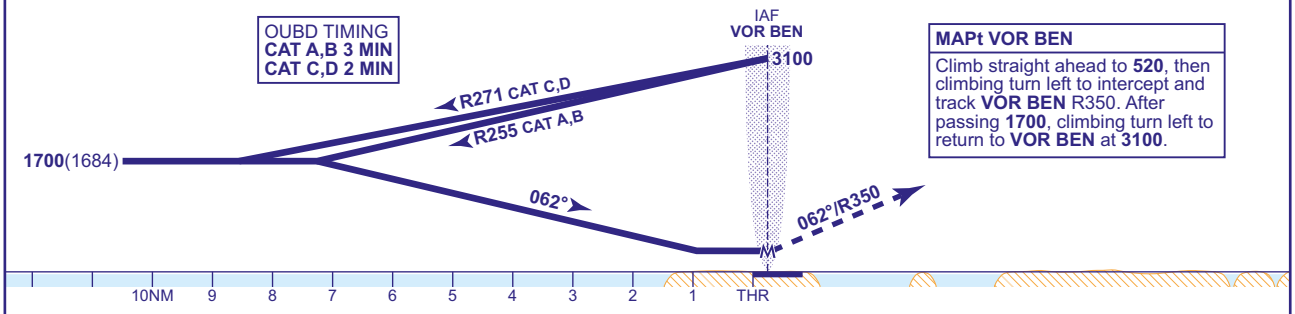


MSA 25NM VOR BEN

APP	119.205	BENBECULA APPROACH	AD ELEVATION	19	
TWR	119.205	BENBECULA TOWER	THR ELEVATION	16	
AFIS	119.205	BENBECULA INFORMATION	OBSTACLE ELEVATION	79 AMSL (63)(ABOVE THR)	
ATIS	129.885	BENBECULA INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **3000**





MAPt VOR BEN

Climb straight ahead to **520**, then climbing turn left to intercept and track **VOR BEN** R350. After passing **1700**, climbing turn left to return to **VOR BEN** at **3100**.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**410**(394)	**410**(394)	**410**(394)	**410**(394)
VM(C)OCA (OCH AAL)	Total Area	**470**(451)	**710**(691)	**810**(791)	**810**(791)

ALTERNATIVE PROCEDURE (PROCEDURE TURN REVERSAL)
Overhead VOR BEN (IAF) at **3100**, fly outbound on R242 descending to **1700**(1684). For CAT A,B 3MIN and CAT C,D 2MIN prior to procedure turn right, when established on FAT descend to MDH.

NOTES
1 FAT is offset 4.3° from RWY 06 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedure available subject to ATC permission.
3 Base Turn and Procedure Turn for CAT C and D aircraft are based on 250KIAS to accommodate military aircraft.

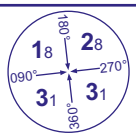
CHANGE (1/26): EGD714A/B ADDED.

AERO INFO DATE 18 NOV 25

AD 2-EGPL-8-2

INSTRUMENT APPROACH CHART - ICAO

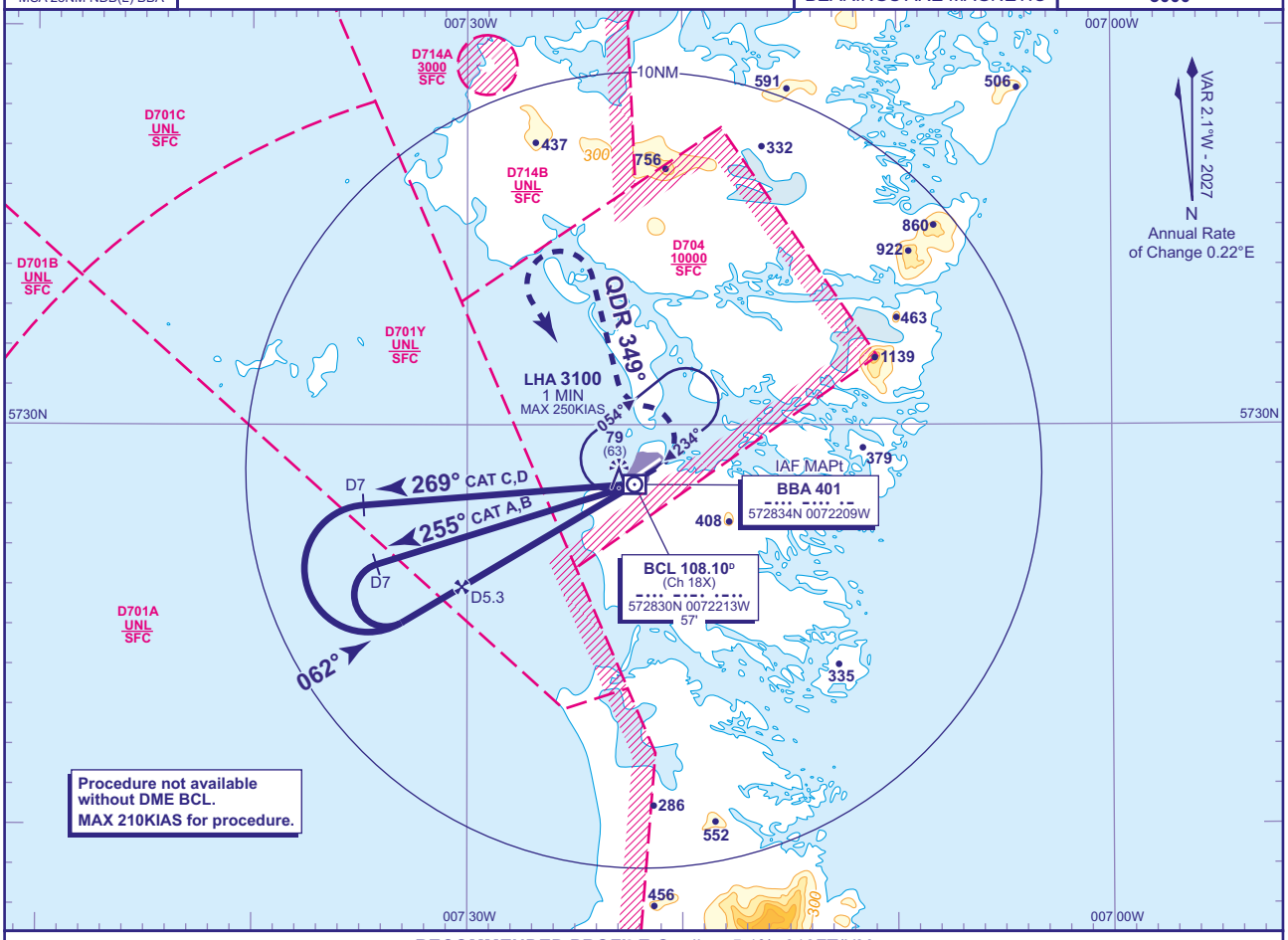
BENBECULA NDB(L)/DME RWY 06
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BBA

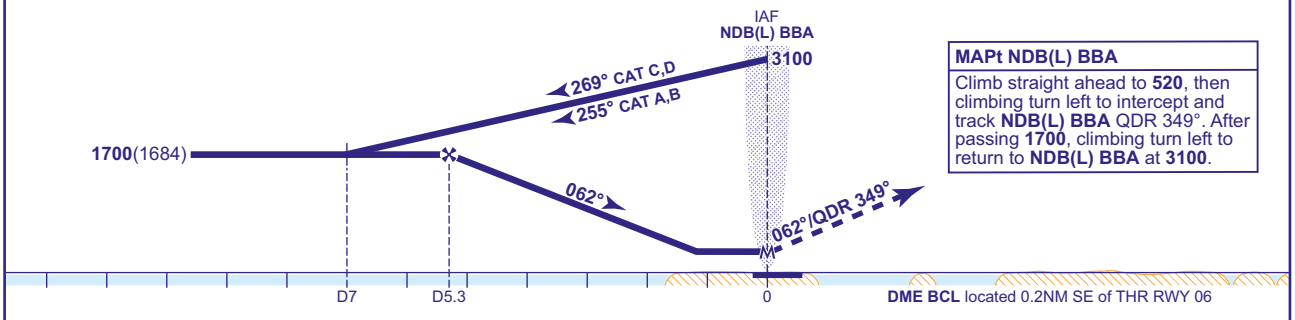
APP	119.205	BENBECULA APPROACH	AD ELEVATION	19
TWR	119.205	BENBECULA TOWER	THR ELEVATION	16
AFIS	119.205	BENBECULA INFORMATION	OBSTACLE ELEVATION	79 AMSL (63)(ABOVE THR)
ATIS	129.885	BENBECULA INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.1%, 310FT/NM

DME BCL	5	4	3	2	1
ALT(HGT)	**1610**(1594)	**1300**(1284)	**990**(974)	**680**(664)	**370**(354)



MAPt NDB(L) BBA

Climb straight ahead to **520**, then climbing turn left to intercept and track **NDB(L) BBA** QDR 349°. After passing **1700**, climbing turn left to return to **NDB(L) BBA** at **3100**.

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**360**(344)	**360**(344)	**360**(344)	**360**(344)
VM(C)OCA (OCH AAL)	**Total Area**	**470**(451)	**710**(691)	**810**(791)	**810**(791)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	830	720	620	520	410

NOTES 1 FAT is offset 4.4° from RWY 06 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedure available subject to ATC permission.

CHANGE (2/26): DME BCL ELEVATION.

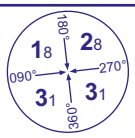
AERO INFO DATE 21 NOV 25

AD 2-EGPL-8-3

INSTRUMENT APPROACH CHART - ICAO

BENBECULA NDB(L) RWY 06

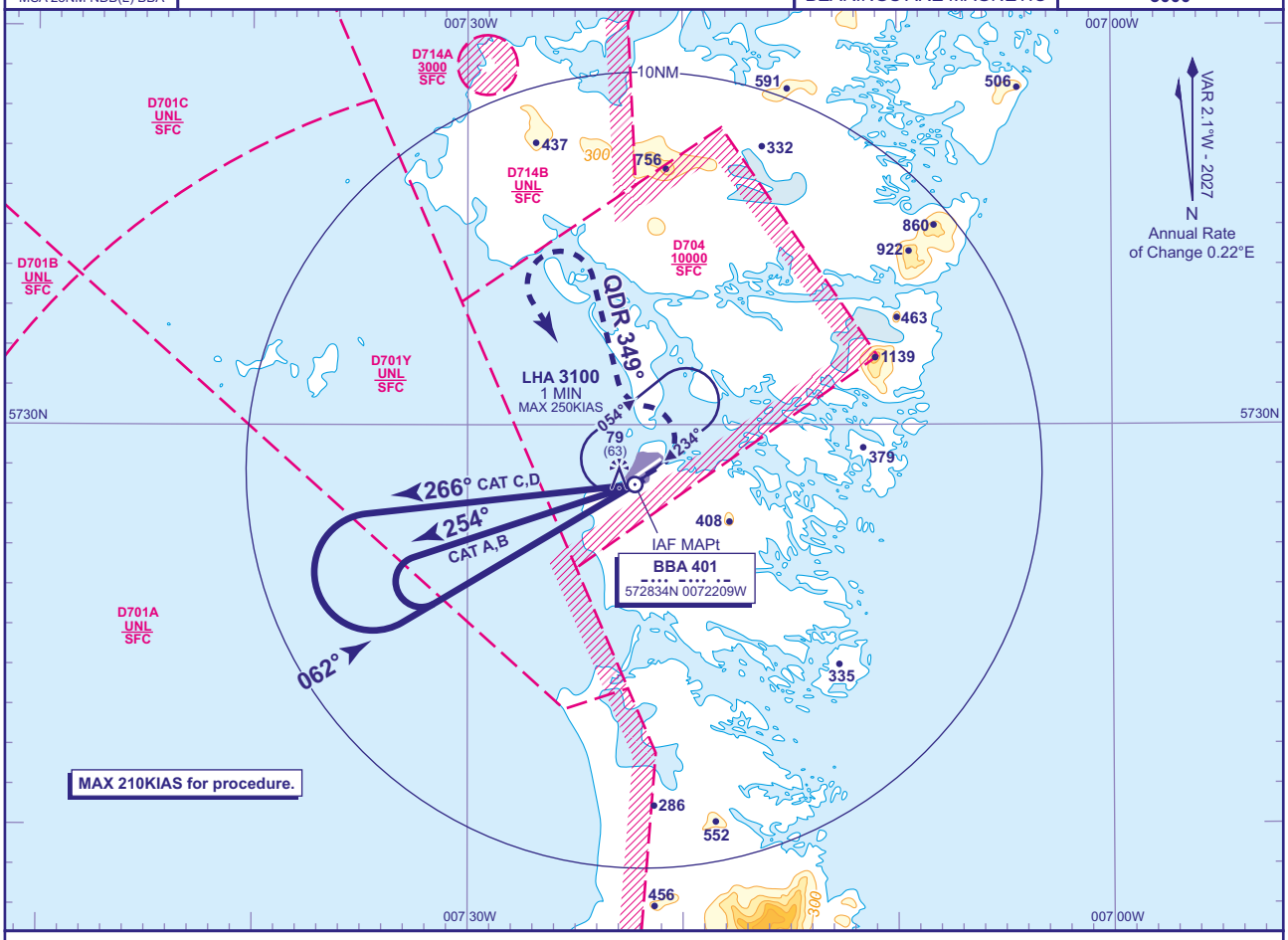
(ACFT CAT A,B,C,D)

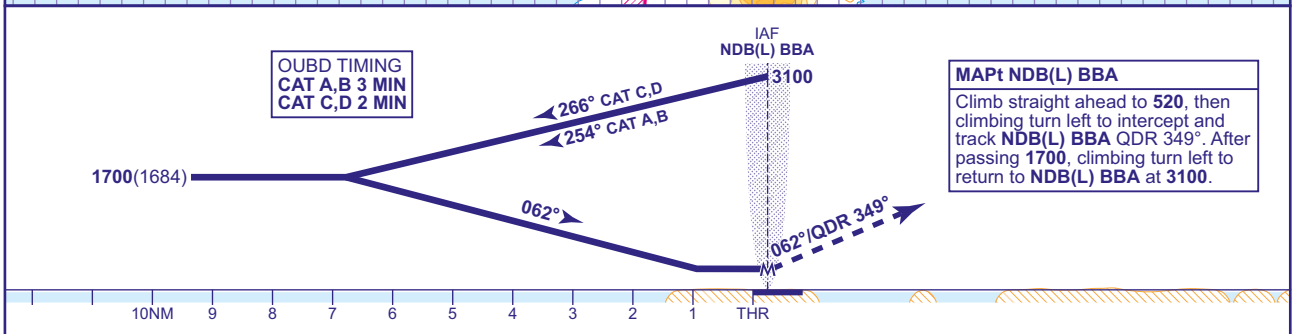


MSA 25NM NDB(L) BBA

APP	119.205	BENBECULA APPROACH	AD ELEVATION	19
TWR	119.205	BENBECULA TOWER	THR ELEVATION	16
AFIS	119.205	BENBECULA INFORMATION	OBSTACLE ELEVATION	79 AMSL (63)(ABOVE THR)
ATIS	129.885	BENBECULA INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**





MAPt NDB(L) BBA

Climb straight ahead to **520**, then climbing turn left to intercept and track **NDB(L) BBA** QDR 349°. After passing **1700**, climbing turn left to return to **NDB(L) BBA** at **3100**.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**410**(394)	**410**(394)	**410**(394)	**410**(394)
VM(C)OCA (OCH AAL)	Total Area	**470**(451)	**710**(691)	**810**(791)	**810**(791)

NOTES **1** FAT is offset 4.4° from RWY 06 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedure available subject to ATC permission.

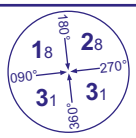
CHANGE (1/26): EGD714A/B ADDED..

AERO INFO DATE 18 NOV 25

AD 2-EGPL-8-4

INSTRUMENT APPROACH CHART - ICAO

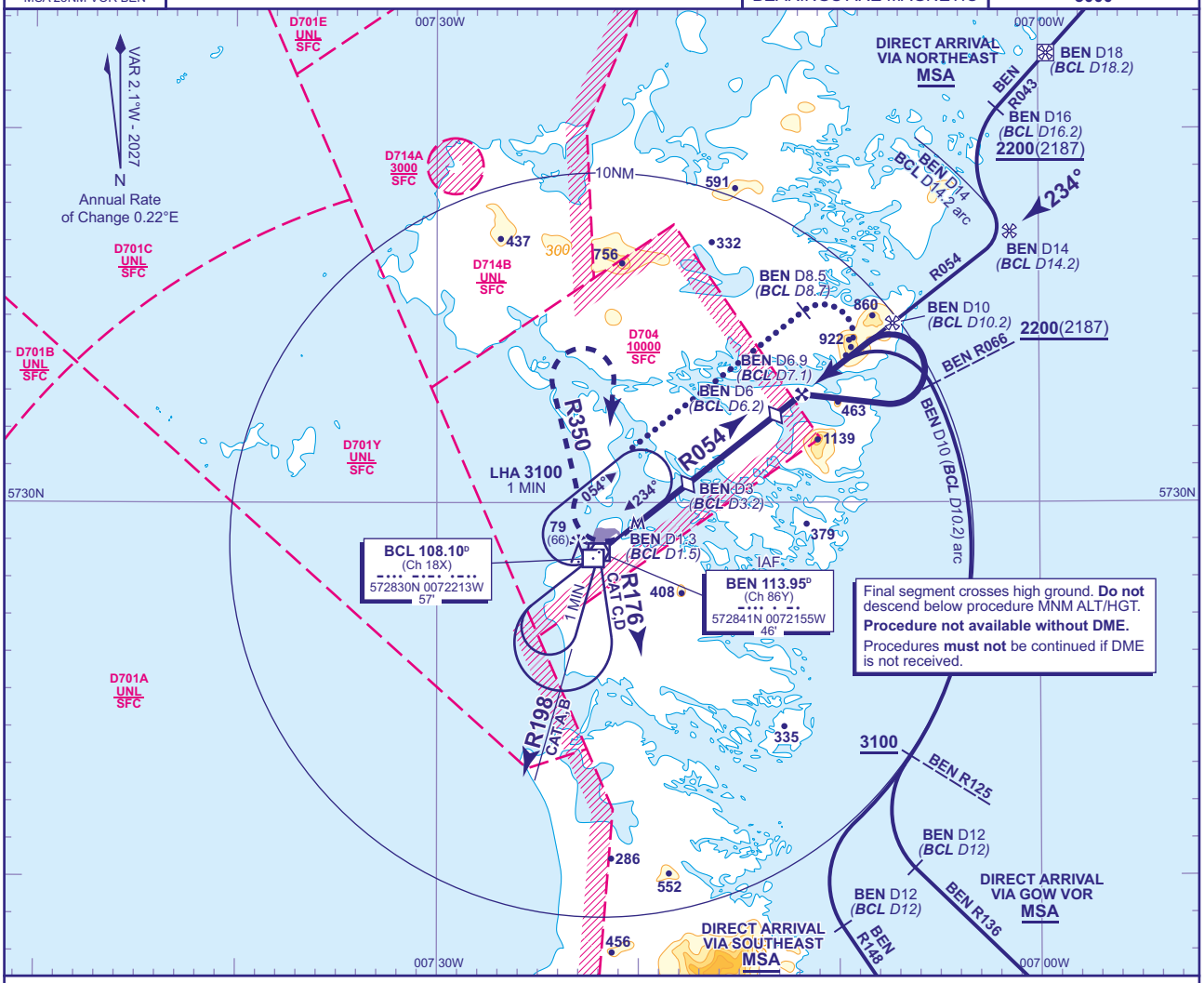
BENBECULA VOR/DME Z RWY 24
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEN

APP	119.205	BENBECULA APPROACH	AD ELEVATION	19
TWR	119.205	BENBECULA TOWER	THR ELEVATION	13
AFIS	119.205	BENBECULA INFORMATION	OBSTACLE ELEVATION	79 AMSL (66)(ABOVE THR)
ATIS	129.885	BENBECULA INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**

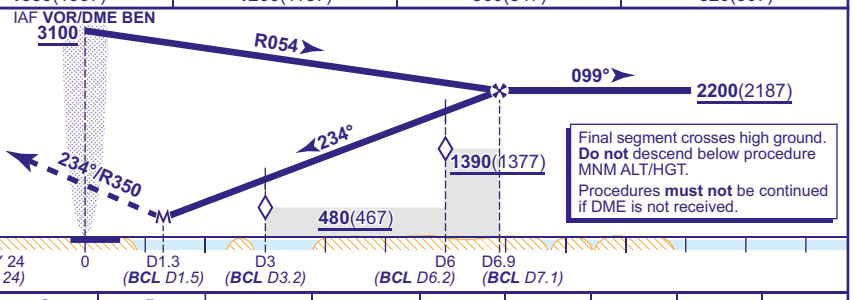


RECOMMENDED PROFILE Gradient 5.7%, 344FT/NM

DME BEN (BCL)	6 (6.2) **(SDF)**	5 (5.2)	4 (4.2)	3 (3.2) **(SDF)**	2 (2.2)
ALT(HGT)	**1890**(1877)	**1550**(1537)	**1200**(1187)	**860**(847)	**520**(507)

MAPt BEN DME 1.3 (BCL D1.5)

Danger Areas Active:
Climb straight ahead to **520**, then climbing turn right to intercept and track **VOR BEN** R350. After passing **1700**, climbing turn right to return to **VOR BEN** at **3100**.
Note: No turns permitted before MAPt.



DME BEN reads 0.7NM at THR RWY 24
*(**DME BCL** reads 0.9NM at THR RWY 24)*

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**340**(327)	**340**(327)	**340**(327)	**340**(327)
VM(C)OCA (OCH AAL)	**Total Area**	**470**(451)	**710**(691)	**810**(791)	**810**(791)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	920	800	690	570	460

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN Overhead VOR DME BEN in holding pattern, turn right and descend on extended outbound leg to **2200**. At BEN DME 8.5 (BCL D8.7) turn right to intercept FAT. When established, continue as for main procedure.

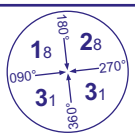
NOTES
1 FAT is offset 3.7° from RWY 24 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedures available subject to ATC permission.
3 To commence procedure from hold, overhead VOR DME BEN, fly baseturn manoeuvre on CAT A,B R198, CAT C,D R176 for 1 MIN then turn right to return to the facility on 054° **not below 3100**.

CHANGE (2/26): DME BCL ELEVATION. NOTE 3 REMOVED.

AERO INFO DATE 21 NOV 25

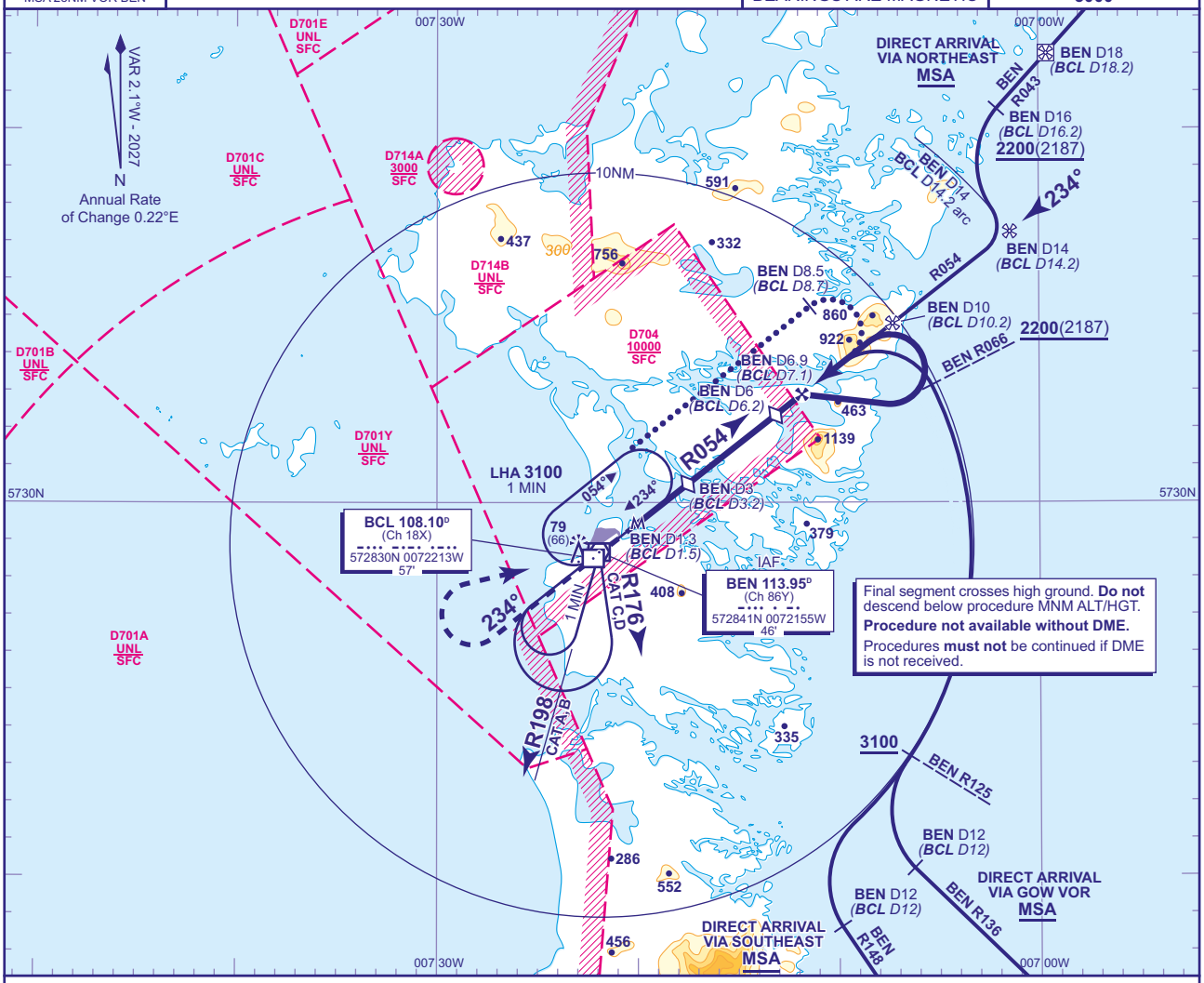
INSTRUMENT APPROACH CHART - ICAO

BENBECULA VOR/DME Y RWY 24
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEN

APP	119.205	BENBECULA APPROACH	AD ELEVATION	19	TRANSITION ALTITUDE 3000
TWR	119.205	BENBECULA TOWER	THR ELEVATION	13	
AFIS	119.205	BENBECULA INFORMATION	OBSTACLE ELEVATION 79 AMSL (66)(ABOVE THR)		
ATIS	129.885	BENBECULA INFORMATION	BEARINGS ARE MAGNETIC		

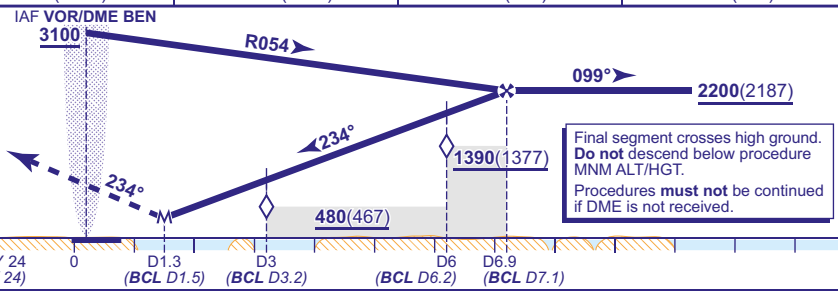


RECOMMENDED PROFILE Gradient 5.7%, 344FT/NM

DME BEN (BCL)	6 (6.2) **(SDF)**	5 (5.2)	4 (4.2)	3 (3.2) **(SDF)**	2 (2.2)
ALT(HGT)	**1890**(1877)	**1550**(1537)	**1200**(1187)	**860**(847)	**520**(507)

MAPt BEN DME 1.3 (BCL D1.5)

Danger Areas Not Active:
Climb straight ahead to **1700**. At **1700**, turn right to return to **VOR BEN** at **3100**.
Note: No turns permitted before MAPt.



Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**340**(327)	**340**(327)	**340**(327)	**340**(327)
VM(C)OCA (OCH AAL)	**Total Area**	**470**(451)	**710**(691)	**810**(791)	**810**(791)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	920	800	690	570	460

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN Overhead VOR DME BEN in holding pattern, turn right and descend on extended outbound leg to **2200**. At BEN DME 8.5 (BCL D8.7) turn right to intercept FAT. When established, continue as for main procedure.

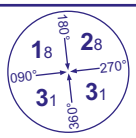
NOTES
1 FAT is offset 3.7° from RWY 24 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedure available subject to ATC permission.
3 To commence procedure from hold, overhead VOR DME BEN, fly baseturn manoeuvre on CAT A,B R198, CAT C,D R176 for 1 MIN then turn right to return to the facility on 054° **not below 3100**.

CHANGE (2/26): DME BCL ELEVATION. NOTE 3 REMOVED.

AERO INFO DATE 21 NOV 25 AD 2-EGPL-8-6

INSTRUMENT APPROACH CHART - ICAO

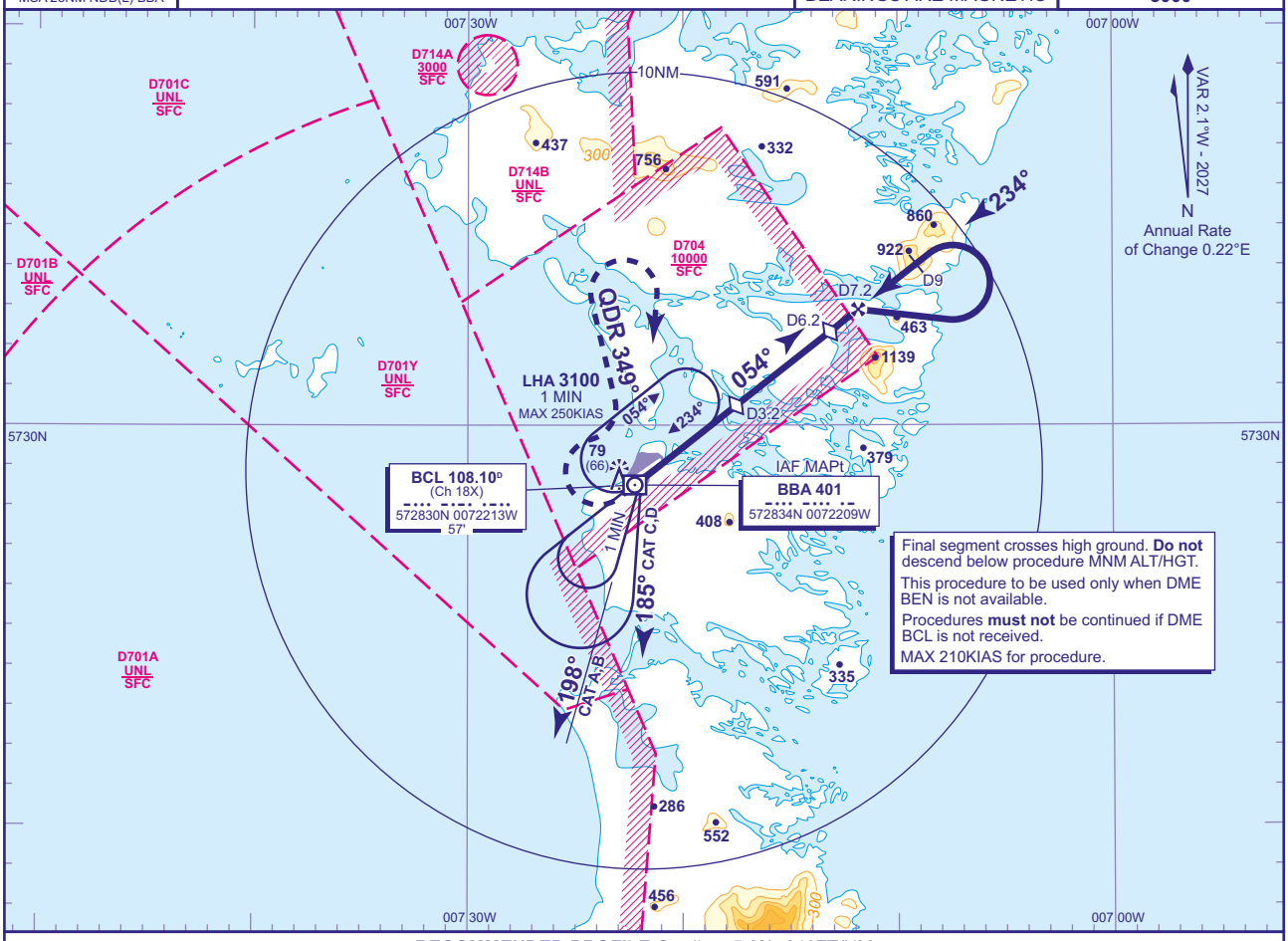
BENBECULA NDB(L)/DME Z RWY 24
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BBA

APP	119.205	BENBECULA APPROACH	AD ELEVATION	19	
TWR	119.205	BENBECULA TOWER	THR ELEVATION	13	
AFIS	119.205	BENBECULA INFORMATION	OBSTACLE ELEVATION	79 AMSL (66)(ABOVE THR)	
ATIS	129.885	BENBECULA INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **3000**

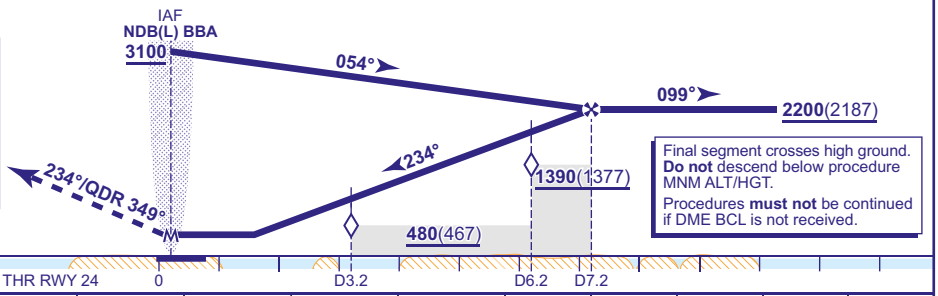


RECOMMENDED PROFILE Gradient 5.6%, 340FT/NM

DME BCL	7	6.2 (SDF)	6	5	4	3.2 (SDF)	3	2
ALT(HGT)	**2130**(2117)	**1860**(1847)	**1790**(1777)	**1450**(1437)	**1110**(1097)	**840**(827)	**770**(757)	**430**(417)

MAPt NDB(L) BBA

Danger Areas Active:
Climb straight ahead to **520**, then climbing turn right to intercept and track **NDB(L) BBA** QDR 349° outbound. After passing **1700**, climbing turn right to return to **NDB(L) BBA** at **3100**.
Note: No turns permitted before MAPt.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**330**(317)	**330**(317)	**330**(317)	**330**(317)
VM(C)OCA (OCH AAL)	Total Area	**470**(451)	**710**(691)	**810**(791)	**810**(791)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	910	790	680	570	450

NOTES
1 FAT is offset 3.6° from RWY 24 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedure available subject to ATC permission.
3 To commence procedure from hold, overhead NDB(L) BBA, fly baseturn manoeuvre on CAT A,B 198°, CAT C,D 185° for 1 MIN then turn right to return to the facility on 054° **not below 3100**.

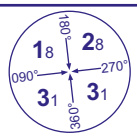
CHANGE (2/26): DME BCL ELEVATION.

AERO INFO DATE 21 NOV 25

AD 2-EGPL-8-7

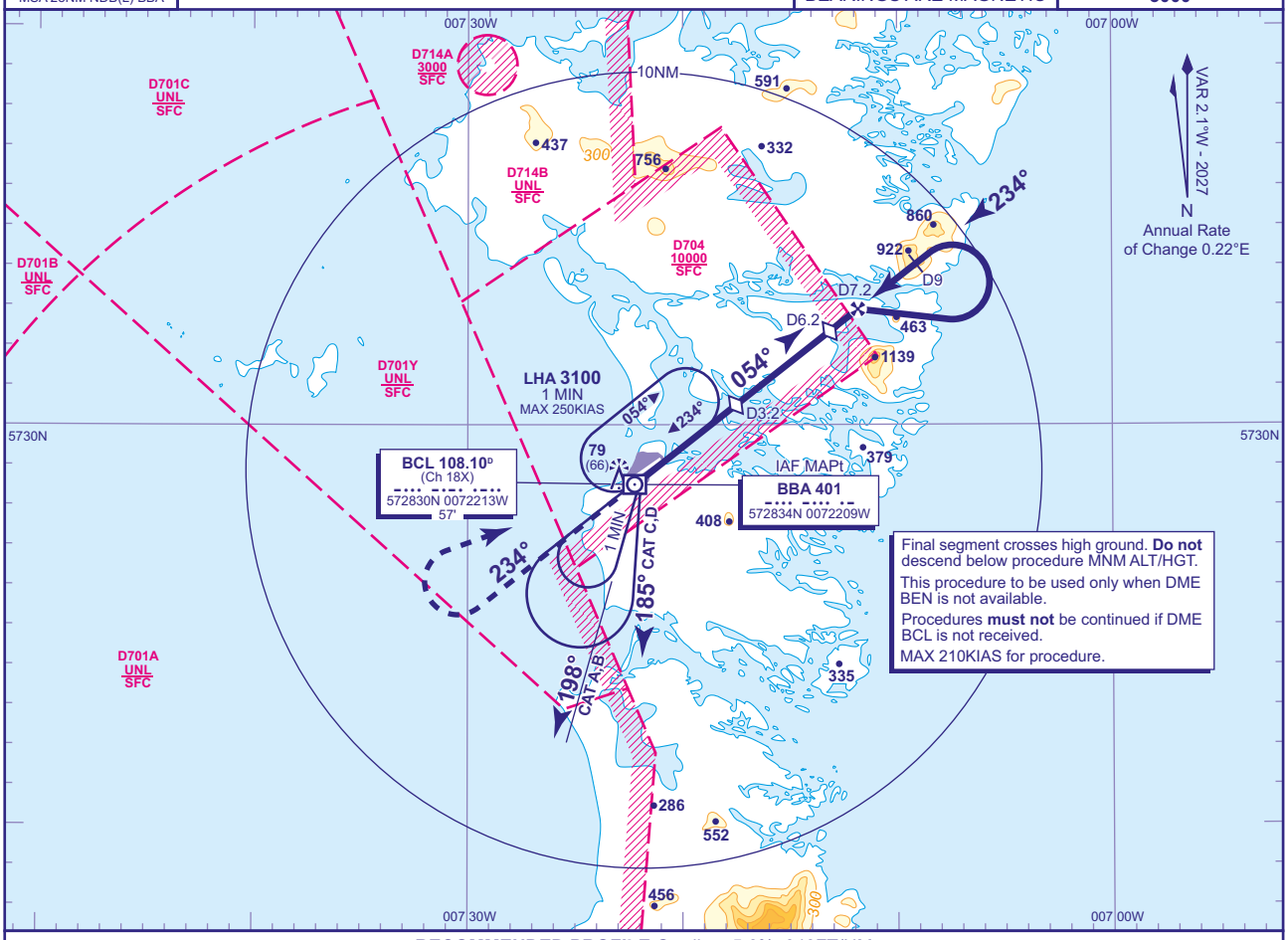
INSTRUMENT APPROACH CHART - ICAO

BENBECULA NDB(L)/DME Y RWY 24
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BBA

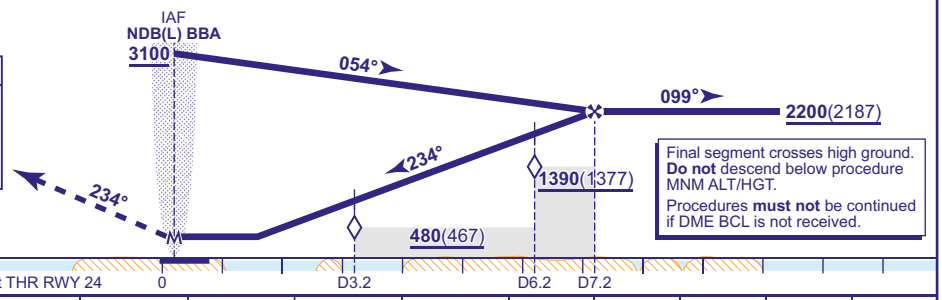
APP	119.205	BENBECULA APPROACH	AD ELEVATION	19	TRANSITION ALTITUDE 3000
TWR	119.205	BENBECULA TOWER	THR ELEVATION	13	
AFIS	119.205	BENBECULA INFORMATION	OBSTACLE ELEVATION 79 AMSL (66)(ABOVE THR)		
ATIS	129.885	BENBECULA INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.6%, 340FT/NM

DME BCL	7	6.2 (SDF)	6	5	4	3.2 (SDF)	3	2
ALT(HGT)	**2130**(2117)	**1860**(1847)	**1790**(1777)	**1450**(1437)	**1110**(1097)	**840**(827)	**770**(757)	**430**(417)

MAPt NDB(L) BBA
Danger Areas Not Active:
Climb straight ahead to **1700**. At **1700**, turn right to return to **NDB(L) BBA** at **3100**.
Note: No turns permitted before MAPt.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	**330**(317)	**330**(317)	**330**(317)	**330**(317)		FT/MIN	910	790	680	570	450
VM(C)OCA (OCH AAL)	Total Area	**470**(451)	**710**(691)	**810**(791)	**810**(791)							

NOTES
1 FAT is offset 3.6° from RWY 24 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedure available subject to ATC permission.
3 To commence procedure from hold, overhead NDB(L) BBA, fly baseturn manoeuvre on CAT A,B 198°, CAT C,D 185° for 1 MIN then turn right to return to the facility on 054° **not below 3100**.

CHANGE (2/26): DME BCL ELEVATION.

AERO INFO DATE 21 NOV 25

		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 mashalled 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): Colour coded amber/green centreline lights indicate the runway entry/exit taxiways from/to H1, F1 and J1 stop bars. 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	

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		30 M spacing. Colour coded. Light intensity high	HI elev bi-directional with LI omni-directional component	Stop end Red Light intensity high		
21	Coded centre-line with three crossbars. 420 M Light intensity high	Green wingbars	PAPI Left/3° 50 FT 231 M		30 M spacing. Colour coded. Light intensity high	HI elev bi-directional with LI omni-directional component	Stop end Red Light intensity high		

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	121.605 Non-ATS channel.			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

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

2 GROUND MOVEMENT

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

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

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

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

5 HELICOPTER OPERATIONS

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

6 USE OF RUNWAYS

a) The width at both ends of Runway 03/21, is twice that delineated by the associated edge lights due to extra pavement at one side.
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. Noise Sensitive Areas (NSAs) over Keston, Downe, Farnborough and Orpington are programmed into the NMTKS along with minimum heights set at each noise monitor.
d) **Runway 21 Departures**

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

1. If safe to do so, aircraft departing to the west via Kenley should continue to 1 NM, before turning right and setting course, avoiding the villages of Woldingham and Warlingham;
2. If safe to do so, aircraft departing to the east or northeast via Sevenoaks or Swanley should continue to 2 NM before turning left and tracking to the southeast, remaining south and east of Tatsfield Village. A useful visual reference for the turn is to remain south of the Tatsfield golf course;
3. Once an aircraft has left the ATZ, it should not re-enter the ATZ without the appropriate ATC clearance. Aircraft intending to route to via Swanley should ensure that they arrange their flight in order to avoid the eastern limits of the ATZ whilst tracking northeast. **CAUTION** – there may be numerous aircraft joining from the east.

e) **Runway 03 Departures**

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

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

f) **Visual Circuits**

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

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

g) **Noise Sensitive Areas**

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

EGKB AD 2.22 FLIGHT PROCEDURES

1 CIRCUIT PROCEDURES

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

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

2 STANDARD DEPARTURE ROUTES - VIA ATS ROUTE NETWORK

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

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

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

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

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

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

3 OUTBOUND IFR TRAFFIC OUTSIDE CONTROLLED AIRSPACE

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

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

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 VRP 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.

8 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.

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

AERODROME CHART - ICAO

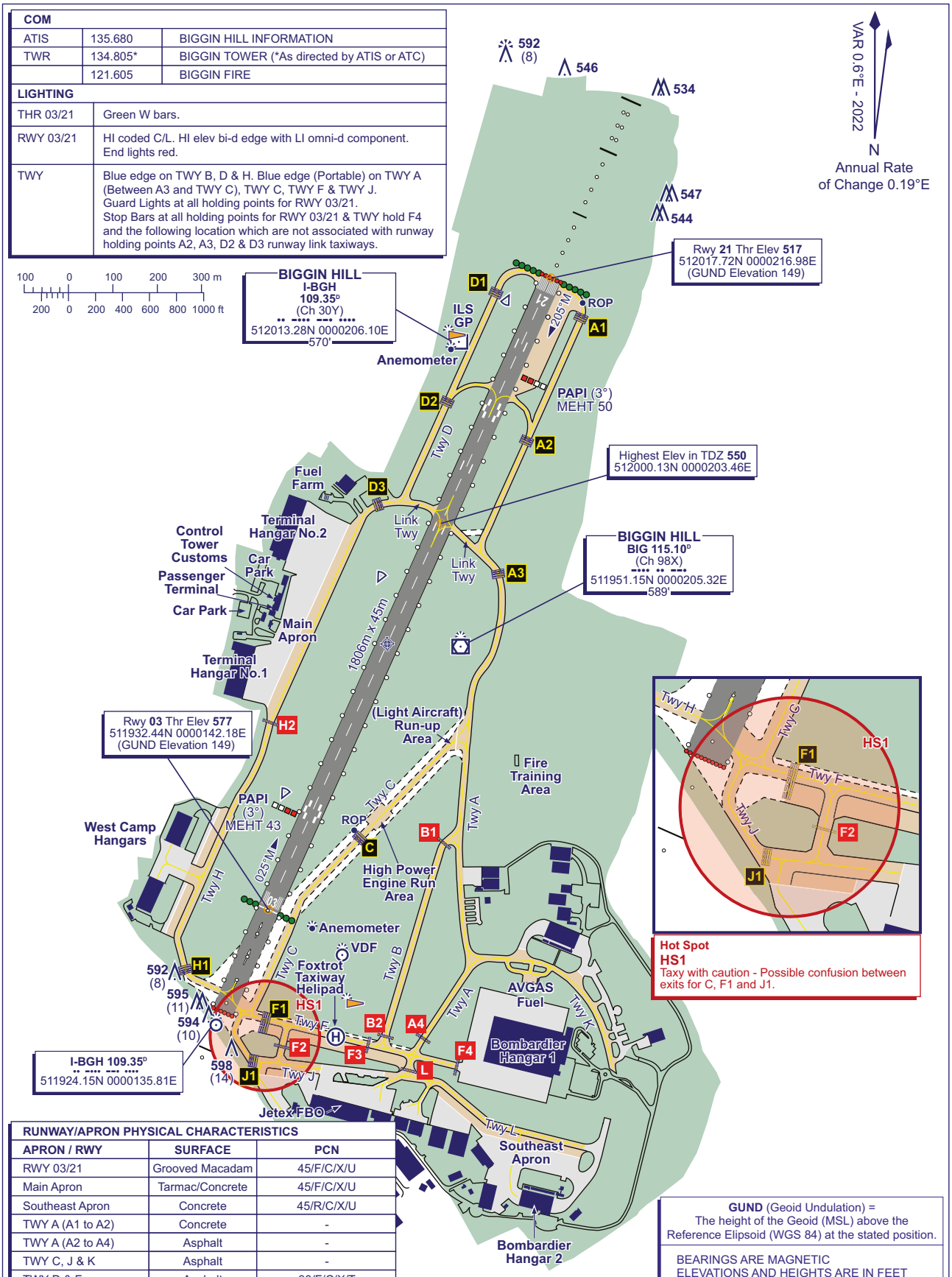
ARP 511951N 0000157E

AD ELEV 584FT

BIGGIN HILL
EGKB

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

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



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

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	632
HEIGHTS IN FEET ABOVE AD	(48)

CHANGE (2/26): RWY C/L LIGHTING CHARACTERISTIC ADDED. RWY 21 YELLOW CAUTION ZONE EDGE REMOVED. COMMS FIRE FREQUENCY.

AERO INFO DATE 09 DEC 25

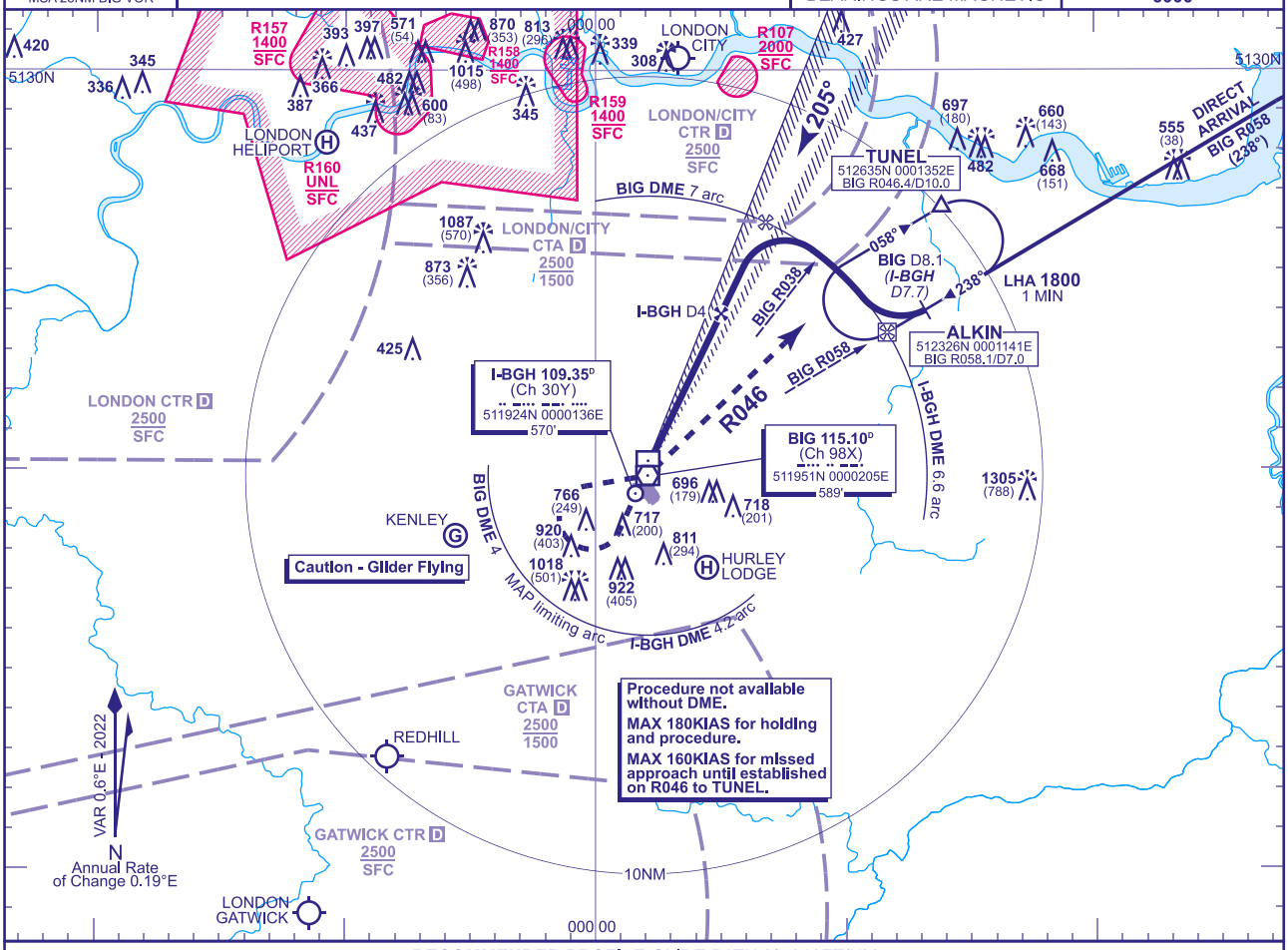
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INSTRUMENT APPROACH CHART - ICAO

BIGGIN HILL ILS/DME/VOR RWY 21
(ACFT CAT A,B,C)

APP 129.405	BIGGIN APPROACH	AD ELEVATION	584
TWR 134.805	BIGGIN TOWER	THR ELEVATION	517
RAD 132.700, 133.455, 128.025	THAMES DIRECTOR	OBSTACLE ELEVATION 1305 AMSL (788) (ABOVE THR)	
		BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000

MSA 25NM BIG VOR



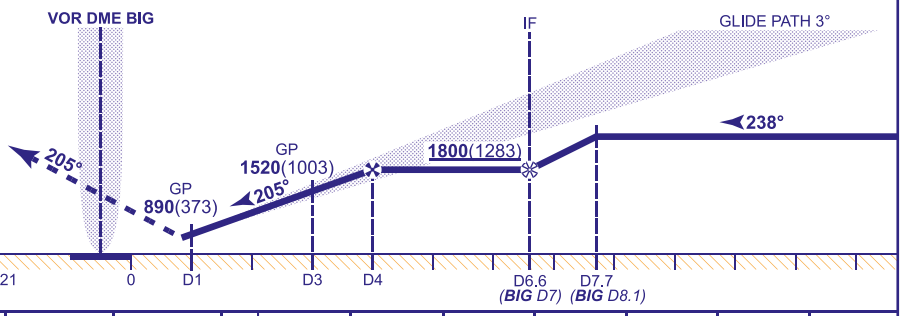
RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-BGH	3	2	1
ALT(HGT)	**1520**(1003)	**1200**(683)	**890**(373)

RDH 50

Arrival **not below MSA.**

Climb straight ahead to not above **2000**. At **I-BGH DME** 2 turn right to **VOR BIG** continuing climb as necessary to **2000**. Leave **VOR BIG** on R046 to TUNEL (**BIG VOR** R046 DME 10) to enter hold or as directed.
Note: Remain within **I-BGH DME** 4.2 or **BIG DME** 4 during right turn to **VOR DME BIG**. MAX 160KIAS until established outbound R046 to **TUNEL**.



Aircraft Category		A	B	C
OCA (OCH)	CLIMB GRAD 2.5%	**860**(343)	**860**(343)	**860**(343)
	CLIMB GRAD 5.0%	**726**(209)	**736**(219)	**746**(229)
VM(C)OCA (OCH AAL)	Total Area	**1150**(566)	**1350**(766)	**1450**(866)

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

NOTE
1 Initial arc track at BIG R058 is 328°M, Final arc track at BIG R038 is 308°M. Rate of change of arc track 8.2°/NM.
2 Procedural arrivals not normally permitted when 'Thames Director' is available.
3 Aircraft will normally be radar vectored by 'Thames Director' direct to final approach at **1800**, to be established not later than I-BGH DME 5.
4 Aircraft which need to lose significant altitude shuttle in ALKIN hold as directed by ATC.
5 ATC will normally require aircraft to hold **not below 2000**. MAX 180KIAS for holding.

CHANGE (1/25): SPECIFICATION CHANGE. NO AERONAUTICAL CHANGE.

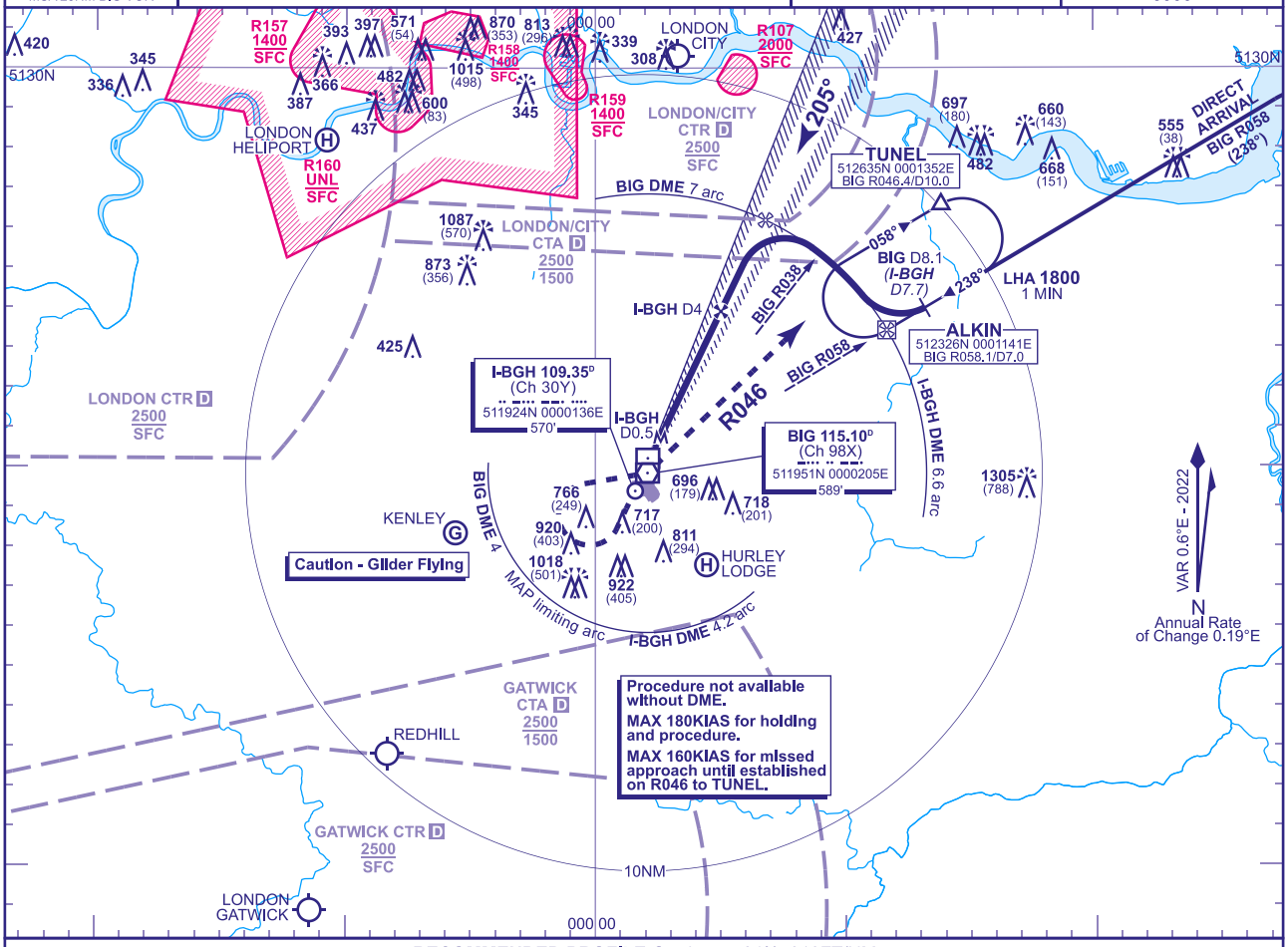
AERO INFO DATE 05 NOV 24

INSTRUMENT APPROACH CHART - ICAO

BIGGIN HILL LOC/DME/VOR RWY 21
(ACFT CAT A,B,C)

APP 129.405	BIGGIN APPROACH	AD ELEVATION	584
TWR 134.805	BIGGIN TOWER	THR ELEVATION	517
RAD 132.700, 133.455, 128.025	THAMES DIRECTOR	OBSTACLE ELEVATION 1305 AMSL (788) (ABOVE THR)	
		BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000

MSA 25NM BIG VOR



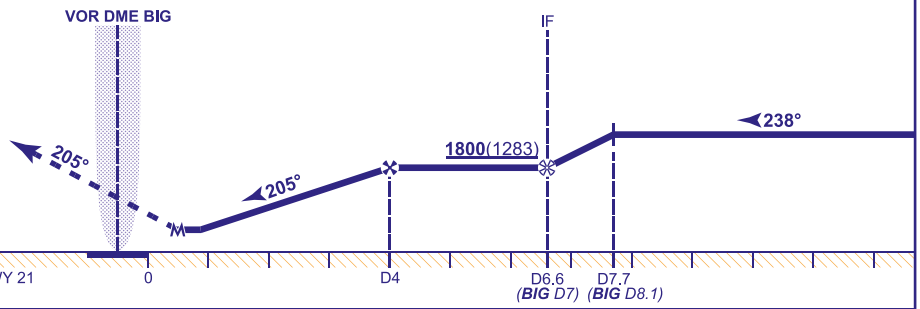
RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-BGH	3	2	1
ALT(HGT)	**1520**(1003)	**1200**(683)	**890**(373)

Arrival **not below MSA**.

MAPt I-BGH DME 0.5

Climb straight ahead to not above **2000**. At **I-BGH DME** 2 turn right to **VOR BIG** continuing climb as necessary to **2000**. Leave **VOR BIG** on R046 to TUNEL (**BIG VOR** R046 DME 10) to enter hold or as directed.
Note: Remain within **I-BGH DME** 4.2 or **BIG DME** 4 during right turn to **VOR DME BIG**. MAX 160KIAS until established outbound R046 to **TUNEL**.



Aircraft Category		A	B	C
OCA (OCH)	Procedure	**860**(343)	**860**(343)	**860**(343)
VM(C)OCA (OCH AAL)	Total Area	**1150**(566)	**1350**(766)	**1450**(866)

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

NOTE
1 Initial arc track at BIG R058 is 328°M, Final arc track at BIG R038 is 308°M. Rate of change of arc track 8.2°/NM.
2 Procedural arrivals not normally permitted when 'Thames Director' is available.
3 Aircraft will normally be radar vectored by 'Thames Director' direct to final approach at **1800**, to be established not later than I-BGH DME 5.
4 Aircraft which need to lose significant altitude shuttle in ALKIN hold as directed by ATC.
5 ATC will normally require aircraft to hold **not below 2000**. MAX 180KIAS for holding.

CHANGE (2/26): OCA(OCH) MINIMA REVISED.

AERO INFO DATE 17 NOV 25 AD 2-EGKB-8-2

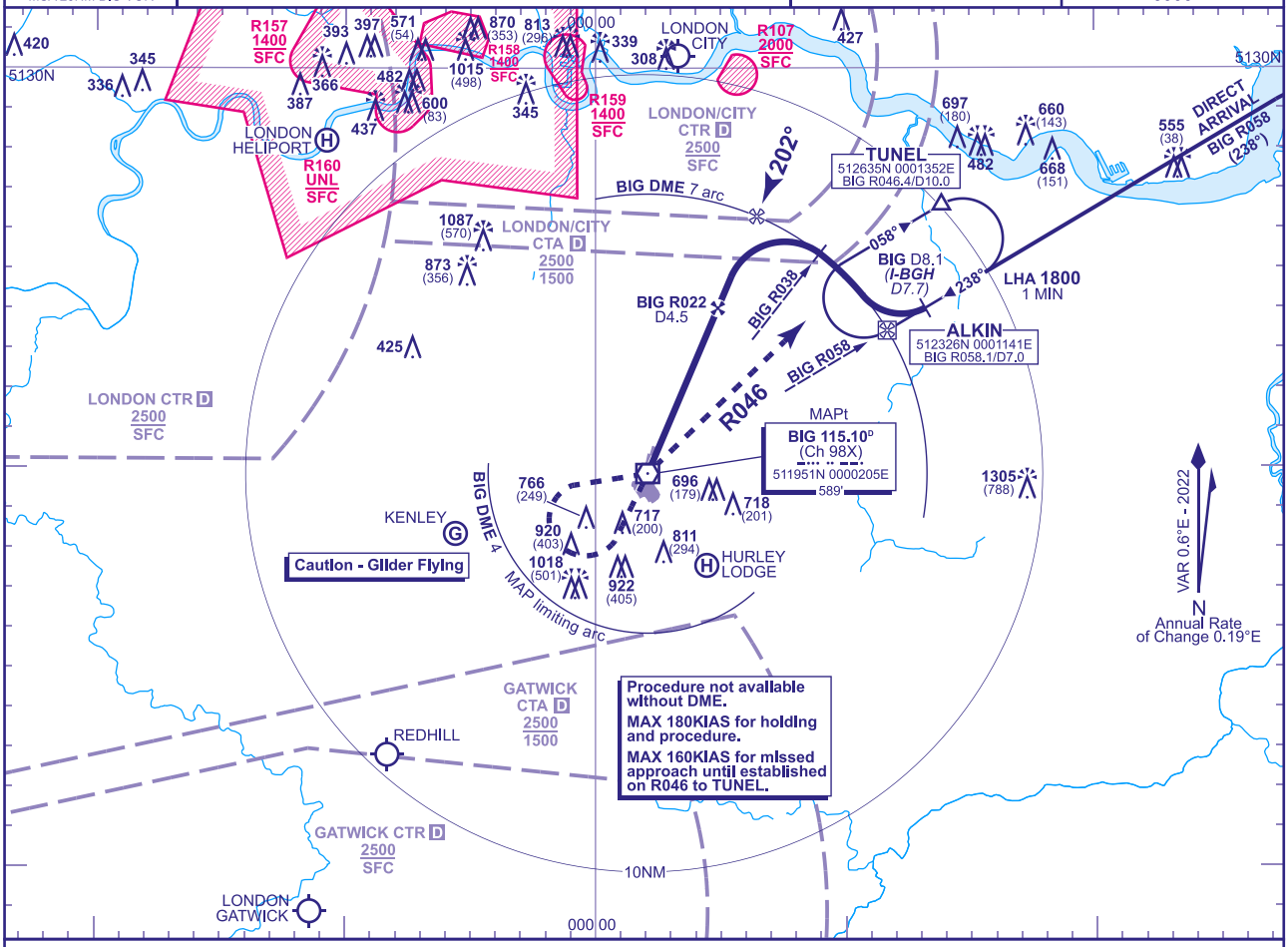
INSTRUMENT APPROACH CHART - ICAO

BIGGIN HILL VOR/DME RWY 21

(ACFT CAT A,B,C)

APP 129.405	BIGGIN APPROACH	AD ELEVATION	584
TWR 134.805	BIGGIN TOWER	THR ELEVATION	517
RAD 132.700, 133.455, 128.025	THAMES DIRECTOR	OBSTACLE ELEVATION 1305 AMSL (788) (ABOVE THR)	
		BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000

MSA 25NM BIG VOR



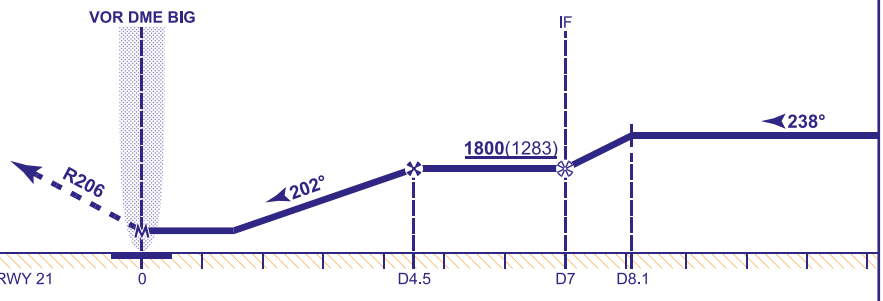
RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME BIG	4	3	2
ALT(HGT)	**1680**(1163)	**1360**(843)	**1040**(523)

Arrival **not below MSA**.

MAPt VOR DME BIG

Climb ahead on R206 to **not above 2000**. At **BIG DME** 2 turn right to **VOR BIG** continuing climb as necessary to **2000**. Leave **VOR BIG** on R046 to TUNEL (**BIG VOR** R046 DME 10) to enter hold or as directed.
Note: Remain within **BIG DME** 4 during right turn to **VOR DME BIG**. MAX 160KIAS until established outbound R046 to **TUNEL**.



Aircraft Category		A	B	C
OCA (OCH)	Procedure	900(383)	**900**(383)	**900**(383)
VM(C)OCA (OCH AAL)	Total Area	**1150**(566)	**1350**(766)	**1450**(866)

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

NOTE
1 Initial arc track at BIG R058 is 328°M, Final arc track at BIG R038 is 308°M. Rate of change of arc track 8.2°/NM.
2 Procedural arrivals not normally permitted when 'Thames Director' is available.
3 Aircraft will normally be radar vectored by 'Thames Director' direct to final approach at **1800**, to be established not later than I-BGH DME 5.
4 Aircraft which need to lose significant altitude shuttle in ALKIN hold as directed by ATC.
5 FAT offset 3° from RWY CL (205°M).
5 ATC will normally require aircraft to hold **not below 2000**. MAX 180KIAS for holding.

CHANGE (2/26): OCA(OCH) MINIMA REVISED.

AERO INFO DATE 02 DEC 25

AD 2-EGKB-8-3

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EGLK — BLACKBUSHE

EGLK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLK — BLACKBUSHE

EGLK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EGLK AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700-1800 (0600-1700), and by arrangement within period 1800-2200 (1700-2100).
2	Customs and immigration	By arrangement through FIS/ATSU
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	See AD 2.18.
8	Fuelling	0800-1800 (0700-1700), and by arrangement at other times.
9	Handling	As AD hours
10	Security	
11	De-icing	As AD hours
12	Remarks	This aerodrome is strictly PPR by website (www.blackbushe.com/ppr) or by telephone for all movements.

EGLK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL, AVGAS UL94 100 Aero, 80 Aero, D100, D80, Aero Multi.
3	Fuelling facilities/capacity	AVTUR Jet A-1 bowser with over wing and pressure refuelling capability, AVGAS 100LL mobile bowser. AVTUR Jet A-1 fixed storage capacity 45,000 LT, mobile capacity 19,000 LT. AVGAS 100LL fixed storage capacity 40,000 LT, mobile capacity 11,000 LT. AVGAS UL94 fixed storage capacity 15,000 LT. AVGAS 100LL self-service refuelling using local account card or credit card.
4	De-icing facilities	Limited to Kilfrost RDF in manual sprayers.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Limited on-site engineer, by arrangement with ATSU.
7	Remarks	RFFS able to assist with pushback for some types.

EGLK AD 2.5 PASSENGER FACILITIES

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

EGLK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGLK AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

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

EGNH AD 2.13 DECLARED DISTANCES

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

EGNH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
10	Centre-line with one crossbar. 300 M Light intensity high	Green Light intensity high Bi-directional with green wingbars	PAPI /3° 55 FT 330 M			HI Elev bi-directional with LI omni-directional component	Red		
28	Centre-line with three crossbars. 450 M Light intensity high	Green Light intensity high Elev bi-directional with green wingbars	PAPI /3° 55 FT 320 M			HI Elev bi-directional with LI omni-directional component Yellow Caution Zone lights	Red		

EGNH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 534629.03N 0030216.13W (LGTD).
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Yes/14 seconds.
5	Remarks	Limited apron floodlighting.

EGNH AD 2.16 HELICOPTER LANDING AREA

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EGNH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BLACKPOOL ATZ A circle, 2.5 NM radius, centred at 534618N 0030143W on longest notified runway (10/28)	Upper limit: 2000 FT AGL Lower limit: SFC	G	BLACKPOOL APPROACH/ TOWER English	3000 FT		

EGNH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	BLACKPOOL APPROACH/ TOWER	119.955 DOC 40 NM/ 10,000 FT.			0700-2100 (0600-2000) and by arrangement.	ATZ hours coincident with Approach hours. VDF 534627.55N 0030217.78W Height 39 FT On AD.
TWR	BLACKPOOL TOWER	118.405 DOC 25 NM/4000 FT.			When instructed by ATC.	VDF 534627.55N 0030217.78W Height 39 FT On AD.
ATIS	BLACKPOOL INFORMATION	127.205 DOC 60 NM/ 20,000 FT.			0700-2100 (0600-2000) and by arrangement.	ATIS also available by telephone externally on 01253-472555 or internally on extension 8315.
OTHER	BLACKPOOL FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGNH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.13°E (2027)	IBPL	108.150 MHz	0700-2100 (0600-2000)	534620.77N 0030248.35W		(RWY 28)

BLACKPOOL EGNH

AERODROME CHART - ICAO

ARP 534618N 0030143W

AD ELEV 34FT

COM		
ATIS	127.205	BLACKPOOL INFORMATION
TWR	119.955 (TWR/APP)	BLACKPOOL TOWER
	121.605	BLACKPOOL FIRE

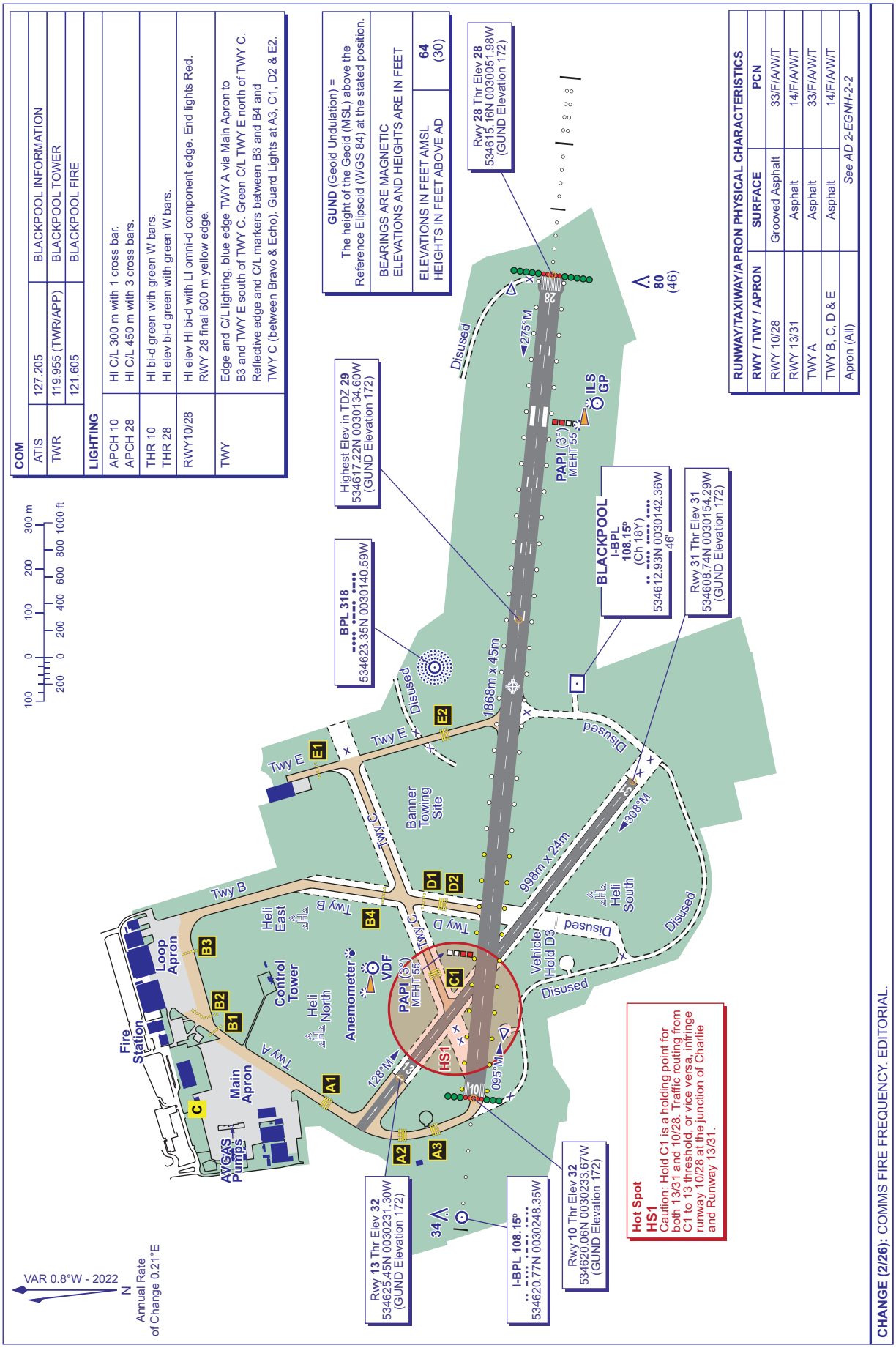
LIGHTING	
APCH 10 APCH 28	HI C/L 300 m with 1 cross bar. HI C/L 450 m with 3 cross bars.
THR 10 THR 28	HI bi-d green with green W bars. HI elev bi-d green with green W bars.
RWY10/28	HI elev HI bi-d with LI omni-d component edge. End lights Red. RWY 28 final 600 m yellow edge.
TWY	Edge and C/L lighting, blue edge TWY A via Main Apron to B3 and TWY E south of TWY C. Green C/L TWY E north of TWY C. Reflective edge and C/L markers between B3 and B4 and TWY C (between Bravo & Echo). Guard Lights at A3, C1, D2 & E2.

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD — 64 (30)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	SURFACE	PCN
RWY 10/28	Grooved Asphalt	33/F/A/W/T
RWY 13/31	Asphalt	14/F/A/W/T
TWY A	Asphalt	33/F/A/W/T
TWY B, C, D & E	Asphalt	14/F/A/W/T
Apron (All)	*See AD 2-EGNH-2-2*	



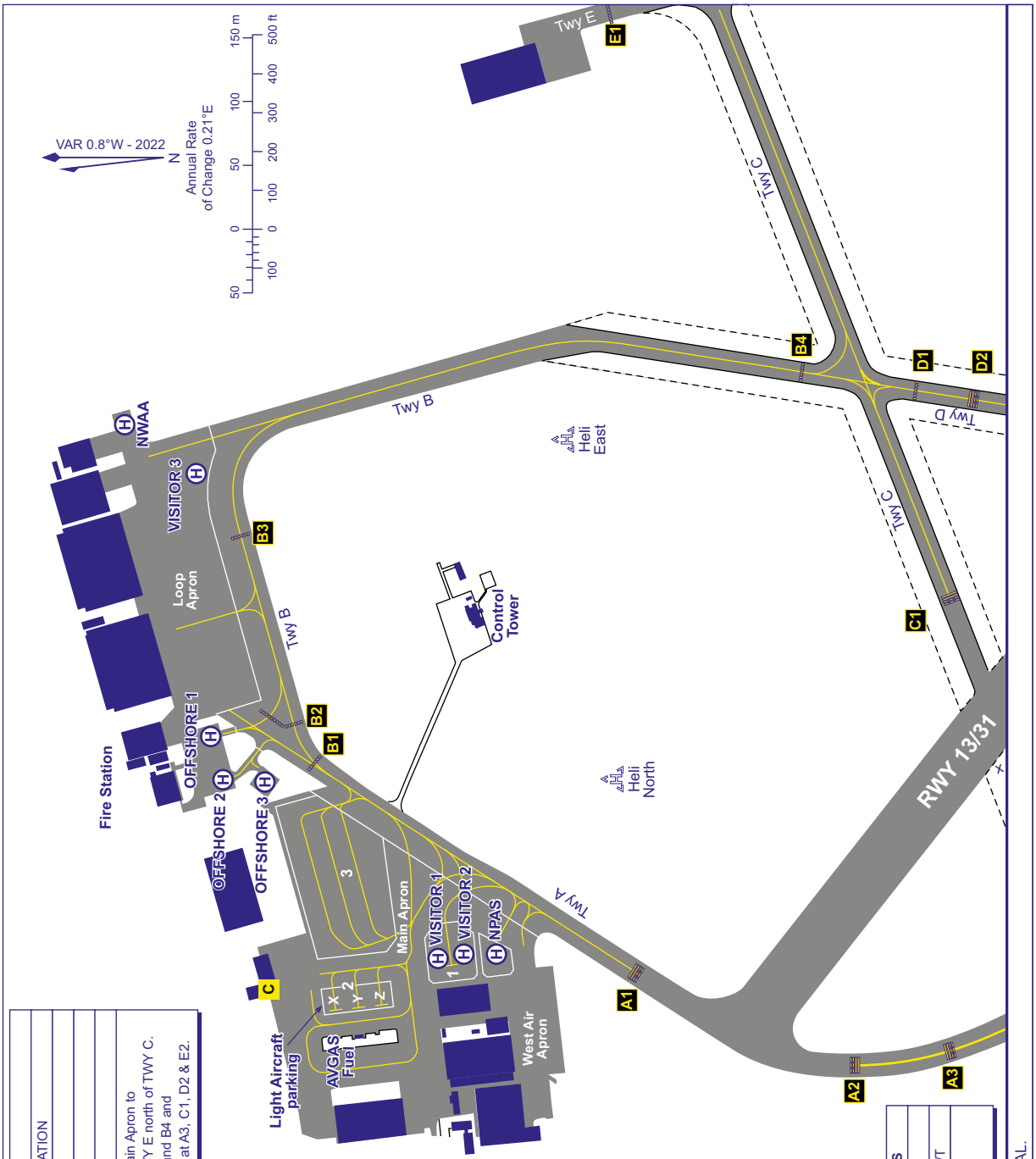
CHANGE (2/26): COMMS FIRE FREQUENCY. EDITORIAL.

BLACKPOOL EGNH

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 534618N 0030143W

AD ELEV 34FT



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

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

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCN**
Main Apron (1, 2 & 3)	Concrete/Asphalt	25/F/A/W/T
RWY (All)	*See AD 2-EGNH-2-1*	
TWY (All)		

CHANGE (2/26): COMMS FIRE FREQUENCY. EDITORIAL.

AERO INFO DATE 09 DEC 25

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**
(EGHH1222) 08/APPROACH	PYLON	504628.55N 0015307.94W	147 FT	113 FT	No	
(EGHH1055)	MAST	504525.45N 0015620.12W	362 FT	159 FT	No	
(EGHH1467)	CHURCH	504455.28N 0015138.68W	204 FT	108 FT	No	
(EGHH1147)	TREE	504449.65N 0015359.67W	241 FT	129 FT	No	
(EGHH1037)	MAST	504447.02N 0015650.00W	366 FT	212 FT	No	
(EGHH1204)	TREE	504439.27N 0015325.71W	240 FT	137 FT	No	
(EGHH1143)	MAST	504358.40N 0015406.39W	297 FT	180 FT	No	
(EGHH1213)	TREE	504537.53N 0015320.49W	193 FT	81 FT	No	
(EGHH3430)	MAST	504534.77N 0014756.76W	293 FT	156 FT	No	

EGHH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing/Online.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	BOURNEMOUTH
10	Additional information (limitation of service, etc.)	METARs are only issued outside of promulgated ATS hours when ATC is active due to prearranged flights.

EGHH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
08	075.31°	2272 x 46 M	RWY surface: Concrete and asphalt PCN 46/F/A/X/U	504642.47N 0015107.76W 154.7 FT	THR 37.8 FT TDZ 38.2 FT	RWY 08 0.1% down RWY 26 0.1% up
26	255.33°	2272 x 46 M	RWY surface: Concrete and asphalt PCN 46/F/A/X/U	504657.57N 0014936.88W 154.5 FT	THR 31.0 FT TDZ 35.2 FT	RWY 08 0.1% down RWY 26 0.1% up
26X	255.33°	2272 x 46 M	RWY surface: Concrete and asphalt PCN 46/F/A/X/U	504657.56N 0014936.97W	THR 31.0 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	305 x 150 M		90 x 92 M 240 x 92 M		Standard for Code 4 RWY.	RWY 08 Threshold displaced by 432 M. Strip Dimensions: 2392 x 280 M.
60 x 46 M	60 x 150 M		240 x 92 M 90 x 92 M		Standard for Code 4 RWY.	RWY 26 Clear and graded area to the south of 26 threshold does not conform with EASA Reg (EU) No 139/2014 requirements. Strip Dimensions: 2207 x 280 M.
	60 x 150 M	2332 x 280 M	240 x 92 M 90 x 92 M			RWY 26X

EGHH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	2272 M	2577 M	2272 M	1840 M	
26	2027 M	2087 M	2087 M	1971 M	
08	1704 M	2009 M	1704 M		Take-off from intersection with Taxiway Mike. See AD 2.20 paragraph 6c.
26	1778 M	1838 M	1838 M		Take-off from intersection with Taxiway Echo. See AD 2.20 paragraph 6c.
26X	2212 M	2272 M	2212 M	1971 M	See AD 2.20 paragraph 6a.

EGHH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	Coded centre-line with three crossbars. 510 M Light intensity high	Green Light intensity high Elevated with green wingbars	PAPI /3° 50 FT 312 M		Colour coded centre-line 15 M Light intensity high	Elev bi-directional with LI omni-directional component Light intensity high	Red	Red	
26	Coded centre-line with five crossbars. Supplementary lights inner 300 M. 914 M Light intensity high	Green Light intensity high Elevated with green wingbars	PAPI Left/3° 57 FT 352 M	900 M	Colour coded centre-line 15 M Light intensity high	HI elev bi-directional with LI omni-directional component	Red	Red	

EGHH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	

2	LDI location and lighting Anemometer location and lighting	Anemometer: 504641.43N 0015050.12W, 504659.99N 0014952.68W and 504640.70N 0015024.15W.
3	TWY edge and centre line lighting	CL: Green centre-line lights on Taxiways Alpha, Bravo, Romeo and Tango. EDGE: Blue edge lights on Taxiways Charlie, Delta, Echo, Golf, Mike and November.
4	Secondary power supply/switch-over time	Yes. Average 8 seconds.
5	Remarks	During CAT II/III Operations standby generator selected as mains power source. Back-up power supply switch over time of 1 second average.

EGHH AD 2.16 HELICOPTER LANDING AREA

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EGHH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BOURNEMOUTH CTR 505312N 0014301W thence clockwise by the arc of a circle radius 8 NM centred on 504648N 0015033W to 504441N 0013824W - 504111N 0015930W thence clockwise by the arc of a circle radius 8 NM centred on 504648N 0015033W to 505003N 0020205W - 505312N 0014301W	Upper limit: 2000 FT ALT Lower limit: SFC	D	BOURNEMOUTH APPROACH English	6000 FT		Outside the Solent CTA notified hours of operation the Transition Altitude is 3000 FT.
BOURNEMOUTH ATZ A circle, 2.5 NM radius, centred at 504648N 0015033W on longest notified runway (08/26)	Upper limit: 2000 FT AGL Lower limit: SFC	D	BOURNEMOUTH APPROACH English	6000 FT		Outside the Solent CTA notified hours of operation the Transition Altitude is 3000 FT. Airspace Classification D/G refer to Section ENR 1.4 for Notifications.

EGHH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	BOURNEMOUTH APPROACH	119.480 DOC 50 NM/ 10,000 FT.			0630-2130 (0530-2030).	ATZ hours coincident with aerodrome hours.
		121.500 Emergency frequency. DOC 25 NM/4,000 FT.			O/R	
TWR	BOURNEMOUTH GROUND	121.705 DOC 2 NM/GND.			1000-1800 (0900-1700).	GMC opening between these hours varies according to ATC requirements and traffic levels.
	BOURNEMOUTH TOWER	121.500 Emergency frequency. DOC 25 NM/4,000 FT.			O/R	
		125.605 DOC 25 NM/4,000 FT.			0630-2130 (0530-2030).	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
RADAR	BOURNEMOUTH DIRECTOR	118.655 Not continuously monitored. DOC 25 NM/ 10,000 FT.			As directed by ATC.	
	BOURNEMOUTH RADAR	119.480 DOC 50 NM/ 10,000 FT.			0630-2130 (0530-2030). Outside of promulgated ATS hours for prearranged flights.	
ATIS	BOURNEMOUTH INFORMATION	133.730 DOC 50 NM/ 20,000 FT.			0620-2120 (0520-2020).	
OTHER	BOURNEMOUTH FIRE	121.600 Non-ATS Frequency. Not continuously monitored.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	BOURNEMOUTH RADIO	125.605 DOC 25 NM/4,000 FT. A/G frequency.			Outside of the promulgated hours of ATS, Air Ground Communication Service available for pre-agreed fixed wing air ambulance flights only.	

EGHH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.83°E (2027)	IBMH	110.500 MHz	HO	504700.23N 0014920.86W		(RWY 08) ILS is not suitable for coupled approaches below 200 FT.
ILS/GP	IBMH	329.600 MHz	HO	504641.44N 0015050.18W		ILS is not suitable for coupled approaches below 200 FT. Glidepath purturbations may be experienced between 8 NM and 4 NM. 3° ILS Ref Datum Hgt 53 FT. Localizer range is limited to 18 NM at +-10 degrees and 8 NM at +-35 degrees of the localizer centre-line.
ILS/LOC III 0.82°E (2027)	IBH	110.500 MHz	HO	504638.14N 0015133.75W		(RWY 26)
ILS/GP	IBH	329.600 MHz	HO	504659.98N 0014952.63W		3° ILS Ref Datum Hgt 51 FT. Pilots may not experience full fly-up indication when below the Glidepath, outside of 6° right of centreline.
VOR/DME 0.98°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.
DME	IBH	42X 110.500 MHz	HO	504655.73N 0015027.85W	51 FT	(RWY 26) On AD. Freq paired with ILS I-BH and I-BMH. Zero range is indicated at THR of Runway 26 and 0.1 NM before crossing THR of Runway 08. DOC 25 NM/10,000 FT.

EGEC 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
11		Green Light intensity low	APAPI Left/3°			60 M spacing bi-directional with omni-directional component. White Light intensity low	Red Light intensity low		
29		Green Light intensity low	APAPI Left/3.5°			60 M spacing bi-directional with omni-directional component. White Light intensity low	Red Light intensity low		

EGEC 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: 552600.90N 0054011.31W (LGTD) - 552630.07N 0054208.72W (LGTD) - 552618.41N 0054108.47W.
3	TWY edge and centre line lighting	EDGE: Taxiway A blue edge.
4	Secondary power supply/switch-over time	
5	Remarks	Obstacle light on VCR.

EGEC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 552611.77N 0053948.08W, 182.2 FT
2	TLOF and/or FATO elevation	TLOF: 50.9 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	

EGEC 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
CAMPBELTOWN ATZ A circle, 2 NM radius, centred at 552615N 0054117W on longest notified runway (11/ 29)	Upper limit: 2000 FT AGL Lower limit: SFC	G	CAMPBELTOWN INFORMATION English	3000 FT		

EGEC 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	CAMPBELTOWN INFORMATION	125.905 DOC 30 NM/9,500 FT.			Mon-Fri 0820-1740 (0720-1640); Sun (May-Sep) 1650-1800 (1550-1700).	ATZ hours coincident with AFIS hours. AFIS also available by arrangement with AD operator (HIAL).

EGEC 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	MAC	107X 116.000 MHz	H24	552548.08N 0053901.49W	122 FT	No associated En-route VOR. DME DOC: 150 NM/50000 FT (200 NM/50000 FT in Sector R227°-347°). Due to terrain, coverage at low level is reduced in Sectors R122°-162°, R207°-237° and R347°-082°.
NDB 1.09°W (2027)	CBL	380.000 kHz	Mon-Fri 0820-1740 (0720-1640); Sun (May-Sep) 1650-1800 (1550-1700).	552608.28N 0054117.05W		On AD. Range 15 NM. Normally radiates H24.

EGEC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Not available to aircraft unable to communicate by radio.
b) Use of Campbeltown Aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
c) Use of RNP procedures at this aerodrome restricted to Highlands and Islands Airports Ltd - Approved Operators only.
d) Use of this procedure is strictly PPR from the aerodrome operator.
e) Prior to commencing the procedure, pilots are to broadcast on AFIS 125.905 MHz with flight details and intentions.

2 GROUND MOVEMENT

a) Northern Taxiway unavailable at night, except in emergencies.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) No ground signals.
b) Bird activity may be seasonally high. From October until March, large flocks of geese are prevalent in the vicinity of the aerodrome, especially Runway 29 approach.
c) Deer activity may take place on the aerodrome, pilots will be advised of any hazard.
d) Perimeter fence obstruction at western end of Runway.
e) Pilots are reminded of the close proximity of disused parallel taxiway to the south of Runway 11/29, which is outside of the airport boundary fence and not available for landing/taxiing purposes.
f) Traffic carrying out RNP approaches to Runway 30 at Islay will pass approximately 2 NM North of Campbeltown RNP 11 Hold. Islay Airport is situated approximately 24 NM northwest of Campbeltown. Departures/arrivals may trigger TCAS warnings due to the close proximity of RNP and NDB/DME approaches. Pilots are reminded that Instrument Approach Procedures at Campbeltown are restricted to Highlands and Islands Airports Ltd - Approved Operators only.

EGFF 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
CARDIFF CTR 513021N 0032755W - 512957N 0032222W - 512815N 0031700W thence clockwise by the arc of a circle radius 5 NM centred on 512348N 0032036W to 511920N 0032411W - 512208N 0033305W thence clockwise by the arc of a circle radius 8 NM centred on 512348N 0032036W to 513021N 0032755W	Upper limit: FL105 Lower limit: SFC	D	CARDIFF APPROACH English	6000 FT		All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control. 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.
CARDIFF ATZ 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	D	CARDIFF APPROACH English	6000 FT		

EGFF 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	CARDIFF APPROACH	119.155 DOC 50 NM/ 19,000 FT. Initial contact frequency.			H24	ATZ hours coincident with Approach hours.
		125.855 DOC 40 NM/ 19,000 FT.			As directed by ATC	
TWR	CARDIFF TOWER	133.105 DOC 25 NM/4,000 FT.			H24	
RADAR	CARDIFF RADAR	125.855 DOC 50 NM/ 19,000 FT.			0600-2300 (0500-2200)	Radar may be available 2300-0600 (2200-0500).
ATIS	CARDIFF INFORMATION	132.480 DOC 60 NM/ 20,000 FT.			H24	ATIS information available by telephone externally on 01446-729319 or internally on Ext 3319.
OTHER	CARDIFF FIRE	121.600 Non-ATS frequency.			Available when fire vehicle attending aircraft on the ground in an emergency.	

EGFF 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 0.28°E (2027)	ICDF	110.700 MHz	HO	512328.42N 0031934.66W		

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/GP	ICDF	330.200 MHz	HO	512401.07N 0032103.12W		3° ILS Ref Datum Hgt 50 FT.
ILS/LOC I 0.27°E (2027)	ICWA	110.700 MHz	HO	512407.15N 0032137.37W		(RWY 30) ILS only operational from 18 NM to the threshold.
ILS/GP	ICWA	330.200 MHz	HO	512332.45N 0032004.69W		3° ILS Ref Datum Hgt 50 FT.
NDB (L) 0.27°E (2027)	CDF	388.500 kHz	H24	512336.16N 0032016.47W		On AD. Range 40 NM.
ILS/DME	ICDF	44X 110.700 MHz	H24	512355.80N 0032026.28W	279 FT	(RWY 12) Freq paired with ILS I-CWA and I-CDF. Zero range is indicated at THR of runway in use for ILS approaches only.
ILS/DME	ICWA	44X 110.700 MHz	H24	512355.80N 0032026.28W	279 FT	(RWY 30) Freq paired with ILS I-CWA and I-CDF. Zero range is indicated at THR of runway in use. For ILS approaches only.
VOR/DME 0.27°E (2027) 0.8°W (2019)	BCN	121Y 117.450 MHz	H24	514331.89N 0031546.92W	1450 FT	RNAV Substitution Only. VOR DOC: 65 NM/50000 FT. DME DOC: 65 NM/50000 FT (125 NM/50000 FT in Sector R136-001).

EGFF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Cardiff CTR.
b) Use by aircraft not able to communicate with ATC by radio is subject to prior permission.
c) Terms and conditions of use of aerodrome available from Airport Operations Director.
d) All flights, except General Aviation and Military flights, are subject to the prior approval of the Managing Director, Cardiff Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0830-1700 (0730-1600) by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: +44(0)161-4931850, Fax: +44(0)161-4931853. OCS account holders can add, change and cancel slots at any time on the online co-ordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.
e) High-visibility clothing MUST be worn airside.

2 GROUND MOVEMENT

a) Departing aircraft on first contact with Cardiff ATC must state aircraft type, stand number and the code letter of the latest ATIS received. Pilots of departing aircraft are reminded to contact Cardiff Tower for clearance 10 minutes before start up.
b) One way traffic flow system Southside using Holding Points G and H.

   i. Access through Holding Points G and H is restricted to one aircraft movement at a time.
   ii. When Runway 30 is the notified runway in use aircraft will line up via Holding Point H and vacate though Holding Point G unless otherwise instructed by ATC.
   iii. When Runway 12 is the notified runway in use aircraft will line up via Holding Point G and vacate via Holding Point H unless otherwise instructed by ATC.
   iv. During Low Visibility Procedures access to and from the runway via Holding Point G requires a follow-me vehicle.

c) Taxiway Charlie must not be used by code ‘D’, ‘E’ or ‘F’ aircraft to enter or vacate the runway with the exception of the B757 and B767 series aircraft.
d) Aircraft Code ‘D’, ‘E’ or ‘F’ cannot make turns from Holding Point D onto the runway towards the Runway 30 threshold and vice versa.
e) Aircraft Code ‘D’, ‘E’ or ‘F’ cannot make turns from Holding Point E1 in a westerly direction onto Taxiway B and vice versa with the exception of the B757 and B767 series aircraft.

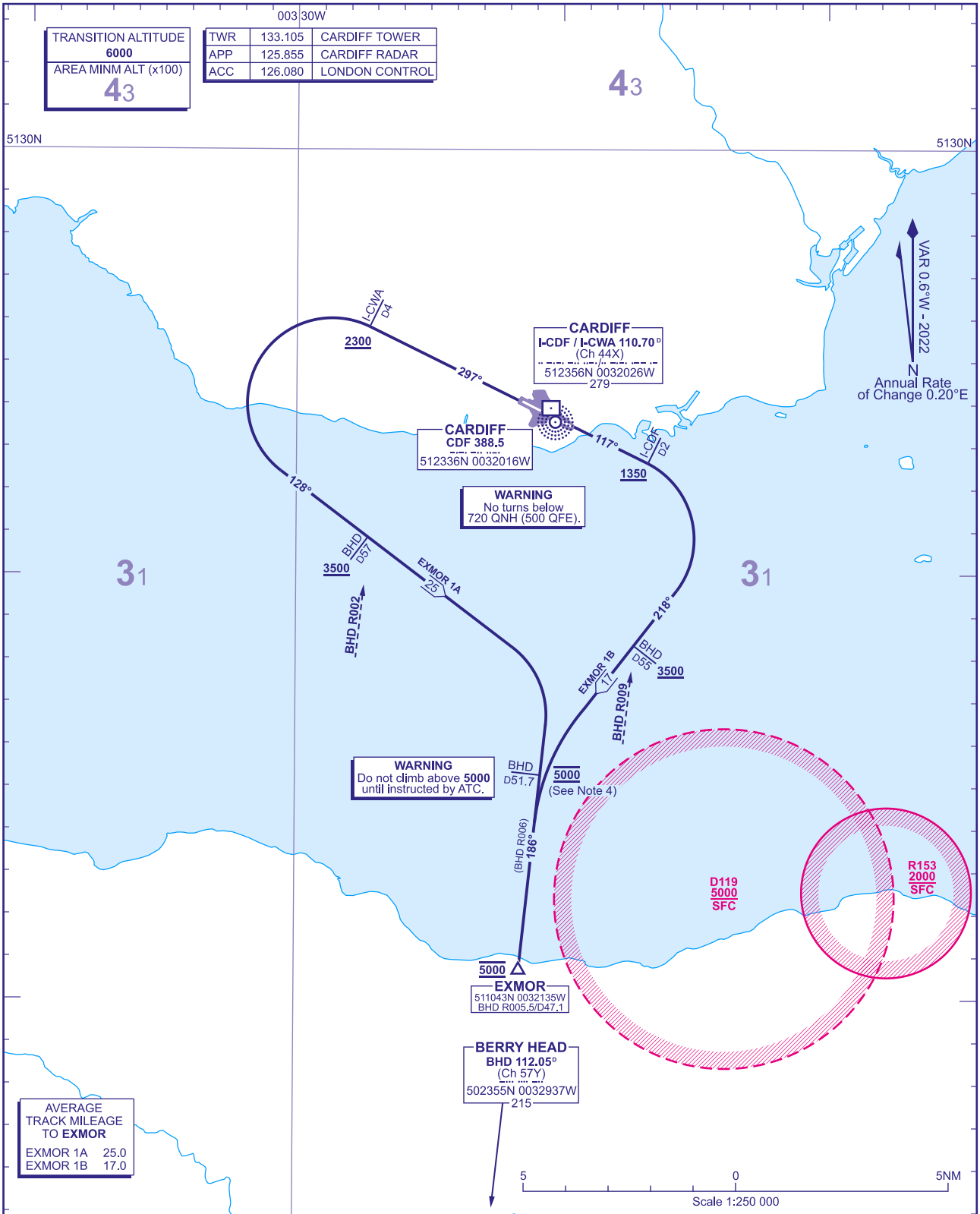
3 CAT II/III OPERATIONS

a) Cardiff Airport is not equipped for CAT II/III operations, however Low Visibility Procedures are used to protect CAT I operations.
b) Low Visibility Procedures will commence when RVR/MET visibility falls to 800 M or less. This will be reported by ATIS or RTF.
c) Pilots will be informed when these procedures are in operation by ATIS or by RTF.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

CARDIFF
EXMOR 1A 1B



EXMOR 1A RWY 30	Climb straight ahead. At **I-CWA** D4, at or above **2300**, turn left onto track 128° to cross **BHD VOR** R002 above **3500**, intercept **BHD VOR** R006, to **EXMOR**. Cross **BHD** D51.7 at **5000**.	N40, N92.
EXMOR 1B RWY 12	Climb straight ahead. At **I-CDF** D2, at or above **1350**, turn right onto track 218° to cross **BHD VOR** R009 above **3500**, intercept **BHD VOR** R006, to **EXMOR**. Cross **BHD** D51.7 at **5000**.	N40, N92.

GENERAL INFORMATION
1 Close in obstacles exist for departures from RWY 12/30. See Aerodrome Obstacle Chart and EGFF AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGFF AD 2.21 for Noise Abatement Procedures.
3 Cruising levels above **FL165** will be allocated en-route by 'London Control'.
4 Pilots of aircraft which are unable to maintain climb gradients to achieve **5000** by **BHD** D51.7 must inform ATC for alternative clearance.
5 Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (2/26): BHD VOR RECALIBRATED. RADIALS.

AERO INFO DATE 19 NOV 25

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5 HELICOPTER OPERATIONS

a) Join long final (5 miles) for designated runway, giving way to any established circuit traffic. Parking area to the south east of the aerodrome.

6 USE OF RUNWAYS

a) Aircraft to clear left after landing on Runway 26 and right after landing on Runway 08.
b) The Runway 08/26 QDM markers are located before the start of the runway.
c) Do not confuse runway edge lines with a runway centre-line. There is no runway centre-line. →

7 TRAINING

a) No training on the airfield without permission of management.

EGHA AD 2.21 NOISE ABATEMENT PROCEDURES

a) Departure.

i. Runway 08 - At end of runway (not before), turn left in order to avoid Hatts Barn Farm.
ii. Runway 26 - At end of runway (not before), turn right, in order to avoid Compton Abbas village, tracking over the crest of Melbury Hill.

EGHA AD 2.22 FLIGHT PROCEDURES

a) Circuit directions: Runway 26 - RH; Runway 08 - LH.
b) All traffic to join overhead or dead-side descending to 1800 FT QNH to cross the upwind runway numbers. All circuits to the north. Circuit altitude 1800 FT QNH. QFE available on request.

EGHA AD 2.23 ADDITIONAL INFORMATION

a) Standard overhead and dead-side joins suspended on published days of Spitfire operations. See website and NOTAM.

EGHA AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHA-2-1
CIRCUIT JOINING and NOISE ABATEMENT PROCEDURES
AD 2.EGHA-4-1

EGHA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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2	Taxiway width, surface and strength	Taxiway A AIRPARK-KILO: 12 M Surface: Asphalt PCN 53/R/B/X/U Taxiway A BRAVO-AIRPARK: 7.5 M Surface: Grass Taxiway A RWY-WEST: 18 M Surface: Asphalt PCN 48/F/B/X/U Taxiway A WEST-BRAVO: 15 M Surface: Asphalt PCN 53/R/B/X/U Taxiway B BRAVO TAXILANE: 15 M Surface: Concrete PCN 48/R/B/X/T Taxiway B BRAVO1-BRAVO2: 15 M Surface: Asphalt PCN 19/F/A/X/T Taxiway B RWY-BRAVO 1: 30 M Surface: Asphalt PCN 19/F/A/X/T Taxiway C: 30 M Surface: Asphalt PCN 19/F/A/X/T Taxiway E: 18 M Surface: Asphalt PCN 48/F/B/X/T Taxiway GRASS LINK K-J: 15 M Surface: Grass Taxiway J: 7.5 M Surface: Asphalt and grass 5 M asphalt with 1.25 M grass either side Taxiway K: 12 M Surface: Asphalt PCN 53/R/B/X/U
3	Altimeter checkpoint location and elevation	Bravo Apron 273 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway A BRAVO-AIRPARK only available with permission of duty AFISO.

EGBE 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	Bravo Apron: Stand 1, designated to accommodate aircraft with a wingspan up to 31 M, eg B737-500, Gulfstream G650. Where meteorological conditions dictate, aircraft may be parked in a non-standard position providing the aircraft remains in the confines of the stand markings. West Apron: Designated stands are 2, 3 and 4 used for business aviation aircraft. Stand 2 for a maximum wingspan of 16.3 M. Stand 3 for a maximum wingspan of 17.6 M. Stand 4 for a maximum wingspan of 17 M. Please note there is a Section 106 agreement restriction on the West Apron for aircraft exceeding 9 tonnes.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Runway designation, runway centre-line, fixed distance, touchdown zone and runway threshold markings. Runway light(s): Amber guard lights at holds: 'Alpha 1', 'Bravo 1', 'Charlie 1', 'Echo', 'Juliet' and 'Kilo'.

		Taxiway marking aid(s): Taxi-holding position.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	Holding point indicator signs. Wind direction indicators near threshold of Runways 05 and 23. 522219.33N 0012822.66W (LGTD) - 522203.36N 0012911.00W (LGTD).

EGBE 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**
(EGBE38) 23/APPROACH 05/TAKE-OFF	PYLON	522312.00N 0012713.58W	377 FT		No	
(EGBE39) 23/APPROACH 05/TAKE-OFF	PYLON	522309.88N 0012702.39W	375 FT		No	
(EGBE9630) 23/APPROACH 05/ TAKE-OFF	TREE	522259.79N 0012734.54W	356 FT		No	
← (EGBE9146) 23/APPROACH 05/ TAKE-OFF	CCTV	522244.14N 0012800.84W	289 FT		No	
← (EGBE9831) 05/APPROACH 23/ TAKE-OFF	TREE	522128.50N 0012952.08W	352 FT		No	
(EGBE10376) 05/APPROACH 23/ TAKE-OFF	TREE	522127.44N 0012951.88W	369 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**
(EGBE9083)	MAST	522658.36N 0012349.18W	543 FT		No	
(EGBE9510)	SPIRE	522430.57N 0013031.86W	523 FT		No	
(EGBE9511)	SPIRE	522428.73N 0013029.02W	577 FT		No	
(EGBE3019)	MAST	522402.74N 0013243.28W	532 FT		No	
(EGBE9521)	CHIMNEY	522345.19N 0012930.59W	532 FT		No	
(EGBE4003)	PYLON	522335.58N 0012839.75W	385 FT		No	
(EGBE8912)	MAST	522322.12N 0012618.29W	381 FT		No	
(EGBE39) 23/APPROACH 05/TAKE-OFF	PYLON	522309.88N 0012702.39W	375 FT		No	
(EGBE9523)	TREE	522308.79N 0012908.80W	380 FT		No	
(EGBE40)	PYLON	522307.52N 0012649.77W	385 FT		No	
(EGBE3283)	TREE	522118.84N 0012520.13W	402 FT		No	
(EGBE3619)	TREE	522118.06N 0012521.60W	403 FT		No	
(EGBE3614)	TREE	522110.10N 0012459.84W	414 FT		No	
(EGBE3014)	AERIAL	521801.82N 0013034.00W	481 FT		No	
(EGBE3015)	AERIAL	521801.69N 0013033.98W	462 FT		No	
(EGBE3016)	BUILDING	521801.44N 0013034.77W	443 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**
(EGBE3018)	MAST	521740.02N 0013108.42W	461 FT		No	

EGBE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/Telephone Coventry ATS.
6	Flight documentation Language(s) used	English.
7	Charts and other information available for briefing or consultation	Weather warnings, Internet access, Hourly unofficial observations.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	COVENTRY
10	Additional information (limitation of service, etc.)	Hourly unofficial observations only available during AFIS operating hours.

EGBE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	047.36°	1825 x 46 M	RWY surface: Asphalt PCN 48/F/B/X/U	522153.62N 0012918.26W 160.1 FT	THR 266.7 FT	
23	227.37°	1825 x 46 M	RWY surface: Asphalt PCN 48/F/B/X/U	522229.03N 0012815.43W 160.0 FT	THR 265.0 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**
180 x - M	250 x 150 M	- x 150 M	90 x - M 183 x - M			RWY 05 Aiming point markings are 306 M from the threshold.
93 x - M	234 x 150 M	- x 150 M	90 x - M 231 x - M			RWY 23 Threshold displaced by 209 M. Aiming point markings are 306 M from the threshold.

EGBE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	1615 M	1865 M	1795 M	1615 M	
23	1825 M	2059 M	1918 M	1615 M	
05	1544 M	1794 M	1724 M		Take-off from intersection with Taxiway A.
05	1033 M	1283 M	1213 M		Take-off from intersection with Taxiway B.
05	722 M	972 M	902 M		Take-off from intersection with Taxiway E.
05	488 M	738 M	668 M		Take-off from intersection with Taxiway K.
23	1228 M	1462 M	1321 M		Take-off from intersection with Taxiway J.
23	1138 M	1372 M	1231 M		Take-off from intersection with Taxiway K.
23	911 M	1146 M	1005 M		Take-off from intersection with Taxiway E.
23	617 M	852 M	711 M		Take-off from intersection with Taxiway B.

EGBE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Centre-line with one crossbar at 300 M from threshold. 420 M Light intensity high	Green Light intensity high Inset With elev HI green wingbars	PAPI Left/3° 50 FT 295 M			Elev HI bi-directional with LI omni-directional component 1615 M 60 M White with Yellow caution zone	Elevated Red Light intensity high	Elev edge Inset stop end 180 M Red Light intensity high	END: Runway end lights delineate the extremity of the manoeuvring area.
23	Coded centre-line with two crossbars. 415 M Light intensity high	Green Light intensity high Inset With elev HI green wingbars	PAPI Left/3° 56 FT 365 M			Elev HI bi-directional with LI omni-directional component 1825 M 60 M White with Yellow caution zone	Inset Red Light intensity high	Elev 90 M Red Light intensity high	

EGBE 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	LDI: Not available. Anemometer: 522225.37N 0012830.22W (LGTD), 522156.90N 0012903.06W (LGTD).
3	TWY edge and centre line lighting	EDGE: Blue edge lights on Taxiway A from Airpark to Taxiway K.
4	Secondary power supply/switch-over time	Airport generator on permanent standby/Less than 5 seconds.
5	Remarks	Apron floodlights on Bravo and West Apron.

EGBE AD 2.16 HELICOPTER LANDING AREA

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AERODROME CHART - ICAO

ARP 522211N 0012847W

AD ELEV 267FT

COVENTRY
EGBE

AERO INFO DATE 08 DEC 25

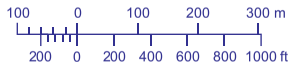
COM		
AFIS	123.830	COVENTRY INFORMATION
TWR	121.600	COVENTRY FIRE

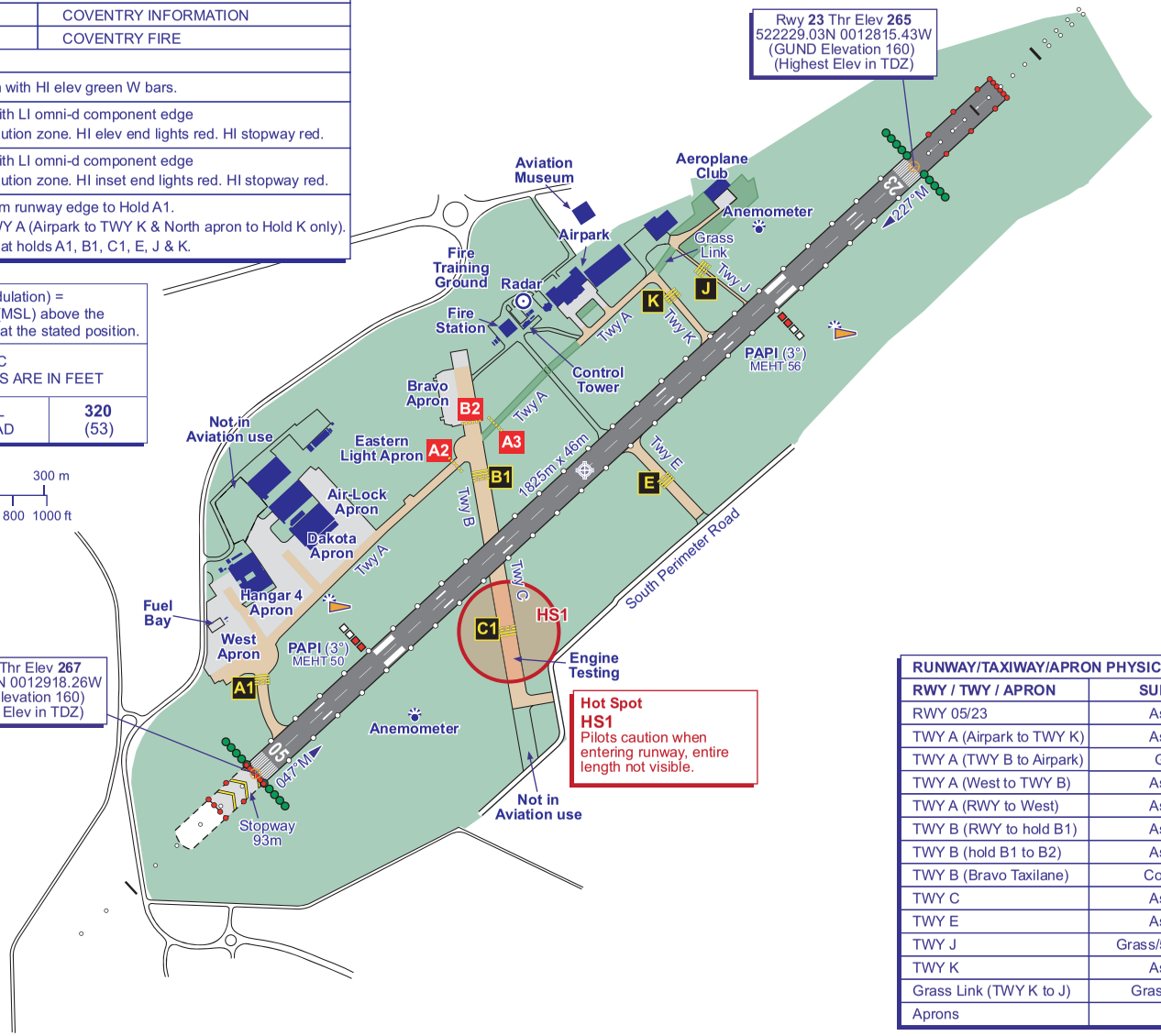
LIGHTING	
THR 05/23	HI inset green with HI elev green W bars.
RWY 05	HI elev bi-d with LI omni-d component edge with yellow caution zone. HI elev end lights red. HI stopway red.
RWY 23	HI elev bi-d with LI omni-d component edge with yellow caution zone. HI inset end lights red. HI stopway red.
TWY	Green C/L from runway edge to Hold A1. Blue edge TWY A (Airpark to TWY K & North apron to Hold K only). Guards lights at holds A1, B1, C1, E, J & K.

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	320
HEIGHTS IN FEET ABOVE AD	(53)





RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	SURFACE	PCN
RWY 05/23	Asphalt	48/F/B/X/U
TWY A (Airpark to TWY K)	Asphalt	53/R/B/X/U
TWY A (TWY B to Airpark)	Grass	-
TWY A (West to TWY B)	Asphalt	53/R/B/X/U
TWY A (RWY to West)	Asphalt	48/F/B/X/U
TWY B (RWY to hold B1)	Asphalt	19/F/A/X/T
TWY B (hold B1 to B2)	Asphalt	19/F/A/X/T
TWY B (Bravo Taxilane)	Concrete	48/R/B/X/T
TWY C	Asphalt	19/F/A/X/T
TWY E	Asphalt	48/F/B/X/T
TWY J	Grass/5m Asphalt	-
TWY K	Asphalt	53/R/B/X/U
Grass Link (TWY K to J)	Grass (15 m)	-
Aprons	*See AD 2-EGBE 2-2*	

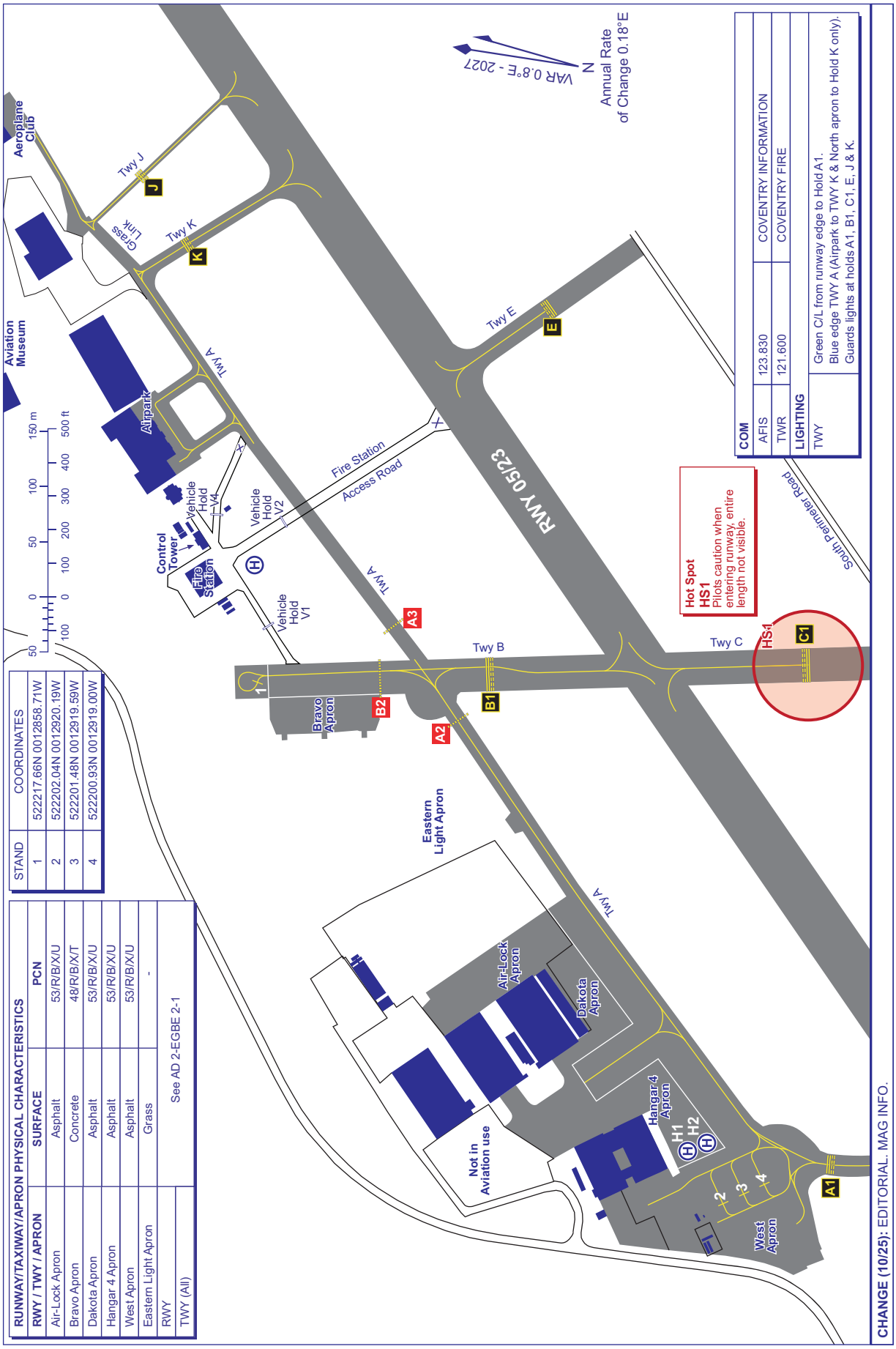
CHANGE (2/26): OBSTACLE REMOVED.

COVENTRY EGBE

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 522211N 0012847W

AD ELEV 267FT



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	SURFACE	PCN
Air-Lock Apron	Asphalt	53/R/B/X/U
Bravo Apron	Concrete	48/R/B/X/T
Dakota Apron	Asphalt	53/R/B/X/U
Hangar 4 Apron	Asphalt	53/R/B/X/U
West Apron	Asphalt	53/R/B/X/U
Eastern Light Apron	Grass	-
RWY	See AD 2-EGBE 2-1	
TWY (All)		

STAND	COORDINATES
1	522217.66N 0012858.71W
2	522202.04N 0012920.19W
3	522201.48N 0012919.59W
4	522200.93N 0012919.00W

AERO INFO DATE 18 JUL 25

EGTC — CRANFIELD

EGTC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTC — CRANFIELD

EGTC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EGTC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sun 0630-1900 (0530-1800) including Public Holidays.
2	Customs and immigration	By arrangement. 24 hours notice required to ATC.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	Mon-Sun 0630-1900 (0530-1800) including Public Holidays.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	All movements are strictly PPR. Telephone ATC 01234-750005 for PPR. Aircraft movements beyond Mon-Sun 0630-1900 (0530-1800) including Public Holidays are available upon request via extension of hours. Unlicensed movements not accepted.

EGTC AD 2.4 HANDLING SERVICES AND FACILITIES

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

EGTC AD 2.5 PASSENGER FACILITIES

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

EGTC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGTC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	127 x 150 M	1879 x 280 M	90 x - M -			RWY 21 OFZ: Yes.

EGTC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	1799 M	1799 M	1799 M	1593 M	
21	1672 M	1799 M	1672 M	1672 M	
21	1306 M	1433 M	1306 M		Take-off from intersection with Hold Bravo 1.
21	953 M	1080 M	953 M		Take-off from intersection with Hold Charlie 1.

EGTC 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 two crossbars. 405.5 M Light intensity high	Green Light intensity high Inset With green elevated wingbars	PAPI Right/3° 42 FT 288 M			Elevated coded omni-directional Light intensity high	Red		
21	Centre-line with two crossbars. 450 M Light intensity high	Green Light intensity high Elevated with green wingbars	PAPI Left/3° 53 FT 373 M			Elevated coded omni-directional Light intensity high	Red		EDGE: Colour coded commencing 625 M before runway end.

EGTC 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: 520431.43N 0003638.55W (LGTD).
3	TWY edge and centre line lighting	CL: Bi-directional green reflectors on taxiway centre-line.
4	Secondary power supply/switch-over time	Secondary power supply available with a 15 second changeover time.
5	Remarks	Taxiway lighting is unavailable.

EGTC AD 2.16 HELICOPTER LANDING AREA

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EGTC 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
CRANFIELD ATZ A circle, 2 NM radius, centred at 520420N 0003700W on longest notified runway (03/ 21)	Upper limit: 2000 FT AGL Lower limit: SFC	G	CRANFIELD APPROACH English	6000 FT		

EGTC 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	CRANFIELD APPROACH	122.855 DOC 25 NM/6,000 FT.			Mon-Sun 0630-1900 (0530-1800) including Public Holidays.	ATZ hours coincident with Approach hours. VDF 520445.27N 0003645.84W On AD.
TWR	CRANFIELD TOWER	122.855			When directed by ATC	VDF 520445.27N 0003645.84W On AD.
		134.930 DOC 30 NM/4,000 FT.			Mon-Sun 0630-1900 (0530-1800) including Public Holidays.	
ATIS	CRANFIELD DEPARTURE INFORMATION	121.880 DOC 2 NM/GND.			Mon-Sun 0630-1900 (0530-1800) including Public Holidays.	
OTHER	CRANFIELD FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGTC 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 1.13°E (2027)	ICR	108.900 MHz	Mon-Sun 0630-1900 (0530-1800) including Public Holidays.	520346.01N 0003733.78W		(RWY 21) LOC only. LOC not to be used for practice auto-coupled landings. LOC may show fluctuations due to road traffic.
NDB (L) 1.15°E (2027)	CIT	850.000 kHz	Mon-Sun 0630-1900 (0530-1800) including Public Holidays.	520748.56N 0003324.77W		Range 15 NM.
DME	ICR	26X 108.900 MHz	Mon-Sun 0630-1900 (0530-1800) including Public Holidays.	520424.52N 0003702.87W	364 FT	(RWY 21) On AD. DME freq paired with LOC I-CR. Zero range is indicated at THR of Runway 21.

EGTC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of this airport is subject to the published schedule of fees, charges and conditions, copies of which are available from Airport Administration.
b) Cranfield is strictly PPR and does not accept diversions or nominations as a flight plan alternate aerodrome without approval from the Aerodrome Authority via atc@cranfield.ac.uk, 01234-750005 (2699 KG MTOW and below) or airporthandling@cranfield.ac.uk, 01234-758114 (2700 KG MTOW and above).
All aircraft 2699 KG MTOW and below are required to request PPR from ATC via telephone 01234-750005 or email atc@cranfield.ac.uk.
All aircraft 2700 KG MTOW and above and NOT conducting circuit or instrument training are required to request PPR via airporthandling@cranfield.ac.uk.
c) Permission to use the airport, either to land or depart, may be withdrawn without notice. Withdrawal of permission may occur due to prevailing weather conditions, if it is considered that the requirements of the airport's Safety Management System cannot be met.
d) The carriage of Dangerous Goods, as specified by The Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Airport Director.
e) All aircraft with the intention to depart or to taxi for engineering purposes are required to obtain start approval from ATC before starting engines.
f) Use of the airport by non-radio equipped aircraft **is not** permitted.
g) Use of the airport by training flights is subject to compliance with the requirements set out below.
h) While airside, each aircraft commander is responsible for the safety of his passengers and other crew members. Passengers are at all times to be escorted by the aircraft commander or a crew member who is known to be competent to ensure both his/her and the passengers safety. The wearing of high visibility clothing is required.
i) Aircraft commanders or crew members, as applicable, are responsible for ensuring that a total ban on smoking while airside is observed.

2 GROUND MOVEMENT

a) Extreme caution is necessary on paved and unpaved apron areas where surface markings may not always be available to ensure obstacle clearance from parked aircraft.
b) Due to limited parking space, aircraft may infringe taxiway strips. ATC will advise aircraft of appropriate taxiing routes.
c) Operators wishing to drive vehicles on the airport will be required to provide evidence of £10m airside driving liability insurance.
d) Within Apron 2, parking areas are marked by single white line boxes. Aircraft should park wholly within these areas unless advised by ATC. Aircraft may be required to shut down and push back into position if they cannot be safely manoeuvred under their own power, but will not be permitted to stop for long periods outside of the parking area as to do so may hinder RFFS vehicles. Caution should be exercised as apron edges are bounded by gravelled French drains.
e) Aircraft of a wingspan larger than 18 M may be accommodated on Apron 2 with caution by using wing-walkers, marshallers, or other methods of assurance.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Intensive instrument flying in all weather conditions takes place within 20 NM radius up to the lower limit of controlled airspace. Flight crews are strongly advised to contact Cranfield Approach in order to establish and communicate an accurate reflection of the traffic situation to all relevant participants of a service. Non-airways instrument traffic inbound to Cranfield are strongly advised to contact Cranfield Approach no later than 10 minutes flying time away.
b) In the event of aerodrome electrical supply failure, aerodrome ground lighting **will not** be available for up to 15 seconds.
c) Pilots are advised to exercise caution as this aerodrome has a deer hazard, particularly during the periods of dawn and dusk/official night, although patrols are mounted whenever the presence of deer is known or anticipated. Pilots are requested to report the location of any animals on the aerodrome to ATC.
d) Air Crew are advised that runway edge lighting does not conform to CAP 168 Chapter 6 Paragraph 6.56 specifically that runway edge lights should be located along the edges of the area declared for use as the runway. Current lights lay outside of this area by approximately 1 M. Pilots are to land as close to the centre-line as practicable. The edge of the useable runway area is delineated by white lines in accordance with CAP 168 Chapter 7.
e) Occasional helicopter activity at Helimech Helipad (520152N 0003653W).
f) Runway surface features a water ingestion area, known as the 'splash pit', approx 610 M from the RWY 21 threshold in the vicinity of the C intersection. This area is liable to collecting water and may become icy in freezing conditions. Standard runway surface conditions will be reported. However, be advised that any reported contamination may be concentrated in this area.
g) Local flying training may be concentrated in the area northwest of the airfield between SFC and base of controlled airspace.
h) UAS are routinely operated within the FRZ (Flight Restriction Zone), but outside the CFZ (Critical Flight Zone), up to a height of 400 FT. UAS operating inside the CFZ, or above a height of 400 FT will be individually notified via NOTAM.

5 HELICOPTER OPERATIONS

a) All helicopters should expect to join via published VRPs and operate to/from the main runway, integrating with fixed-wing traffic when required.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

a) PPR is required for all operators, visitors, instrument training and circuit training. Slot times are allocated and must be adhered to.
b) Issue of training/test approvals is conditional upon such flights not causing delays to other aircraft. In exceptional circumstances training/ test approvals may be withdrawn without prior notice by ATC.
c) **Opposite Direction Runway Operations - Lack of Positive Clearance** - Training aircraft carrying out instrument approaches to Runway 21 whilst Runway 03 is in use should go around and fly directly over Runway 21/03 not below 1000 FT AGL (1400 FT ALT) if no positive clearance is received.

EGTC AD 2.21 NOISE ABATEMENT PROCEDURES

a) In order that least possible noise disturbance is caused in areas surrounding the airport, aircraft operators should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft.

EGTC 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.
b) Glider and other airspace activity which is not known to Cranfield ATC takes place beneath the London TMA in VMC and IMC.

2 CIRCUIT HEIGHTS

a) Day - Fixed-wing 1000 FT QFE. Night - 1200 FT QFE.

Note: *No dead-side available due to circuits operating in both directions.*

3 RUNWAY VISUAL RANGE

a) No RVR, only MET visibility reported.

4 IFR DEPARTURES

a) IFR Departures intending to enter Controlled Airspace should flight plan to join in accordance with the Standard Route Document.

5 VISUAL REFERENCE POINTS (VRP)

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

EGTC AD 2.23 ADDITIONAL INFORMATION

a) Co-operative surveillance system in use to support ATS provision. All ADS-B equipped aircraft in receipt of a service are requested to display electronic conspicuity.

EGTC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTC-2-1
INSTRUMENT APPROACH CHART RNP RWY 03 (CAT A,B,C) - ICAO
AD 2.EGTC-8-1
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 03 (CAT A,B,C) - ICAO
AD 2.EGTC-8-2
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 21 (CAT A,B,C) - ICAO
AD 2.EGTC-8-3
INSTRUMENT APPROACH CHART RNP RWY 21 (CAT A,B,C) - ICAO
AD 2.EGTC-8-4

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 21 (CAT A,B,C) - ICAO
AD 2.EGTC-8-5
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 03
AD 2.EGTC-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 21
AD 2.EGTC-8-7

EGTC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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EGLD — DENHAM

EGLD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLD — DENHAM

EGLD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513518N Long: 0003047W Mid point of Runway 06/24
2	Direction and distance from city	1.5 NM E of Gerrards Cross.
3	Elevation / Reference temperature / Mean Low Temperature	249 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	1.20°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address Web address	BICKERTON'S AERODROMES LTD C-Ops Offices, Hangar Road, Denham Aerodrome, Tilehouse Lane, Denham, UB9 5DF. 01895-832161 (ATC) 01895-832060 (Administration) tower@egld.com www.egld.com
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGLD AD 2.3 OPERATIONAL HOURS

1	AD Administration	0800-1800 (0700-1900); and by arrangement.
2	Customs and immigration	By arrangement.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	Fuelling AVGAS 0800-1800 (0700-1900). Jet A1 Mon-Fri 0900-1430 (0800-1330) and by arrangement.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR by telephone or via Webform (www.egld.com).

EGLD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 (All JET-A1 Premixed with AL48), AVGAS 100LL W100, W80, 100, 80, 15W50.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGLD AD 2.5 PASSENGER FACILITIES

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EGLD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category Special. RFFS is available on standby between 0900-1730 (0800-1630) or SS, whichever is earlier.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGLD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGLD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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EGLD 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**
24/APPROACH 06/TAKE-OFF	Tree	513529.24N 0003008.34W	317 FT		No	
24/APPROACH 06/TAKE-OFF	Tree	513528.26N 0003017.20W	292 FT		No	
12/APPROACH 30/TAKE-OFF	Tree	513528.22N 0003112.96W	304 FT		No	
24/APPROACH 06/TAKE-OFF	Vehicles	513525.12N 0003028.51W	255 FT		No	
12/APPROACH 30/TAKE-OFF	Tree	513524.15N 0003100.22W	275 FT		No	
06/APPROACH 24/TAKE-OFF	Tree	513509.81N 0003111.43W	283 FT		No	
06/APPROACH 24/TAKE-OFF	Tree	513504.45N 0003122.51W	325 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**
	Mast	513518.32N 0003019.35W	326 FT		No	

EGLD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGLD 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	059.21°	775 x 18 M	RWY surface: Asphalt	513512.51N 0003102.47W	THR 249.0 FT	
24	239.22°	775 x 18 M	RWY surface: Asphalt	513523.28N 0003033.45W	THR 241.0 FT	
12	118.11°	546 x 18 M	RWY surface: Grass	513521.32N 0003053.95W	THR 248.0 FT	
30	298.11°	546 x 18 M	RWY surface: Grass	513517.53N 0003042.56W	THR 244.0 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
						RWY 06 Threshold displaced by 36 M.
						RWY 24 Threshold displaced by 89 M.
						RWY 12 Threshold displaced by 114 M.
						RWY 30 Threshold displaced by 183 M.

EGLD AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	686 M	686 M	742 M	706 M	
24	728 M	728 M	748 M	670 M	
12	363 M	363 M	533 M	419 M	
30	432 M	432 M	546 M	363 M	

EGLD 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		Light intensity low Green wingbars	APAPI Left/4.5° 14 FT			Light intensity low	Red		
24		Light intensity low Green wingbars	APAPI Left/4.5° 10 FT			Light intensity low	Red		

EGLD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 513511.54N 0003044.82W Flashing Green 'DN'.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 513511N 000304W.
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	WDI lit at night.

EGLD AD 2.16 HELICOPTER LANDING AREA

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EGLD 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
DENHAM ATZ A circle, 2 NM radius, centred at 513518N 0003047W on longest notified runway (06/ 24)	Upper limit: 2000 FT AGL Lower limit: SFC	D	DENHAM RADIO English	6000 FT		Local Flying Area see EGLD 2.22, paragraphs (2) and (3). Airspace Class: D/G. See Flight Procedures.

EGLD 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	DENHAM RADIO	130.730 A/G frequency. DOC 10 NM/3,000 FT.			0800-1800 (0700-1900); and by arrangement.	ATZ hours coincident with A/G hours.

EGLD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGLD AD 2.20 LOCAL AERODROME REGULATIONS

1 AERODROME REGULATIONS

a) PPR by telephone or email.
b) Pilot Briefing on the aerodrome website www.egld.com.
c) Non-radio aircraft not accepted without prior permission from the AD Operator.
d) Normal HR of opening may be extended by prior arrangement with ATS (extended HR are not automatically licensed).
e) Pilots are responsible for the safety and conduct of their passengers whilst at the AD.

2 GROUND MOVEMENT

a) There are no hard taxiways. After heavy rain or snow the surface may be unsuitable for some aircraft types: contact ATS.
b) Avoid damaging the grass by unnecessary use of brakes to tighten turns.
c) Aircraft with poor prop clearance should enter / exit south at runway ends.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) The aerodrome is located within the northern boundary of the London Control Zone (Class D).
b) There is no overhead join. Northolt traffic overflies Denham not below 1500 FT AMSL. To ensure safe separation Denham maximum circuit altitude 1000 FT AMSL.
c) Avoid south-west part of the ATZ south of the A40 road.
d) A public road adjacent to the aerodrome boundary crosses the approach to Runway 24. Aircraft should not descend below the glidepath nor touch down before the displaced threshold.
e) APAPI: Visual glideslope signals for Runway 06 are visible to the left of the extended centreline where normal obstacle clearance is not guaranteed. Disregard APAPI until the aircraft is aligned with the runway.
f) Powerlines, 369 FT AMSL, 270°T, running north/south, 0.6 NM from ARP.

5 HELICOPTER OPERATIONS

a) Helicopters should fly the same circuit as fixed wing.

6 USE OF RUNWAYS

a) Runway 06/24 circuits are to the north: Runway 06 has a left hand circuit; Runway 24 has a right hand circuit.
b) Runway 12/30 has a variable circuit.
c) There is a grass strip to the north of, and parallel to, Runway 06/24 (“north side grass”).
d) Simultaneous approaches to the north side grass and Runway 06/24 are not permitted.
e) Simultaneous departures from the north side grass and Runway 06/24 are not permitted.

7 TRAINING

a) Only authorised operators may give flying instruction at the aerodrome.
b) Runway 12/30 not available for solo training flights.

EGLD AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots may deviate from noise abatement procedures to ensure flight safety.
b) Pilots must maintain safe separation and should fly a larger circuit if necessary to provide safe separation.
c) Runway 24 Arrivals: report at VRP Maple Cross, establish a long base leg. Overfly the lakes (where safely possible).
d) Runway 06 Arrivals: report at VRP St Giles, establish a long base leg. Overfly fields to try to avoid most houses in Chalfont St Peter and Gerrards Cross (where safely possible).
e) Runway 24 Departures: after take off maintain runway heading until past the houses on the right, then turn right before the A413 (where safely possible).
f) Runway 06 Departures: after take off maintain runway heading until past the caravan site on the left, then turn left over the lakes (where safely possible).
g) Keep the circuit small (where safely possible): turn downwind south of Chalfont St Peter and Maple Cross unless safe separation requires otherwise.

EGLD AD 2.22 FLIGHT PROCEDURES

1 VISUAL REFERENCE POINTS (VRP)

a) There is no overhead join. Maximum altitude 1000 FT AMSL.
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.

2 CIRCUIT JOINING

a) To join the circuit, descend to circuit altitude 1000 FT AMSL, report at the VRP and establish a long base leg.
b) Look out for aircraft downwind.
c) Joining traffic must give way to circuit traffic.
d) Pilots should not orbit in the circuit.

3 CIRCUIT

a) Circuit altitude 1000 FT AMSL.
b) Use available equipment to aid conspicuity: landing light On; strobes On; transponder Alt.
c) Pilots should give position reports downwind and final.

4 DEPARTURES

a) After take off maintain runway heading, turn onto crosswind and climb to circuit altitude 1000 FT AMSL.
b) Extend crosswind leg towards the appropriate VRP.
c) Pilots in receipt of a clearance from Heathrow Radar or Northolt Approach may deviate in accordance with their clearance.

5 LOCAL FLYING AREA (LFA)

a) Denham LFA is that part of the Denham ATZ that lies within the London Control Zone (Class D).
b) Pilots of aircraft flying within the LFA are responsible for providing their own separation from other aircraft.
c) VFR flights may take place within the LFA subject to the following conditions:

i. In compliance with the Class D airspace weather minima as defined in ENR 1.4;
ii. Maximum altitude 1200 FT AMSL.

Note: *Refer to ENR 1.4 for notifications.*

d) Aircraft unable to operate VFR may operate Special VFR within the LFA subject to the following conditions:

i. Remain clear of cloud with the surface in sight;
ii. Maximum altitude 1200 FT AMSL;
iii. Minimum flight visibility 3 KM;
iv. In compliance with the requirements for Special VFR flight detailed at ENR 1.2.

e) Aircraft flying in the LFA are not required to comply with the requirements of the London CTR Mode S Transponder Mandatory Zone, however:

i. The carriage of a Mode S transponder within the LFA is encouraged;
ii. Pilots of suitably equipped aircraft should select 7000 with altitude information.

6 AIRCRAFT IN THE LONDON CTR OUTSIDE THE DENHAM LFA

a) Aircraft operating VFR or Special VFR in the London CTR inbound to Denham may request a non-standard join. Pilots must contact Denham before entering the ATZ and must fit in with circuit traffic. If not visual with circuit traffic, or if the circuit is busy, the aircraft must join via the appropriate VRP.
b) Aircraft operating VFR or Special VFR in the London CTR must not assume permission has been issued to penetrate the Denham LFA. Heathrow Radar will, whenever possible, permit an aircraft to leave the frequency temporarily to obtain such permission.
c) Pilots requiring a VFR or Special VFR clearance to transit the London CTR must not enter the CTR until a clearance has been obtained.
d) Use of the overhead is possible with a clearance (e.g. for simulated engine failures in the overhead). The instructor should contact Heathrow Radar or Northolt Approach to obtain a clearance to join overhead, then obtain a frequency change to Denham.

7 NORTHOLT TRAFFIC

a) Northolt traffic in the Northolt Radar Manoeuvring Area (RMA) cross the Denham ATZ not below 1500 FT AMSL. To ensure separation, Denham circuit altitude 1000 FT AMSL. Aircraft wishing to enter the Northolt RMA must obtain clearance from Northolt on 126.450 MHz.

8 ATS ROUTE FLIGHTS

a) **Inbound aircraft**

Aircraft inbound via the ATS Route Network must follow the Heathrow Standard Arrival Routes (STAR) as shown at AD 2-EGLL-7-1 to 7-17. Pilots are to include EGLDZTZX in their Flight Plan.

b) **Outbound aircraft**

The Denham ATSU will notify the pending departure to London Terminal Control (Swanwick) (LTCC). The Denham ATSU will relay to pilots after departure instructions including the frequency for the appropriate LTCC sector and the pilot must request clearance to join CAS.

EGLD AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGLD AD 2.24 CHARTS RELATED TO AN AERODROME

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

AERODROME TRAFFIC ZONE and VRPS
AD 2.EGLD-4-1

EGLD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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		Taxiway D: 10.5 M Surface: Macadam PCN 12/F/C/Y/T Taxiway E: 10.5 M Surface: Macadam PCN 12/F/C/Y/T
3	Altimeter checkpoint location and elevation	Stand 1: 14 FT - Stand 2: 13 FT
4	VOR checkpoints	
5	INS checkpoints	See Aerodrome Chart.
6	Remarks	Pedestrian access between the airport terminal complex and the Western apron(located on the north side of Taxiway C) is by means of a marked footpath which can be found located to the rear of the parking area. Aircrew are reminded that access to and from this area is not permitted via the active taxiways.

EGPN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1 and 2 marked for self manoeuvring with marshallers assistance. Stand 1 has two pushback stands for Fairchild Dornier 328 aircraft or fuselage length less than 23 M by arrangement.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway designators, centre-line and threshold markings on both runways. Runway light(s): Runway guard lights at Holding Point A and B.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	WDI (LGTD): 562705.59N 0030212.56W; 562705.65N 0030100.14W.

EGPN 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**
(EGPN14630) 09/APPROACH 27/ TAKE-OFF	TREE	562736.71N 0031207.25W	672 FT	86 FT	No	
(EGPN14589) 09/APPROACH 27/ TAKE-OFF	TREE	562735.58N 0031204.97W	667 FT	73 FT	No	
(EGPN14002) 09/APPROACH 27/ TAKE-OFF	HV PYLON	562732.55N 0030742.99W	310 FT	139 FT	No	
(EGPN14900) 27/APPROACH 09/ TAKE-OFF	BUILDING CHIMNEY	562714.40N 0025937.32W	105 FT	53 FT	No	
(EGPN16894) 09/APPROACH 27/ TAKE-OFF	SPOIL HEAP	562712.00N 0030228.45W	42 FT	18 FT	No	
(EGPN9201) 27/APPROACH 09/ TAKE-OFF	WDI	562705.65N 0030100.14W	38 FT	25 FT	Yes Red	
(EGPN14692) 27/APPROACH 09/ TAKE-OFF	TREE	562648.07N 0025418.80W	429 FT	64 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**
(EGPN6095)	HV PYLON	562926.85N 0030344.99W	595 FT	95 FT	No	
(EGPN14966)	TOWER	562821.96N 0030012.17W	579 FT	273 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**
(EGPN14873)	MAST	562812.95N 0025922.11W	662 FT	97 FT	Yes Red	
(EGPN14952)	WATER_TOWER	562804.71N 0030136.84W	451 FT	85 FT	No	
(EGPN15036)	TREE	562754.45N 0030039.89W	537 FT	72 FT	No	
(EGPN15237)	BG DOME	562753.72N 0030045.28W	519 FT	40 FT	No	
(EGPN15378)	INDUSTRIAL CHIMNEY	562745.42N 0030202.95W	377 FT	175 FT	No	
(EGPN14928)	BUILDING	562730.14N 0025901.96W	242 FT	119 FT	No	
(EGPN14926)	BUILDING	562727.33N 0025911.88W	222 FT	95 FT	No	
(EGPN14919)	CHURCH SPIRE	562722.73N 0025943.63W	235 FT	128 FT	No	

EGPN 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	TAFs, METARs. TAFs 3 hours. METARs 30 minutes.
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	On request. English.
7	Charts and other information available for briefing or consultation	F214 (UK Spot wind forecast chart), F215 (UK Low-level forecast chart) and GAMET.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	DUNDEE
10	Additional information (limitation of service, etc.)	METAR information available by ATIS on Telephone: 01382-662222.

EGPN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
09	090.52°	1400 x 30 M	RWY surface: Asphalt, Grooved PCN 30/F/C/Y/T	562708.89N 0030213.85W 169.3 FT	THR 17.0 FT	
27	270.54°	1400 x 30 M	RWY surface: Asphalt, Grooved PCN 30/F/C/Y/T	562708.47N 0030052.10W 169.3 FT	THR 13.7 FT	

SWY Dimensions	**Clearway Dimensions**	**Strip Dimensions**	**RESA Dimensions, Overshoot / Undershoot**	**Location/ description of arresting system**	**OFZ**	**Remarks**
8	**9**	**10**	**11**	**12**	**13**	**14**
			90 x 60 M -			RWY 09 Strip Dimensions: 1520 x 140 M. OFZ: Yes.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
			90 x 60 M -			RWY 27 Strip Dimensions: 1520 x 80 M.

EGPN AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1319 M	1319 M	1400 M	1400 M	
27	1319 M	1319 M	1400 M	1400 M	

EGPN 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	Uni-directional simple approach with two crossbars. 375 M Light intensity high	Green Light intensity high Elevated with HI elevated green wingbars	PAPI Left/3° 46 FT 284 M			HI elevated bi-directional with LI omni-directional component. White with end 360 M yellow 'caution zone'.	Elevated Red		
27		Green Light intensity high Elevated	PAPI Left/ 3.75° 41 FT 202 M			HI elevated bi-directional with LI omni-directional component. White with end 360 M yellow 'caution zone'.	Elevated Red		

EGPN 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: 562705.67N 0030059.57W; 562705.58N 0030213.66W.
3	TWY edge and centre line lighting	EDGE: Apron and Taxiways A, B, D and E blue edge lights. Taxiway C unlit. Only available daylight with ATC approval.
4	Secondary power supply/switch-over time	Standby Generator/10 seconds.
5	Remarks	

EGPN AD 2.16 HELICOPTER LANDING AREA

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EGPN 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
DUNDEE ATZ A circle, 2 NM radius, centred at 562709N 0030133W on longest notified runway (09/27)	Upper limit: 2000 FT AGL Lower limit: SFC	G	DUNDEE APPROACH English	3000 FT		Because of operational difficulties caused by the siting of the ATC facility, flight in the ATZ to the North of Runway 09/27, and the extended centre-line, is not normally permitted.

EGPN 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	DUNDEE APPROACH	122.905 DOC 25 NM/ 10,000 FT			Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement.	ATZ hours coincident with Approach hours, but not by arrangement. VDF 562705.67N 0030135.95W
TWR	DUNDEE TOWER	122.905 DOC 25 NM/ 10,000 FT.			Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement.	VDF 562705.67N 0030135.95W
ATIS	DUNDEE INFORMATION	119.330 DOC 60 NM/ 20,000 FT			Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement.	
OTHER	DUNDEE RESCUE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPN 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 0.16°W (2027)	IDDE	108.100 MHz	Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement.	562708.42N 0030042.55W		(RWY 09) Localizer DOC 25 NM.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/GP	IDDE	334.700 MHz	Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement.	562712.05N 0030159.48W		(RWY 09) 3° ILS Ref Datum Hgt 41 FT. Quality of GP guidance is not suitable for coupled approaches below 200 FT. Due to terrain, LOC and GP flag alarms may be experienced at northern edge of coverage when below glidepath sector. Full scale fly-up indications may not be maintained when left of centre-line and below GP. Glidepath DOC 10 NM.
NDB (L) 0.20°W (2027)	DND	394.000 kHz	Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement.	562718.24N 0030653.73W		Range 25 NM. Off aerodrome 2.6 NM from Runway 09 Threshold.
ILS/DME	IDDE	18X 108.100 MHz	Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement.	562705.76N 0030133.03W	31 FT	(RWY 09) On AD. Zero range is indicated at THR of Runway 09 and 27. Due to terrain effects, the DME may unlock in the sector 035 to 057 MAG. Localizer DOC 25 NM and Glidepath DOC 10 NM.

EGPN AD 2.20 LOCAL AERODROME REGULATIONS

1 AERODROME REGULATIONS

a) All training flights are strictly PPR. For full conditions see section 7 Training.
b) This aerodrome is not available for aircraft not able to communicate with ATC by radio.
c) Because of rising high ground and a dense urban area, the view to the north from the ATC VCR is restricted. Local aircraft movements to the north of the aerodrome are restricted.
d) Use of Dundee Aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome or found at www.hial.co.uk.
e) Operating crew are responsible for ensuring that their aircraft when parked and unattended at Dundee Airport are appropriately secured and sealed in line with operator's security requirements. In addition, operating crew are also responsible for carrying out the appropriate level of security checks when returning to their aircraft to meet security regulatory requirements.
f) Drone operators should endeavour to provide a minimum 24 hours notice of any drone flight whenever possible to Dundee ATC.
g) Passengers should be escorted and supervised at all times whilst on the aerodrome.

2 GROUND MOVEMENT

a) Park as instructed by ATC, usually under marshaller guidance.
b) Light aircraft shall be directed to the grass eastern light aircraft park where marshalling guidance may be provided.
c) Start-up requests are mandatory for all aircraft parked on the Main and Western Aprons.
d) Aircrew are to wear high visibility jackets whilst on the aprons and movement areas.
e) Auxiliary Power Units are only to be operated 30 minutes after/before on/off block times. Extremis request outside these times are at the discretion of ATC.
f) All aircraft parking on the aprons with a MTOW of 13 tonnes or less are requested to leave the aircraft with 'Brakes Off' to enable towing.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Aerodrome is in the vicinity of Leuchars MATZ.
b) Because of the surrounding open spaces and tidal mud flats adjacent to the aerodrome, birds are a constant hazard at Dundee. At high tide Waders tend to roost on grass areas of the aerodrome. Throughout most of the year the hazard is moderate but may become severe at short notice when large concentrations of migratory birds pass throughout the area.
c) Taxiway Charlie is restricted to aircraft with weight of 5700 KG or less. The width of this taxiway is 10.5 M with asphalt surface.
d) Caution - Runway 09 GP Mast (Lgtd) (15 M AGL - 100 M north of Runway 09 threshold area) infringes the 1:10 obstacle protected surface projected from the runway centre-line.
e) Due to the constraints of the circuit, TCAS equipped aircraft should be aware that there is an increased chance of TCAS events occurring whilst joining or flying within the visual circuit.
f) Bird scaring takes place regularly.
g) Pilots are warned of helicopter activity in and out of Ninewells Hospital Helipad situated just north of the 09 Threshold (345°T, 0.6 NM).
h) 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.
i) Mobile jack up oil rigs are serviced at the Port of Dundee (562755.11N 0025536.90W) maximum height 540 FT AMSL and display red obstruction lights. The number of rigs at this location can vary.
j) Parachute activity may take place at Errol Aerodrome (562418N 0031055W, 6 NM SW of Dundee ARP) normally during daylight hours Wed-Sun and PH. The Dundee ATIS will include a warning when activity has been notified. Aircrew are advised to remain well clear of the drop zone when notified as active and will be provided with deconfliction advice by Dundee ATC when required or requested.
k) Pilots are to be aware of possible turbulence on both runways when the wind has a northerly component in excess of 10 KT.

5 HELICOPTER OPERATIONS

Not applicable.

6 USE OF RUNWAYS

Not applicable.

7 TRAINING

a) All training is subject to prior notification.
b) All Instrument training is subject to prior booking with ATC Tel: 01382-662220. The filing of a flight plan with intention to conduct instrument training does not constitute prior notification or booking. Failing to make a booking may result in aircraft being refused use of the facilities.
c) Operators intending to follow a programme of training flights should obtain prior approval from ATC via the Duty ATCO, Tel: 01382-662220.

EGPN AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots should avoid overflying Nine-Wells Hospital (1.2 nm bearing 306°T from the aerodrome).
b) Helicopters should avoid overflying the Docks area below 800 ft amsl.

EGPN AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Circuit directions: Runway 09 - RH; Runway 27 - LH. Remain South of the Runway at all times.
b) Circuit Height: 1000 FT AAL unless otherwise directed by ATC.
c) Circuits are to be flown in such a manner as to avoid flight over built up areas in the vicinity of the airport whenever practicable.

2 DEPARTURES

a) To reduce conflict with traffic operating within the Leuchars MATZ, ATC may instruct VFR aircraft departing to the east to remain at not above 1000 FT AMSL until passing Broughty Castle northbound.
b) Jet and Turbine aircraft departing to the north are required to either climb straight ahead to 2000 FT before setting course or are to turn south off runway heading and set course overhead not below 2000 FT. ATC will advise the preferred option dependent on the traffic situation at the time.
c) Unless otherwise directed by ATC, VFR departures to the east from Runway 27 and VFR departures to the west from Runway 09 will be expected to depart the circuit from the end of the down-wind leg. The down-wind leg in both instances is south of the midpoint of the Firth of Tay.

d) To reduce traffic confliction, VFR departures to the east from Runway 27 should leave the down-wind leg and follow the south bank of the Firth of Tay towards the estuary mouth and only turn north after passing abeam Broughty Castle VRP.
e) If for any reason flight over water is undesirable, inform ATC and an alternative routing may be offered, subject to traffic, which reduces or removes the need to overfly the Firth of Tay.
f) Last departure to be no later than 15 minutes prior to Airport closure time.

3 ARRIVALS

a) Unless otherwise directed by ATC, IFR flights conducting a visual approach to either runway should expect to descend not below 2000 FT until directed by ATC and anticipate establishing on final approach no closer than 4 NM from touch-down.
b) Pilots of inbound IFR aircraft shall acknowledge receipt of the Transition Level on first contact with Dundee ATSU. The Transition Level will be broadcast on ATIS.

4 MISSED APPROACH PROCEDURE

a) EGD604 is 7 NM east of Dundee ARP. If it appears likely that during the standard missed approach, low performance aircraft will infringe EGD604 then such aircraft should turn right at I-DDE DME 4 onto track 136°M and climb to 2000 (1983) FT before turning right to return to NDB(L) DND at 3000 FT. Pilots should advise ATC on turning onto 136°M and expect to change to Leuchars Approach when instructed for radar assistance.

5 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5
b) NDB(L) and DME I-DDE are not co-located.
c) The Category C instrument approach procedure to Dundee Airport infringes the Perth ATZ (when active) at 1800 FT above Perth aerodrome elevation.

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.

EGPN AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGPN AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPN-2-1
VFR ARRIVAL and DEPARTURE ROUTES
AD 2.EGPN-4-1
INSTRUMENT APPROACH CHART ILS/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-2
INSTRUMENT APPROACH CHART RNP RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-4
INSTRUMENT APPROACH CHART RNP RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPN-8-5
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09
AD 2.EGPN-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27
AD 2.EGPN-8-7

EGPN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

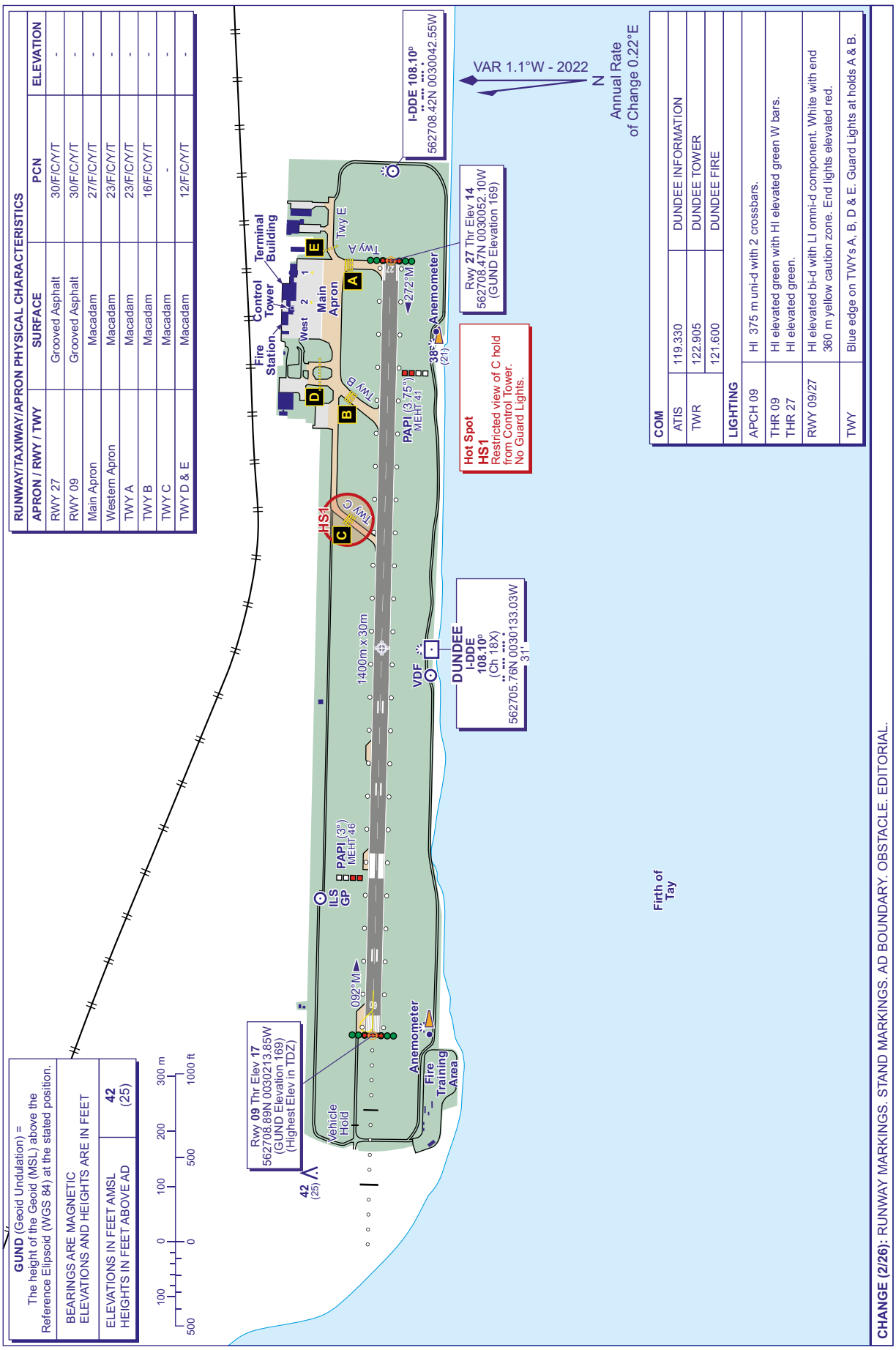
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DUNDEE EGPN

AERODROME CHART - ICAO

ARP 562709N 0030133W

AD ELEV 17FT



AERO INFO DATE 08 DEC 25

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EGTU — DUNKESWELL

EGTU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTU — DUNKESWELL

EGTU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505136N Long: 0031405W
2	Direction and distance from city	14 NM NE of Exeter.
3	Elevation / Reference temperature / Mean Low Temperature	839 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	168 FT
5	Magnetic Variation / Annual Change	0.36°E (2027) / 0.18°E
6	AD Administration Address Telephone Telefax	AIR WESTWARD LTD Dunkeswell, Nr. Honiton, Devon, EX14 4LG. 01404-891643 (Aerodrome) 01404-891271 (Licensee) 01404-891465 (Aerodrome)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGTU AD 2.3 OPERATIONAL HOURS

1	AD Administration	0830-1700 (0730-1700) and by arrangement.
2	Customs and immigration	By arrangement.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	0830-1700 (0730-1700) and by arrangement.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR. See also AD 2.20.

EGTU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR F-34, AVGAS 100LL
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGTU AD 2.5 PASSENGER FACILITIES

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EGTU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1
2	Rescue equipment	Limited equipment available on site suitable for the removal of disabled aircraft type using the aerodrome.

3	Capability for removal of disabled aircraft	
4	Remarks	

EGTU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGTU 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	Two WDIs: 505143.71N 0031410.11W; 505150.83N 0031338.95W.

EGTU AD 2.10 AERODROME OBSTACLES

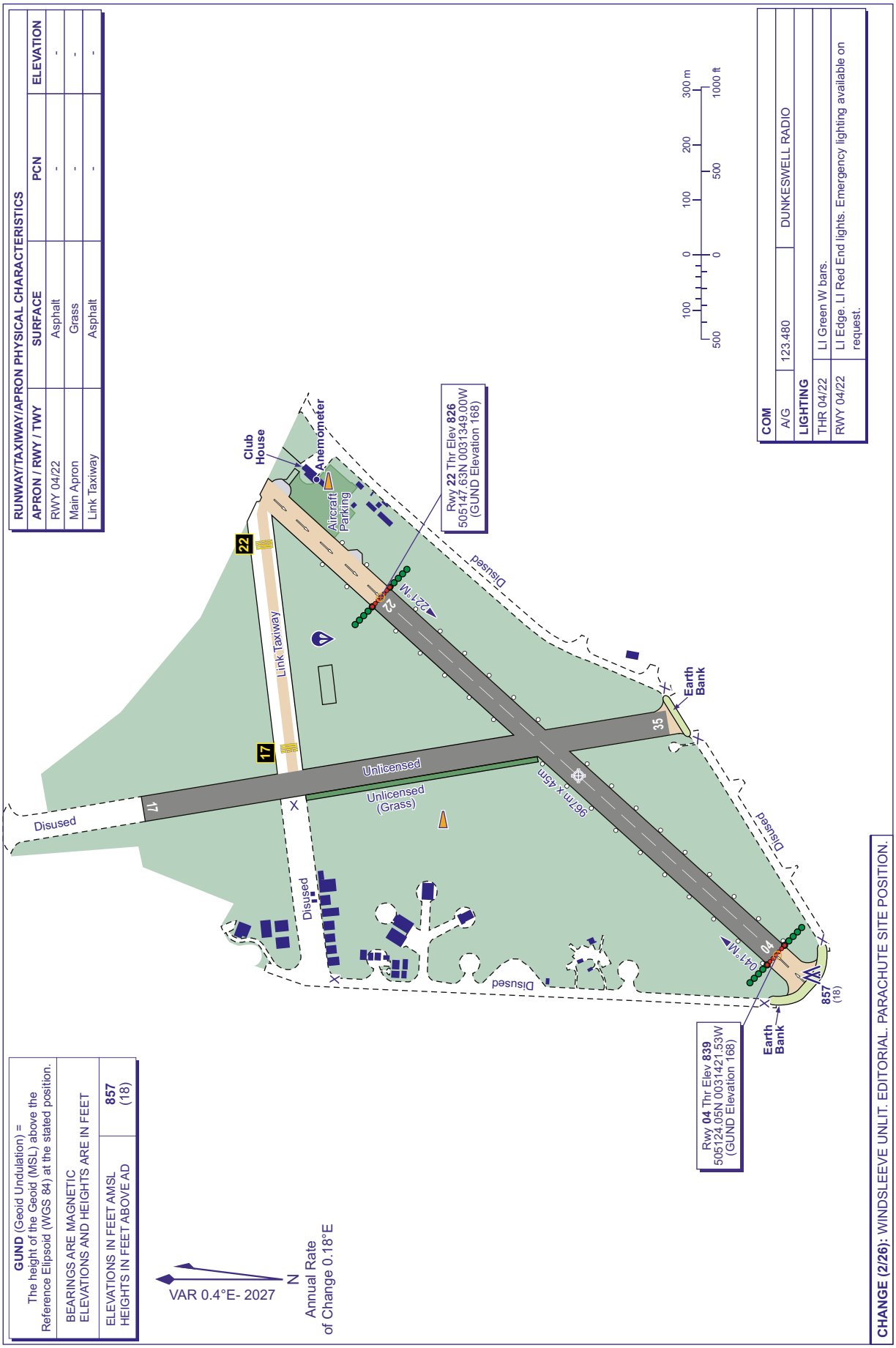
In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTU1024) 04/APPROACH 22/ TAKE-OFF	EARTH BANK	505123.07N 0031425.54W	844 FT	0 FT	No	
(EGTU1021) 04/APPROACH 22/ TAKE-OFF	ROAD	505123.05N 0031425.59W	857 FT	15 FT	No	
(EGTU1027) 04/APPROACH 22/ TAKE-OFF	EARTH BANK	505122.57N 0031425.10W	844 FT	0 FT	No	
(EGTU1026) 04/APPROACH 22/ TAKE-OFF	ROAD	505122.54N 0031425.13W	857 FT	15 FT	No	
(EGTU1025) 04/APPROACH 22/ TAKE-OFF	MARKER	505122.20N 0031425.50W	849 FT	6 FT	No	
(EGTU1030) 04/APPROACH 22/ TAKE-OFF	EARTH BANK	505122.09N 0031424.21W	844 FT	0 FT	No	
(EGTU1029) 04/APPROACH 22/ TAKE-OFF	ROAD	505122.06N 0031424.24W	856 FT	15 FT	No	
(EGTU1033) 04/APPROACH 22/ TAKE-OFF	EARTH BANK	505121.59N 0031423.27W	843 FT	0 FT	No	
(EGTU1032) 04/APPROACH 22/ TAKE-OFF	ROAD	505121.55N 0031423.30W	856 FT	15 FT	No	
(EGTU1042) 04/APPROACH 22/ TAKE-OFF	EARTH BANK	505121.43N 0031421.83W	841 FT	0 FT	No	
(EGTU1043) 04/APPROACH 22/ TAKE-OFF	ROAD	505121.40N 0031421.82W	854 FT	15 FT	No	
(EGTU1031) 04/APPROACH 22/ TAKE-OFF	MARKER	505121.31N 0031423.87W	848 FT	6 FT	No	

DUNKESWELL EGTU

AD ELEV 839FT

ARP 505136N 0031405W

AERODROME CHART - ICAO



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 04/22	Asphalt	-	-
Main Apron	Grass	-	-
Link Taxiway	Asphalt	-	-

COM		
A/G	123.480	DUNKESWELL RADIO
LIGHTING		
THR 04/22	LI Green W bars.	
RWY 04/22	LI Edge. LI Red End lights. Emergency lighting available on request.	

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD

857
(18)

VAR 0.4°E- 2027

N

Annual Rate of Change 0.18°E

CHANGE (2/26): WINDSLEEVE UNLIT. EDITORIAL. PARACHUTE SITE POSITION.

AERO INFO DATE 11 DEC 25

AD 2-EGTU-2-1

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EGSU — DUXFORD

EGSU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSU — DUXFORD

EGSU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 520526N Long: 0000753E Mid point of Runway 06/24 paved
2	Direction and distance from city	8 NM S of Cambridge.
3	Elevation / Reference temperature / Mean Low Temperature	126 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.38°E (2027) / 0.17°E
6	AD Administration Address Telephone	IMPERIAL WAR MUSEUM. Duxford Aerodrome, Cambridgeshire, CB22 4QR. 01223-833376 (ATC) 01223-835000 Ext 7236 (Switchboard)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGSU AD 2.3 OPERATIONAL HOURS

1	AD Administration	1000-1600 (0900-1700).
2	Customs and immigration	By arrangement, minimum notice periods apply.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours, self-briefing facilities.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As AD hours, self-briefing facilities.
7	ATS	As AD Hours. See also AD 2.18.
8	Fuelling	1000-1530 (0900-1700). By arrangement outside these hours.
9	Handling	As AD hours and by arrangement.
10	Security	H24 H24 Security, CCTV in operation.
11	De-icing	
12	Remarks	This aerodrome is strictly PPR by telephone at all times. Aerodrome may close during adverse weather conditions

EGSU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL S80, S100, W80, W100, 15W/50
3	Fuelling facilities/capacity	Fuel bowser service.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited hangarage available by arrangement only.
6	Repair facilities for visiting aircraft	Limited services available through: ARC, Building 425, Duxford Airfield, Duxford, Cambridge, CB22 4QR.
7	Remarks	

EGSU AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.
2	Restaurants	On Aerodrome.
3	Transportation	Local taxi service, Whittlesford station 2 NM away.
4	Medical facilities	First aid provided by Duxford RFFS during operational hours.
5	Bank and Post Office	

6	Tourist Office	
7	Remarks	

EGSU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFFS Category 3 to 6 available with 48 hour notice, subject to availability by prior arrangement with ATC.
2	Rescue equipment	Appropriate up to RFF Category 6.
3	Capability for removal of disabled aircraft	In the event of an incident, light aircraft can be removed using airfield resources. Large aircraft can be removed using an external contractor in conjunction with aircraft operator.
4	Remarks	

EGSU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGSU 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): 06R/24L: touchdown point, aiming point
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	Illuminated windsleeve: 520526.37N, 0000804.52E Windsleeve: 520533.88N, 0000823.93E Windsleeve: 520512.81N, 0000729.20E

EGSU AD 2.10 AERODROME OBSTACLES

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EGSU 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	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/Phone Duxford ATC.
6	Flight documentation Language(s) used	
7	Charts and other information available for briefing or consultation	Form 214/215, TAF/METAR, Internet Access.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	DUXFORD
10	Additional information (limitation of service, etc.)	Local unofficial observations provided on request during AD operational hours.

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

1	Apron surface and strength	APRON 21 Surface: Asphalt PCR 220/F/B/Y/U APRON 22 Surface: Concrete PCR 271/R/B/X/U APRON 24 Surface: Asphalt PCR 253/F/B/Y/U MAIN APRON Surface: Concrete and asphalt PCR 524/R/B/X/U NORTH APRON Surface: Asphalt PCR 410/R/B/X/U SOUTH APRON Surface: Asphalt PCR 410/R/B/X/U
2	Taxiway width, surface and strength	Taxiway A: 15.1 M Surface: Asphalt PCR 409/F/B/X/U Taxiway APRON: 15.1 M Surface: Asphalt PCR 409/F/B/X/U Taxiway B: 23 M Surface: Concrete PCR 573/R/B/X/U Taxiway C: 15.1 M Surface: Asphalt PCR 409/F/B/X/U Taxiway D: 15.1 M Surface: Asphalt PCR 409/F/B/X/U Taxiway E: 7.5 M Surface: Asphalt PCR 220/F/B/X/U Taxiway F: 7.5 M Surface: Asphalt PCR 28/F/B/X/U Taxiway G: 17 M Surface: Asphalt PCR 409/F/B/X/U
3	Altimeter checkpoint location and elevation	Main Apron 102 FT.
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.

6	Remarks	Pilots are cautioned that Taxiways A and C are not suitable for use by aircraft whose wheelbase exceeds 18 M and whose wheelspan is greater than 9.1 M. Taxiway E is suitable for aircraft whose wheelbase is less than 7.5 M and wingspan less than 18 M and is available at night. Aircraft with a wingspan in excess of 20 M must be under tow. All aircraft using Taxiway E must exercise extreme caution due to the reduced obstacle clearances and vehicle movements. Taxiway F is suitable for aircraft up to 7.5 M wheelbase. Foxtrot 1 is not available at night. All aircraft using Taxiway F must exercise caution due to vehicle and helicopter movements. Taxiway G is suitable for use by code C aircraft to access the engine run and compass base facilities. Code D aircraft may use the taxiway by prior arrangement under tow. The grass parking is ordinarily available for use between April and October by light aircraft with a maximum wingspan of 12 M. Operators of light aircraft who cannot use the grass are requested to advise Flight Briefing prior to arrival so that appropriate parking arrangements can be made.

EGTE 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 main apron stands are parking with marshaller guidance. No aircraft must enter a stand without being under positive marshaller control. If a marshaller is not present advise ATC and hold on the apron taxiway. Into wind parking is available dependent upon the wind direction and stand availability (ACFT may be required to hold for suitable parking). Requests for into wind parking should be made as early as possible via Exeter Dispatch or ATC in advance of arrival. Pilots are to ensure that minimum power is used when taxiing away from any into wind parking stand and are to turn as soon as practically possible to enter the apron taxiway. Pilots are cautioned, that all stands have an upward incline towards the South, which may necessitate the use of increased power when taxiing on to stand on Stands 4–6 and especially when operating under single engine manoeuvres.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08/26: Runway designation, threshold, centre-line, fixed distance, touchdown zone and edge. Taxiway marking aid(s): Taxiway centre-line and holding positions. Enhanced taxiway centre-line markings and runway ahead designators at each runway hold. The apron taxilane between Taxiways Bravo and Charlie has green reflective studs along its centre-line for its entire length. Taxiway Echo has green reflective centre-line studs. Taxiway Golf has green centre-line and blue reflective edge studs. Reflective markers on edge of Taxiway Charlie at intersection with the South Apron. Taxiway light(s): Taxiways Alpha, Bravo and Charlie entrance to/exit from runway indicated by alternate green/amber centre-line lights. Green centre-line lighting on Taxiways Alpha, Bravo and Charlie. The apron taxilane between Taxiways Bravo and Charlie has blue edge lights on northern edge. Taxiways Echo, Delta, Foxtrot and Golf are not equipped with taxiway lighting.
3	Stop bars and runway guard lights (if any)	Stopbars in use during darkness and Low Visibility conditions at holding points Alpha 1, Bravo 1 and Charlie 1. Runway guard lights at Alpha 1, Bravo 1, Charlie 1, Delta 1 and Echo 1 taxiway intersections.
4	Other runway protection measures	

5	Remarks	WDI: 504411.84N 0032422.21W (LGTD); 504348.86N 0032518.66W (LGTD). Obstacle marking. Runway ahead, enhanced taxiway centre-line and mandatory instruction marking are located at all holding points. Retroreflective intersection departure distance signs at Bravo 1 and Charlie 1. When operational, blue linlaners along edges of grass taxiway. No entry signs at intersection of grass parking area to grass taxiway.

EGTE 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**
(EGTE15005) 08/APPROACH 26/ TAKE-OFF	MAST	504825.82N 0030617.85W	1537 FT	773 FT	Yes Red	
(EGTE15095) 08/APPROACH 26/ TAKE-OFF	TREE	504603.83N 0031402.21W	828 FT	90 FT	No	
(EGTE15057) 08/APPROACH 26/ TAKE-OFF	MAST	504543.49N 0031242.76W	1027 FT	209 FT	Yes Red	
(EGTE15045) 08/APPROACH 26/ TAKE-OFF	TREE	504532.71N 0031404.17W	860 FT	85 FT	No	
(EGTE15328) 08/APPROACH 26/ TAKE-OFF	TREE	504520.59N 0031406.73W	856 FT	74 FT	No	
(EGTE15193) 08/APPROACH 26/ TAKE-OFF	TREE	504514.04N 0031941.94W	620 FT	89 FT	No	
(EGTE15247) 08/APPROACH 26/ TAKE-OFF	HV PYLON	504453.15N 0032041.71W	412 FT	95 FT	No	
(EGTE15329) 08/APPROACH 26/ TAKE-OFF	TREE	504451.74N 0031427.47W	876 FT	85 FT	No	
(EGTE15290) 08/APPROACH 26/ TAKE-OFF	TREE	504444.08N 0032005.69W	596 FT	99 FT	No	
(EGTE16304) 08/APPROACH 26/ TAKE-OFF	TREE	504428.73N 0032054.05W	374 FT	74 FT	No	
(EGTE15278) 08/APPROACH 26/ TAKE-OFF	TREE	504427.81N 0032000.61W	568 FT	66 FT	No	
(EGTE16003) 08/APPROACH 26/ TAKE-OFF	TREE	504139.30N 0033555.46W	817 FT	119 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTE15535)	TREE	504453.53N 0032158.10W	295 FT	86 FT	No	
(EGTE15209)	TREE	504450.98N 0032010.56W	520 FT	81 FT	No	
(EGTE15200)	TREE	504448.72N 0031959.14W	575 FT	94 FT	No	
(EGTE15462)	HV PYLON	504326.68N 0032203.42W	398 FT	105 FT	No	
(EGTE15688)	TREE	504326.36N 0032150.83W	370 FT	66 FT	No	
(EGTE15982)	TREE	504056.60N 0032214.76W	632 FT	56 FT	No	

EGTE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone 01392-444523.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	METFORM 214-215, 414-415. METARs, TAFs, SIGMET, GAMET. Internet access.
8	Supplementary equipment available for providing information	ATIS 119.330 MHz. Self briefing terminal in Aviation South West briefing room.
9	ATS units provided with information	EXETER
10	Additional information (limitation of service, etc.)	

EGTE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
08	076.11°	2076 x 45 M	RWY surface: Asphalt, Grooved PCR 410/F/B/X/U	504355.43N 0032540.82W 169.0 FT	THR 99.8 FT TDZ 99.1 FT	
26	256.13°	2076 x 45 M	RWY surface: Asphalt, Grooved PCR 410/F/B/X/U	504411.24N 0032359.98W 169.0 FT	THR 102.3 FT TDZ 101.5 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	215 x 150 M	2156 x 280 M				RWY 08 The downslope gradient over the first 400 M of LDA is: RWY 08 - 0.73%
	581 x 150 M	2156 x 280 M				RWY 26 Threshold displaced by 39 M. The downslope gradient over the first 400 M of LDA is: RWY 26 - 0.74%

EGTE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	2036 M	2252 M	2036 M	2036 M	
26	2076 M	2657 M	2076 M	2036 M	
08	1665 M	1880 M	1665 M		Take-off from intersection of Taxiway Bravo.
08	1127 M	1342 M	1127 M		Take-off from intersection of Taxiway Golf.
08	1081 M	1296 M	1081 M		Take-off from intersection of Taxiway Delta.
08	791 M	1007 M	791 M		Take-off from intersection of Taxiway Charlie.
08	787 M	1002 M	787 M		Take-off from intersection of Taxiway Echo.
26	1819 M	2400 M	1819 M		Take-off from intersection of Taxiway Foxtrot.

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
26	1264 M	1846 M	1264 M		Take-off from intersection of Taxiway Echo.
26	1264 M	1846 M	1264 M		Take-off from intersection of Taxiway Charlie.
26	973 M	1460 M	973 M		Take-off from intersection of Taxiway Delta.
26	927 M	1391 M	927 M		Take-off from Intersection of Taxiway Golf.

EGTE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	Coded centre-line with two crossbars. 332 M Light intensity high	Green Light intensity high Flush with wingbars	PAPI Left/3° 60 FT 438 M		Colour coded 15 M spacing HI	HI elev bi-directional with LI omni-directional component White, with last 600 M each side yellow caution zone	Red		
26	Coded centre-line with five crossbars. 750 M Light intensity high	Green Light intensity high Flush with wingbars	PAPI Left/3.5° 58 FT 361 M		Colour coded 15 M spacing HI	HI elev bi-directional with LI omni-directional component White, with last 600 M each side yellow caution zone	Red		

EGTE 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: 504407.70N 0032525.92W (unlit); 504413.03N 0032417.75W (unlit).
3	TWY edge and centre line lighting	CL: Green centre-line lighting on Taxiways Alpha, Bravo and Charlie. EDGE: Blue edge lighting on northern edge of the Apron taxiway and apron end of Taxiway Bravo.
4	Secondary power supply/switch-over time	Yes. Less than 1 second when RVR 800 M or less.
5	Remarks	Apron edge lighting. Apron floodlights. Obstacle lighting.

EGTE AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGTE 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
EXETER ATZ A circle, 2.5 NM radius, centred at 504403N 0032450W on longest notified runway (08/26)	Upper limit: 2000 FT AGL Lower limit: SFC	G	EXETER APPROACH English	3000 FT		Emergency services operations may occur H24, including outside of the operating hours of the aerodrome ATZ. Pilots are recommended to make a blind call on the Exeter Approach Frequency 128.980 MHz when transiting close to the ATZ.

EGTE 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	EXETER APPROACH	128.980 DOC 40 NM/ 16,000 FT.			Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	ATZ hours coincident with Approach hours.
TWR	EXETER TOWER	119.805 DOC 25 NM/4,000 FT.			Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	
RADAR	EXETER RADAR	123.580 DOC 40 NM/ 16,000 FT.			Not continuously guarded, ATC will advise	Radar serves Runway 08/26.
		128.980			Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	
ATIS	EXETER INFORMATION	119.330 DOC 60 NM/ 20,000 FT.			Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	
OTHER	EXETER FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGTE 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 0.32°E (2027)	IET	109.900 MHz	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	504412.91N 0032349.23W		(RWY 08)

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/GP	IET	333.800 MHz	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	504353.55N 0032522.65W		3° ILS Ref Datum Hgt 50 FT.
ILS/LOC I 0.31°E (2027)	IXR	109.900 MHz	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	504354.22N 0032548.56W		(RWY 26) Range is restricted to 18 NM between 10 degree and 10 NM between 35 degree either side of the centre-line. Pilots are advised that full scale fly-up may not be observed when below the Glide Path and right of the centre-line for ILS Runway 26 I-XR.
ILS/GP	IXR	333.800 MHz	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	504413.27N 0032417.70W		3.5° ILS Ref Datum Hgt 58 FT. Quality of the guidance does not permit use of the Glide Path below 200 FT. Glide Path is not to be used at a range of greater than 8 NM from the threshold. Pilots landing on auto-coupled approach may experience greater than expected pitch up/pitch down inputs between 8 NM and 5 NM.
NDB (L) 0.35°E (2027)	EX	337.000 kHz	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	504507.75N 0031742.18W		Range 25 NM.
ILS/DME	IXR	36X 109.900 MHz	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	504413.13N 0032418.04W	112 FT	(RWY 26) On AD. DME freq paired with ILS I-ET and I-XR. Zero range is indicated at THR of Runway 26.
ILS/DME	IET	36X 109.900 MHz	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	504353.55N 0032522.65W	120 FT	(RWY 08) On AD. DME freq paired with ILS I-ET and I-XR. Zero range is indicated at THR of Runway 08.

EGTE AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Fixed wing aircraft with a MTOW of 1800 KG or higher; and rotary aircraft with a MTOW of 1000 KG or higher; and all Military, State or Flying Display aircraft are always subject to mandatory handling. Operators are required to book in advance of arrival +44 (0)1392-354995, e-mail: Jetcentre@xlrexeter.com (XLR Executive Jet Centres). The exceptions to this are as follows:

   i. Exeter based operators; in this instance it is the commander's responsibility to present to the Control Authorities any non-UK national as well as any other person/item required to be presented in accordance with current UK regulations as appropriate.
   ii. Aircraft that are arriving for maintenance with an Exeter based facility; operators of such flights are required to identify on their flight plan as a remark, the facility that they are booked to visit. It is the commander's responsibility to present to the Control Authorities any non-UK national as well as any other person required to be presented in accordance with current UK regulations as appropriate.
   iii. It always remains the aircraft operator's responsibility to notify the UK Control Authorities in advance of any applicable flight in line with current UK regulations.

b) Fixed wing aircraft with a MTOW of 1500 KG - 1799 KG requiring any duration parking on airport operated aprons/grass and/or Jet A1 fuel or any aircraft with MTOW less than 1499 KG requiring Jet A1 fuel, are always subject to prior permission (PPR). Booking via flight plan only or not via XLR is not accepted. A marshalling/transportation charge will be levied by XLR Exeter. Operators are required to book in prior to arrival via XLR Executive Jet Centres +44 (0)1392-354995; email: Jetcentre@xlrexeter.com. Exclusions as per points (a), (i) & (ii) above apply.

   i. All General Aviation aircraft that fall outside of the scope for mandatory handling are requested to book in with flight briefing in advance of arrival +44 (0)1392-354915, especially prior to filing a flight plan to arrive from outside the UK. The exception to this is as follows: Exeter based operators; in this instance it is the commander's responsibility to present to the Control Authorities any non-UK national as well as any other person required to be presented in accordance with current UK regulations.
   ii. It always remains the aircraft operator's responsibility to notify the UK Control Authorities in advance of any applicable flight in line with current UK regulations.

c) All commercial air transport operators should submit details of proposed flights and schedules to Airport Co-ordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: +44(0)161-4931850, Fax: +44(0)161-4931853, or at all other times to Ground Handling +44 (0)1392-354957. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/
d) Ordinarily all persons walking on the manoeuvring and airport apron areas, including the grass and north side at Exeter Airport, must wear high visibility clothing at all times. The only exception to this rule is that aircraft commanders wearing high visibility clothing are permitted to escort their passengers who are not wearing the required clothing up to a maximum of 5 per group when not on the Main Apron. For maximum effect high visibility clothing should be correctly fastened. Pilots and passengers are to use appropriate walkways between aircraft parking areas and landside. A footpath to be used, runs from the western edge of the South Apron across Apron 24 and Taxiway Charlie to the access control point. Under no circumstances are flight crew or passengers to walk along any portion of Taxiway Charlie. It is the responsibility of the aircraft commander/handling agent to ensure the safety of passengers and crew at all times.
e) All communications for airport owned ground handling services from aircraft inbound or on the ground should be made via 131.680 MHz callsign Exeter Dispatch.
f) General Aviation and non-commercial aircraft under 2 tonnes landing at Exeter in an emergency diversion situation will have the landing fees waived. The pilot will be required to complete details of the event for the aerodrome records.
g) Pilots of aircraft types which require to use brake chutes on landing are to advise the AD operator in advance of the flight via Airfield Operations so that chute collection arrangements may be made. Pilots are requested to advise ATC of the intention to stream prior to landing as published in CAP413.
h) Aircraft using the aerodrome must be equipped with a radio.
i) Parachuting and aerobatics are not permitted at the aerodrome and prior permission must be granted by the aerodrome authority for any parachuting and aerobatic activities within the aerodrome traffic zone.
j) Aircraft using Exeter Airport do so in accordance with the aerodromes conditions of use, a copy of which is available on application or via the aerodrome website.
k) It is a requirement that every airline using Exeter Airport have local orders compatible with the aerodrome 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. The aerodrome will act as the coordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
l) Banner towing by aircraft is not permitted.
m) Smoking airside is prohibited.

2 GROUND MOVEMENT

a) All aircraft parked on the main apron are required to start under marshallers instructions.
b) All pilots must state their location on the aerodrome when requesting start up.
c) Pushback Procedures:

   i. Pilots should give full callsign, type, parking area/apron and/or stand number.
   ii. Pilots should only request pushback when the tug and push crew are connected to the aircraft and they are actually ready to do so.

iii. Pilots are required not to illuminate aircraft anti-collision beacons until such a time as a start-up/pushback approval has been received from ATC, and when parked on the main apron, positive communication with ground personnel has been achieved.
iv. Pilots must ensure that they are in receipt of a pushback clearance from ATC on the tower frequency before allowing ground crew to pushback the aircraft onto a taxiway from any location.
v. Aircraft pushback from aprons must be conducted so that the aircraft is facing the intended direction of travel as instructed by ATC. All code D aircraft or higher parked on a numbered stand will be pushed back onto the apron taxiway to face west and expect to use Taxiway Bravo.
vi. Aircraft pushing back must at all times be in communication (voice/hand signals) with an EDAL approved marshaller. Based aircraft maintenance companies are included within this approval. In the event that a non-standard pushback is required by flight crew, this must be approved in advance of the aircraft doors being closed by Airfield Operations.

d) During low visibility when the reported prevailing or minimum visibility, or touchdown IRVR decreases below 800 M stop bars will be illuminated at holding points Alpha 1, Bravo 1 and Charlie 1. Runway protection barriers shall be deployed on all other runway holding points to prevent unauthorised access to the runway. Any pilot wishing to depart from the North Apron during such circumstances must advise ATC minus 15 minutes of requesting start-up clearance, so that arrangements can be made to temporarily allow access for departure. When the reported prevailing or minimum visibility, or touchdown IRVR decreases below 400 M, for aircraft on the south side of the airfield the preferential departure runway is Runway 08 via holding point Alpha 1 (holding point Bravo 1 for code D/E aircraft). If Runway 26 is required (operational necessity only), aircraft on the Main Apron must be using taxiway Bravo. For aircraft on the north side of the airfield the preferential departure runway is Runway 26, via holding point Echo 1 or holding point Golf from the North Apron. Pilots are advised that increased separation and movement restrictions may also apply during such conditions.
e) Code C or higher aircraft are not permitted to carry out 180 degree turns on Runway 08/26 between the runway thresholds. All code C or higher types must use the Runway 08 loop or the Runway 26 turning circle as applicable.
f) When operational, the grass taxiway from Runway 08/26 to the grass parking is available as instructed for vacating the runway only. Aircraft departing the grass parking will be instructed to do so via the exit onto taxiway Charlie and then to the appropriate holding point for the runway in use.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Light aircraft should be aware of the elevated runway lights and PAPI for Runway 08/26.
b) Pilots are advised that bird concentrations may be present in agricultural and construction areas on approaches to runways and in the vicinity of the aerodrome. Deterrent measures within the airport boundary are carried out by a Bird Control Unit and pilots may be requested by ATC to delay departure or arrival if bird concentrations within the BCU's area of control prove difficult to disperse.
c) Pilots are warned, when landing on Runway 26, of the possibility of Terrain/Building induced turbulence and wind shear effects.
d) Gliding, parachuting, light aircraft and microlights operate at Dunkeswell and North Hill aerodromes (10 NM NE EGTE).
e) Aircraft in the Dunkeswell ATZ may operate less than 5 NM north of the Final Approach Track to Runway 26. Deconfliction minima against this uncoordinated traffic cannot be guaranteed. Pilots should expect late warning of aircraft leaving the Dunkeswell ATZ and deconfliction minima may not be achieved.
f) To ensure safe operations and obstacle clearance, aircraft nose wheels are to always be aligned with taxiway centre-line whilst taxiing or under tow. Where the taxiway width is less than the paved surface width, the portions outside the double yellow taxi side stripe markings are not maintained and shall not be used by aircraft. Pilots are cautioned that the width of Taxiway Alpha and Charlie varies from 15.1 M to 18.5 M and does not in all cases meet outer main wheel gear span criteria of DH4 aircraft and are to ensure that the aircraft nose wheels are always aligned with taxiway centre-line.
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) Pilots are cautioned of increased helicopter activity between Echo 1 and Foxtrot 1 and should remain vigilant at all times. ATC may hold taxiing aircraft on Echo and Foxtrot to allow priority helicopter departures.
i) Pilots are warned of helicopter activity in and out of the RD and E Hospital situated on the final approach to Runway 08 at 3.25 NM from touchdown.
j) Pilots are advised that grass areas adjacent to paved aprons are not to be used for aircraft manoeuvring or parking.
k) Pilots are advised that the drains located along the eastern edge of the South Apron are not weight bearing and all manoeuvring/parking must be to the west of the double yellow taxi side stripe markings at all times.
l) Any instructed turn on the runway is to be made with caution and in between the side stripe markings. Pilots are cautioned that elevated runway edge lighting is installed on the pavement edge outside of the side stripe.

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5 HELICOPTER OPERATIONS

a) A designated area for light helicopters requiring AVGAS 100LL is available at the existing installation. Helicopters will only be permitted to land in this area during daylight hours and provided that there are no other aircraft using the pumps. ATC will designate an area for helicopters to hold if the pumps are in use.
b) Helicopters must approach the AVGAS installation from the northeast. When landing, helicopters must align with the 'H' facing west. Before refuelling commences, pilots must ensure that rotor blades are aligned with the fuselage, or so positioned as to not infringe taxiway C. Caution must be used at all times when manoeuvring in this area.
c) No rotors running refuels may take place on the airport from the airport authorities fuel bowsers, with the exception of those aircraft on SAR/Ambulance tasks, in accordance with the airports operational instructions available from the refuelling manager, Tel: 01392-354931.
d) Helicopters inbound/outbound are to avoid over flying airport buildings whenever possible.
e) Helicopters advised to park on an apron south of Runway 08/26 or on parking areas accessed via Taxiway Golf, will be directed by ATC to approach via the main runway, then to ground/air taxi to the allocated apron area and park under marshaller's instructions. Upon departure, helicopters parked on these apron areas will ground/air taxi from the allocated stand as directed by ATC to Runway 08/26 prior to lift off. It is required that helicopters with wheels will at all times ground taxi from/to the runway and pilots are to advise ATC prior to

landing/or upon start up if this is not achievable due to aircraft specifications. Helicopters with a MTOW of less than 5000 KG may at times be advised to approach from the northern airfield boundary and land directly on the North Apron under marshaller's instruction.

6 USE OF RUNWAYS

a) When the surface wind is calm or light and variable, Runway 26 is the preferential runway. When Runway 08 is the runway-in-use, pilots should note that other aircraft may require Runway 26 for departure, due to performance limitations.
b) Pilots of light aircraft must advise ATC if a backtrack for departure from a taxiway intersection is required.
c) When the reported met visibility decreases below 400 M, for aircraft on the south side of the airfield the preferential departure Runway is 08 via holding point Alpha 1 (holding point Bravo 1 for code D/E aircraft). If Runway 26 is required (operational necessity only), aircraft on the main apron must be using taxiway Bravo. For aircraft on the north side of the airfield the preferential departure Runway is 26, via holding point Echo 1 or holding point Golf from the North Apron. Pilots are advised that increased separation and movement restrictions may also apply during such conditions.

7 TRAINING

a) Aircraft using the aerodrome for instrument training and circuits must book slots by telephone to ATC (01392-354917). CCT height 1000 FT AAL, variation on request to ATC.
b) Training by jet aircraft over 5700 KG may be denied after 2000 (1900).
c) Training by any aircraft after 2200 (2100) may be denied.
d) When Runway 08 is in use, training aircraft are expected to hold at TOMPO (504243N 0033319W). Holding at NDB 'EX' may be available for training aircraft but approaches from 'EX' may be subject to delay.

EGTE AD 2.21 NOISE ABATEMENT PROCEDURES

Aircraft using the aerodrome will be required to conform to the following procedures notwithstanding that these procedures may be departed from to the extent necessary for avoiding immediate danger.

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport, particularly the City of Exeter.
b) Unless otherwise required in the appropriate instrument approach procedure or otherwise instructed by ATC, inbound aircraft shall maintain as high an altitude as practicable and shall maintain at least 1000 ft aal, until commencing descent on final approach. An aircraft approaching without assistance from radar shall follow a descent path no lower than the normal approach path indicated by the PAPIs.
c) Unless otherwise instructed by ATC, all jet aircraft and propeller aircraft whose MTWA exceeds 5700 kg shall after take-off from:

   i. Runway 26 climb on runway heading at the maximum rate compatible with safety to 1000 ft aal and then turn as soon as possible to avoid the City of Exeter.
   ii. Runway 08 climb at the maximum rate compatible with safety to 1500 ft aal before turning.

d) For visual approaches, or following a visual circuit, to Runway 26 the following limitations apply:

   i. Jet aircraft shall not join the final approach at a height of less then 1500 ft aal;
   ii. Propeller driven aircraft whose MTWA exceeds 5700 kg shall not join the final approach at a height of less than 1000 ft aal.

   Aircraft flying a visual approach should intercept the final approach track at a level not less than that equivalent to a 3.5° glide path at the intercept range. Final approach should be flown at not less than a nominal 3.5° glide path.

e) Auxiliary Power Units (APU).

   APUs may only be operated for a maximum of one hour, or started thirty minutes prior to departure and not without the permission of the aerodrome operator. Aircraft with rear ventral airstairs must shut down APUs immediately after arriving on stand. Ground Power Units (GPU) will be supplied where required.
f) Light aircraft should avoid overflying the villages of Clyst Honiton, Broadclyst, Whimple, West Hill, Aylesbeare and Farringdon whenever possible or as otherwise directed by ATC.
g) Continuous Descent Approaches

   i. Jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques whenever possible.
   ii. Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
   iii. ATC will provide range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as possible

EGTE 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 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.

3 PROCEDURE FOR INBOUND FLIGHTS

a) **IFR Arrivals and Overflights**

i. Arrivals are to establish communications with ATC at least 10 minutes prior to ETA at NDB(L) EX, whenever possible, stating what type of service they require (deconfliction, traffic or basic, as appropriate).

b) **VFR Arrivals and Overflights**

i. Joining, or overflight instructions, may be issued with a level restriction e.g. 'Not below 1500 FT', in order to facilitate integration into the circuit or to assist in deconflicting from other traffic. Such a restriction does not absolve pilots from any requirement they may have to remain in VMC at all times and pilots must advise ATC if unable to comply with the level restriction.
ii. Arriving or overflying VFR flights should avoid the instrument approach let-down areas and the departure climb outs at all times, unless ATC have indicated there is no traffic to affect. ATC may suggest a route or track to assist pilots in this, which may also be combined with a level restriction.
iii. Overflying VFR aircraft are advised that the area to the immediate east and west of Exeter Airport is where holding patterns are established. They are frequently used by aircraft flying according to IFR.

4 PROCEDURES FOR OUTBOUND AIRCRAFT

a) **VFR Departures**

i. VFR departures may be requested to fly a route to assist in deconflicting traffic and aid circuit integration; e.g. 'Depart to the south east, due instrument traffic'. Such restrictions will be removed by ATC as soon as is practicable, and do not absolve pilots from any requirement they may have to remain in VMC at all times. Pilots must advise ATC if unable to comply with a level or routing request.
ii. Aircraft on local flights (departing and landing back at Exeter) should specify either the cardinal or intermediate track they wish to fly on departure on either book-out or first contact with ATC (i.e. ‘local to north-west…’).

b) **IFR Departures**

i. IFR departures should inform ATC prior to departure which ATC service they will be requesting on departure, i.e. deconfliction, traffic or basic, as appropriate for their requirements.
ii. IFR departure clearances are available before start and pushback.
iii. Flight plans filed direct to SAM may be subject to a route change via GIBSO.

EGTE AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGTE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTE-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGTE-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGTE-5-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 08 - ICAO
AD 2.EGTE-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 08 - ICAO
AD 2.EGTE-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 08 - ICAO

AD 2.EGTE-8-3
INSTRUMENT APPROACH CHART RNP RWY 08 - ICAO
AD 2.EGTE-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO
AD 2.EGTE-8-5
INSTRUMENT APPROACH CHART DIRECT ARRIVALS RWY 08 - ICAO
AD 2.EGTE-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 26 - ICAO
AD 2.EGTE-8-7
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 26 - ICAO
AD 2.EGTE-8-8
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 26 - ICAO
AD 2.EGTE-8-9
INSTRUMENT APPROACH CHART RNP RWY 26 - ICAO
AD 2.EGTE-8-10
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO
AD 2.EGTE-8-11
INSTRUMENT APPROACH CHART NDB(L) RWY 26 - ICAO
AD 2.EGTE-8-12
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08
AD 2.EGTE-8-13
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 26
AD 2.EGTE-8-14

EGTE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 504403N 0032450W

AD ELEV 102FT

EXETER
EGTE

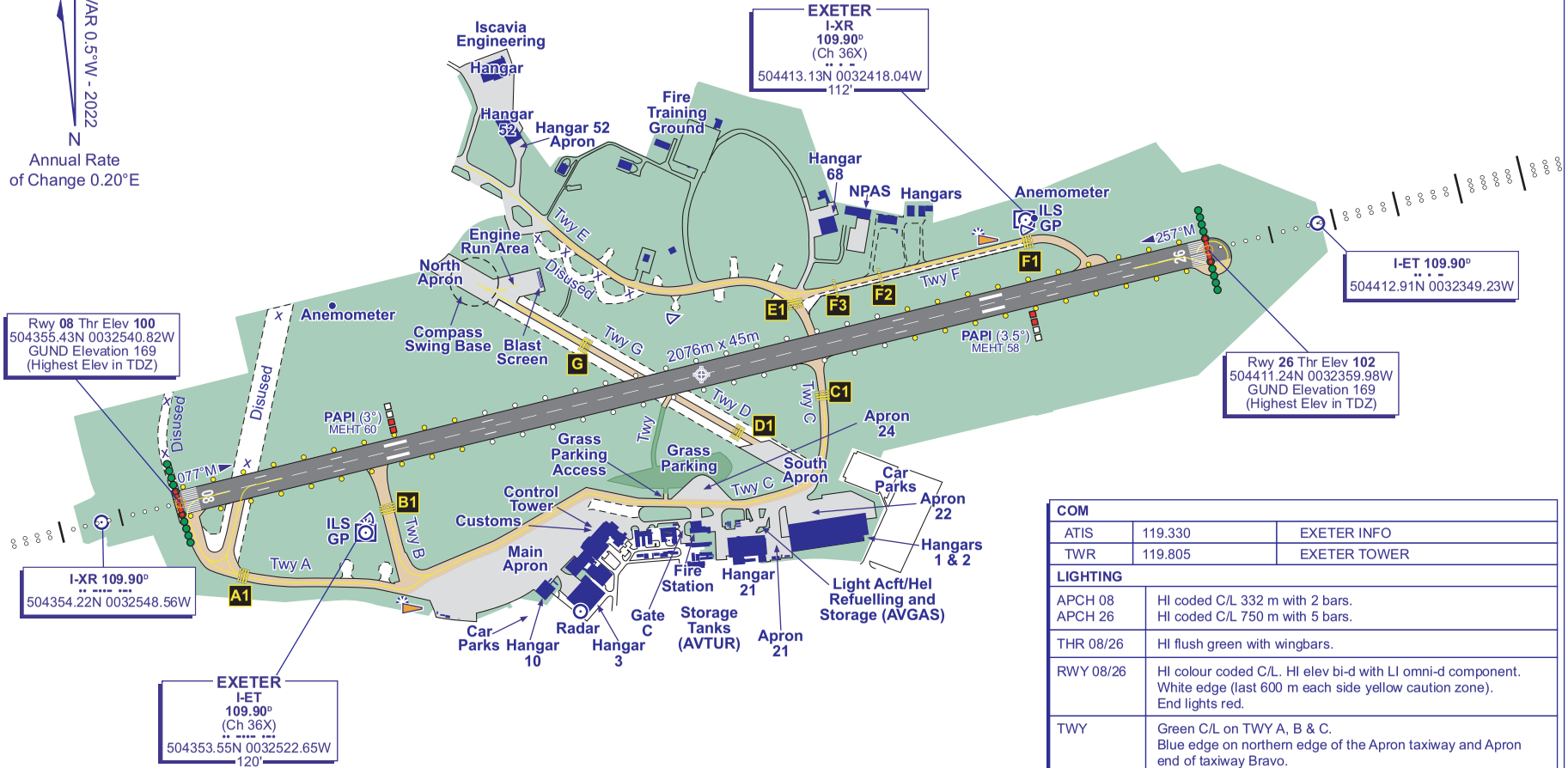
AERO INFO DATE 09 DEC 25

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	102

100 0 100 200 300 m
200 0 200 400 600 800 1000 ft

VAR 0.5°W - 2022
N
Annual Rate of Change 0.20°E

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	**SURFACE**	**PCN**	**PCR**
RWY 08/26	Grooved Asphalt	-	410/F/B/X/U
TWY A, C, D, G	Asphalt	-	409/F/B/X/U
TWY B	Concrete	-	573/R/B/X/U
TWY E	Asphalt	-	220/F/B/X/U
TWY F	Asphalt	-	28/F/B/X/U
Apron (All)	*See AD 2-EGTE-2-2*		



COM		
ATIS	119.330	EXETER INFO
TWR	119.805	EXETER TOWER
LIGHTING		
APCH 08 APCH 26	HI coded C/L 332 m with 2 bars. HI coded C/L 750 m with 5 bars.	
THR 08/26	HI flush green with wingbars.	
RWY 08/26	HI colour coded C/L. HI elev bi-d with LI omni-d component. White edge (last 600 m each side yellow caution zone). End lights red.	
TWY	Green C/L on TWY A, B & C. Blue edge on northern edge of the Apron taxiway and Apron end of taxiway Bravo. Stopbars at holds A1, B1, C1. Guard lights at holds A1, B1, C1, D1 & E1.	

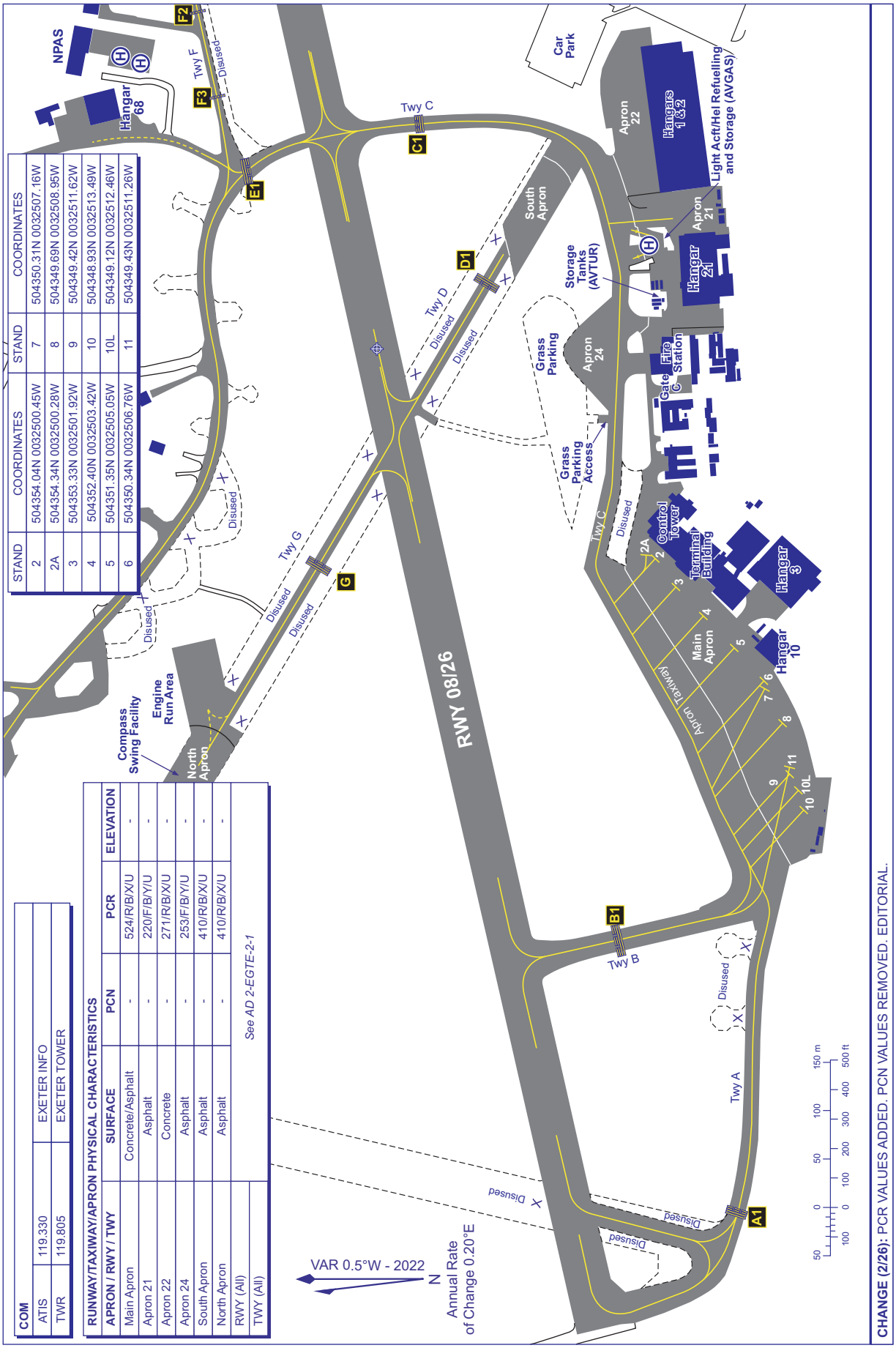
CHANGE (2/26): PCR VALUES ADDED. PCN VALUES REMOVED. EDITORIAL. AD BOUNDARY.

EXETER EGTE

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 504403N 0032450W

AD ELEV 102FT



STAND	COORDINATES
2	504354.04N 0032500.45W
2A	504354.34N 0032500.28W
3	504353.33N 0032501.92W
4	504352.40N 0032503.42W
5	504351.35N 0032505.05W
6	504350.34N 0032506.76W

STAND	COORDINATES
7	504350.31N 0032507.16W
8	504349.69N 0032508.95W
9	504349.42N 0032511.62W
10	504348.93N 0032513.49W
10L	504349.12N 0032512.46W
11	504349.43N 0032511.26W

COM	
ATIS	119.330 EXETER INFO
TWR	119.805 EXETER TOWER

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS				
APRON / RWY / TWY	SURFACE	PCN	PCR	ELEVATION
Main Apron	Concrete/Asphalt	-	524/R/B/X/U	-
Apron 21	Asphalt	-	220/F/B/Y/U	-
Apron 22	Concrete	-	271/R/B/X/U	-
Apron 24	Asphalt	-	253/F/B/Y/U	-
South Apron	Asphalt	-	410/R/B/X/U	-
North Apron	Asphalt	-	410/R/B/X/U	-
RWY (All)	See AD 2-EGTE-2-1			
TWY (All)				

EGTF — FAIROAKS

EGTF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTF — FAIROAKS

EGTF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512053N Long: 0003331W Centre of Runway
2	Direction and distance from city	2 NM N of Woking.
3	Elevation / Reference temperature / Mean Low Temperature	80 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	150 FT
5	Magnetic Variation / Annual Change	1.20°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax	FAIROAKS OPERATIONS LTD Fairoaks Airport, Chobham, Woking, Surrey, GU24 8HX. 01276-857700 (Administration) 01276-857300 (A/G Station) 01276-856898
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGTF AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0800-1800 (0700-1700); Sun and PH 0900-1800 (0800-1700).
2	Customs and immigration	By arrangement.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours.
8	Fuelling	Mon-Sat 0815-1740 (0715-1640); Sun and PH 0915-1740 (0815-1640) and by arrangement.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	All circuit traffic PPR by telephone 01276-857300

EGTF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AL48, AVGAS 100LL W80/100, Straight 80/100, 15W/50
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	
7	Remarks	

EGTF AD 2.5 PASSENGER FACILITIES

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EGTF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGTF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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EGTF 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: 10 M Surface: Concrete and asphalt Taxiway B: 11 M Surface: Concrete and asphalt Taxiway C: 10 M Surface: Concrete
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGTF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Taxiway marking aid(s): Taxiway centre-line and holding point markings. Green reflective taxiway centre-line markers on Taxiway B. Blue reflective taxiway edge markers on Taxiways B and C.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	WDI: 512055.37N 0003336.20W (LGTD).

EGTF 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**
(EGTF1326) 06/TAKE-OFF	TREE	512113.28N 0003249.15W	177 FT	80 FT	No	
(EGTF1347) 24/APPROACH 06/ TAKE-OFF	TREE	512111.97N 0003237.57W	178 FT	85 FT	No	
(EGTF1310) 24/APPROACH 06/ TAKE-OFF	TREE	512109.73N 0003254.43W	143 FT	59 FT	No	
(EGTF1279) 24/APPROACH 06/ TAKE-OFF	TREE	512105.85N 0003301.32W	132 FT	53 FT	No	
(EGTF1273) 24/APPROACH 06/ TAKE-OFF	TREE	512105.51N 0003304.65W	121 FT	42 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**
(EGTF1081) 06/APPROACH 24/ TAKE-OFF	TREE	512045.78N 0003353.54W	115 FT	44 FT	No	
(EGTF1092) 06/APPROACH	TREE	512045.76N 0003352.12W	100 FT	29 FT	No	
(EGTF1083) 06/APPROACH 24/ TAKE-OFF	TREE	512045.64N 0003353.41W	107 FT	37 FT	No	
(EGTF1091) 24/TAKE-OFF	TREE	512044.15N 0003352.20W	88 FT	19 FT	No	
(EGTF1070) 24/TAKE-OFF	TREE	512044.02N 0003356.74W	94 FT	22 FT	No	
(EGTF1106) 06/APPROACH 24/ TAKE-OFF	TREE	512043.75N 0003351.57W	114 FT	45 FT	No	
(EGTF1109) 06/APPROACH 24/ TAKE-OFF	TREE	512043.47N 0003351.43W	120 FT	51 FT	No	
(EGTF1060) 24/TAKE-OFF	TREE	512042.12N 0003400.24W	113 FT	41 FT	No	
(EGTF1036) 24/TAKE-OFF	TREE	512040.90N 0003406.19W	119 FT	48 FT	No	
(EGTF1044) 06/APPROACH 24/ TAKE-OFF	TREE	512039.54N 0003404.84W	134 FT	63 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTF1351)	TREE	512205.06N 0003232.43W	254 FT	95 FT	No	
(EGTF1358)	TREE	512157.49N 0003226.36W	246 FT	99 FT	No	
(EGTF1278)	TREE	512149.19N 0003259.97W	326 FT	135 FT	No	
(EGTF1027)	TREE	512144.45N 0003428.68W	192 FT	71 FT	No	
(EGTF1383)	TREE	512139.76N 0003208.00W	289 FT	125 FT	No	
(EGTF1313)	TREE	512129.40N 0003252.74W	244 FT	96 FT	No	
(EGTF1227)	TREE	512126.30N 0003319.12W	237 FT	87 FT	No	
(EGTF1080)	TREE	512121.87N 0003352.53W	241 FT	86 FT	No	
(EGTF1346)	TREE	512100.38N 0003238.35W	196 FT	83 FT	No	
(EGTF1300)	TREE	511943.49N 0003300.53W	188 FT	88 FT	No	

EGTF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	
2	Hours of service MET Office outside hour	
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	
6	Flight documentation Language(s) used	
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	

9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	Unofficial meteorological observations provided by A/G Station during AD hours.

EGTF 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	057.91°	810 x 27 M	RWY surface: Asphalt	512046.85N 0003346.80W 150.4 FT	THR 78.4 FT TDZ 80.4 FT	
24	237.91°	810 x 27 M	RWY surface: Asphalt	512059.67N 0003314.16W 150.4 FT	THR 76.4 FT TDZ 80.4 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	63 x 150 M	930 x 83 M				RWY 06 Threshold displaced by 53 M due to bridle path.
		930 x 83 M				RWY 24 Threshold displaced by 11 M due to public footpath.

EGTF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	810 M	873 M	810 M	757 M	
24	810 M	810 M	810 M	799 M	

EGTF 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	Pilot Controlled Lighting available.	Light intensity low	APAPI Left/3.5° 14 FT			Light intensity low	Red		
24		Light intensity low	APAPI Left/4° 20 FT			Light intensity low	Red		EDGE: The last 3 runway edge lights are cautionary yellow. END: End lights are visible only for the last 150 M of LDA.

EGTF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 512101.05N 0003347.64W Flashing White.
2	LDI location and lighting Anemometer location and lighting	Anemometer: (LGTD) - 512054.90N 0003335.31W - 512048.91N 0003349.52W.
3	TWY edge and centre line lighting	CL: LI Green centre-line on Taxiway A.
4	Secondary power supply/switch-over time	None
5	Remarks	Fixed wing pilots must ignore the helicopter specific approach lighting (for use by Starspeed only), consisting of a combination of flashing white and red lights, installed adjacent to the western helipads.

EGTF AD 2.16 HELICOPTER LANDING AREA

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EGTF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
FAIROAKS ATZ A circle, 2 NM radius, centred at 512053N 0003331W on longest notified runway (06/ 24)	Upper limit: 2000 FT AGL Lower limit: SFC	G	FAIROAKS RADIO English	6000 FT		Airspace Class: Part of the Fairoaks ATZ within the London CTR or Farnborough CTA is Class D. Vertical Limits: Part of the ATZ above 1500 FT AMSL is ceded to London Heathrow, and part of the ATZ above 2000 FT AMSL is ceded to Farnborough. Designation and lateral limits: Local Flying Area see EGTF AD 2.22, Flight Procedures.

EGTF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	FAIROAKS RADIO	123.430 A/G Frequency DOC 10 NM/3,000 FT			Mon-Sat 0800-1800 (0700-1700); Sun and PH 0900-1800 (0800-1700).	ATZ hours coincident with A/G hours. Hours: Daily by arrangement within the period 0700-2200 (0600-2100).

EGTF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGTF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) First time visitors are required to obtain a telephone briefing from the A/G Station.
b) Pilots are responsible for the safety and conduct of their passengers whilst airside at this airport.
c) Not available to aircraft unable to communicate by radio.
d) Aerodrome is not available to weight shift microlights.
e) No circuit training permitted on PHs and outside published operating hours.
f) Aerodrome closed to all traffic on Christmas day.
g) When the visibility is less than 3000 M, landing operations for Twin turbo-prop aircraft with certified weights above 5700 KG and turbo-fan aircraft of any weight that are not normally based at Fairoaks Airport will not normally be permitted. If the operation is conducted in accordance with a JAA AOC then the visibility minimum landing shall be as stated in the operators Operations Manual.
h) Due to planning restrictions, only four runway movements are permitted before 1000 (0900) on Sundays. A similar restriction of only four movements also applies after 2000 (1900). Pilots who wish to operate before 1000 (0900) or after 2000 (1900) on Sundays must obtain a runway slot from the tower. No fixed wing movements are permitted between 2200 (2100) and 0700 (0600).
i) High visibility clothing must be worn by all personnel on the apron and manoeuvring area between sunset and sunrise, except for passengers who are being escorted.
j) With the exception of approved operators the aerodrome is not available for circuit flying by non-Fairoaks based aircraft.

2 GROUND MOVEMENT

a) The taxiway to the south of the Runway 24 threshold is not maintained and is unavailable to aircraft requiring a licensed aerodrome.
b) The tarmac apron in front of the hangar opposite the fuel farm is not available for taxiing aircraft due to surface condition.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) A public footpath crosses the aerodrome close to the threshold of Runway 24.
b) Pilots are advised to exercise extreme caution when taxiing through the apron/parking areas due to reduced wing tip clearances. Pilots should satisfy themselves that they have adequate wingtip clearances whilst taxiing.
c) The aerodrome is frequently used outside the published hours of operation by both fixed and rotary wing aircraft.
d) The grass areas are subject to waterlogging.
e) The helicopter landing site, marked with an ‘H’ immediately to the south of the aerodrome boundary is a private landing site and does not form part of Fairoaks aerodrome.
f) Caution, the LDA and paved surface for Runway 06 ends 13 M beyond the runway end lights.

5 HELICOPTER OPERATIONS

a) Approaches by helicopters should normally be made to the grass to the south of the runway. Subject to traffic, including taxiing aircraft, approaches may also be made to the grass to the north of the runway. Helicopters making an approach to the grass to the north of Runway 24 must avoid overflying the buildings in the north east corner of the airfield.
b) Helicopters which require an approach to the runway must state their intentions on first contact with Fairoaks Radio.
c) When Runway 24 is in use helicopters must not operate north of the Runway 24 final approach track until they have passed the runway threshold.

6 USE OF RUNWAYS

a) The aerodrome is equipped with Pilot Controlled Lighting, details from Aerodrome Licensee.

7 TRAINING

Not applicable

EGTF AD 2.21 NOISE ABATEMENT PROCEDURES

a) For noise abatement purposes, pilots are to avoid overflying the properties in the northeast corner of the aerodrome below 1100 FT QNH.

EGTF AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Circuits variable.
b) All procedures are based on Fairoaks QNH.
c) Circuit altitude is 1100 FT for aeroplanes and 800 FT for helicopters.
d) Inbound aircraft and circuit traffic should squawk 7010 when operating in the Fairoaks circuit and ATZ/LFA unless otherwise instructed.
e) Joining

i. Aeroplanes should normally enter the ATZ level at 1400 FT AMSL, and descend to 1100 FT AMSL when north of the runway prior to turning:

1. downwind for Runway 06 left hand circuit;
2. crosswind for Runway 24 left hand circuit;
3. crosswind for Runway 06 right hand circuit;
4. downwind for Runway 24 right hand circuit.

ii. 'Straight-in', 'downwind' and 'base' joins are strongly discouraged when the circuit is active.
iii. Helicopters should normally enter the ATZ level at 800 FT AMSL and let down south of the runway. Helicopters which wish to utilise the runway should conform to fixed wing procedures.

2 LOCAL FLYING AREA

a) Within a Local Flying Area (LFA) of 2 NM radius, centred on the aerodrome (512053N 0003331W) and fillets to the east bounded by lines joining positions:

512211N 0003107W - 512124N 0003001W - 512014N 0002925W - 512013N 0003032W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512053N 0003331W (aerodrome) to 512211N 0003107W and to the west bounded by lines joining positions: 512013N 0003633W - 512013N 0003800W - 512017N 0003822W - 512208N 0003602W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512053N 0003331W (aerodrome) to 512013N 0003633W.

b) Pilots of aircraft operating within LFA are responsible for providing their own separation from other aircraft operating within the LFA.
c) Aircraft may approach Fairoaks from the southern quadrant, between the western and the eastern fillets, but must remain west of the M25 Orbital Motorway.
d) VFR flights may take place within the LFA subject to the following conditions:

i. In compliance with the Class D Airspace weather minima as defined in ENR 1.4;
ii. Maximum altitude: 1500 FT QNH.

e) Aircraft unable to operate VFR may operate Special VFR within the LFA subject to the following conditions:

i. Remain clear of cloud and with the surface in sight;
ii. Maximum altitude: 1500 FT QNH;
iii. By day only;
iv. A minimum flight visibility of 3 KM;
v. In compliance with the requirements of ENR 1.2.

f) Mode S Transponders:

i. The carriage of a Mode S Transponder within the LFA is encouraged, however there is currently no requirement for aircraft operating in the Fairoaks LFA to comply with the requirements of the London CTR Mode S Transponder Mandatory Zone (TMZ).
ii. Pilots of suitably equipped aircraft shall utilise the transponder to the maximum serviceable extent with altitude information selected when fitted.

3 AIRCRAFT IN THE LONDON CTR OUTSIDE THE FAIROAKS LFA

a) Aircraft operating VFR or Special VFR in the London CTR inbound to Fairoaks (or otherwise) must not assume permission has been issued to penetrate the Fairoaks LFA. Heathrow Radar will, whenever possible, permit an aircraft to leave the frequency temporarily to obtain such permission. If this is not possible, aircraft must leave the CTR clear of the Fairoaks LFA and route to Fairoaks from a southerly direction.
b) Pilots requiring a VFR or Special VFR clearance to transit the London CTR must remain within the confines of the Fairoaks LFA until a clearance has been obtained from Heathrow Radar.

4 Procedures for IFR flights via the ATS Route Network

a) **General**

In order to provide improved ATC handling of flights 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.

Additionally, aircraft inbound via the ATS Route Network must follow the Farnborough Standard Arrival Routes (STAR) as shown at AD 2-EGLF-7-1 to 7-4.

b) **Flight Plans**

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

c) **Inbound Aircraft**

i. Routes

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

Note: *Arrivals routing via RNAV5 STARs may be tactically routed via 5LNC points detailed within the RNAV1 STAR plates. Crews should be familiar with the following 5LNC points: -*

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

ii. **Inbound Procedures**

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

iii. **Speed Limits**

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

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

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

d) **Departing Aircraft**

i. **Routes**

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

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

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

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

Departure to	Via	Route	Notes
North	CPT	As per UK SRD.	Includes departures to EGGW, EGSC, EGSG, EGSS and EGSU.
Northeast			
West			
Northwest			

Departure to	Via	Route	Notes
South	GWC	As per UK SRD.	Includes departures to EGKA, EGKB, EGKK, EGKR, EGLC and EGMC.
East	HAZEL	As per UK SRD.	Includes departures to EGLD, EGLL and EGWU.
Southeast			
Southwest			

Note: *See UK Standard Route Document (available online from the NATS/AIS website)*

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

ii. **Procedures**

1. **Pilots are to ensure that they have received and acknowledged a joining clearance before entering controlled airspace.**
2. The Fairoaks A/G Station will notify the pending departure to London Terminal Control (LTCC) and will co-ordinate the departure with Farnborough.
3. All departures into the ATS Route Network require approval from Farnborough. Details of the phraseology that will be used is available on the airport website at https://fairoaksairport.uk/phraseology/.
4. When Runway 24 is in use at both Fairoaks and Farnborough, the Fairoaks A/G Station will normally relay joining clearances to enter the Farnborough CTR/CTA, to pilots on behalf of Farnborough Radar. At all other times the Fairoaks A/G Station will issue pilots with after departure instructions and pilots **must remain outside of controlled airspace** until a clearance to enter controlled airspace has been issued by Farnborough Radar or LTCC.
5. Aircraft will contact Farnborough Radar as soon as possible after departure from Fairoaks. Unless otherwise instructed, the Farnborough Radar frequency is 134.355 MHz.
6. Farnborough Radar will individually coordinate entry into the ATS Route Network with LTCC once the departure is airborne. This may require the aircraft to leave Farnborough controlled airspace prior to subsequent join into the LTMA. If this is the case, Farnborough Radar may provide a Traffic Service or Deconfliction Service as appropriate.
7. If Farnborough Radar is closed or is unable to provide a radar service outside controlled airspace the Fairoaks Radio will transfer the aircraft directly to the appropriate LTCC sector and the pilot must request clearance to join controlled airspace.
8. Pilots are reminded of the need to comply with any Air Traffic Flow Management measures in force at the time.
9. Departures outside of the opening hours of Fairoaks Radio requiring ATS route joining clearance are requested to call the London Terminal Control Assistant on 02380-401008 prior to departure in order to activate their flight plan and receive an airways squawk. An SSR code will be issued by Farnborough Radar during their operational hours (Outside of this, the SSR code will be available from the Terminal Control Assistant). Pilots shall be cognisant of the opening hours of Farnborough Radar (see EGLF AD 2.3), and are required to telephone Farnborough on 01252-526015 during opening hours, or blind call on 134.355 MHz in the event of departure within the 15-minute period prior to Farnborough opening.

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

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

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

e) **Warnings**

Below FL 65, aircraft arriving/departing via the ATS route network can expect to operate within Class Echo airspace between ASLAP and 3 NM West of HAZEL/within 7.5 NM of GWC. ATC will **not** provide notification to pilots of entry to or exit from Class Echo airspace when the aircraft is transitioning from a higher classification of airspace.

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

5 DEPARTURES

a) When departing Fairoaks from Runway 24, pilots must not delay their initial turn to ensure that they do not infringe the Farnborough CTR which is located to the southwest of Fairoaks at a range of less than 3 NM.
b) Caution, the base of controlled airspace to the south of Fairoaks is 2000 FT AMSL.
c) Pilots of VFR flights who intend to seek permission to transit Farnborough controlled airspace must make their intention clear to the Fairoaks A/G Station prior to departure in order that they are transferred to the correct frequency. **Pilots are to ensure that they have received and acknowledged a joining clearance before entering controlled airspace.**

EGTF AD 2.23 ADDITIONAL INFORMATION

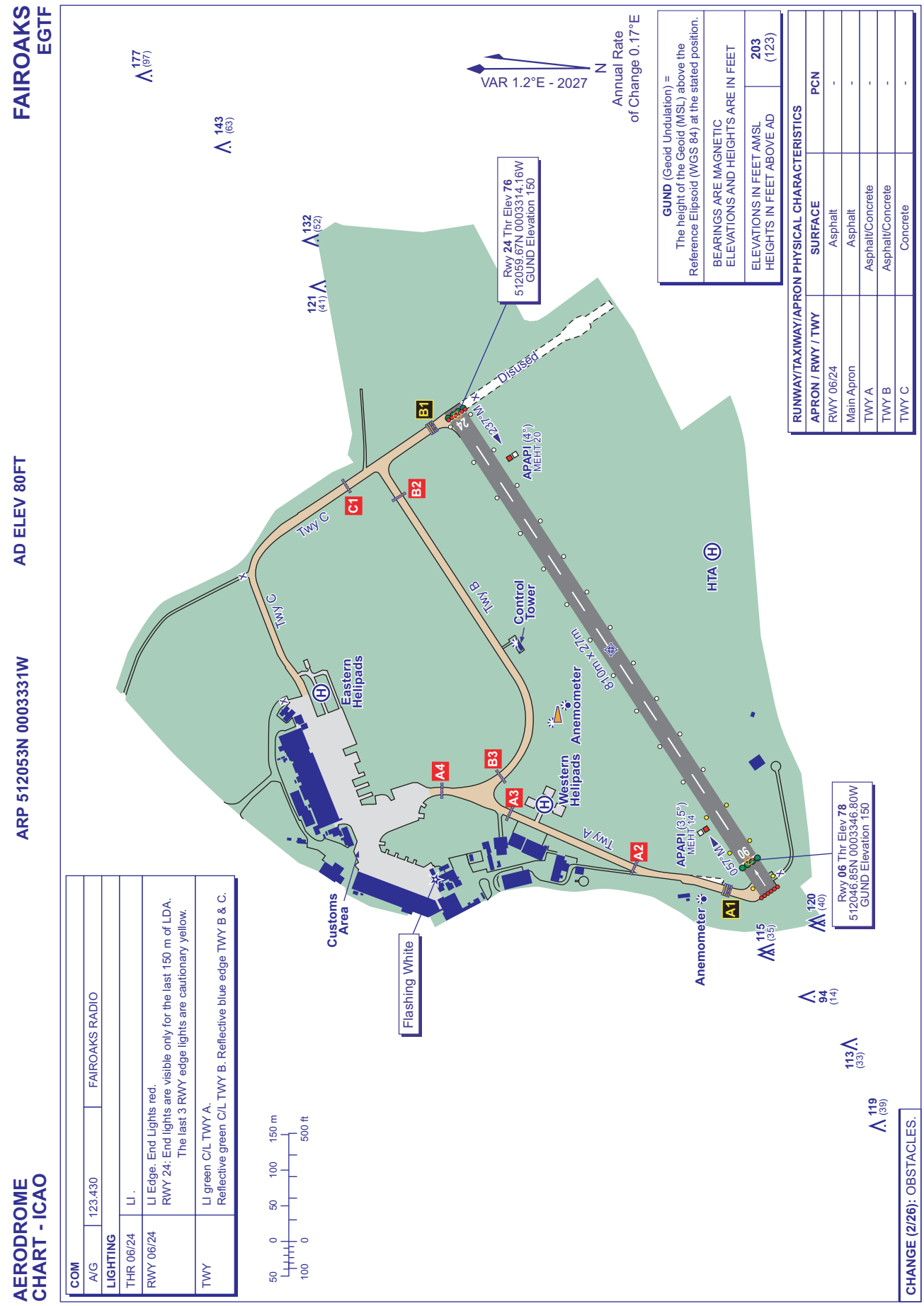
Not applicable

EGTF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTF-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGTF-2-2
FAIROAKS LOCAL FLYING AREA
AD 2.EGTF-4-1

EGTF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

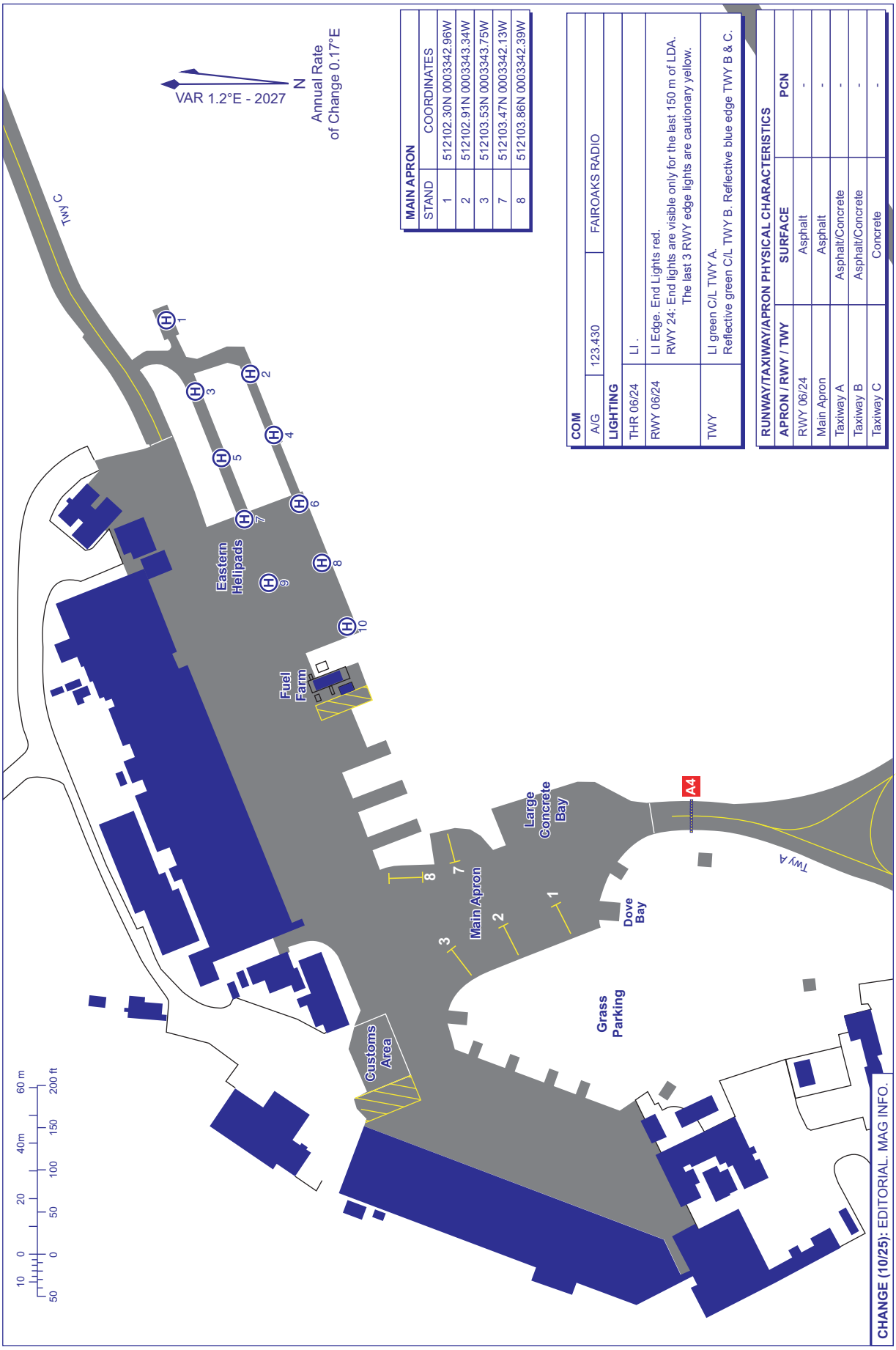

FAIROAKS
EGTF
AERODROME CHART - ICAO
ARP 512053N 0003331W
AD ELEV 80FT
COM
A/G 123.430 FAIROAKS RADIO
LIGHTING
THR 06/24 LI .
RWY 06/24 LI Edge. End Lights red.
RWY 24: End lights are visible only for the last 150 m of LDA.
The last 3 RWY edge lights are cautionary yellow.
TWY LI green C/L TWY A.
Reflective green C/L TWY B. Reflective blue edge TWY B & C.
50 0 50 100 150 m
100 0 500 ft
CHANGE (2/26): OBSTACLES.
VAR 1.2°E - 2027
N
Annual Rate of Change 0.17°E
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL 203 (123)
HEIGHTS IN FEET ABOVE AD
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | PCN
RWY 06/24 | Asphalt | -
Main Apron | Asphalt | -
TWY A | Asphalt/Concrete | -
TWY B | Asphalt/Concrete | -
TWY C | Concrete | -
Rwy 24 Thr Elev 76
512059.67N 0003314.16W
GUND Elevation 150
Rwy 06 Thr Elev 78
512046.85N 0003346.80W
GUND Elevation 150
Disused
Twy C
Twy B
Twy A
Control Tower
Eastern Helipads
Western Helipads
Anemometer
Customs Area
Flashing White
HTA
APAPI (4°) MEHT 20
APAPI (3.5°) MEHT 14
A1
A2
A3
A4
B1
B2
B3
C1
177 (97)
143 (63)
132 (52)
121 (41)
120 (40)
115 (35)
94 (14)
113 (33)
119 (39)

FAIROAKS EGTF

AD ELEV 80FT

ARP 512053N 0003331W

AIRCRAFT PARKING/DOCKING CHART - ICAO



MAIN APRON	
STAND	COORDINATES
1	512102.30N 0003342.96W
2	512102.91N 0003343.34W
3	512103.53N 0003343.75W
7	512103.47N 0003342.13W
8	512103.86N 0003342.39W

COM	
A/G	123.430 FAIROAKS RADIO
LIGHTING	
THR 06/24	LI .
RWY 06/24	LI Edge. End Lights red. RWY 24: End lights are visible only for the last 150 m of LDA. The last 3 RWY edge lights are cautionary yellow.
TWY	LI green C/L TWY A. Reflective green C/L TWY B. Reflective blue edge TWY B & C.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCN
RWY 06/24	Asphalt	-
Main Apron	Asphalt	-
Taxiway A	Asphalt/Concrete	-
Taxiway B	Asphalt/Concrete	-
Taxiway C	Concrete	-

CHANGE (10/25): EDITORIAL. MAG INFO.

AERO INFO DATE 21 JUL 25

AD 2-EGTF-2-2

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

1	Apron surface and strength	BRAVO APRON Surface: Concrete PCR 524/R/B/X/U EAST APRON Surface: Concrete PCR 310/R/C/W/U JULIET APRON Surface: Concrete PCR 524/R/B/X/U NORTH APRON Surface: Concrete PCR 556/R/D/X/U SOUTH ONE APRON Surface: Asphalt PCR 132/F/D/W/U SOUTH TWO APRON Surface: Concrete PCR 317/R/D/X/U WEST ONE APRON Surface: Concrete PCR 556/R/D/X/U WEST THREE APRON Surface: Concrete PCR 317/R/D/X/U WEST TWO APRON Surface: Concrete PCR 317/R/D/X/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Concrete and asphalt PCR 448/F/C/W/U Taxiway BRAVO: 15 M Surface: Asphalt PCR 507/F/D/W/U Taxiway C NORTH OF 06/24: 15 M Surface: Asphalt PCR 507/F/D/W/U Taxiway DELTA: 15 M Surface: Asphalt PCR 507/F/D/W/U Taxiway ECHO: 15 M Surface: Asphalt PCR 507/F/D/W/U Taxiway FOXTROT: 15 M Surface: Asphalt PCR 507/F/D/W/U Taxiway JULIET: 15 M Surface: Concrete PCR 524/R/B/X/U Taxiway WHISKEY: 15 M Surface: Asphalt PCR 132/F/D/W/U

		Taxiway YANKEE: 15 M Surface: Asphalt PCR 326/F/D/W/U Taxiway ZULU: 15 M Surface: Asphalt PCR 326/F/D/W/U
3	Altimeter checkpoint location and elevation	North Apron - 213 FT East Apron - 224 FT South Apron One - 224 FT South Apron Two - 221 FT West One Apron - 212 FT West Two Apron - 217 FT West Three Apron - 217 FT Bravo Apron - 207 FT Juliet Apron - 211 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	Portion of disused taxiway between Taxiway Zulu and South 1 Apron (as shown on AIP AD 2-EGLF-2-1) may be promulgated as available by NOTAM. This would be an extension of existing Taxiway Yankee.

EGLF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Runway marking aid(s): 06/24: Runway designation, displaced landing thresholds, runway centre-line, runway edge, abbreviated touchdown zone, aiming point. Continuous yellow lines mark the runway entry/exit routes. 06 starter extension has a turn pad marking suitable for aircraft up to and including BBJ2 size. Runway light(s): Threshold – HI green, Runway edge – HI colour coded red (pre threshold)/ white/yellow (caution zone), Stop End – HI red. Runway lighting is LED. Taxiway light(s): Runway guard lights (permanently in operation) at all taxiway/runway intersections, colour coded green/yellow centre-line lights within ILS sensitive area at A1, B1, F3, W and Y. Green centre-line lights on taxiways Alpha, Bravo, Delta, Juliet, West 1 and North Aprons. Blue edge lights on remaining taxiways including Bravo between B3 and B4. Taxiway lighting is LED.
3	Stop bars and runway guard lights (if any)	At all holding points
4	Other runway protection measures	
5	Remarks	Wind direction indicators (LGTD): 511650.89N 0004558.68W; 511630.41N 0004701.85W.

EGLF AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLF16842) 24/APPROACH 06/ TAKE-OFF	TREE	511747.34N 0004246.13W	433 FT	68 FT	No	
(EGLF15659) 24/APPROACH	BUILDING OBS LIGHT	511705.83N 0004524.27W	323 FT	98 FT	Yes Red	
(EGLF15635) 24/APPROACH 06/ TAKE-OFF	FLAGPOLE	511655.59N 0004512.58W	296 FT	45 FT	No	
(EGLF15626) 24/APPROACH	WDI	511650.89N 0004558.68W	243 FT	27 FT	Yes Red	
(EGLF18106) 06/APPROACH 24/ TAKE-OFF	TREE	511611.14N 0004751.54W	293 FT	75 FT	No	
(EGLF14405) 06/APPROACH 24/ TAKE-OFF	TREE	511610.84N 0004803.04W	310 FT	54 FT	No	
(EGLF18282) 06/APPROACH	TREE	511607.57N 0004736.17W	285 FT	77 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**
(EGLF18109) 06/APPROACH 24/ TAKE-OFF	TREE	511605.21N 0004810.93W	325 FT	88 FT	No	
(EGLF15087) 06/APPROACH 24/ TAKE-OFF	TREE	511604.16N 0004801.22W	306 FT	21 FT	No	
(EGLF16671) 06/APPROACH 24/ TAKE-OFF	TREE	511603.97N 0004802.04W	307 FT	23 FT	No	
(EGLF18263) 06/APPROACH 24/ TAKE-OFF	TREE	511600.03N 0004802.00W	318 FT	88 FT	No	
(EGLF17537) 06/APPROACH 24/ TAKE-OFF	TREE	511559.95N 0004757.70W	308 FT	20 FT	No	
(EGLF16007) 06/APPROACH	TREE	511557.57N 0004914.49W	409 FT	86 FT	No	
(EGLF18333) 06/APPROACH	TREE	511555.29N 0004754.21W	340 FT	93 FT	No	
(EGLF15885) 06/APPROACH 24/ TAKE-OFF	TREE	511552.85N 0004912.99W	397 FT	77 FT	No	
(EGLF16012) 06/APPROACH 24/ TAKE-OFF	TREE	511549.34N 0004914.84W	400 FT	81 FT	No	
(EGLF15905) 06/APPROACH 24/ TAKE-OFF	TREE	511547.07N 0004825.73W	355 FT	35 FT	No	
(EGLF18311) 06/APPROACH	TREE	511540.92N 0004824.81W	408 FT	104 FT	No	
(EGLF16092) 06/APPROACH 24/ TAKE-OFF	BUILDING FLAGPOLE	511536.43N 0004909.29W	406 FT	34 FT	No	
(EGLF16035) 06/APPROACH 24/ TAKE-OFF	TREE	511515.09N 0004933.52W	459 FT	71 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLF16883)	MAST	512124.67N 0004321.30W	765 FT	350 FT	Yes Red	
(EGLF16882)	MAST	511909.94N 0004656.23W	443 FT	110 FT	No	
(EGLF16170)	BUILDING PINNACLE	511749.74N 0004458.41W	420 FT	123 FT	No	
(EGLF16384)	CLOCKTOWER	511513.58N 0004528.95W	473 FT	117 FT	No	
(EGLF16133)	TREE	511503.94N 0004903.71W	575 FT	135 FT	No	
(EGLF16130)	TREE	511457.63N 0004824.20W	518 FT	86 FT	No	
(EGLF15911)	MAST	511445.51N 0004920.32W	686 FT	135 FT	Yes Red	
(EGLF16767)	TREE	511428.54N 0004818.69W	662 FT	79 FT	No	
(EGLF16560)	MAST	511411.51N 0004900.85W	716 FT	107 FT	Yes Red	
(EGLF16558)	WATERTOWER MAST	511408.89N 0004853.76W	722 FT	116 FT	No	
(EGLF16565)	MAST	511403.59N 0004914.57W	770 FT	179 FT	No	

EGLF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24

3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	Charts. Abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	AIRMET Southern Region; METFORM 215 (via Farnborough Airport Ops).
8	Supplementary equipment available for providing information	Briefing terminal in Farnborough Airport Ops (not accessible via ATC).
9	ATS units provided with information	FARNBOROUGH
10	Additional information (limitation of service, etc.)	MET information not available outside aerodrome operating hours. ATIS 128.405 Aerodrome hours only.

EGLF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
06	062.02°	2440 x 45 M	RWY surface: Concrete and asphalt, Other preparation PCR 448/F/C/W/U SWY surface: Concrete and asphalt PCR 448/F/C/W/U	511622.19N 0004706.76W 151.0 FT	THR 224.6 FT TDZ 224.6 FT	
24	242.03°	2440 x 45 M	RWY surface: Concrete and asphalt, Other preparation PCR 448/F/C/W/U SWY surface: Concrete and asphalt PCR 448/F/C/W/U	511641.36N 0004609.22W 151.0 FT	THR 218.6 FT TDZ 218.6 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
590 x 45 M	60 x 150 M	2560 x 280 M				RWY 06 Threshold displaced by 540 M. Runway 06 has a starter extension of 150 x 30 M. The turning circle at the extremity of the starter extension has a radius of 20 M.
377 x 45 M	60 x 150 M	2560 x 280 M				RWY 24 Threshold displaced by 640 M. Stopways Take-off only.

EGLF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	2000 M	2060 M	2590 M	1800 M	
24	2063 M	2123 M	2440 M	1800 M	
06	1809 M	1869 M	2398 M		Take-off from intersection Taxiway Foxtrot One.
24	1828 M	1888 M	2205 M		Take-off from intersection Taxiway Bravo.

EGLF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Coded centre-line with five crossbars. 900 M Light intensity high	Green Light intensity high With elevated wingbars	PAPI Left/3.5° 51 FT 308.2 M			HI bi-directional with a LI omni-directional component every 60 M	Red Light intensity high		EDGE: Starter extension has blue edge lights. Runway 06 has 600 M yellow caution zone lighting at the upwind end. END: Starter extension has blue end lights.
24	Coded centre-line with five crossbars. 900 M Light intensity high	Green Light intensity high With elevated wingbars	PAPI Left/3.5° 51 FT 275.66 M			HI bi-directional with a LI omni-directional component every 60 M	Red Light intensity high		EDGE: Runway 24 has 600 M yellow 'caution zone' lighting at the upwind end.

EGLF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: Centre of central grass area, obstruction light; Runway 06/24 thresholds and threshold anemometers adjacent to ILS glidepath antennae. Runway 06: 511631.54N 0004655.20W (LGTD); Runway 24: 511641.55N 0004625.76W (LGTD).
3	TWY edge and centre line lighting	CL: Colour coded green/yellow centre-line lights within ILS sensitive area at A1, B1, F3, W and Y. Green centre-line lights on taxiways Alpha, Bravo, Delta, Juliet, West 1 and North Aprons. EDGE: Blue edge lights.
4	Secondary power supply/switch-over time	Yes, 1 Second.
5	Remarks	

EGLF AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGLF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
FARNBOROUGH CTR 1 512112N 0004247W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512103N 0004236W - 512035N 0003959W - 511520N 0003639W - 511035N 0005054W - 511705N 0005508W - 512112N 0004247W	Upper limit: 3500 FT ALT Lower limit: SFC	D	FARNBOROUGH RADAR English	6000 FT		Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). VFR/SVFR transit of Farnborough CTR 1 & 2 to be requested on Farnborough Radar frequency 133.440 MHz. A portion of the Blackbushe ATZ is within the CTR, and operates as a Blackbushe Local Flying Area (LFA). Aircraft operate within this not above 2000 FT AMSL when in communication with Blackbushe information on 122.305 MHz. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
FARNBOROUGH CTR 2 512035N 0003959W - 512013N 0003800W - 511520N 0003639W - 512035N 0003959W	Upper limit: 2500 FT ALT Lower limit: SFC	D	FARNBOROUGH RADAR English	6000 FT		Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). VFR/SVFR transit of Farnborough CTR 1 & 2 to be requested on Farnborough Radar frequency 133.440 MHz. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
FARNBOROUGH ATZ 511758N 0004954W - 511801N 0004919W - 511806N 0004829W - 511812N 0004723W - 511817N 0004705W - 511851N 0004551W - 511856N 0004537W thence clockwise by the arc of a circle radius 2.5 NM centred on 511631N 0004639W to 511758N 0004954W	Upper limit: 2000 FT AGL Lower limit: SFC	G	FARNBOROUGH RADAR English	6000 FT		Mon-Fri 0645-2215 (0545-2115); Sat, Sun and PH 0745-2015 (0645-1915). The northern boundary of the ATZ is formed by the northern extremity of the M3 motorway. During the Notified Hours of Farnborough CTR 1 the ATZ lies within CTR 1 and is Class D airspace. The Farnborough ATZ is active for 15 minutes before and after the CTR promulgated hours. Warning – Pilots must not enter the Farnborough ATZ when active without prior permission.

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

1	Apron surface and strength	JULIET APRON Surface: Concrete and asphalt MAIN APRON Surface: Concrete and asphalt. /Monoblock.
2	Taxiway width, surface and strength	Taxiway ALPHA: 23 M Surface: Asphalt Taxiway BRAVO: 23 M Surface: Asphalt Taxiway CHARLIE: Surface: Concrete and asphalt Restricted to 15 M. Closed to all aircraft. Taxiway DELTA: 23 M Surface: Asphalt Taxiway ECHO: 23 M Surface: Asphalt Taxiway FOXTROT: 23 M Surface: Asphalt Taxiway GOLF: 23 M Surface: Asphalt Taxiway JULIET: 12 M Surface: Asphalt Taxiway TANGO: 15 M Surface: Asphalt Taxiway WHISKEY: 7.5 M Surface: Concrete Taxiway YANKEE: Surface: Concrete and asphalt Restricted to 15 M. Taxiway ZULU: Surface: Concrete and asphalt Restricted to 15 M.
3	Altimeter checkpoint location and elevation	Apron 22 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft/Parking Docking chart.
6	Remarks	

EGPF 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	Nose-in parking is in operation on all aprons except the General Aviation area and cargo stands which are marshalled. All nose-in stands have stand number, yellow centre-line and guidance in the form of either Visual Docking Guidance System or AGNIS and Ground Stop Arrow. Cross reference to the taxiway, stands and numerals against the stand designator on the face of the pier is recommended to avoid any confusion. The following stands are fitted with Visual Guidance Docking System (Safedoc): 3-5, 9-11, 14-29, 30, 30L, 30R, 32-37, 37L, 37R, 38-40. The following stands are fitted with AGNIS and Ground Stop Arrow: 1, 1A, 2, 12, 64, 65, 81, 82. Marshalling is provided at the following stands, which are not fitted with Stand Entry Guidance: 6, 6A, 7, 8, 31, 61-63. The use of oversteering for any A380 operations must be used with extreme caution. Marshaller guidance is available on request via ATC. Stand 30 is the preferred A380 stand with twin upper bridges and lower bridge. Stand 37 is a contingency parking stand which requires the aircraft to be towed to stand from the N cul- de-sac under a special procedure.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Runway threshold markings and runway designators. Centre-line, touchdown zone markings and aiming points. Displaced threshold arrows on Runway 23. Yellow chevrons pre 05 threshold. Taxiway marking aid(s): Taxiway Alpha - Black and white chequered box adjacent to Charlie denoting helicopter FATO area to be kept clear. Yellow centre-line all taxiways. Enhanced edge lines on sections of Alpha and Golf. CAT I Holding points on taxiway A,B,C,D,E,F,G,Y,Z. CAT II/III Holding points on A,G. Taxiway Charlie is closed to all arriving and departing aircraft. Appropriate paint markings are displayed on both runway and taxiway. Taxiway light(s): Colour coded alternate yellow/green centreline lights installed on exit taxiways at Links A, B, D, E, F and G to indicate when an aircraft has cleared the ILS LOC sensitive area. All taxiway directional signs and holding point signs are internally illuminated to the latest ICAO standard. Ground mounted alternately flashing yellow runway guard lights operating H24, are installed at the category I holding points on Links A,B,C,D,E,F,G & Y indicating to pilots that they are at the Category I holding points when taxiing for take off. Ground mounted alternately flashing yellow runway guard lights operating in Category II/III conditions, are installed at the category II/III holding points on Links A&G, indicating to pilots that they are at the Category II/III holding points when taxiing for take off.
3	Stop bars and runway guard lights (if any)	Red stop bars signifying holding positions for ILS Category I protection for Links A, B, D, E, F and G. Red stop bars signifying holding positions of ILS CAT II/III protection for Links A and G. All available stop bars are lit H24.
4	Other runway protection measures	

5	Remarks	The apron is marked for nose-in/push-back parking only and operators should ensure that agents can supply tractor push-back facilities. The majority of stands are equipped with A-VDGS. A marshalling service will be provided for the minority of the remaining stands that do not have A-VDGS fitted. Flight crew must not attempt to self-park if the A-VDGS is not activated or calibrated for their aircraft type, or no marshaller clearly present. Note that marshallers wear distinctive yellow and orange high visibility clothing, and unless otherwise explicitly advised will be using marshalling wands or bats. In the event of there being no activated A-VDGS displayed upon approach to the stand, or no marshaller indicating clearance to proceed, flight crews must: - Hold position on the taxiway centre-line; - Inform Air Traffic Control they are awaiting stand entry guidance; - Contact company to arrange activation. Note: ATC may request aircraft to 'report parked' this is not an instruction to self-park. In the event of a failure of the A-VDGS during parking, flight crews must: - Inform Air Traffic Control of a stand entry guidance failure; - Contact company to arrange a marshaller. On taxiway C,Y,Z edge delineated by blue reflective linlaners. Obstacle markings. WDI: 555228.06N 0042520.02W (LGTD), 555204.64N 0042644.56W (LGTD).

EGPF 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**
(EGPF11990) 23/APPROACH	MAST	555742.73N 0041404.43W	800 FT	112 FT	No	
(EGPF14924) 23/APPROACH	HV PYLON	555727.33N 0041743.69W	590 FT	158 FT	No	
(EGPF14495) 05/TAKE-OFF	TWR BK MAST	555440.17N 0042203.49W	356 FT	221 FT	No	
(EGPF13829) 23/APPROACH	TREE	555309.72N 0042410.98W	107 FT	84 FT	No	
(EGPF15284) 23/APPROACH	TREE	555301.76N 0042449.74W	63 FT	46 FT	No	
(EGPF13060) 05/TAKE-OFF	LOC 05 OBS	555251.15N 0042457.72W	25 FT	9 FT	Yes Red	
(EGPF14149) 23/TAKE-OFF	TREE	555138.21N 0042721.05W	72 FT	53 FT	No	
(EGPF15443) 23/TAKE-OFF	LOC 23 OBS	555137.76N 0042714.84W	33 FT	13 FT	Yes Red	
(EGPF14033) 23/TAKE-OFF	STREETLIGHT	555135.44N 0042717.68W	49 FT	29 FT	No	
(EGPF14131) 23/TAKE-OFF	TREE	555135.40N 0042714.84W	68 FT	50 FT	No	
(EGPF15399) 05/APPROACH	TREE	554800.45N 0043227.21W	780 FT	17 FT	No	
(EGPF12615) 05/APPROACH	MAST	554551.01N 0043542.16W	701 FT	63 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPF5684)	HV PYLON	555651.30N 0042618.81W	1121 FT	97 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**
(EGPF14842)	HV PYLON	555443.01N 0042654.49W	412 FT	392 FT	Yes Red	
(EGPF11983)	TWR BK AERIAL	555440.84N 0042428.56W	317 FT	140 FT	No	
(EGPF5369)	HV PYLON	555343.21N 0042731.12W	214 FT	125 FT	Yes Red	
(EGPF14698)	CHURCH SPIRE	555041.20N 0042556.59W	272 FT	214 FT	No	
(EGPF15334)	TWR BK VENT	554929.17N 0042757.92W	382 FT	140 FT	Yes Red	
(EGPF15371)	MAST	554823.99N 0042747.77W	940 FT	211 FT	Yes Red	
(EGPF6254)	HV PYLON	554705.46N 0042843.82W	923 FT	182 FT	No	
(EGPF11931)	WIND TURBINE	554649.54N 0042930.35W	939 FT	177 FT	No	
(EGPF10669)	WIND TURBINE	554517.98N 0042805.38W	1080 FT	352 FT	Yes Red	
(EGPF10686)	WIND TURBINE	554512.41N 0042430.30W	1160 FT	330 FT	Yes Red	

EGPF 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.
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	GLASGOW
10	Additional information (limitation of service, etc.)	A recording of the ATIS broadcast is available 24 hours on Tel: 0141-887 7449.

EGPF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	046.40°	2661 x 45 M	RWY surface: Asphalt, Grooved PCN 65/R/B/W/T	555148.53N 0042656.59W 178.2 FT	THR 26.1 FT TDZ 26.1 FT	
23	226.42°	2661 x 45 M	RWY surface: Asphalt, Grooved PCN 65/R/B/W/T	555241.07N 0042518.43W 178.2 FT	THR 20.8 FT TDZ 23.3 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
	125 x 150 M	2932 x 280 M	90 x 92 M -			RWY 05 OFZ: Yes.
151 x 45 M	429 x 150 M	2932 x 280 M	240 x 92 M -			RWY 23 Threshold displaced by 304 M. OFZ: Yes.

EGPF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	2658 M	2783 M	2658 M	2661 M	
23	2661 M	3090 M	2812 M	2356 M	
05	2360 M	2485 M	2360 M		Take-off from intersection with Link F.
05	2163 M	2287 M	2163 M		Take-off from intersection with Link E.
05	1661 M	1785 M	1661 M		Take-off from intersection with Link D.
23	2580 M	3009 M	2732 M		Take-off from intersection with Link A.
23	2304 M	2733 M	2455 M		Take-off from intersection with Link B.

EGPF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high Flush with elevated HI green wingbars	PAPI Left/3° 60 FT 394 M	Light intensity high 914 M	Bi-directional colour coded 15 M spacing Light intensity high	Elev HI bi-directional edge with LI omni-directional component	Red		
23	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high Flush with elevated HI green wingbars	PAPI Left/3° 56 FT 346 M	Light intensity high 914 M	Bi-directional colour coded 15 M spacing Light intensity high	Elev HI bi-directional edge with LI omni-directional component	Red		

EGPF 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 05: 555200.20N 0042645.86W RWY 23: 555235.77N 0042538.67W Mid-point: 555224.03N 0042620.39W
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGPF AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF GAMA: 555222.00N 0042531.10W, 178.2 FT
2	TLOF and/or FATO elevation	TLOF GAMA: 21.0 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO GAMA: 15 M x 15 M
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	Refer to AD 2.20 item 5.

EGPF 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
GLASGOW CTR 560400N 0042000W - 560130N 0040435W - 554434N 0040924W - 554132N 0042405W - 553700N 0042847W - 554428N 0045035W - 554600N 0044951W - 555500N 0045200W - 560400N 0042000W	Upper limit: 6000 FT ALT Lower limit: SFC	D	GLASGOW APPROACH English	6000 FT		To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
GLASGOW ATZ A circle, 2.5 NM radius, centred at 555218N 0042601W on longest notified runway (05/23)	Upper limit: 2000 FT AGL Lower limit: SFC	D	GLASGOW APPROACH English	6000 FT		

EGPF 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	GLASGOW APPROACH	119.105 DOC 42 NM/ 15,000 FT.			H24	ATZ hours coincident with Approach hours.
TWR	GLASGOW GROUND	121.705 DOC 5 NM/GND. Ground Movement Control.			Winter: 0630-2130. Summer: 0530-2030. May be closed tactically during quiet traffic periods within hours of operation. Closures will be broadcast on the ATIS.	
	GLASGOW TOWER	118.805 DOC 25 NM/5500 FT.			H24	
RADAR	GLASGOW RADAR	119.105 DOC 42 NM/ 15,000 FT.			H24	
		125.255 As directed by ATC.			H24	
		128.755 As directed by ATC.			H24	
ATIS	GLASGOW ARRIVAL/ DEPARTURE INFORMATION	129.580 DOC 60 NM/ 25,000 FT.			H24	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	GLASGOW FIRE	121.600 Non-ATS Frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 0.65°W (2027)	IUU	110.100 MHz	HO	555251.73N 0042458.59W		(RWY 05) Elev: 25 FT.
ILS/GP	IUU	334.400 MHz	HO	555159.78N 0042648.79W		3° ILS Ref Datum Hgt 51.5 FT. Glidepath flags may occur when below the glidepath and to the right of the centre-line. Elev: 20 FT.
ILS/LOC III 0.66°W (2027)	IOO	110.100 MHz	HO	555138.27N 0042715.83W		(RWY 23) Elev: 33 FT.
ILS/GP	IOO	334.400 MHz	HO	555238.30N 0042536.74W		3° ILS Ref Datum Hgt 50 FT. Elev: 19 FT.
VOR/DME 0.66°W (2027) 1.0°W (2022)	GOW	101X 115.400 MHz	H24 Hours of operation for aerodrome purposes: HO	555213.81N 0042644.60W	46 FT	GOW VOR DOC: 25 NM/25,000 FT (45 NM/25,000 FT Sector R051-091). Due to terrain, coverage at low level is reduced in Sectors R346-026 and R181-201.
VOR/DME 0.71°W (2027) 0.9°W (2025)	TRN	122X 117.500 MHz	H24	551848.28N 0044701.91W	586 FT	VOR DOC: 20 NM/50,000 FT, 30 NM/ 50,000 FT in Sector R056-106 and 45 NM/50,000 FT in Sector R356-056. DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001). Due to terrain effects bearing errors of greater than 4 may occur in Sector R171-181. In addition coverage at low level is reduced in Sector R066-106.
VOR 0.30°W (2027) 0.5°W (2023)	PTH	110.400 MHz	H24	562632.63N 0032206.96W		VOR DOC 20 NM/50,000 FT (60 NM/ 25,000 FT in Sector R211-256). No associated DME. Any DME indications should be ignored.
DME	IUU	38X 110.100 MHz	HO	555210.74N 0042602.27W	34 FT	(RWY 05) DME freq paired with ILS I-UU and I-OO. Zero Range is indicated at THR of Runway 05 and 23.
DME	IOO	38X 110.100 MHz	HO	555210.74N 0042602.27W	34 FT	(RWY 23) DME freq paired with ILS I-UU and I-OO. Zero Range is indicated at THR of Runway 05 and 23.
NDB (L) 0.65°W (2027)	GLW	331.000 kHz	HO	555211.17N 0042601.06W		Range 25 NM. Elev: 69 FT.

EGPF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Glasgow CTR.
b) All flights, including General Aviation and Military flights, subject to the prior approval of the Operations Director, Glasgow Airport Ltd and to prior notification to Airport Coordination Ltd acting as agent for Glasgow Airport Ltd. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by email: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax:+44 (0)161-493 1853, or at all other times to GLAL Duty Manager on Tel: +44 (0)141-848 4510/+44(0)7831-170676. Please note – the Out of Hours service will only deal with short term ad-hoc schedule changes and new requests. All other changes must be submitted to ACL during normal office hours. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com.
c) All pleasure, training and non-business General Aviation traffic is subject to prior notification to Air Traffic Control, preferably via AFPEx or alternative flight planning systems. The filing of a flight plan does not constitute permission to use Glasgow Airport. Restrictions may be implemented at anytime.
d) Transit flights will only be accepted with prior approval.
e) Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to Customs and Immigration. Transport to and from the Customs Office will be provided by a handling agent.
f) Airline operators are requested to note that stand availability in a diversion situation is extremely limited at Glasgow Airport, especially for wide-bodied aircraft.
g) It is a requirement that every airline using Glasgow Airport must have local orders compatible with GLAL Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. GLAL will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
h) No aircraft are permitted to park on the ground for more than 24 hours without prior approval from GLAL.
i) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
j) Microlights and gyrocopters are not allowed to use the aerodrome unless in emergency.
k) All users of Glasgow Airport must comply with current Glasgow Airport Conditions of use.
l) Operators of A380 aircraft may designate Glasgow as a nominated diversionary aerodrome subject to prior agreement with the Airside Operations and an assessment of the facilities and infrastructure by the airline. The use of Glasgow as an alternate for A380 operations is also subject to prior CAA approval on an individual airline basis. Restrictions will be applied for handling more than two A380 aircraft at the same time.

2 GROUND MOVEMENT

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

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

   Do not use the free text option on DCL. Glasgow ATC are unable to interact with this and it causes the A-DCL to fail, resulting in either manual ATC intervention or revert to voice. If any data errors are detected by the system or the controller, a 'revert to voice' message will be received. If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF. Further details of the DCL service may be obtained from ATC Operations on +44 (0)141-840-8029.

f) Particular attention is drawn to a roadway system that exists at the tail of all stands. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting and guidance markings are an aid to pilots when they are operating on the manoeuvring area . Notwithstanding the taxiway guidance markings, pilots continue to remain responsible for wing tip clearance.
g) All stands are nose-in/push back. Pilots requiring services on Apron areas, including Customs and Immigration, must ensure that a suitable tow bar is available.
h) Before the Aircraft Commander calls for push-back they must ensure that the tug driver is in the tug, ready to push. Stands 6, 8, 19, 21, 30L, 30, 30R, 32, 35, 37 and 40 have 2 push-back options. ATC will specify the direction of push from these stands, and this must be passed to the ground crew. If it is not passed the tug driver will not commence push-back and clarification will be sought from the aircraft commander. If ATC issue a push from these stands, a non-standard push from any stand or a conditional push-back clearance, ATC must be advised if the Aircraft Commander is not in two-way headset communication with the tug crew.
i) A black and white chequered box adjacent to Charlie denotes the FATO area. This area should be kept clear of aircraft and vehicles unless prior ATC approval has been granted.
j) Special procedures for stand safeguarding are in place for A380 parking on stand 30. This involves additional measures to restrict vehicle movements in the immediate area. If necessary, aircraft will be held at the following locations prior to stand arrival. An Ops vehicle may be positioned to assist:

   i. After landing on R23 and vacating at G to hold short of Apron November.

ii. After landing on R05 and vacating at A to hold abeam the ATC Control Tower.

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

i. Departure

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

ii. Arrival

Vacate the runway at G taxiway.

With Runway 05 in use:

i. Departure

Taxi via G to hold G2. When cleared line up via G1 and depart.

ii. Arrival

Vacate via A or B taxiway as directed by ATC.

l) A380 aircraft – Reduced taxiway centre-line to object clearance of 47.5 M applies along taxiways:

Alpha 1 to ATC Tower: Taxiway (51 M strip)

ATC Tower to Golf 2: Taxilane (47.5 M strip)

Golf 2 to Golf 1: Taxiway (51 M strip)

m) Red light vehicle road holding lights are installed on apron roadway system cul-de-sac K, L, M and N to stop vehicle traffic during Code F movements and may be visible to aircraft.
n) Jet aircraft are to engage minimum power when operating in Area Juliet due to the proximity of light aircraft operations in this area.
o) Taxiway Yankee is used as a dual direction taxiway for light aircraft. To aid the flow of traffic, aircraft should taxi to the right or as directed by ATC.
p) Remote Holding.

i. Any requests from aircraft for remote holding require approval of Airside Operations. In cul-de-sac N pushback to remote hold nose out on the mirror stand on the opposite side of the cul-de-sac will normally be approved when the stand is not required for use.

Airside Operations will endeavour to attend to help ensure safety of the airside roads, but this is not mandated. The pushback instruction should include a reminder to face nose out e.g., “(Callsign), Push and reposition to face nose out on Stand 40 is approved”.

For the subsequent taxi off stand, an airside operations presence is required, and the aircraft should be instructed to taxi off stand at absolute power to protect the head of stand area. In this scenario, where aircraft are waiting for a CTOT improvement, controllers should use ‘SEND READY +15’ as the default ready message to allow Airside Operations time to reach the stand before the aircraft commences taxi.

Any remote hold in an area substantially away from the gate (for example area Q) will require the aircraft to taxi and then either wait with engine(s) running or shutdown in their remote hold location.

ii. Within Area Q, when being used for remote hold, marshallers assistance can be provided on request, and is mandatory for any aircraft larger than Code C. Extended towing of loaded aircraft is not permitted due to operating limitations imposed by the manufacturer to prevent overstressing the landing gear at higher weights.

3 CAT II/III OPERATIONS

a) Runways 05 and 23, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/III operations special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in force by ATIS or by RTF.
c) Departing Aircraft: ATC will require departing aircraft to use the Category II/III holding points at Links A2 and G2 as appropriate. Intermediate take-off points will not be used.
d) Arriving Aircraft: Vacate Runway 05/23 at Link A or Link G, unless otherwise instructed. ATC may instruct pilots to use intermediate Links when Cat II/III operations are necessary because of a low cloud ceiling and not due to poor visibility. Pilots should delay the call 'runway vacated' until the aircraft is established on the taxiway and clear of the link.
e) During CAT II/III conditions A380 will hold at A3 and G2. A380 Arrivals will vacate at A or G.
f) Ground Movement Radar (GMR) is normally available to monitor pilot 'runway vacated' reports. When GMR is not available to ATC, runway (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 centre-line lights. (These lights denote the extent of the ILS Localizer Sensitive Area).

4 WARNINGS

a) Except for light signals ground signals will not be displayed
b) Due to the soft nature of the grass verges, pilots should exercise due caution when taxiing
c) Large numbers of Greylag/Canada Geese and Whooper Swans are present in the vicinity of the airport mainly from September to April. Flocks are regularly in excess of 100 birds and can be seen flying up to 500 FT. Active bird control is conducted with ATC liaison.

5 HELICOPTER OPERATIONS

a) ATC clearance must be obtained before ground or hover taxi commences.
b) Inbound helicopters will be routed to the threshold of the runway in use before either ground or air taxiing to their alighting point ('H').
c) Helicopters, inbound and outbound, are to avoid overflying airport buildings whenever possible.
d) CASEVAC helicopters will be directed by ATC to alight on the main apron taxiway, then to ground taxi to an aircraft stand.
e) Helicopters operating to and from the Gama apron must follow the taxiway centre-lines unless specific approval is given for use of the Gama FATO.
f) Procedures for use of the Gama FATO are not published publicly and are restricted only to use by helicopters in operation of medical flights to and from the Gama apron.
g) Helicopters using the Gama FATO are to avoid overflying any parked or stationary vehicles and aircraft wherever possible.

6 USE OF RUNWAYS

a) Aircraft requiring the full length of Runway 23 for take-off have to back-track the runway and turn for take-off within the extension of the runway which is 92 M long and 61 M wide. Aircraft should enter the runway at holding point B1 and taxi to the extension. Code E nor F aircraft are not permitted to execute 180º turns on Runway 05/23.
b) Pilots of departing aircraft wishing to turn right from Link A1 to use the full length of runway, should advise ATC before reaching the holding point on taxiway.
c) Link Taxiway Restrictions (Code A – E)

i. Any aircraft (Code A to E inclusive) may exit Runway 05 via A1, B1 or E1, as the turn to vacate Runway 05 via D1 and F1 is extremely sharp and would require an aircraft to make a turn of almost 180°.
ii. Any aircraft (Code A to E inclusive) may exit Runway 23 via A1, B1, D1, E1, F1 or G1. It should be noted, however, that only Code A to C (inclusive) aircraft are permitted to turn left from B1 to A1 or right turn from A1 to B1. Code D and E aircraft shall not be permitted to carry out this manoeuvre under any circumstances.
iii. Only aircraft up to 30,000 KG MTWA can exit or enter Runway 05/23 via C1.

d) Link Taxiway Restrictions (Code F)

Taxiway links are permitted for use in the following directions/circumstances for A380 movements.

Taxiway Link	Direction/Route	Restriction
ALPHA	Via ALPHA enter and vacate.	No additional restriction.
BRAVO	From SW direction only, via BRAVO enter Runway 23 turn left. Via BRAVO vacate Runway 05 turn right.	No additional restriction.
DELTA	From SW direction only, via DELTA enter Runway 05 turn right. Via DELTA vacate Runway 23 turn right.	Only to be used in contingency situations.
ECHO	From NE direction only, via ECHO enter Runway 05/23 turn right or left. Via ECHO vacate Runway 05 turn left.	Only to be used in contingency situations with use of lead vehicle.
FOXTROT	From NE direction only, via FOXTROT enter Runway 05 turn right. Via FOXTROT vacate Runway 23 turn left.	Only to be used in contingency situations. Over-steering turn from TWY F to TWY G must be used with extreme caution.
GOLF	Via GOLF enter and vacate.	No additional restriction.

e) Following runway resurfacing in 2017 the section of runway between 23 threshold to Link F exhibits fast drying capability after periods of wet conditions. This section extends to 8.5 M either side of the runway centre-line.

7 TRAINING

a) The use of the aerodrome for training purposes is subject to the permission of Airside Operations, through ATC Tel: 0141-840 8029.
b) General training flight acceptance criteria (except by prior agreement with the Head of Aerodrome Operations or deputy):

i. Flying training, including training circuits of repeated approaches, go-arounds and landings, is permitted between 0800-2200 (0700-2100);
ii. The single take-off, go-around and/or full stop landing of an aircraft on a training flight will be permitted between 0600-0800 (0500-0700) and 2200-0800 (2100-0700), subject to ATC's priorities;
iii. Visual training circuits are restricted to aircraft below 5700 KG. Aircraft above 5700 KG must carry out ILS instrument approaches and adhere to noise abatement procedures. No helicopter training is permitted without prior approval from Airside Operations and ATC.

c) Training may be curtailed if significant noise complaints are received.

EGPF AD 2.21 NOISE ABATEMENT PROCEDURES

a) Operators of all aircraft inbound or outbound from the aerodrome are required to conform to the following procedures notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger and for complying with the instructions of ATC.

i. Operators of all aircraft should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft and that disturbance to the areas near the aerodrome is kept to a minimum.
ii. After take-off all aircraft whether operating from Runway 05 or 23 by day or night should expedite their climb to 1500 FT QFE before reducing power to maintain a minimum rate of climb of 500 FT per minute until 3000 FT QFE.
iii. For Runway 23, aircraft using the ILS shall not descend below 2000 FT QFE before intercepting the glidepath nor thereafter fly below it unless instructed by Radar. Aircraft landing without assistance from the ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° glidepath.
iv. For Runway 05, jet aircraft using the ILS shall not descend below 2000 FT QFE before intercepting the glidepath. Propeller driven aircraft may, when instructed by Radar, be descended to 1600 FT QFE. Aircraft landing without the assistance of ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° glidepath.
v. For visual approaches to Runways 05 or 23 the following limitations will apply: All aircraft whose MTWA exceeds 5700 KG must route via 5 NM from the runway threshold and maintain 1500 FT QFE until established on final approach.
vi. All aircraft using the aerodrome shall, after take-off or 'go- around' be operated in such a way that it will not cause more than 94 dB(A) by day (0600-2330 (0500-2230)) or 87 dB (A) by night (2330-0600 (2230-0500)) at the relevant noise monitoring points; the measured noise reading for the event will be taken as the highest recorded at any single noise monitoring terminal.
vii. Jet aircraft failing to meet the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 to the convention on International Civil Aviation are not permitted to depart from Glasgow Airport between the hours of 2330-0559 (2230-0459) except in special circumstances. Such movements as may be permitted will be at the discretion of the Operations Director from whom specific written permission must be obtained in advance. The Operations Director also has discretion to permit the departure of delayed flights not meeting Chapter 3 standards in exceptional circumstances.

b) Noise Abatement Procedures.

i. The Noise Abatement Procedures specified below are compatible with ATC requirements and shall apply in both IMC and VMC.
ii. The tracks to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.
iii. The Noise Abatement Procedures are incorporated in ATC Standard Instrument Departure Clearances (SID) where appropriate. IFR jet aircraft operating on routes where the SID does not incorporate the Noise Abatement Procedures will be issued with a non-standard clearance by ATC.

Take-off Runway	Noise Abatement Procedure
05	Climb straight ahead to 5 DME. Note that for aircraft departing on the SID via LUSIV, the Noise Abatement Procedures terminate at 5 DME.
23	Climb straight ahead to 5 DME.

c) For environmental reasons the use of reverse thrust/pitch should be avoided when possible.

EGPF AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Inbound Aircraft other than on Airways

i. Aircraft wishing to enter the CTR/CTA or TMA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace. For aircraft joining from the West a Reporting Point ROBBO (GOW RDL 275°/16 NM) is established at the TMA Boundary and pilots should anticipate joining clearance via this point.
ii. Pilots inbound to Glasgow under VFR must contact Glasgow Approach Control prior to entering the CTR/CTA and may be required by ATC to route via the published Visual Reference Points. (See paragraph 8).

b) Inbound Aircraft on Airways

i. Aircraft flying in the Airways System will be cleared into the TMA/CTR/CTA without having to request a specific entry clearance.
ii. The standard initial routes for inbound aircraft 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).

c) Arrival Routes

Approach from	Via	Route
North	N560 FIR	FOYLE - GOW INBAS - FOYLE

Approach from	Via	Route
Northeast	P600	PTH VOR - GRICE - STIRA
East	FIR	(SAB VOR) - TMA Boundry - TLA - LANAK
Southeast	N601 FIR	ABEVI - TLA - LANAK TLA - LANAK
Southwest	P600	BLACA - TRN **(Note 1)**
West	FIR	ROBBO - GOW
Northwest	AWYs	TMA Boundary - GOW

Note: *Exceptionally aircraft may be routed onwards via LANAK for tactical ATC purposes.*

In order to increase ATC flexibility Speed Limit Points (SLP) are established for arrival routes to Glasgow Airport. Inbound aircraft at FL 140 or below should normally be flown at 250 KT or less when crossing the SLPs. In certain weather conditions, or for reasons of safety, pilots may not be able to comply with the Speed Limit quoted above. In these circumstances they should inform ATC immediately, stating the minimum speed acceptable. Tactical speed control additional to the Speed Limit detailed above may be applied by the Radar Controller as detailed at paragraph d v.

d) Approach Procedures with Radar Control

i. When Glasgow inbound traffic is being sequenced by Radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When Holding Procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
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.
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. GPWS: Special Procedure for Radar Vectoring to Runway 23

1. In order to minimise the risk of nuisance GPWS warnings generated by the profile of the terrain in the vicinity of the Final Approach Track, a special procedure is in force for flights being radar vectored to Runway 23.
2. An essential element of the special procedure is the Speed Limit detailed in paragraph 4. Pilots exceeding the Speed Limit can expect to receive GPWS terrain alerts during the turn onto final approach. Pilots who are unable to comply with the Speed Limit of 250 KT due to weather conditions or operational safety must inform ATC immediately, stating the minimum speed acceptable.
3. Within the Radar Vectoring Area (RVA), and north of a line 105°/285° MAG through *555853N 0041340W (a point 9 NM from the runway 23 threshold on the extended centre-line) the minimum altitude allocated by ATC when radar vectoring aircraft will be 3500 FT.
4. ATC will not issue clearance for aircraft to descend below 3500 FT whilst they are north of the line described in paragraph d vi (2) unless the aircraft is established on the ILS localizer or on the Final Approach Track of a Surveillance Radar Approach or radar vectored VOR/ DME approach to Runway 23.

vii. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.

e) Approach Procedures without Radar Control

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

2 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3 with the exceptions detailed below:

a) When complete communication failure occurs in the aircraft before ETA or before EAT when this has been received and acknowledged, the aircraft will:

i. Fly to the appropriate holding point;
ii. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
iii. route direct to GOW at last assigned level;
iv. then commence descent for landing in accordance with the procedure detailed on the IAP charts and effect a landing within 30 minutes (or later if able to land visually).

b) If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

i. Maintain the last assigned holding level at the appropriate holding point until:

1. ATA over holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
2. EAT when this has been received and acknowledged;

ii. route direct to GOW at last assigned level;
iii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

c) In the event of complete radio failure in an aircraft which has been cleared for an IFR inter-aerodrome flight within the Scottish TMA the pilot will adopt the appropriate procedure as follows, depending upon the phase of flight:

i. If the aircraft is receiving a radar service and is within the RVA of the destination aerodrome, the pilot will adopt the appropriate loss of communication procedure for the runway-in-use as detailed in the RVA information at AD 2-EGPF-5-1. Landing must be effected within 30 minutes (or later if able to land visually);
ii. if the aircraft is either not receiving a radar service or is receiving a radar service but has not yet arrived within the RVA of the destination aerodrome, the pilot will proceed to the appropriate holding point at the destination aerodrome at the last assigned level or 4000 FT whichever is higher. He will then adopt the procedures in paragraph's b and c.

d) The routes and altitudes to be used when leaving the TMA and CTR/CTA in accordance with the procedures at ENR 1.1.3 are shown in the table; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the CTR/CTA is made.

Position at time of decision	Route
Glasgow Airport GOW VOR	Track 035°T from facility at 3500 FT ALT until crossing the Glasgow CTR Boundary.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Non-Airways IFR departing flights from Glasgow routeing in the open FIR to the West should anticipate ATC clearance to leave Controlled Airspace at ROBBO (GOW RDL 275°/16 NM), normally at an altitude below 6000 FT.
b) North Atlantic Departures

i. Due to the proximity of the Shanwick Oceanic boundary to Glasgow, pilots must consider timescales for submitting an ’RCL’. Refer to ENR 2.2, paragraph 3.8.2 for details.

4 SPEED LIMIT

a) A speed limitation of 250 KT applies to all aircraft whilst flying below FL 100.

5 VFR FLIGHTS

a) VFR flights in the CTR/CTA will be given routeing instructions and /or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate routeing instructions via the Visual Reference Points detailed in paragraph 8 or the routes detailed in paragraph 7.
c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and Rules of the Air, and must advise ATC if at any time they are unable to comply with the instructions issued.
d) For VFR flights at night, pilots should exercise caution and increased vigilance when identifying, and routing via, Ardmore Point and Inverkip Power Station VRPs.
e) **Helicopters:** Whenever possible helicopter flights in the Glasgow CTR/CTA will be cleared on direct routeings under VFR (or, when requested at night in the Glasgow Control Zone, on Special VFR clearance in accordance with the procedures for Special VFR flights).

6 SPECIAL VFR CLEARANCE

a) Clearance may be requested for Special VFR flight in IMC or at night within the Glasgow Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights.
b) Special VFR clearance will include routeing and maximum altitude instructions and may not necessarily be confined to the Entry/Exit Lanes detailed at paragraph 7. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights laid down in Schedule 8 of the Air Navigation Order 2005 and in the related notification at ENR 1-4-6, note 4, which may require them to request routeing via the notified Entry/Exit Lanes
c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Glasgow Airport radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.
d) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the Glasgow CTAs or the surrounding Airspace of the Scottish TMA.
e) Special VFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 KG MTWA.

7 ENTRY/EXIT LANES

a) To permit aircraft to operate to and from Glasgow Airport in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

i.

1. A main lane 3 NM wide, with centre-line the middle of the River Clyde, extending from the northwestern boundary of the Glasgow Control Zone following the course of the River Clyde to the point at which it joins the Glasgow Aerodrome Traffic Zone;
2. a branch lane, 3 NM wide, extending from 555954N 0043440W (a point on the northern boundary of the Glasgow Control Zone near Alexandria VRP), southwards, with centre-line based on the River Leven, to Dumbarton, thence to 555550N 0043345W (a point on the River Clyde where the main lane is joined);
3. a lane 3 NM wide, centred on the A726 road extending from the Eastern edge of the Glasgow Control Zone at East Kilbride VRP to the Glasgow Aerodrome Traffic Zone.

ii. use of the lanes is subject to clearance by Glasgow ATC and the carriage of the Glasgow Approach Control frequency;
iii. aircraft using the lanes must remain clear of cloud and in sight of the ground, or water, not above 3000 FT (Glasgow QNH), and in flight visibility of not less than 3 KM;
iv. an aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned;
v. aircraft using the lanes when the reported visibility at Glasgow Airport is in excess of 4 KM may be instructed by ATC, dependant upon the runway-in-use at Glasgow Airport to fly:

1. between Glasgow Airport and Greenock/Ardmore Point; north of the north bank or south of the south bank of the River Clyde; or
2. between Glasgow Airport and Loch Lomond (Alexandria); north of the Clyde/east of the Leven or south of the Clyde/west of the Leven;
3. between Glasgow Airport and East Kilbride, north of the A726 or south of the A726.

vi. pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles.

b) Additionally, to permit the effective integration of traffic, flights operating in VMC and under VFR may be required by ATC to follow these routes as detailed in paragraph 5.

8 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.

9 MICROLIGHT OPERATIONS IN THE GLASGOW CONTROL ZONE/CONTROL AREAS

a) Clearances for microlight aircraft to operate within the Glasgow CTR/CTA may be issued under the standard conditions for access to Class D Airspace under VFR.
b) ATC Clearance must be requested from Glasgow Radar on channel 119.105. Non-radio operations are not permitted.
c) Microlight pilots should plan their flights to remain at least 3 NM from the Runway 05/23 extended centre-line or, if crossing the extended centre-line, to remain at or below 1000 FT ALT and at a range of not less than 7 NM from Glasgow Airport. More direct routings may be available subject to prevailing traffic conditions and controller workload.

10 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Glasgow controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Glasgow Radar, channel 119.105, are encouraged to select SSR code 2620.

555840N 0050000W - 554333N 0050000W -
553302N 0042918W - 553627N 0035327W -
554806N 0035411W - 555724N 0035417W -
561150N 0034633W - 560900N 0042141W -
555840N 0050000W.

b) Selection of 2620 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 Glasgow controlled airspace at all times.
c) Whilst squawking 2620, pilots should be aware that Glasgow 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 2620 shall be deselected.

EGPF AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGPF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPF-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGPF-2-2
AERODROME CHART A380 GROUND MOVEMENT - ICAO
AD 2.EGPF-2-3
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGPF-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPF-5-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - TEXT
AD 2.EGPF-5-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) NORBO (JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LUSIV (NON-JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TALLA (NON-JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TURNBERRY (NON-JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) FOYLE - ICAO
AD 2.EGPF-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LOMON - ICAO
AD 2.EGPF-6-6
STANDARD DEPARTURE CHART - INSTRUMENT (SID) ROBBO - ICAO
AD 2.EGPF-6-7
STANDARD DEPARTURE CHART - INSTRUMENT (SID) CLYDE - ICAO
AD 2.EGPF-6-8
STANDARD DEPARTURE CHART - INSTRUMENT (SID) PERTH - ICAO
AD 2.EGPF-6-9
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AGPED 1G - ICAO
AD 2.EGPF-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) PTH 1G - ICAO
AD 2.EGPF-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) APPLE 1G RIBEL 1G - ICAO
AD 2.EGPF-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BRUCE 1G - ICAO
AD 2.EGPF-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ERSON 1G - ICAO
AD 2.EGPF-7-5
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BLACA 1G - ICAO
AD 2.EGPF-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES AGPED 1G PTH 1G APPLE 1G RIBEL 1G
AD 2.EGPF-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES BRUCE 1G ERSON 1G BLACA 1G
AD 2.EGPF-7-8
RNAV HOLD CODING TABLE STIRA LANAK FYNER FOYLE
AD 2.EGPF-7-9
INSTRUMENT APPROACH CHART ILS/DME/VOR OR NDB(L) RWY 05 - ICAO
AD 2.EGPF-8-1
INSTRUMENT APPROACH CHART LOC/DME/VOR OR NDB(L) RWY 05 - ICAO
AD 2.EGPF-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 05 - ICAO
AD 2.EGPF-8-3
INSTRUMENT APPROACH CHART VOR/DME RWY 05 - ICAO
AD 2.EGPF-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO
AD 2.EGPF-8-5

INSTRUMENT APPROACH CHART ILS/DME/VOR OR NDB(L) RWY 23 - ICAO
AD 2.EGPF-8-6
INSTRUMENT APPROACH CHART LOC/DME/VOR OR NDB(L) RWY 23 - ICAO
AD 2.EGPF-8-7
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 23 - ICAO
AD 2.EGPF-8-8
INSTRUMENT APPROACH CHART VOR/DME RWY 23 - ICAO
AD 2.EGPF-8-9
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO
AD 2.EGPF-8-10

EGPF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

EGJB — GUERNSEY

EGJB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGJB — GUERNSEY

EGJB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 492606N Long: 0023610W Midpoint of Runway 09/27.
2	Direction and distance from city	2.5 NM WSW of St Peter Port.
3	Elevation / Reference temperature / Mean Low Temperature	336 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	161 FT
5	Magnetic Variation / Annual Change	0.69°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address	GUERNSEY PORTS Guernsey Airport, Forest, Guernsey, GY8 0DS, Channel Islands. 01481-227766 (General) airport@gov.gg
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGJB AD 2.3 OPERATIONAL HOURS

1	AD Administration	0630-2100 (0530-2000).
2	Customs and immigration	As AD hours.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	H24
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	0615-2000 (0515-1900). Outside these hours by arrangement.
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	As AD hours.
12	Remarks	AD use subject to restriction – refer to AD 2.20 item 1, item 2 and to AD 2.21

EGJB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Bulk and ULD handling. Cargo security screening. Guernsey Freight Services Limited Tel: 01481-237424.
2	Fuel and oil types	AVTUR JET A-1 (anti-icing additive not included)., AVGAS 100LL 100, W100, W80.
3	Fuelling facilities/capacity	AVTUR 1200 lts per minute. AVGAS 450 lts per minute. De-fuelling facility not available.
4	De-icing facilities	Type 1 and 2 fluids available (subject to serviceability). De-icing is available as part of a cold pool. For membership and costs please contact Aurigny Air Services, Tel: 01481-822889.
5	Hangar space for visiting aircraft	Limited. By prior arrangement only with Aiglle Flight Support Ltd, ASG Flight Support Ltd or Aurigny Air Services Ltd.
6	Repair facilities for visiting aircraft	Aurigny Air Services Ltd, Tel: 01481-268870. Aircraft Servicing Guernsey Ltd, Tel: 01481-265750.

7	Remarks	Handling agents are: Aiglle Flight Support Tel: 01481-239544; Fax: 01481-235008; e-mail: ops@aiglle.com (General and Executive Aviation) Maximum size of aircraft handled - Bombardier Global 7500 (GL7T). Guernsey Freight Services Tel: 01481-237424; (Commercial Freight). ASG Flight Support Ltd Tel: 01481-263965; e-mail: flightsupport@flyasg.co.uk (General and Executive Aviation) Maximum size of aircraft handled - Bombardier Global 7500 (GL7T). Aurigny Air Services Tel: 01481-822889; e-mail: ops@aurigny.com (Commercial Passenger) Maximum size of aircraft handled - Boeing 737-800/Airbus A320.

EGJB AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity of the aerodrome.
2	Restaurants	Café, Bar and Conference facilities within terminal building.
3	Transportation	Public bus services and taxis.
4	Medical facilities	Limited first aid treatment available via RFFS.
5	Bank and Post Office	Post box situated outside of terminal building. Cash point in Terminal.
6	Tourist Office	Information desk in Terminal.
7	Remarks	

EGJB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 7 available on request with a minimum of 24 hours notice to Guernsey Airport. Telephone: 01481-227766. It is a condition of the aerodrome licence that the appropriate level of fire cover should be provided to all aircraft using the aerodrome.
2	Rescue equipment	4x Major Foam Tenders. 3 x 6x6 vehicles and 1 4x4. Spreaders, Cutters, Rescue Ram and Ripper gun, power saws, forcing bags, sealing bag.
3	Capability for removal of disabled aircraft	Aircraft lifting capability is available through mobile crane with a maximum of 50 tonne lifting capability. Contact Guernsey Airport: 01481-227766.
4	Remarks	Two locally based aero engineering facilities to assist in light aircraft recovery.

EGJB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical. Chemical de-icing.
2	Clearance priorities	Runway 09/27, Taxiway Alpha, Delta, Charlie and Apron areas.
3	Remarks	Latest information from: 01481-227766. Guernsey Airport's policy on clearing a contaminated runway will always be to clear back to a blacktop. Braking action readings will not be provided. Global reporting format (GRF) reports will be provided.

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

1	Apron surface and strength	APRON Surface: Concrete PCN 36/R/C/W/T to 50/R/C/W/T
2	Taxiway width, surface and strength	Taxiway A: 18 M Surface: Asphalt PCN 36/F/C/W/T

EGJB 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: 492608.80N 0023634.90W (unlit).
3	TWY edge and centre line lighting	CL: Green taxiway LED lighting 15 M apart, 7.5 M on curves. EDGE: Blue LED lighting on corners, LED runway guard lights.
4	Secondary power supply/switch-over time	Yes - switch over time is less than 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGJB AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGJB 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
CHANNEL ISLANDS CTR NORTH 500000N 0020000W - 494951N 0030000W - 500000N 0030000W following the line of latitude to - 500000N 0020000W	Upper limit: FL80 Lower limit: SFC	D	JERSEY CONTROL English	5000 FT		
CHANNEL ISLANDS CTR SOUTH 500000N 0020000W - 493000N 0020000W - 490200N 0014000W following the line of latitude to - 490200N 0030000W - 494951N 0030000W - 500000N 0020000W	Upper limit: FL80 Lower limit: SFC	D	JERSEY CONTROL English	5000 FT		
GUERNSEY ATZ A circle, 2 NM radius, centred at 492606N 0023610W Is the airspace extending from the surface to a height of 2000 FT above the level of the aerodrome and within the area bounded by a circle centred on the notified mid-point of the longest runway (09/27) 492605.75N 0023610.08W and having a radius of 2 NM in accordance with the Air Navigation (Bailiwick of Guernsey) Law 2012.	Upper limit: 2000 FT AGL Lower limit: SFC	D	GUERNSEY APPROACH English	5000 FT		The Guernsey Aerodrome Traffic Zone is embedded in the Channel Islands CTR.

EGJB 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	GUERNSEY APPROACH	121.500 Emergency frequency.			0615-2100 (0515-2000).	ATZ hours 0600-2100 (0500-2000). VDF 492613.13N 0023552.62W On AD.
		128.655 DOC 25 NM/ 10,000 FT.			0615-2100 (0515-2000).	
TWR	GUERNSEY GROUND	121.805 DOC 3 NM/GND. As directed by ATC.			As directed by ATC.	Extensions by arrangement for scheduled services only. If GMC is in use, an associated message will be broadcast on ATIS 'GUERNSEY INFORMATION' 109.400 MHz.
	GUERNSEY TOWER	119.955 DOC 25 NM/ 10,000 FT.			0615-2100 (0515-2000).	
RADAR	GUERNSEY RADAR	124.505 DOC 25 NM/ 10,000 FT. Serves Runway 09/27.			0615-2100 (0515-2000).	VDF 492613.13N 0023552.62W On AD.
ATIS	GUERNSEY INFORMATION	109.400 Broadcast on Guernsey VOR.			0615-2100 (0515-2000).	
OTHER	GUERNSEY FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
Air Traffic Control Service	JERSEY CONTROL	120.455 To be used in the event of failure of communications on channel 125.205.			0545-2100 (0445-2030); and by arrangement.	DOC 4900N00100W - 4834N00205W - 4920N00400W - 5015N00400W - 5015N00145W - 4935N00100W / 25,000 FT.
		125.205 CTR and Airway Channel.			0545-2100 (0445-2030); and by arrangement.	

EGJB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

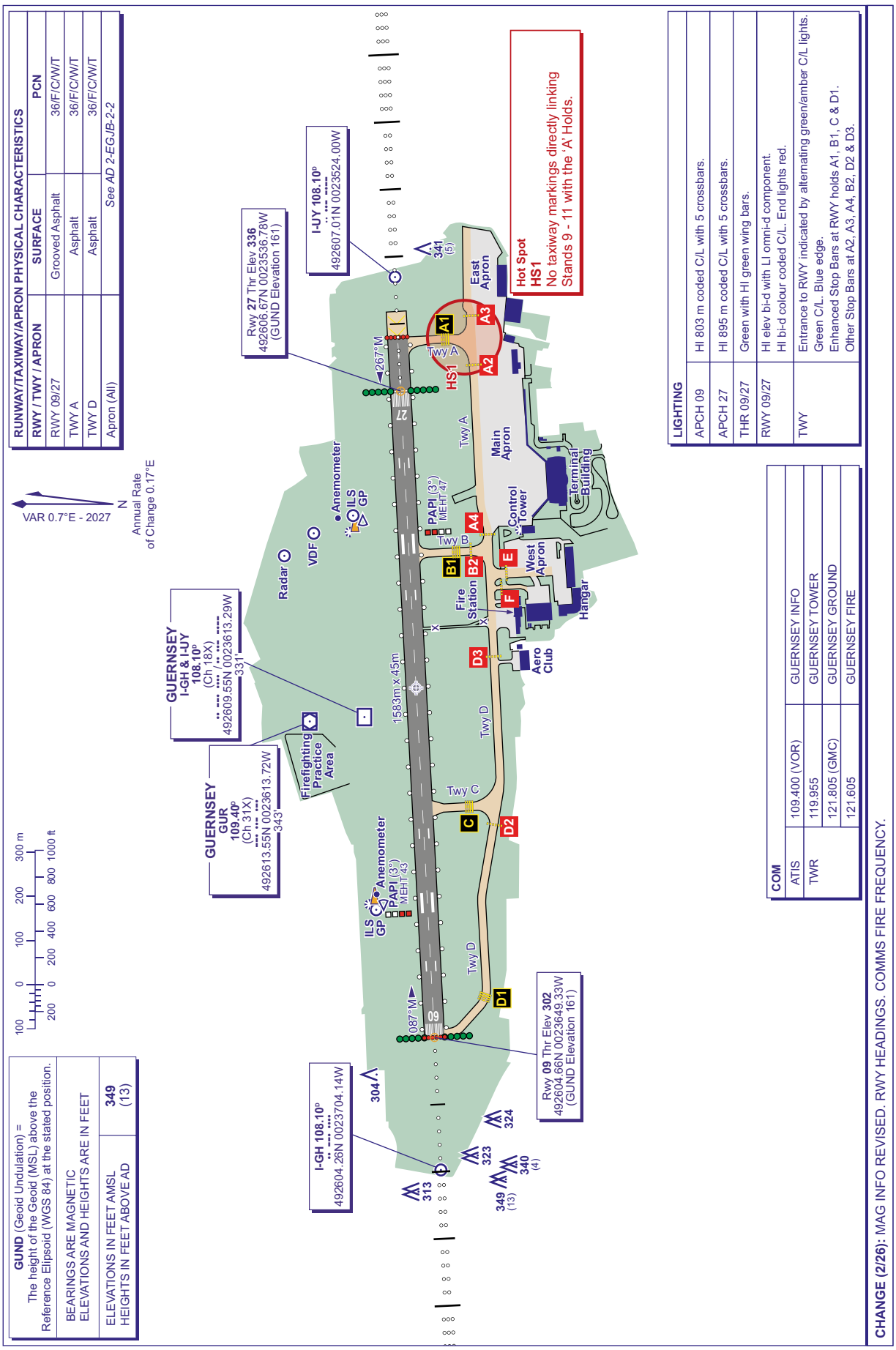
Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.69°E (2027)	IUY	108.100 MHz	HO	492607.01N 0023524.00W		(RWY 09)
ILS/GP	IUY	334.700 MHz	HO	492608.80N 0023634.89W		3° ILS Ref Datum Hgt 42 FT.
ILS/LOC I 0.68°E (2027)	IGH	108.100 MHz	HO	492604.26N 0023704.14W		(RWY 27)
ILS/GP	IGH	334.700 MHz	HO	492610.24N 0023550.72W		3° ILS Ref Datum Hgt 44 FT. Pilots must not descend on RWY 27 GP until fully established on RWY 27 LOC.

GUERNSEY
EGJB

AERODROME CHART - ICAO

ARP 492606N 0023610W

AD ELEV 336FT



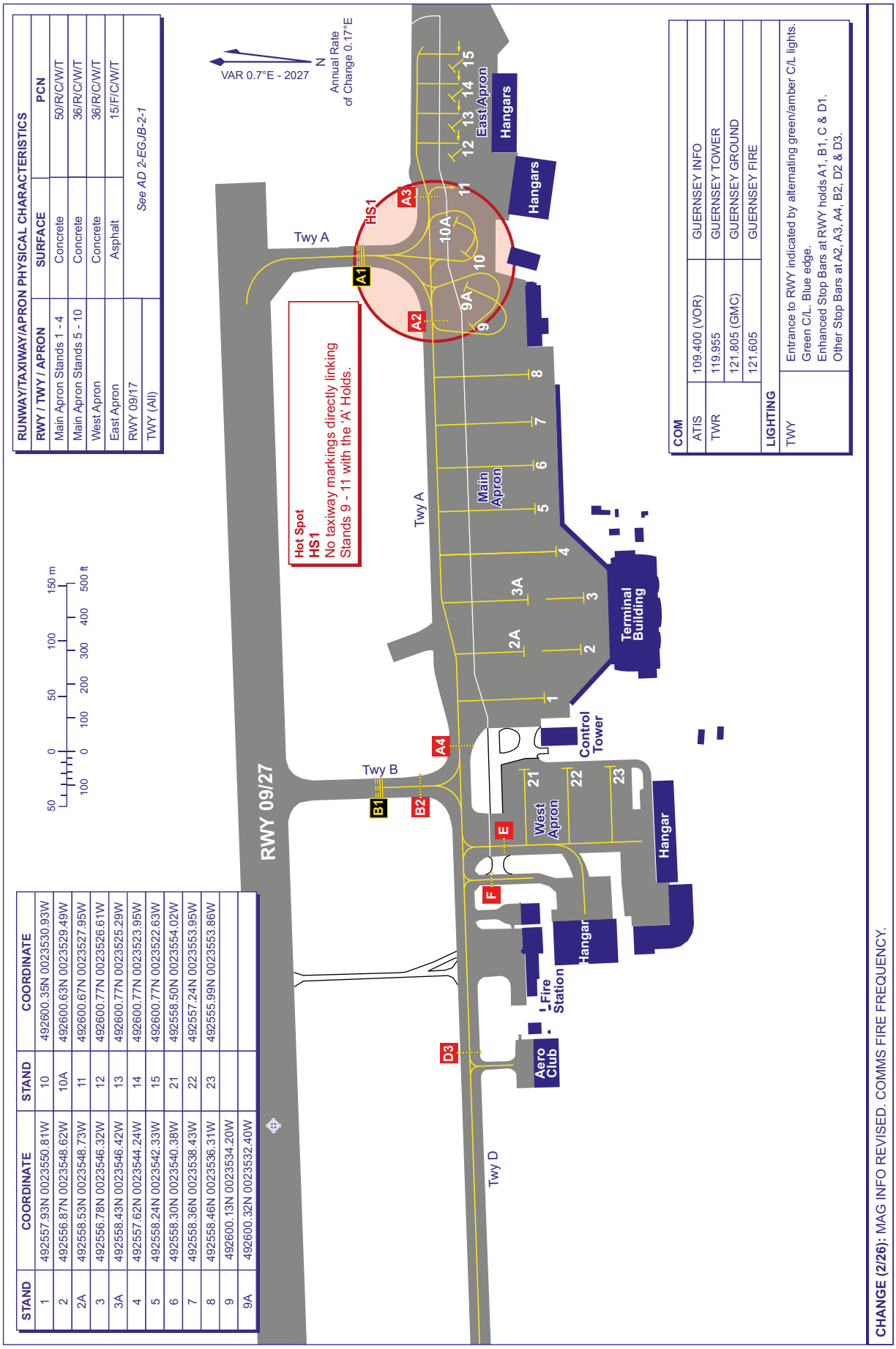
CHANGE (2/26): MAG INFO REVISED. RWY HEADINGS. COMMS FIRE FREQUENCY.

GUERNSEY EGJB

AD ELEV 336FT

ARP 492606N 0023610W

AIRCRAFT PARKING/DOCKING CHART - ICAO



STAND	COORDINATE	STAND	COORDINATE
1	492557.93N 0023550.81W	10	492600.35N 0023530.93W
2	492556.87N 0023548.62W	10A	492600.63N 0023529.49W
2A	492558.53N 0023548.73W	11	492600.67N 0023527.95W
3	492556.78N 0023546.32W	12	492600.77N 0023526.61W
3A	492558.43N 0023546.42W	13	492600.77N 0023525.29W
4	492557.62N 0023544.24W	14	492600.77N 0023523.95W
5	492558.24N 0023542.33W	15	492600.77N 0023522.63W
6	492558.30N 0023540.38W	21	492558.50N 0023554.02W
7	492558.36N 0023538.43W	22	492557.24N 0023553.95W
8	492558.46N 0023536.31W	23	492555.99N 0023553.86W
9	492600.13N 0023534.20W		
9A	492600.32N 0023532.40W		

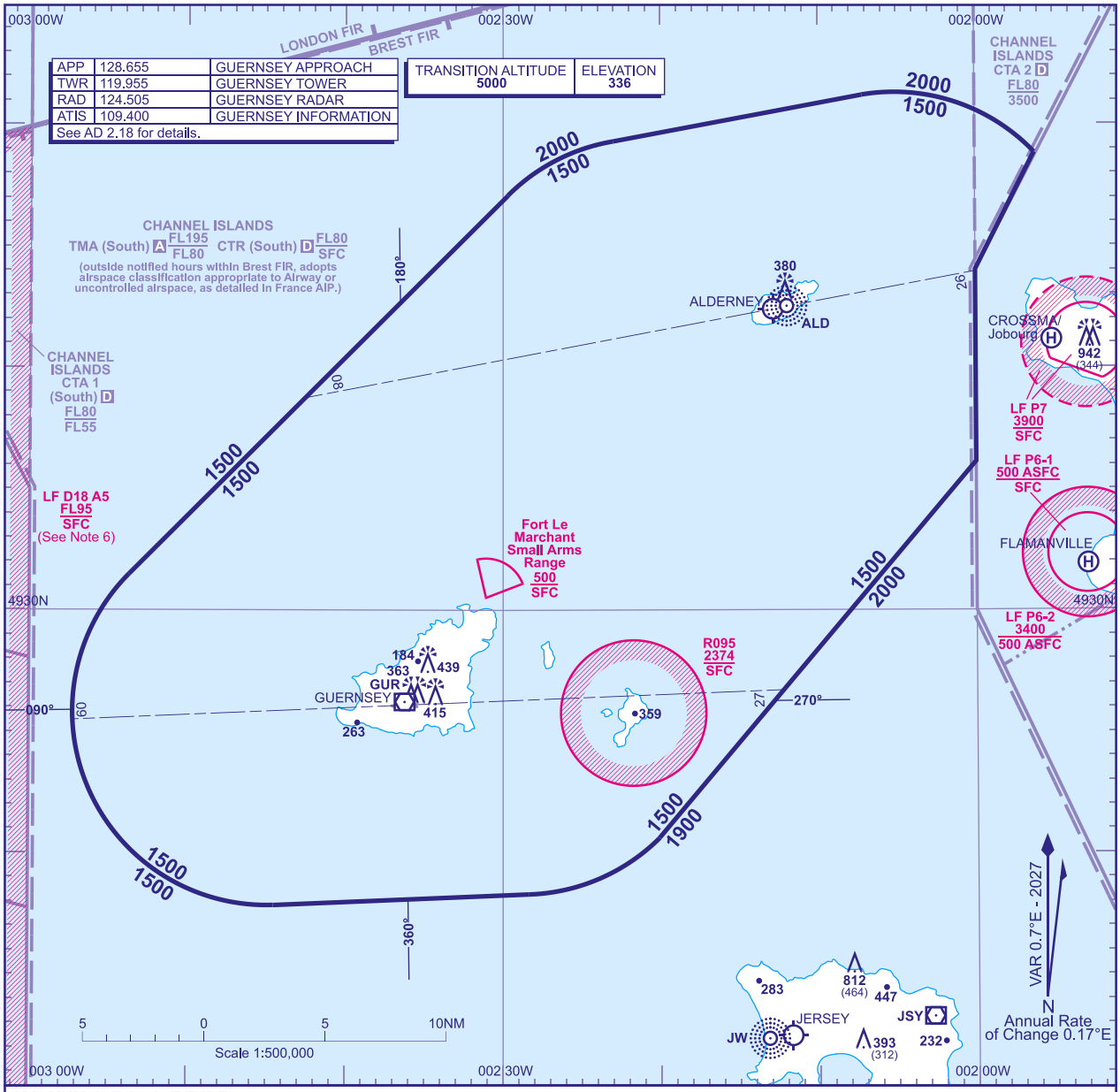
CHANGE (2/26): MAG INFO REVISED. COMMS FIRE FREQUENCY.

AERO INFO DATE 04 DEC 25

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

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

GUERNSEY



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1500** in the sector defined by the lateral limits; 493129N 0025341W - 494705N 0022941W thence clockwise by an arc of a circle radius 8NM centred on 494125N 0022058W to 494919N 0022301W - 495113N 0020710W thence clockwise by an arc of a circle radius 8NM centred on 494320N 0020510W to 494850N 0015613W - 494401N 0020000W - 493607N 0020000W - 492038N 0022007W thence clockwise by an arc of a circle radius 8NM centred on 492618N 0022846W to 491818N 0022821W - 491751N 0024431W thence clockwise by an arc of a circle radius 8NM centred on 492551N 0024458W to 493129N 0025341W.

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

LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **GUR VOR**†.
Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **GUR VOR**†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **LF D18 A5** SFC-FL95, except for within CHANNEL ISLANDS CTA-1 (South) and TMA (South) when active.
7. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**

CHANGE (2/26): MAG INFO REVISED.

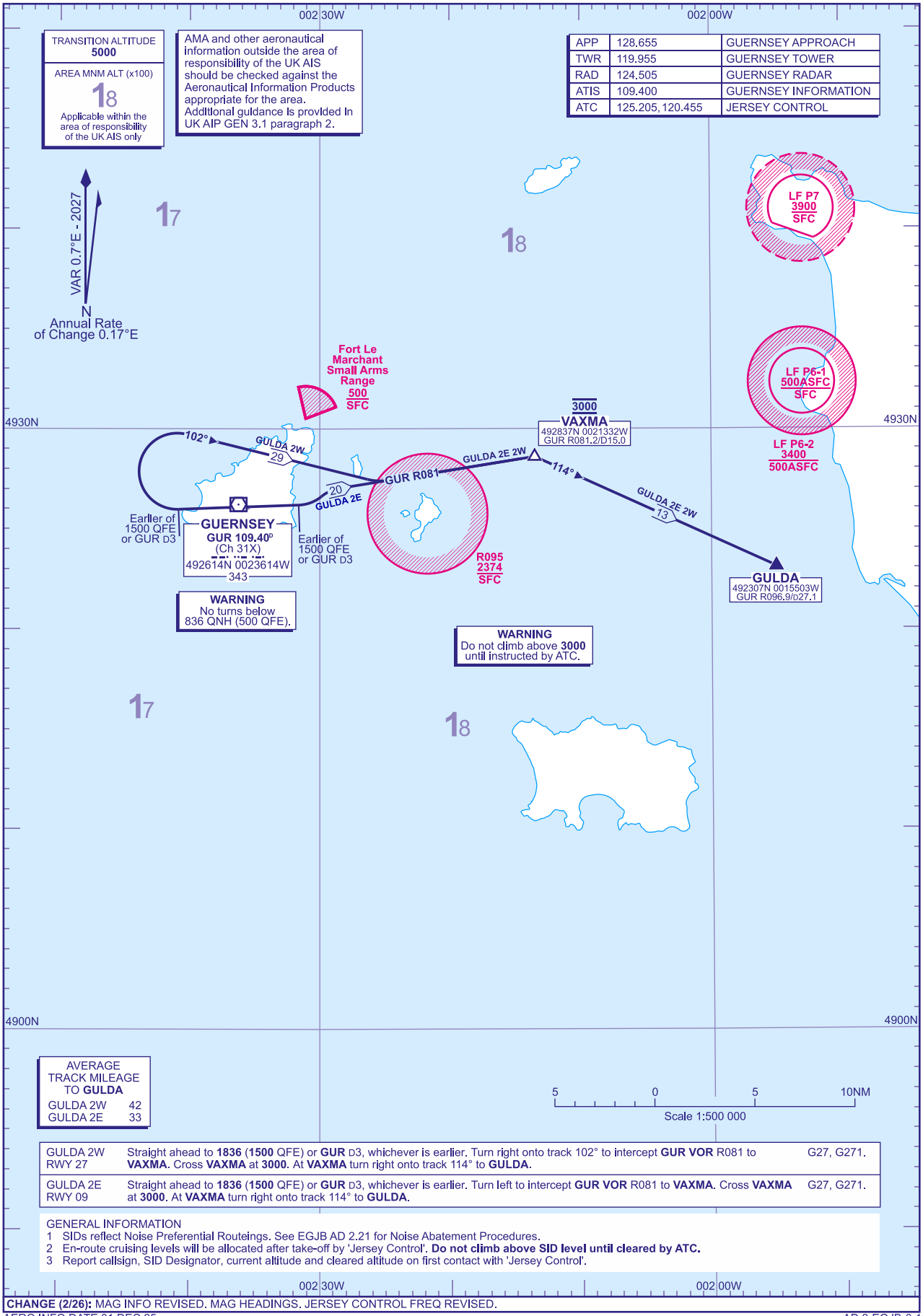
AERO INFO DATE 02 DEC 25
AD 2-EGJB-5-1

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GUERNSEY
GULDA



GULDA 2W RWY 27	Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn right onto track 102° to intercept **GUR VOR** R081 to **VAXMA**. Cross **VAXMA** at **3000**. At **VAXMA** turn right onto track 114° to **GULDA**.	G27, G271.
GULDA 2E RWY 09	Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn left to intercept **GUR VOR** R081 to **VAXMA**. Cross **VAXMA** at **3000**. At **VAXMA** turn right onto track 114° to **GULDA**.	G27, G271.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.
2 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC.**
3 Report callsign, SID Designator, current altitude and cleared altitude on first contact with 'Jersey Control'.

CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS. JERSEY CONTROL FREQ REVISED.

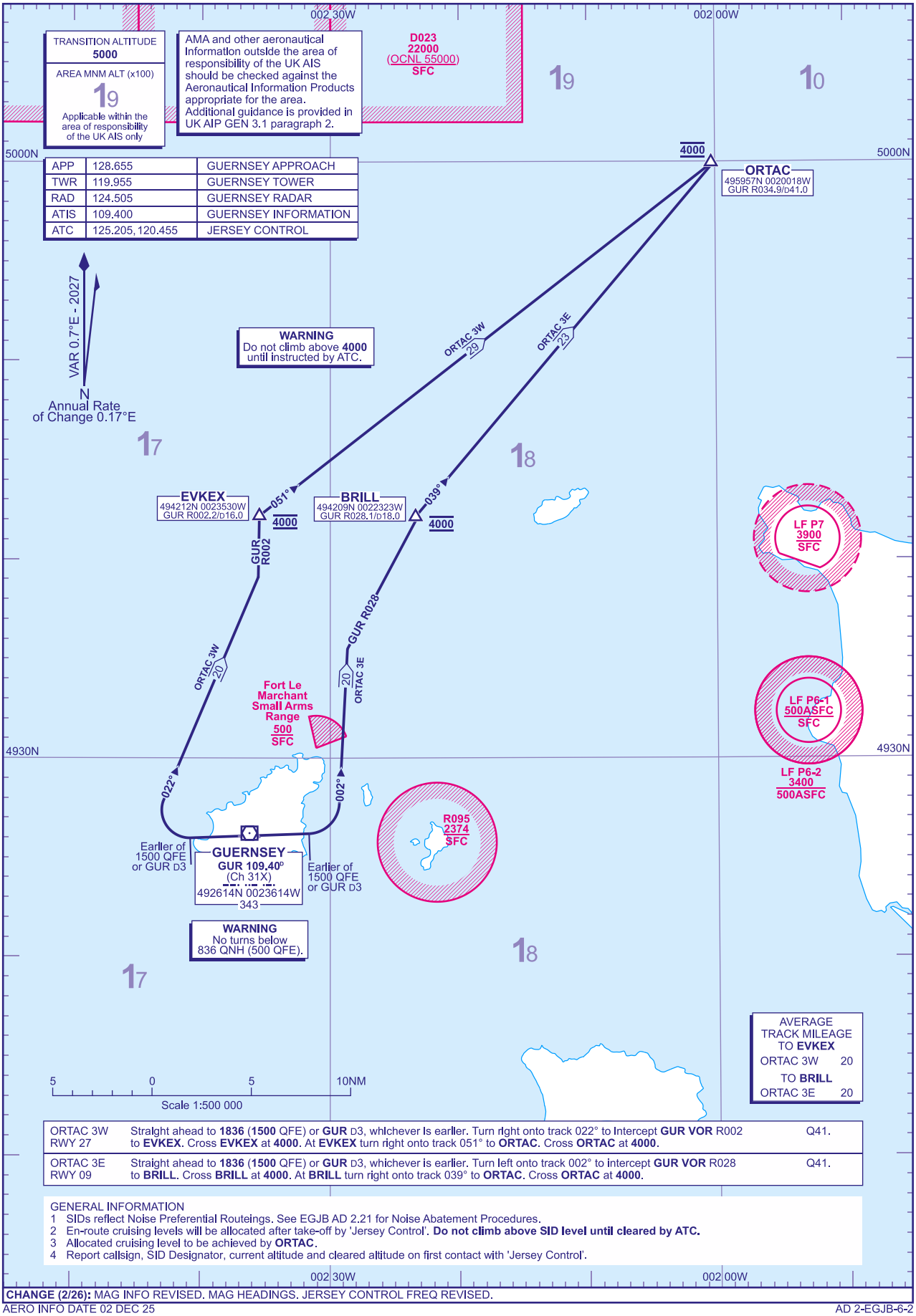
AERO INFO DATE 01 DEC 25

AD 2-EGJB-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GUERNSEY ORTAC



ORTAC 3W RWY 27	Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn right onto track 022° to intercept **GUR VOR** R002 to **EVKEX**. Cross **EVKEX** at **4000**. At **EVKEX** turn right onto track 051° to **ORTAC**. Cross **ORTAC** at **4000**.	Q41.
ORTAC 3E RWY 09	Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn left onto track 002° to intercept **GUR VOR** R028 to **BRILL**. Cross **BRILL** at **4000**. At **BRILL** turn right onto track 039° to **ORTAC**. Cross **ORTAC** at **4000**.	Q41.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.
2 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC.**
3 Allocated cruising level to be achieved by **ORTAC**.
4 Report callsign, SID Designator, current altitude and cleared altitude on first contact with 'Jersey Control'.

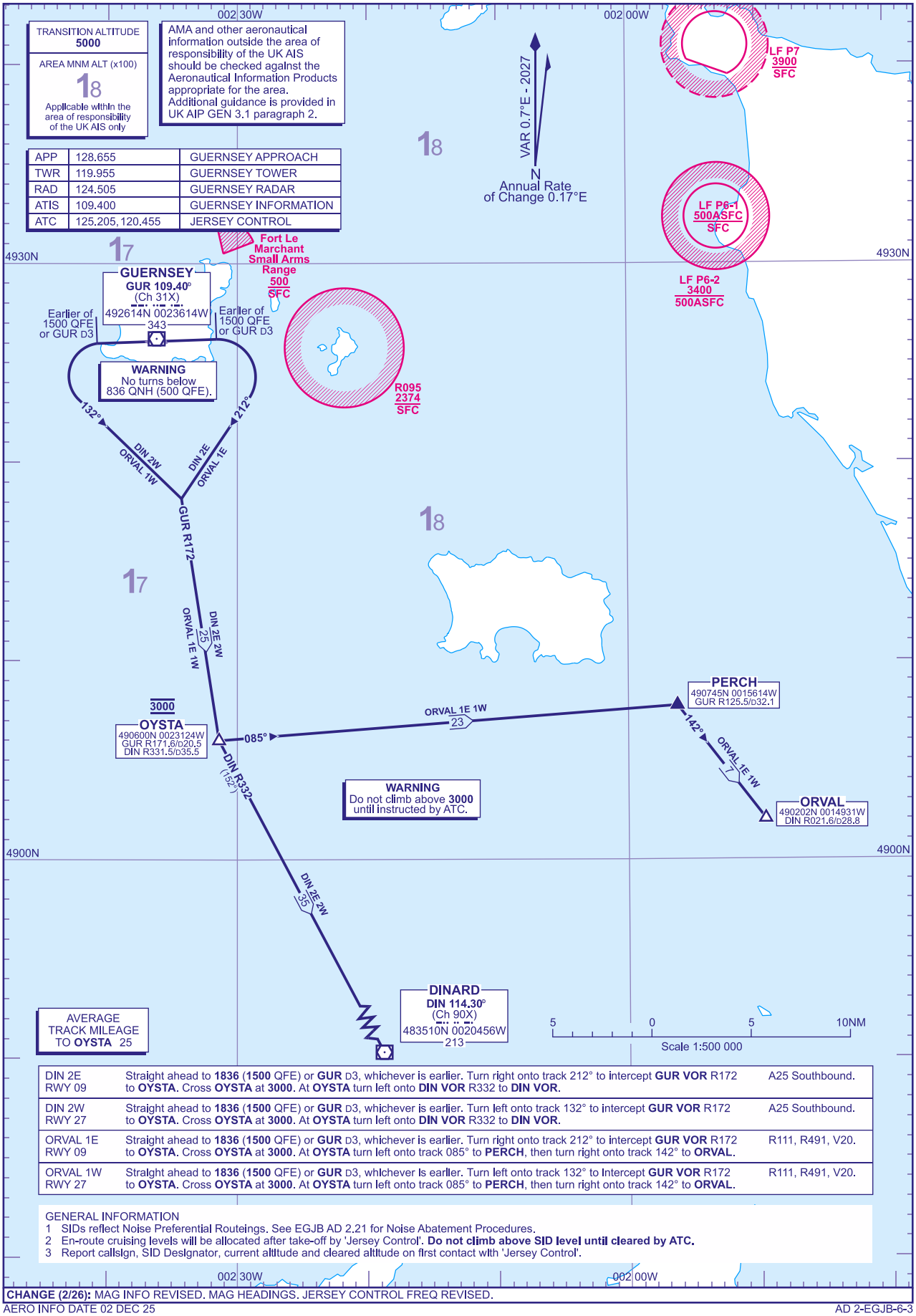
CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS. JERSEY CONTROL FREQ REVISED.

AERO INFO DATE 02 DEC 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GUERNSEY DINARD/ORVAL



DIN 2E RWY 09	Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn right onto track 212° to intercept **GUR VOR** R172 to **OYSTA**. Cross **OYSTA** at **3000**. At **OYSTA** turn left onto **DIN VOR** R332 to **DIN VOR**.	A25 Southbound.
DIN 2W RWY 27	Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn left onto track 132° to intercept **GUR VOR** R172 to **OYSTA**. Cross **OYSTA** at **3000**. At **OYSTA** turn left onto **DIN VOR** R332 to **DIN VOR**.	A25 Southbound.
ORVAL 1E RWY 09	Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn right onto track 212° to intercept **GUR VOR** R172 to **OYSTA**. Cross **OYSTA** at **3000**. At **OYSTA** turn left onto track 085° to **PERCH**, then turn right onto track 142° to **ORVAL**.	R111, R491, V20.
ORVAL 1W RWY 27	Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn left onto track 132° to intercept **GUR VOR** R172 to **OYSTA**. Cross **OYSTA** at **3000**. At **OYSTA** turn left onto track 085° to **PERCH**, then turn right onto track 142° to **ORVAL**.	R111, R491, V20.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.
2 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC.**
3 Report callsign, SID Designator, current altitude and cleared altitude on first contact with 'Jersey Control'.

CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS. JERSEY CONTROL FREQ REVISED.

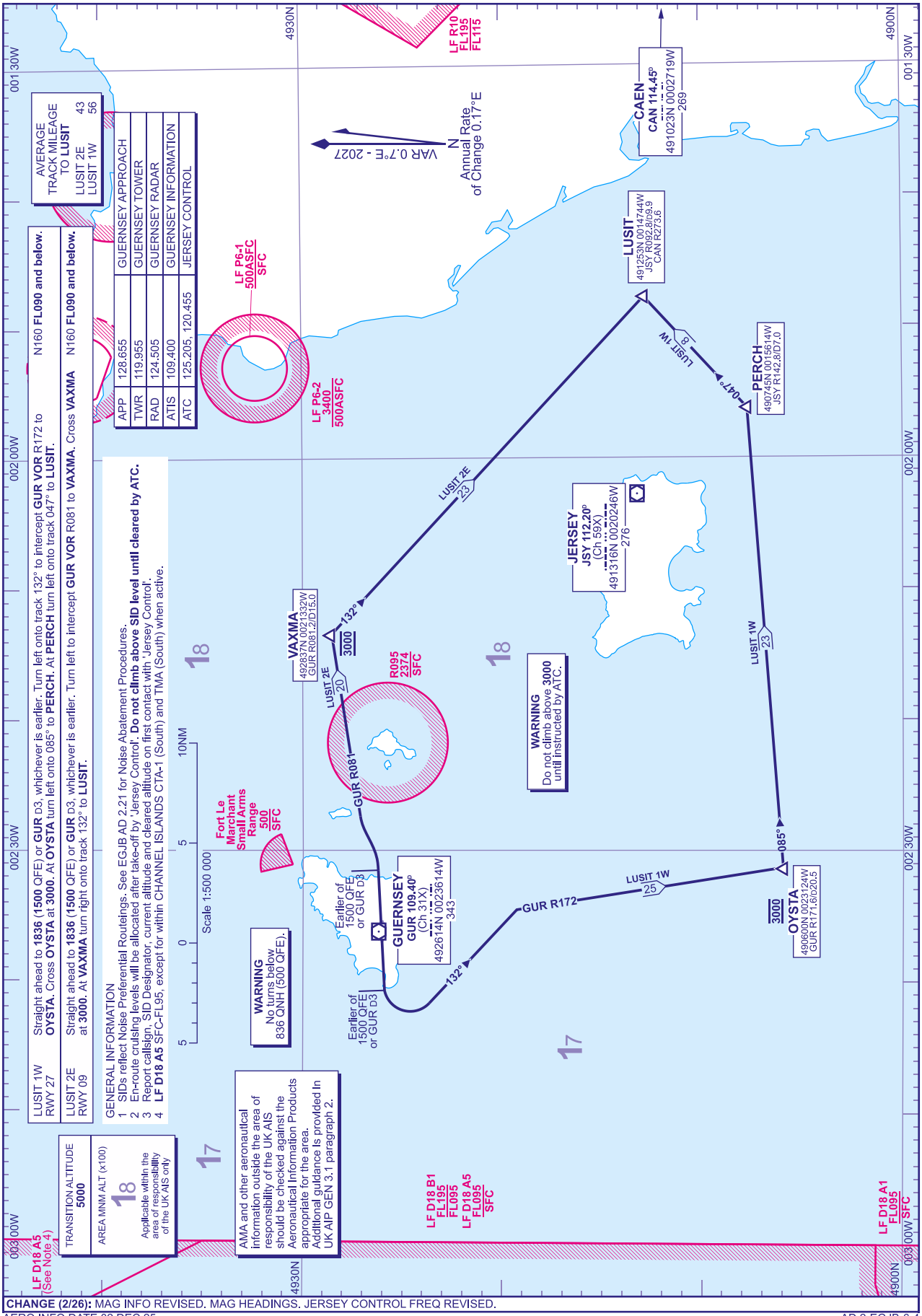
AERO INFO DATE 02 DEC 25

AD 2-EGJB-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GUERNSEY
LUSIT 1W 2E



CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS. JERSEY CONTROL FREQ REVISED.

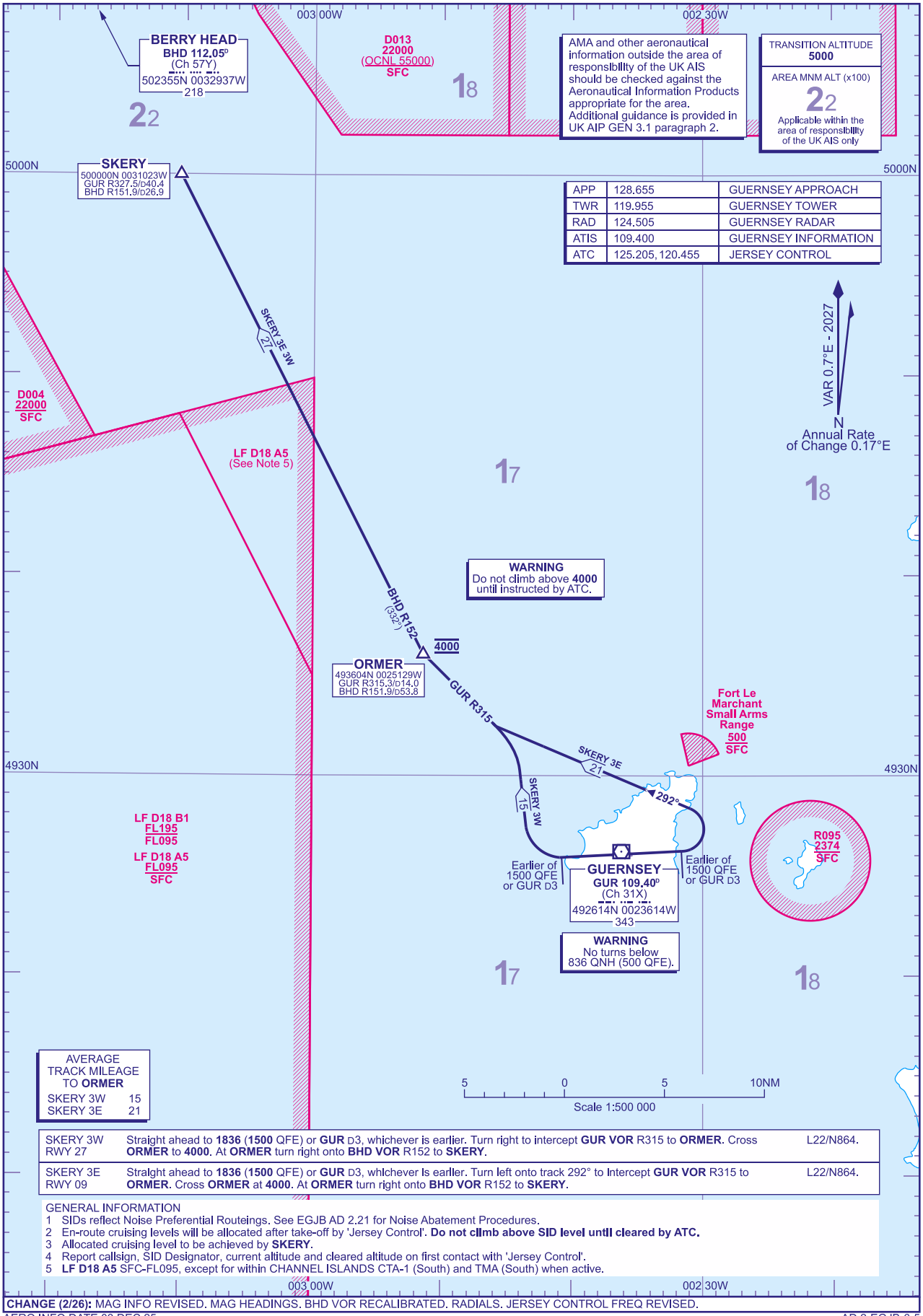
AERO INFO DATE 02 DEC 25

AD 2-EGJB-6-4

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GUERNSEY SKERY



SKERY 3W RWY 27	Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn right to intercept **GUR VOR** R315 to **ORMER**. Cross **ORMER** to **4000**. At **ORMER** turn right onto **BHD VOR** R152 to **SKERY**.	L22/N864.
SKERY 3E RWY 09	Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn left onto track 292° to intercept **GUR VOR** R315 to **ORMER**. Cross **ORMER** at **4000**. At **ORMER** turn right onto **BHD VOR** R152 to **SKERY**.	L22/N864.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.
2 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC.**
3 Allocated cruising level to be achieved by **SKERY**.
4 Report callsign, SID Designator, current altitude and cleared altitude on first contact with 'Jersey Control'.
5 **LF D18 A5** SFC-FL095, except for within CHANNEL ISLANDS CTA-1 (South) and TMA (South) when active.

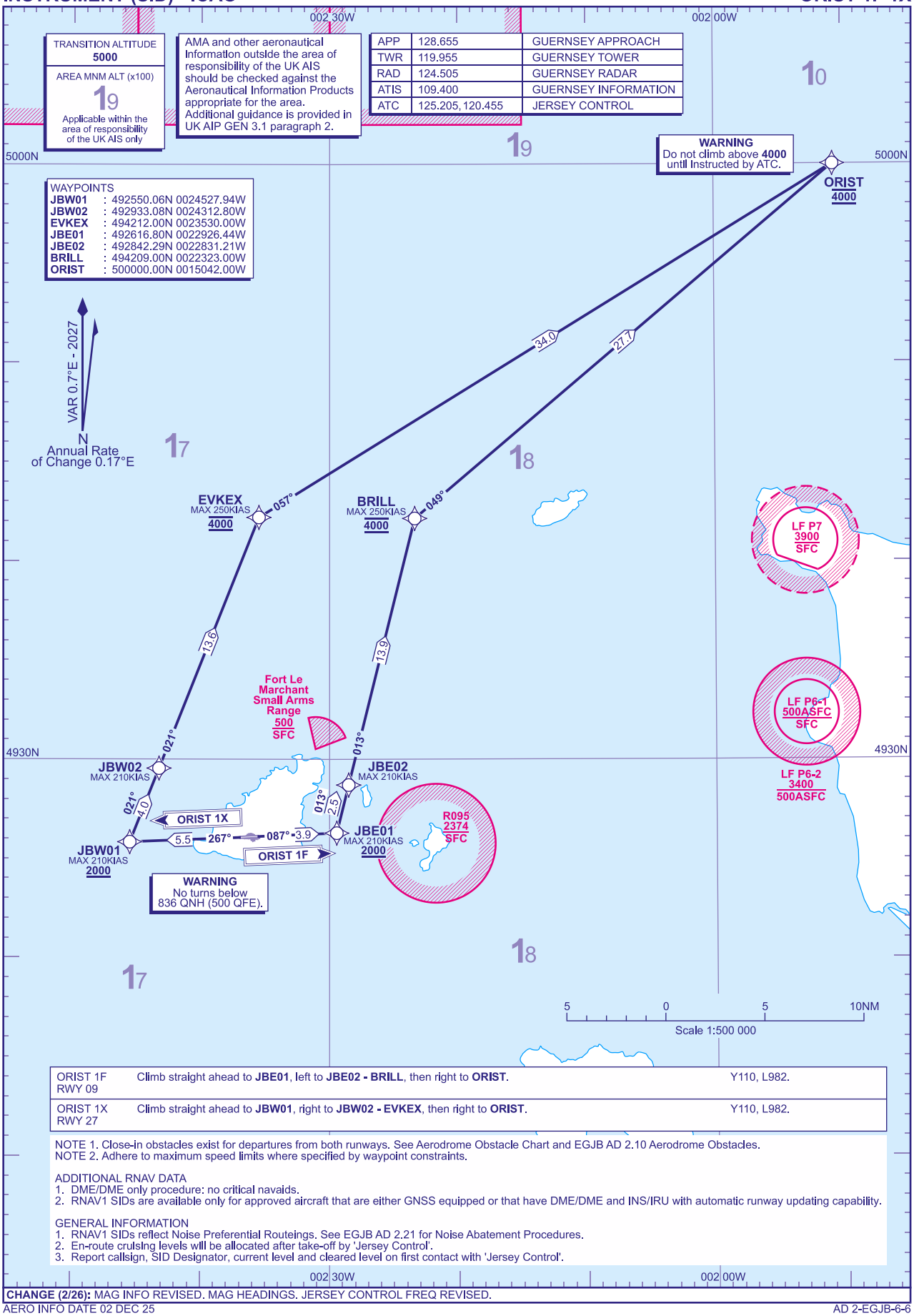
CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS. BHD VOR RECALIBRATED. RADIALS. JERSEY CONTROL FREQ REVISED.

AERO INFO DATE 03 DEC 25
AD 2-EGJB-6-5

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

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

GUERNSEY
RWY 09/27
ORIST 1F 1X



ORIST 1F RWY 09	Climb straight ahead to **JBE01**, left to **JBE02 - BRILL**, then right to **ORIST**.	Y110, L982.
ORIST 1X RWY 27	Climb straight ahead to **JBW01**, right to **JBW02 - EVKEX**, then right to **ORIST**.	Y110, L982.

NOTE 1. Close-in obstacles exist for departures from both runways. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.

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

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

CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS. JERSEY CONTROL FREQ REVISED.

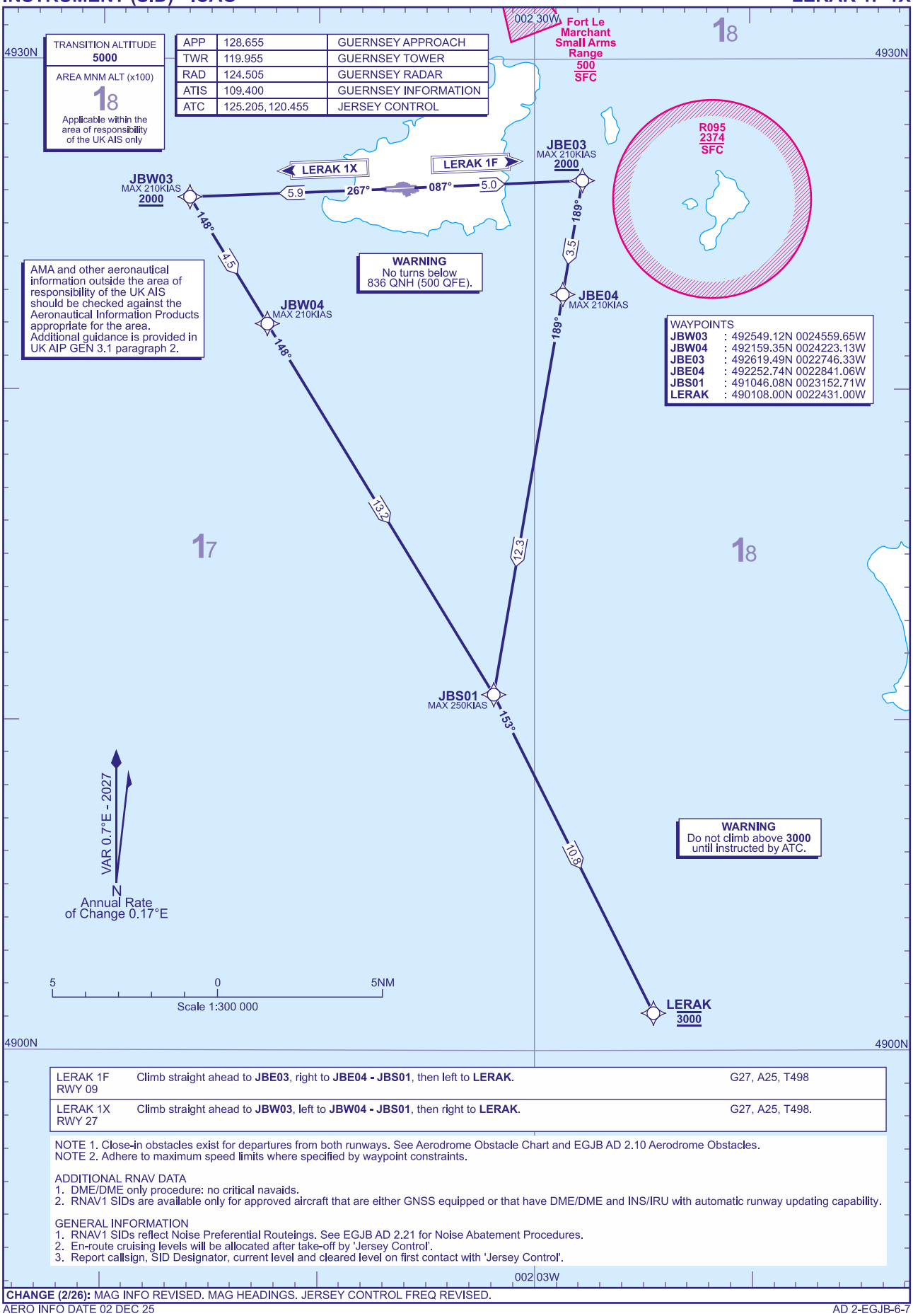
AERO INFO DATE 02 DEC 25

AD 2-EGJB-6-6

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

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

GUERNSEY
RWY 09/27
LERAK 1F 1X



LERAK 1F RWY 09	Climb straight ahead to **JBE03**, right to **JBE04 - JBS01**, then left to **LERAK**.	G27, A25, T498
LERAK 1X RWY 27	Climb straight ahead to **JBW03**, left to **JBW04 - JBS01**, then right to **LERAK**.	G27, A25, T498.

NOTE 1. Close-in obstacles exist for departures from both runways. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.

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

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

CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS. JERSEY CONTROL FREQ REVISED.

AERO INFO DATE 02 DEC 25

Standard Instrument Departure Coding Tables

GUERNSEY Runway 09 ORIST 1F

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORIST1F	001	CF	JBE01	492616.80N 0022926.44W	N	087° (087.6°)	0.7	3.9	LEFT	+2000	-210	RNAV1
ORIST1F	002	TF	JBE02	492842.29N 0022831.21W	N	013° (013.9°)	0.7	2.5	-	-	-210	RNAV1
ORIST1F	003	TF	BRILL	494209.00N 0022323.00W	N	013° (013.9°)	0.7	13.9	RIGHT	4000	-250	RNAV1
ORIST1F	004	TF	ORIST	500000.00N 0015042.00W	N	049° (049.6°)	0.7	27.7	-	4000	-	RNAV1

GUERNSEY Runway 27 ORIST 1X

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORIST1X	001	CF	JBW01	492550.06N 0024527.94W	N	267° (267.6°)	0.7	5.5	RIGHT	+2000	-210	RNAV1
ORIST1X	002	TF	JBW02	492933.08N 0024312.80W	N	021° (021.5°)	0.7	4.0	-	-	-210	RNAV1
ORIST1X	003	TF	EVKEX	494212.00N 0023530.00W	N	021° (021.6°)	0.7	13.6	RIGHT	4000	-250	RNAV1
ORIST1X	004	TF	ORIST	500000.00N 0015042.00W	N	057° (058.1°)	0.7	34.0	-	4000	-	RNAV1

GUERNSEY Runway 09 LERAK 1F

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LERAK1F	001	CF	JBE03	492619.49N 0022746.33W	N	087° (087.6°)	0.7	5.0	RIGHT	+2000	-210	RNAV1
LERAK1F	002	TF	JBE04	492252.74N 0022841.06W	N	189° (189.8°)	0.7	3.5	-	-	-210	RNAV1
LERAK1F	003	TF	JBS01	491046.08N 0023152.71W	N	189° (189.8°)	0.7	12.3	LEFT	-	-250	RNAV1
LERAK1F	004	TF	LERAK	490108.00N 0022431.00W	N	153° (153.3°)	0.7	10.8	-	3000	-	RNAV1

GUERNSEY Runway 27 LERAK 1X

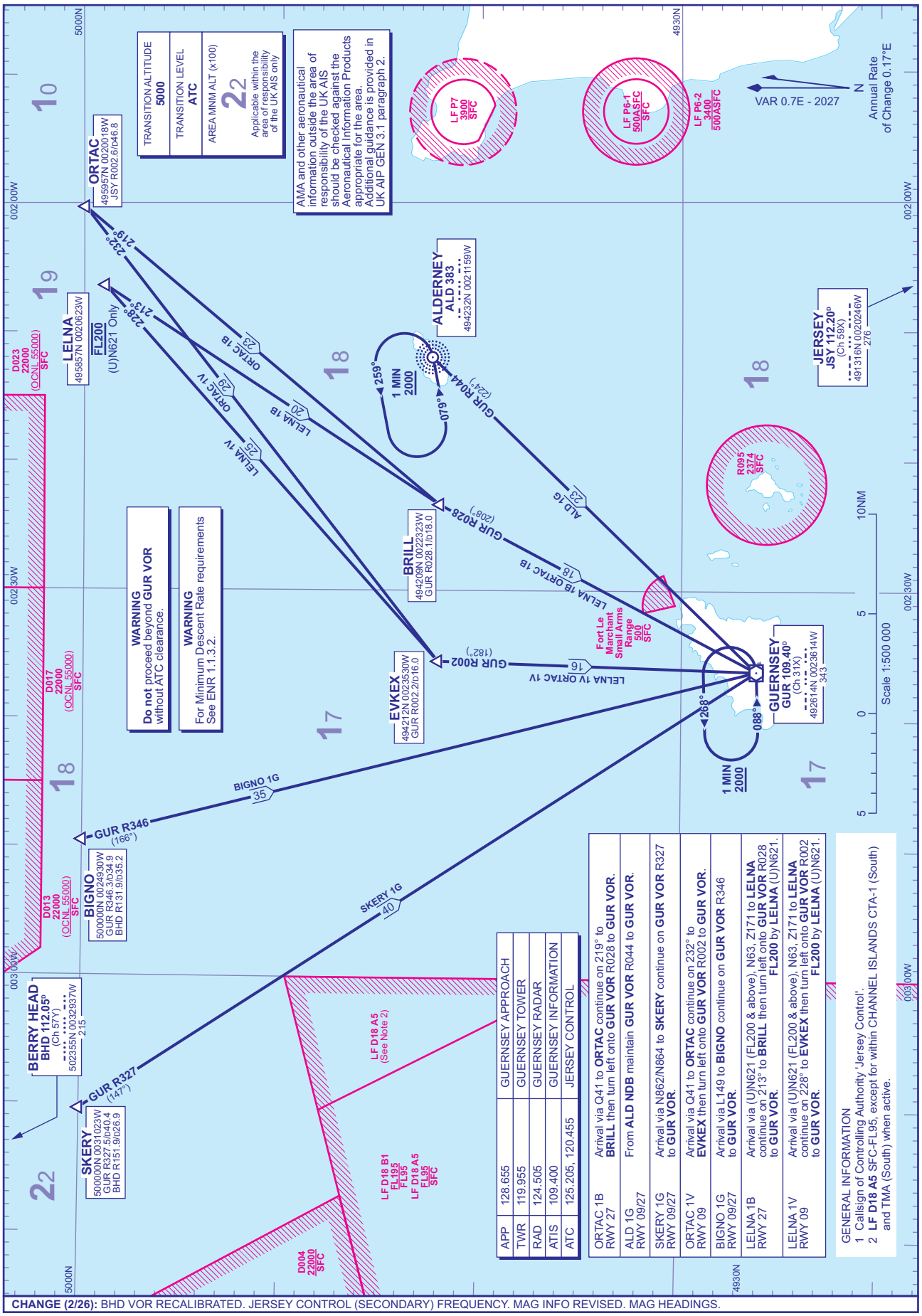
Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LERAK1X	001	CF	JBW03	492549.12N 0024559.65W	N	267° (267.6°)	0.7	5.9	LEFT	+2000	-210	RNAV1
LERAK1X	002	TF	JBW04	492159.35N 0024223.13W	N	148° (148.4°)	0.7	4.5	-	-	-210	RNAV1
LERAK1X	003	TF	JBS01	491046.08N 0023152.71W	N	148° (148.4°)	0.7	13.2	RIGHT	-	-250	RNAV1
LERAK1X	004	TF	LERAK	490108.00N 0022431.00W	N	153° (153.3°)	0.7	10.8	-	3000	-	RNAV1

CHANGE (2/26): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 02 DEC 25

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

GUERNSEY RWY 09/27
ORTAC 1B 1V ALD 1G SKERY 1G BIGNO 1G LELNA 1B 1V



CHANGE (2/26): BHD VOR RECALIBRATED. JERSEY CONTROL (SECONDARY) FREQUENCY. MAG INFO REVISED. MAG HEADINGS.

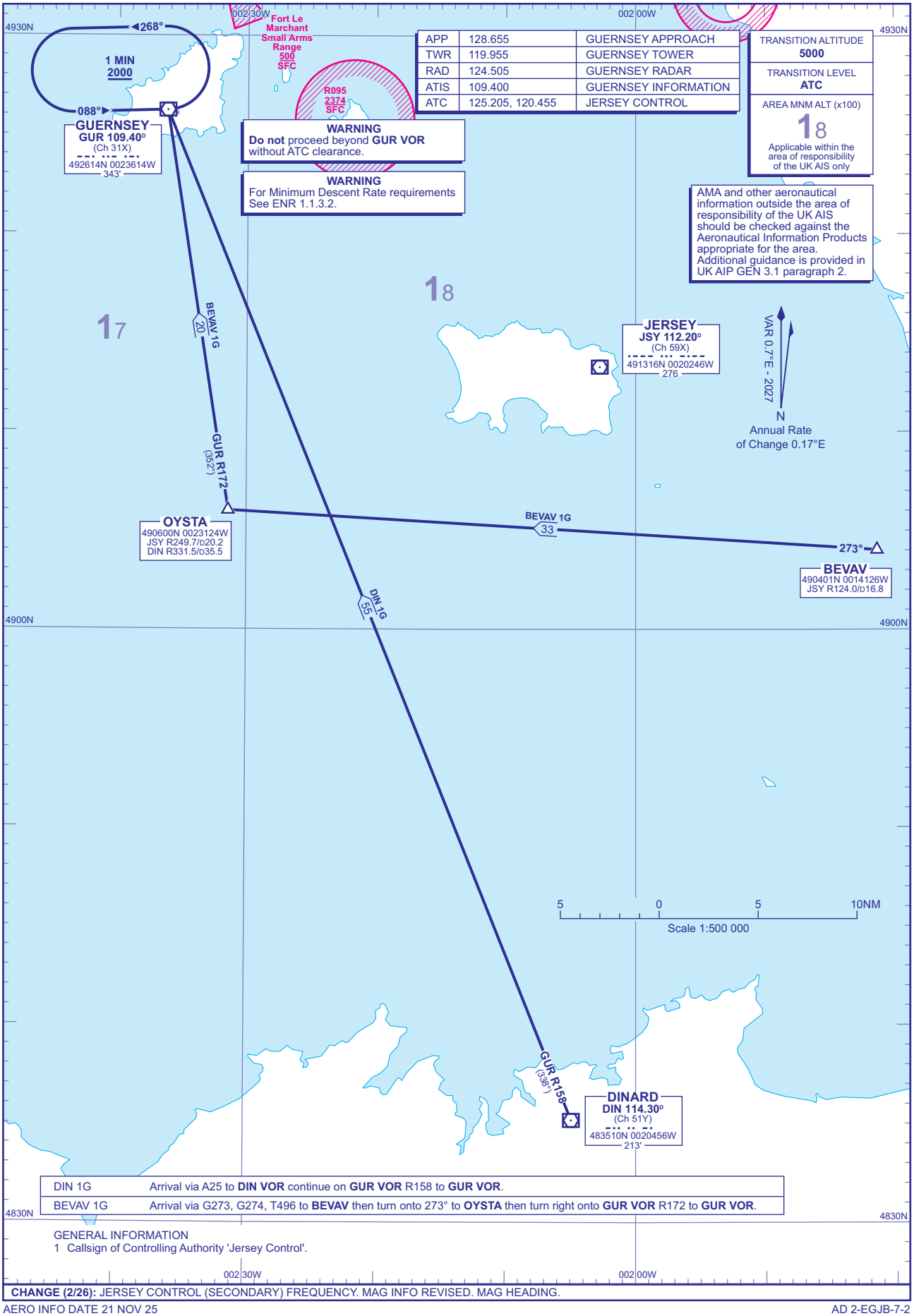
AERO INFO DATE 21 NOV 25

AD 2-EGJB-7-1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

GUERNSEY
RWY 09/27
BEVAV 1G DIN 1G



DIN 1G	Arrival via A25 to **DIN VOR** continue on **GUR VOR** R158 to **GUR VOR**.
BEVAV 1G	Arrival via G273, G274, T496 to **BEVAV** then turn onto 273° to **OYSTA** then turn right onto **GUR VOR** R172 to **GUR VOR**.

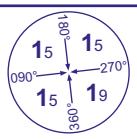
GENERAL INFORMATION
1 Callsign of Controlling Authority 'Jersey Control'.

CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY. MAG INFO REVISED. MAG HEADING.

AERO INFO DATE 21 NOV 25

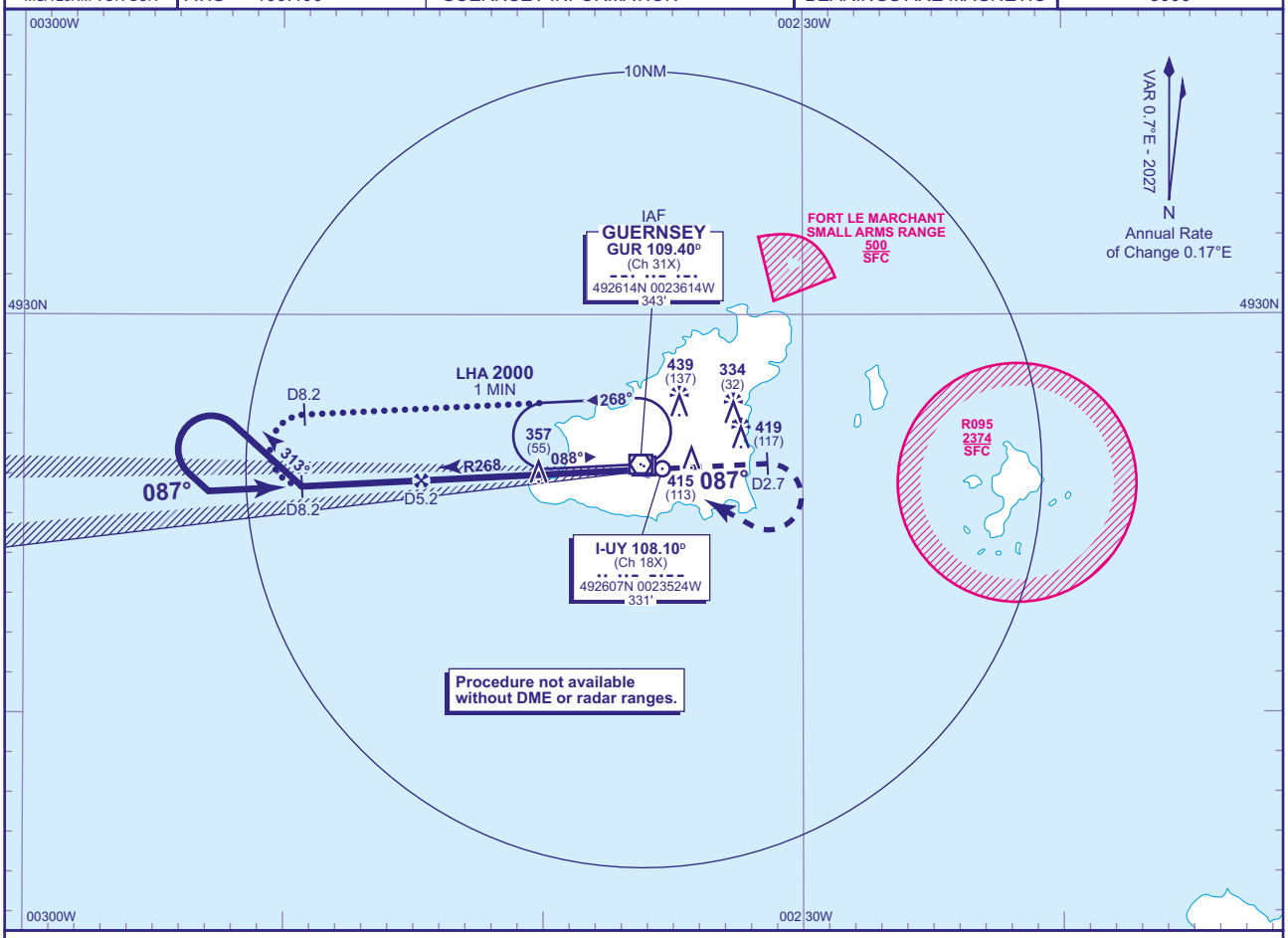
INSTRUMENT APPROACH CHART - ICAO

GUERNSEY ILS/DME/VOR RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

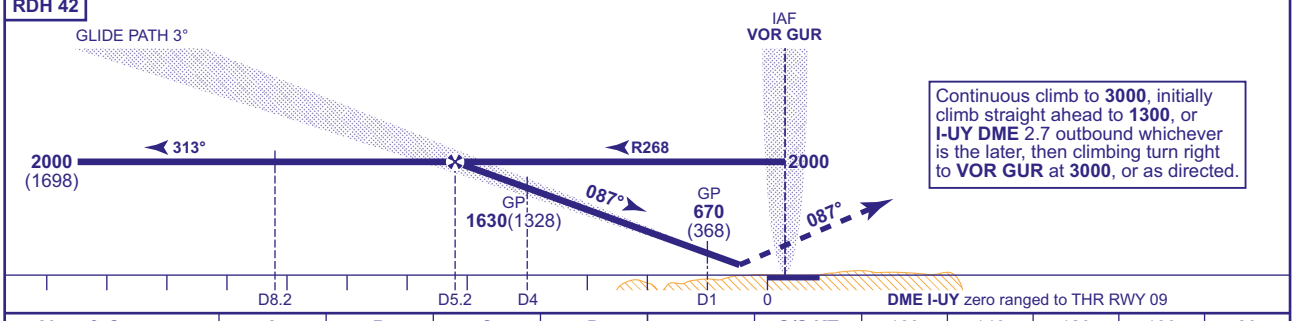
APP	128.655	GUERNSEY APPROACH	AD ELEVATION	336	TRANSITION ALTITUDE 5000
TWR	119.955	GUERNSEY TOWER	THR ELEVATION	302	
GMC	121.805	GUERNSEY GROUND	OBSTACLE ELEVATION 439 AMSL (137) (ABOVE THR)		
RAD	124.505	GUERNSEY RADAR			
ATIS	109.400	GUERNSEY INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-UY	5	4	3	2	1
ALT(HGT)	**1950**(1648)	**1630**(1328)	**1310**(1008)	**990**(688)	**670**(368)

RDH 42



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**466**(164)	**478**(176)	**490**(188)	**503**(201)
VM(C)OCA (OCH AAL)	Total Area	**830**(494)	**830**(494)	**930**(594)	**1030**(694)

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

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Arrival at VOR GUR (IAF) at **2000**. Extend the outbound leg of the VOR GUR holding pattern to I-UY DME 8.2 then turn left to establish on LOC. When established, descend on glide path to DA(H).

AIRCRAFT UNABLE TO RECEIVE DME
BASIC PROCEDURE: Inform ATC. Radar ranges will be passed at 8.2NM outbound, as appropriate and at 5.2NM inbound and 2.7NM outbound during missed approach procedure.
ALTERNATIVE PROCEDURE: Radar ranges will be passed at 8.2NM outbound as appropriate then as for basic procedure.

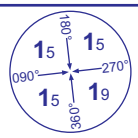
NOTE Aircraft will normally be required to hold not lower then 3000.

CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 27 NOV 25

INSTRUMENT APPROACH CHART - ICAO

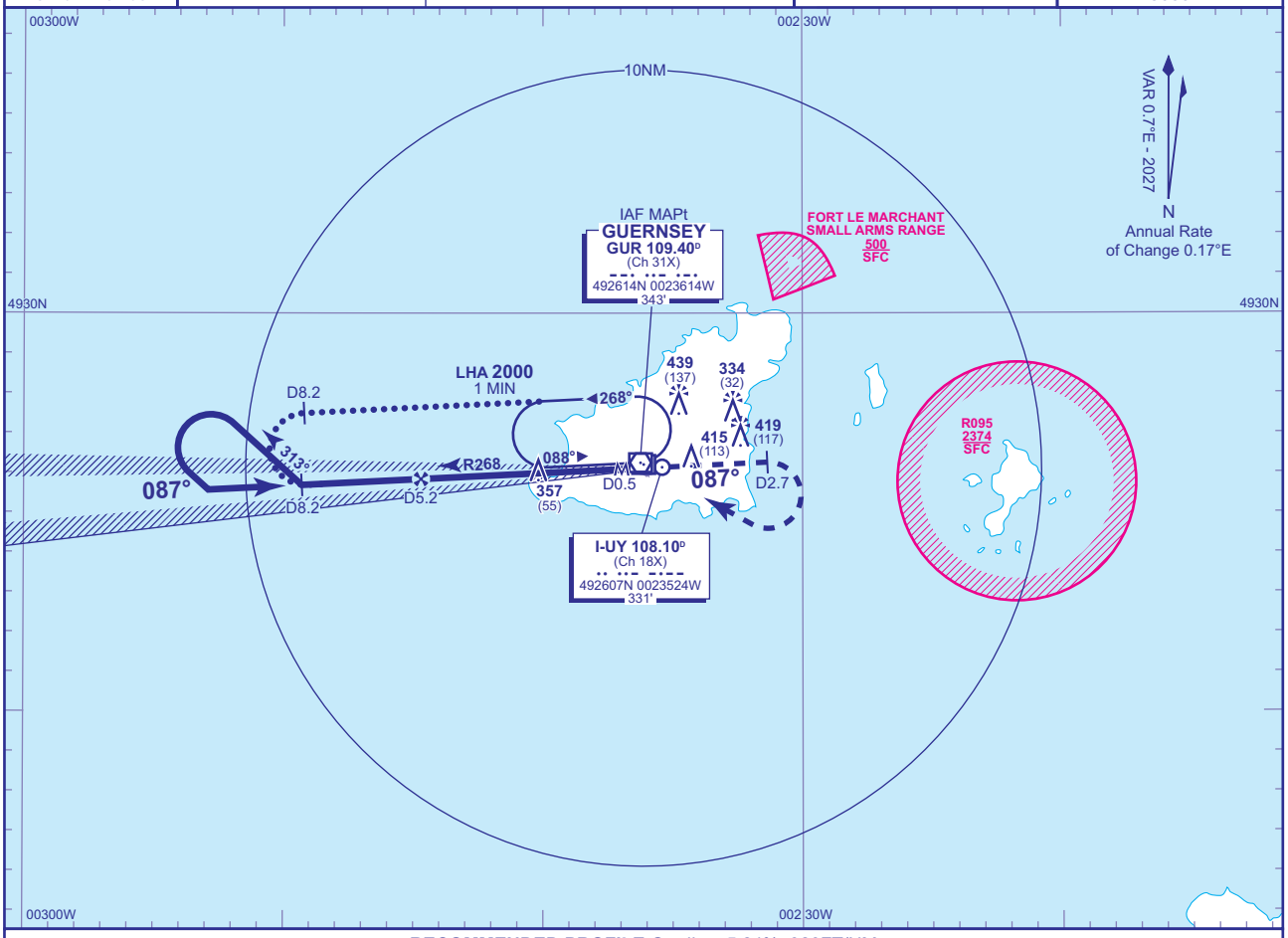
GUERNSEY LOC/DME/VOR RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

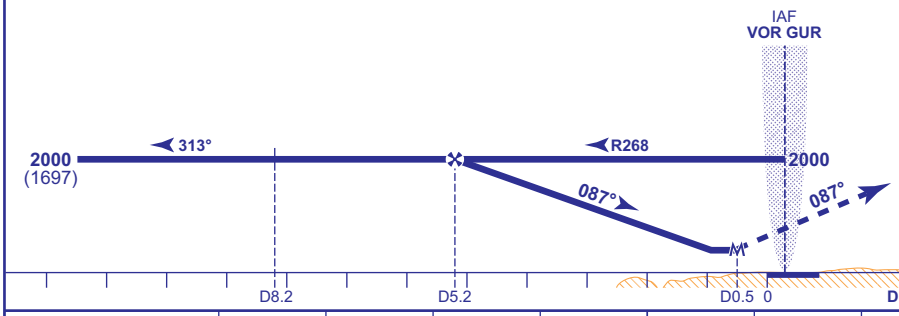
APP	128.655	GUERNSEY APPROACH	AD ELEVATION	**336**	
TWR	119.955	GUERNSEY TOWER	THR ELEVATION	**302**	
GMC	121.805	GUERNSEY GROUND	OBSTACLE ELEVATION **439 AMSL** (137) (ABOVE THR)		
RAD	124.505	GUERNSEY RADAR			
ATIS	109.400	GUERNSEY INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

DME I-UY	5	4	3	2	1
ALT(HGT)	**1950**(1648)	**1630**(1328)	**1310**(1008)	**990**(688)	**670**(368)



MAPt D0.5 I-UY DME
Continuous climb to **3000**, initially climb straight ahead to **1300**, or **I-UY DME** 2.7 outbound whichever is the later, then climbing turn right to **VOR GUR** at **3000**, or as directed.

Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**630**(328)	**630**(328)	**630**(328)	**630**(328)
VM(C)OCA (OCH AAL)	**Total Area**	**830**(494)	**830**(494)	**930**(594)	**1030**(694)

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

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Arrival at VOR GUR at 2000. Extend the outbound leg of the VOR GUR holding pattern to I-UY DME 8.2 then turn left to establish on LOC. When established, descend to MDA(H).

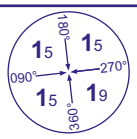
NOTE Aircraft will normally be required to hold not lower then 3000.

CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 27 NOV 25 AD 2-EGJB-8-2

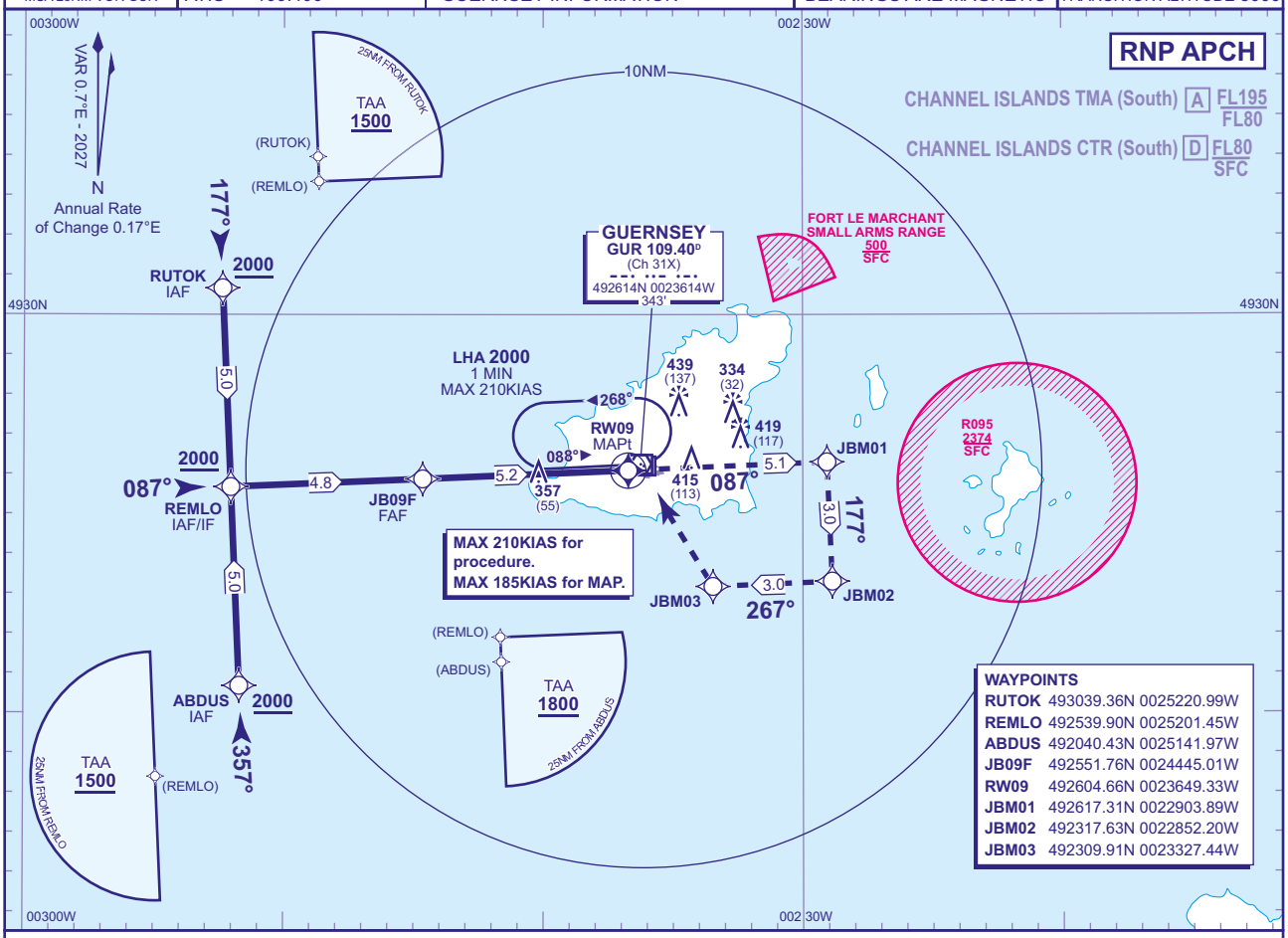
INSTRUMENT APPROACH CHART - ICAO

GUERNSEY
RNP
RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

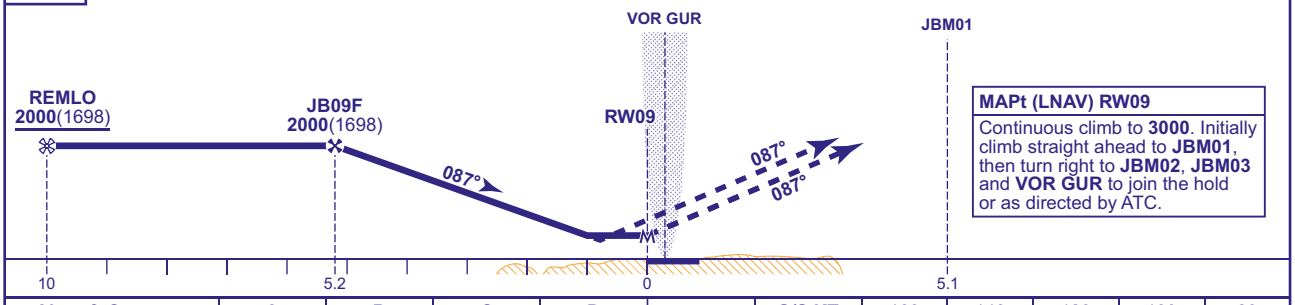
APP	128.655	GUERNSEY APPROACH	AD ELEVATION	336	EGNOS CH 59263 E09A
TWR	119.955	GUERNSEY TOWER	THR ELEVATION	302	MIN TEMP -5°C
GMC	121.805	GUERNSEY GROUND	OBSTACLE ELEVATION 439 AMSL (137) (ABOVE THR)		TRANSITION ALTITUDE 5000
RAD	124.505	GUERNSEY RADAR			
ATIS	109.400	GUERNSEY INFORMATION	BEARINGS ARE MAGNETIC		



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

NM to RW09	5	4	3	2	1
ALT(HGT)	**1940**(1638)	**1630**(1328)	**1310**(1008)	**990**(688)	**670**(368)

TCH 50



MAPt (LNAV) RW09

Continuous climb to **3000**. Initially climb straight ahead to **JBM01**, then turn right to **JBM02**, **JBM03** and **VOR GUR** to join the hold or as directed by ATC.

Aircraft Category		A	B	C	D
OCA (OCH)	LPV	**502**(200)	**502**(200)	**502**(200)	**502**(200)
	LNAV/VNAV	**600**(298)	**600**(298)	**600**(298)	**600**(298)
	LNAV	**620**(318)	**620**(318)	**620**(318)	**620**(318)
VM(C)OCA (OCH AAL)	Total Area	**740**(404)	**830**(494)	**930**(594)	**1030**(694)

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

NOTE 1 Pilots should 'Request RNP Approach' on first contact with Guernsey.
2 VOR GUR required for Missed Approach.
3 Aircraft will normally be required to hold not lower than **3000**.

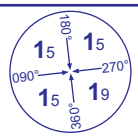
CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 26 NOV 25

AD 2-EGJB-8-3

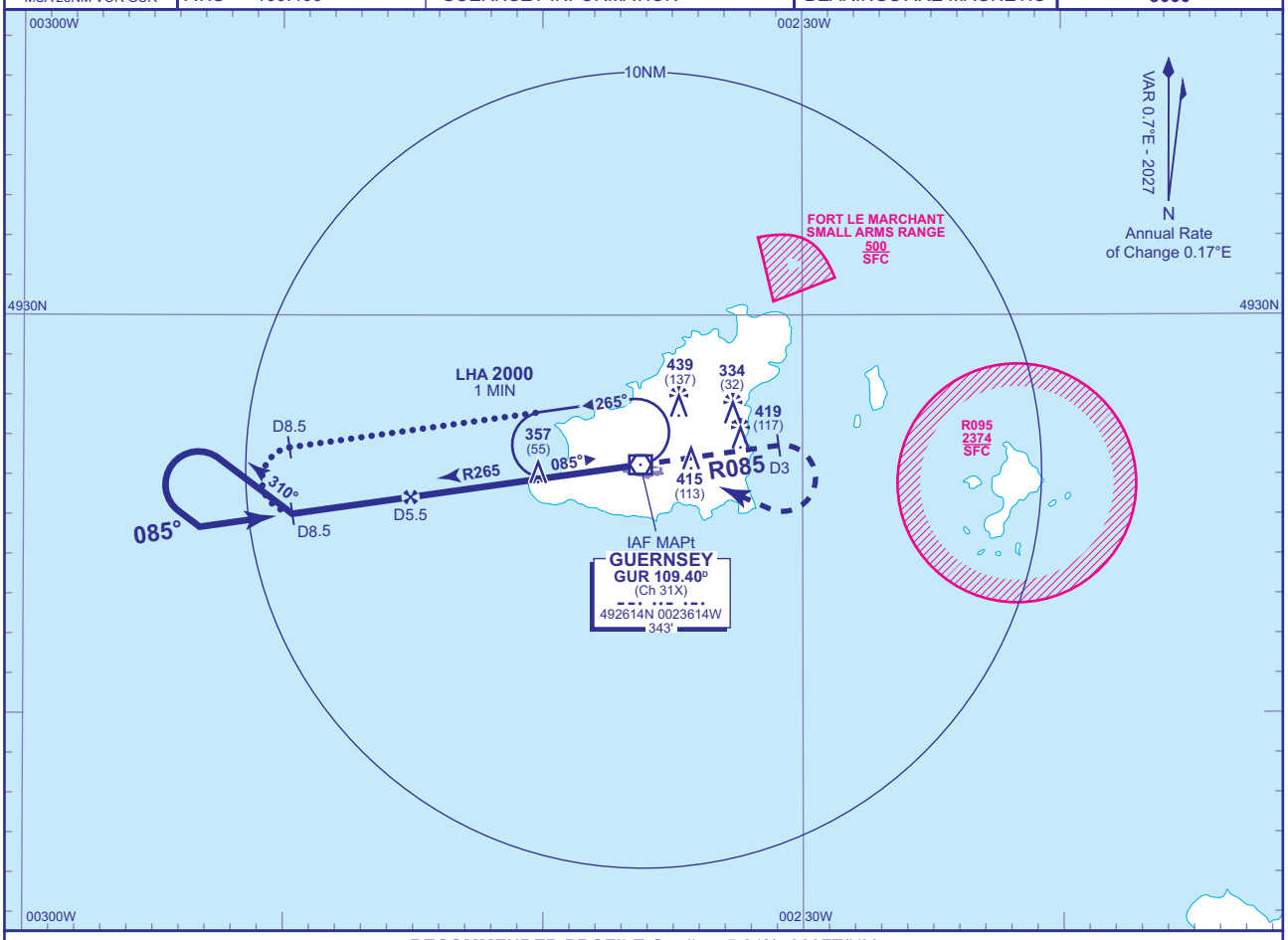
INSTRUMENT APPROACH CHART - ICAO

GUERNSEY VOR/DME RWY 09
(ACFT CAT A,B,C,D)



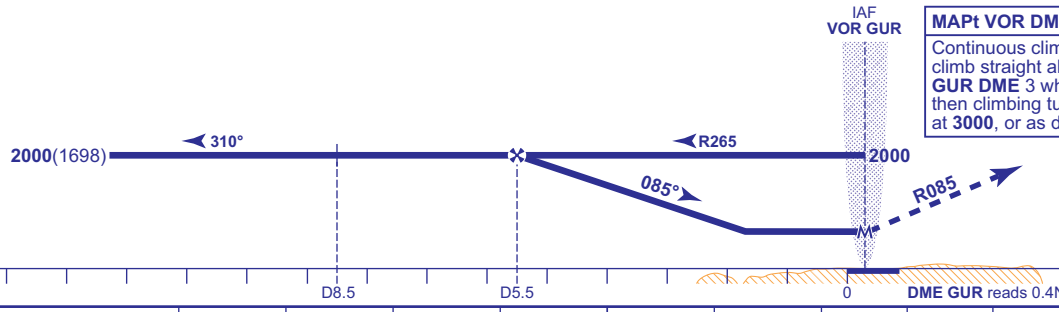
MSA 25NM VOR GUR

APP	128.655	GUERNSEY APPROACH	AD ELEVATION	**336**	TRANSITION ALTITUDE **5000**
TWR	119.955	GUERNSEY TOWER	THR ELEVATION	**302**	
GMC	121.805	GUERNSEY GROUND	OBSTACLE ELEVATION **439 AMSL** (137) (ABOVE THR)		
RAD	124.505	GUERNSEY RADAR			
ATIS	109.400	GUERNSEY INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

DME GUR	5	4	3	2
ALT(HGT)	**1820**(1518)	**1500**(1198)	**1180**(878)	**860**(558)



MAPt VOR DME GUR
Continuous climb to **3000**, initially climb straight ahead to **1300**, or **GUR DME** 3 whichever is the later, then climbing turn right to **VOR GUR** at **3000**, or as directed.

DME GUR reads 0.4NM at THR RWY 09

Aircraft Category		A	B	C	D
OCA (OCH)	**WITH DME**	**640**(338)	**640**(338)	**640**(338)	**640**(338)
	NO DME	**690**(388)	**690**(388)	**690**(388)	**690**(388)
VM(C)OCA (OCH AAL)	**Total Area**	**830**(494)	**830**(494)	**930**(594)	**1030**(694)

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

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Extend the outbound leg of the VOR GUR holding pattern to GUR DME 8.5 then turn left to establish on FAT. When established, descend from the FAF GUR DME 5.5 to MDA(H).

AIRCRAFT UNABLE TO RECEIVE DME
BASIC PROCEDURE: As for main procedure with DME except fly outbound for 2 MIN prior to procedure turn right to established on the FAT, descend to MDA(H).
ALTERNATIVE PROCEDURE: As for main procedure with DME except fly outbound leg of racetrack for 2.5 MIN. When established inbound, descend to MDA(H).

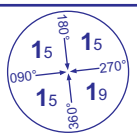
NOTE **1** FAT is offset 4° south from RWY 09 C/L.
2 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (2/26): MAG INFO REVISED.

AERO INFO DATE 27 NOV 25 AD 2-EGJB-8-4

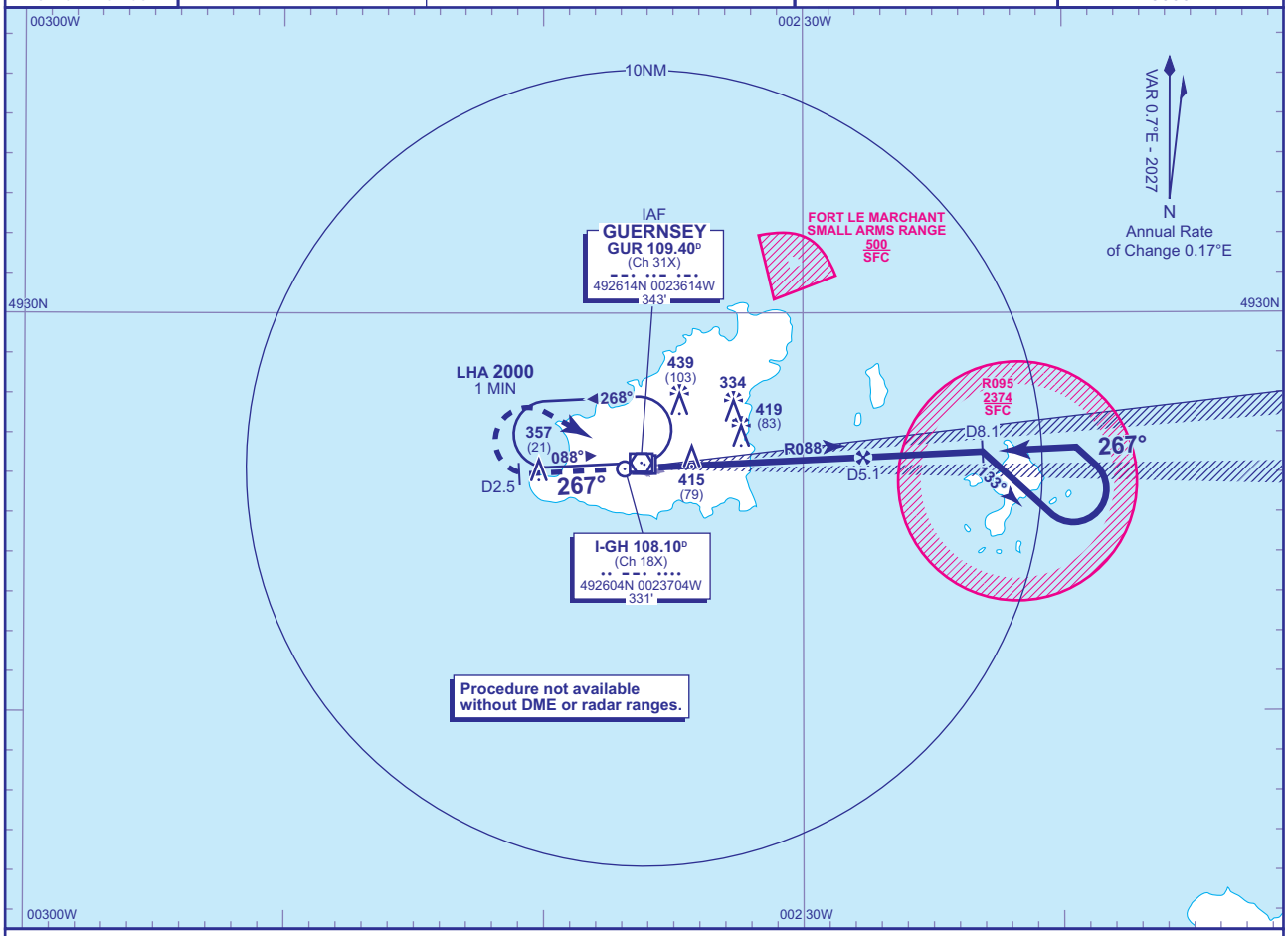
INSTRUMENT APPROACH CHART - ICAO

GUERNSEY ILS/DME/VOR RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

APP	128.655	GUERNSEY APPROACH	AD ELEVATION	336	TRANSITION ALTITUDE 5000
TWR	119.955	GUERNSEY TOWER	THR ELEVATION	336	
GMC	121.805	GUERNSEY GROUND	OBSTACLE ELEVATION 439 AMSL (103) (ABOVE THR)		
RAD	124.505	GUERNSEY RADAR			
ATIS	109.400	GUERNSEY INFORMATION	BEARINGS ARE MAGNETIC		

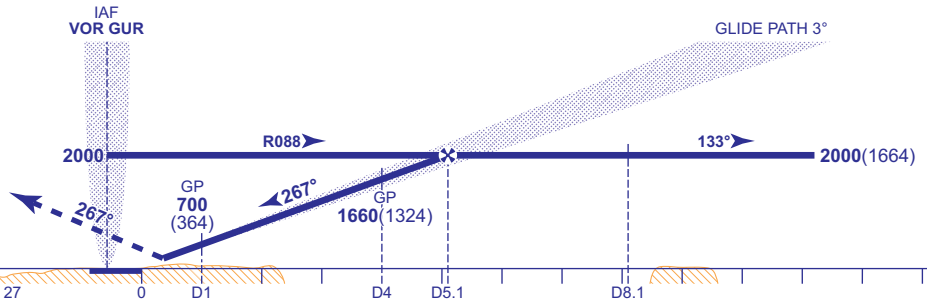


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-GH	5	4	3	2	1
ALT(HGT)	**1980**(1644)	**1660**(1324)	**1340**(1004)	**1020**(684)	**700**(364)

RDH 44

Continuous climb to **3000**, initially climb straight ahead to **2000**, or **I-GH DME** 2.5 whichever is the later, then turn right to **VOR GUR** at **3000**, or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**508**(172)	**516**(180)	**526**(190)	**537**(201)
VM(C)OCA (OCH AAL)	Total Area	**830**(494)	**830**(494)	**930**(594)	**1030**(694)

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

AIRCRAFT UNABLE TO RECEIVE DME
Inform ATC. Radar ranges will be passed at 8.1NM outbound, 5.1NM inbound and 2.5NM outbound during missed approach procedure.

NOTE
1 Authority to penetrate restricted area R095 will be granted by Guernsey ATC prior to start of this procedure.
2 Aircraft will normally be required to hold not lower than 3000.
3 Pilots must not descend on RWY 27 GP until fully established on RWY 27 LOC.

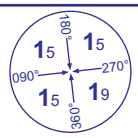
CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 27 NOV 25

AD 2-EGJB-8-5

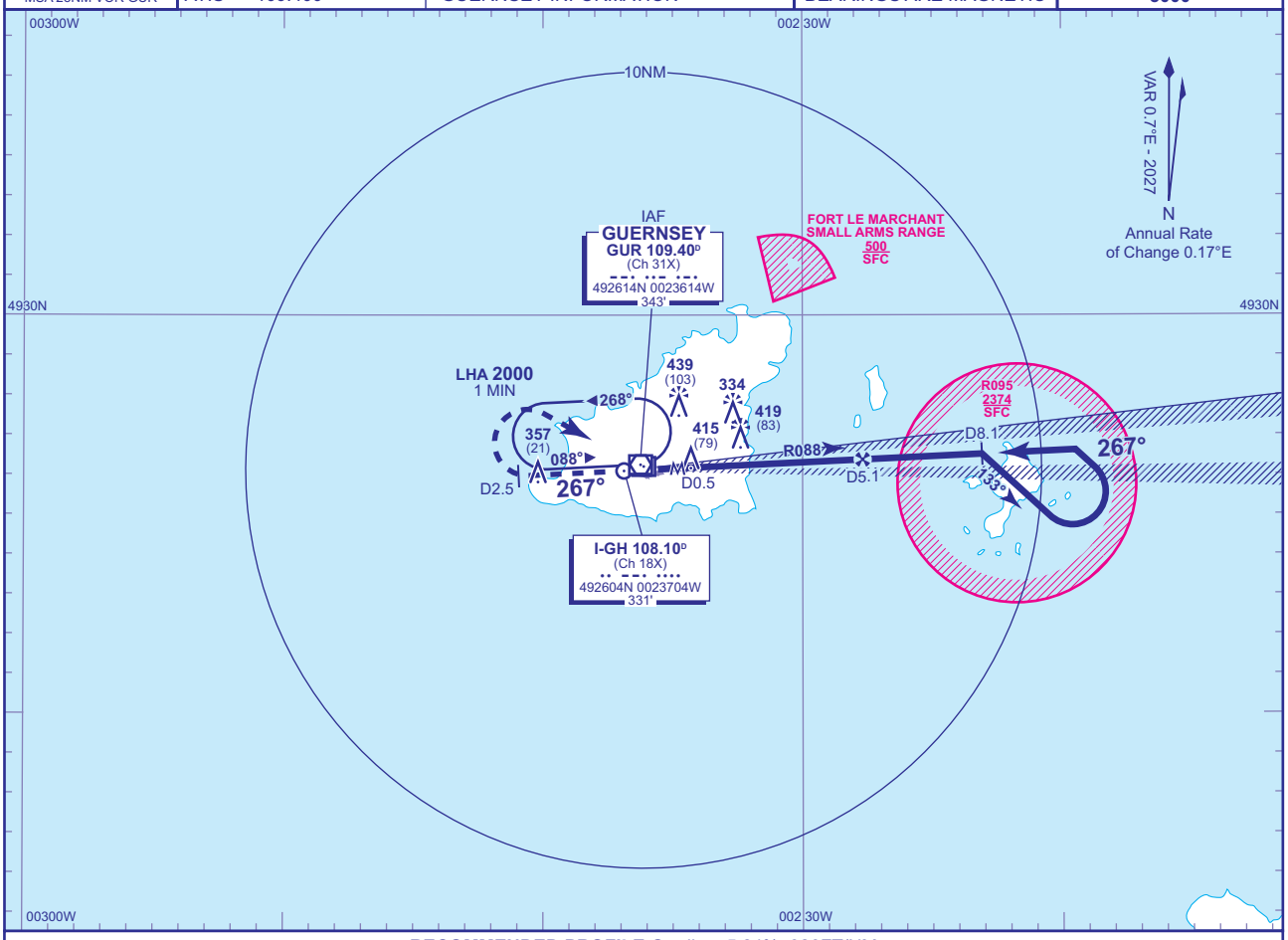
INSTRUMENT APPROACH CHART - ICAO

GUERNSEY LOC/DME/VOR RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

APP	128.655	GUERNSEY APPROACH	AD ELEVATION	**336**	TRANSITION ALTITUDE **5000**
TWR	119.955	GUERNSEY TOWER	THR ELEVATION	**336**	
GMC	121.805	GUERNSEY GROUND	OBSTACLE ELEVATION **439 AMSL** (103) (ABOVE THR)		
RAD	124.505	GUERNSEY RADAR			
ATIS	109.400	GUERNSEY INFORMATION	BEARINGS ARE MAGNETIC		

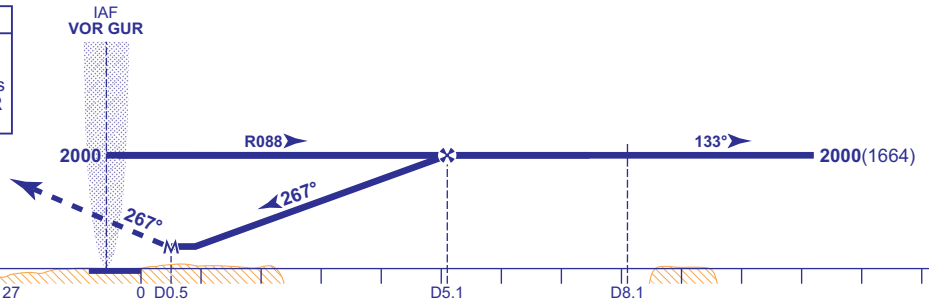


RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

DME I-GH	5	4	3	2	1
ALT(HGT)	**1980**(1644)	**1660**(1324)	**1340**(1004)	**1020**(684)	**700**(364)

MAPt D0.5 I-GH

Continuous climb to **3000**, initially climb straight ahead to **2000**, or **I-GH DME** 2.5 outbound whichever is the later, then turn right to **VOR GUR** at **3000**, or as directed.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**670**(334)	**670**(334)	**670**(334)	**670**(334)
VM(C)OCA (OCH AAL)	**Total Area**	**830**(494)	**830**(494)	**930**(594)	**1030**(694)

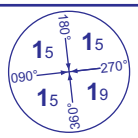
Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE **1** Authority to penetrate restricted area R095 will be granted by Guernsey ATC prior to start of this procedure.
2 Aircraft will normally be required to hold not lower than 3000.

CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS.

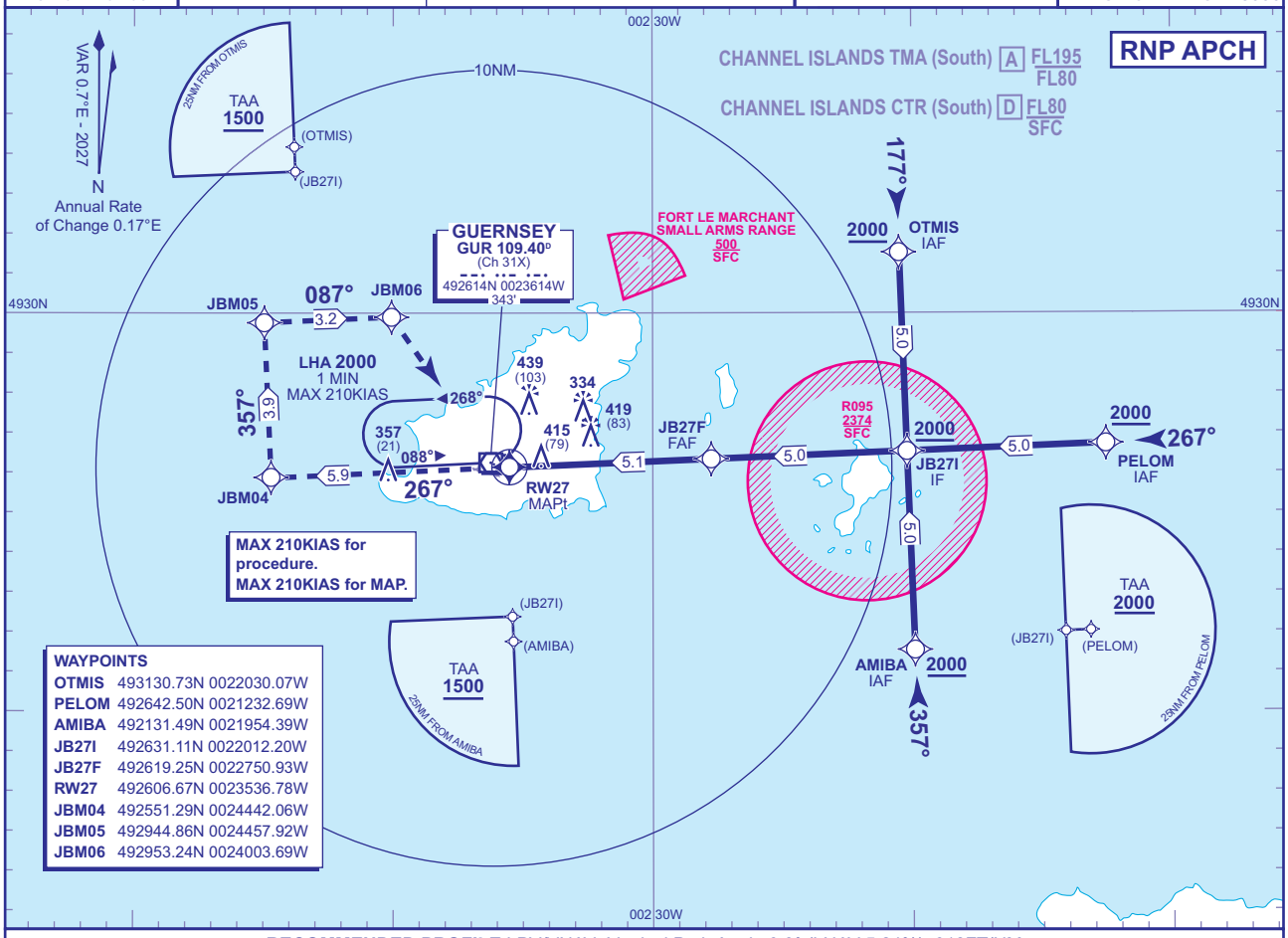
INSTRUMENT APPROACH CHART - ICAO

GUERNSEY
RNP
RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

APP	128.655	GUERNSEY APPROACH	AD ELEVATION	336	EGNOS CH 65543 E27A
TWR	119.955	GUERNSEY TOWER	THR ELEVATION	336	MIN TEMP -5°C
GMC	121.805	GUERNSEY GROUND	OBSTACLE ELEVATION 439 AMSL (103) (ABOVE THR)		TRANSITION ALTITUDE 5000
RAD	124.505	GUERNSEY RADAR			
ATIS	109.400	GUERNSEY INFORMATION	BEARINGS ARE MAGNETIC		



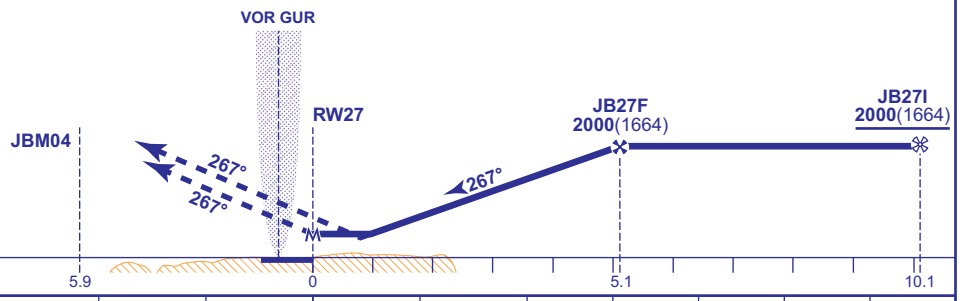
RECOMMENDED PROFILE LPV/VNAV -Vertical Path Angle 3.0° (LNAV 5.24%), 318FT/NM

NM to RW27	5	4	3	2	1
ALT(HGT)	**1980**(1644)	**1660**(1324)	**1340**(1004)	**1020**(684)	**700**(364)

TCH 50

MAPt (LNAV) RW27

Continuous climb to **3000**. Initially climb straight ahead to **JBM04**, then turn right to **JBM05**, **JBM06** and **VOR GUR** to join the hold or as directed by ATC



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LPV	**536**(200)	**536**(200)	**536**(200)	**536**(200)		FT/MIN	850	740	640	530	420
	LNAV/VNAV	**660**(324)	**660**(324)	**660**(324)	**660**(324)							
	LNAV	**680**(344)	**680**(344)	**680**(344)	**680**(344)							
VM(C)OCA (OCH AAL)	Total Area	**740**(404)	**830**(494)	**930**(594)	**1030**(694)							

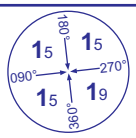
NOTE 1 Pilots should 'Request RNP Approach' on first contact with Guernsey.
2 VOR GUR required for Missed Approach.
3 Authority to penetrate restricted area R095 will be granted by Guernsey ATC prior to start of procedure.
4 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 02 DEC 25

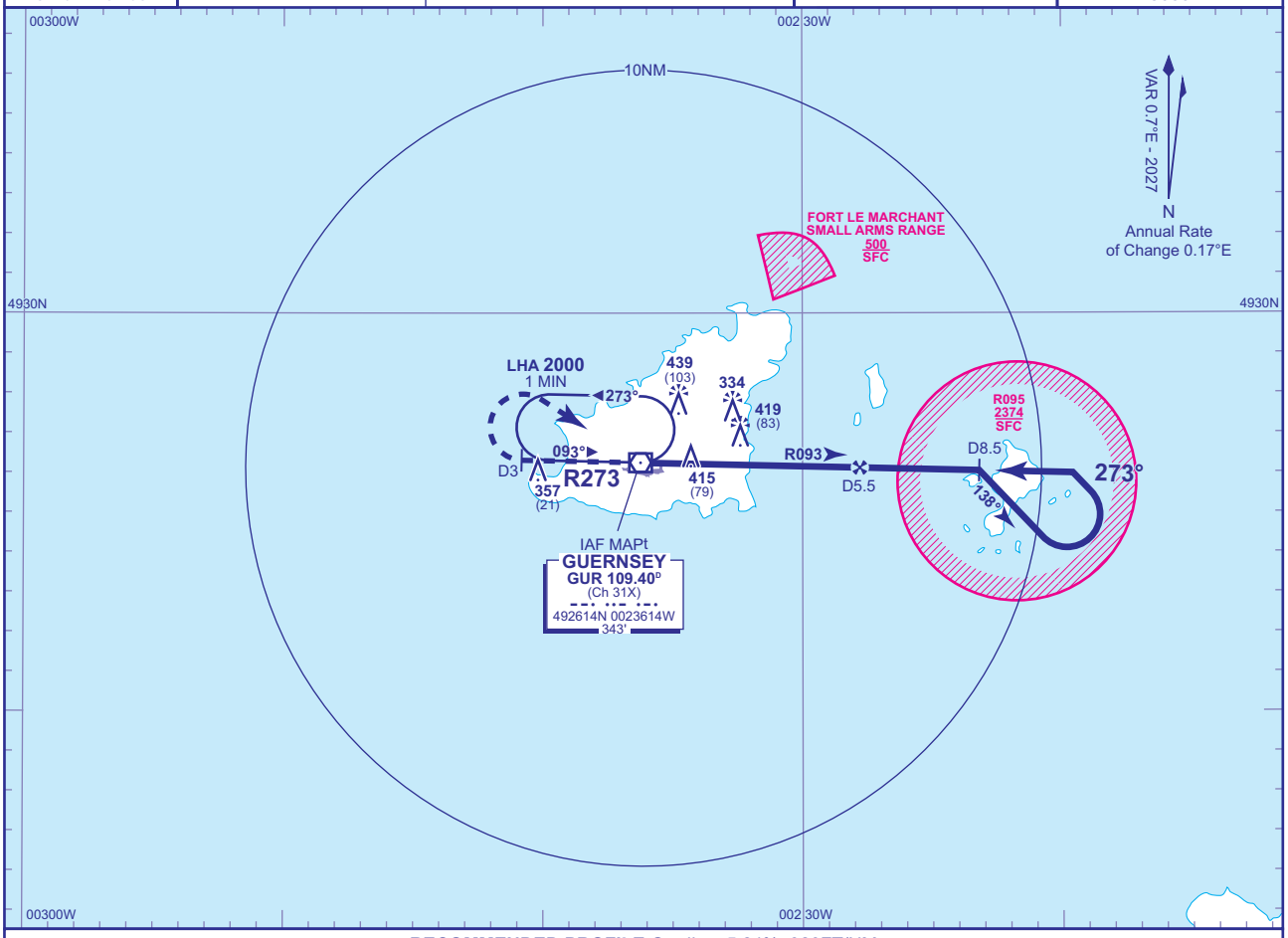
INSTRUMENT APPROACH CHART - ICAO

GUERNSEY VOR/DME RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

APP	128.655	GUERNSEY APPROACH	AD ELEVATION	336	TRANSITION ALTITUDE 5000
TWR	119.955	GUERNSEY TOWER	THR ELEVATION	336	
GMC	121.805	GUERNSEY GROUND	OBSTACLE ELEVATION 439 AMSL (103) (ABOVE THR)		
RAD	124.505	GUERNSEY RADAR			
ATIS	109.400	GUERNSEY INFORMATION	BEARINGS ARE MAGNETIC		

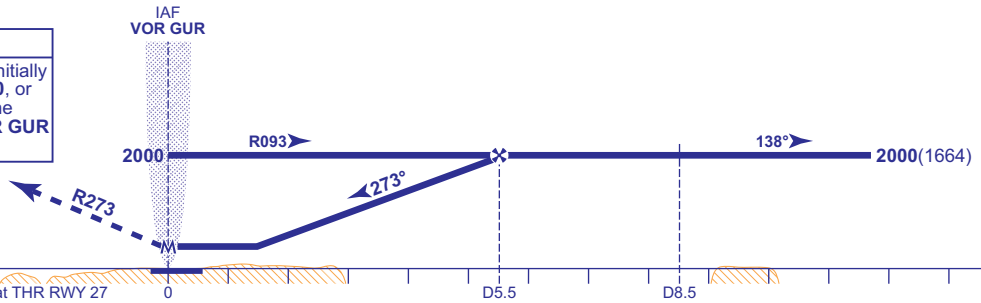


RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

DME GUR	5	4	3	2
ALT(HGT)	**1850**(1514)	**1530**(1194)	**1210**(874)	**890**(554)

MAPt VOR DME GUR

Continuous climb to **3000**, initially climb straight ahead to **2000**, or **GUR DME** 3 whichever is the later, then turn right to **VOR GUR** at **3000**, or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	WITH DME	**680**(344)	**680**(344)	**680**(344)	**680**(344)
	NO DME	**730**(394)	**730**(394)	**730**(394)	**730**(394)
VM(C)OCA (OCH AAL)	Total Area	**830**(494)	**830**(494)	**930**(594)	**1030**(694)

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

AIRCRAFT UNABLE TO RECEIVE DME
As for main procedure with DME except fly outbound for 2 MIN prior to procedure turn right to establish on FAT. When established, descend to MDH.

NOTE 1 FAT offset 4° south from RWY 27 C/L.
2 Authority to penetrate restricted area R095 will be granted by Guernsey ATC prior to start of this procedure.
3 Aircraft will normally be required to hold not lower than 3000.

CHANGE (2/26): MAG INFO REVISED.

AERO INFO DATE 27 NOV 25
AD 2-EGJB-8-8

Instrument Approach Procedure Coding Tables

Guernsey RNP RWY 09 - Instrument Approach Procedure via ABDUS

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R09R	001	IF	ABDUS	N	-	-	2000	210	492040.43N 0025141.97W	IAF / D11.5
R09R	002	TF	REMLO	N	357° (357.6°)	RIGHT	2000	-	492539.90N 0025201.45W	IF / 10.0NM
R09R	003	TF	JB09F	N	087° (087.6°)	-	2000	-	492551.76N 0024445.01W	FAF / 5.2NM
R09R	004	TF	RW09	Y	087° (087.6°)	-	-	-	492604.66N 0023649.33W	MAPt
R09R	005	CF	JBM01	N	087° (087.6°)	RIGHT	-	185	492617.31N 0022903.89W	-
R09R	006	TF	JBM02	N	177° (177.6°)	RIGHT	-	185	492317.63N 0022852.20W	-
R09R	007	TF	JBM03	N	267° (267.6°)	RIGHT	-	185	492309.91N 0023327.44W	-
R09R	008	DF	VOR GUR	N	-	LEFT	3000	-	-	Conventional Hold

Guernsey RNP RWY 09 - Instrument Approach Procedure via REMLO

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R09C	002	IF	REMLO	N	-	-	2000	-	492539.90N 0025201.45W	IAF / IF / 10.0NM
R09C	003	TF	JB09F	N	087° (087.6°)	-	2000	-	492551.76N 0024445.01W	FAF / 5.2NM
R09C	004	TF	RW09	Y	087° (087.6°)	-	-	-	492604.66N 0023649.33W	MAPt
R09C	005	CF	JBM01	N	087° (087.6°)	RIGHT	-	185	492617.31N 0022903.89W	-
R09C	006	TF	JBM02	N	177° (177.6°)	RIGHT	-	185	492317.63N 0022852.20W	-
R09C	007	TF	JBM03	N	267° (267.6°)	RIGHT	-	185	492309.91N 0023327.44W	-
R09C	008	DF	VOR GUR	N	-	LEFT	3000	-	-	Conventional Hold

Guernsey RNP RWY 09 - Instrument Approach Procedure via RUTOK

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R09L	001	IF	RUTOK	N	-	-	2000	210	493039.36N 0025220.99W	IAF / D11.4
R09L	002	TF	REMLO	N	177° (177.6°)	LEFT	2000	-	492539.90N 0025201.45W	IF / 10.0NM
R09L	003	TF	JB09F	N	087° (087.6°)	-	2000	-	492551.76N 0024445.01W	FAF / 5.2NM
R09L	004	TF	RW09	Y	087° (087.6°)	-	-	-	492604.66N 0023649.33W	MAPt
R09L	005	CF	JBM01	N	087° (087.6°)	RIGHT	-	185	492617.31N 0022903.89W	-
R09L	006	TF	JBM02	N	177° (177.6°)	RIGHT	-	185	492317.63N 0022852.20W	-
R09L	007	TF	JBM03	N	267° (267.6°)	RIGHT	-	185	492309.91N 0023327.44W	-
R09L	008	DF	VOR GUR	N	-	LEFT	3000	-	-	Conventional Hold

CHANGE (2/26): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 26 NOV 25

SBAS FAS Data Block Coding Data

Guernsey RNP RWY 09

Input Data	
Parameters	**Values**
Operation Type	0
SBAS Provider	1
Airport Identifier	EGJB
Runway	09
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E09A
LTP/FTP Latitude	492604.6625N
LTP/FTP Longitude	0023649.3270W
LTP/FTP Ellipsoidal Height (metres)	141.3
FPAP Latitude	492606.9925N
Delta FPAP Latitude (seconds)	2.3300
FPAP Longitude	0023525.2755W
Delta FPAP Longitude (seconds)	84.0515
Threshold Crossing Height	50.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	232
HAL (metres)	40.0
VAL (metres)	35.0

Output Data	
Data Block	10 02 0A 07 05 09 00 00 01 39 30 05 ED 0C 37 15 A2 D9 E0 FE 85 19 34 12 00 A7 90 02 F4 01 2C 01 64 1D C8 AF 1D 58 D4 DB
Calculated CRC Value	1D58D4DB

Additional Data	
Parameters	**Values**
ICAO Code	EG
LTP/FTP Orthometric Height (metres)	92.1
FPAP Orthometric Height (metres)	102.4

CHANGE (11/20): RNP REFERENCES ADDED.

Instrument Approach Procedure Coding Tables

Guernsey RNP RWY 27 - Instrument Approach Procedure via OTMIS

Designator	Sequence Number	Path Termination	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R27R	001	IF	OTMIS	N	-	-	2000	210	493130.73N 0022030.07W	IAF / D11.5
R27R	002	TF	JB27I	N	177° (177.8°)	RIGHT	2000	-	492631.11N 0022012.20W	IF / 10.1NM
R27R	003	TF	JB27F	N	267° (267.8°)	-	2000	-	492619.25N 0022750.93W	FAF / 5.1NM
R27R	004	TF	RW27	Y	267° (267.7°)	-	-	-	492606.67N 0023536.78W	MAPt
R27R	005	CF	JBM04	N	267° (267.6°)	RIGHT	-	210	492551.29N 0024442.06W	-
R27R	006	TF	JBM05	N	357° (357.5°)	RIGHT	-	210	492944.86N 0024457.92W	-
R27R	007	TF	JBM06	N	087° (087.5°)	RIGHT	-	210	492953.24N 0024003.69W	-
R27R	008	DF	VOR GUR	N	-	LEFT	3000	-	-	Conventional Hold

Guernsey RNP RWY 27 - Instrument Approach Procedure via PELOM

Designator	Sequence Number	Path Termination	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R27C	001	IF	PELOM	N	-	-	2000	210	492642.50N 0021232.69W	IAF / D15.5
R27C	002	TF	JB27I	N	267° (267.9°)	-	2000	-	492631.11N 0022012.20W	IF / 10.1NM
R27C	003	TF	JB27F	N	267° (267.8°)	-	2000	-	492619.25N 0022750.93W	FAF / 5.1NM
R27C	004	TF	RW27	Y	267° (267.7°)	-	-	-	492606.67N 0023536.78W	MAPt
R27C	005	CF	JBM04	N	267° (267.6°)	RIGHT	-	210	492551.29N 0024442.06W	-
R27C	006	TF	JBM05	N	357° (357.5°)	RIGHT	-	210	492944.86N 0024457.92W	-
R27C	007	TF	JBM06	N	087° (087.5°)	RIGHT	-	210	492953.24N 0024003.69W	-
R27C	008	DF	VOR GUR	N	-	LEFT	3000	-	-	Conventional Hold

Guernsey RNP RWY 27 - Instrument Approach Procedure via AMIBA

Designator	Sequence Number	Path Termination	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R27L	001	IF	AMIBA	N	-	-	2000	210	492131.49N 0021954.39W	IAF / D11.7
R27L	002	TF	JB27I	N	357° (357.8°)	LEFT	2000	-	492631.11N 0022012.20W	IF / 10.1NM
R27L	003	TF	JB27F	N	267° (267.8°)	-	2000	-	492619.25N 0022750.93W	FAF / 5.1NM
R27L	004	TF	RW27	Y	267° (267.7°)	-	-	-	492606.67N 0023536.78W	MAPt
R27L	005	CF	JBM04	N	267° (267.6°)	RIGHT	-	210	492551.29N 0024442.06W	-
R27L	006	TF	JBM05	N	357° (357.5°)	RIGHT	-	210	492944.86N 0024457.92W	-
R27L	007	TF	JBM06	N	087° (087.5°)	RIGHT	-	210	492953.24N 0024003.69W	-
R27L	008	DF	VOR GUR	N	-	LEFT	3000	-	-	Conventional Hold

CHANGE (2/26): MAG VAR REVISED. MAG HEADINGS.

AERO INFO DATE 26 NOV 25

SBAS FAS Data Block Coding Data

Guernsey RNP RWY 27

Input Data	
Parameters	**Values**
Operation Type	0
SBAS Provider	1
Airport Identifier	EGJB
Runway	27
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E27A
LTP/FTP Latitude	492606.6745N
LTP/FTP Longitude	0023536.7815W
LTP/FTP Ellipsoidal Height (metres)	151.7
FPAP Latitude	492604.3420N
Delta FPAP Latitude (seconds)	-2.3325
FPAP Longitude	0023700.8330W
Delta FPAP Longitude (seconds)	-84.0515
Threshold Crossing Height	50.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	232
HAL (metres)	40.0
VAL (metres)	35.0

Output Data	
Data Block	10 02 0A 07 05 1B 00 00 01 37 32 05 A5 1C 37 15 65 10 E3 FE ED 19 C7 ED FF 59 6F FD F4 01 2C 01 64 1D C8 AF 16 E9 55 EA
Calculated CRC Value	16E955EA

Additional Data	
Parameters	**Values**
ICAO Code	EG
LTP/FTP Orthometric Height (metres)	102.5
FPAP Orthometric Height (metres)	92.1

CHANGE (11/20): RNP REFERENCES ADDED.
AERO INFO DATE 03 JUL 20

EGNS — ISLE OF MAN

EGNS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNS — ISLE OF MAN

EGNS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 540500N Long: 0043724W Centre of Runway 08/26.
2	Direction and distance from city	6 NM SW of Douglas.
3	Elevation / Reference temperature / Mean Low Temperature	53 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	180 FT
5	Magnetic Variation / Annual Change	1.42°W (2022) / 0.21°E
6	AD Administration	THE ISLE OF MAN DEP OF INFRASTRUCTURE AIRPORTS DIVISION
	Address	Isle of Man Airport, Ballasalla, Isle of Man IM9 2AS.
	Telephone	01624-821600 (Airport Administration) 01624-827546 (ATC) 01624-821641 (MET Office). 01624-648110 (Customs and Immigration).
	Telefax	01624-821611 (Airport Authority) 01624-821646 (MET Office) 01624-821722 (ATC) 01624-661650 (Customs and Immigration)
	AFS	EGNSYDYX
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNS AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0645-2045 (0545-1945); Sun 0700-2045 (0600-1945); and by arrangement.
2	Customs and immigration	As AD hours. Prior notice required by 1600 (1500) on previous day.
3	Health and sanitation	As ATS hours.
4	AIS Briefing Office	Flight Plans can be telephoned to 01624-827548
5	ATS Reporting Office (ARO)	None
6	MET Briefing Office	As ATS hours.
7	ATS	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945). See also AD 2.18.
8	Fuelling	0630-2030 (0530-1930).
9	Handling	As ATS hours.
10	Security	H24
11	De-icing	Limited, on request from Handling Agents.
12	Remarks	Hours subject to seasonal and operational extensions - promulgated by NOTAM.

EGNS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited. Contact Airport Administration.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL W80, W100.
3	Fuelling facilities/capacity	Mobile AVGAS 4500 lts. Mobile AVTUR 18, 300 lts. No anti-icing agent available.
4	De-icing facilities	Limited, on request from Handling Agents.
5	Hangar space for visiting aircraft	None
6	Repair facilities for visiting aircraft	Limited.

7	Remarks	Refuelling facilities available during published hours of opening from Avflight Ltd, Tel: 01624-827928. Handling is mandatory for all arriving aircraft. Arrangements should be confirmed in advance with one of the following handling agents: Menzies Aviation Ltd, Tel: 01624-825780; Fax: 01624-825822; Frequency: 129.750 MHz. Manx Jet Centre, Tel: 01624-825100; Email: operations@manxjetcentre.com. 3 Legs Aviation Services Ltd, Tel: 07555-135443; Email: info@3legsaviationservices.com. Information on charges may be obtained from each nominated handling agent.

EGNS AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel information via www.visitisleofman.com.
2	Restaurants	Buffet and bar at Airport.
3	Transportation	Buses, taxis and car hire.
4	Medical facilities	Limited first aid treatment. Hospital at Douglas, 6 NM.
5	Bank and Post Office	Cash dispenser and Postal collection at airport.
6	Tourist Office	Isle of Man Tourist Information Centre.
7	Remarks	

EGNS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 7 available with 48 hours prior notice. Operational hours as AD hours. Outside these times and by arrangement, reduced RFF category may be provided for specific flights.
2	Rescue equipment	To ICAO Standards.
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	

EGNS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	2 Snow ploughs, 2 de-icing rigs.
2	Clearance priorities	As determined by aerodrome authority.
3	Remarks	Latest SNOWTAM information from ATC, GRF data available from ATC. Tel: 01624-827546

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt PCN 32/F/A/X/U
2	Taxiway width, surface and strength	Taxiway A (A2 TO 21): 18 M Surface: Asphalt PCR 495/F/D/W/T Taxiway A (A2 TO 26): 18 M Surface: Asphalt PCR 500/F/D/W/T Taxiway B APRON TO 08: 18 M Surface: Asphalt PCR 357/F/D/W/T

EGNS AD 2.16 HELICOPTER LANDING AREA

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EGNS 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
ISLE OF MAN CTR 541417N 0042643W - 541056N 0045159W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540240N 0044845W to 540304N 0050309W - 540139N 0050641W - 535411N 0044824W - 535743N 0042028W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540600N 0042335W to 540233N 0041024W - 541306N 0041540W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540600N 0042335W to 541417N 0042643W	Upper limit: FL105 Lower limit: SFC	D	RONALDSWAY APPROACH English	3000 FT		
ISLE OF MAN ATZ A circle, 2 NM radius, centred at 540500N 0043726W on longest notified runway (08/ 26)	Upper limit: 2000 FT AGL Lower limit: SFC	D	RONALDSWAY APPROACH English	3000 FT		

EGNS 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	RONALDSWAY APPROACH	135.905 Also CTR channel. DOC 50 NM/ 16,000 FT.			Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	ATZ hours coincident with Approach hours. In the event of failure of remote transmitters/receivers, coverage to the north of the airfield may be degraded and ATC services reduced accordingly.
TWR	RONALDSWAY TOWER	119.005 DOC 25 NM/8,000 FT.			Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	
RADAR	RONALDSWAY RADAR	120.855 As directed by ATC. DOC 50 NM/ 16,000 FT.			Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	In the event of failure of remote transmitters/receivers, coverage to the north of the airfield may be degraded and ATC services reduced accordingly.
		125.305 As directed by ATC. DOC 25 NM/ 10,000 FT.			Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945).	
		135.905 DOC 50 NM/ 16,000 FT.			Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945).	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	RONALDSWAY INFORMATION	123.880 DOC 60 NM/ 20,000 FT.			Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	
OTHER	RONALDSWAY FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	ISLE OF MAN EMERGENCY	121.500 Emergency Frequency			O/R	

EGNS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.49°W (2027)	IRH	111.150 MHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540457.61N 0043711.84W		(RWY 08) Off-set 3.75° from Runway centre-line. 120 M south of Runway 08/26 centre-line and 953 M from Runway 08 THR. Normally radiates H24 when selected.
ILS/GP	IRH	331.550 MHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540453.42N 0043747.84W		3.5° ILS Ref Datum Hgt 53 FT. Normally radiates H24 when selected.
ILS/LOC I 0.50°W (2027)	IRY	111.150 MHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540452.22N 0043826.45W		(RWY 26) 1931 M from THR 26. Normally radiates H24 when selected.
ILS/GP	IRY	331.550 MHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540459.64N 0043659.31W		3° ILS Ref Datum Hgt 53 FT. Normally radiates H24 when selected.

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 0.54°W (2027) 0.8°W (2022)	IOM	59X 112.200 MHz	H24 Hours of operation for aerodrome purposes: Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540401.12N 0044548.50W	567 FT	APCH Aid to Isle of Man. VOR DOC: 60 NM/50,000 FT (75 NM/50,000 FT in Sector R271-211). DME DOC: 60 NM/50,000 FT (160 NM/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).
DME	IRY	48Y 111.150 MHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540451.62N 0043722.10W	38 FT	(RWY 26) DME freq paired with ILS I-RH and I-RY. Zero range is indicated at THR of Runway 08 and 26.
DME	IRH	48Y 111.150 MHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540451.62N 0043722.10W	38 FT	(RWY 08) DME freq paired with ILS I-RH and I-RY. Zero range is indicated at THR of Runway 08 and 26.
NDB (L) 0.49°W (2027)	RWY	359.000 kHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540451.90N 0043722.40W		On AD. Range 20 NM. Normally radiates H24.

EGNS AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to the Isle of Man CTR.
b) Non-radio aircraft are strictly **PPR** through ATC.
c) Instrument training is subject to prior permission from ATC.
d) Under the terms of the Anti-Terrorism and Crime Act 2003, pilots and passengers of private or charter aircraft who have come from or are going to the British Isles, must when requested to do so, make themselves available to be spoken to by an examining officer. In relation to all such flights, the pilot must fully complete a General Aviation Report. Further details can be found here: General Aviation website:
https://www.gov.im/categories/tax-vat-and-your-money/customs-and-excise/arriving-and-leaving-the-island/general-aviation-reporting/
e) Outside published hours of availability, use of the airport is subject to prior permission from the Airport Duty Manager.
f) All parking areas within the critical part of the aerodrome are designated as Customs Area. It shall be the responsibility of the commander of any aircraft that is required to be subjected to Customs inspection to inform ATC at the earliest opportunity.
g) High visibility clothing must be worn on the aprons and manoeuvring area at all times. Health and Safety requirements in respect of ear protection must be observed and are the responsibility of the individuals concerned.

2 GROUND MOVEMENT

a) Due to physical constraints of the apron design, pilots must follow the ground markings at all times.
b) Apron floodlighting is 7 M from the pavement edge and CCTV masts are 4 M from the pavement edge on the west apron. Pilots of aircraft should exercise caution in respect of wing tip clearance. The services of a marshaller are available on request.
c) Class 2 compass calibration base on Runway 21 is only suitable for aircraft with magnetic sensors which are at least five feet above ground. Use governed by prior permission through ATC.
d) Movement to/from Area W at night via D1 only.
e) No taxi lane is available between the east and west aprons. Taxiing through stands 7 & 8 / 8 & 7 is prohibited unless specifically authorised.

3 CAT II/III OPERATIONS

a) Isle of Man Airport is not equipped with CAT II/III procedures, however Low Visibility Procedures are used to protect CAT I operations.

4 WARNINGS

a) Except for light signals ground signals shall not be displayed.
b) Increased bird activity due to coastal location. Bird scaring including the use of pyrotechnics, lethal control and lasers used regularly on the aerodrome.
c) A known windshear hazard exists on short final for Runway 08 when the wind is from the southeast and pilots should adopt appropriate operating procedures. During strong wind conditions, turbulence may be expected on the approach to, or climb out from, any runway.
d) Take-off and landing will be restricted to paved surfaces only.
e) Pilots of helicopters should note the presence of a 10 M anemometer mast in the Met square adjacent to the apron area and exercise due caution when manoeuvring prior to arrival or departure.
f) The presence of high ground to the north of Runway 08/26 centre-line may trigger GPWS alerts if aircraft adopt high rate of descent and/ or fast speed profiles in this sector.
g) Holding position D1 is situated close to the exit from area Whiskey and coincident with the start of the 26 ILS GP critical area. Pilots should exercise extreme caution in observing and complying with holding position D1 to ensure they do not infringe Runway 26 and the GP critical area.
h) Runway 21 - CAUTION - Departing crew should be aware that kite surfing in the vicinity of the climb out is possible during daylight hours.
i) Holding position L1 is situated close to the exit of Area Victor. Pilots should exercise caution in observing and complying with holding position L1 to ensure they do not infringe Runway 08.

5 HELICOPTER OPERATIONS

a) Helicopters are to arrive and depart using the runways as no specified helicopter landing areas are defined.

6 USE OF RUNWAYS

a) Simulated engine failures are not permitted on departure from Runway 26.
b) Pilots should not descend below the indicated PAPI glide path whilst landing on any runway, and the following conditions should be noted:

i. Due to the presence of high ground to the left of the approach for Runway 21, pilots must establish on the runway centre-line before descending on the PAPI glide path.
ii. Due to the presence of an uncontrolled public road in the vicinity of the undershoot area of Runway 03, approaches to this runway are not permitted if the PAPIs are out of service.
iii. The noise abatement procedures as detailed at AD 2.21 should be followed.

7 TRAINING

a) All training flights require approval from ATC.

EGNS AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots of any aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport, particularly near Castletown (1 NM southwest) and Ballasalla (1 NM north).
b) Any of these procedures may be departed from to the extent necessary for the avoidance of immediate danger.
c) **Departure - Runway 03:**

All propeller driven aircraft and helicopters must climb straight ahead to 500 FT and:

i. Not commence any left turn until 1 NM from the departure end of the runway; or
ii. Not commence any right turn until past the airport boundary.

All jet aircraft must climb straight ahead to 1000 FT before commencing any turn.

d) **Departure - Runway 08:**

All propeller driven aircraft and helicopters must climb straight ahead to 500 FT and must have passed the airport boundary before commencing any turn. All jet aircraft must climb straight ahead to 1000 FT before commencing any turn.

e) **Departure - Runway 21:**

All propeller driven aircraft and helicopters must climb straight ahead to at least 500 FT and not commence any turn until 1 NM from the departure end of the runway. All jet aircraft must climb straight ahead to 1000 FT before commencing any turn.

f) **Departure - Runway 26:**

All aircraft, including helicopters, departing from Runway 26 shall track the extended centre-line and not commence any turn until:

i. 3 NM or less from IOM DME; or
ii. 2 NM or more from I-RY.

Aircraft unable to receive DME must inform ATC and shall climb straight ahead for 2 minutes after take-off before commencing any turn. This procedure may only be departed from when instructed by ATC.

g) **Arrival - All runways:**

When approaching to land on any runway all aircraft, including helicopters, shall intercept the extended runway centre-line at a minimum range of 2 NM and shall not descend below the PAPI indicated approach path.

EGNS AD 2.22 FLIGHT PROCEDURES

1 FLIGHTS WITHIN ISLE OF MAN CTR AND CTA

a) Isle of Man Airspace is subject to Isle of Man Civil Aviation Legislation, details of which are notified at GEN 1-6-6. Pilots requiring Exemptions or Permissions under the Air Navigation Order, Rules of the Air Regulations 2015 or Standardised European Rules of the Air, should contact the Isle of Man Director of Civil Aviation on 01624-682374.
b) All flights regardless of weather conditions, are required to obtain a clearance from ATC prior to entering the CTR/CTA.
c) All IFR flights within the Isle of Man CTR/CTA must fulfil the requirements for Class D Airspace appropriate to existing weather conditions.
d) Special VFR clearances within the CTR/CTA, in IMC or at night, may be issued subject to traffic conditions and limitations by ATC.
e) As extensions to airport hours are frequent, pilots intending to transit the Isle of Man CTR/CTA outside airport published hours are strongly advised to contact Ronaldsway Approach before entering the CTR/CTA.
f) In the event of failure of remote transmitters/receivers, radio communications to the north of the aerodrome below 3000 FT may be restricted and ATC services reduced accordingly. Pilots should ensure that they do not enter the CTR/CTA without ATC clearance. In the event of difficulty in establishing communication, a Flight Information Service may be available from Scottish Information on frequency 119.875 MHz.
g) Pilots may, upon request, be cleared to self-position directly to final approach for the ILS/DME approach to Runway 08 or Runway 26. Pilots are warned that, in order to maintain adequate terrain clearance, descent will not be issued below 3200 FT QNH if arriving from the north-east sector or in any event below 3000 FT QNH until established on the localiser. Pilots are responsible for arranging their flight to intercept the localiser and glidepath at an appropriate range.

2 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Routes

Approach from	Via	Route
N	Direct	MIKEL
NE	DCS	IOM
NW	L10	SLYDA
SE	L10	KELLY
	M146	LUSOD **(See note)**
SW	Y911	IOM
E	Direct	VANIN

Note: *If inbound traffic via M146 is required to hold it will hold at KELLY as per details in the Table below.*

b) Holding. Holding patterns are as follows:

Isle of Man VOR IOM	Holding axis 079° MAG, turning right at the facility.
KELLY	Holding fix IOM VOR/DME 125°/17 NM on an axis of 305° MAG, turning left at the facility, limiting DME IOM D22.
Ronaldsway NDB RWY 08	Holding axis 259° MAG, turning left at the facility.
Ronaldsway NDB RWY 26	Holding axis 079° MAG, turning right at the facility.

VANIN (535907N 0040221W)	Holding fix IOM VOR/DME 101°/26 NM on an axis of 281° MAG, turning right at the facility, limiting DME IOM D31.

Note: *Holding may also take place at SLYDA in accordance with the en-route holding procedure described at ENR 3-6-1-1.*

3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Standard Routes.

Departing to	Via	Route
N	Direct	MIKEL/SLYDA
NE	Direct	DCS
E	Direct	VANIN
SE	KELLY	L10
	TIMIS	Q39
SW	IOM	Y911
NW	IOM	L10‡

‡ Unless otherwise instructed by ATC, aircraft on the appropriate routes must establish on track by MIKEL/SLYDA.

4 RADIO COMMUNICATIONS FAILURE PROCEDURES

a) In the event of complete communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3 paragraph 4.2.2 to 4.2.4 inclusive, with the following exceptions:

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

1. fly to the RWY NDB holding point;
2. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been received and acknowledged; or, if radio failure occurs after an aircraft has reported over the runway NDB, hold at the last assigned level until ATA plus 10 minutes, or 10 minutes after the last acknowledged communications with ATC whichever is the later;
3. then commence descent for landing in accordance with the procedures notified at ENR 1.1.3, paragraph 4.2.2 to 4.2.4 and effect a landing within 30 minutes (or later if able to approach and land visually).

b) Aircraft that are instructed by ATC to hold at IOM, or KELLY, will in the event of complete communication failure:

i. when an Onward Clearance Time has been received and acknowledged, leave IOM, or KELLY at that time at the last assigned level and proceed to the RWY NDB, then carry out the procedures above;
ii. when ‘Delay Not Determined’ has been transmitted by ATC, the aircraft should not attempt to land at Isle of Man aerodrome and should divert to the alternate destination specified in the current flight plan or other suitable airfield.

5 VISUAL REFERENCE POINTS (VRP)

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

EGNS AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNS AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNS-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGNS-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNS-5-1
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 03 - ICAO
AD 2.EGNS-8-1
INSTRUMENT APPROACH CHART OFF-SET ILS/DME RWY 08 - ICAO
AD 2.EGNS-8-2
INSTRUMENT APPROACH CHART OFF-SET LOC/DME RWY 08 - ICAO

AD 2.EGNS-8-3
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 08 - ICAO
AD 2.EGNS-8-4
INSTRUMENT APPROACH CHART VOR/DME RWY 08 - ICAO
AD 2.EGNS-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO
AD 2.EGNS-8-6
INSTRUMENT APPROACH CHART ILS/DME RWY 26 - ICAO
AD 2.EGNS-8-7
INSTRUMENT APPROACH CHART LOC/DME RWY 26 - ICAO
AD 2.EGNS-8-8
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 26 - ICAO
AD 2.EGNS-8-9
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO
AD 2.EGNS-8-10

EGNS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
	JERSEY TOWER	119.455 DOC 25 NM/4,000 FT.			0515-2100 (0415-2030); and by arrangement.	
ATIS	JERSEY INFORMATION	134.680 DOC 60 NM/ 20,000 FT.			0545-2100 (0445-2030).	Tel: 01534-446301 for ATIS message.
OTHER	JERSEY FIRE	121.605 Non-ATS channel. DOC 2 NM/GND			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	JERSEY CONTROL	120.455 To be used in the event of failure of communications on channel 125.205.			0545-2100 (0445-2030); and by arrangement.	DOC 4900N00100W - 4834N00205W - 4920N00400W - 5015N00400W - 5015N00145W - 4935N00100W / 25,000 FT.
		125.205 CTR and Airway Channel.			0545-2100 (0445-2030); and by arrangement.	

EGJJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.84°E (2027)	IJJ	110.900 MHz	HO	491233.70N 0021042.71W		(RWY 08) 457 M from THR 26.
ILS/GP	IJJ	330.800 MHz	HO	491230.15N 0021206.92W		3° ILS Ref Datum Hgt 52 FT.
ILS/LOC I 0.83°E (2027)	IDD	110.300 MHz	HO	491224.79N 0021229.78W		(RWY 26) 161 M from THR 08.
ILS/GP	IDD	335.000 MHz	HO	491233.97N 0021121.07W		3° ILS Ref Datum Hgt 52 FT.
VOR/DME 0.88°E (2027) 0.65°W (2020)	JSY	59X 112.200 MHz	H24	491315.98N 0020246.12W	276 FT	Located 5.5 NM from THR 26.
NDB (L) 0.82°E (2027)	JW	329.000 kHz	HO	491221.29N 0021311.73W		0.5 NM from THR 08 Range 25 NM.
ILS/DME	IDD	40X 110.300 MHz	HO	491233.80N 0021121.07W	295 FT	(RWY 26) DME freq paired with ILS I-DD only. Zero range is indicated at THR of Runway 26 only.
ILS/DME	IJJ	46X 110.900 MHz	HO	491229.99N 0021206.84W	289 FT	(RWY 08) On AD. DME freq paired with ILS I-JJ only. Zero range is indicated at THR of Runway 08 only.

EGJJ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Channel Islands CTR.
b) All aircraft using Jersey Airport and its facilities are required to have third party liability insurance cover in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Jersey Airport.
c) If visiting general aviation aircraft are parked on a remote stand, ie: not the Aero Club or Gama Aviation apron, the crew and passengers must remain with their aircraft until transport is provided by the relevant handling agent.
d) All aircrew whilst airside, are required to wear high visibility clothing at all times. Aircrew wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft. Pilots in charge of aircraft are responsible for ensuring that their crew and passengers comply with these requirements.

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

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

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

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

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

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

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

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

2 GROUND MOVEMENT

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

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

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

i. All areas south of holding point Hotel, south of holding point Mike and east of holding point Juliet 3 have been designated as apron;
ii. The responsibility for the use of, including the suitability of these areas for both the transit and the parking of aircraft remains with the aircraft commander at all times. Any Surface Markings within these areas are for general guidance purposes only and may not conform to international certification standards including taxiway minimum separation distances;

iii. All aircraft wishing to depart from these areas (Gama Aviation, JAL and the Aero Club) must call ATC for start up and taxi clearance;
iv. All aircraft movements remaining wholly within the confines of these designated areas (Gama Aviation, JAL and the Aero Club) may be conducted solely at the commander's discretion, ATC may be contacted for assistance if required.

g) Pilots must exercise caution when approaching Runway 26 holding points. The proximity of Holding Points A1, G and a blocking stop bar may cause confusion. No green centre-line lighting exists on Taxiway Golf.

3 CAT II/III OPERATIONS

a) Jersey Airport is not equipped for CAT II/III operations, however Low Visibility Procedures are used to protect CATI and LTS CATI operations.
b) When ATC notifies Low Visibility Procedures:

i. Taxiway Echo is not available as a runway exit.
ii. Intermediate taxiway stopbars will be used to reinforce taxi clearance limits.
iii. **Runway 08 Arrivals**
Arriving traffic on Runway 08 will vacate the runway via Rapid Exit Taxiway Foxtrot or at the runway end via Taxiway Alpha. Pilots will report Runway vacated after passing the yellow/green section of the taxiway centre-line lighting and will notify ATC of the exit used.
iv. **Runway 26 Arrivals**
Arriving traffic on Runway 26 will vacate the runway at the runway end via Taxiway Bravo and report vacated after passing the yellow/green section of centre-line lighting. Taxiway Delta may be available on request.
v. **Runway 26 Departures**
Departing traffic on Runway 26 should follow the green centre-line lights to Holding Point A1. There are no green centre-line lights on Taxiway Golf.

4 WARNINGS

a) Pilots may experience turbulence and variable wind conditions caused by nearby cliffs on final approach and landing on Runway 08. Some directional control difficulties can be experienced in strong crosswinds from the southeast and southwest due to the effects of the wake from the aerodrome buildings. Pilots are also advised that blasting takes place adjacent to the aerodrome at quarries bearing 042°(T), 1.36 NM from the ARP. Blasting operations may take place infrequently Mon-Fri 0730-0745 (0630-0645). At these times turbulence may be experienced in this vicinity particularly by light aircraft.
b) The distance between the centreline of the runway and the centreline of taxiways does not conform to the recommendation of ICAO Annex 14. The distance between the runway and Taxiway Alpha varies from 168 M to 95 M, and between the runway and Taxiway Bravo between 297 M and 101 M.
c) Aircraft taxiing to holding points for either runway may be restricted by aircraft holding at intermediate link taxiways and may not always have sufficient clearance to proceed.
d) Floodlighting of Mount Orgeuil Castle may take place between SS - 2359 (2259). Extraneous light from the floodlight mounted on Gorey Pier, approximately 1.5 miles south of the 'JSY' VOR, shining in a northeasterly direction, may be visible to aircraft where the beam intersects the 26 ILS approach centre-line at a point approximately 9 miles from touchdown. This light may also be visible from various points of the holding pattern of the 'JSY' VOR at low altitudes.
e) Skydiving may take place all year round, except Christmas Day, during airport hours, over St. Aubin's Bay (491141N 0020900W) from surface to FL 110 and exceptionally up to FL 190. Jersey ATC may temporarily re-classify a portion of the Channel Islands TMA (by NOTAM) radius 10 NM centred on Jersey Aerodrome Reference Point as Class D Airspace to permit this activity.
f) Lethal bird control methods including the use of firearms may take place all year round during aerodrome published opening hours.
g) Model Aircraft flying takes place at the Les Landes Model Aerodrome (491500N 0021520W), approximately 2.5 NM NW of ARP up to 400 FT AGL and occasionally up to 1000 FT AGL. ATC will notify pilots of known model aircraft activity above 400 FT AGL which may affect their flights. (This may be via ATIS message).
h) Model Aircraft Glider flying may take place at various coastal locations up to 400 FT AGL.
i) Paraglider and Hang-Glider activity takes place in VMC conditions during daylight hours at designated coastal locations as follows:

i. L'Etacq – Approximately 2.5 NM NW of ARP up to 500 FT QNH.
ii. Plemont – Approximately 3 NM NNW of ARP in the vicinity of the Les Landes Racecourse (VRP) up to 500 FT QNH.
iii. La Pulente – Approximately 2 NM SW of ARP up to 500 FT QNH.
iv. Greve de Lecq – Approximately 2.5 NM N of ARP up to 500 FT QNH.
v. Bonne Nuit – Approximately 3 NM NE of ARP in the vicinity of the Fremont TV Mast (VRP) up to 600 FT QNH.
vi. Bouley Bay – Approximately 4 NM ENE of ARP up to 600 FT QNH.
vii. Noirmont Point – Approximately 2 NM SSE of ARP up to 500 FT QNH.
viii. Portelet – Approximately 2 NM S of ARP up to 500 FT QNH.
ix. La Moye – Approximately 2 NM SSW of ARP up to 500 FT QNH.
x. Gorey – Approximately 6.5 NM E of ARP up to 500 FT QNH.

ATC will notify pilots of known activity within these sites which may affect their flights (This may be via ATIS message).

j) Sites are administered by the Jersey Hang Gliding and Paragliding Club (JHPC). Visiting pilots wishing to use these sites are required to be fully briefed by the JHPC as to the conditions imposed on hang gliding and paragliding operations.

5 HELICOPTER OPERATIONS

a) Helicopters are to use the main runway for all arrivals and departures as no specific helicopter landing area exists.

b) Helicopters with a MTOW 1400 KG or less may be handled by the Jersey Aero Club and parked on the grass area at the Aero Club, southwest of Holding Point Hotel, space permitting. Helicopters with a MTOW in excess of 1400 KG must be handled by Gama Aviation and parked on the GAMA or Eastern Apron.
c) Handling must be pre-booked either with the Jersey Aero Club, email: info@jerseyaeroclub.com, Tel: +44 (0)1534-743990 or Gama Aviation. Tel: +44 (0)1534-496496 as appropriate.

6 USE OF RUNWAYS

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

i. Runway 08 suitable for Lower than Standard Category I and Enhanced Vision System (EVS) operations supported by an ILS Classification of I/T/3;
ii. Runway 26 suitable for Lower than Standard Category I and Enhanced Vision System (EVS) operations supported by an ILS Classification of I/T/3.

b) Operators shall inform ATC when they intend to fly a Lower Than Standard Category I or EVS approach in order that the required safeguarding can be ensured. Practice Lower Than Standard Category I or EVS approaches will not be afforded safeguarding;
c) Operators attention is drawn to the likelihood that the local terrain on final approach to both Runway 26 and Runway 08 is considered to be challenging for radio altimeters and auto-land procedures.
d) Operators attention is drawn to the possibility of Localiser signal fluctuations due to the proximity of the Runway 26 localiser array to the runway. Landing aircraft vacating Runway 26 via Taxiway Bravo should endeavour to keep the aircraft in continuous motion until passing Bravo 1.
e) When back tracking is necessary, aircraft greater than 28,000 KG MTOW should make all turns greater than 90 degrees on the concrete runway ends only.

7 TRAINING

a) All flight training MUST be booked in advance with the Jersey ATC Supervisor. Tel +44 (0)1534-446086. Submission of a FPL does not constitute a request for training.
b) Military flight training restricted to between 0900-1900 (0800-1800).

8 Operation of Advanced Surveillance System

a) To cooperate with the Mode-S based Advanced Surveillance System, aircraft operators intending to use Jersey airport should ensure that the Mode S transponder is able to operate when the aircraft is on the ground.
b) Pilots shall:

i. Select AUTO mode and the assigned Mode A code.
ii. If AUTO mode is not available, select ON (e.g. XPDR) and the assigned Mode A code:

- From the request for towed push-back or taxi, whichever is earlier.
- After landing, continuously until the aircraft is fully parked in its stand.
- When the aircraft is fully parked, they shall select standby.

c) Whenever the aircraft is capable of reporting Aircraft Identification (i.e. call sign used in flight), this should be entered (through the FMS or the Transponder Control Panel) at the time of the request for towed push-back or taxi, whichever is earlier.
d) Air crew must use the ICAO defined format to enter the Aircraft Identification.
e) To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving clearance to line up and should be deselected after vacating the runway.

EGJJ AD 2.21 NOISE ABATEMENT PROCEDURES

a) The following Noise Preferential Routeings and Procedures will apply to all aircraft taking off, landing or going around from this airport and will apply in both VMC and IMC unless otherwise instructed by ATC.
b) Propeller Driven Aircraft and Helicopters:

i. Runway 26 – Take-off – VFR/SVFR - Climb straight ahead to a minimum of 800 FT AMSL (523 FT AAL) before turning and climb as rapidly as is compatible with safety to not less than 1000 FT AMSL (723 FT AAL).
ii. Runway 26 – Take-off – IFR - Climb straight ahead to a minimum of 900 FT AMSL (623 FT AAL) before turning.
iii. Runway 26 – Landing – Maintain at least 1300 FT AMSL (1023 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility. If under 5700 KG and making a visual approach, land must not be overflown below 800 FT AMSL (523 FT AAL) until on final approach.
iv. Runway 08 – Take-off – VFR/SVFR - Climb straight ahead to a minimum of 800 FT AMSL (523 FT AAL) before turning and climb as rapidly as is compatible with safety to not less than 1000 FT AMSL (723 FT AAL).
v. Runway 08 – Take-off – IFR - Climb straight ahead to a minimum of 900 FT AMSL (623 FT AAL) before turning.
vi. Runway 08 – Landing – Maintain at least 1300 FT AMSL (1023 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility. If under 5700 KG and making a visual approach, land must not be overflown below 800 FT AMSL (523 FT AAL) until on final approach.
vii. Wherever possible pilots should avoid overflying the island below 1000 FT AGL.
viii. Circuit Altitude - Whenever cloud base permits, aircraft should maintain the following altitudes and make the majority of the circuit over the sea:

- Standard circuit altitude for propeller driven aircraft is 1300 FT AMSL (1023 FT AAL).
- Standard circuit altitude for turbo-jet aircraft is 1800 FT AMSL (1523 FT AAL).

c) Turbo-Jet Aircraft:

The Noise Abatement Zone for turbo-jet aircraft covers the whole island and extends for 5 NM beyond the coastline. Noise technique reduced power should be maintained until clear of the Noise Abatement Zone.

i. Runway 26 – Take-off – Climb straight ahead to a minimum of 1800 FT AMSL (1523 FT AAL) before turning.
ii. Runway 26 – Landing – Maintain 1800 FT AMSL (1523 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility.
iii. Runway 08 – Take-off – Climb straight ahead to a minimum of 1800 FT AMSL (1523 FT AAL) before turning.
iv. Runway 08 – Landing – Maintain 1600 FT AMSL (1323 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility.

d) The Noise Preferential Routeings and Procedures are supplementary to the noise abatement take-off techniques as used by piston-engined, turbo-prop and turbo-jet aircraft.
e) All aircraft departing from Runway 26 at Jersey and routeing to the south of the airport under VFR, must climb straight ahead to 800 FT AMSL (523 FT AAL) before turning left and must route via Corbiere lighthouse (4911N 00215W). Thereafter as much of the flight as practicable must be conducted over the sea.
f) Chapter two aircraft are not permitted to use Jersey Airport unless the operator has specific prior permission from the Airport Authority.
g) The use of this airport outside published hours will be subject to the approval of the Airport Authority.
h) Testing of pure jet engines will not be permitted outside of normal hours without the prior permission of the Airport Authority, Tel: 07797-718688.
i) Any pure jet aircraft using this airport shall, except in extenuating circumstances, satisfy the airport authority that the type of aircraft to be flown into and out of this airport shall be operated in a manner calculated to cause the minimum disturbance practicable.
j) Every pure jet aircraft using this airport shall, after take-off, be operated in such a way that it will not cause more than 110 PNdB by day (day is defined as 0700-2230 (0600-2130) for this purpose) or 102 PNdB by night (night is defined as 2230-0700 (2130-0600) for this purpose).
k) Every pure jet aircraft using the airport shall after take-off maintain, a rate of climb of at least 500 FT per minute, at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring point.
l) These requirements may at any time be departed from to the extent necessary for avoiding immediate danger.

EGJJ AD 2.22 FLIGHT PROCEDURES

1 CARRIAGE AND OPERATION OF SSR TRANSPONDERS

a) The carriage and operation of SSR transponder equipment with the minimum following capability is mandatory when flying within the Channel Islands CTR, CTA or TMA:

i. When operating as a VFR or Special VFR Flight - Mode A 4096 codes;
ii. when operating under IFR - Mode A 4096 codes and Mode C with altitude reporting capability.

b) Exemptions from the requirements may be given in the following circumstances:

i. For notified agreed events such as air rallies, etc. applications for exemption must be made in writing to the Head of Air Navigation Services - Air Traffic Control, Jersey Airport, Channel Islands, (email atcsupervisor@ports.je) at least one calendar month before the event;
ii. For short notice exemptions, applications must be made to the Watch Supervisor, Jersey Airport (+44 (0)1534-446086) giving full details. Such exemptions will not normally be granted unless it is considered that exceptional circumstances exist.

c) Transponder operating procedures are detailed at ENR 1.6, section 2 inclusive of procedures to be followed in the event of transponder failure.

2 RADAR SERVICE

a) Jersey ATC provides Radar Control Service to all aircraft within the Channel Islands CTR, CTA and TMA.

3 RADIO COMMUNICATION 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.

4 ADJACENT FIRS

a) The attention of pilots proceeding to or from the Channel Islands CTR, CTA or TMA via the adjacent FIRs of London and Brest is drawn to the differences in the regulations of those regions relating to IFR/VFR Flights.

5 PROCEDURES FOR INBOUND AIRCRAFT

a) The standard routes for IFR aircraft inbound to Jersey are at AD 2-EGJJ-7-1/2 these however, may be varied at the discretion of ATC.

6 VFR FLIGHT

a) A flight plan must be filed for all flights within and intending to transit the Channel Islands CTR.
b) VFR clearance to operate within the Jersey ATZ will not be granted to aircraft if the reported visibility is less than 5 KM or the reported cloud ceiling is less than 1500 FT in accordance with Standardised European Rules of the Air SERA.5001.
c) Pilots must note that the Channel Island Director of Civil Aviation has not adopted the SERA derogations issued by the United Kingdom, and therefore they do not apply in Channel Island Airspace.
d) Pilots flying VFR or Special VFR between Jersey and the UK South Coast (Bournemouth, Southampton, Isle of Wight areas), should expect to route via Cap de La Hague (VRP) on the French Coast. Pilots should exercise caution with regard to the Prohibited Areas at Cap Flamanville and Cap de La Hague.
e) Aircraft shall be given a radar service whilst within Channel Islands Airspace. It is the responsibility of the pilot to comply with minimum VMC criteria in accordance with SERA. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
f) VFR Flights may be subject to delay 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 alternate aerodrome if necessary.

7 SPECIAL VFR FLIGHT

a) Prior Permission

   i. A flight plan must be filed for all Special VFR flights in the Channel Islands CTR.
   ii. Special VFR clearances for flights within the Channel Islands 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 in SERA.5010.
   iii. The use of Special VFR clearances is intended to be limited to light aircraft which cannot comply with full IFR requirements and wish to proceed to or from an aerodrome within, or to transit the Channel Islands CTR.

b) Special Routes

   i. Aircraft operating in accordance with Special VFR will normally be cleared via the published VRPs or on tracks to/from adjacent aerodromes or navigation aids, or as per flight planned route.
   ii. Special VFR may be subject to delay 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 alternate aerodrome if necessary.

c) Weather Minima

   i. Aircraft shall be given a radar service whilst within the Channel Islands CTR. It is the responsibility of the pilot to remain at all times clear of cloud and in sight of the surface. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
   ii. Special VFR clearance to operate within the Jersey ATZ will not be granted to a fixed wing aircraft if the reported visibility is less than 1500 M or the reported cloud ceiling is less than 600 FT.
   iii. Special VFR clearance to operate within the Jersey ATZ for the purpose of proceeding to or from Jersey Airport will not be granted to a helicopter if the reported visibility is less than 800 M or the reported cloud ceiling is less than 600 FT.

d) Pilots must note that the Channel Island Director of Civil Aviation has not adopted the SERA derogations issued by the United Kingdom, and therefore they do not apply in Channel Island Airspace.
e) The Channel Island Director of Civil Aviation has approved the issue of Special VFR clearances at night.

8 SARK RESTRICTED AREA

a) Pilots are to note that flight is not permitted at a height of less than 2000 FT AGL within 3 NM of 492546N 0022145W on the Island of Sark (EGR095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.

9 VISUAL CIRCUIT PROCEDURES

a) Compliance with the Noise Abatement Requirements at AD 2.21.
b) All circuits will be to the south of the aerodrome unless advised by ATC.
c) Wherever possible the majority of the circuit shall be carried out over the sea.
d) Standard circuit altitude for propeller driven aircraft is 1300 FT AMSL (1023 FT AAL).
e) Standard circuit altitude for turbo-jet aircraft is 1800 FT AMSL (1523 FT AAL).
f) Visual circuits will not be permitted when the cloud ceiling is lower than 600 FT AAL.

10 VISUAL REFERENCE POINTS (VRP)

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

11 PROCEDURES OUTSIDE THE CHANNEL ISLANDS CONTROL ZONE

a) Pilots operating outside of Channel Islands Airspace who are in contact with Jersey ATSU will be provided with an Alerting Service.
b) Pilots are reminded that aircraft in transit to or from Channel Islands Airspace may not be flying in accordance with the semi-circular rule.
c) For transit of the Plymouth/Portland Danger Areas to the north of Channel Islands Airspace, a SUACS may be available as detailed in ENR 5.1 of the UK AIP.

d) Arriving flights should make contact with Jersey ATC at least 10 minutes prior to reaching the boundary of Channel Islands Airspace to obtain a clearance to enter CAS.

e) Pilots are reminded that airspace to the north of N50° (London FIR) is subject to London ACC, and airspace to the south (Brest FIR) is subject to Rennes Approach/Info or Iroise Approach. It is the responsibility of pilots to acquaint themselves with the requirements of the respective UK and French authorities.

12 OMNIDIRECTIONAL DEPARTURES

a) Only available with ATC clearance.

Omnidirectional Departures		
Runway	**Description**	**Restrictions**
08	Climb straight ahead on track 083° M to 900 FT AMSL (623 FT AAL), then turn on track climbing to en-route safety altitude or in accordance with ATC Clearance. PDG 3.3%	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJJ AD 2.21 for Noise Abatement Procedures.
26	Climb straight ahead on track 263° M to 900 FT AMSL (623 FT AAL), then turn on track climbing to en-route safety altitude or in accordance with ATC Clearance. PDG 3.3%	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJJ AD 2.21 for Noise Abatement Procedures.

13 FLIGHT PLANS

a) See ENR 1.11.

EGJJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGJJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGJJ-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGJJ-2-2
CHANNEL ISLANDS CONTROL ZONE - VISUAL REFERENCE POINTS (VRPs)
AD 2.EGJJ-3-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGJJ-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 LUSIT 1A 1B DIN 3A 2B ORVAL 1A 1B - ICAO
AD 2.EGJJ-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 ORTAC 3A 2B BENIX 5A 3B - ICAO
AD 2.EGJJ-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 SKERY 3A 2B OYSTA 2B - ICAO
AD 2.EGJJ-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 LERAK 2A 2B TUNIT 3A 2B - ICAO
AD 2.EGJJ-6-4
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 ORIST 1C 1D - ICAO
AD 2.EGJJ-6-5
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08 ORIST 1D RWY 26 ORIST 1C
AD 2.EGJJ-6-6
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 ORTAC 1K TUNIT 1K SKERY 1K BIGNO 1K LELNA 1K - ICAO
AD 2.EGJJ-7-1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 BEVAV 1K LERAK 1K - ICAO
AD 2.EGJJ-7-2
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 ORTAC 1J LELNA 1J - ICAO
AD 2.EGJJ-7-3
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 TUNIT 1J SKERY 1L 1J BIGNO 1L 1J - ICAO
AD 2.EGJJ-7-4
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 BEVAV 1J MINQI 1J LERAK 1J - ICAO

AD 2.EGJJ-7-5
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 08 - ICAO
AD 2.EGJJ-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 08 - ICAO
AD 2.EGJJ-8-2
INSTRUMENT APPROACH CHART RNP RWY 08 - ICAO
AD 2.EGJJ-8-3
INSTRUMENT APPROACH CHART VOR/DME RWY 08 - ICAO
AD 2.EGJJ-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO
AD 2.EGJJ-8-5
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 26 - ICAO
AD 2.EGJJ-8-6
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 26 - ICAO
AD 2.EGJJ-8-7
INSTRUMENT APPROACH CHART RNP RWY 26 - ICAO
AD 2.EGJJ-8-8
INSTRUMENT APPROACH CHART VOR/DME RWY 26 - ICAO
AD 2.EGJJ-8-9
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO
AD 2.EGJJ-8-10
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08
AD 2.EGJJ-8-11
SBAS FAS DATA BLOCK CODING DATA - RNP RWY 08
AD 2.EGJJ-8-12
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 26
AD 2.EGJJ-8-13
SBAS FAS DATA BLOCK CODING DATA - RNP RWY 26
AD 2.EGJJ-8-14

EGJJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

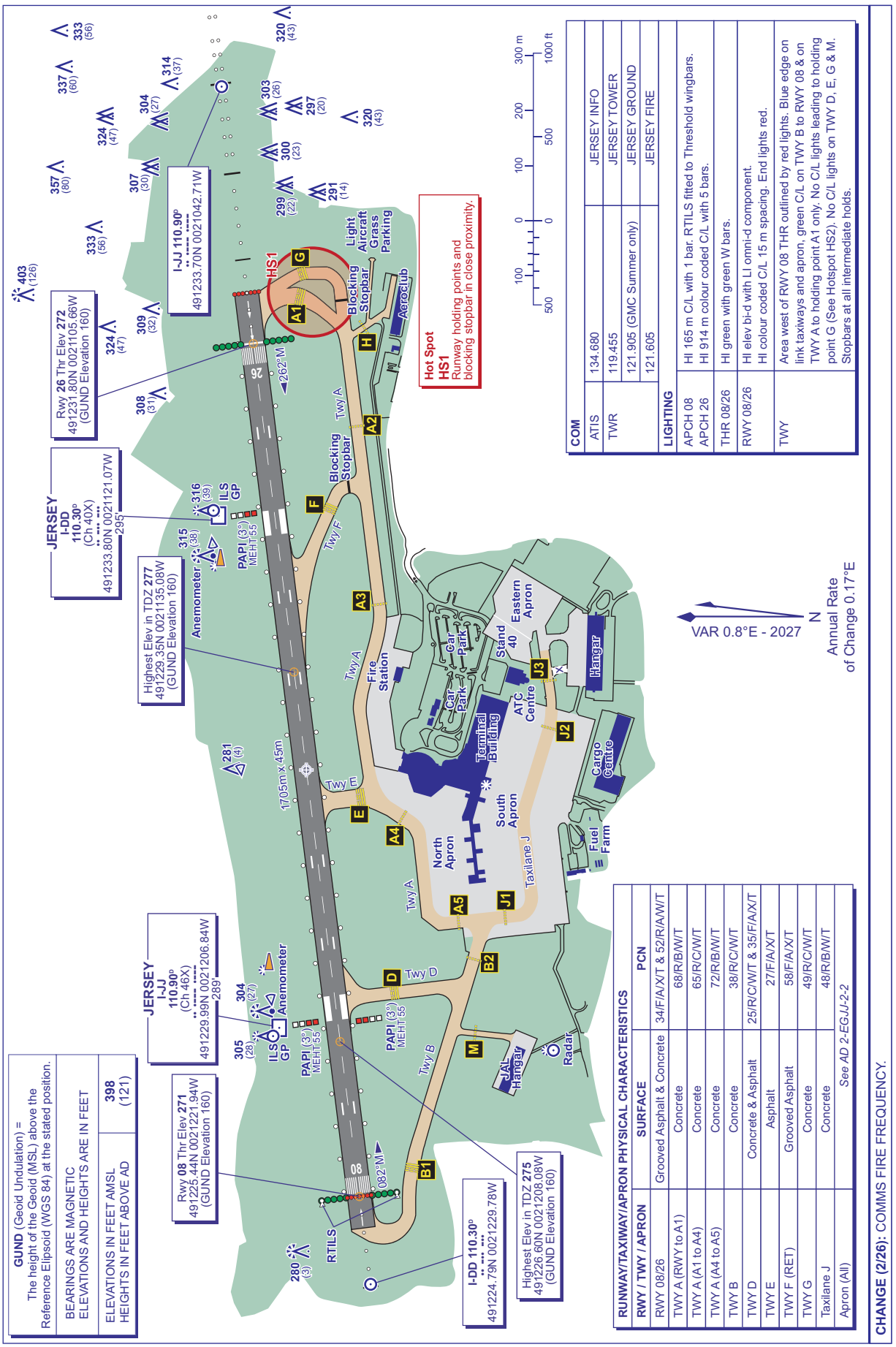
Not applicable

AERODROME CHART - ICAO

JERSEY EGJJ

ARP 491229N 0021144W

AD ELEV 277FT



AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 491229N 0021144W

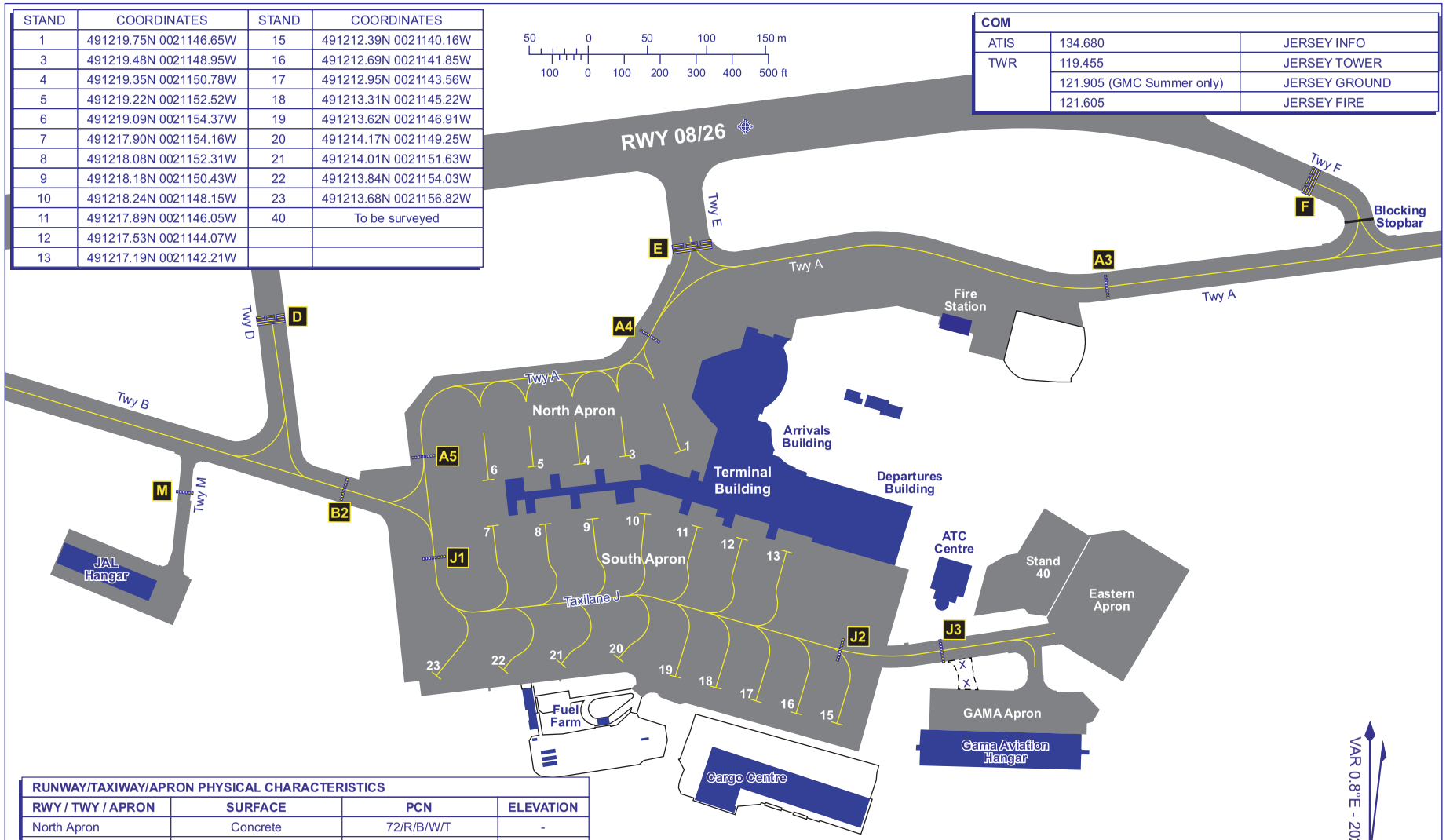
AD ELEV 277FT

JERSEY
EGJJ

AERO INFO DATE 25 NOV 25

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

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



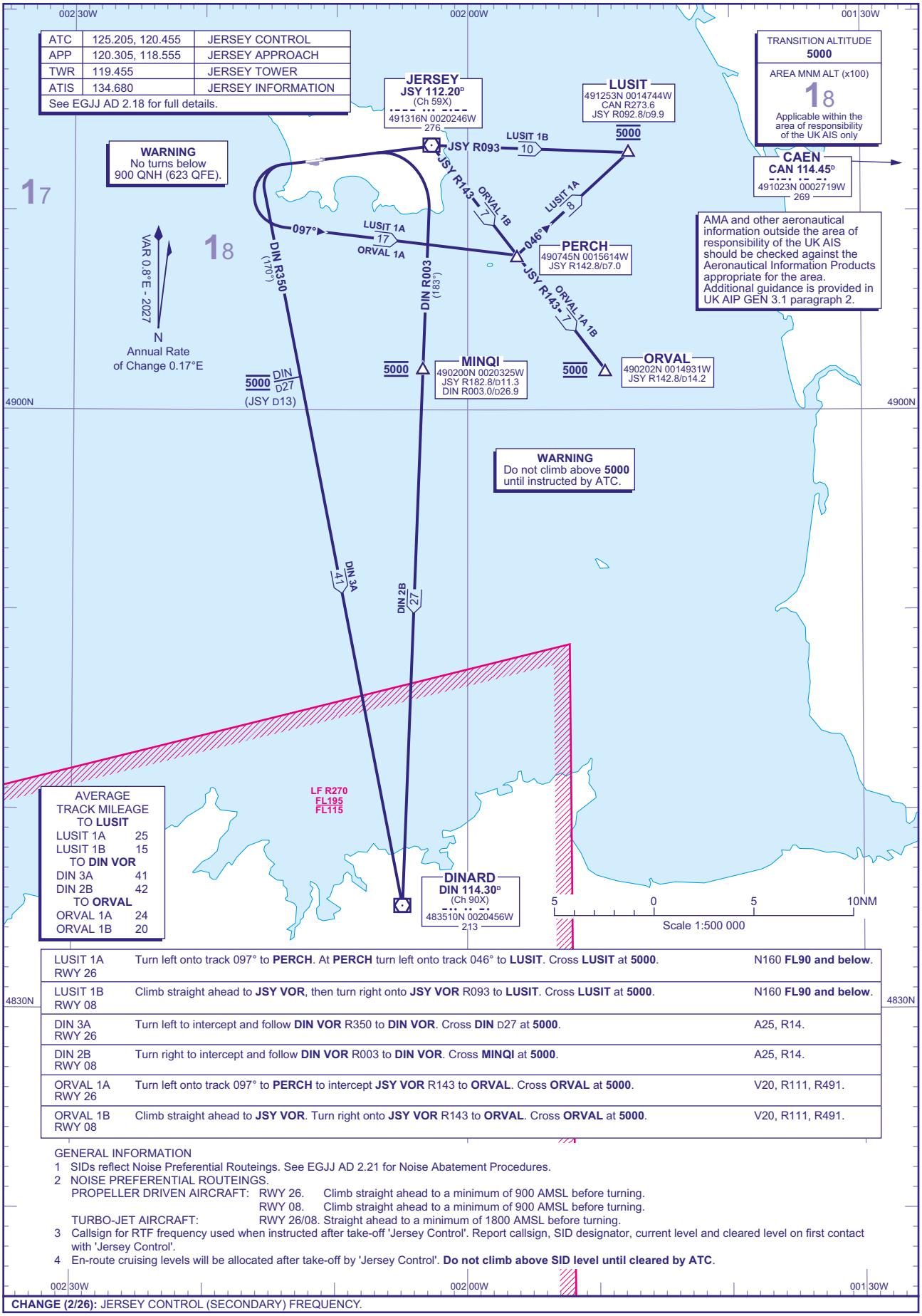
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	ELEVATION
North Apron	Concrete	72/R/B/W/T	-
South Apron	Concrete	48/R/B/W/T	-
Eastern Apron	Concrete	13/R/C/W/T	-
RWY (All)	*See AD 2-EGJJ-2-1*		
TWY (All)			

CHANGE (2/26): COMMS FIRE FREQUENCY.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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



AVERAGE TRACK MILEAGE TO **LUSIT**	
LUSIT 1A	25
LUSIT 1B	15
TO **DIN VOR**	
DIN 3A	41
DIN 2B	42
TO **ORVAL**	
ORVAL 1A	24
ORVAL 1B	20

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

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGJJ AD 2.21 for Noise Abatement Procedures.

2 NOISE PREFERENTIAL ROUTEINGS.

PROPELLER DRIVEN AIRCRAFT: RWY 26. Climb straight ahead to a minimum of 900 AMSL before turning.
RWY 08. Climb straight ahead to a minimum of 900 AMSL before turning.

TURBO-JET AIRCRAFT: RWY 26/08. Straight ahead to a minimum of 1800 AMSL before turning.

3 Callsign for RTF frequency used when instructed after take-off 'Jersey Control'. Report callsign, SID designator, current level and cleared level on first contact with 'Jersey Control'.

4 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC.**

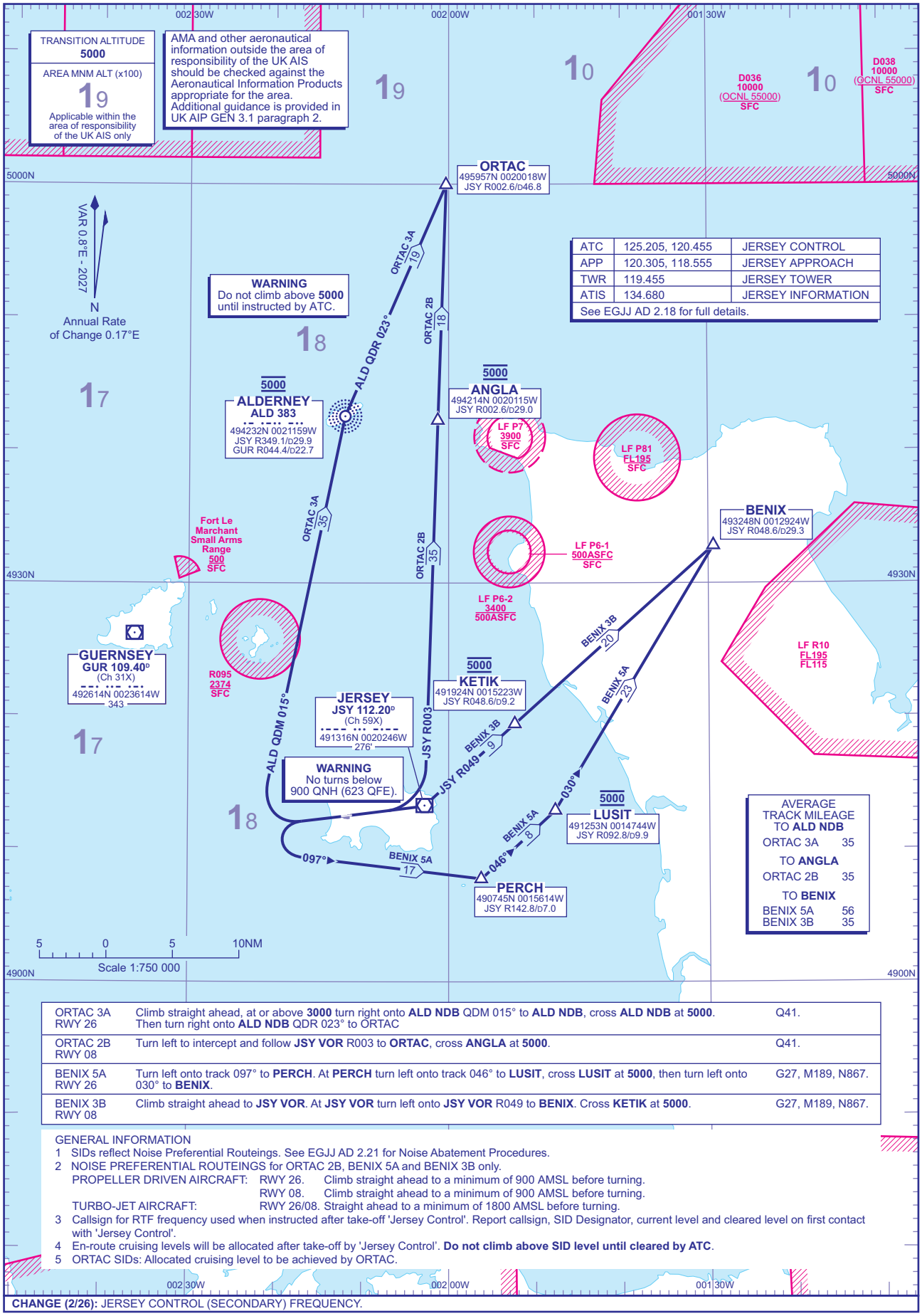
CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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



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

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

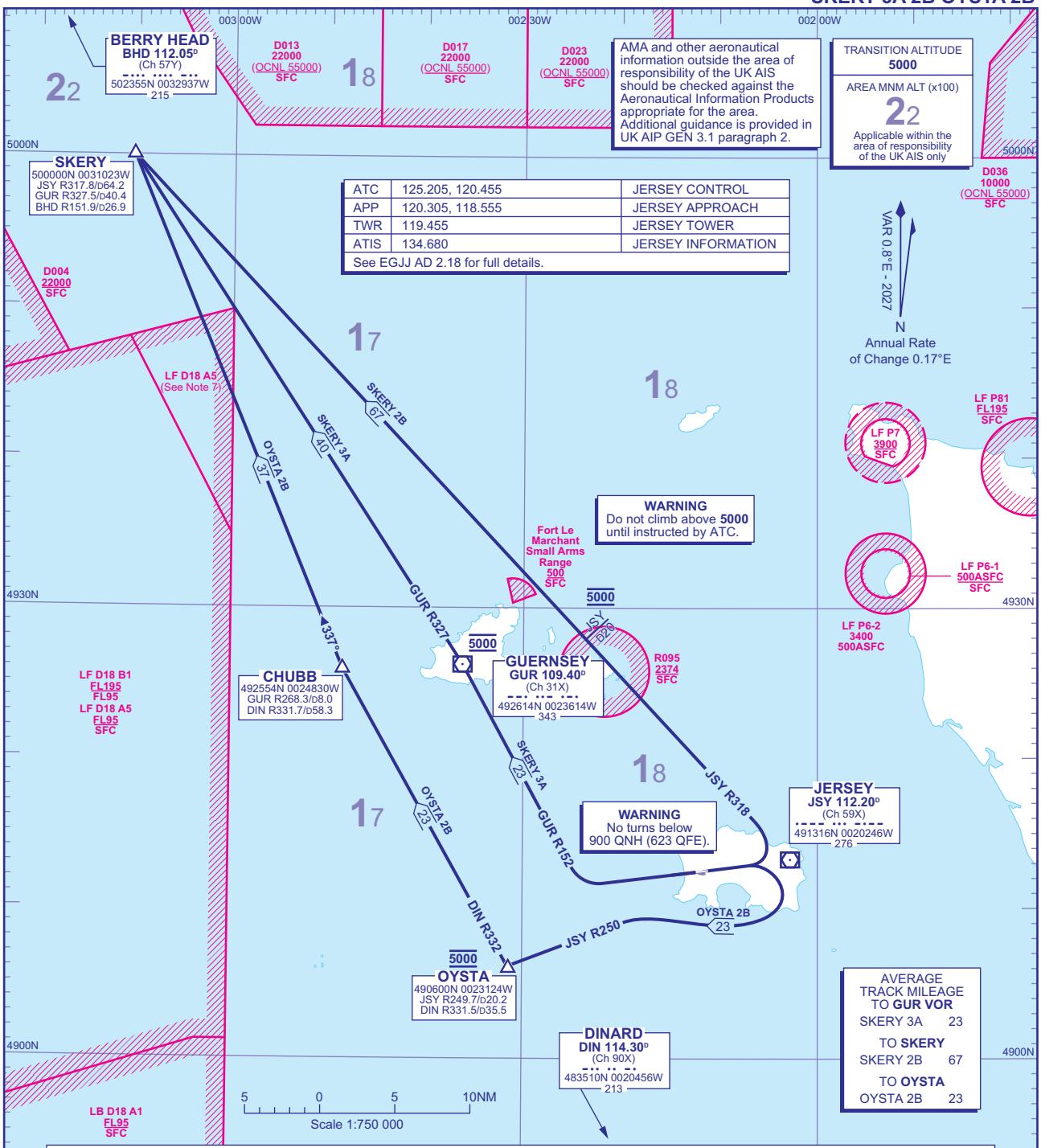
CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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



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

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

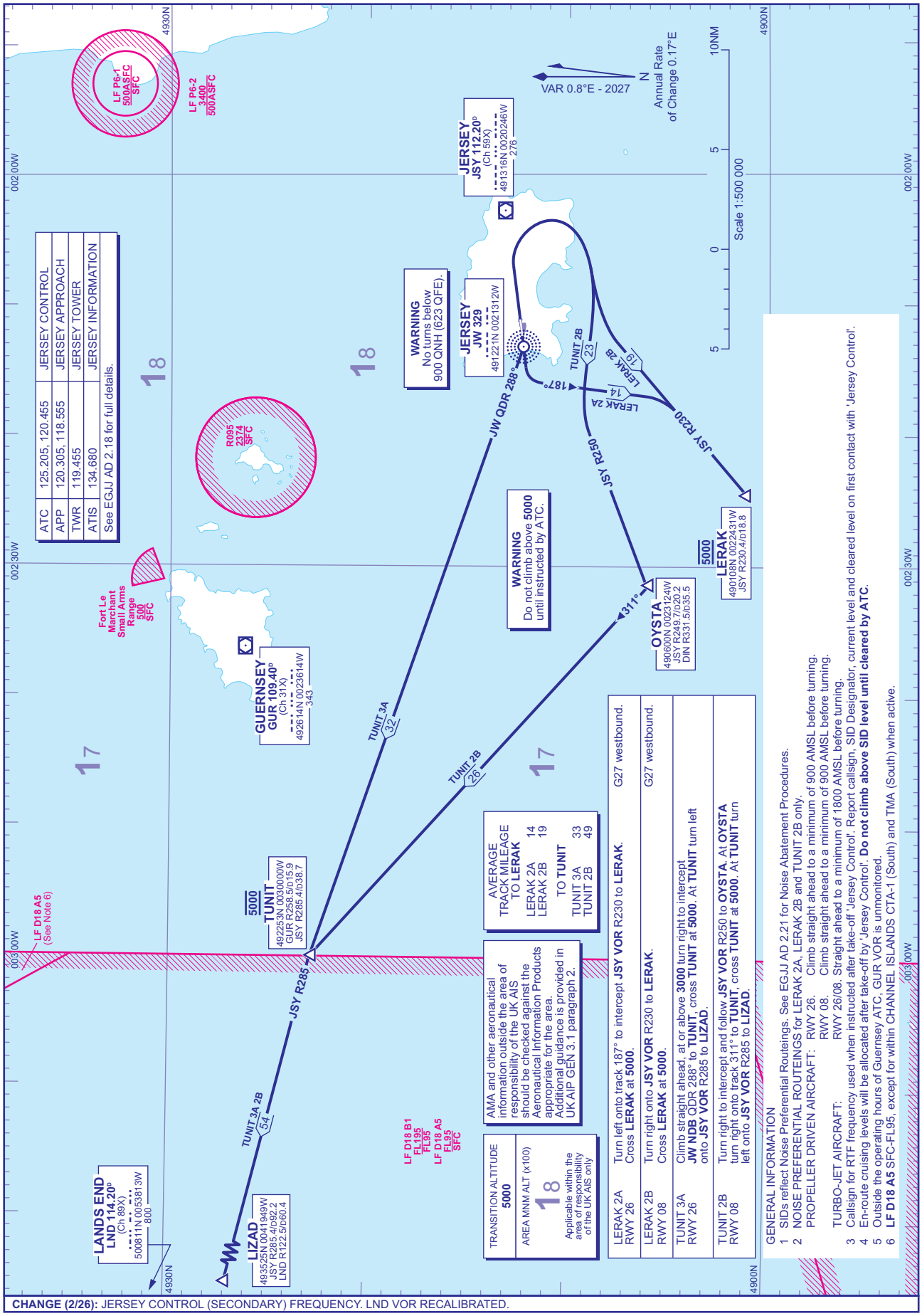
CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY. BHD VOR RECALIBRATED.

AERO INFO DATE 21 NOV 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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



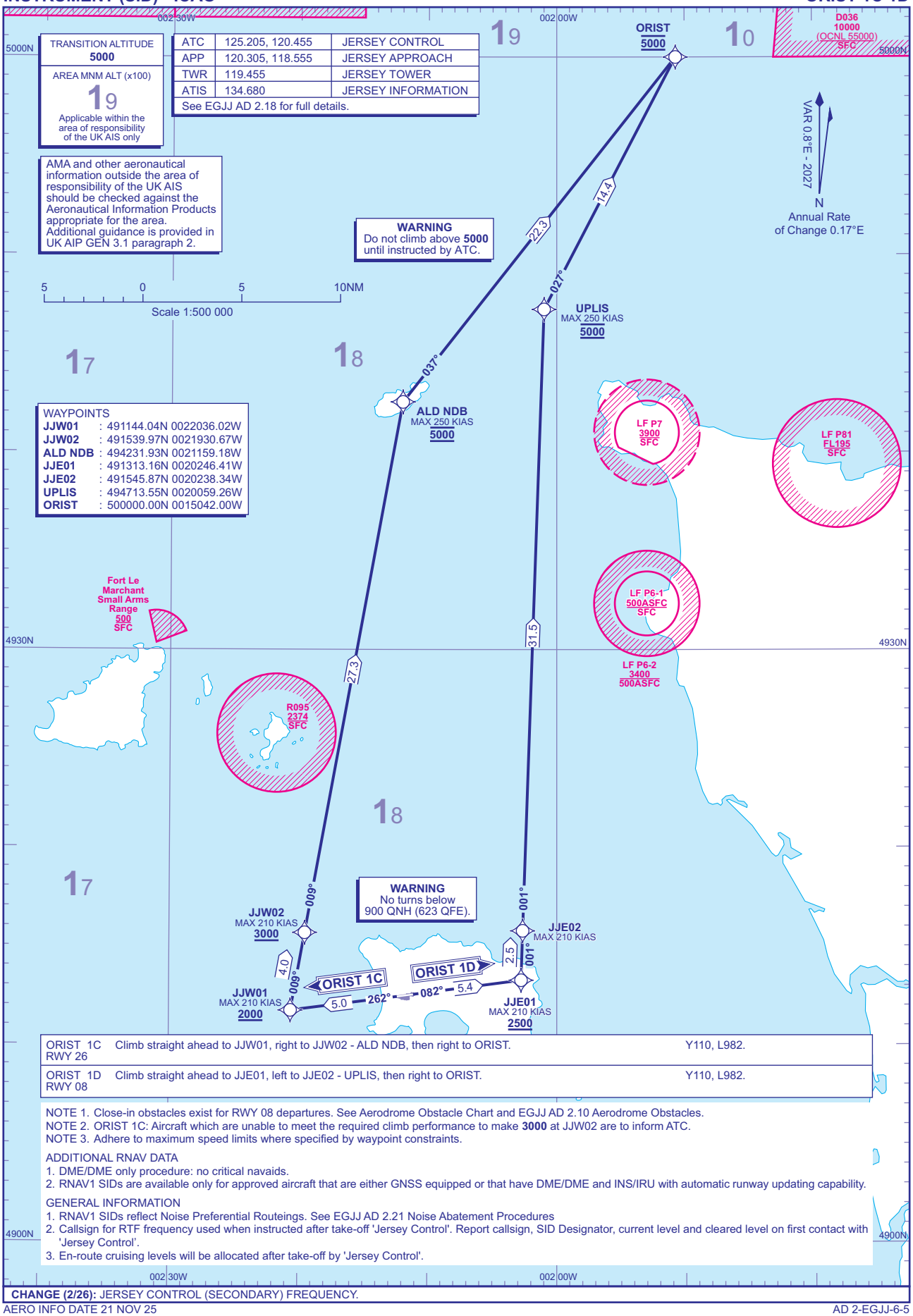
AERO INFO DATE 21 NOV 25

AD 2-EGJJ-6-4

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

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

JERSEY
RWY 08/26
ORIST 1C 1D



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

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

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

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

CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25

AD 2-EGJJ-6-5

Standard Instrument Departure Coding Tables

Jersey Runway 26 ORIST 1C

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

Jersey Runway 08 ORIST 1D

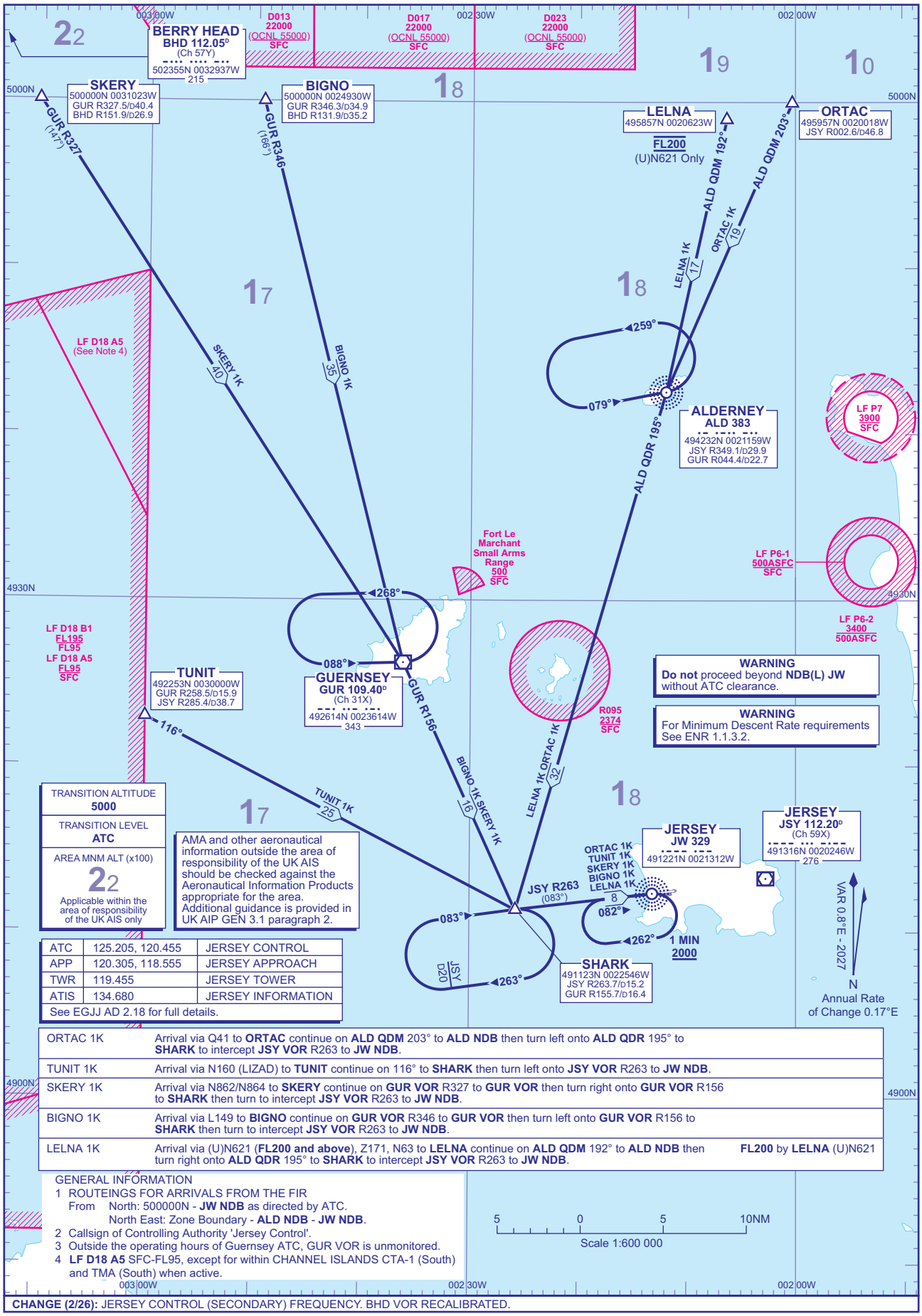
Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORIST 1D	001	CF	JJE01	491313.16N 0020246.41W	N	082° (082.7°)	0.8	5.4	LEFT	+2500	-210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

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

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

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



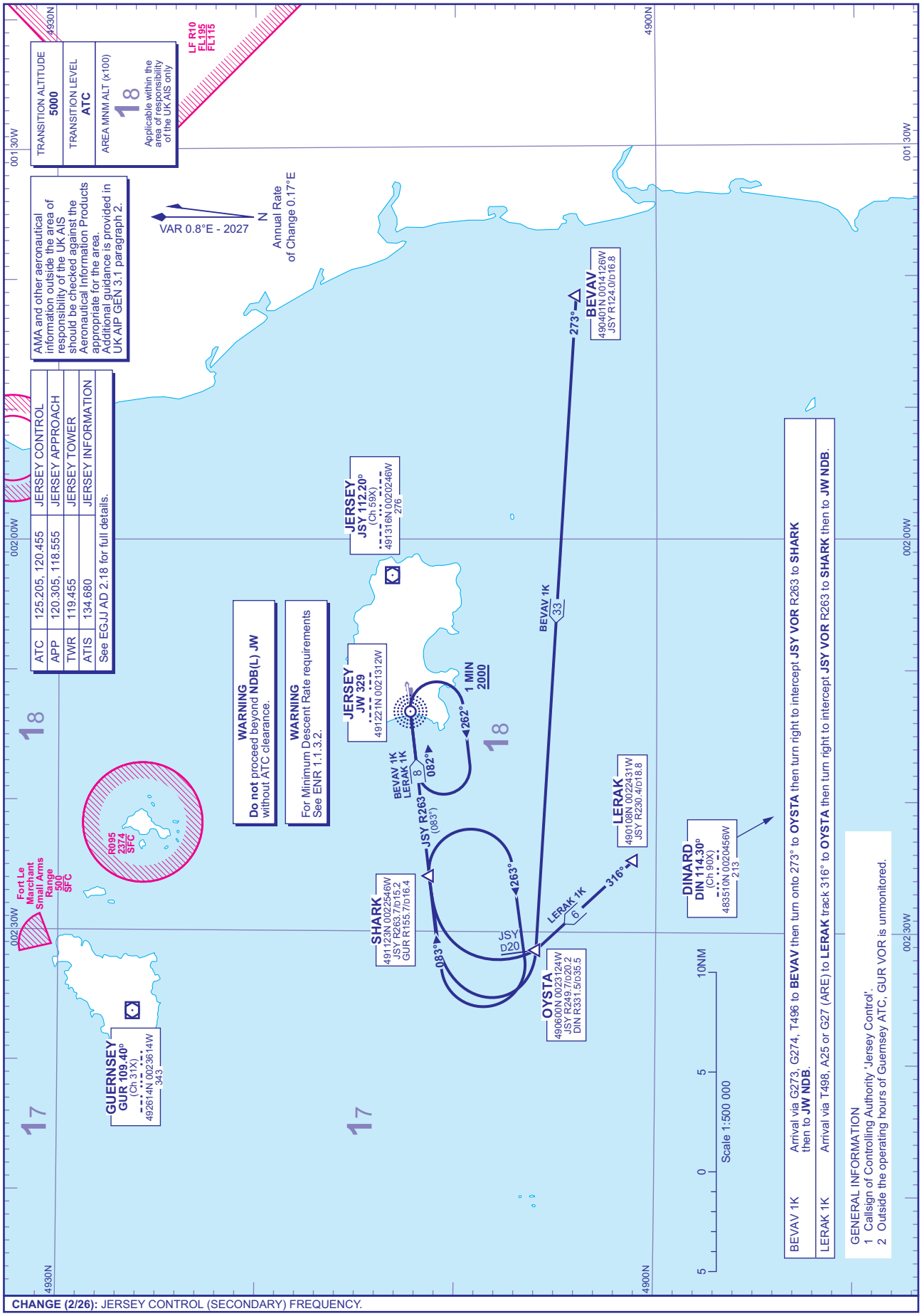
CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY. BHD VOR RECALIBRATED.

AERO INFO DATE 21 NOV 25

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

JERSEY
RWY 08
BEVAV 1K LERAK 1K



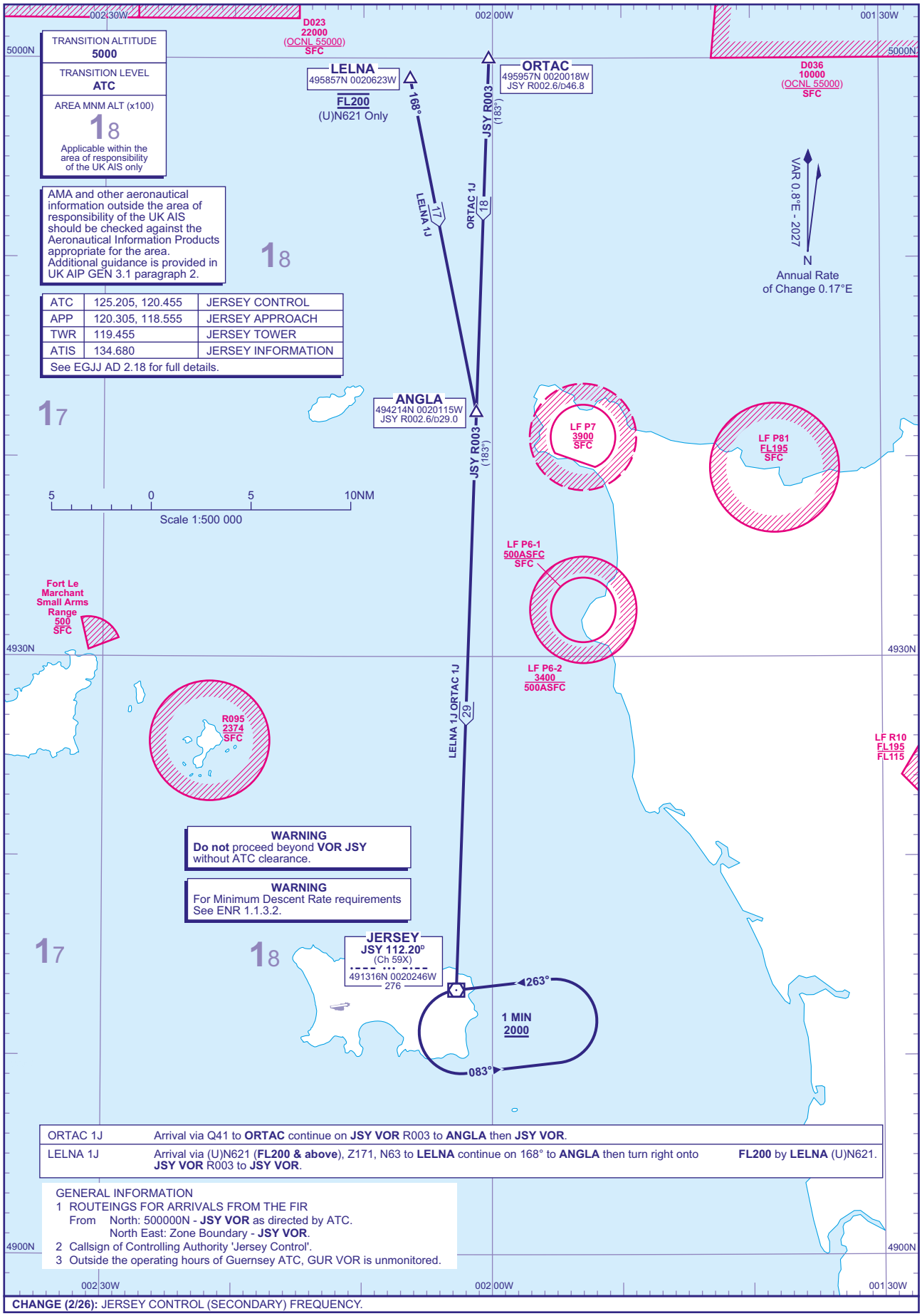
CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

JERSEY
RWY 26
ORTAC 1J LELNA 1J



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

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

CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

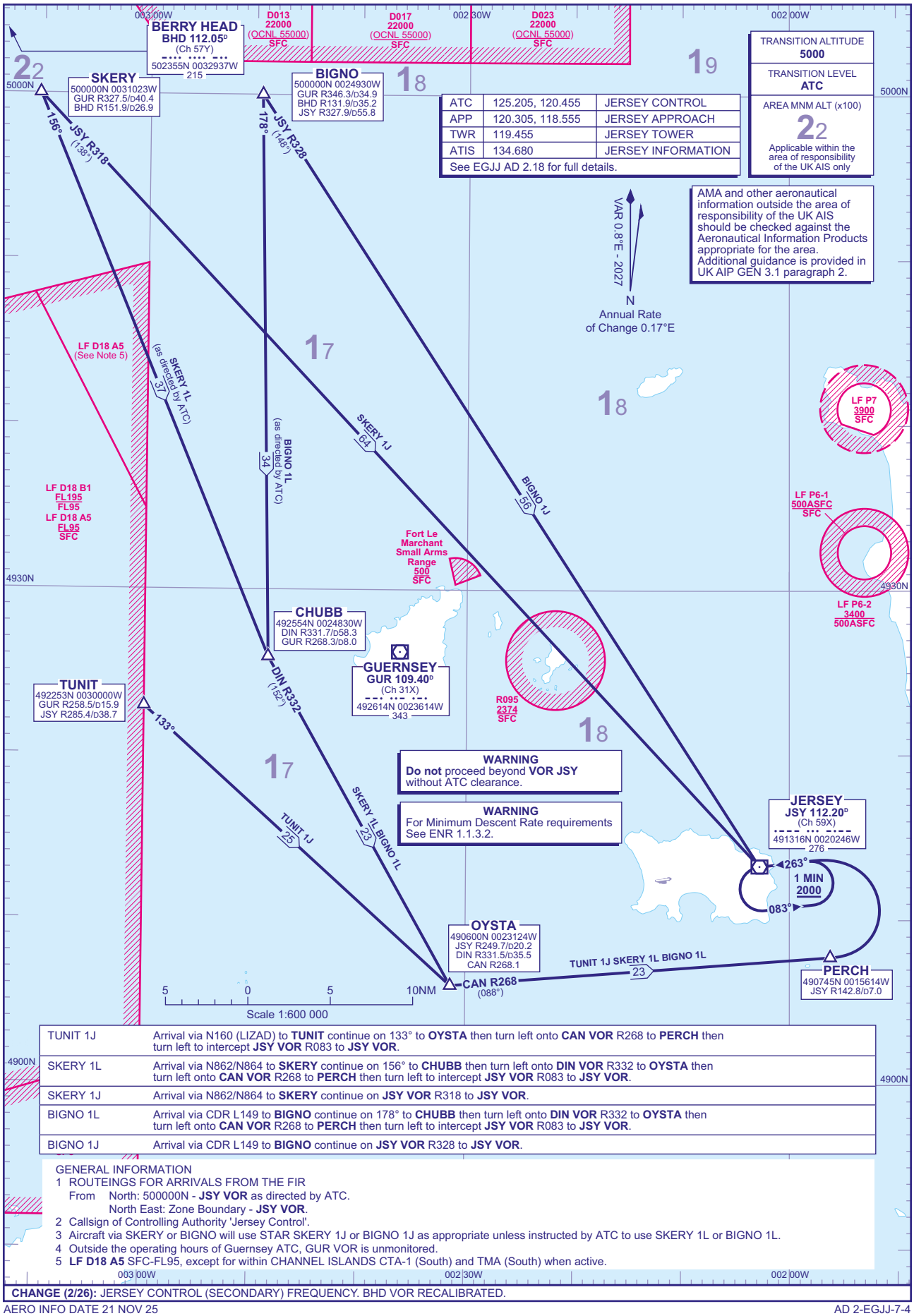
AERO INFO DATE 21 NOV 25

AD 2-EGJJ-7-3

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

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



ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
ATIS	134.680	JERSEY INFORMATION
See EGJJ AD 2.18 for full details.		

TRANSITION ALTITUDE **5000**

TRANSITION LEVEL **ATC**

AREA MNM ALT (x100) **22**
Applicable within the area of responsibility of the UK AIS only

AMA and other aeronautical information outside the area of responsibility of the UK AIS should be checked against the Aeronautical Information Products appropriate for the area. Additional guidance is provided in UK AIP GEN 3.1 paragraph 2.

WARNING
Do not proceed beyond **VOR JSY** without ATC clearance.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

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

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

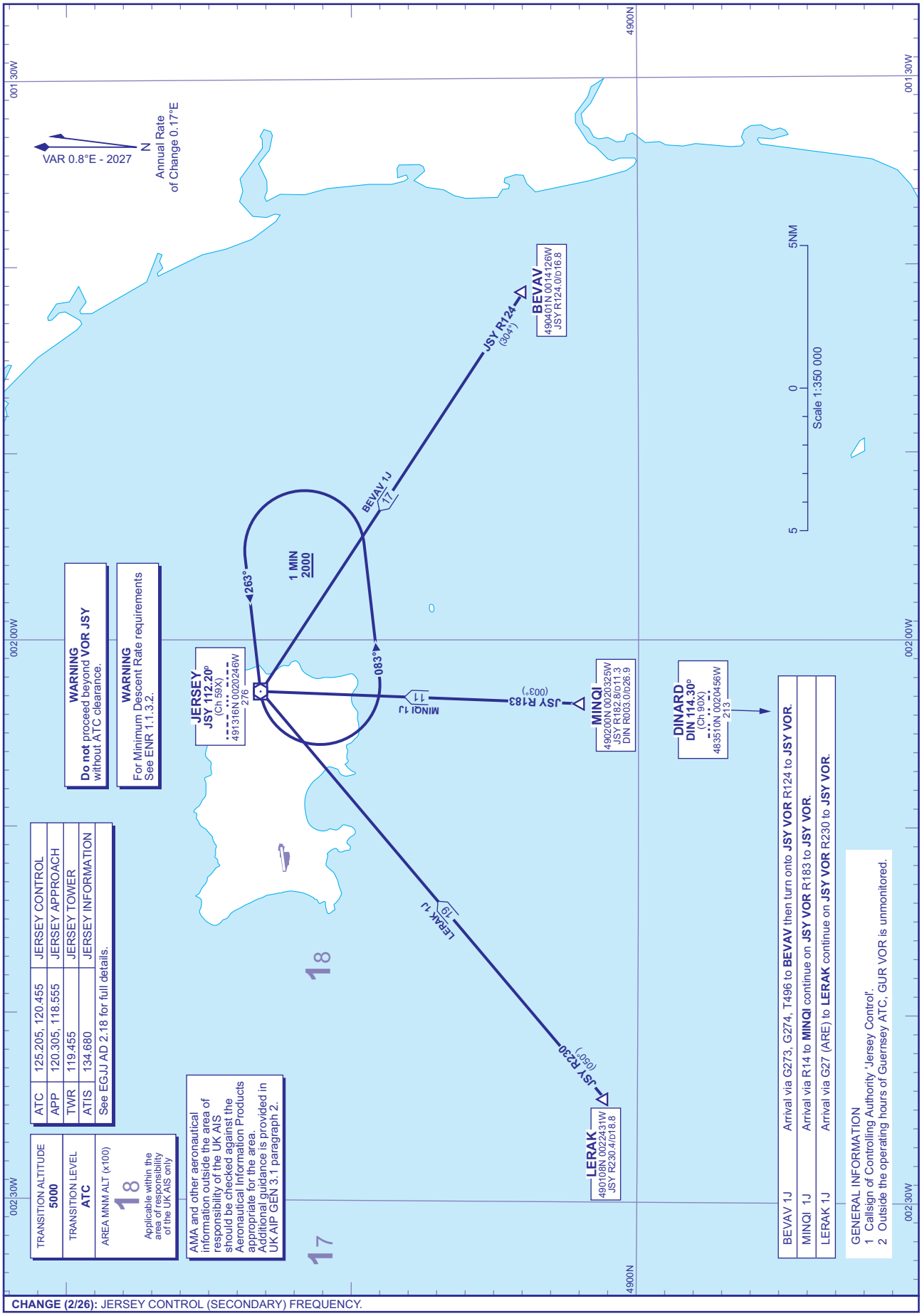
CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY. BHD VOR RECALIBRATED.

AERO INFO DATE 21 NOV 25

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

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



CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

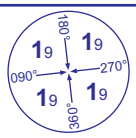
AERO INFO DATE 21 NOV 25

AD 2-EGJJ-7-5

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INSTRUMENT APPROACH CHART - ICAO

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

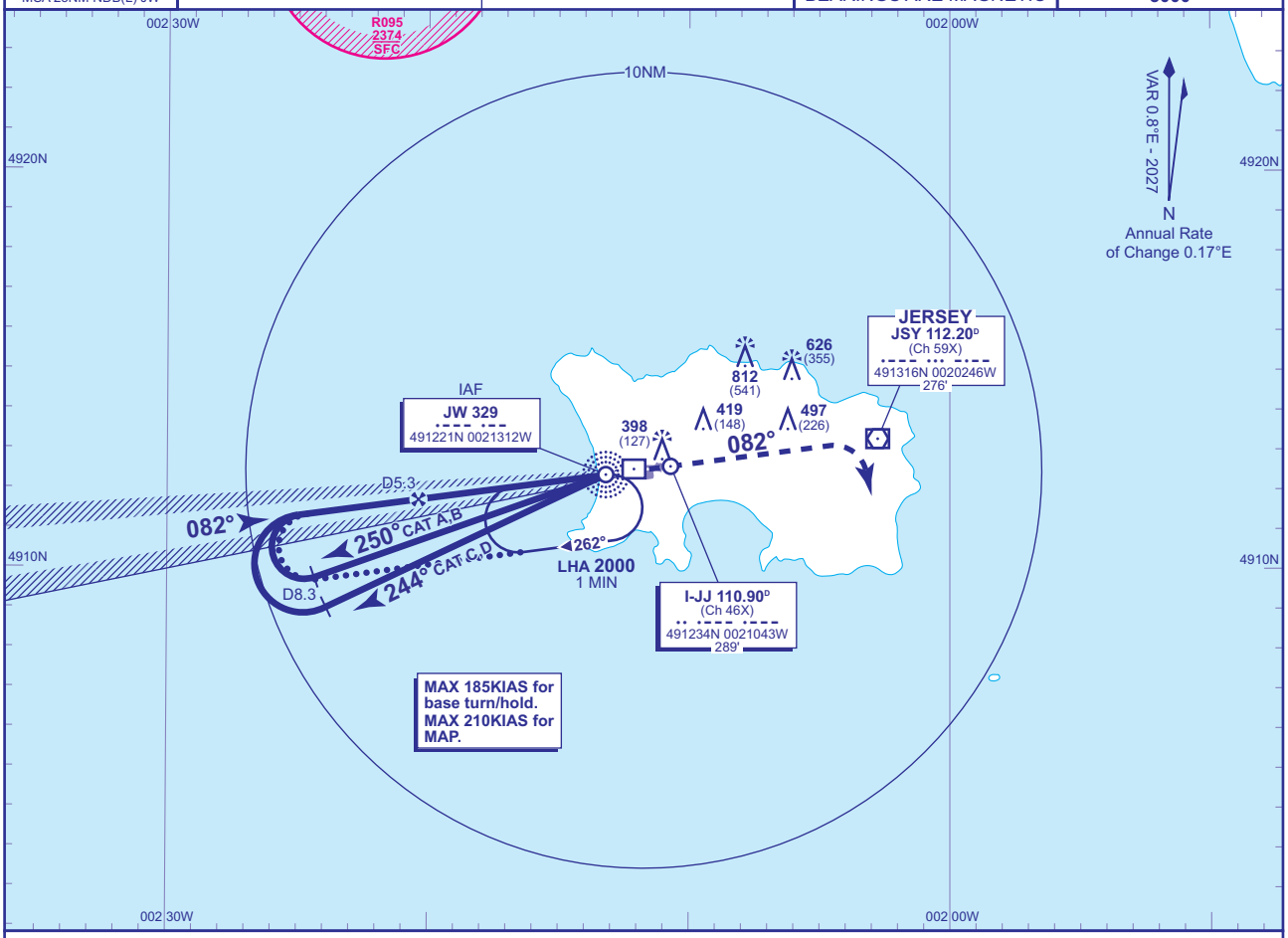


MSA 25NM NDB(L) JW

ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

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

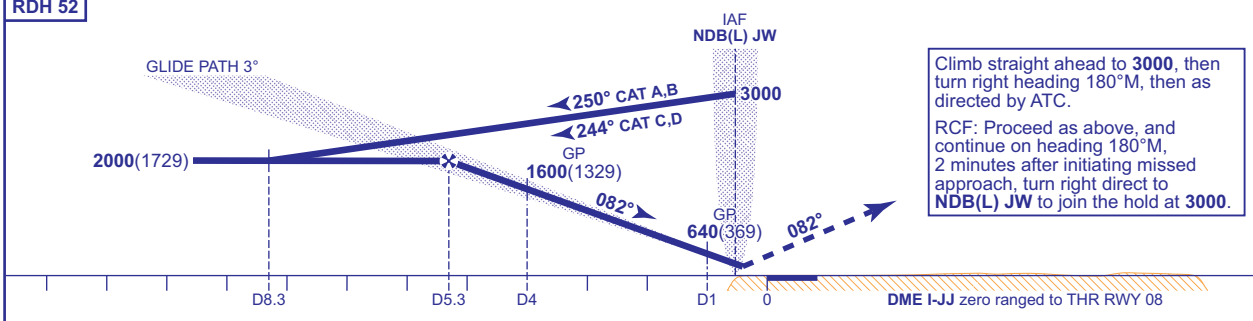
TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

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

RDH 52



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

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

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

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

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

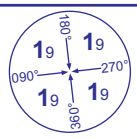
AIRCRAFT UNABLE TO RECEIVE DME I-JJ
Advise ATC. Radar ranges will be passed equivalent to D8.3 outbound and D4 inbound.

CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25

INSTRUMENT APPROACH CHART - ICAO

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

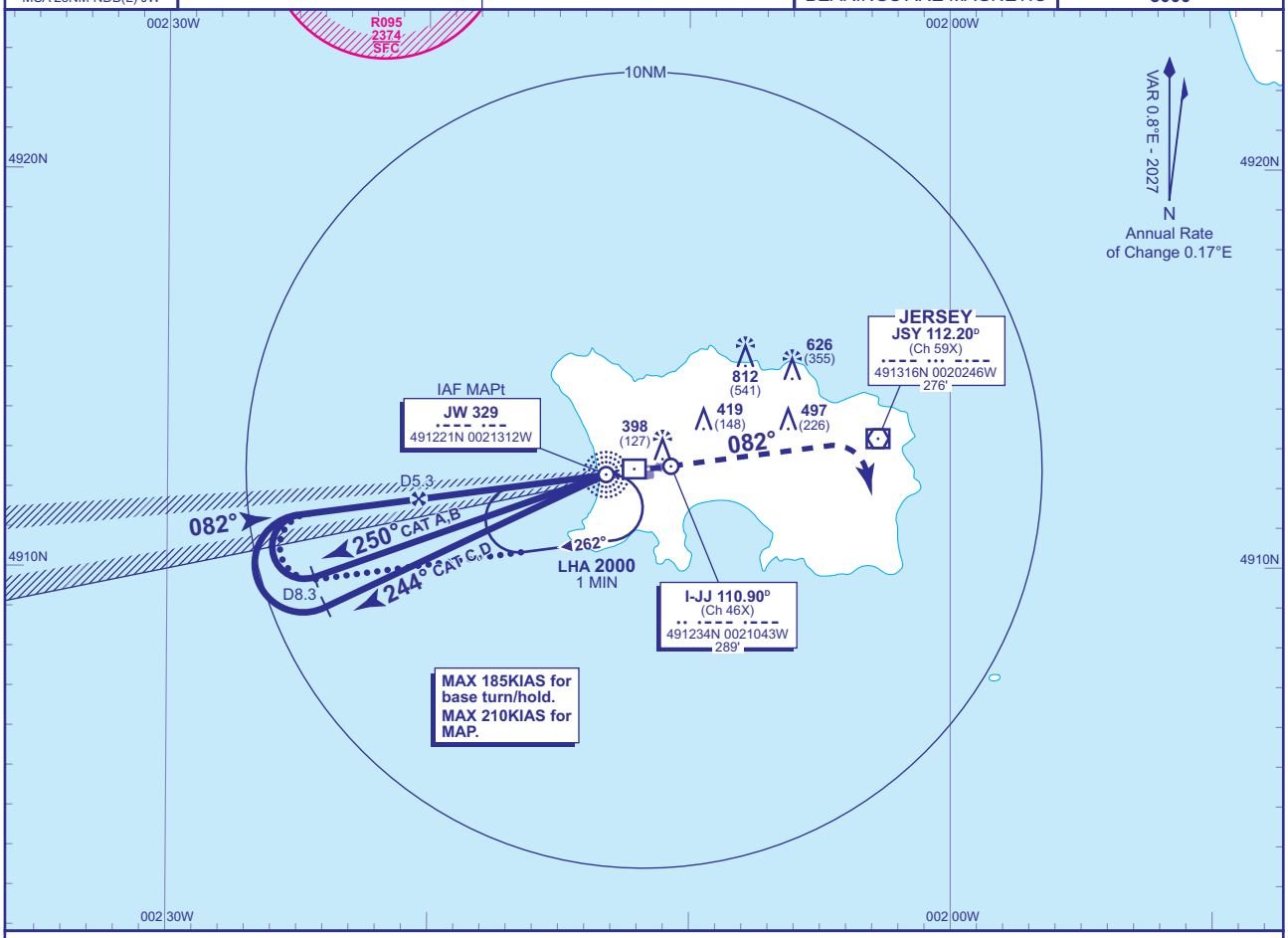


MSA 25NM NDB(L) JW

ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

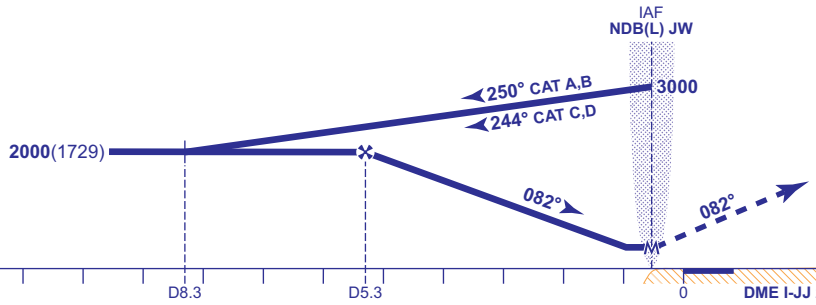
AD ELEVATION	**277**
THR ELEVATION	**271**
OBSTACLE ELEVATION **812 AMSL** (541) (ABOVE THR)	
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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



MAPt NDB(L) JW

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

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

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

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

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

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

CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25

AD 2-EGJJ-8-2

INSTRUMENT APPROACH CHART - ICAO

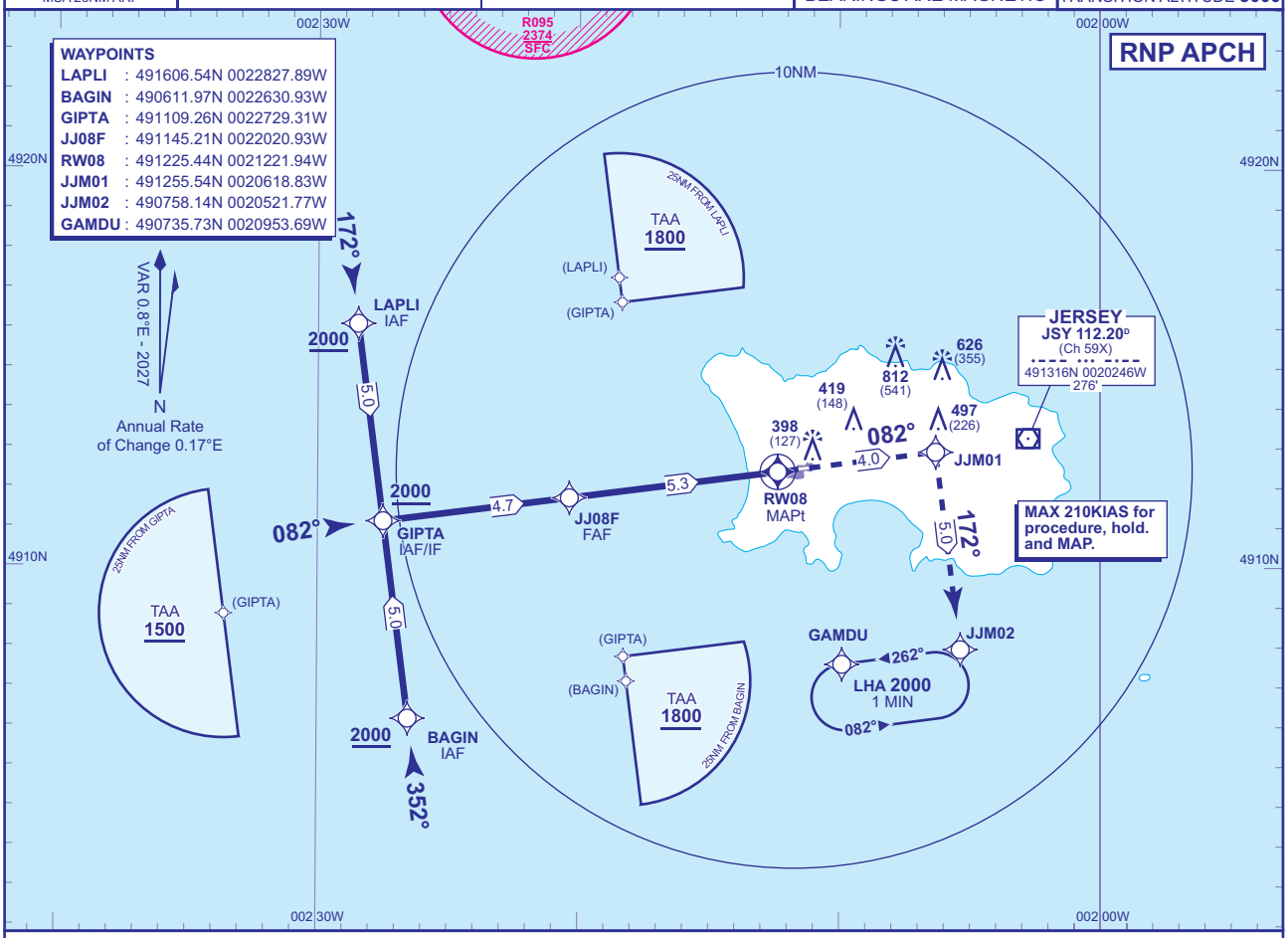
JERSEY
RNP
RWY 08
(ACFT CAT A,B,C,D)

MSA 25NM ARP

ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

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

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

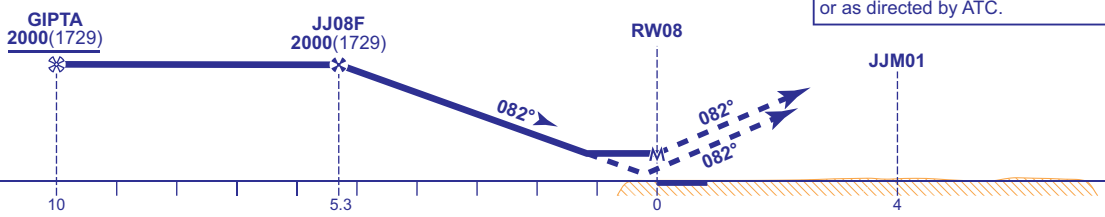


RECOMMENDED PROFILE LPV/VNAV Vertical Path Angle 3.0°(LNAV 5.24%), 320FT/NM

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

TCH 52

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



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

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

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

CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25

INSTRUMENT APPROACH CHART - ICAO

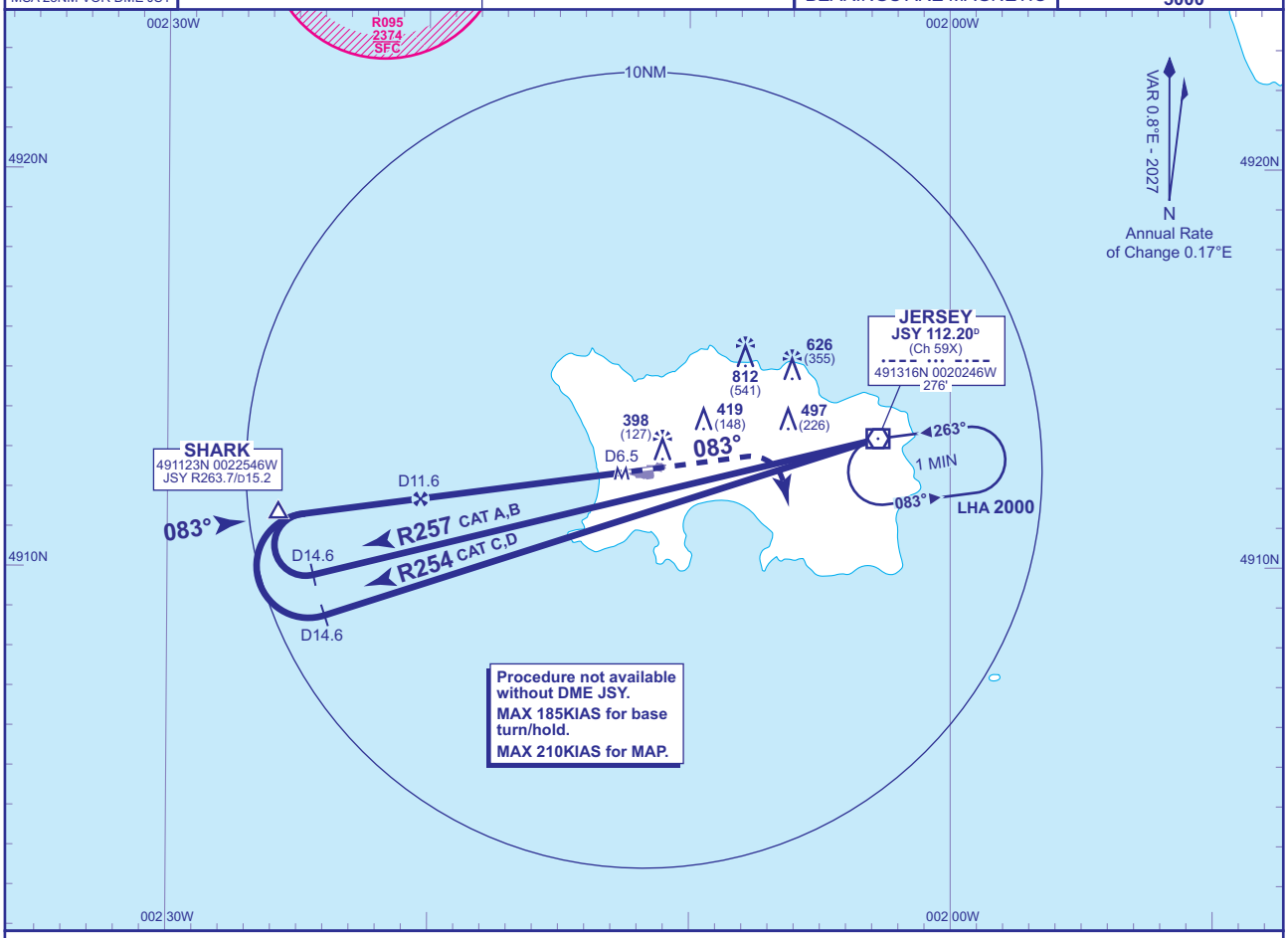
JERSEY VOR/DME RWY 08
(ACFT CAT A,B,C,D)

MSA 25NM VOR DME JSY

ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

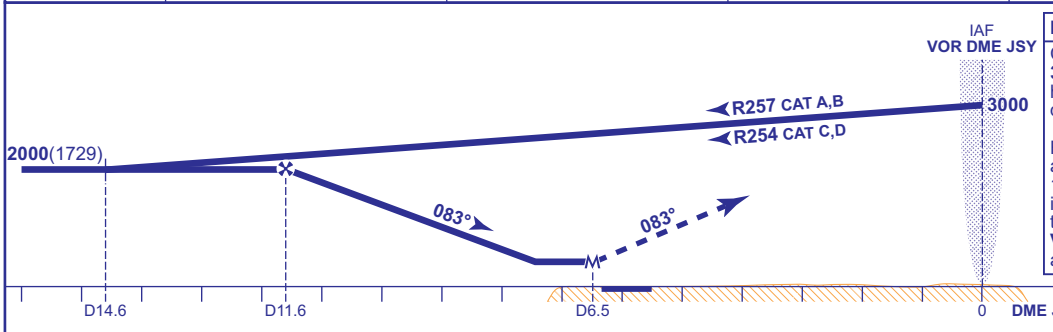
AD ELEVATION	**277**
THR ELEVATION	**271**
OBSTACLE ELEVATION	**812 AMSL** (541) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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



MAPt JSY DME 6.5

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

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

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

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

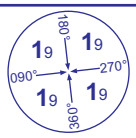
DIRECT ARRIVALS
Subject to ATC approval, following standard arrival routes to SHARK, from SHARK establish on extended FAT JSY R263, then descend to **2000**(1729) then continue as for basic procedure.

CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25 AD 2-EGJJ-8-4

INSTRUMENT APPROACH CHART - ICAO

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

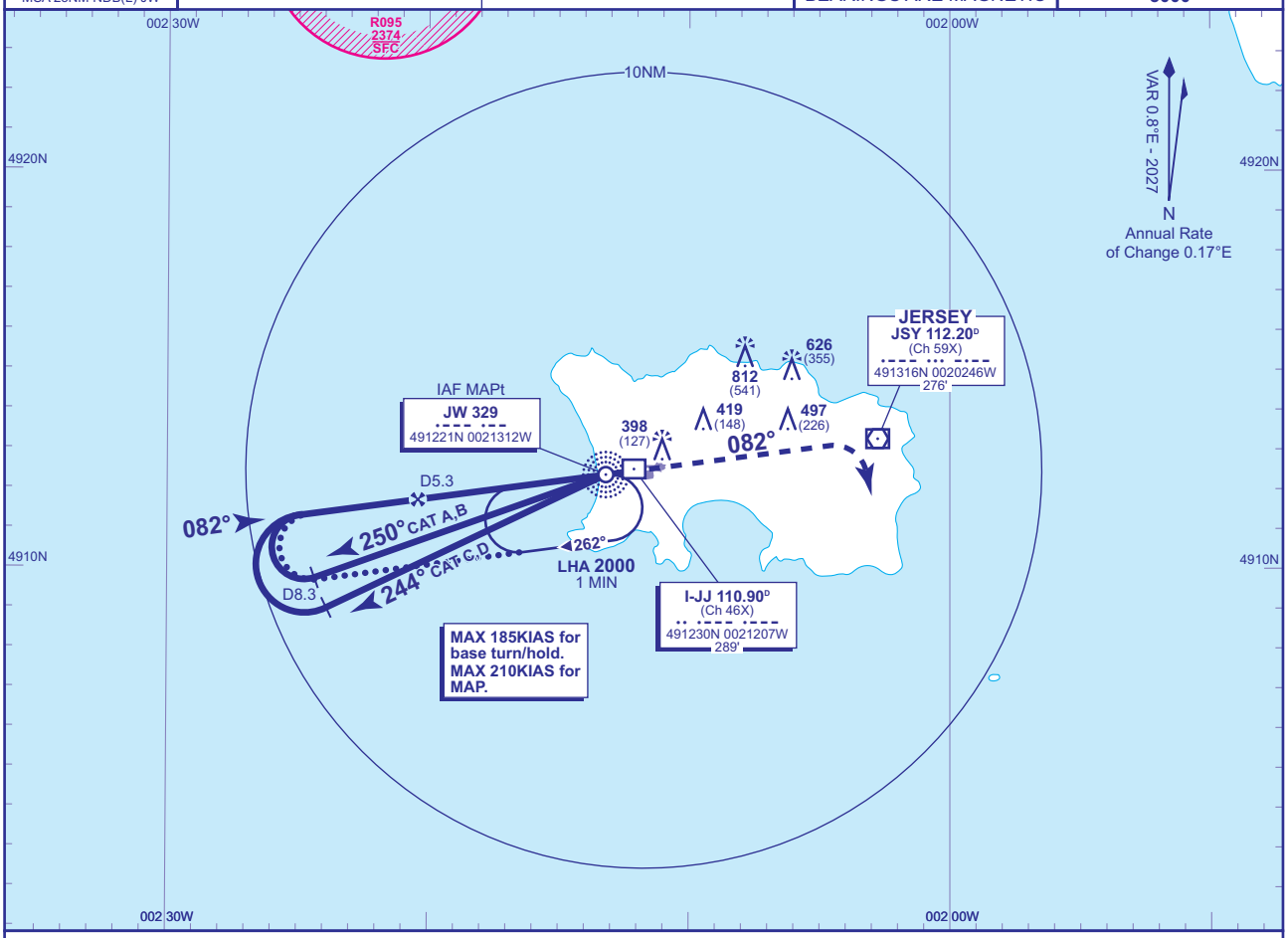


MSA 25NM NDB(L) JW

ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

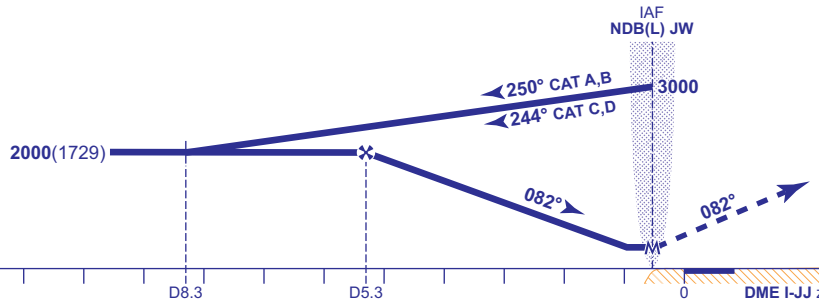
AD ELEVATION	**277**
THR ELEVATION	**271**
OBSTACLE ELEVATION	**812** AMSL (541) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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



MAPt NDB(L) JW

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

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

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

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

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

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

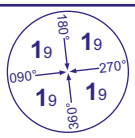
CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25

AD 2-EGJJ-8-5

INSTRUMENT APPROACH CHART - ICAO

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

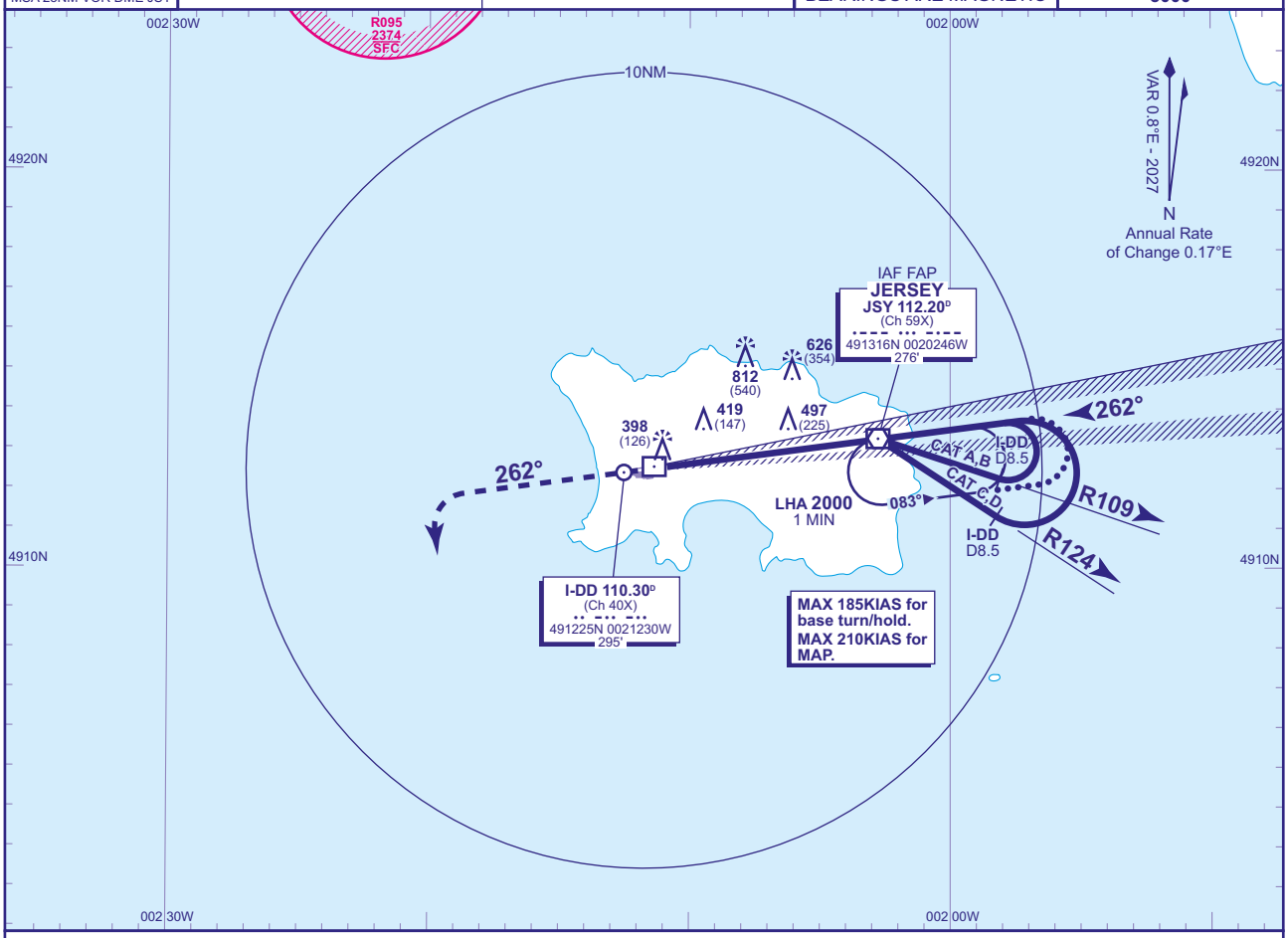


MSA 25NM VOR DME JSY

ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

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

TRANSITION ALTITUDE **5000**



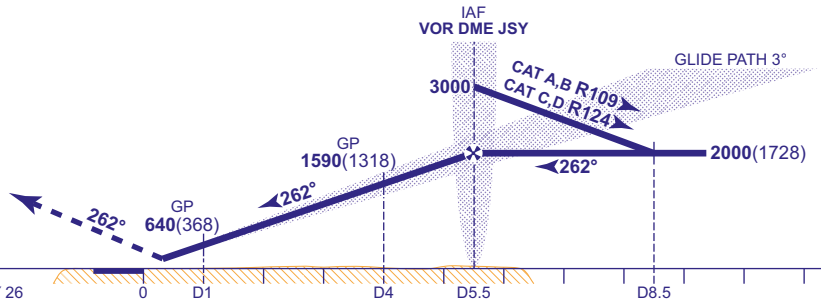
RECOMMENDED PROFILE GLIDE PATH 3°, 316FT/NM

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

RDH 52

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

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



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

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

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

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

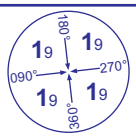
NOTE 1 Full scale fly-up indication left of C/L may not be maintained prior to joining the glide path from below.
2 Localiser fluctuations may be experienced. See EGJJ AD 2.20 Local Traffic Regulations 6(d).

CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25 AD 2-EGJJ-8-6

INSTRUMENT APPROACH CHART - ICAO

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

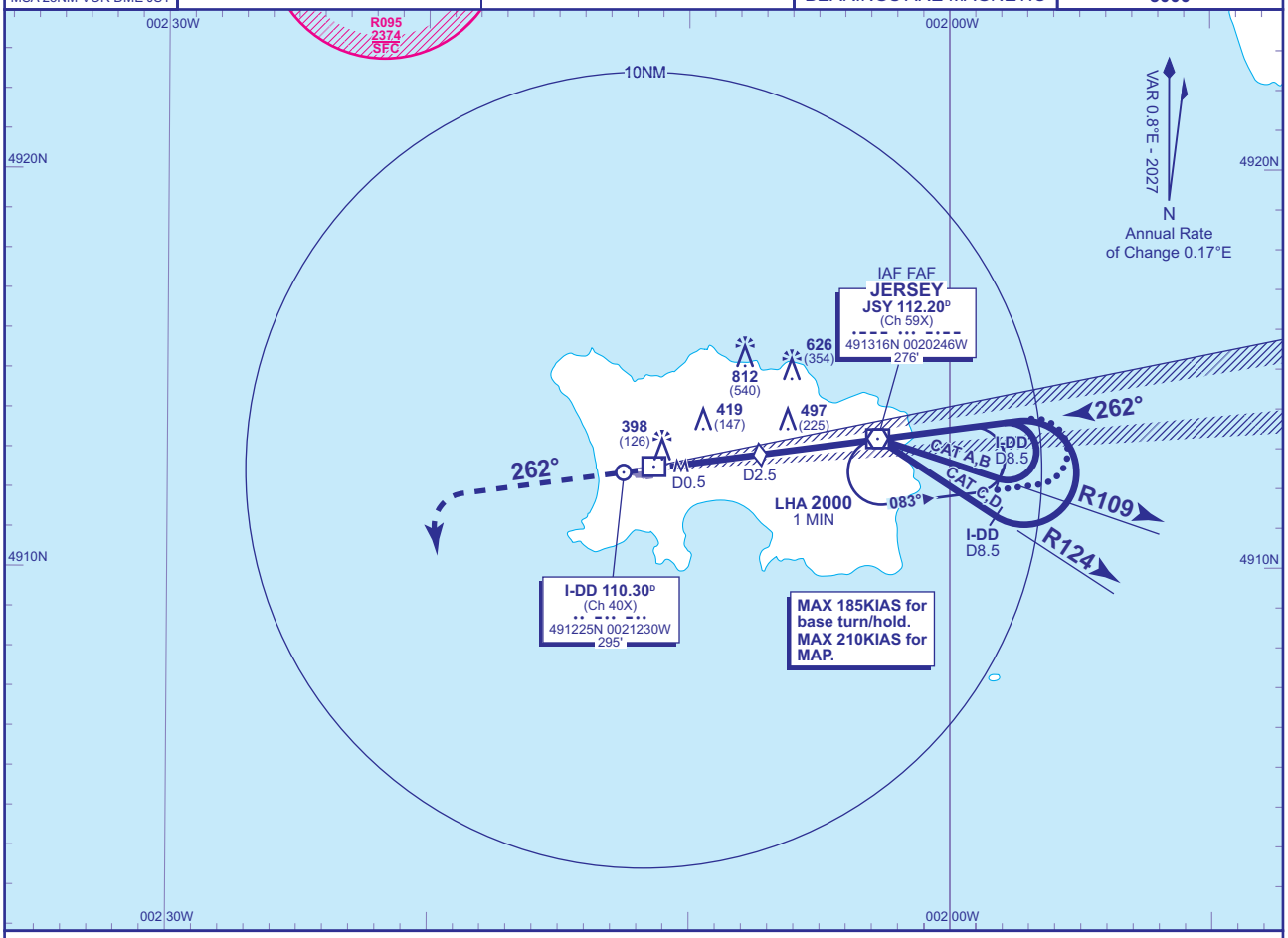


MSA 25NM VOR DME JSY

ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

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

TRANSITION ALTITUDE **5000**



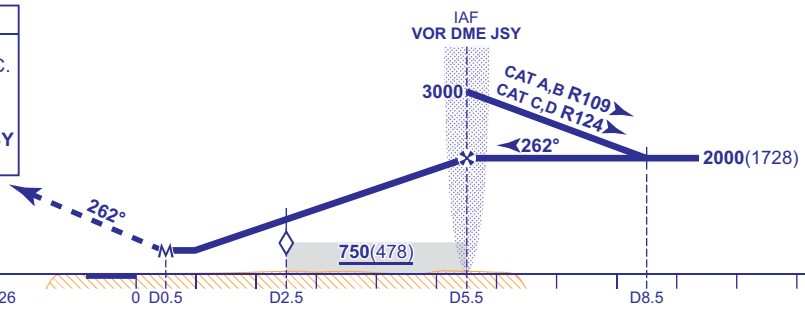
RECOMMENDED PROFILE Gradient 5.2%, 316FT/NM

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

MAPt I-DD D0.5

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

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



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

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

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

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

CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25

INSTRUMENT APPROACH CHART - ICAO

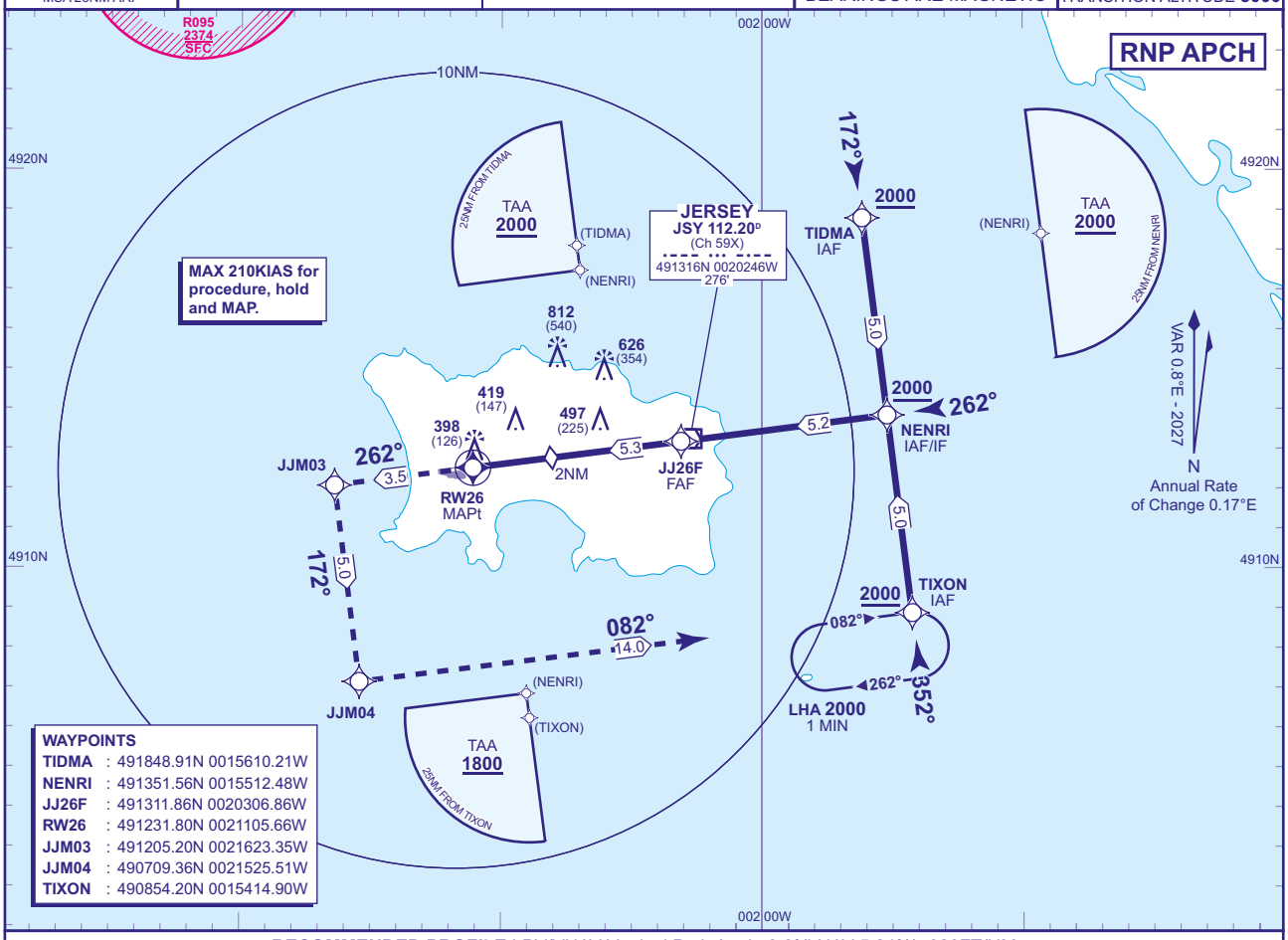
JERSEY
RNP
RWY 26
(ACFT CAT A,B,C,D)

ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

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

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

MSA 25NM ARP



WAYPOINTS

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

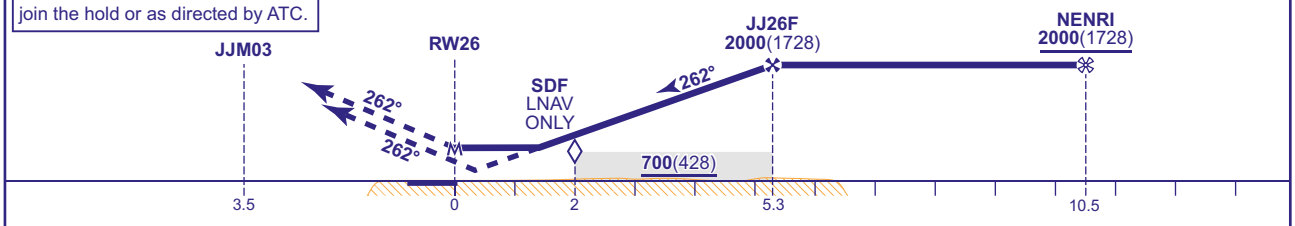
RECOMMENDED PROFILE LPV/VNAV Vertical Path Angle 3.0°(LNAV 5.24%), 320FT/NM

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

TCH 52

MAPt (LNAV): RW26

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



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

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

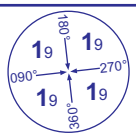
NOTE Aircraft will normally be required to hold not lower than **3000**.

CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25

INSTRUMENT APPROACH CHART - ICAO

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

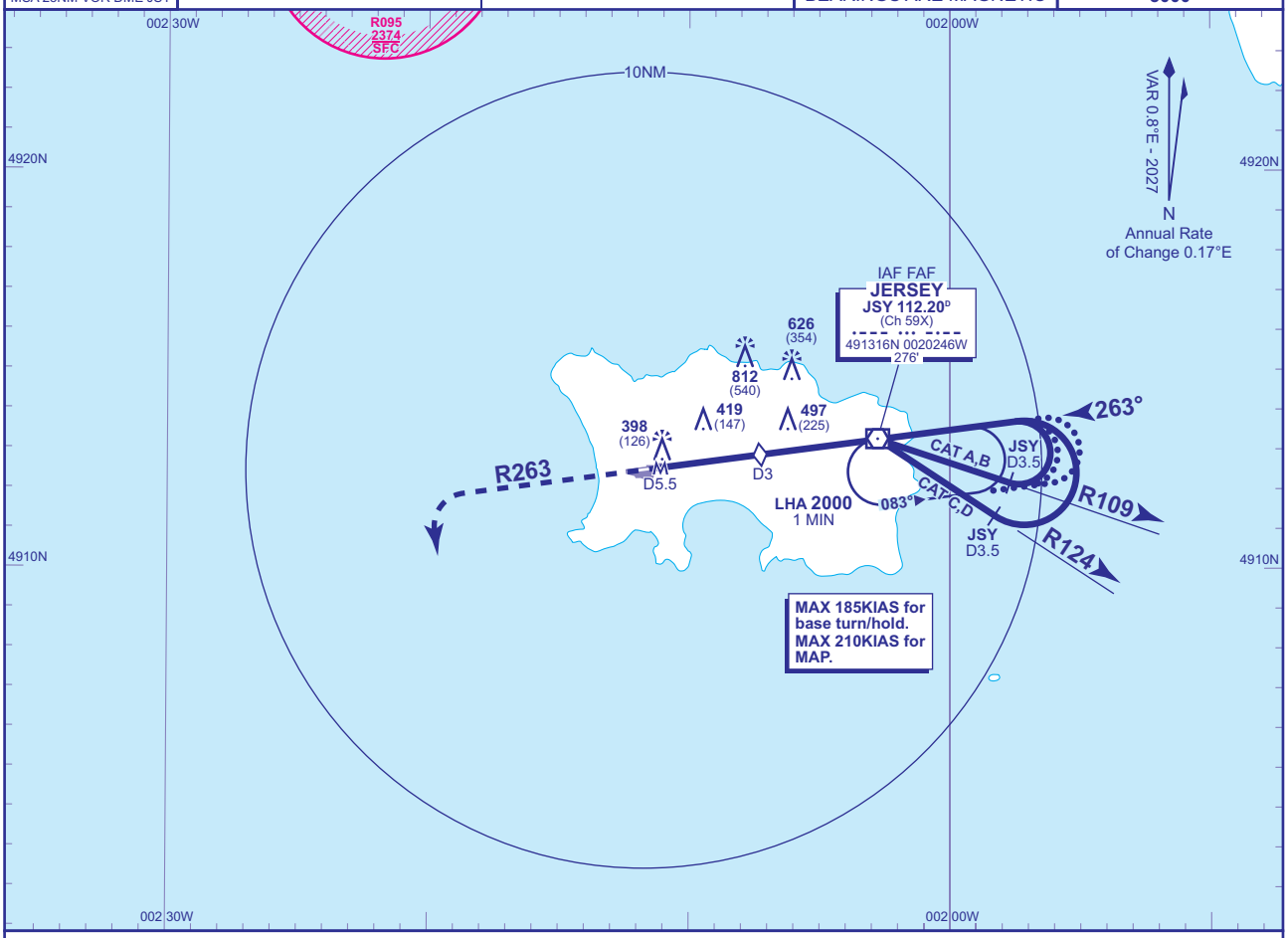


MSA 25NM VOR DME JSY

ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

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

TRANSITION ALTITUDE
5000



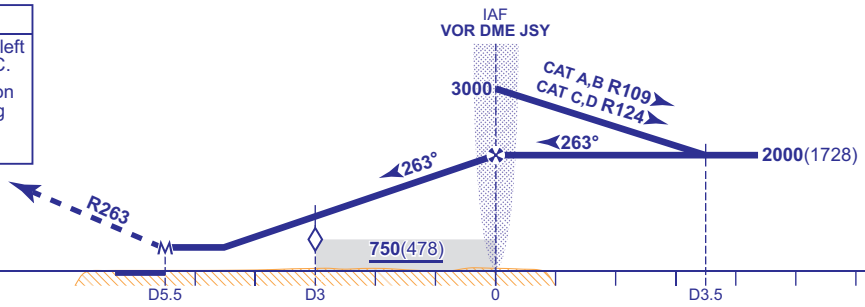
RECOMMENDED PROFILE Gradient 5.2%, 316FT/NM

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

MAPt JSY DME 5.5 (THR RWY 26)

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

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



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

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

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

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

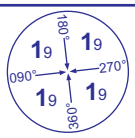
CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25

AD 2-EGJJ-8-9

INSTRUMENT APPROACH CHART - ICAO

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

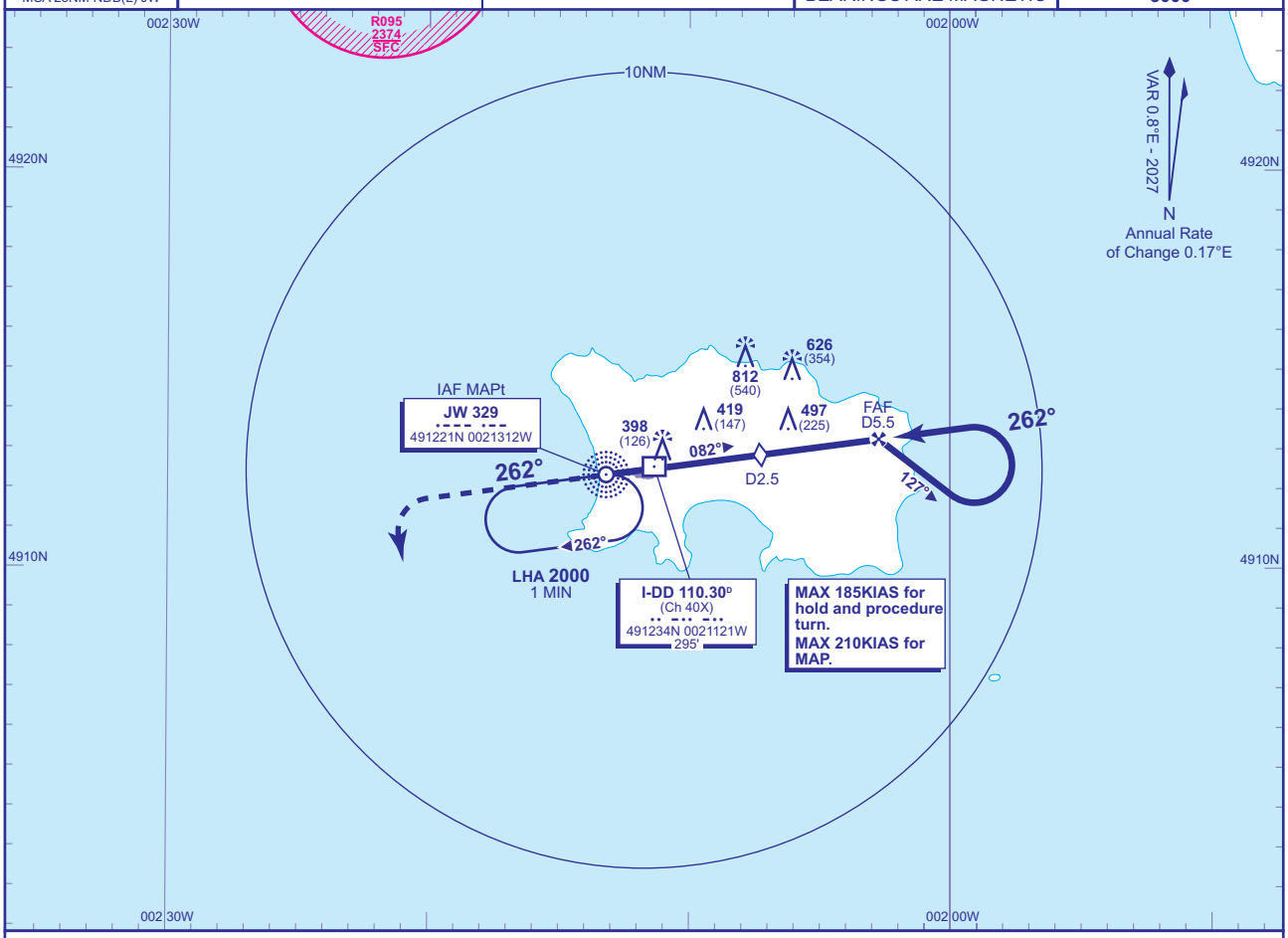


MSA 25NM NDB(L) JW

ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

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

TRANSITION ALTITUDE **5000**



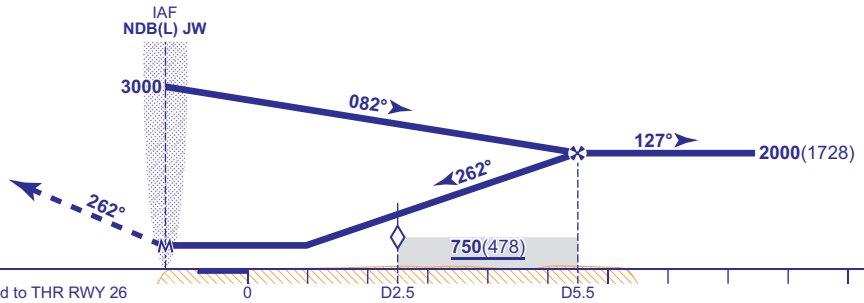
RECOMMENDED PROFILE Gradient 5.2%, 316FT/NM

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

MAPt NDB(L) JW

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

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



DME I-DD zero ranged to THR RWY 26

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

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

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

CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25 AD 2-EGJJ-8-10

6 USE OF RUNWAYS

a) Departures and arrivals will not be permitted for fixed wing aircraft unless the whole of the runway to be used is clearly visible to the duty ATCO.
b) Departures and arrivals will not be permitted for helicopters when the reported visibility is less than 400 M.

7 TRAINING

Not applicable

EGHC AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGHC AD 2.22 FLIGHT PROCEDURES

1 LAND'S END RMZ

a) Passenger carrying flights operating between Land's End Airport, Penzance Heliport, Tresco Heliport and Scilly Isles / St Mary's Aerodrome operate within airspace designated as an RMZ centred on a direct track from Land's End to Scilly Isles from the SFC to 4000 FT ALT. Pilots intending to transit the Land's End RMZ must comply with section 2 below.
b) Pilots intending to transit the Land's End RMZ must contact either Culdrose ATC on 134.055, Land's End ATC on 120.255 MHz (if approaching from the east) or St Mary's ATC on 124.880 MHz (if approaching from the west), prior to entering. Pilots of aircraft transiting the Culdrose AIAA should contact Culdrose ATC on 134.055 (Refer to AD 2-EGHC-3-1).
c) Aircraft operating under VFR may be asked to follow the Northern (R251 LND) route according to traffic and/or weather conditions in the Land's End RMZ.

2 LAND'S END RMZ REQUIREMENTS

For flight within the Land's Ends RMZ aircraft commanders must comply with one of the following:

a) Establish satisfactory two-way RTF communication with and pass pertinent flight details to ATC prior to entering the Land's End RMZ and maintain two-way communication with ATC whilst operating within the Land's End RMZ.
b) Conduct flight in accordance with valid Letter of Agreement.
c) Conduct flight in accordance with agreed tactical arrangements with either Land's End ATC or St Mary's ATC.

3 CIRCUIT DIRECTIONS

a) Circuit direction is normally left hand. More than one runway may be in use and pilots are to be aware that the circuit direction may be varied by ATC.

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.

EGHC AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGHC AD 2.24 CHARTS RELATED TO AN AERODROME

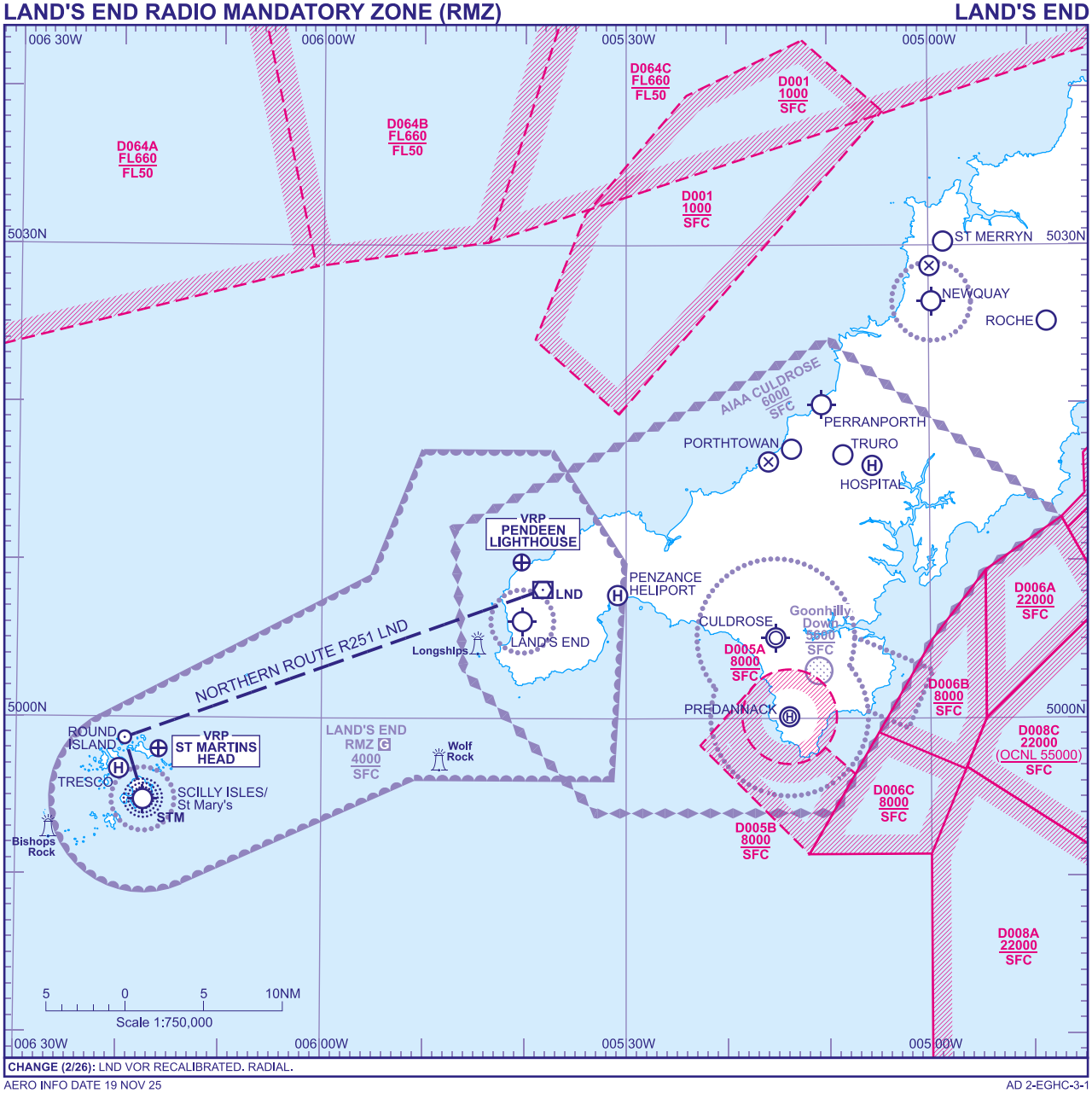
AERODROME CHART - ICAO
AD 2.EGHC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGHC-2-2
LAND'S END RADIO MANDATORY ZONE (RMZ)
AD 2.EGHC-3-1
INSTRUMENT APPROACH CHART RNP RWY 07 (CAT A ONLY) - ICAO
AD 2.EGHC-8-1
INSTRUMENT APPROACH CHART RNP RWY 16 (CAT A ONLY) - ICAO

AD 2.EGHC-8-2
INSTRUMENT APPROACH CHART RNP RWY 25 (CAT A ONLY) - ICAO
AD 2.EGHC-8-3
INSTRUMENT APPROACH CHART RNP RWY 34 (CAT A ONLY) - ICAO
AD 2.EGHC-8-4
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 07
AD 2.EGHC-8-5
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 16
AD 2.EGHC-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 25
AD 2.EGHC-8-7
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 34
AD 2.EGHC-8-8

EGHC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

LAND'S END RADIO MANDATORY ZONE (RMZ) — LAND'S END



CHANGE (2/26): LND VOR RECALIBRATED. RADIAL.

AERO INFO DATE 19 NOV 25

AD 2-EGHC-3-1

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EGHF — LEE-ON-SOLENT

EGHF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHF — LEE-ON-SOLENT

EGHF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 504856N Long: 0011224W Midpoint of Runway 05/23.
2	Direction and distance from city	5.2 NM W of Portsmouth
3	Elevation / Reference temperature / Mean Low Temperature	33 FT / 21 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.03°E (2027) / 0.17°E
6	AD Administration	REGIONAL & CITY AIRPORTS LTD
	Address	Control Tower (Top Floor), Solent Airport Daedalus, Lee-on-the-Solent, Hampshire, PO13 9FZ.
	Telephone	01329-824748 (Operations) 01329-824751 (Finance)
	E-mail address	ops@solentairport.co.uk finance@solentairport.co.uk
	Web address	www.solentairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGHF AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1800 (0800-1700).
2	Customs and immigration	By arrangement through Aerodrome Operations.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	See AD 2.18.
8	Fuelling	By Airport Authority. See website for details.
9	Handling	As AD hours.
10	Security	
11	De-icing	
12	Remarks	PPR mandatory for visiting aircraft. Out of hours indemnity agreements required for movements after published hours.

EGHF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	Overground tanks located on Taxiway Echo. AVTUR JET A-1 tank 30,000 lt, mobile bowser 9,000 lt. AVGAS tank 20,000 lt, mobile bowser 2,000 lt.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited hangarage by prior arrangement.
6	Repair facilities for visiting aircraft	Third party maintenance companies. See website for details.
7	Remarks	Mandatory handling as specified in fees and charges on website.

EGHF AD 2.5 PASSENGER FACILITIES

1	Hotels	Various in the vicinity of the aerodrome.
2	Restaurants	Cafe @zero5 located at the control tower.
3	Transportation	Taxis available on request.
4	Medical facilities	Airport Authority first aiders.
5	Bank and Post Office	Nearest in town.
6	Tourist Office	
7	Remarks	Corporate lounge with WIFI.

EGHF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3 accepted under remission.
2	Rescue equipment	2 x Isuzu D-Max TACR 3, 700 L water, 42 L foam ICAO-B 3%.
3	Capability for removal of disabled aircraft	In the event of an aircraft incident, light aircraft can usually be removed using aerodrome authority resources. Large aircraft shall be removed using outside contractors in conjunction with aerodrome staff.
4	Remarks	

EGHF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON Surface: Asphalt PCN 11/F/B/Y/U
2	Taxiway width, surface and strength	Taxiway A: 12 M Surface: Asphalt PCN 11/F/B/Y/U Taxiway B: 12 M Surface: Asphalt PCN 11/F/B/Y/U Taxiway C: 12 M Surface: Asphalt PCN 11/F/B/Y/U Taxiway D: 12 M Surface: Asphalt PCN 11/F/B/Y/U Taxiway E: 12 M Surface: Asphalt PCN 11/F/B/Y/U Taxiway F: 40 M Surface: Asphalt PCN 9/F/C/Y/T
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

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	

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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.			0900-1800 (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

a) 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/ prior to arrival.
b) 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.
c) Visiting traffic to Lee-on-Solent should be familiar with the layout and topography of the aerodrome (see aerodrome website).

2 GROUND MOVEMENT

a) The Control Tower is the location for all visitor parking.
b) The Coastguard dispersal is out of bounds and is not to be used by visiting aircraft.
c) Collection point for fees and charges is in the Visitor Reception.
d) 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

a) Solent CTA approximately 3 NM west of aerodrome.
b) SAR and rotary daily H24 operations.
c) Model aircraft flying operates in the south-east of the aerodrome.
d) Fleetlands Heliport is located 1.9 NM to the north-east of Lee-on-Solent and has an active ATZ.
e) 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.
f) Helicopter training in a designated area takes place on the airport.

5 HELICOPTER OPERATIONS

a) SAR rotary operations take priority.
b) All non-SAR rotary operations may use same arrival, departure, circuit and ground procedures.
c) 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.
d) Rotary traffic is permitted to land or depart from 'The Triangle'.
e) 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.
f) Based rotary operators may follow pre-agreed taxiing and routing procedures.

6 USE OF RUNWAYS

a) More than one runway may be in use at any one time.
b) Grass strip is inspected but not licensed and should only be used at pilot’s discretion.

EGGP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	During snowfall, the aerodrome may be declared SNOCLO for runway clearance.
3	Remarks	Latest information regarding snow state/clearance programme, Tel: 0151-907 1551 (Airport Operations Centre).

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

1	Apron surface and strength	APRON Surface: Concrete PCN 92/R/B/W/T
2	Taxiway width, surface and strength	Taxiway A: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway C: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway D: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway E: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway F: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway G: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway L: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway LINK K: 10.5 M Surface: Asphalt Maximum Weight 5700 KG
3	Altimeter checkpoint location and elevation	Apron 77 FT
4	VOR checkpoints	
5	INS checkpoints	See Aerodrome Parking/Docking Chart at AD 2-EGGP-2-2.
6	Remarks	

EGGP 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	Main Apron access is via Uniform/Victor/Whisky. Stands 1-14, 32-41 are taxi in/push-back. On occasion aircraft can be parked for self manoeuvring. Stands 1-6 are fitted with AGNIS Visual Docking Guidance System (VDGS), all other stands on the Main Apron require the aircraft to be parked under the instruction of the Marshaller. Stand 14A is a self-manoeuvring stand for Code E aircraft. Individual airline operators are advised to contact the Airport Operations Centre (Tel: 0151-907 1551) to discuss the 'exit manoeuvring requirements' from the stand, which involves a nose wheel turning angle of 55°. Eastern Apron: Access is via Taxiway Tango. Stands 51-56 are fitted with AGNIS and PAPA VDGS. Stands 51 and 54 can accommodate Code C aircraft. Stands 52 and 55 can accommodate Code D aircraft. The activation of the AGNIS is an indication to the Captain that the stand has been inspected and is clear of FOD and any obstacles. If the AGNIS is not switched on, the aircraft should hold its position on the taxilane until the AGNIS has been activated, or a marshaller is present. For self manoeuvring aircraft in any doubt aircraft captains should ask for Marshaller guidance.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway designation markings. Runway threshold markings and HI lighting. Runway 09 threshold permanently displaced. Runway aiming point and Touchdown zone markings. Runway 27 HI touch down zone lighting. Runway centre-line markings and HI lighting spaced for operations in RVR below 550 M. Runway edge markings and HI lighting. Runway End HI lighting. Stopway HI lighting. Taxiway marking aid(s): All runway holding positions have runway guard lights, stopbars and illuminated hold point signs. Enhanced taxiway centre-line markings are provided at A1, C, D, E, F and G. Taxiway centre-lines have markings and HI lighting spaced for operations in RVR below 550 M. Taxiway edge markings are provided only at certain locations eg: internal radii of acute taxiway junctions. Retro reflective blue markers are installed in similar locations and on taxiways T, U, V and W.
3	Stop bars and runway guard lights (if any)	At Holding Points A1, A2, C, D, E, F, G and W: HI uni-directional switchable Red. At Holding Points A3, A8, K, L, T, U and V: HI bi-directional switchable Red. Holding Points A2, A3, A8, K, L, T, U, V and W: illuminated only during Low Visibility Operations.
4	Other runway protection measures	
5	Remarks	Intermediate apron holding positions on Taxiway Uniform (Uniform 2), Taxiway Victor (Victor 2) and Taxiway Whiskey (Whiskey 2), are provided to hold aircraft when necessary, prior to parking on stand. The taxiway strip to the east of Holding Point Kilo is limited to 42 M on the north side of the taxiway. Two WDI: 532003.08N 0025138.66W (LGTD) - 532006.79N 0025017.54W (LGTD).

EGGP 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**
(EGGP1519) 27/APPROACH 09/ TAKE-OFF	TREE	532007.60N 0024917.32W	114 FT	46 FT	No	
(EGGP1534) 27/APPROACH 09/ TAKE-OFF	TREE	532006.96N 0024917.36W	117 FT	46 FT	No	
(EGGP1514) 27/APPROACH 09/ TAKE-OFF	TREE	532004.88N 0024918.29W	130 FT	68 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**
(EGGP1334) 27/APPROACH 09/ TAKE-OFF	APPROACH LIGHT	532004.79N 0024947.93W	86 FT	10 FT	No	
(EGGP1329) 27/APPROACH 09/ TAKE-OFF	APPROACH LIGHT	532004.73N 0024949.28W	84 FT	10 FT	No	
(EGGP1520) 27/APPROACH 09/ TAKE-OFF	TREE	532004.62N 0024917.58W	123 FT	64 FT	No	
(EGGP1515) 27/APPROACH 09/ TAKE-OFF	TREE	532004.63N 0024917.77W	127 FT	70 FT	No	
(EGGP1335) 27/APPROACH 09/ TAKE-OFF	APPROACH LIGHT	532004.35N 0024947.87W	85 FT	11 FT	No	
(EGGP1330) 27/APPROACH 09/ TAKE-OFF	APPROACH LIGHT	532004.28N 0024949.22W	84 FT	11 FT	No	
(EGGP1528) 27/APPROACH 09/ TAKE-OFF	TREE	532004.21N 0024917.16W	123 FT	59 FT	No	
(EGGP1526) 27/APPROACH 09/ TAKE-OFF	TREE	532004.05N 0024917.55W	126 FT	66 FT	No	
(EGGP1337) 27/APPROACH 09/ TAKE-OFF	APPROACH LIGHT	532003.91N 0024947.81W	85 FT	12 FT	No	
(EGGP1808) 27/APPROACH 09/ TAKE-OFF	TREE	532003.64N 0024930.00W	112 FT	42 FT	No	
(EGGP1331) 27/APPROACH 09/ TAKE-OFF	APPROACH LIGHT	532003.84N 0024949.16W	84 FT	12 FT	No	
(EGGP1804) 27/APPROACH 09/ TAKE-OFF	TREE	532003.64N 0024939.26W	95 FT	26 FT	No	
(EGGP1487) 27/APPROACH 09/ TAKE-OFF	TREE	532002.40N 0024918.73W	122 FT	60 FT	No	
(EGGP1518) 27/APPROACH 09/ TAKE-OFF	TREE	532001.83N 0024917.84W	119 FT	70 FT	No	
(EGGP1876) 27/APPROACH	TREE	532000.29N 0024937.22W	124 FT	55 FT	No	
(EGGP1375) 09/TAKE-OFF	TREE	531957.85N 0024940.73W	114 FT	40 FT	No	
(EGGP1398) 09/TAKE-OFF	TREE	531957.81N 0024938.42W	114 FT	52 FT	No	
(EGGP1387) 09/TAKE-OFF	TREE	531957.76N 0024939.08W	118 FT	56 FT	No	
(EGGP1400) 09/TAKE-OFF	TREE	531957.41N 0024938.32W	116 FT	62 FT	No	
(EGGP1383) 09/TAKE-OFF	TREE	531957.40N 0024939.44W	131 FT	71 FT	No	
(EGGP1408) 09/TAKE-OFF	TREE	531957.27N 0024938.15W	129 FT	57 FT	No	
(EGGP1404) 09/TAKE-OFF	TREE	531957.26N 0024938.24W	118 FT	62 FT	No	
(EGGP1418) 09/TAKE-OFF	TREE	531957.27N 0024937.13W	131 FT	67 FT	No	
(EGGP1419) 09/TAKE-OFF	TREE	531957.01N 0024937.24W	119 FT	61 FT	No	
(EGGP1201) 09/APPROACH	TREE	531953.94N 0025205.88W	68 FT	17 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**
(EGGP1559)	PYLON	532403.10N 0024737.24W	316 FT	191 FT	No	
(EGGP1848)	WATER_TOWER	532248.39N 0025227.61W	346 FT	62 FT	No	
(EGGP1153)	BUILDING	532231.56N 0025243.55W	311 FT	119 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGGP1156)	WOOD	532224.43N 0025240.38W	295 FT	106 FT	No	
(EGGP1142)	MAST	532224.07N 0025305.24W	376 FT	155 FT	No	
(EGGP1202)	WOOD	532218.07N 0025207.59W	349 FT	124 FT	No	
(EGGP1210)	TREES	532158.59N 0025152.85W	250 FT	55 FT	No	
(EGGP1662)	CHIMNEY	532118.04N 0025057.62W	231 FT	131 FT	Yes Solid Red	
(EGGP1661)	CHIMNEY	532117.37N 0025057.96W	230 FT	131 FT	Yes Solid Red	
(EGGP1664)	CHIMNEY	532116.74N 0025052.46W	237 FT	131 FT	Yes Solid Red	
(EGGP1666)	BUILDING	532116.32N 0025045.14W	210 FT	131 FT	No	
(EGGP1663)	CHIMNEY	532115.97N 0025053.07W	249 FT	131 FT	Yes Solid Red	
(EGGP1302)	WATER_TOWER	532112.59N 0025008.41W	207 FT	129 FT	No	
(EGGP1242)	MAST	532105.82N 0025115.21W	252 FT	141 FT	No	
(EGGP1137)	MAST	532100.66N 0025415.65W	263 FT	221 FT	Yes Solid Red	
(EGGP1595)	BRIDGE	532045.19N 0024418.23W	273 FT	269 FT	No	
(EGGP1230)	SPIRE	532038.60N 0025129.06W	188 FT	102 FT	No	
(EGGP1598)	SPIRE	532037.28N 0024412.46W	180 FT	147 FT	No	
(EGGP1613)	FLOODLIGHT	532024.57N 0024326.17W	210 FT	107 FT	No	
(EGGP1610)	TREE	532023.07N 0024329.91W	159 FT	52 FT	No	
(EGGP1608)	MAST	532022.73N 0024330.03W	168 FT	61 FT	No	
(EGGP1607)	NDB	532022.55N 0024330.47W	166 FT	60 FT	No	
(EGGP1239)	BUILDING	532019.25N 0025116.29W	202 FT	118 FT	No	
(EGGP1240)	BUILDING	532017.29N 0025116.03W	205 FT	121 FT	Yes Solid Red	
(EGGP1241)	LIGHT	532012.92N 0025114.31W	181 FT	100 FT	No	
(EGGP1124)	SPIRE	531958.50N 0025843.40W	236 FT	138 FT	No	
(EGGP1583)	CHIMNEY	531950.09N 0024516.34W	393 FT	349 FT	Yes Solid Red	
(EGGP1258)	ATC	531947.89N 0025051.42W	196 FT	135 FT	Yes Solid Red	
(EGGP1131)	WOOD	531945.11N 0025744.76W	197 FT	72 FT	No	
(EGGP1592)	MAST	531920.88N 0024429.52W	356 FT	116 FT	No	
(EGGP1599)	PYLON	531918.33N 0024402.48W	347 FT	107 FT	No	
(EGGP1580)	CHIMNEY	531914.79N 0024516.54W	390 FT	354 FT	No	
(EGGP1588)	WIND TURBINE	531828.55N 0024442.05W	426 FT	410 FT	No	
(EGGP1584)	WIND TURBINE	531822.04N 0024453.45W	426 FT	410 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**
(EGGP1591)	WIND TURBINE	531810.06N 0024428.44W	426 FT	410 FT	No	
(EGGP1587)	WIND TURBINE	531805.57N 0024443.27W	426 FT	410 FT	No	
(EGGP1594)	WIND TURBINE	531757.91N 0024421.21W	426 FT	410 FT	No	
(EGGP1586)	WIND TURBINE	531755.07N 0024445.20W	426 FT	410 FT	No	
(EGGP1571)	WIND TURBINE	531745.91N 0024637.12W	426 FT	410 FT	No	
(EGGP1569)	WIND TURBINE	531740.65N 0024649.55W	426 FT	410 FT	No	
(EGGP1574)	WIND TURBINE	531735.71N 0024618.57W	426 FT	410 FT	No	
(EGGP1566)	WIND TURBINE	531735.49N 0024702.42W	426 FT	410 FT	No	
(EGGP1563)	WIND TURBINE	531730.77N 0024716.11W	426 FT	410 FT	No	
(EGGP1572)	WIND TURBINE	531730.59N 0024634.03W	426 FT	410 FT	No	
(EGGP1570)	WIND TURBINE	531723.97N 0024648.11W	426 FT	410 FT	No	
(EGGP1561)	WIND TURBINE	531723.44N 0024724.13W	426 FT	410 FT	No	
(EGGP1575)	WIND TURBINE	531720.00N 0024606.62W	426 FT	410 FT	No	
(EGGP1573)	WIND TURBINE	531719.91N 0024625.14W	426 FT	410 FT	No	
(EGGP1567)	WIND TURBINE	531718.12N 0024700.81W	426 FT	410 FT	No	
(EGGP1564)	WIND TURBINE	531712.85N 0024715.08W	426 FT	410 FT	No	
(EGGP1568)	WIND TURBINE	531707.48N 0024650.19W	426 FT	410 FT	No	
(EGGP1251)	CHIMNEY	531635.31N 0025051.12W	414 FT	407 FT	No	
(EGGP1276)	CHIMNEY	531623.15N 0025024.32W	394 FT	375 FT	No	
(EGGP1256)	CHIMNEY	531622.84N 0025047.98W	418 FT	408 FT	No	
(EGGP1298)	CHIMNEY	531619.87N 0025007.17W	436 FT	400 FT	No	
(EGGP1283)	CHIMNEY	531614.60N 0025017.59W	526 FT	513 FT	No	
(EGGP1274)	CHIMNEY	531604.97N 0025030.55W	490 FT	467 FT	No	

EGGP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 Hours
4	Trend forecast Interval of issuance	Not available.
5	Briefing/consultation provided	Self briefing / Liverpool ATIS Freq. 124.330 MHz. Met Office Weather Desk (H24) Tel: 01392-885 680. Met Office Website: www.metoffice.gov.uk.
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 the Met Office Website, www.metoffice.gov.uk/aviation/ga-briefing-services.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	LIVERPOOL
10	Additional information (limitation of service, etc.)	Unverified AUTO METARs may be published in night periods.

EGGP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09	085.60°	2286 x 46 M	RWY surface: Asphalt, Grooved PCN 77/F/C/W/T	531958.39N 0025157.61W 171.0 FT	THR 59.6 FT TDZ 63.8 FT	RWY 09 0.25% Up RWY 27 0.25% Down
27	265.62°	2286 x 46 M	RWY surface: Asphalt, Grooved PCN 77/F/C/W/T SWY surface: Asphalt PCN 77/F/C/W/T	532003.90N 0024957.76W 170.8 FT	THR 77.8 FT TDZ 79.9 FT	RWY 09 0.25% Up RWY 27 0.25% Down

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	201 x 150 M					RWY 09 Landing threshold displaced by 61 M. Strip Dimensions: 2283 x 280 M OFZ: Yes.
7 x 46 M	1143 x 150 M					RWY 27 Strip Dimensions: 2412 x 280 M OFZ: Yes.

EGGP AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	2163 M	2364 M	2163 M	2102 M	
27	2286 M	3429 M	2292 M	2286 M	
09	1990 M	2191 M	1990 M		Take-off from Intersection with Hold Delta.
27	2066 M	3099 M	2072 M		Take-off from Intersection with Hold Golf.

EGGP 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	Coded centre-line with five crossbars. Two consecutive centre-line lights missing from Runway 09 approach lights, between second and third crossbars, 360 M from threshold. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 60 FT 340 M		Bi-directional Colour coded 15 M spacing Light intensity high	Bi-directional 60 M spacing with LI omni-directional component White Light intensity high	Red Light intensity high		
27	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 364 M	Light intensity high 915 M	Bi-directional Colour coded 15 M spacing Light intensity high	Bi-directional 60 M spacing with LI omni-directional component White Light intensity high	Red Light intensity high		

EGGP 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: 27: 531959N 0025014W (LGTD) - 09: 531955N 0025141W (LGTD).
3	TWY edge and centre line lighting	CL: HI Green bi-directional centre-line on Taxiway Alpha and Taxiways C, D, E, F, G, K, T, U, V, W. EDGE: HI omni-directional blue edge lights, lead from Holding point Lima to Taxiway Alpha.
4	Secondary power supply/switch-over time	For CAT II/III operations changeover from standby power to mains takes place in less than 1 second. During visual or non-precision operations changeover from mains to standby diesel takes maximum 15 seconds in event of full mains failure.
5	Remarks	Obstacle lighting. Apron floodlights. Illuminated wind direction indicators.

EGGP 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	

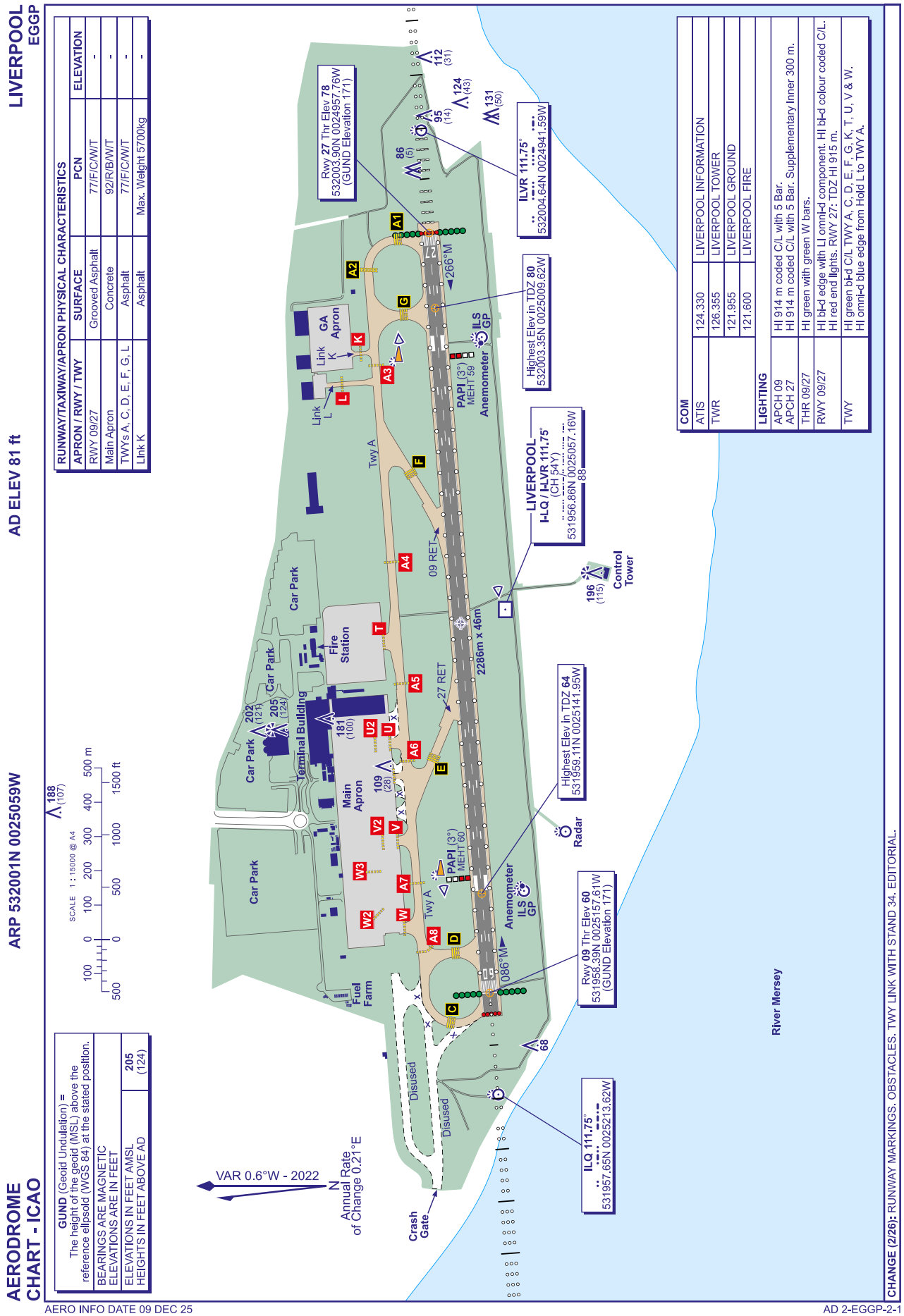
7	RMK	Available for use by Liverpool John Lennon Airport based helicopters only. Parts of the manoeuvring area can be used for take-offs and landings as instructed by ATC. Thresholds of the operational runways are designated as aiming points.

EGGP 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
LIVERPOOL CTR 533011N 0024123W - 532708N 0023744W - 531130N 0023744W - 531427N 0030140W - 531924N 0030735W - 532331N 0030804W - 532817N 0025719W - 533011N 0024123W	Upper limit: 2500 FT ALT Lower limit: SFC	D	LIVERPOOL APPROACH English	5000 FT		
LIVERPOOL ATZ A circle, 2.5 NM radius, centred at 532001N 0025059W on longest notified runway (09/27)	Upper limit: 2000 FT AGL Lower limit: SFC	D	LIVERPOOL APPROACH English	5000 FT		

EGGP 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	LIVERPOOL APPROACH	119.855 DOC 40 NM/ 10,000 FT.			H24	ATZ hours coincident with Approach hours.
TWR	LIVERPOOL GROUND	121.955 Initial call for start or taxi clearance should be made to Liverpool Tower on 126.355 MHz unless notified by ATIS broadcast that Liverpool Ground is in operation. Use on the ground within the aerodrome boundary.			As directed by ATC.	
	LIVERPOOL TOWER	126.355 DOC 25 NM/4,000 FT.			H24	
RADAR	LIVERPOOL RADAR	118.455 DOC 25 NM/ 10,000 FT.			As directed by ATC.	10 cm Approach Radar.
		119.855 DOC 40 NM/ 10,000 FT.			H24	
ATIS	LIVERPOOL INFORMATION	124.330 DOC 60 NM/ 20,000 FT.			H24	
OTHER	LIVERPOOL FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	LIVERPOOL EMERGENCY	121.500 Emergency Frequency			O/R	


LIVERPOOL
EGGP
AD ELEV 81 ft
ARP 532001N 0025059W
AERODROME CHART - ICAO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | PCN | ELEVATION
RWY 09/27 | Grooved Asphalt | 77/F/C/W/T | -
Main Apron | Concrete | 92/R/B/W/T | -
TWYs A, C, D, E, F, G, L | Asphalt | 77/F/C/W/T | -
Link K | Asphalt | Max. Weight 5700kg | -
COM
ATIS 124.330 LIVERPOOL INFORMATION
TWR 126.355 LIVERPOOL TOWER
121.955 LIVERPOOL GROUND
121.600 LIVERPOOL FIRE
LIGHTING
APCH 09 HI 914 m coded C/L with 5 Bar.
APCH 27 HI 914 m coded C/L with 5 Bar. Supplementary Inner 300 m.
THR 09/27 HI green with green W bars.
RWY 09/27 HI bi-d edge with LI omni-d component. HI bi-d colour coded C/L. HI red end lights. RWY 27: TDZ HI 915 m.
TWY HI green bi-d C/L TWY A, C, D, E, F, G, K, T, U, V & W. HI omni-d blue edge from Hold L to TWY A.
GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS ARE IN FEET
ELEVATIONS IN FEET AMSL 205 (124)
HEIGHTS IN FEET ABOVE AD
SCALE 1 : 15000 @ A4
Rwy 27 Thr Elev 78 532003.90N 0024957.76W (GUND Elevation 171)
Rwy 09 Thr Elev 60 531958.39N 0025157.61W (GUND Elevation 171)
ILVR 111.75° 532004.64N 0024941.59W
ILQ 111.75° 531957.65N 0025213.62W
LIVERPOOL I-LQ / I-LVR 111.75° (CH 54Y) 531956.86N 0025057.16W
Highest Elev in TDZ 80 532003.35N 0025009.62W
Highest Elev in TDZ 64 531959.11N 0025141.95W
2286m x 46m
09 RET
27 RET
PAPI (3°) MEHT 59
PAPI (3°) MEHT 60
ILS GP
Anemometer
Control Tower
Radar
Terminal Building
Fire Station
Car Park
Main Apron
GA Apron
Link K
Link L
Twy A
Fuel Farm
Disused
Crash Gate
River Mersey
VAR 0.6°W - 2022
Annual Rate of Change 0.21°E
CHANGE (2/26): RUNWAY MARKINGS. OBSTACLES. TWY LINK WITH STAND 34. EDITORIAL.

AIRCRAFT PARKING/DOCKING CHART - ICAO

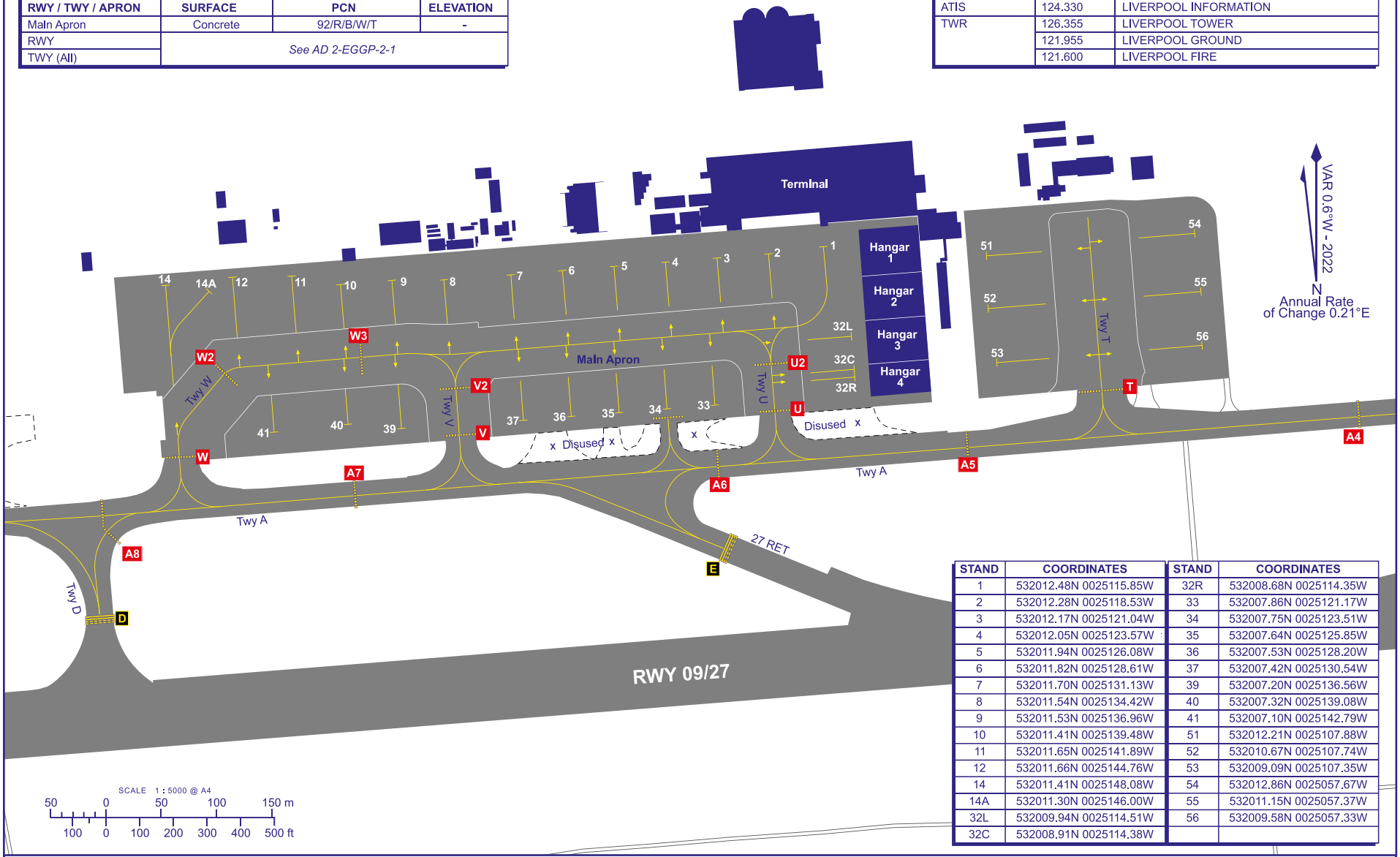
ARP 532001N 0025059W

AD ELEV 81 ft

LIVERPOOL
EGGP

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	ELEVATION
Main Apron	Concrete	92/R/B/W/T	-
RWY	See AD 2-EGGP-2-1		
TWY (All)			

COM		
ATIS	124.330	LIVERPOOL INFORMATION
TWR	126.355	LIVERPOOL TOWER
	121.955	LIVERPOOL GROUND
	121.600	LIVERPOOL FIRE



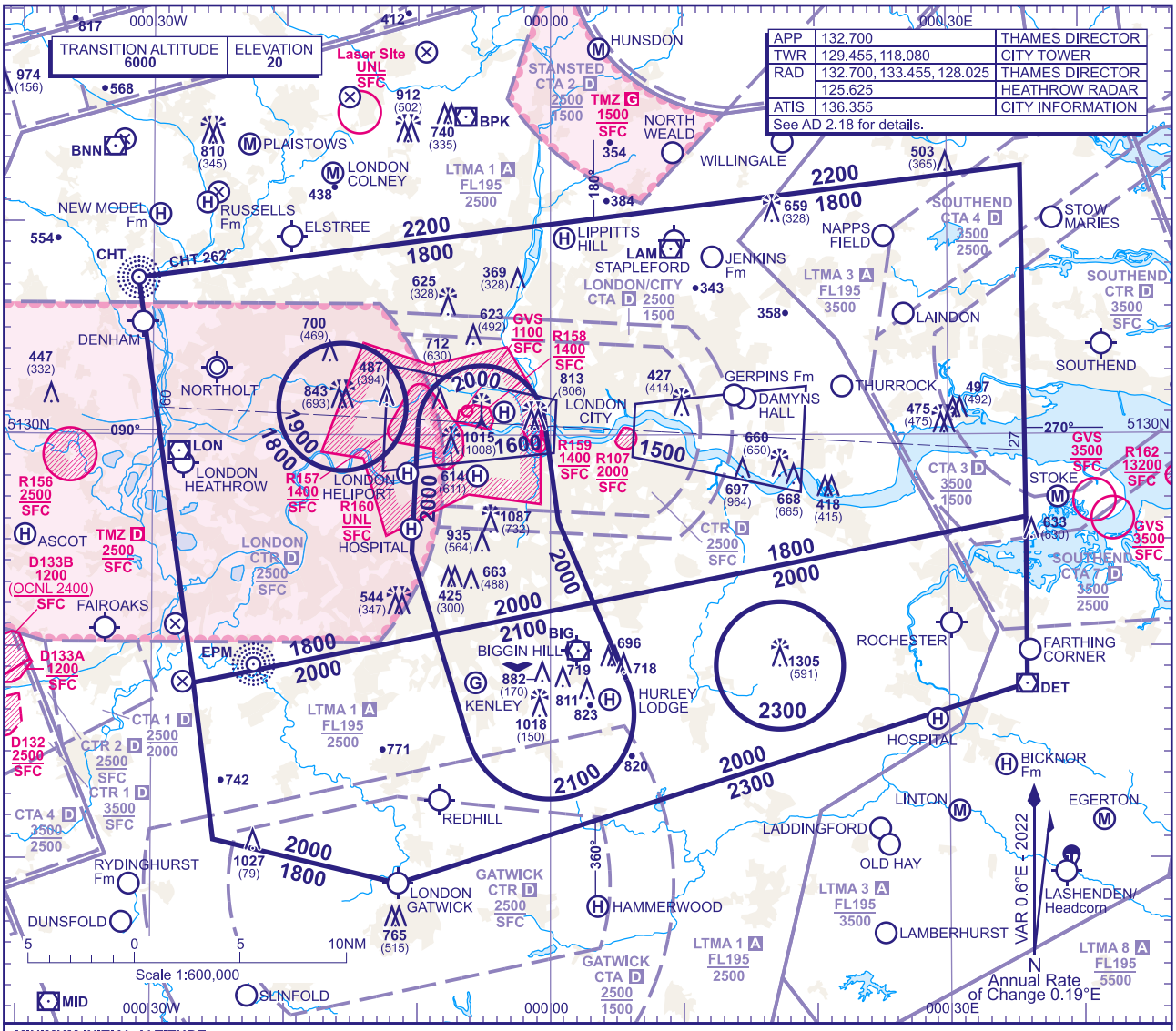
STAND	COORDINATES	STAND	COORDINATES
1	532012.48N 0025115.85W	32R	532008.68N 0025114.35W
2	532012.28N 0025118.53W	33	532007.86N 0025121.17W
3	532012.17N 0025121.04W	34	532007.75N 0025123.51W
4	532012.05N 0025123.57W	35	532007.64N 0025125.85W
5	532011.94N 0025126.08W	36	532007.53N 0025128.20W
6	532011.82N 0025128.61W	37	532007.42N 0025130.54W
7	532011.70N 0025131.13W	39	532007.20N 0025136.56W
8	532011.54N 0025134.42W	40	532007.32N 0025139.08W
9	532011.53N 0025136.96W	41	532007.10N 0025142.79W
10	532011.41N 0025139.48W	51	532012.21N 0025107.88W
11	532011.65N 0025141.89W	52	532010.67N 0025107.74W
12	532011.66N 0025144.76W	53	532009.09N 0025107.35W
14	532011.41N 0025148.08W	54	532012.86N 0025057.67W
14A	532011.30N 0025146.00W	55	532011.15N 0025057.37W
32L	532009.94N 0025114.51W	56	532009.58N 0025057.33W
32C	532008.91N 0025114.38W		

CHANGE (2/26): TWY A TO STAND 34 LINK.

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1305
ELEVATIONS IN FEET AGL (591)

LONDON CITY



MINIMUM INITIAL ALTITUDE

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

a) **2100** in the sector defined by the lateral limits; 512038N 0000835W - 512207N 0000314E - 511829N 0000545E thence clockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511548N 0000613W - 512038N 0000835W.

b) **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 - 512207N 0000314E - 512038N 0000835W - 512426N 0001026W - 513022N 0001000W.

c) **2000** in the sector defined by the lateral limits; 511818N 0002650W - 512038N 0000835W - 511548N 0000613W thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511829N 0000545E - 512207N 0000314E - 512606N 0003549E - 511814N 0003550E - 510853N 0001125W - 511056N 0002519W - 511818N 0002650W, except within 3NM radius circle enclosing the Wrotham Mast (511914N 0001714E) where the minimum altitude is **2300**.

d) **1900** in the sector defined by the lateral limits; a circle radius 3NM centred on 513119N 0001542W.

e) **1800** in the sector defined by the lateral limits; 513723N 0003108W - 514239N 0003533E - 512606N 0003549E - 512207N 0000314E - 512556N 0000036E - 513040N 0000026W thence anticlockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513022N 0001000W - 512426N 0001026W - 512038N 0000835W - 511818N 0002650W - 513723N 0003108W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

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

a) within 5NM of the aircraft*, and

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

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

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually (remaining outside the London CTR) or by means of an appropriate final approach aid. If not possible proceed at 2000FT, to **LCY NDB(L)**†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **LCY NDB(L)**†.

†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. 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.**
9. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
10. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

AERO INFO DATE 02 DEC 25

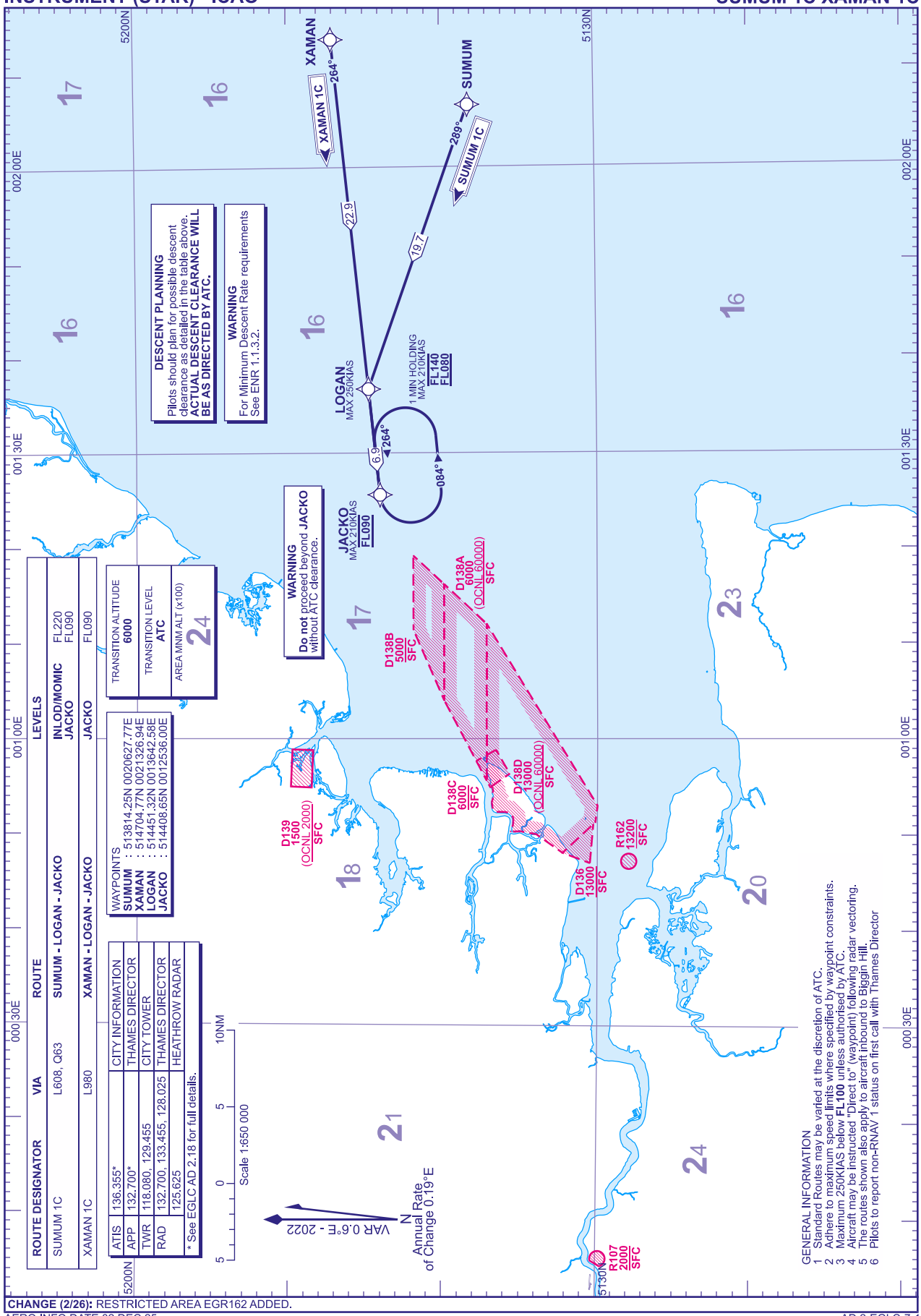
AD 2-EGLC-5-1

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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
SUMUM 1C XAMAN 1C



CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

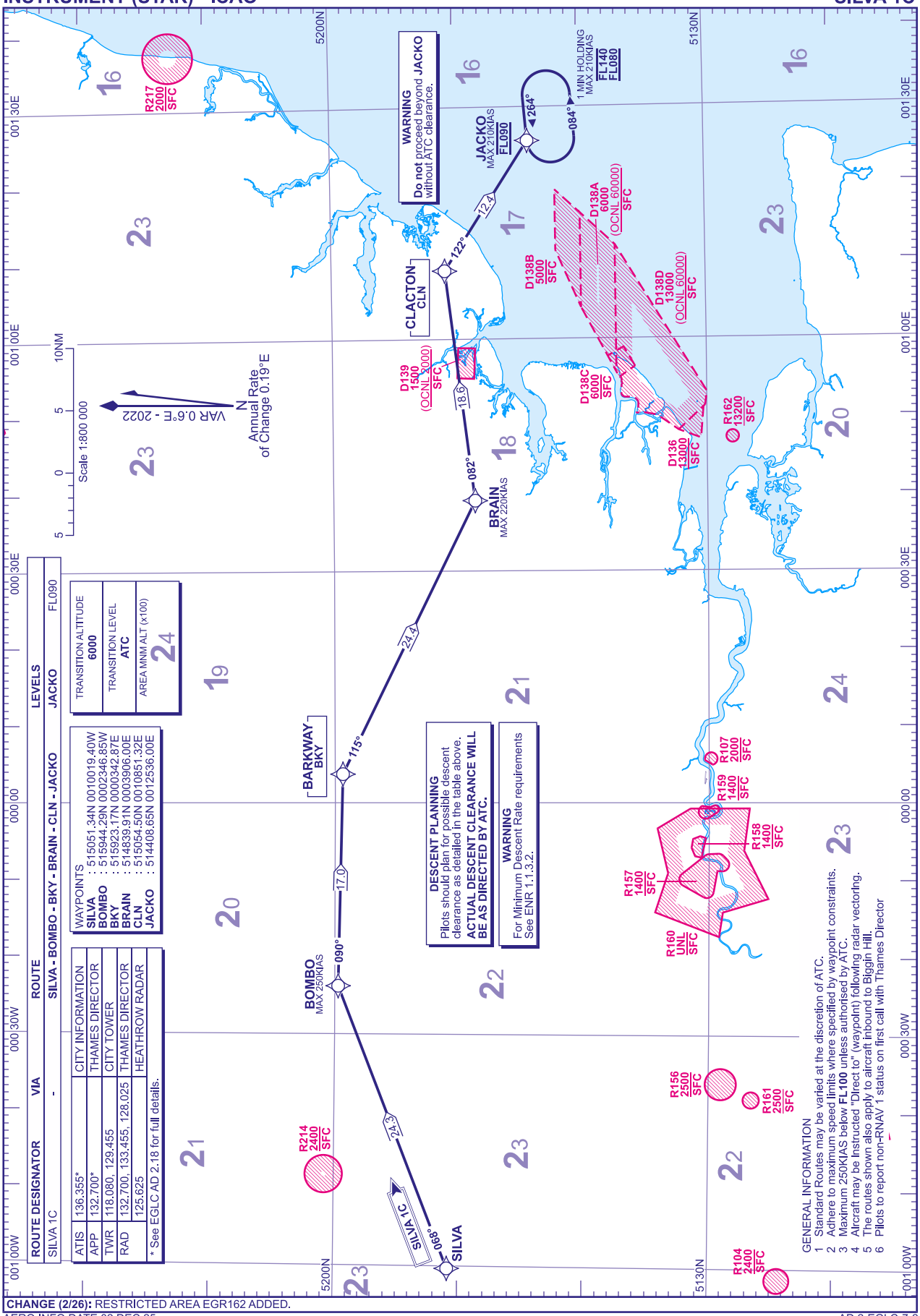
AERO INFO DATE 02 DEC 25

AD 2-EGLC-7-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON CITY
RWY 09/27
SILVA 1C



CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

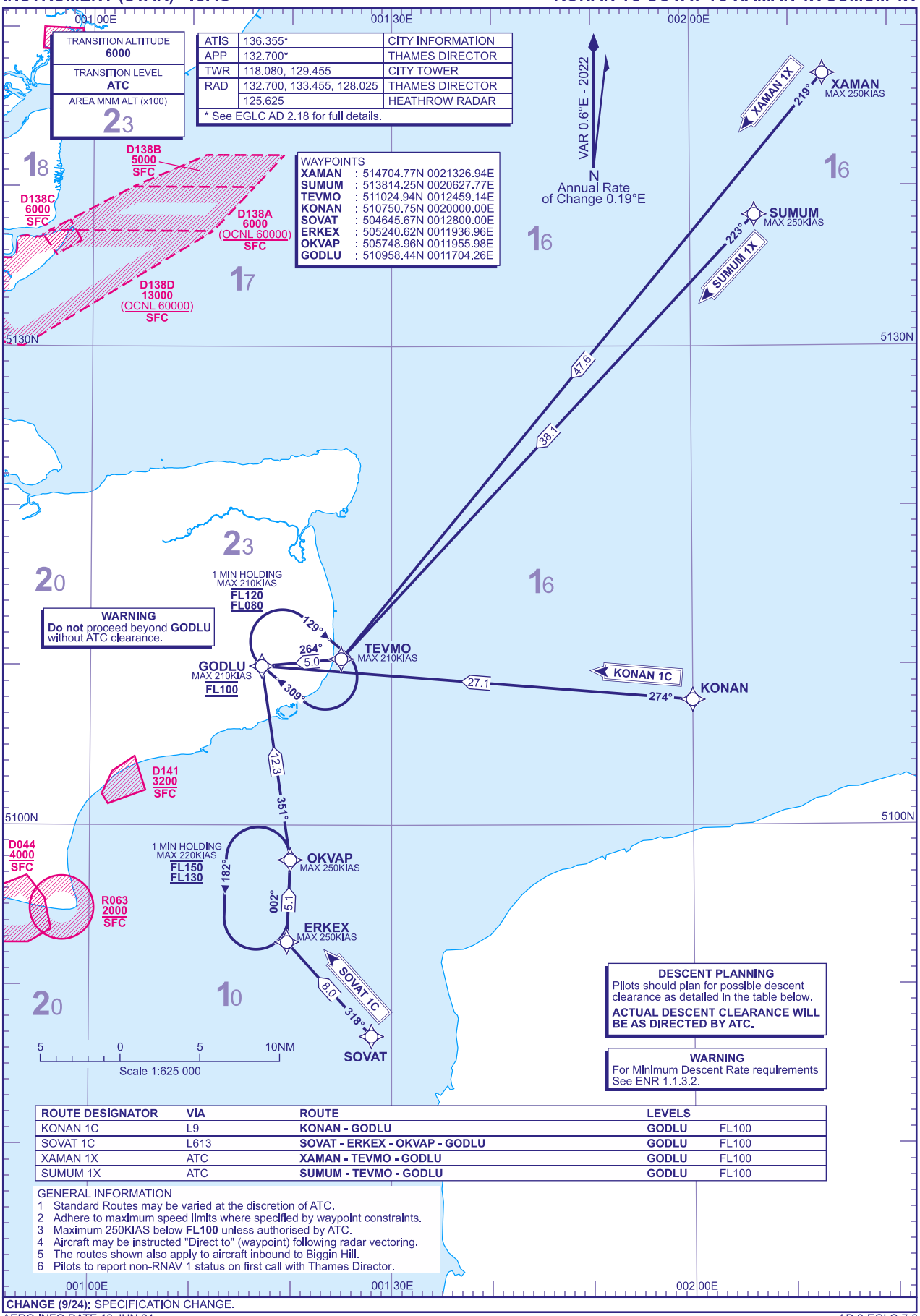
AERO INFO DATE 02 DEC 25

AD 2-EGLC-7-2

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON CITY
RWY 09/27
KONAN 1C SOVAT 1C XAMAN 1X SUMUM 1X



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
KONAN 1C	L9	KONAN - GODLU	GODLU	FL100
SOVAT 1C	L613	SOVAT - ERKEX - OKVAP - GODLU	GODLU	FL100
XAMAN 1X	ATC	XAMAN - TEVMO - GODLU	GODLU	FL100
SUMUM 1X	ATC	SUMUM - TEVMO - GODLU	GODLU	FL100

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below **FL100** unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 The routes shown also apply to aircraft inbound to Biggin Hill.
6 Pilots to report non-RNAV 1 status on first call with Thames Director.

CHANGE (9/24): SPECIFICATION CHANGE.

AERO INFO DATE 13 JUN 24

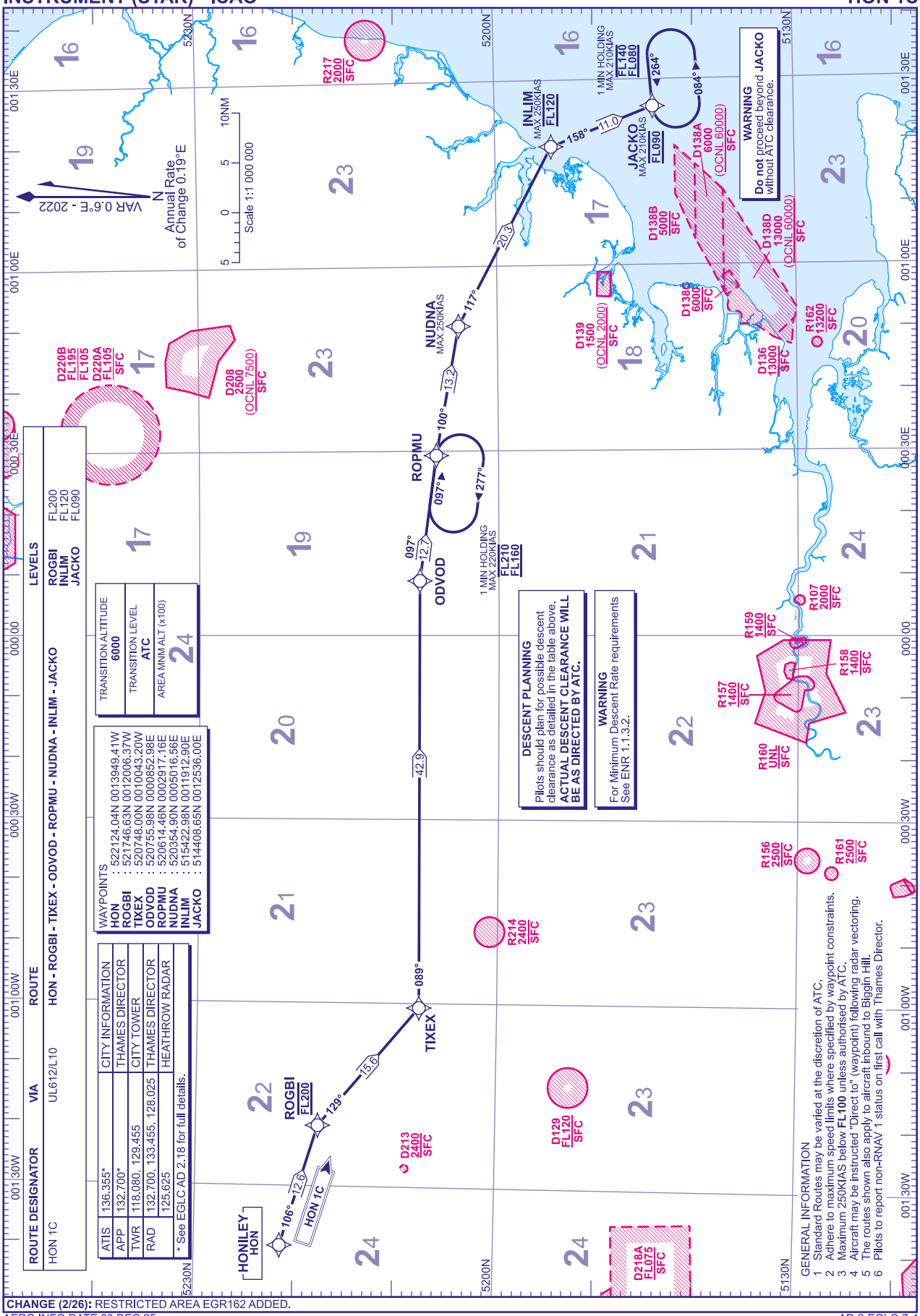
AD 2-EGLC-7-3

I

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON CITY
RWY 09/27
HON 1C



CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

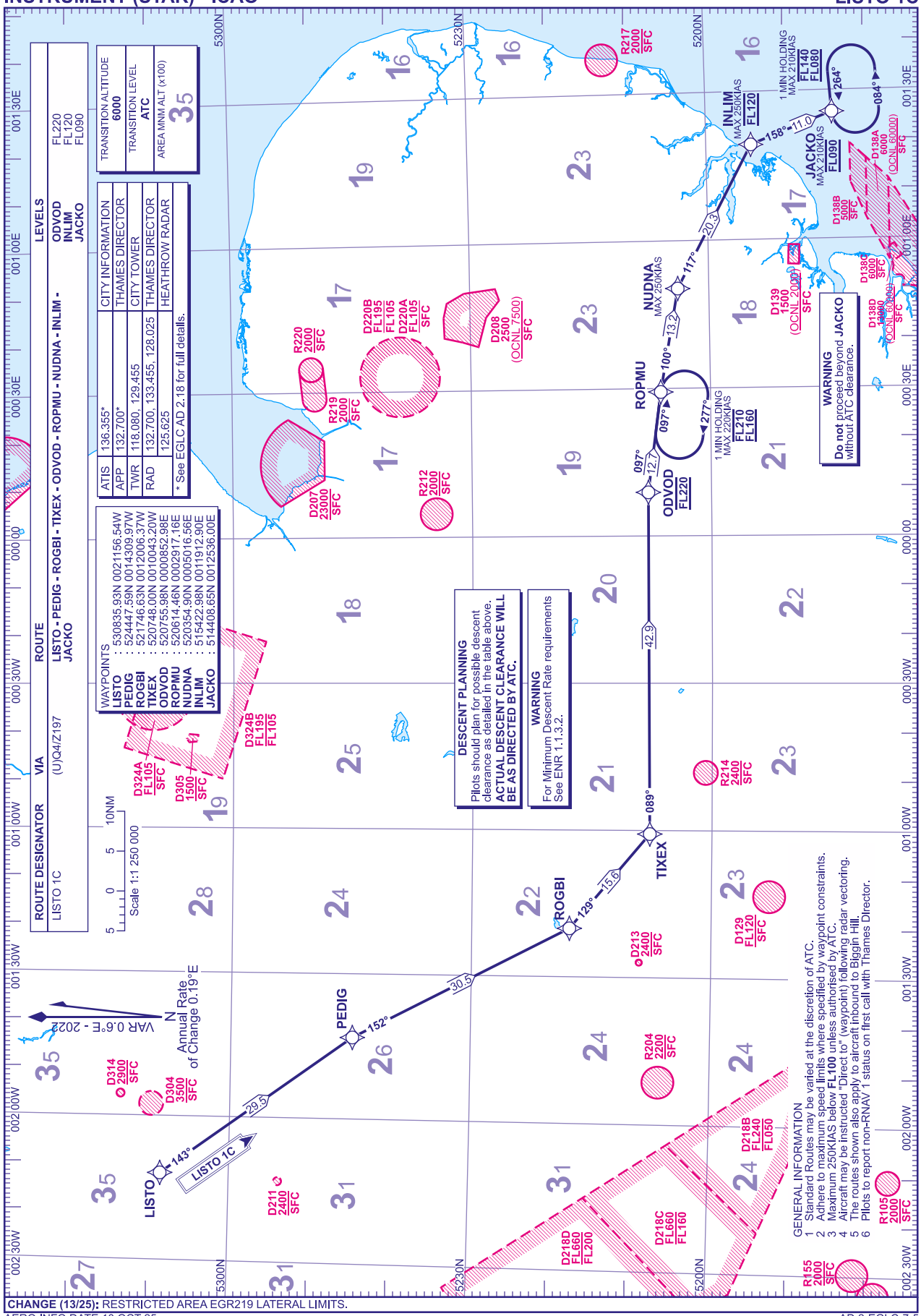
AERO INFO DATE 03 DEC 25

AD 2-EGLC-7-4

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON CITY
RWY 09/27
LISTO 1C



CHANGE (13/25): RESTRICTED AREA EGR219 LATERAL LIMITS.

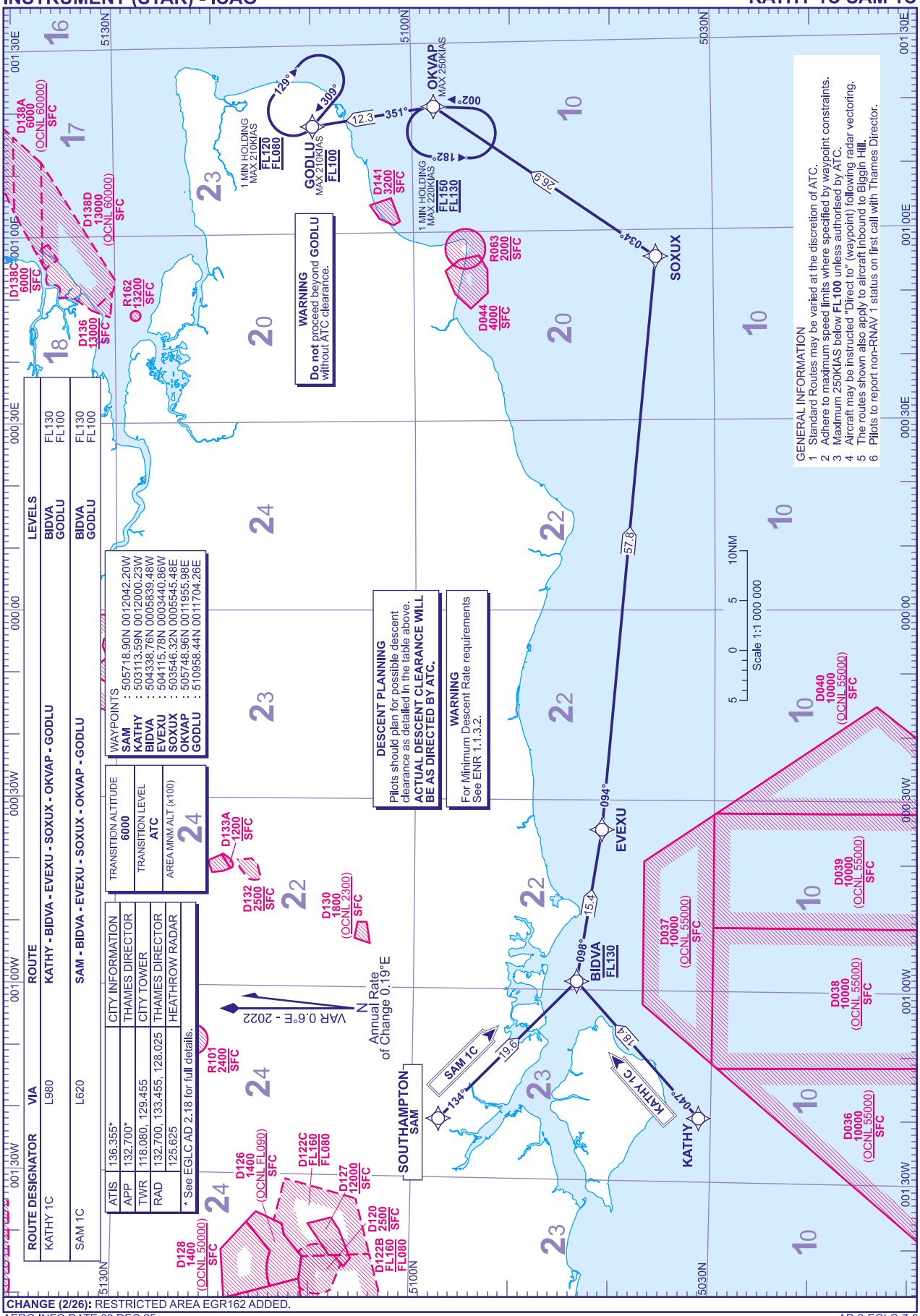
AERO INFO DATE 10 OCT 25

AD 2-EGLC-7-5

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON CITY
RWY 09/27
KATHY 1C SAM 1C



CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

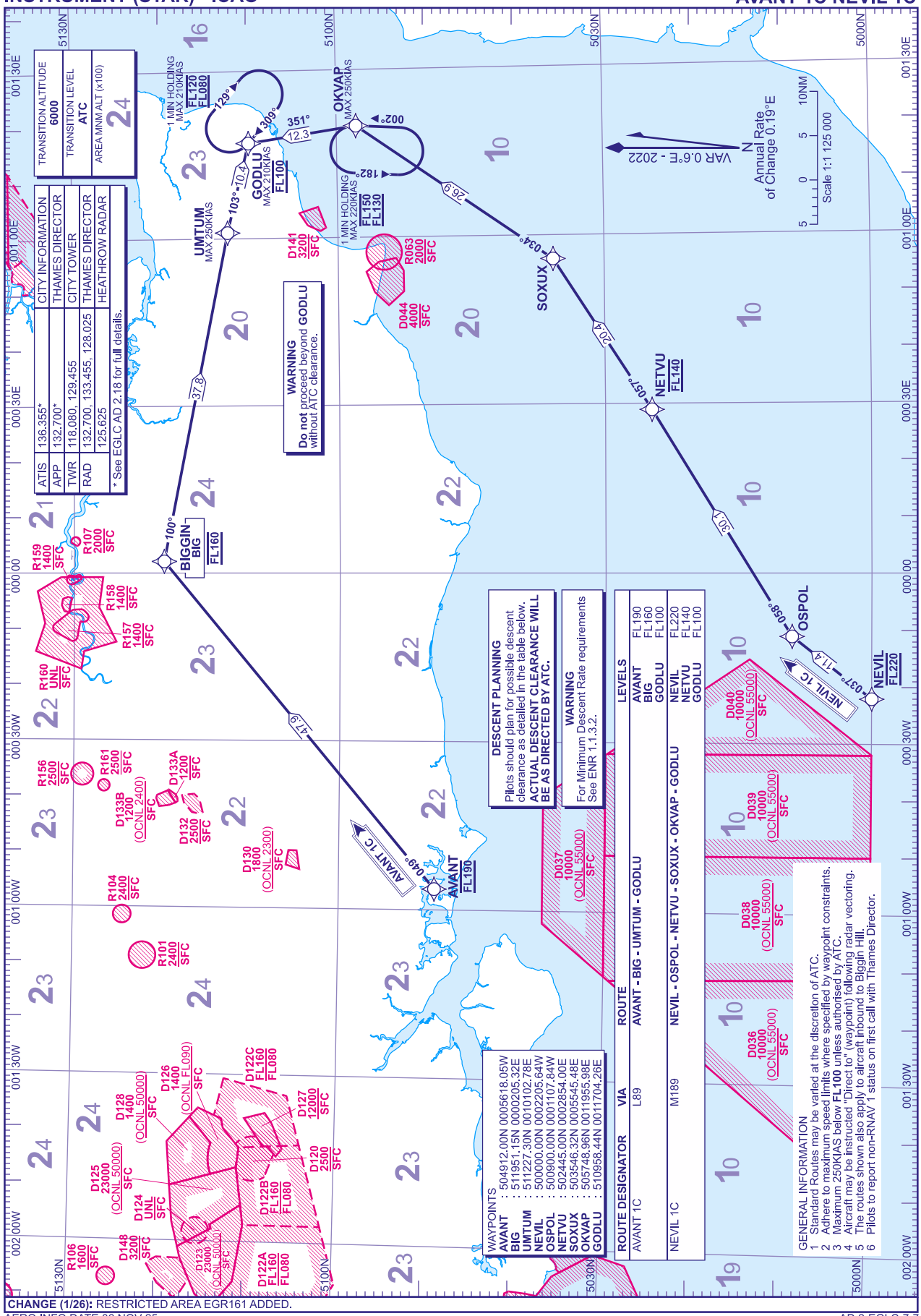
AERO INFO DATE 03 DEC 25

AD 2-EGLC-7-6

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

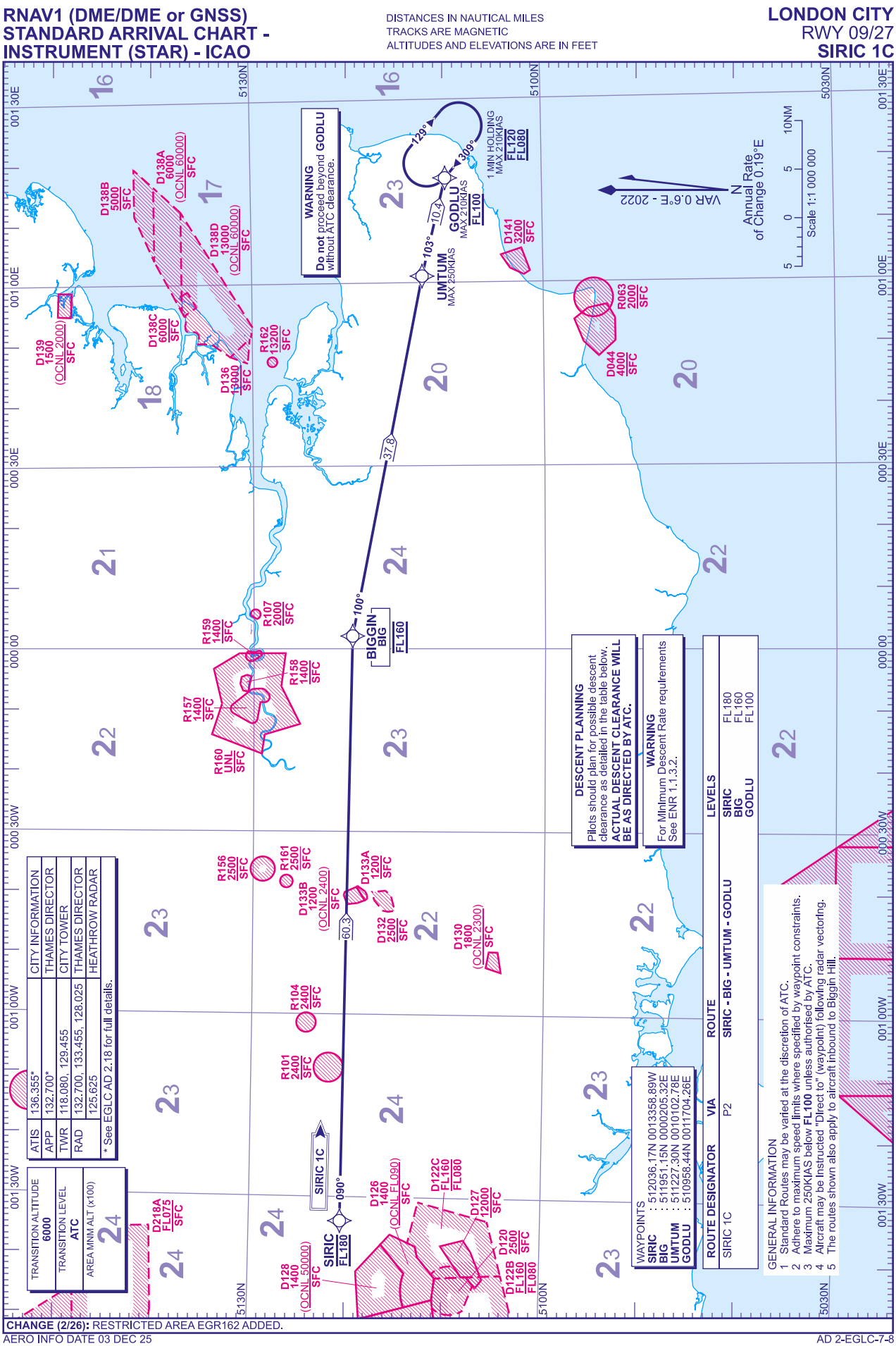
LONDON CITY
RWY 09/27
AVANT 1C NEVIL 1C



CHANGE (1/26): RESTRICTED AREA EGR161 ADDED.

AERO INFO DATE 06 NOV 25

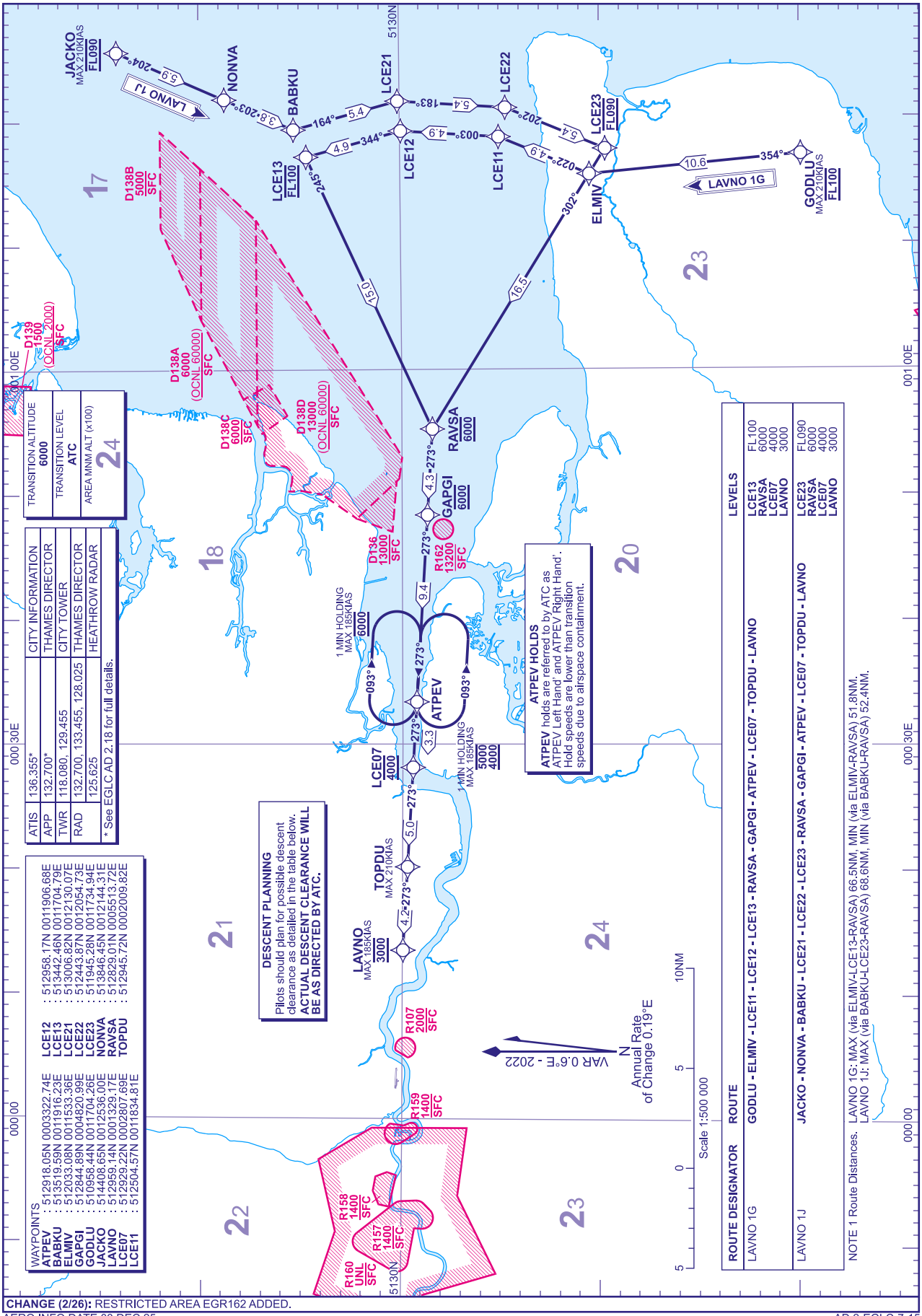
AD 2-EGLC-7-7


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 CITY
RWY 09/27
SIRIC 1C
WARNING
Do not proceed beyond GODLU without ATC clearance.
UMTUM
MAX 250KIAS
GODLU
MAX 210KIAS
FL100
1 MIN HOLDING
MAX 210KIAS
FL120
FL080
BIGGIN
BIG
FL160
SIRIC
FL180
SIRIC 1C
VAR 0.6°E - 2022
Annual Rate of Change 0.19°E
Scale 1:1 000 000
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.
LEVELS
ROUTE DESIGNATOR VIA ROUTE
SIRIC 1C P2 SIRIC - BIG - UMTUM - GODLU
SIRIC FL180
BIG FL160
GODLU FL100
WAYPOINTS
SIRIC : 512036.17N 0013358.89W
BIG : 511951.15N 0000205.32E
UMTUM : 511227.30N 0010102.78E
GODLU : 510958.44N 0011704.26E
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.
TRANSITION ALTITUDE 6000
TRANSITION LEVEL ATC
AREA MNM ALT (x100) 24
ATIS 136.355*
APP 132.700*
TWR 118.080, 129.455
RAD 132.700, 133.455, 128.025
125.625
CITY INFORMATION
THAMES DIRECTOR
CITY TOWER
THAMES DIRECTOR
HEATHROW RADAR
* See EGLC AD 2.18 for full details.
CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.
AERO INFO DATE 03 DEC 25
AD 2-EGLC-7-8

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

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

LONDON CITY
RWY 27
LAVNO 1G 1J



TRANSITION ALTITUDE	TRANSITION LEVEL	AREA MNM ALT (x100)
6000	ATC	24

ATIS	136.355*	CITY INFORMATION
APP	132.700*	THAMES DIRECTOR
TWR	118.080, 129.455	CITY TOWER
RAD	132.700, 133.455, 128.025	THAMES DIRECTOR
	125.625	HEATHROW RADAR

* See EGLC AD 2.18 for full details.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below. **ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

ATPEV HOLDS
ATPEV holds are referred to by ATC as ATPEV Left Hand and ATPEV Right Hand'. Hold speeds are lower than transition speeds due to airspace containment.

WAYPOINTS			
ATPEV	512918.05N 0003322.74E	LCE12	512958.17N 0011906.68E
BABKU	513519.59N 0011916.23E	LCE13	513442.46N 0011704.79E
ELMIV	512033.08N 0011533.36E	LCE21	513006.82N 0012130.07E
GAPGI	512844.89N 0004820.99E	LCE22	512443.87N 0012054.73E
GODLU	510958.44N 0011704.26E	LCE23	511945.28N 0011734.94E
JACKO	514408.65N 0012536.00E	NONVA	513846.45N 0012144.31E
LAVNO	512959.14N 0001329.17E	RAVSA	512829.01N 0005513.72E
LCE07	512929.22N 0002807.69E	TOPDU	512945.72N 0002009.82E
LCE11	512504.57N 0011834.81E		

ROUTE DESIGNATOR	ROUTE	LEVELS	
LAVNO 1G	GODLU - ELMIV - LCE11 - LCE12 - LCE13 - RAVSA - GAPGI - ATPEV - LCE07 - TOPDU - LAVNO	LCE13	FL100
		RAVSA	6000
		LCE07	4000
		LAVNO	3000
LAVNO 1J	JACKO - NONVA - BABKU - LCE21 - LCE22 - LCE23 - RAVSA - GAPGI - ATPEV - LCE07 - TOPDU - LAVNO	LCE23	FL090
		RAVSA	6000
		LCE07	4000
		LAVNO	3000

NOTE 1 Route Distances. LAVNO 1G: MAX (via ELMIV-LCE13-RAVSA) 66.5NM, MIN (via ELMIV-RAVSA) 51.8NM.
LAVNO 1J: MAX (via BABKU-LCE23-RAVSA) 68.6NM, MIN (via BABKU-RAVSA) 52.4NM.

CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

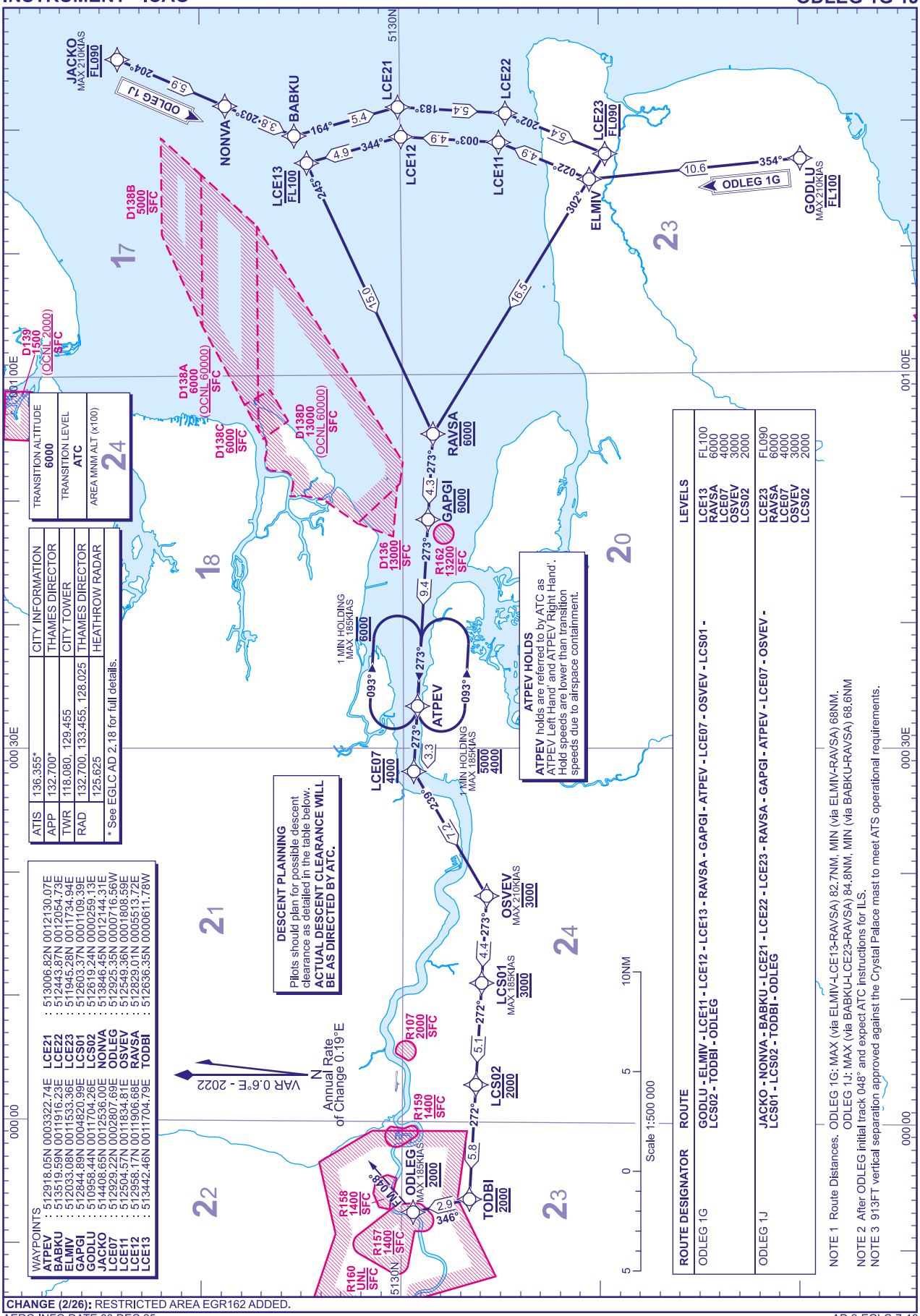
AERO INFO DATE 03 DEC 25

AD 2-EGLC-7-15

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

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

LONDON CITY
RWY 09
ODLEG 1G 1J



TRANSITION ALTITUDE	TRANSITION LEVEL	AREA MNM ALT (x100)
6000	ATC	24

ATIS	136.355*	CITY INFORMATION
APP	132.700*	THAMES DIRECTOR
TWR	118.080, 129.455	CITY TOWER
RAD	132.700, 133.455, 128.025	THAMES DIRECTOR
	125.625	HEATHROW RADAR

* See EGLC AD 2.18 for full details.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ATPEV HOLDS
ATPEV holds are referred to by ATC as ATPEV Left Hand' and ATPEV Right Hand'. Hold speeds are lower than transition speeds due to airspace containment.

WAYPOINTS			
ATPEV	512918.05N 0003322.74E	LCE21	513006.82N 0012130.07E
BABKU	513519.59N 0011916.23E	LCE22	512443.87N 0012054.73E
ELMIV	512033.08N 0011533.36E	LCE23	511945.28N 0011734.94E
GAPGI	512844.89N 0004820.99E	LCS01	512603.37N 0001109.39E
GODLU	510958.44N 0011704.26E	LCS02	512619.24N 0000259.13E
JACKO	514408.65N 0012536.00E	NONVA	513846.45N 0012144.31E
LCE07	512929.22N 0002807.69E	ODLEG	512925.35N 0000716.56W
LCE11	512504.57N 0011834.81E	OSVEV	512549.36N 0001808.59E
LCE12	512958.17N 0011906.68E	RAVSA	512829.01N 0000513.72E
LCE13	513442.46N 0011704.79E	TODBI	512636.35N 0000611.78W

ROUTE DESIGNATOR	ROUTE	LEVELS	
ODLEG 1G	GODLU - ELMIV - LCE11 - LCE12 - LCE13 - RAVSA - GAPGI - ATPEV - LCE07 - OSVEV - LCS01 - LCS02 - TODBI - ODLEG	LCE13 RAVSA LCE07 OSVEV LCS02	FL100 6000 4000 3000 2000
ODLEG 1J	JACKO - NONVA - BABKU - LCE21 - LCE22 - LCE23 - RAVSA - GAPGI - ATPEV - LCE07 - OSVEV - LCS01 - LCS02 - TODBI - ODLEG	LCE23 RAVSA LCE07 OSVEV LCS02	FL090 6000 4000 3000 2000

NOTE 1 Route Distances. ODLEG 1G: MAX (via ELMIV-LCE13-RAVSA) 82.7NM, MIN (via ELMIV-RAVSA) 68NM.
ODLEG 1J: MAX (via BABKU-LCE23-RAVSA) 84.8NM, MIN (via BABKU-RAVSA) 68.6NM
NOTE 2 After ODLEG initial track 048° and expect ATC instructions for ILS.
NOTE 3 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.

CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.
AERO INFO DATE 03 DEC 25

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.

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.

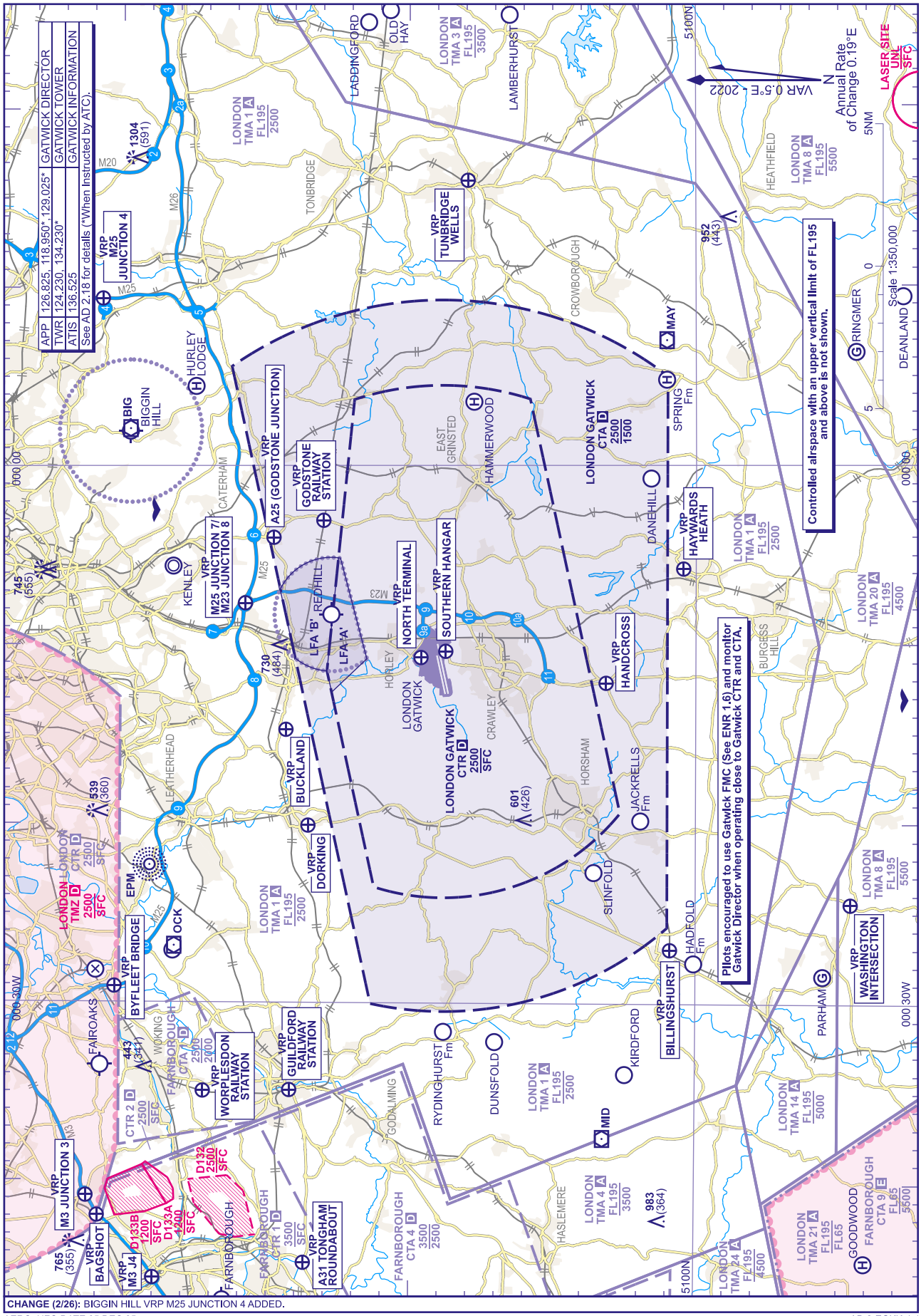
2. Straight pushback onto Stands 64L, 64R, 65, 66L, 66R, 132 and 133.
3. GAL aircraft marshaller guidance onto Stands 141R, 142R, 143L, 144L, 171L, 173, 175L, 230L, 231L, 232L and 233L. Pilots must not enter these stands until a marshaller is present. Access to Stand 173 is via the 173L lead-in arrow. 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)

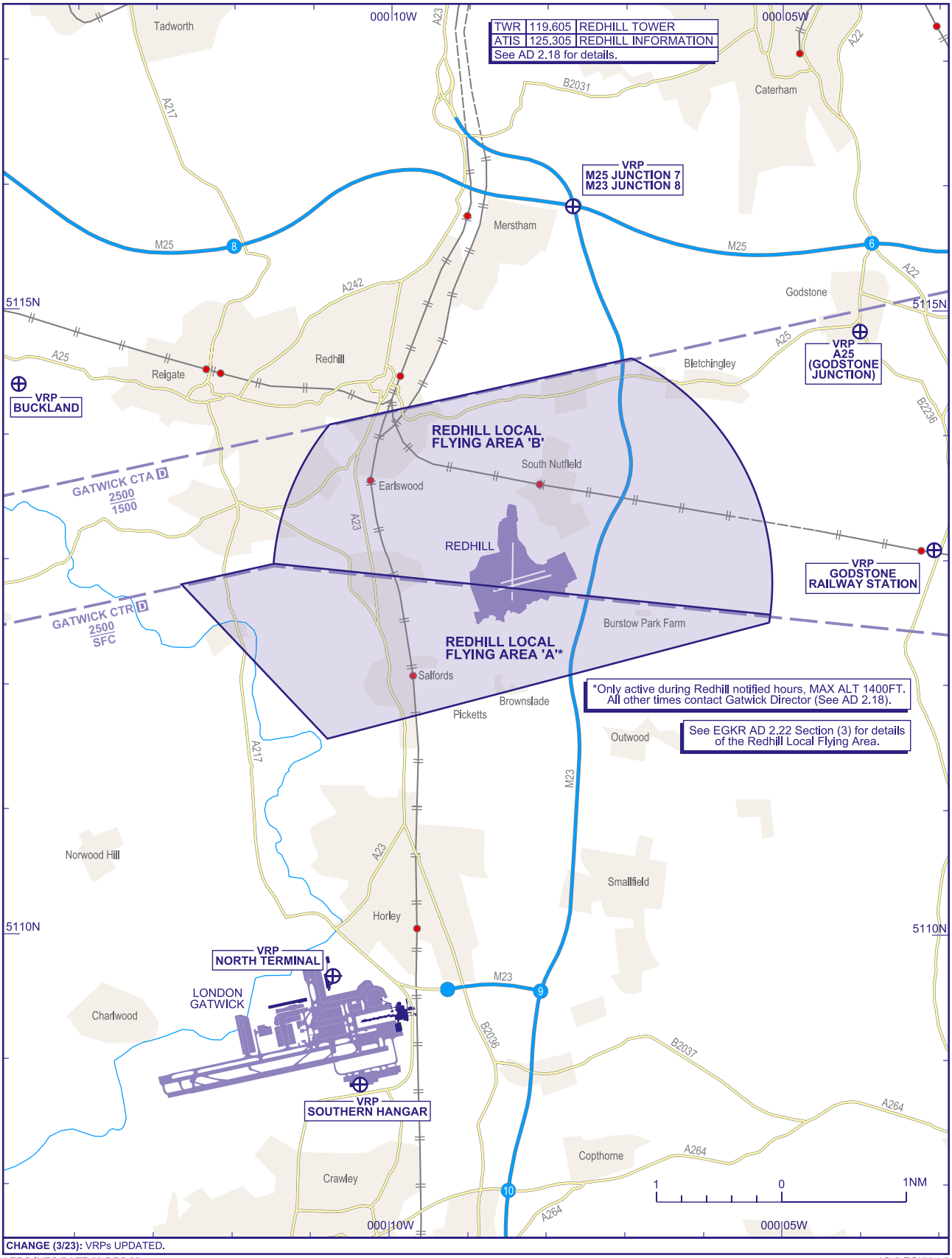
i. London Gatwick Airport is an A-CDM–coordinated Airport, meaning it has adopted the permanent and fully automatic data exchange Airport-CDM concept by providing a set of DPI messages (Departure Planning Information – E-DPI, T-DPI-t, T-DPI-s, A-DPI and C-DPI) to the Eurocontrol Network Manager Operations 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.

CONTROL ZONE AND CONTROL AREA CHART — LONDON GATWICK



REDHILL LOCAL FLYING AREA — LONDON GATWICK



CHANGE (3/23): VRPs UPDATED.

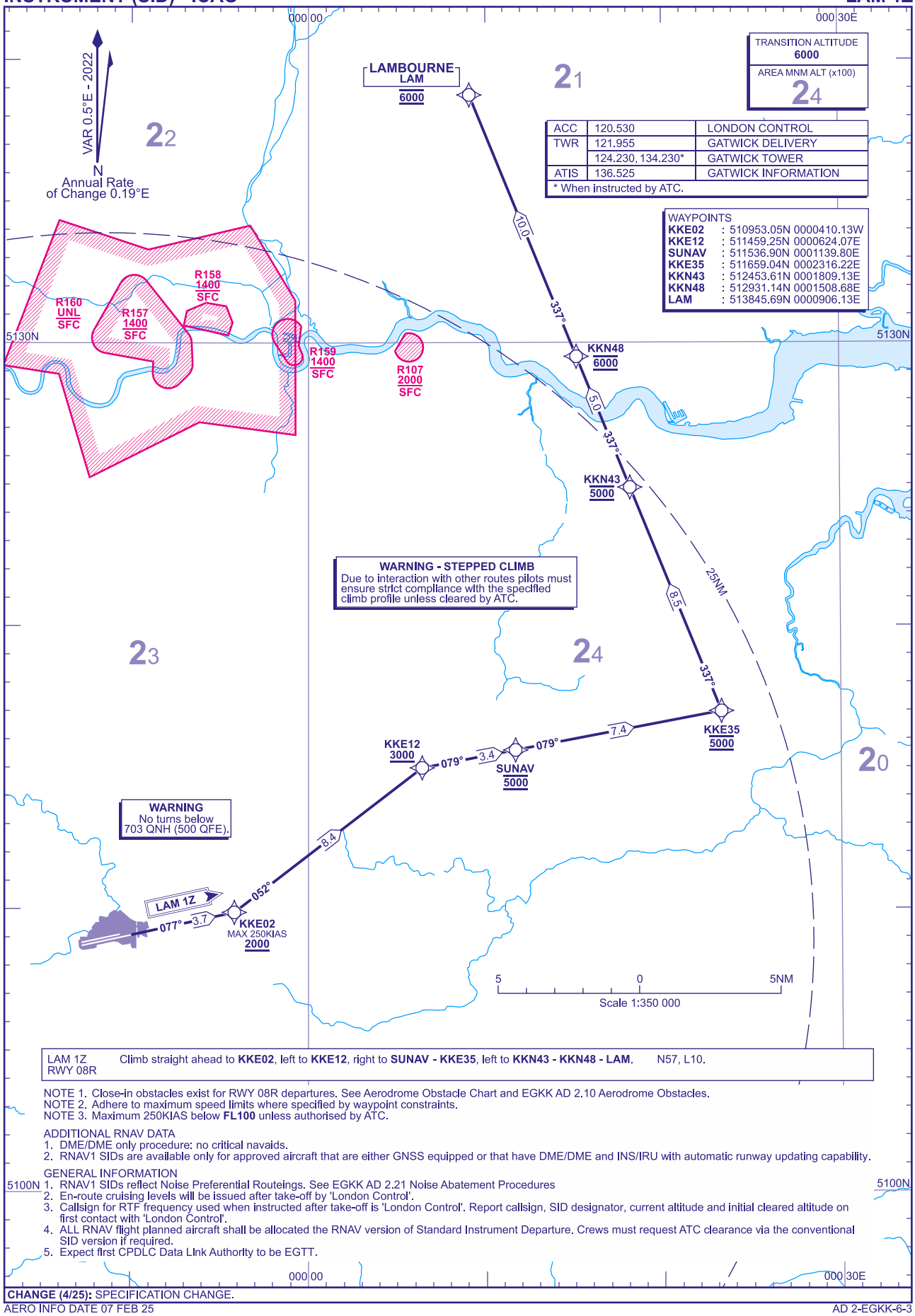
AERO INFO DATE 20 DEC 22

AD 2-EGKK-4-2

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

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

LONDON GATWICK
RWY 08R
LAM 1Z



LAM 1Z RWY 08R — Climb straight ahead to **KKE02**, left to **KKE12**, right to **SUNAV - KKE35**, left to **KKN43 - KKN48 - LAM**. N57, L10.

NOTE 1. Close-in obstacles exist for RWY 08R departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

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

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used when instructed after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. Expect first CPDLC Data Link Authority to be EGTT.

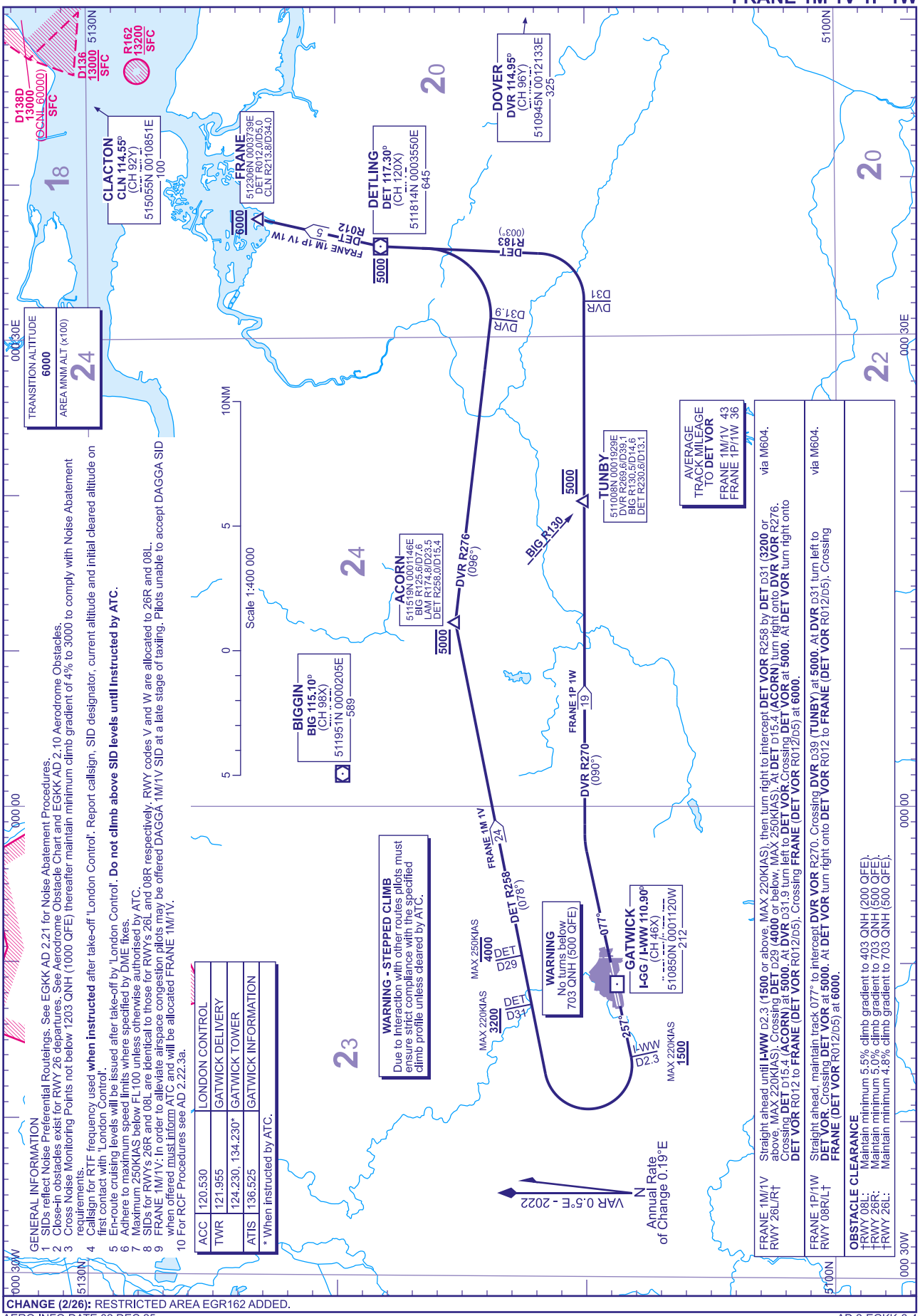
CHANGE (4/25): SPECIFICATION CHANGE.

AERO INFO DATE 07 FEB 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 08R/L 26L/R
FRANE 1M 1V 1P 1W



CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

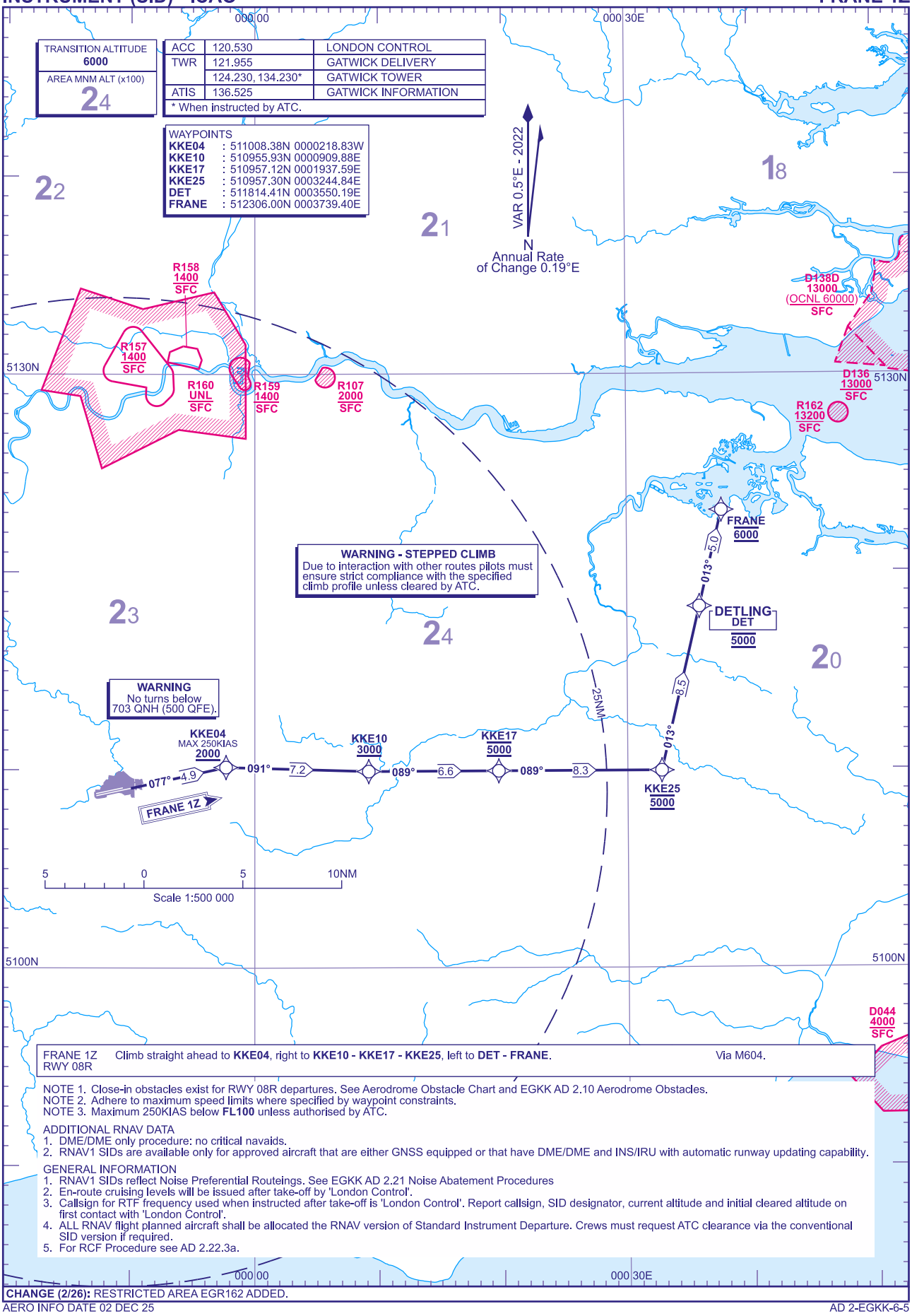
AERO INFO DATE 02 DEC 25

AD 2-EGKK-6-4

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

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

LONDON GATWICK
RWY 08R
FRANE 1Z



CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

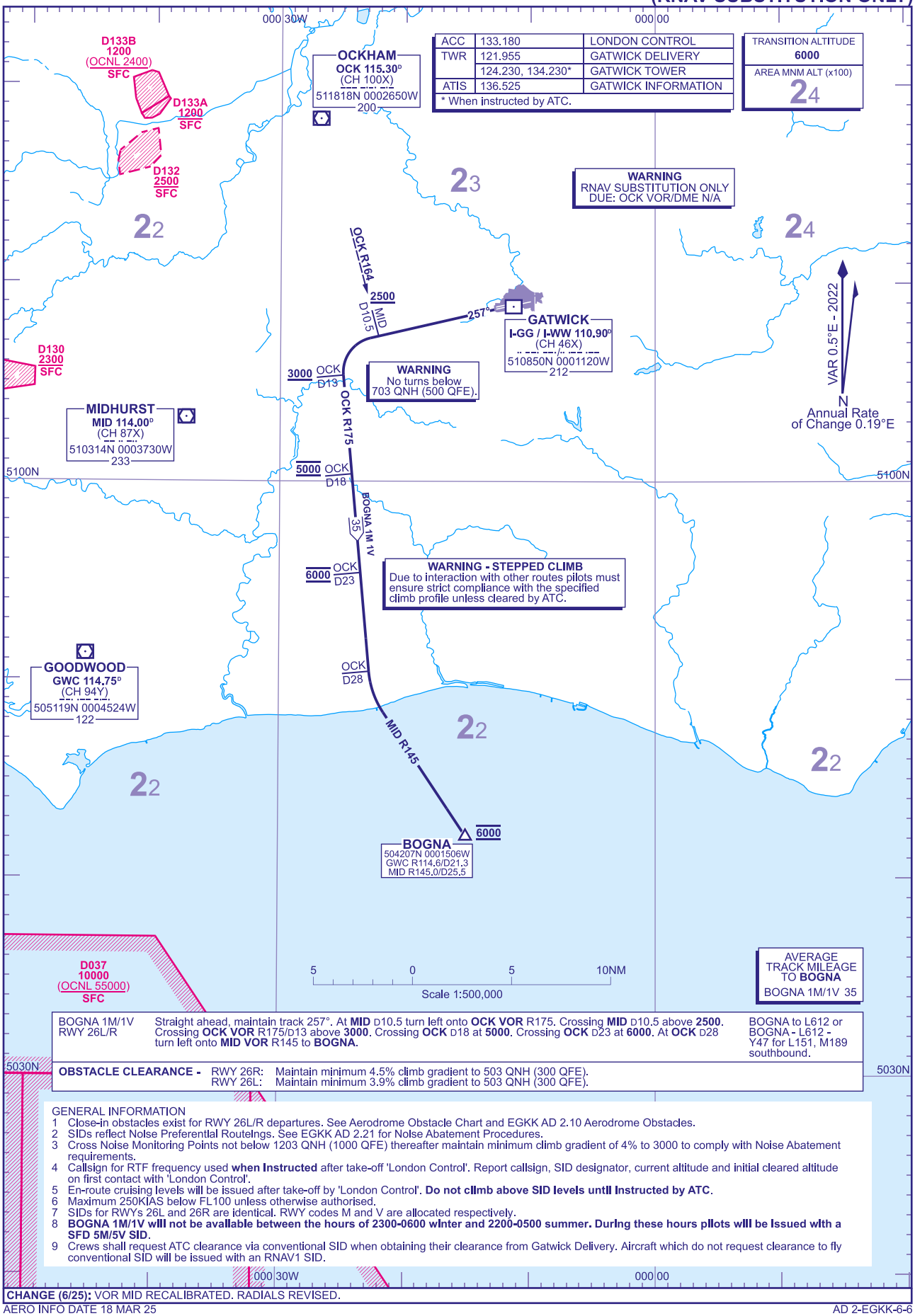
AERO INFO DATE 02 DEC 25

AD 2-EGKK-6-5

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 26L/R **BOGNA 1M 1V**
(RNAV SUBSTITUTION ONLY)



BOGNA 1M/1V RWY 26L/R	Straight ahead, maintain track 257°. At **MID** D10.5 turn left onto **OCK VOR** R175. Crossing **MID** D10.5 above **2500**. Crossing **OCK VOR** R175/D13 above **3000**. Crossing **OCK** D18 at **5000**. Crossing **OCK** D23 at **6000**. At **OCK** D28 turn left onto **MID VOR** R145 to **BOGNA**.	BOGNA to L612 or BOGNA - L612 - Y47 for L151, M189 southbound.
OBSTACLE CLEARANCE -	RWY 26R: Maintain minimum 4.5% climb gradient to 503 QNH (300 QFE). RWY 26L: Maintain minimum 3.9% climb gradient to 503 QNH (300 QFE).	

GENERAL INFORMATION
1 Close-in obstacles exist for RWY 26L/R departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when Instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
5 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
6 Maximum 250KIAS below FL100 unless otherwise authorised.
7 SIDs for RWYs 26L and 26R are identical. RWY codes M and V are allocated respectively.
8 **BOGNA 1M/1V will not be available between the hours of 2300-0600 winter and 2200-0500 summer. During these hours pilots will be issued with a SFD 5M/5V SID.**
9 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.

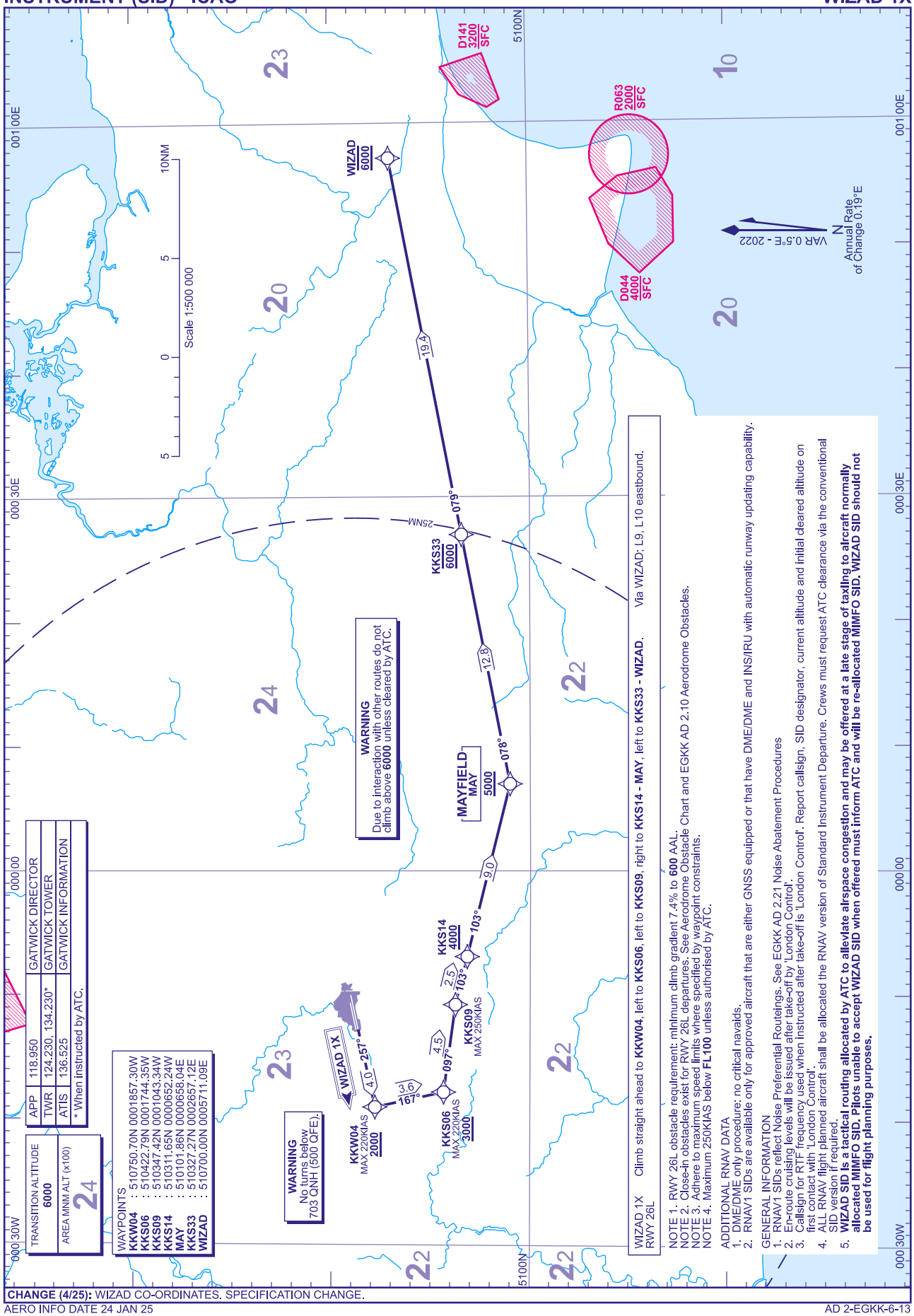
CHANGE (6/25): VOR MID RECALIBRATED. RADIALS REVISED.

AERO INFO DATE 18 MAR 25
AD 2-EGKK-6-6

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

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

LONDON GATWICK
RWY 26L
WIZAD 1X



TRANSITION ALTITUDE	
6000	
AREA MNM ALT (x100)	
24	

APP	118.950	GATWICK DIRECTOR
TWR	124.230, 134.230*	GATWICK TOWER
ATIS	136.525	GATWICK INFORMATION

* When instructed by ATC.

WAYPOINTS

KKW04	: 510750.70N 0001857.30W
KKS06	: 510422.79N 0001744.35W
KKS09	: 510347.42N 0001043.34W
KKS14	: 510311.65N 0000652.24W
MAY	: 510101.86N 0000658.04E
KKS33	: 510327.27N 0002657.12E
WIZAD	: 510700.00N 0005711.09E

WIZAD 1X Climb straight ahead to **KKW04**, left to **KKS06**, left to **KKS09**, right to **KKS14 - MAY**, left to **KKS33 - WIZAD**. Via WIZAD; L9, L10 eastbound.
RWY 26L

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 7.4% to **600** AAL.
NOTE 2. Close-in obstacles exist for RWY 26L departures. See Aerodrome Obstacle Chart and EGKK 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.

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

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used when instructed after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. **WIZAD SID is a tactical routing allocated by ATC to alleviate airspace congestion and may be offered at a late stage of taxiing to aircraft normally allocated MIMFO SID. Pilots unable to accept WIZAD SID when offered must inform ATC and will be re-allocated MIMFO SID. WIZAD SID should not be used for flight planning purposes.**

CHANGE (4/25): WIZAD CO-ORDINATES. SPECIFICATION CHANGE.

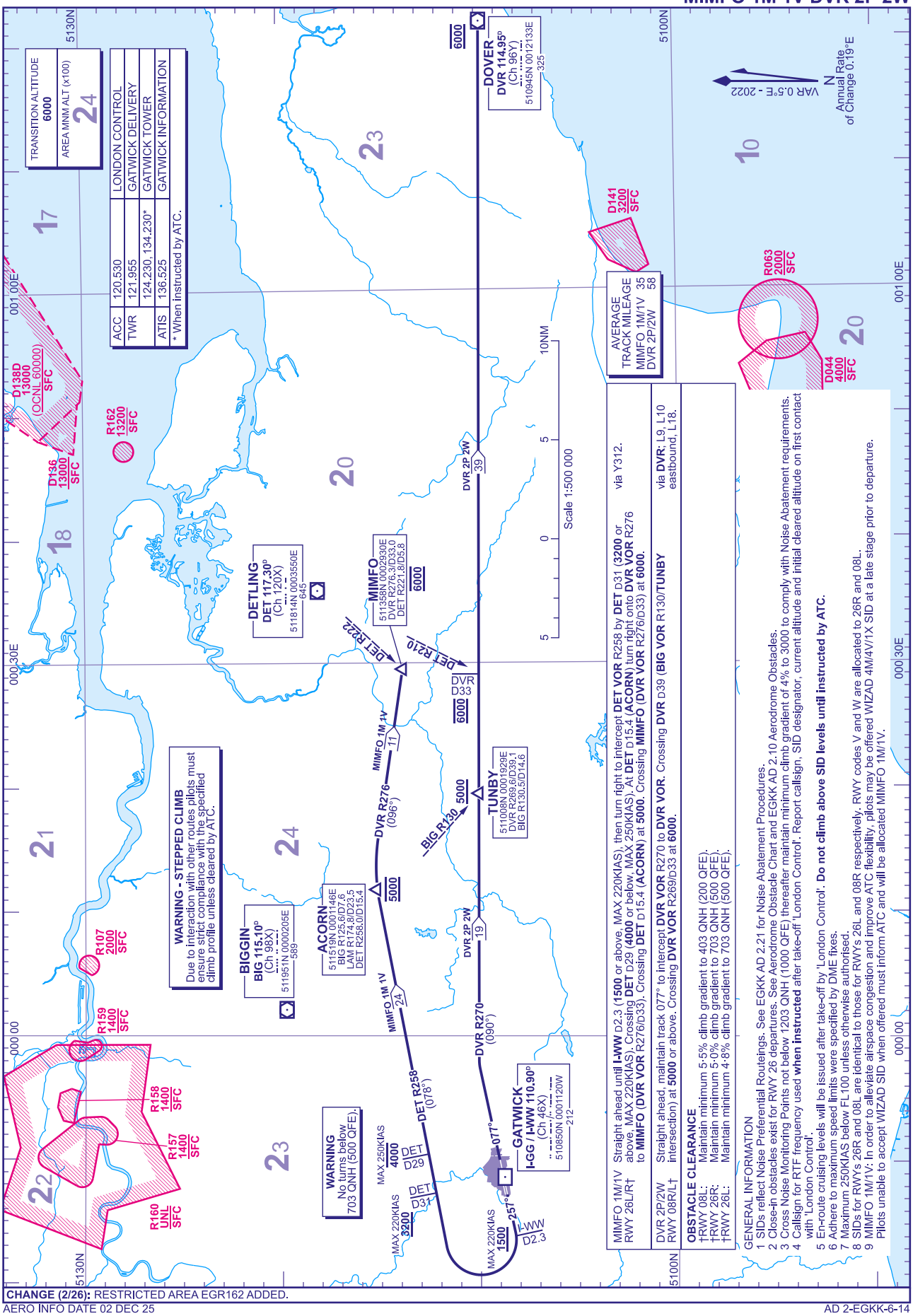
AERO INFO DATE 24 JAN 25

AD 2-EGKK-6-13

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

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



CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

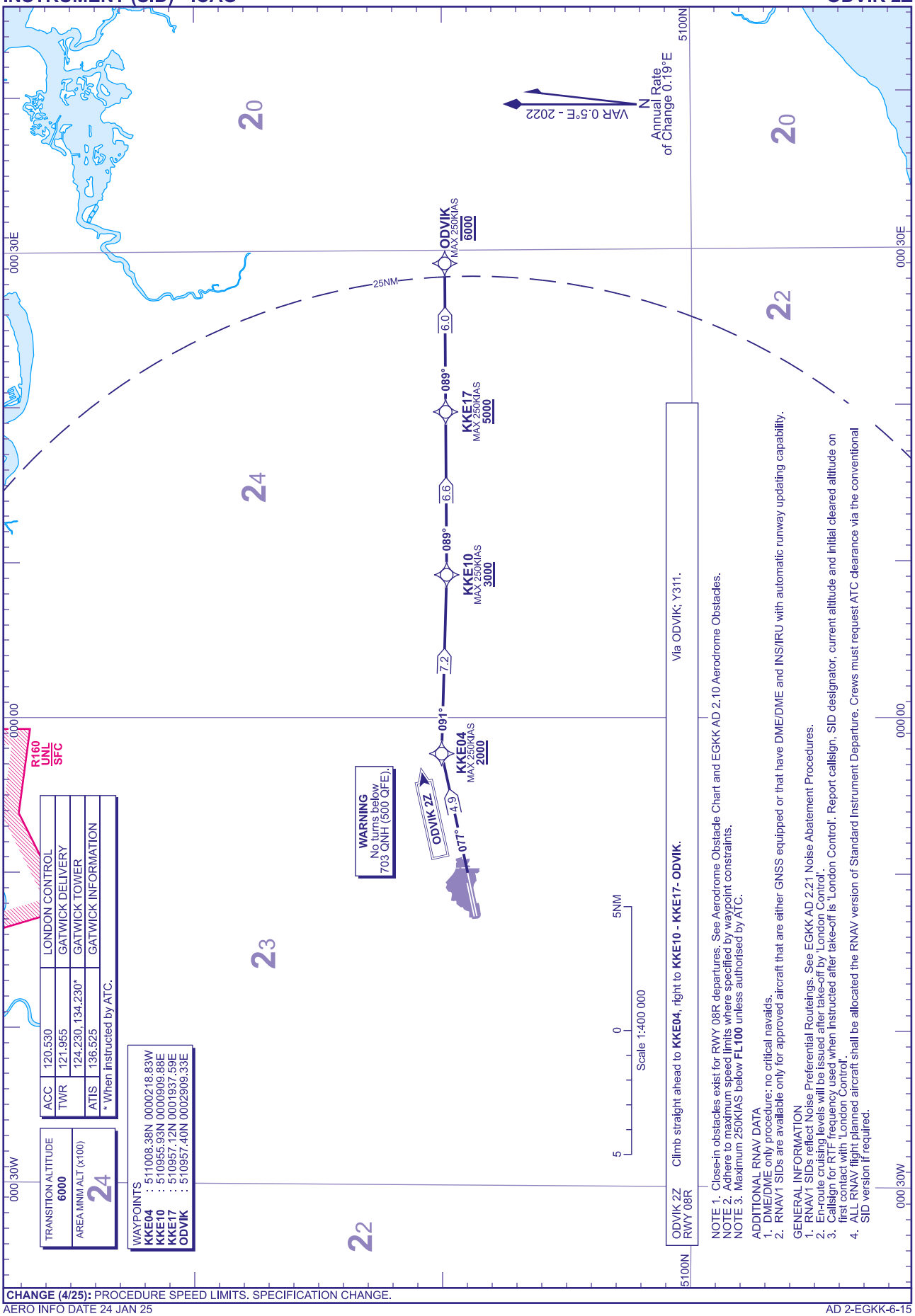
AERO INFO DATE 02 DEC 25

AD 2-EGKK-6-14

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

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

LONDON GATWICK
RWY 08R
ODVIK 2Z



CHANGE (4/25): PROCEDURE SPEED LIMITS. SPECIFICATION CHANGE.

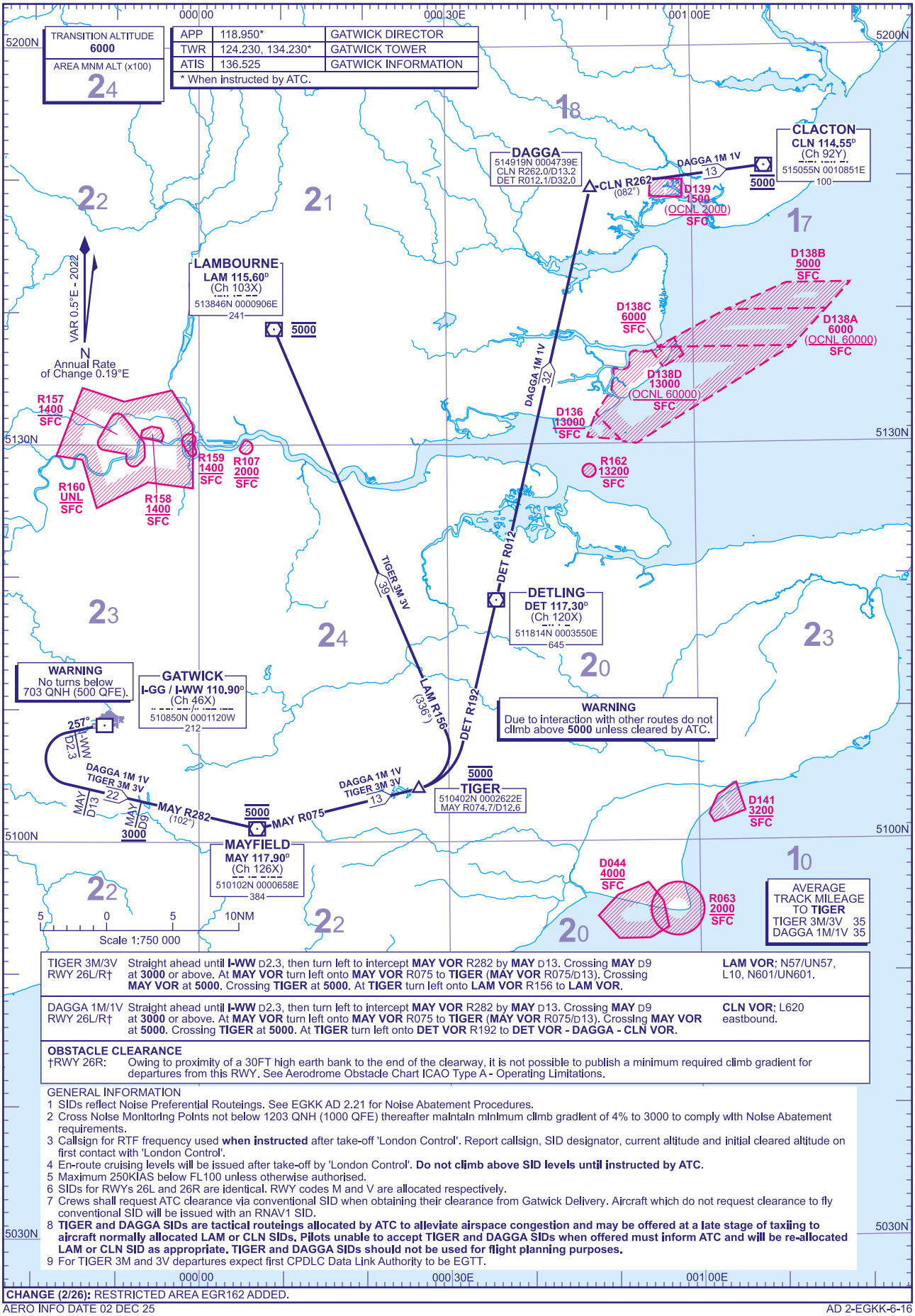
AERO INFO DATE 24 JAN 25

AD 2-EGKK-6-15

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 26L/R
TIGER 3M 3V DAGGA 1M 1V



TIGER 3M/3V RWY 26L/R†	Straight ahead until **I-WW** D2.3, then turn left to intercept **MAY VOR** R282 by **MAY** D13. Crossing **MAY** D9 at **3000** or above. At **MAY VOR** turn left onto **MAY VOR** R075 to **TIGER** (**MAY VOR** R075/D13). Crossing **MAY VOR** at **5000**. Crossing **TIGER** at **5000**. At **TIGER** turn left onto **LAM VOR** R156 to **LAM VOR**.	**LAM VOR**; N57/UN57, L10, N601/UN601.
DAGGA 1M/1V RWY 26L/R†	Straight ahead until **I-WW** D2.3, then turn left to intercept **MAY VOR** R282 by **MAY** D13. Crossing **MAY** D9 at **3000** or above. At **MAY VOR** turn left onto **MAY VOR** R075 to **TIGER** (**MAY VOR** R075/D13). Crossing **MAY VOR** at **5000**. Crossing **TIGER** at **5000**. At **TIGER** turn left onto **DET VOR** R192 to **DET VOR - DAGGA - CLN VOR.**	**CLN VOR**; L620 eastbound.

OBSTACLE CLEARANCE
†RWY 26R: Owing to proximity of a 30FT high earth bank to the end of the clearway, it is not possible to publish a minimum required climb gradient for departures from this RWY. See Aerodrome Obstacle Chart ICAO Type A - Operating Limitations.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
2 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
3 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 SIDs for RWYs 26L and 26R are identical. RWY codes M and V are allocated respectively.
7 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.
8 **TIGER and DAGGA SIDs are tactical routeings allocated by ATC to alleviate airspace congestion and may be offered at a late stage of taxiing to aircraft normally allocated LAM or CLN SIDs. Pilots unable to accept TIGER and DAGGA SIDs when offered must inform ATC and will be re-allocated LAM or CLN SID as appropriate. TIGER and DAGGA SIDs should not be used for flight planning purposes.**
9 For TIGER 3M and 3V departures expect first CPDLC Data Link Authority to be EGTT.

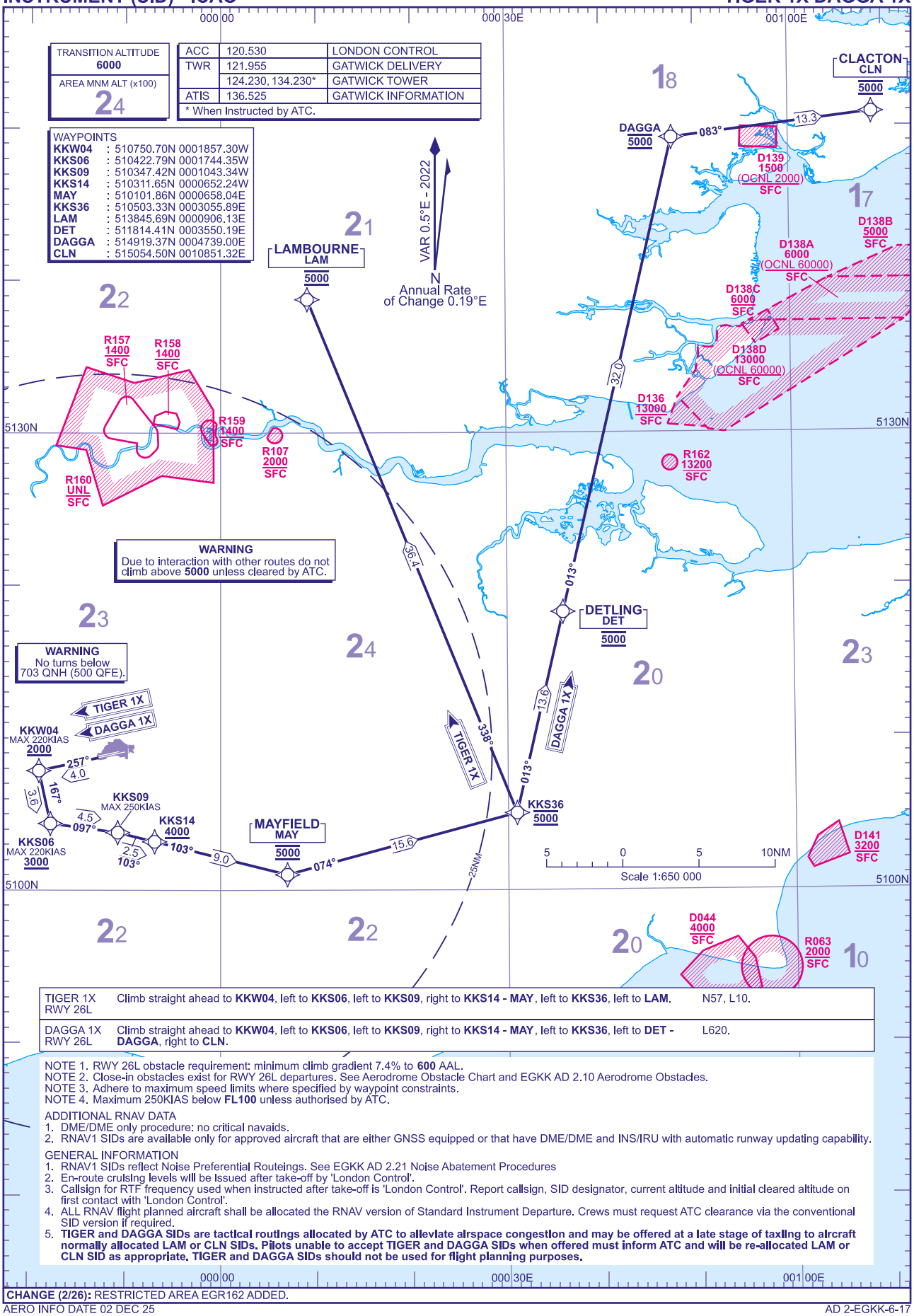
CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

AERO INFO DATE 02 DEC 25
AD 2-EGKK-6-16

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
TIGER 1X DAGGA 1X



TIGER 1X RWY 26L	Climb straight ahead to **KKW04**, left to **KKS06**, left to **KKS09**, right to **KKS14 - MAY**, left to **KKS36**, left to **LAM**.	N57, L10.
DAGGA 1X RWY 26L	Climb straight ahead to **KKW04**, left to **KKS06**, left to **KKS09**, right to **KKS14 - MAY**, left to **KKS36**, left to **DET - DAGGA**, right to **CLN**.	L620.

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 7.4% to **600** AAL.
NOTE 2. Close-in obstacles exist for RWY 26L departures. See Aerodrome Obstacle Chart and EGKK 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.

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

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used when instructed after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. **TIGER and DAGGA SIDs are tactical routings allocated by ATC to alleviate airspace congestion and may be offered at a late stage of taxiing to aircraft normally allocated LAM or CLN SIDs. Pilots unable to accept TIGER and DAGGA SIDs when offered must inform ATC and will be re-allocated LAM or CLN SID as appropriate. TIGER and DAGGA SIDs should not be used for flight planning purposes.**

CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

AERO INFO DATE 02 DEC 25

AD 2-EGKK-6-17

Standard Instrument Departure Coding Tables

LONDON GATWICK Runway 08R LAM 1Z

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LAM1Z	001	CF	KKE02	510953.05N 0000410.13W	N	077° (077.7°)	0.5	3.7	LEFT	+2000	-250	RNAV1
LAM1Z	002	TF	KKE12	511459.25N 0000624.07E	N	052° (052.4°)	0.5	8.4	RIGHT	+3000	-250	RNAV1
LAM1Z	003	TF	SUNAV	511536.90N 0001139.80E	N	079° (079.2°)	0.5	3.4	-	5000	-250	RNAV1
LAM1Z	004	TF	KKE35	511659.04N 0002316.22E	N	079° (079.3°)	0.5	7.4	LEFT	5000	-250	RNAV1
LAM1Z	005	TF	KKN43	512453.61N 0001809.13E	N	337° (338.0°)	0.5	8.5	-	5000	-250	RNAV1
LAM1Z	006	TF	KKN48	512931.14N 0001508.68E	N	337° (337.9°)	0.5	5.0	-	6000	-250	RNAV1
LAM1Z	007	TF	LAM	513845.69N 0000906.13E	N	337° (337.9°)	0.5	10.0	-	6000	-250	RNAV1

LONDON GATWICK Runway 08R FRANE 1Z

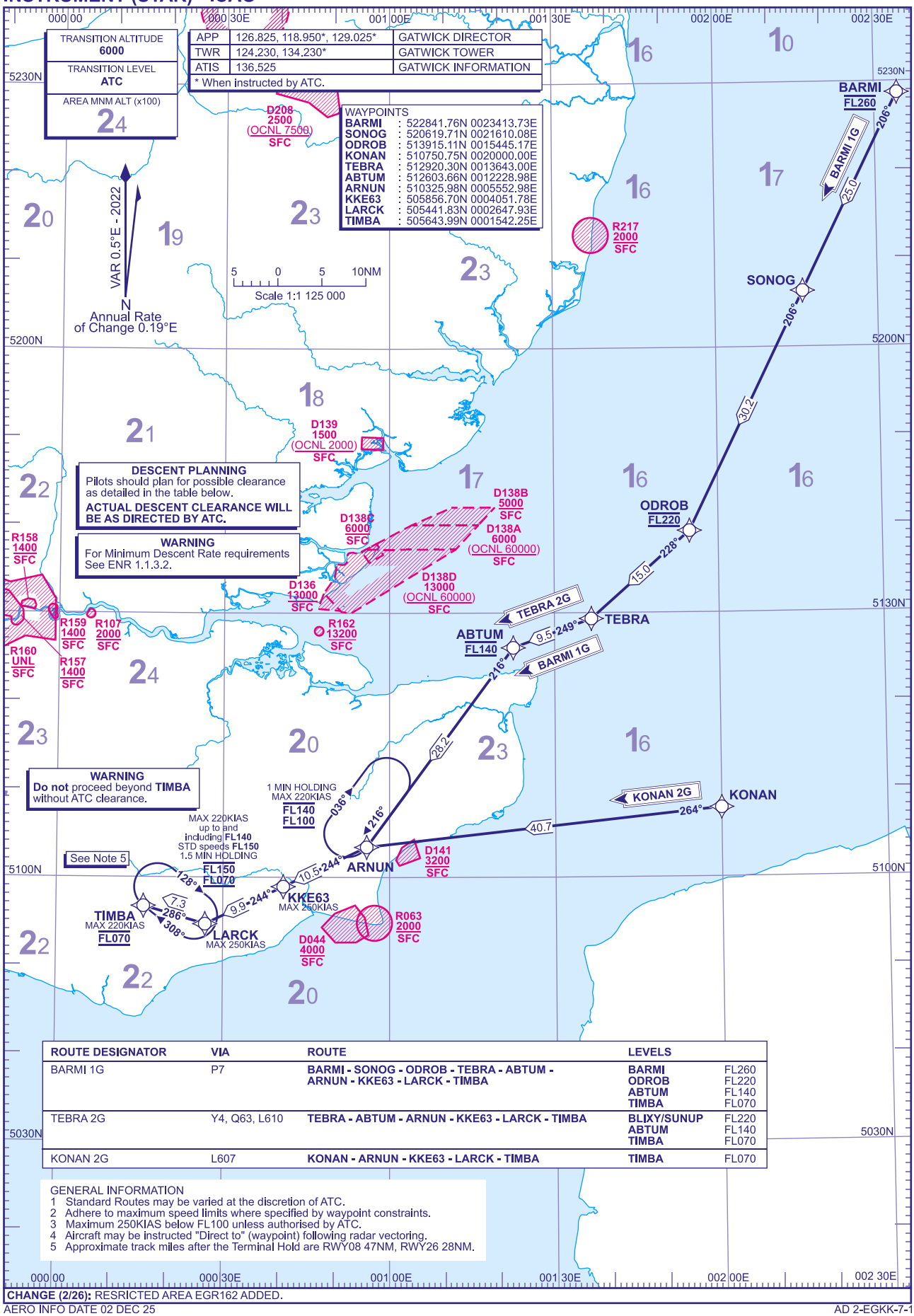
Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
FRANE1Z	001	CF	KKE04	511008.38N 0000218.83W	N	077° (077.6°)	0.5	4.9	RIGHT	+2000	-250	RNAV1
FRANE1Z	002	TF	KKE10	510955.93N 0000909.88E	N	091° (091.6°)	0.5	7.2	-	+3000	-250	RNAV1
FRANE1Z	003	TF	KKE17	510957.12N 0001937.59E	N	089° (089.8°)	0.5	6.6	-	5000	-250	RNAV1
FRANE1Z	004	TF	KKE25	510957.30N 0003244.84E	N	089° (089.9°)	0.5	8.3	LEFT	5000	-250	RNAV1
FRANE1Z	005	TF	DET	511814.41N 0003550.19E	N	013° (013.2°)	0.5	8.5	-	5000	-250	RNAV1
FRANE1Z	006	TF	FRANE	512306.00N 0003739.40E	N	013° (013.2°)	0.5	5.0	-	6000	-250	RNAV1

CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 14 JAN 25

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON GATWICK
BARMI 1G TEBRA 2G KONAN 2G



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
BARMI 1G	P7	BARMI - SONOG - ODROB - TEBRA - ABTUM - ARNUN - KKE63 - LARCK - TIMBA	BARMI ODROB ABTUM TIMBA	FL260 FL220 FL140 FL070
TEBRA 2G	Y4, Q63, L610	TEBRA - ABTUM - ARNUN - KKE63 - LARCK - TIMBA	BLIXY/SUNUP ABTUM TIMBA	FL220 FL140 FL070
KONAN 2G	L607	KONAN - ARNUN - KKE63 - LARCK - TIMBA	TIMBA	FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 Approximate track miles after the Terminal Hold are RWY08 47NM, RWY26 28NM.

CHANGE (2/26): RESRICTED AREA EGR162 ADDED.

AERO INFO DATE 02 DEC 25

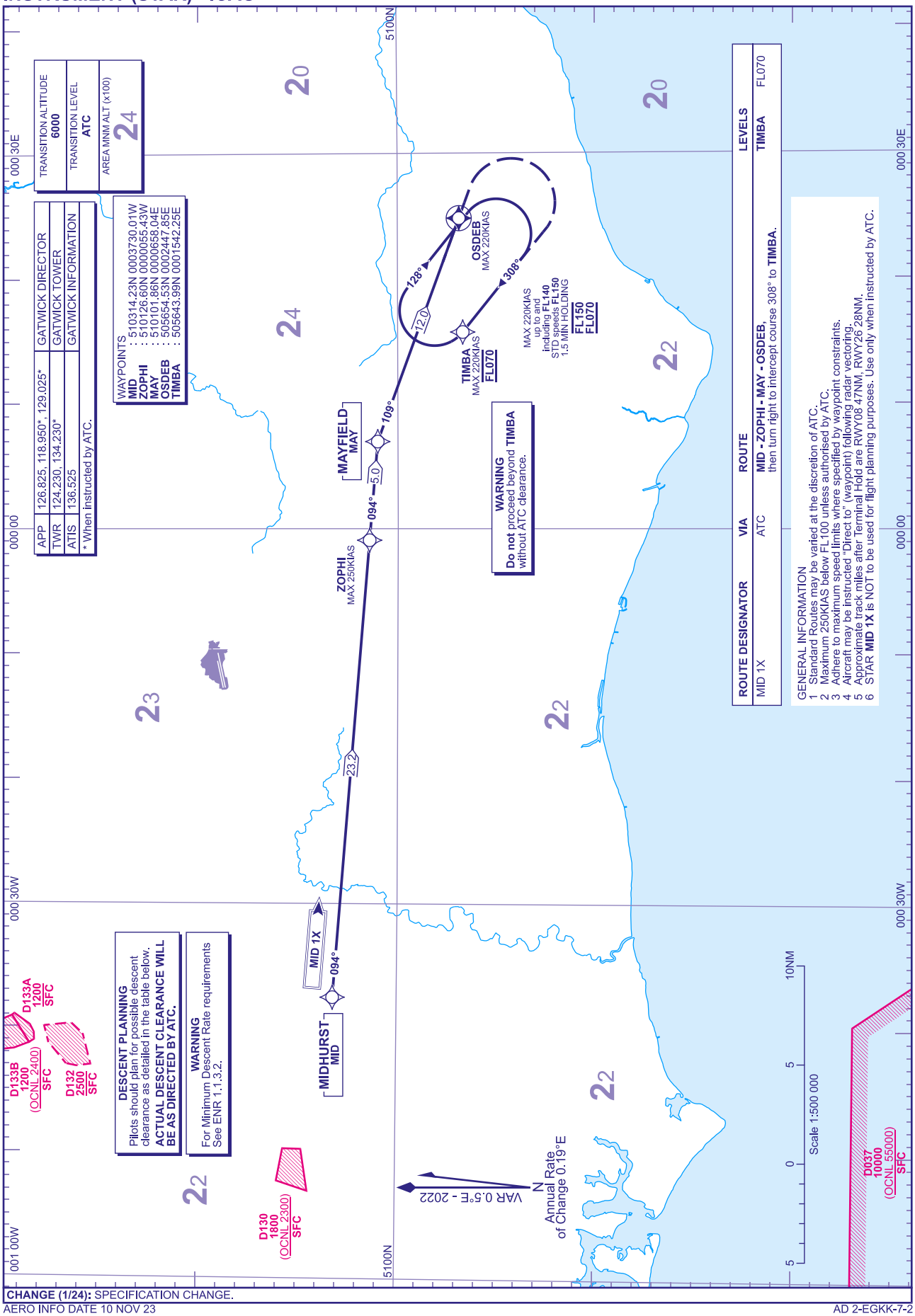
AD 2-EGKK-7-1

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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 GATWICK
MID 1X



CHANGE (1/24): SPECIFICATION CHANGE.

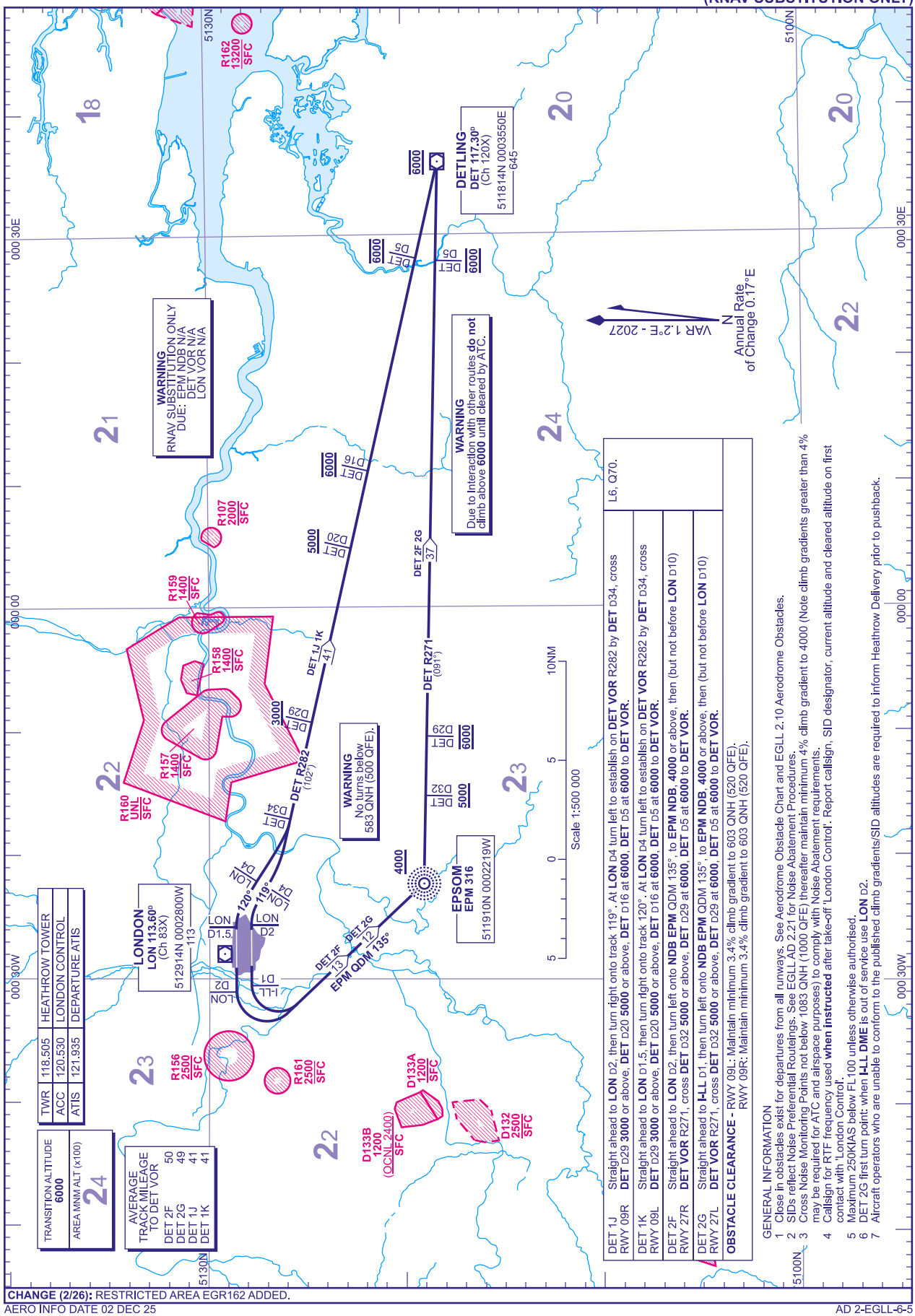
AERO INFO DATE 10 NOV 23

AD 2-EGKK-7-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
DET 1J 1K 2F 2G
(RNAV SUBSTITUTION ONLY)



CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

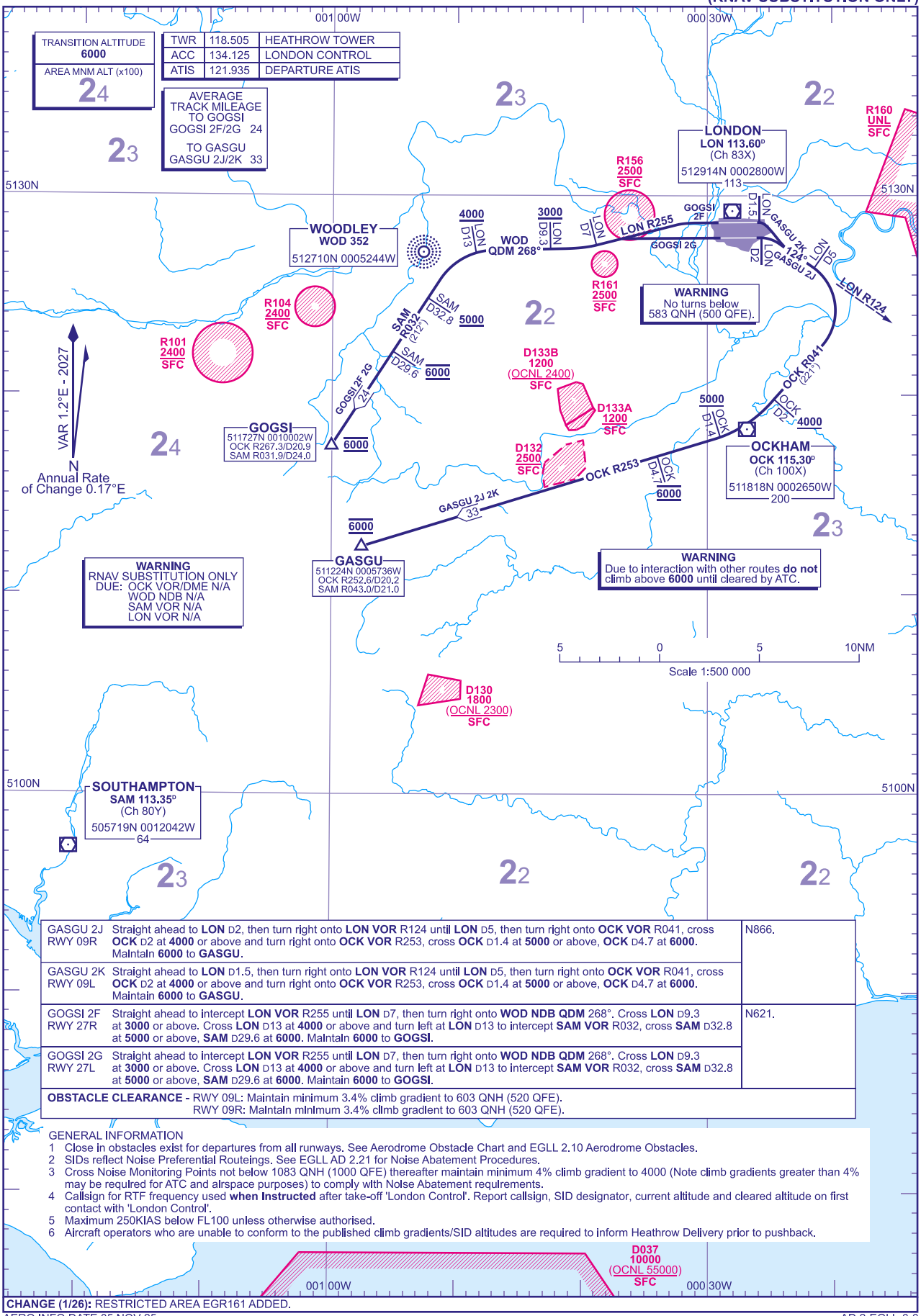
AERO INFO DATE 02 DEC 25

AD 2-EGLL-6-5

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
GASGU 2J 2K GOGSI 2F 2G
(RNAV SUBSTITUTION ONLY)



GASGU 2J RWY 09R	Straight ahead to **LON** D2, then turn right onto **LON VOR** R124 until **LON** D5, then turn right onto **OCK VOR** R041, cross **OCK** D2 at **4000** or above and turn right onto **OCK VOR** R253, cross **OCK** D1.4 at **5000** or above, **OCK** D4.7 at **6000**. Maintain **6000** to **GASGU**.	N866.
GASGU 2K RWY 09L	Straight ahead to **LON** D1.5, then turn right onto **LON VOR** R124 until **LON** D5, then turn right onto **OCK VOR** R041, cross **OCK** D2 at **4000** or above and turn right onto **OCK VOR** R253, cross **OCK** D1.4 at **5000** or above, **OCK** D4.7 at **6000**. Maintain **6000** to **GASGU**.	
GOGSI 2F RWY 27R	Straight ahead to intercept **LON VOR** R255 until **LON** D7, then turn right onto **WOD NDB QDM** 268°. Cross **LON** D9.3 at **3000** or above. Cross **LON** D13 at **4000** or above and turn left at **LON** D13 to intercept **SAM VOR** R032, cross **SAM** D32.8 at **5000** or above, **SAM** D29.6 at **6000**. Maintain **6000** to **GOGSI**.	N621.
GOGSI 2G RWY 27L	Straight ahead to intercept **LON VOR** R255 until **LON** D7, then turn right onto **WOD NDB QDM** 268°. Cross **LON** D9.3 at **3000** or above. Cross **LON** D13 at **4000** or above and turn left at **LON** D13 to intercept **SAM VOR** R032, cross **SAM** D32.8 at **5000** or above, **SAM** D29.6 at **6000**. Maintain **6000** to **GOGSI**.	
OBSTACLE CLEARANCE - RWY 09L: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE). RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE).		

GENERAL INFORMATION
1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when Instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients/SID altitudes are required to inform Heathrow Delivery prior to pushback.

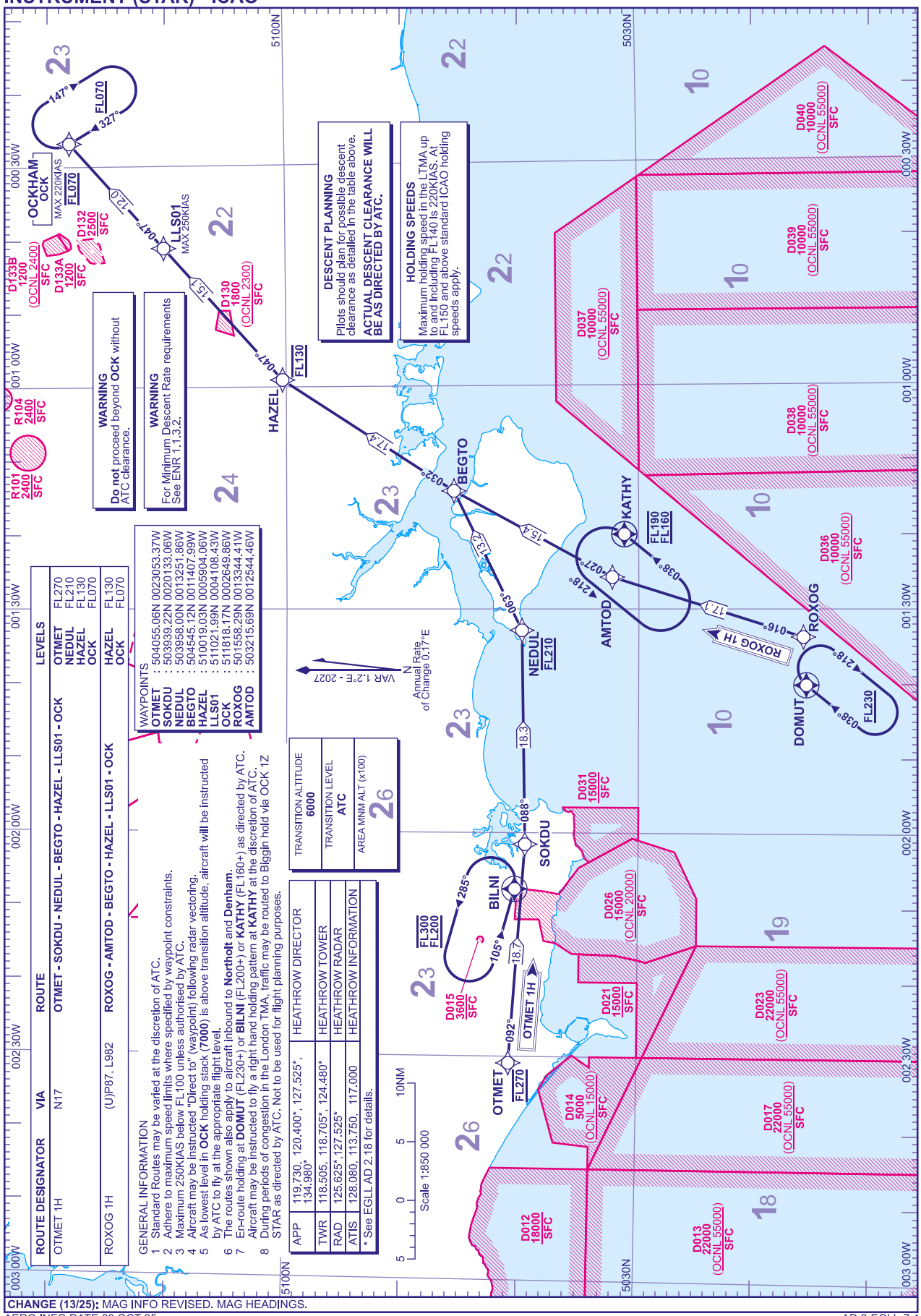
CHANGE (1/26): RESTRICTED AREA EGR161 ADDED.

AERO INFO DATE 05 NOV 25
AD 2-EGLL-6-6

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

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

LONDON HEATHROW
OTMET 1H ROXOG 1H



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

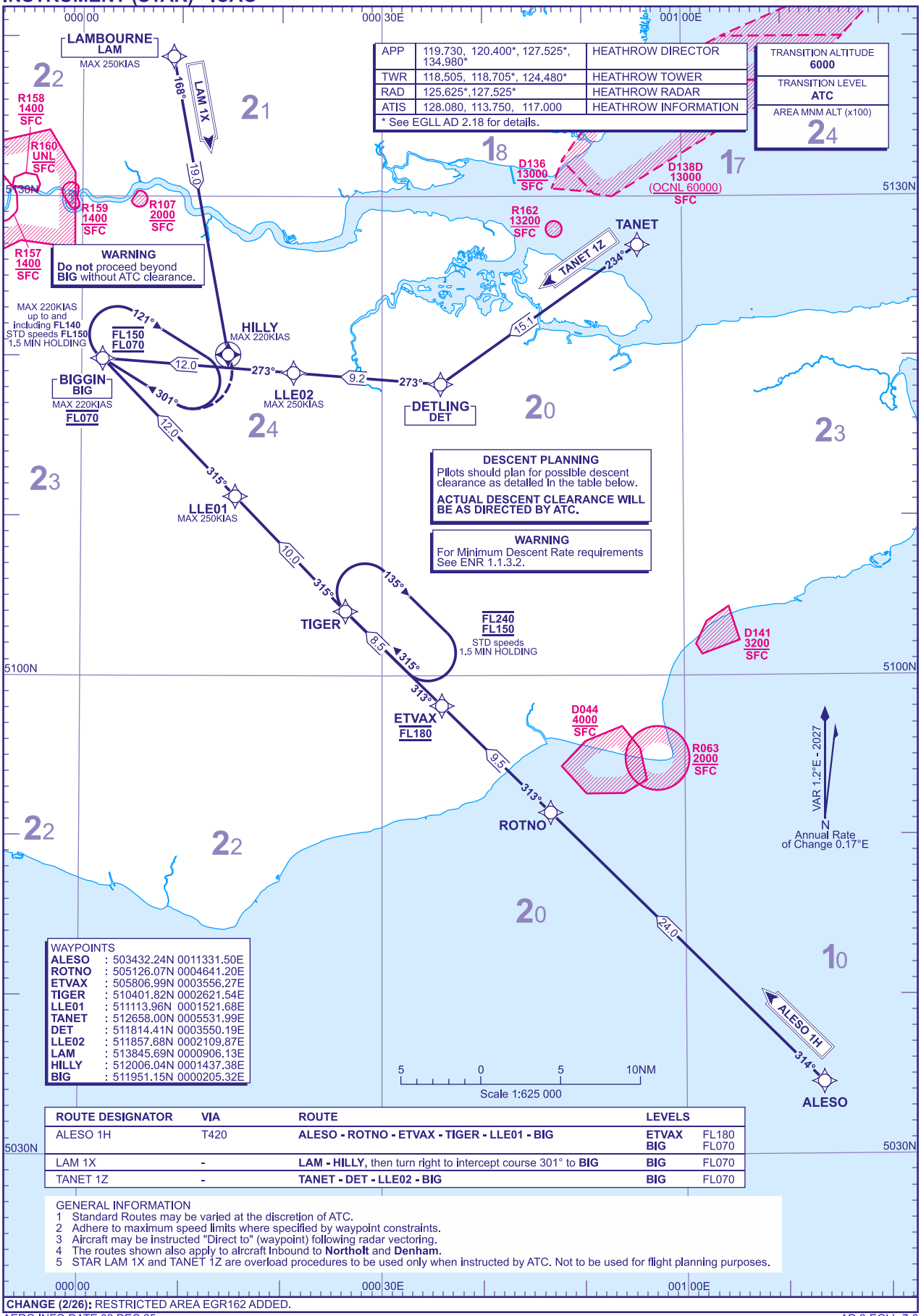
AERO INFO DATE 08 OCT 25

AD 2-EGLL-7-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON HEATHROW
ALESO 1H LAM 1X TANET 1Z

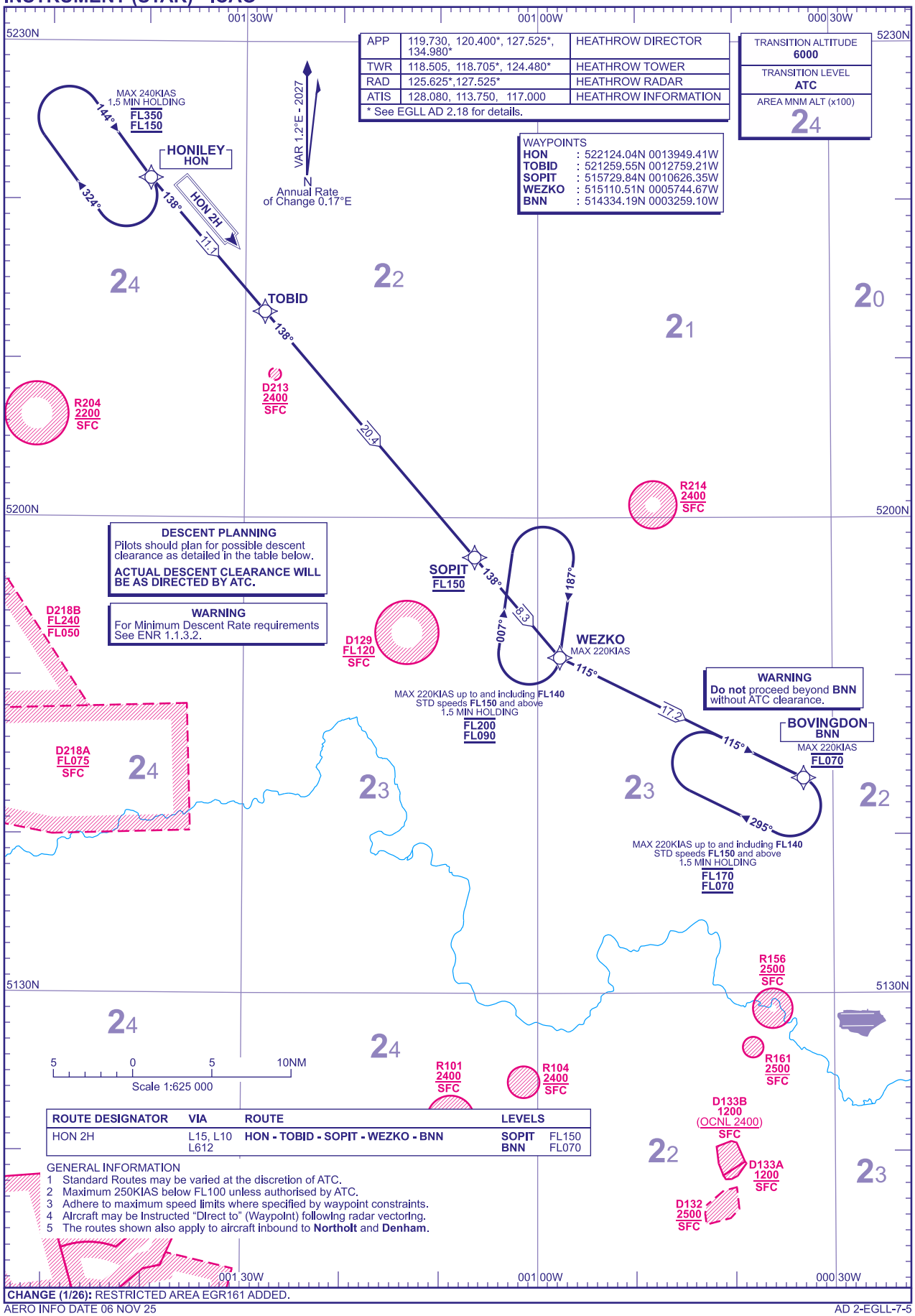


CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.
AERO INFO DATE 02 DEC 25
AD 2-EGLL-7-2

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON HEATHROW HON 2H



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
HON 2H	L15, L10 L612	HON - TOBID - SOPIT - WEZKO - BNN	SOPIT FL150 BNN FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Maximum 250KIAS below FL100 unless authorised by ATC.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed "Direct to" (Waypoint) following radar vectoring.
5 The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.

CHANGE (1/26): RESTRICTED AREA EGR161 ADDED.

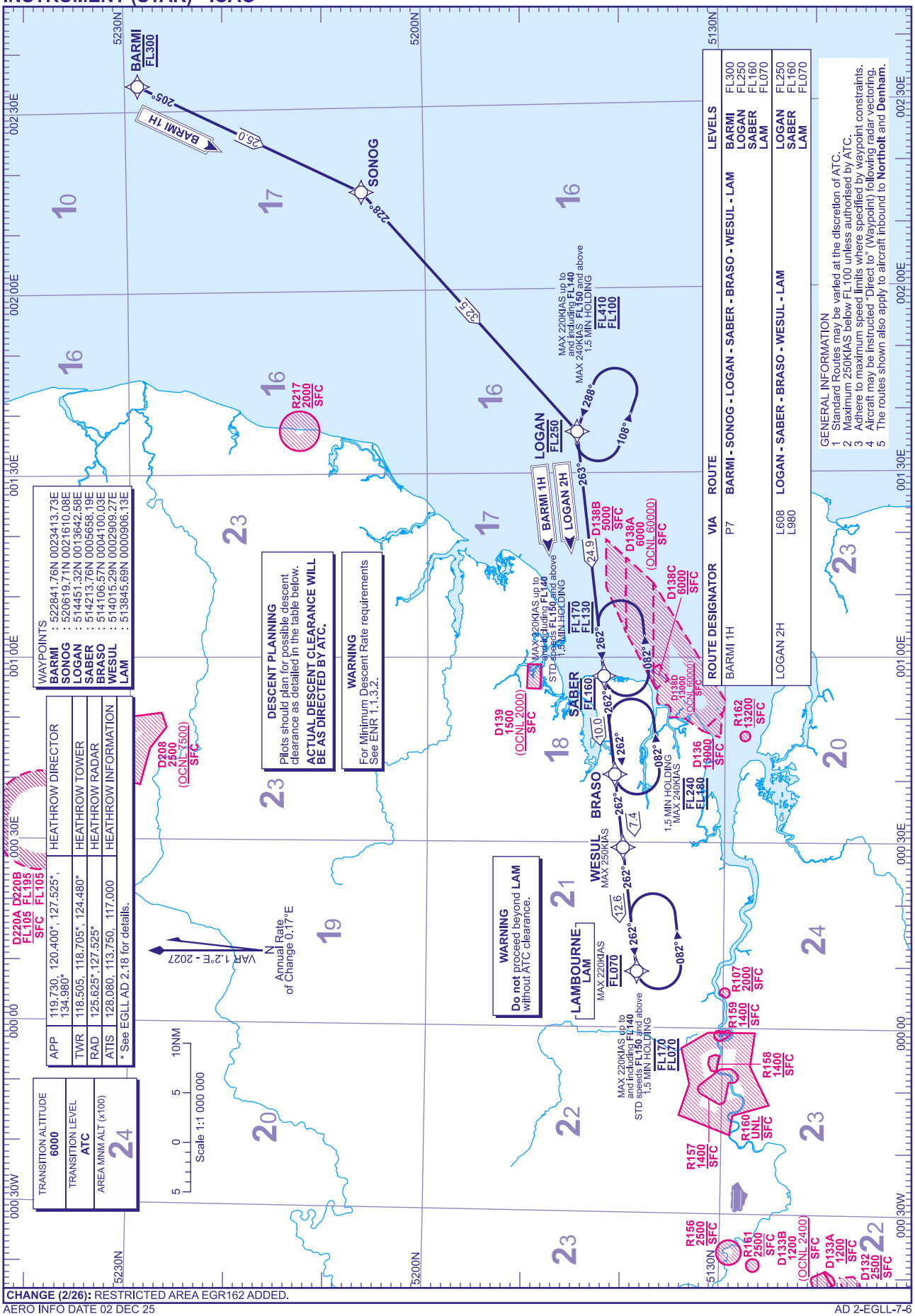
AERO INFO DATE 06 NOV 25

AD 2-EGLL-7-5

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON HEATHROW
BARMI 1H LOGAN 2H



CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

AERO INFO DATE 02 DEC 25

AD 2-EGLL-7-6

3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 Hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	F214, F215, GAMET South East available at https://www.metoffice.gov.uk/.
8	Supplementary equipment available for providing information	Self briefing terminal.
9	ATS units provided with information	LONDON LUTON
10	Additional information (limitation of service, etc.)	A recording of ATIS is available H24 on Tel: 01582-395225.

EGGW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	074.38°	2162 x 45 M	RWY surface: Asphalt, Grooved PCN 75/R/D/X/T	515219.25N 0002300.91W 152.5 FT	THR 515.2 FT TDZ 526.7 FT	
25	254.40°	2162 x 45 M	RWY surface: Asphalt, Grooved PCN 75/R/D/X/T SWY surface: Asphalt, Non grooved PCN 75/R/D/X/T	515237.36N 0002116.15W 152.4 FT	THR 508.5 FT TDZ 525.7 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	1081 x 150 M	2339 x 300 M				RWY 07 OFZ: Yes.
57 x 45 M	1081 x 150 M	2339 x 300 M				RWY 25 Threshold displaced by 82 M. OFZ: Yes.

EGGW AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	2162 M	3243 M	2162 M	2162 M	
25	2162 M	3243 M	2219 M	2080 M	
07	1982 M	2973 M	1982 M		Take-off from intersection with Taxiway B. Start of TORA 519 FT.
07	1688 M	2532 M	1688 M		Take-off from intersection with Taxiway H. Start of TORA 525 FT.
07	1132 M	1698 M	1132 M		Take-off from intersection with Taxiway C. Start of TORA 525 FT.
25	1771 M	2657 M	1828 M		Take-off from intersection with Taxiway A. Start of TORA 516 FT.
25	1053 M	1580 M	1110 M		Take-off from intersection with Taxiway C. Start of TORA 525 FT.

EGGW AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	Coded centre-line with three crossbars. Supplementary lighting inner 240 M. 427 M Light intensity high	Green Flush uni-directional with elev green wingbars	PAPI Left/3° 60 FT 317 M	900 M	Colour coded 15 M spacing Light intensity high	Elev HI bi-directional with LI omni component	Red		EDGE: Blue turning circle lights.
25	Coded centre-line with five crossbars. Supplementary lighting inner 240 M. 844 M Light intensity high	Green Flush uni-directional with elev green wingbars	PAPI Left/3° 61 FT 320 M	900 M	Colour coded 15 M spacing Light intensity high	Elev HI bi-directional with LI omni component	Red	Red	THR: Wingbars displaced by 82 M. EDGE: Blue turning circle lights.

EGGW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 515218.73N 0002242.87W (LGTD) - 515230.84N 0002130.70W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lights at 15 M spacing, lights alternate green/yellow inside ILS LOC sensitive area. Green/Yellow lead on/off centre-line lights at A1, B1, C1 and H1. EDGE: Blue edge lights on curves and around run-up area.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGGW AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGGW AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON LUTON CTR 515244N 0003828W - 515511N 0002426W - 515743N 0002145W - 515857N 0001434W thence clockwise by the arc of a circle radius 8 NM centred on 515229N 0002206W to 515042N 0000931W - 514830N 0001506W - 514503N 0003457W - 515244N 0003828W	Upper limit: 3500 FT ALT Lower limit: SFC	D	LUTON RADAR English	6000 FT		To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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	121.605 Non-ATS channel.			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.

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

a) Use governed by regulations applicable to Luton CTR.
b) All flights operating at London Luton Airport require a slot allocation by Airport Coordination Ltd (ACL). Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 0208-564 0614; or Fax: 0208-564 0691 or at all other times to London Luton Airport Operations Control Centre: 01582-395525. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.
c) Aircraft operators are required to have made prior arrangements for ground handling with an Airline or Ground Handling Agent based at London Luton Airport. This includes diversion events, however nothing in this procedure shall prevent an aircraft that has declared an emergency from landing.
d) Aircraft operating at London Luton Airport without the required acceptance from Airport Co-ordination Ltd and/or without prior arrangement for ground handling services will incur a financial penalty payable to the Airport Authority prior to the aircraft leaving London Luton.
e) Aircraft using London Luton Airport do so in accordance with London Luton Airport's Conditions of Use document available on request from London Luton Airport Operations Ltd. http://www.london-luton.co.uk/en/content/8/1259/operations.html.
f) The airport is available only to pilots holding a current licence. The minimum required is a Private Pilot Licence.
g) Aircraft unable to communicate with ATC by radio will not be accepted.
h) London Luton Airport is not equipped to handle radioactive materials and therefore aircraft carrying such material will not be accepted. In the event that an aircraft carrying radioactive materials has no alternative but to divert to Luton, the pilot must inform Luton ATC on first contact.
i) VFR aircraft operating into or out of Luton Airport should file a flight plan in advance. In exceptional circumstances 'booking out' may be made with ATC by telephone on 01582-395029; 'booking out' of flights by RTF will not be accepted.
j) Cross-bleed engine starts are not permitted on any stand. All such engine starts must be undertaken on the adjacent taxiway or apron taxiway centre-line and approval must be obtained from ATC in advance. Cross-bleed engine starts on the East Apron must only be undertaken with the approval of ATC, at the entrance to the apron.
k) Fixed-wing aircraft except when in the service of a police authority and authorised by ATC, must not operate over any apron below a height of 1000 FT.

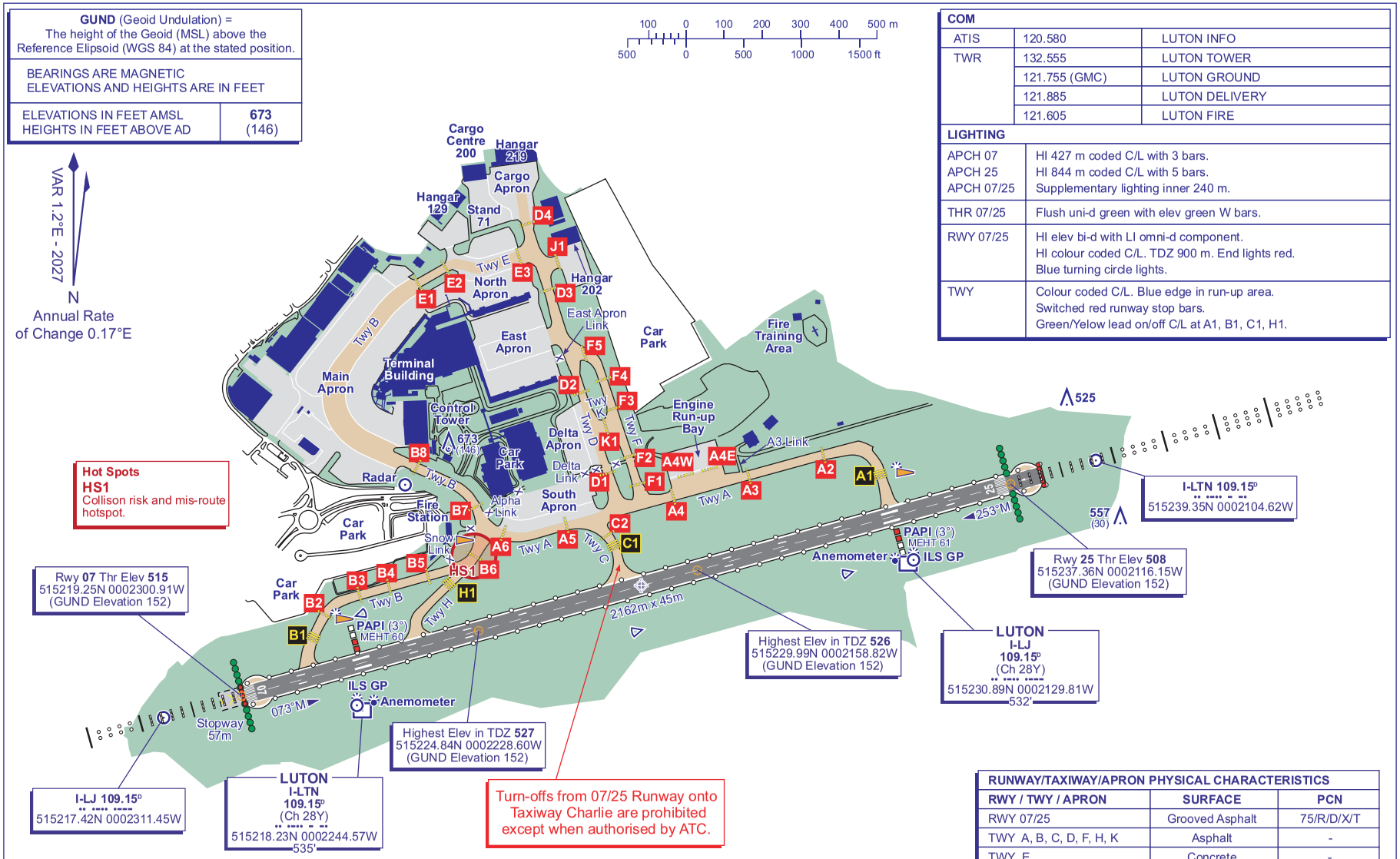
AERODROME CHART - ICAO

ARP 515229N 0002206W

AD ELEV 527FT

LONDON LUTON
EGGW

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL **673** HEIGHTS IN FEET ABOVE AD (146)



COM		
ATIS	120.580	LUTON INFO
TWR	132.555	LUTON TOWER
	121.755 (GMC)	LUTON GROUND
	121.885	LUTON DELIVERY
	121.605	LUTON FIRE

LIGHTING	
APCH 07 APCH 25 APCH 07/25	HI 427 m coded C/L with 3 bars. HI 844 m coded C/L with 5 bars. Supplementary lighting inner 240 m.
THR 07/25	Flush uni-d green with elev green W bars.
RWY 07/25	HI elev bi-d with LI omni-d component. HI colour coded C/L. TDZ 900 m. End lights red. Blue turning circle lights.
TWY	Colour coded C/L. Blue edge in run-up area. Switched red runway stop bars. Green/Yelow lead on/off C/L at A1, B1, C1, H1.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCN**
RWY 07/25	Grooved Asphalt	75/R/D/X/T
TWY A, B, C, D, F, H, K	Asphalt	-
TWY E	Concrete	-
Aprons (All)	*See AD 2-EGGW-2-2*	

CHANGE (2/26): ANEMOMETER ADDED. LUTON FIRE FREQ.

AIRCRAFT PARKING/DOCKING CHART - ICAO

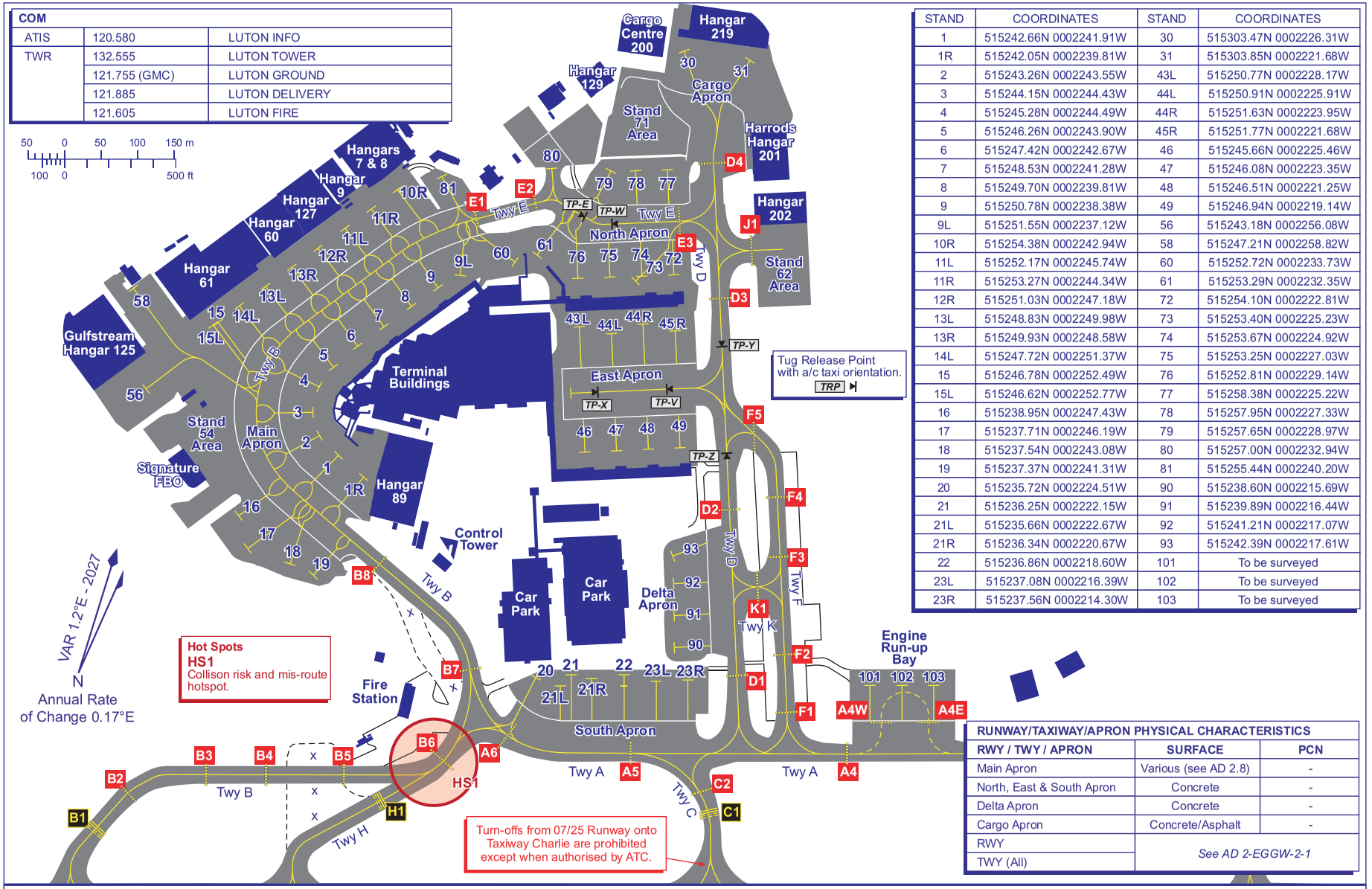
ARP 515229N 0002206W

AD ELEV 527FT

LONDON LUTON
EGGW

AERO INFO DATE 04 DEC 25

COM		
ATIS	120.580	LUTON INFO
TWR	132.555	LUTON TOWER
	121.755 (GMC)	LUTON GROUND
	121.885	LUTON DELIVERY
	121.605	LUTON FIRE



STAND	COORDINATES	STAND	COORDINATES
1	515242.66N 0002241.91W	30	515303.47N 0002226.31W
1R	515242.05N 0002239.81W	31	515303.85N 0002221.68W
2	515243.26N 0002243.55W	43L	515250.77N 0002228.17W
3	515244.15N 0002244.43W	44L	515250.91N 0002225.91W
4	515245.28N 0002244.49W	44R	515251.63N 0002223.95W
5	515246.26N 0002243.90W	45R	515251.77N 0002221.68W
6	515247.42N 0002242.67W	46	515245.66N 0002225.46W
7	515248.53N 0002241.28W	47	515246.08N 0002223.35W
8	515249.70N 0002239.81W	48	515246.51N 0002221.25W
9	515250.78N 0002238.38W	49	515246.94N 0002219.14W
9L	515251.55N 0002237.12W	56	515243.18N 0002256.08W
10R	515254.38N 0002242.94W	58	515247.21N 0002258.82W
11L	515252.17N 0002245.74W	60	515252.72N 0002233.73W
11R	515253.27N 0002244.34W	61	515253.29N 0002232.35W
12R	515251.03N 0002247.18W	72	515254.10N 0002222.81W
13L	515248.83N 0002249.98W	73	515253.40N 0002225.23W
13R	515249.93N 0002248.58W	74	515253.67N 0002224.92W
14L	515247.72N 0002251.37W	75	515253.25N 0002227.03W
15	515246.78N 0002252.49W	76	515252.81N 0002229.14W
15L	515246.62N 0002252.77W	77	515258.38N 0002225.22W
16	515238.95N 0002247.43W	78	515257.95N 0002227.33W
17	515237.71N 0002246.19W	79	515257.65N 0002228.97W
18	515237.54N 0002243.08W	80	515257.00N 0002232.94W
19	515237.37N 0002241.31W	81	515255.44N 0002240.20W
20	515235.72N 0002224.51W	90	515238.60N 0002215.69W
21	515236.25N 0002222.15W	91	515239.89N 0002216.44W
21L	515235.66N 0002222.67W	92	515241.21N 0002217.07W
21R	515236.34N 0002220.67W	93	515242.39N 0002217.61W
22	515236.86N 0002218.60W	101	To be surveyed
23L	515237.08N 0002216.39W	102	To be surveyed
23R	515237.56N 0002214.30W	103	To be surveyed

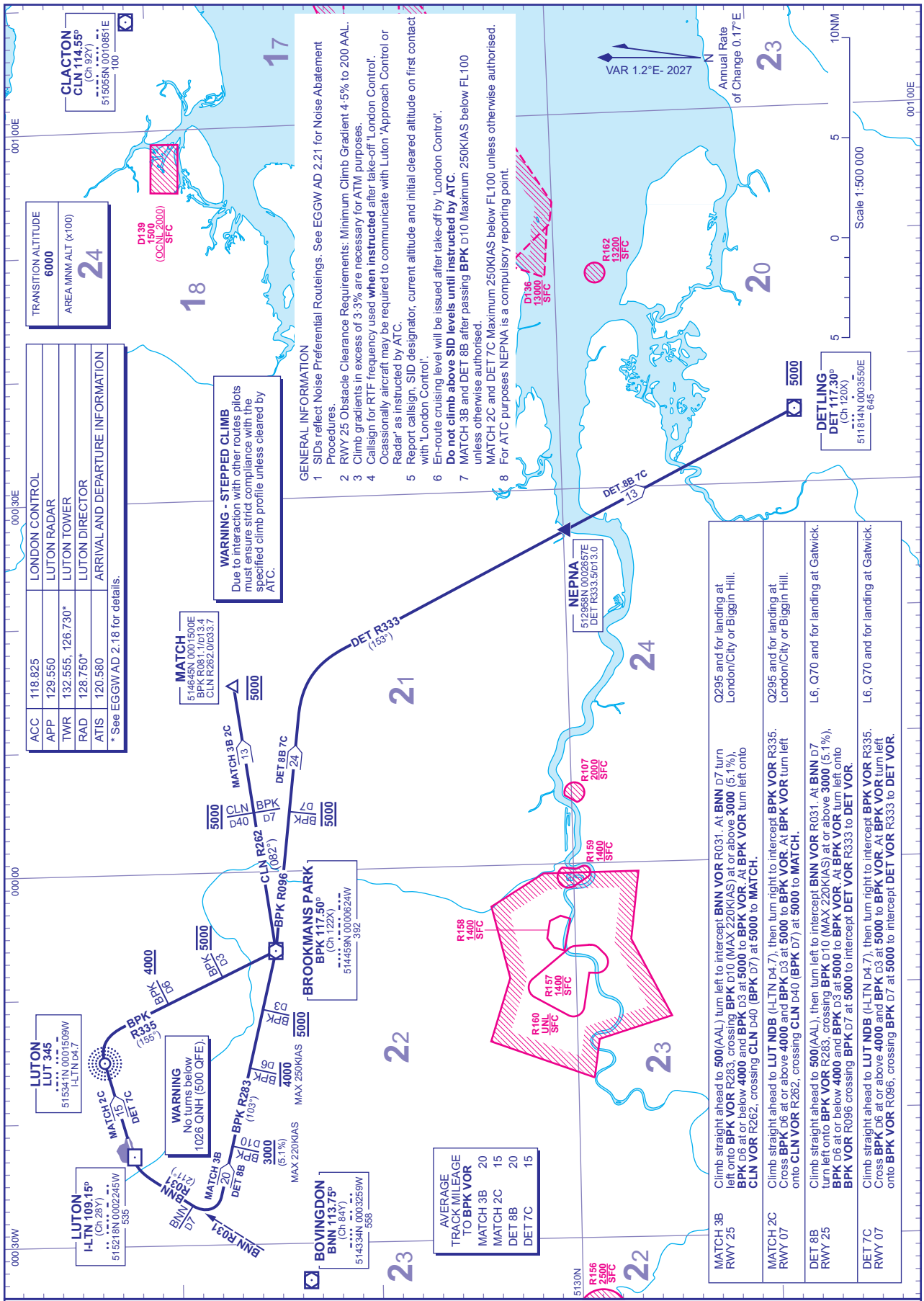
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	SURFACE	PCN
Main Apron	Various (see AD 2.8)	-
North, East & South Apron	Concrete	-
Delta Apron	Concrete	-
Cargo Apron	Concrete/Asphalt	-
RWY	*See AD 2-EGGW-2-1*	
TWY (All)		

CHANGE (2/26): LUTON FIRE FREQ.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON LUTON
RWY 07/25
MATCH 3B 2C DET 8B 7C



CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

AERO INFO DATE 02 DEC 25

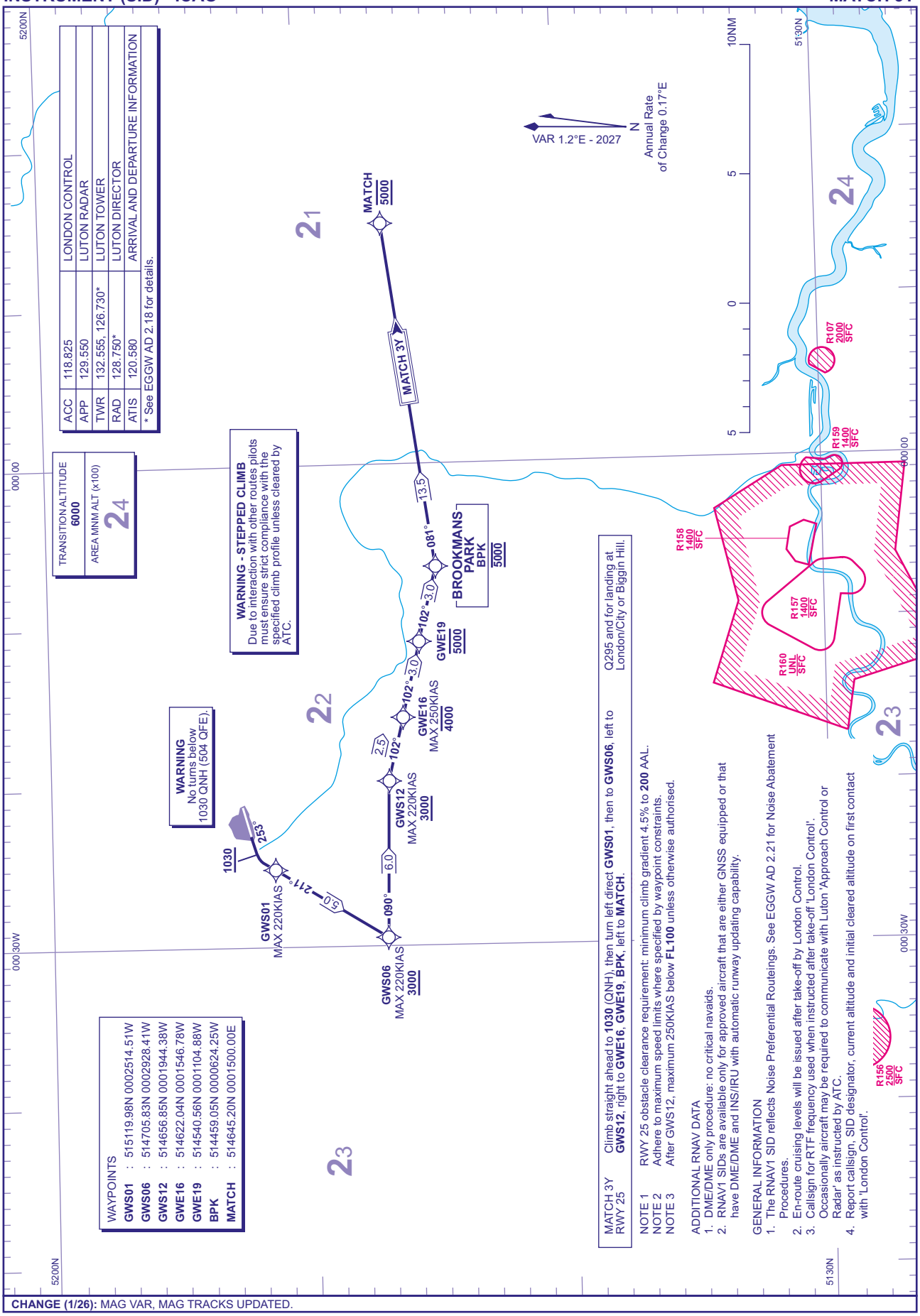
AD 2-EGGW-6-1

I

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

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

LONDON LUTON
RWY 25
MATCH 3Y



CHANGE (1/26): MAG VAR, MAG TRACKS UPDATED.

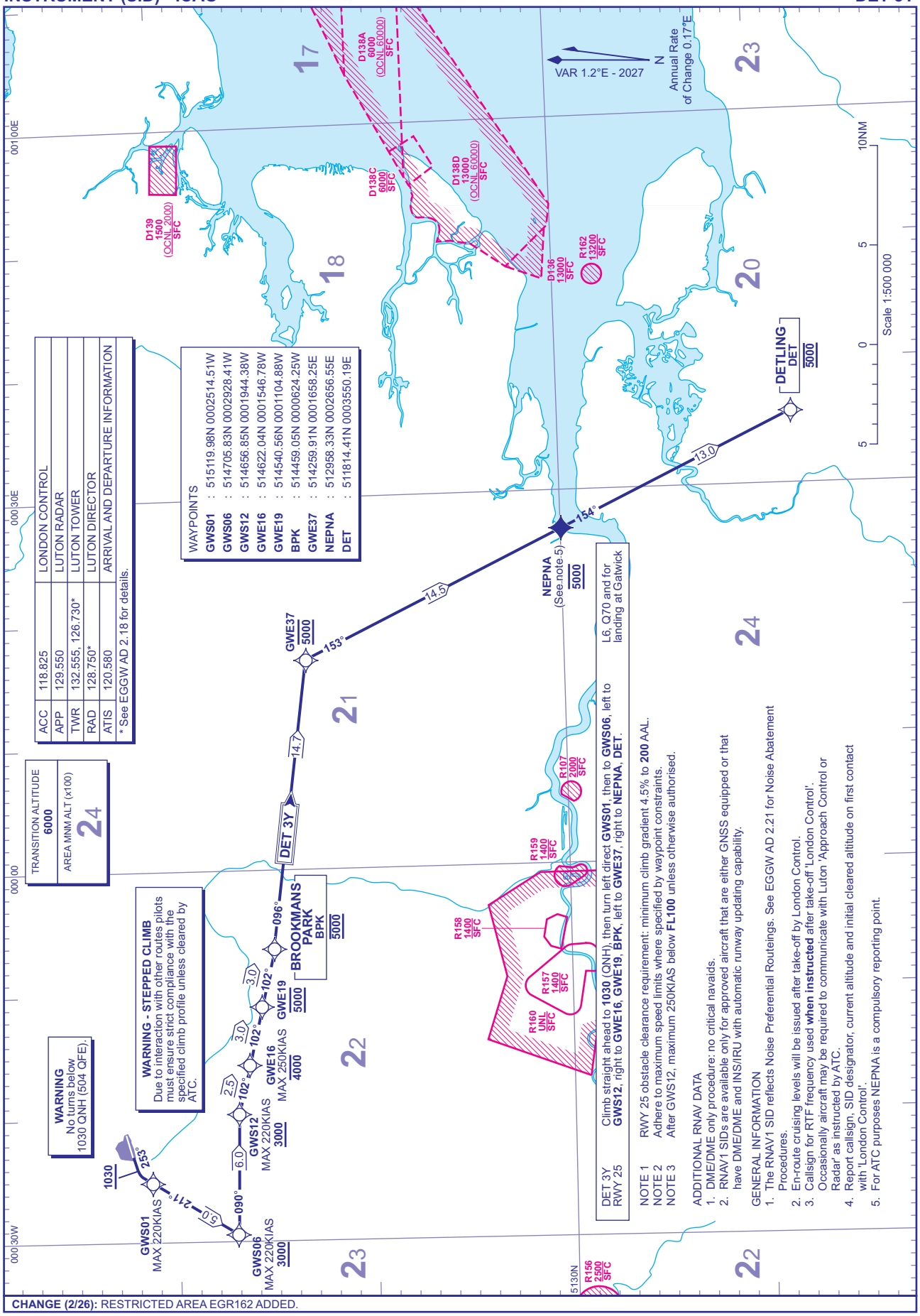
AERO INFO DATE 10 NOV 25

AD 2-EGGW-6-2

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

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

LONDON LUTON
RWY 25
DET 3Y



CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

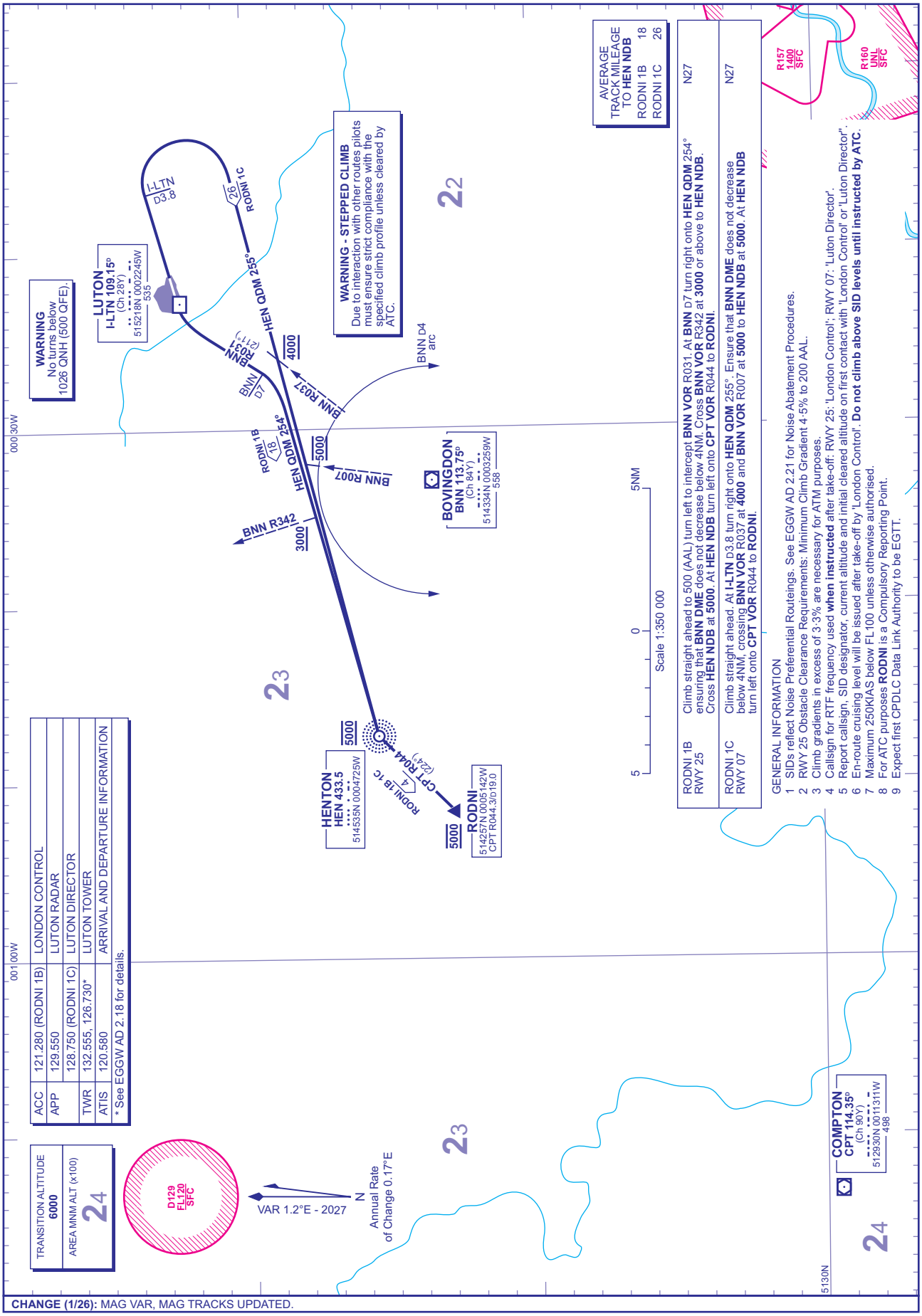
AERO INFO DATE 02 DEC 25

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

LONDON LUTON
RWY 07 25
RODNI 1B 1C



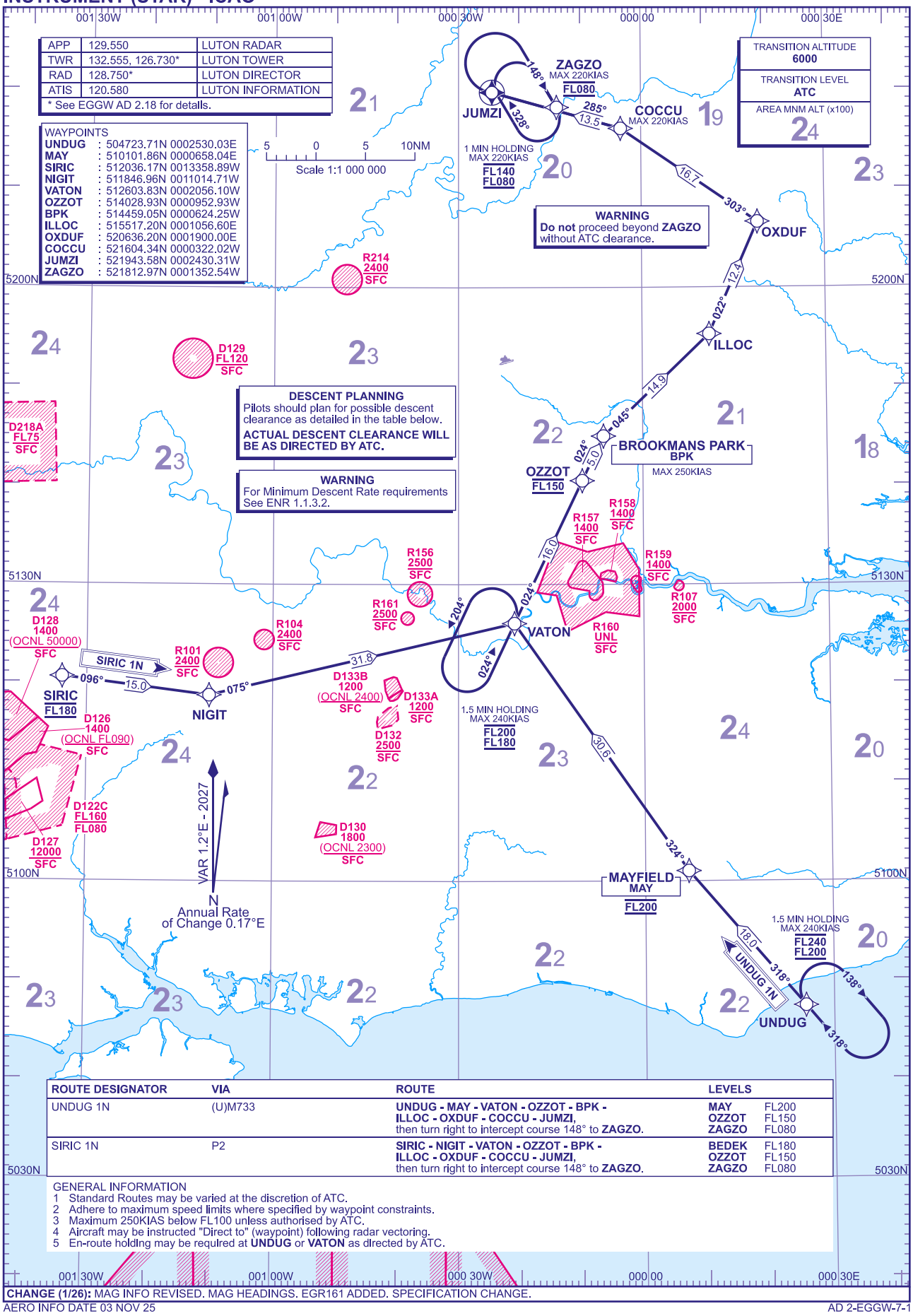
CHANGE (1/26): MAG VAR, MAG TRACKS UPDATED.

AERO INFO DATE 10 NOV 25

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

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

LONDON LUTON
UNDUG 1N SIRIC 1N



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
UNDUG 1N	(U)M733	UNDUG - MAY - VATON - OZZOT - BPK - ILLOC - OXDUF - COCCU - JUMZI, then turn right to intercept course 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.

CHANGE (1/26): MAG INFO REVISED. MAG HEADINGS. EGR161 ADDED. SPECIFICATION CHANGE.

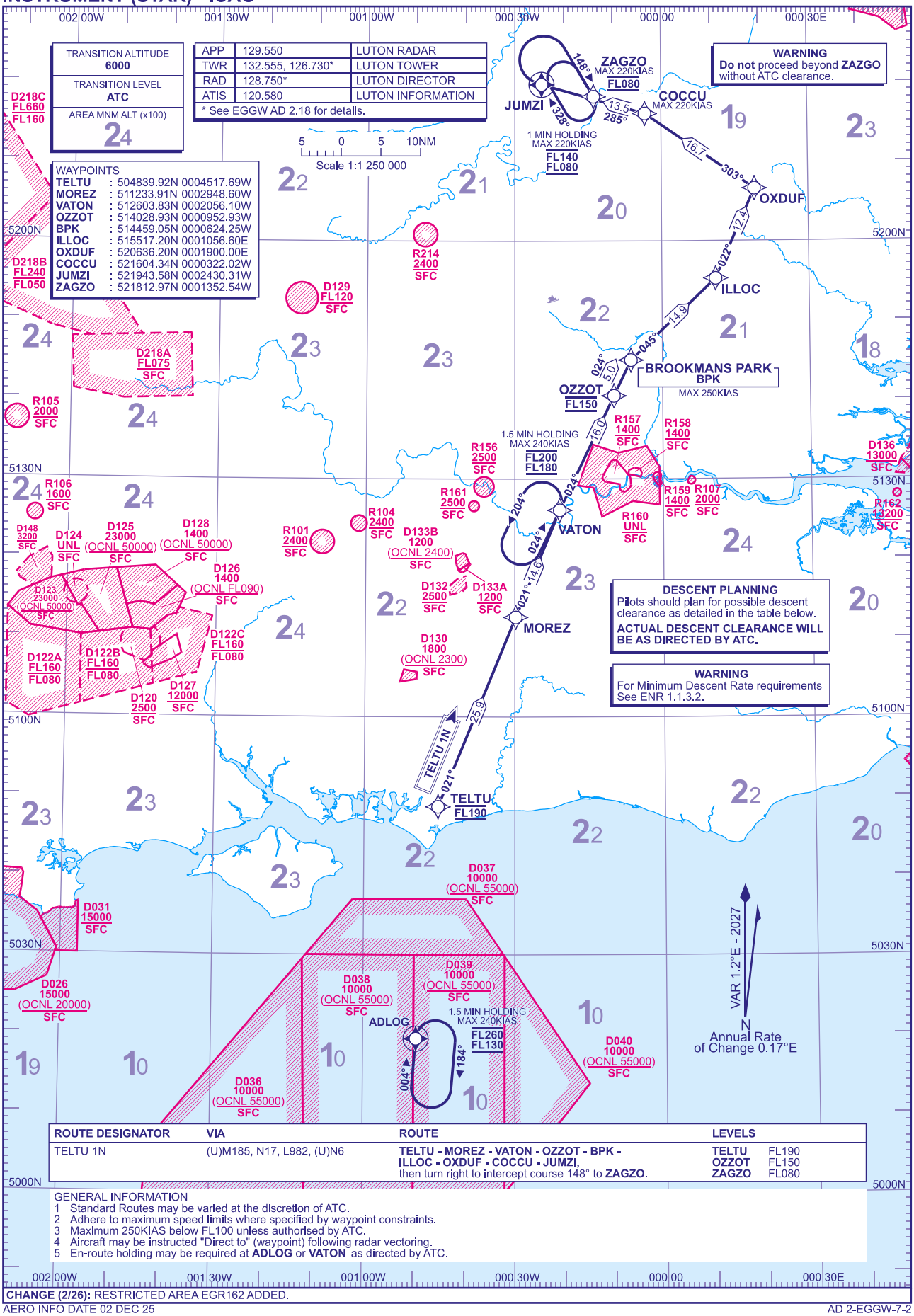
AERO INFO DATE 03 NOV 25

AD 2-EGGW-7-1

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

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

LONDON LUTON
TELTU 1N



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
TELTU 1N	(U)M185, N17, L982, (U)N6	TELTU - MOREZ - VATON - OZZOT - BPK - ILLOC - OXDUF - COCCU - JUMZI, then turn right to intercept course 148° to ZAGZO.	TELTU FL190 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 **ADLOG** or **VATON** as directed by ATC.

CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

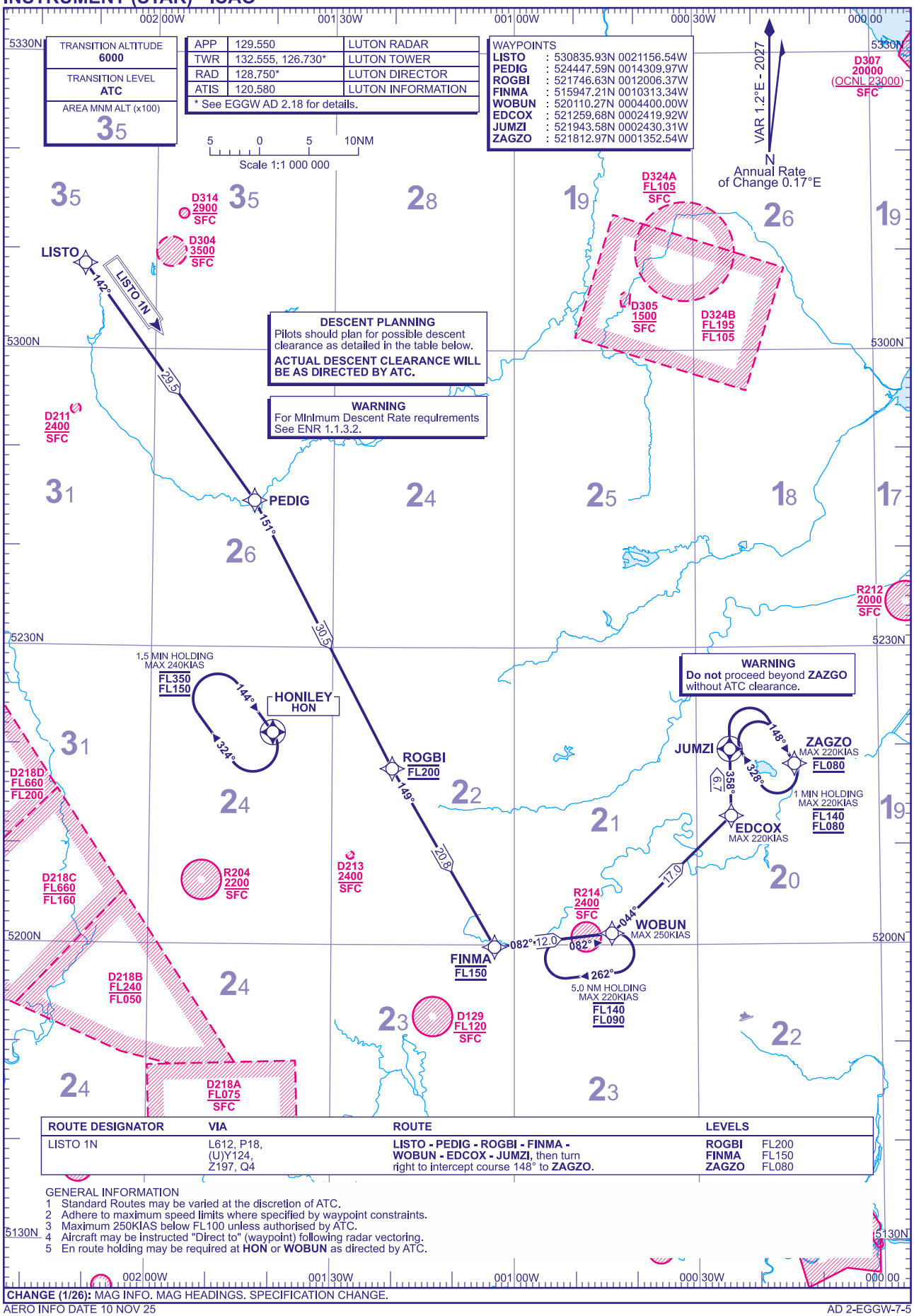
AERO INFO DATE 02 DEC 25

AD 2-EGGW-7-2

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

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

LONDON LUTON LISTO 1N



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
LISTO 1N	L612, P18, (U)Y124, Z197, Q4	**LISTO - PEDIG - ROGBI - FINMA - WOBUN - EDCOX - JUMZI,** then turn right to intercept course 148° to **ZAGZO.**	**ROGBI** **FINMA** **ZAGZO**	FL200 FL150 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 **HON** or **WOBUN** as directed by ATC.

CHANGE (1/26): MAG INFO. MAG HEADINGS. SPECIFICATION CHANGE.

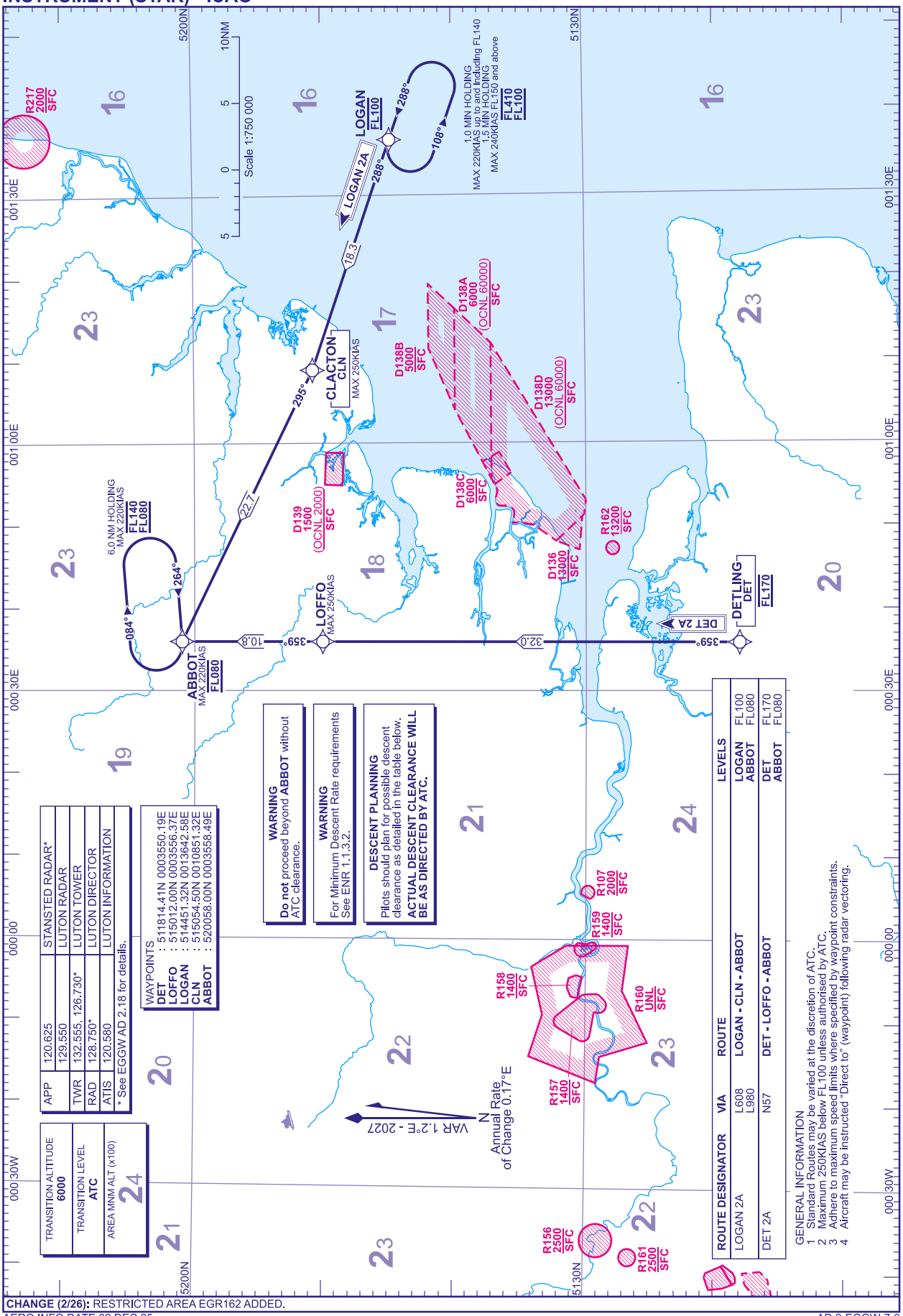
AERO INFO DATE 10 NOV 25

AD 2-EGGW-7-5

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON LUTON LOGAN 2A DET 2A



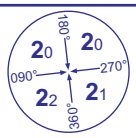
CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

AERO INFO DATE 02 DEC 25

AD 2-EGGW-7-6

INSTRUMENT APPROACH CHART - ICAO

LONDON LUTON
SRA RTR 2NM
RWY 07
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LUT

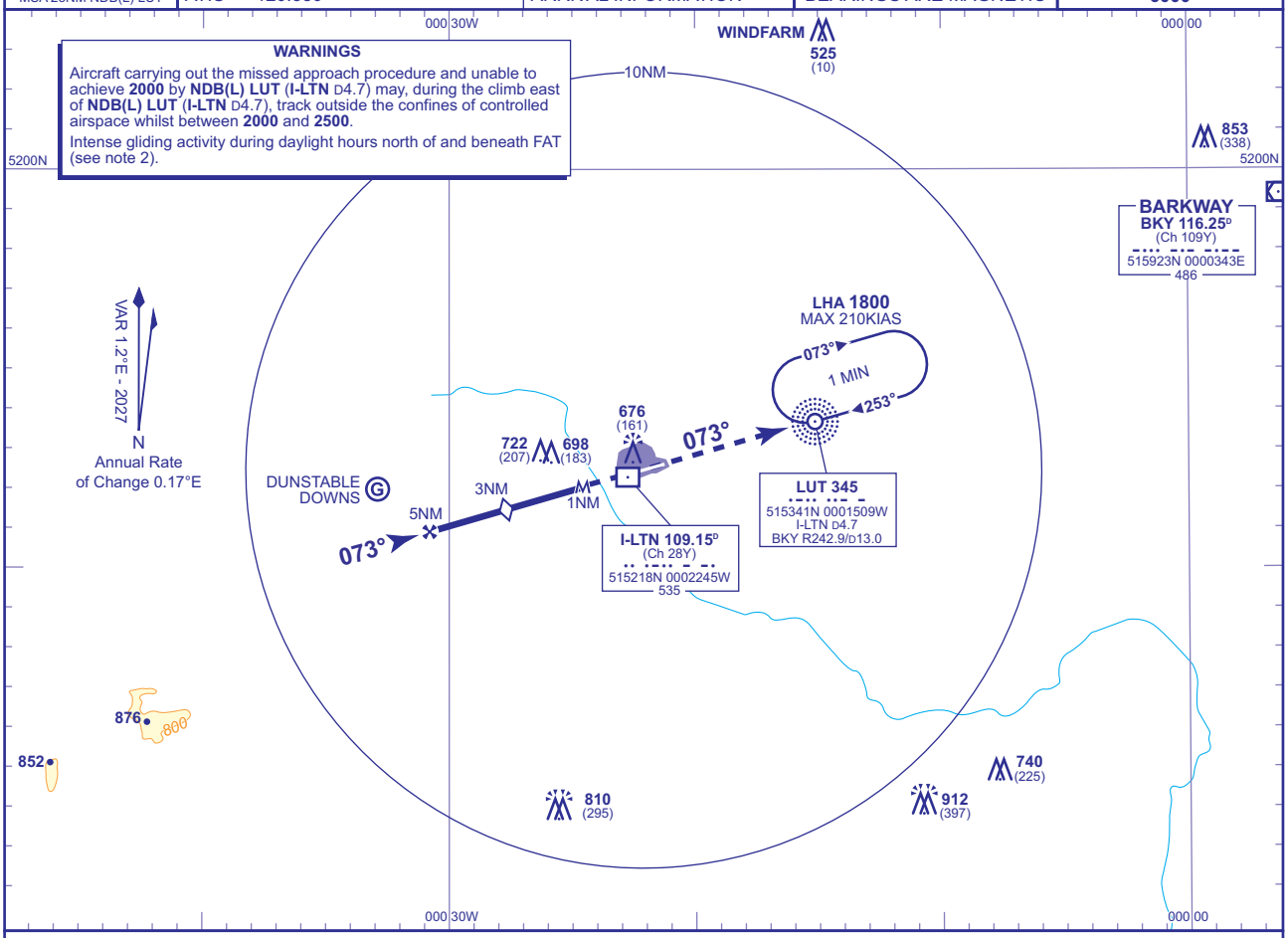
APP	129.550	LUTON RADAR	AD ELEVATION	527	
TWR	132.555, 126.730	LUTON TOWER	THR ELEVATION	515	
	121.755	LUTON GROUND	OBSTACLE ELEVATION		
RAD	128.750	LUTON DIRECTOR	912 AMSL (397) (ABOVE THR)		
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**

WARNINGS

Aircraft carrying out the missed approach procedure and unable to achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) may, during the climb east of **NDB(L) LUT** (**I-LTN** D4.7), track outside the confines of controlled airspace whilst between **2000** and **2500**.

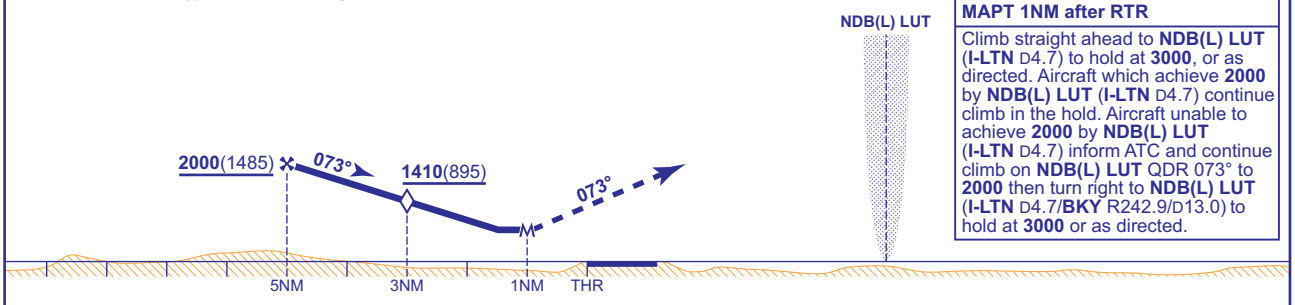
Intense gliding activity during daylight hours north of and beneath FAT (see note 2).



RADAR ADVISORY HEIGHTS Gradient 4.9%, 297FT/NM

NM	5.0	4.0	3.0 **(SDF)**	2.0
ALT(HGT)	**2000**(1485)	**1700**(1185)	**1410**(895)	**1110**(595)

Initial and intermediate approach as directed by radar.



MAPT 1NM after RTR

Climb straight ahead to **NDB(L) LUT** (**I-LTN** D4.7) to hold at **3000**, or as directed. Aircraft which achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) continue climb in the hold. Aircraft unable to achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) inform ATC and continue climb on **NDB(L) LUT** QDR 073° to **2000** then turn right to **NDB(L) LUT** (**I-LTN** D4.7/**BKY** R242.9/D13.0) to hold at **3000** or as directed.

Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**990**(475)	**990**(475)	**990**(475)	**990**(475)
VM(C)OCA (OCH AAL)	**Total Area**	**1100**(573)	**1100**(573)	**1300**(773)	**1300**(773)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	790	690	590	500	400
RTR to MAPT	**MIN:SEC**	0:23	0:26	0:30	0:36	0:45

NOTE 1 Aircraft will normally be required to hold not lower than **3000**.

2 Gliding takes place in ceded airspace north of and beneath LOC. Pilots are warned not to descend below the GP/recommended descent profile. Page EGGW AD 2.22 Paragraph 6 refers.

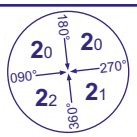
CHANGE (1/26): MAG VAR, MAG TRACKS UPDATED.

AERO INFO DATE 10 NOV 25

AD 2-EGGW-8-3

INSTRUMENT APPROACH CHART - ICAO

LONDON LUTON
ILS/DME/NDB(L)
RWY 25
(ACFT CAT A,B,C,D)

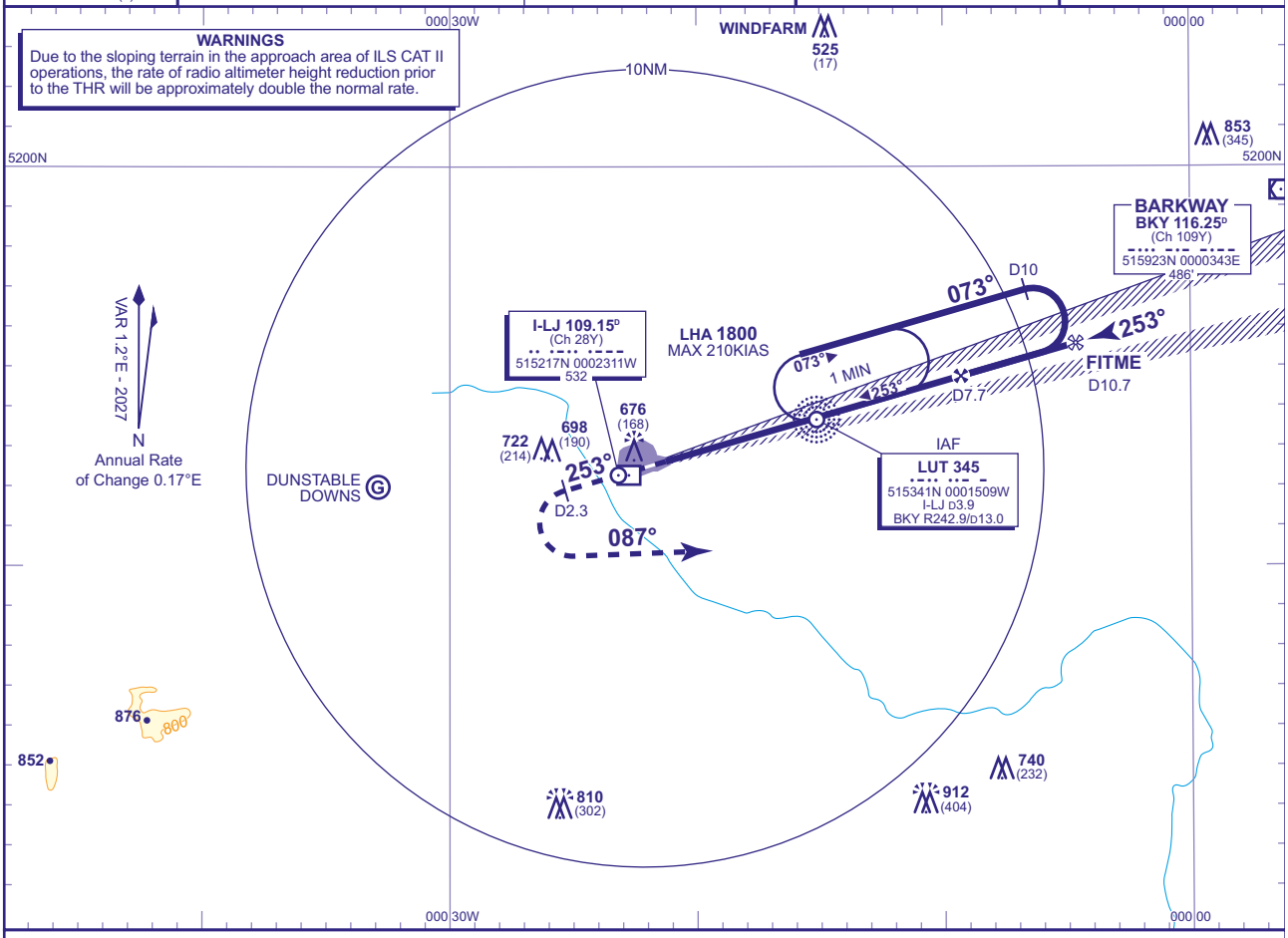


MSA 25NM NDB(L) LUT

APP	129.550	LUTON RADAR	AD ELEVATION	**527**	
TWR	132.555, 126.730	LUTON TOWER	THR ELEVATION	**508**	
	121.755	LUTON GROUND	OBSTACLE ELEVATION		
RAD	128.750	LUTON DIRECTOR	**912 AMSL** (404) (ABOVE THR)		
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**

WARNINGS
Due to the sloping terrain in the approach area of ILS CAT II operations, the rate of radio altimeter height reduction prior to the THR will be approximately double the normal rate.



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

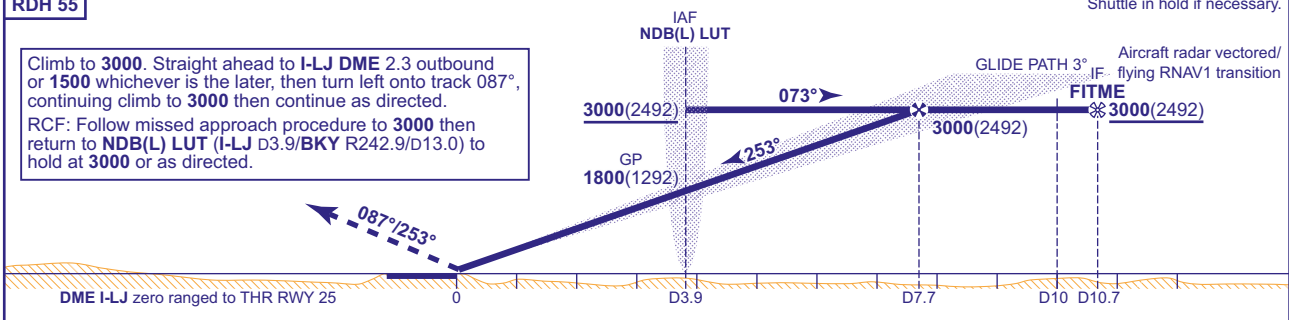
DME I-LJ	7	6	5	4	3	2	1
ALT(HGT)	**2780**(2272)	**2460**(1952)	**2150**(1642)	**1830**(1322)	**1510**(1002)	**1200**(692)	**890**(382)

RDH 55

Shuttle in hold if necessary.

Climb to **3000**. Straight ahead to **I-LJ DME** 2.3 outbound or **1500** whichever is the later, then turn left onto track 087°, continuing climb to **3000** then continue as directed.

RCF: Follow missed approach procedure to **3000** then return to **NDB(L) LUT** (**I-LJ** D3.9/**BKY** R242.9/D13.0) to hold at **3000** or as directed.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**CAT I**	**654**(146)	**664**(156)	**677**(169)	**691**(183)
	CAT II	**565**(57)	**573**(65)	**587**(79)	**602**(94)
VM(C)OCA (OCH AAL)	**Total Area**	**1100**(573)	**1100**(573)	**1300**(773)	**1300**(773)

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

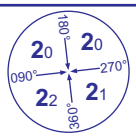
NOTE 1 Aircraft can normally expect to be radar vectored onto final approach.
2 Aircraft unable to receive DME inform ATC.
3 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (2/26): OCA(OCH) CAT II CAT B MINIMA INCREASE.

AERO INFO DATE 26 NOV 25 AD 2-EGGW-8-4

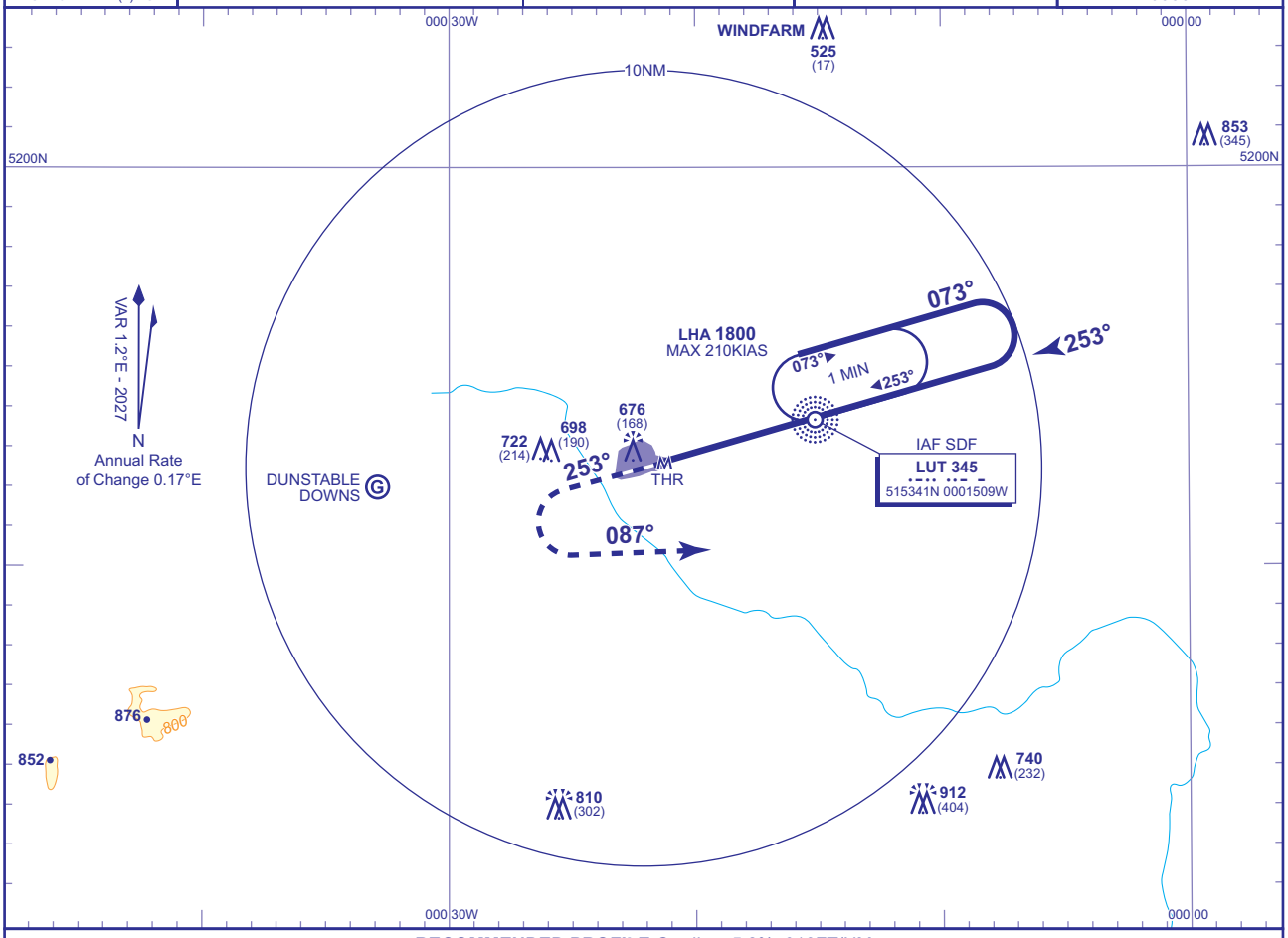
INSTRUMENT APPROACH CHART - ICAO

LONDON LUTON
NDB(L)
RWY 25
(ACFT CAT A,B,C,D)

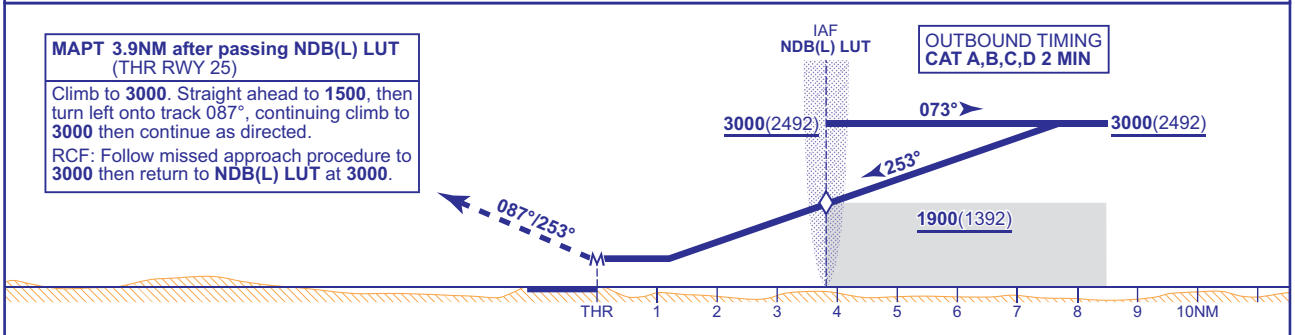


MSA 25NM NDB(L) LUT

APP	129.550	LUTON RADAR	AD ELEVATION	527	TRANSITION ALTITUDE 6000
TWR	132.555, 126.730	LUTON TOWER	THR ELEVATION	508	
	121.755	LUTON GROUND	OBSTACLE ELEVATION 912 AMSL (404) (ABOVE THR)		
RAD	128.750	LUTON DIRECTOR			
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 316FT/NM



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	930(422)	930(422)	930(422)	930(422)		FT/MIN	840	740	630	530	420
VM(C)OCA (OCH AAL)	Total Area	1100(573)	1100(573)	1300(773)	1300(773)	NDB(L) to MAPT	MIN:SEC	1:28	1:40	1:57	2:20	2:56

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

CHANGE (2/26): MOCA INCREASE.

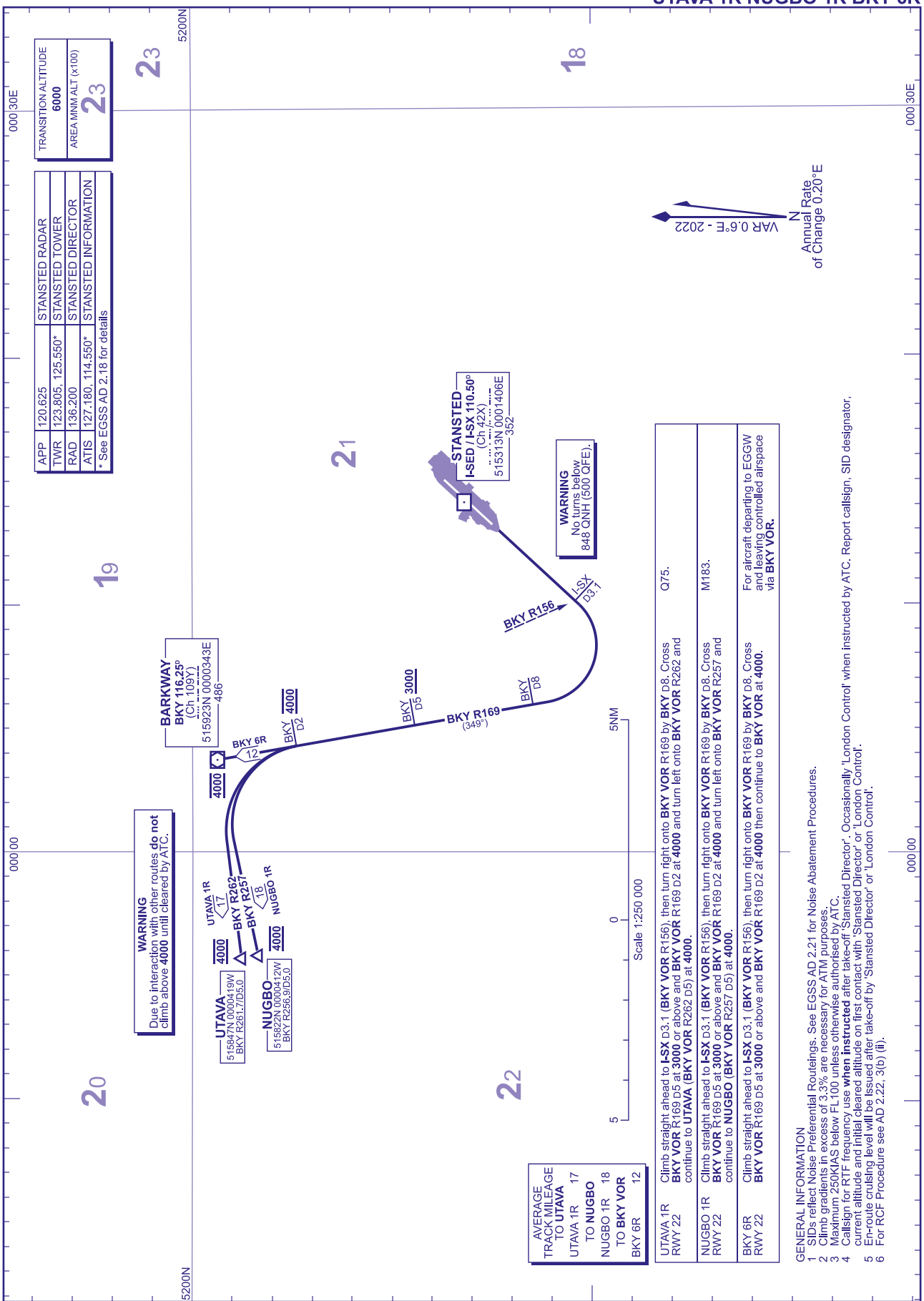
AERO INFO DATE 26 NOV 25

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 22
UTAVA 1R NUGBO 1R BKY 6R



CHANGE (2/26): BKY VOR RECALIBRATED. WAYPOINT RADIALS.

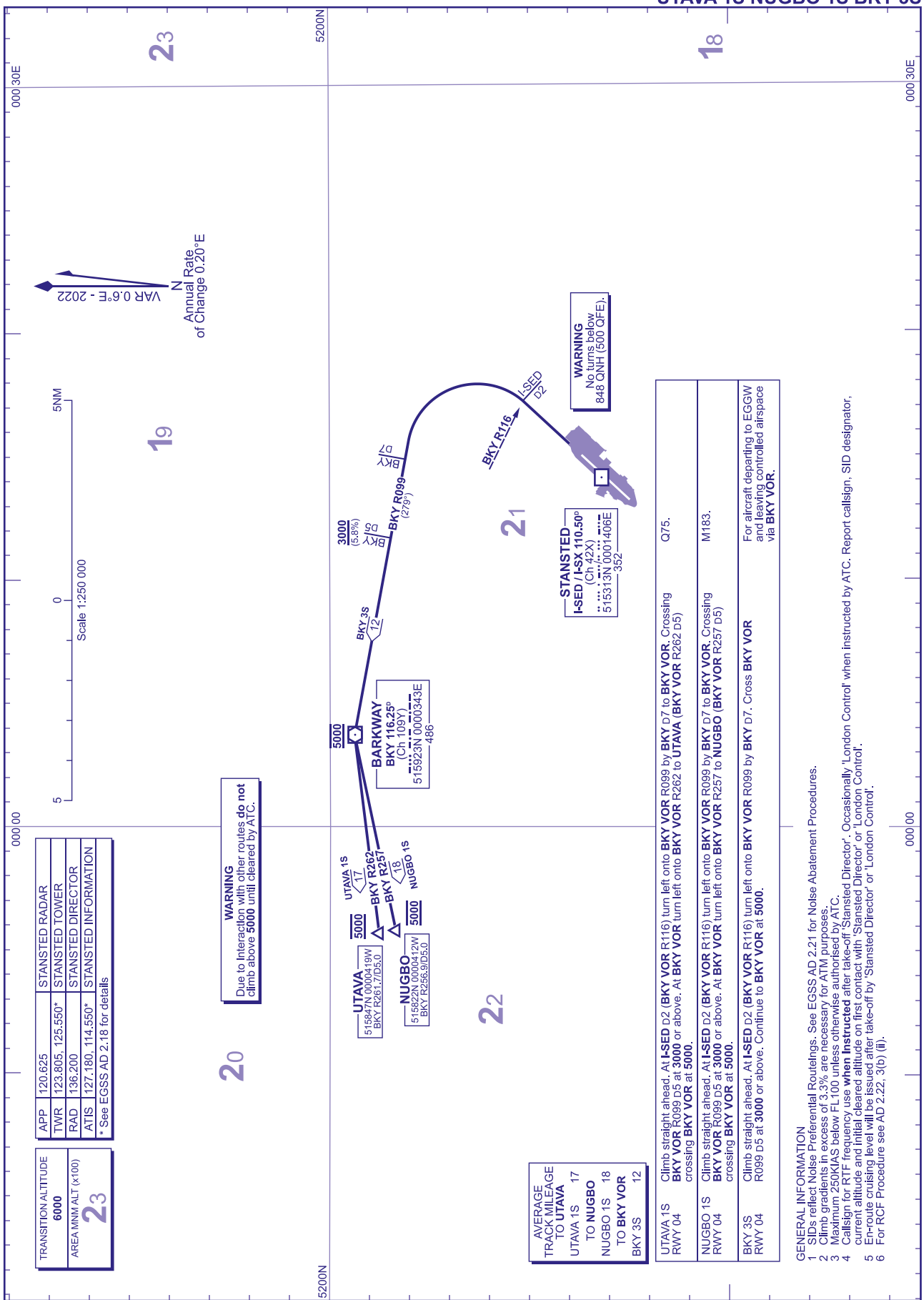
AERO INFO DATE 19 NOV 25

AD 2-EGSS-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 04
UTAVA 1S NUGBO 1S BKY 3S



CHANGE (2/26): BKY VOR RECALIBRATED. WAYPOINT RADIALS.

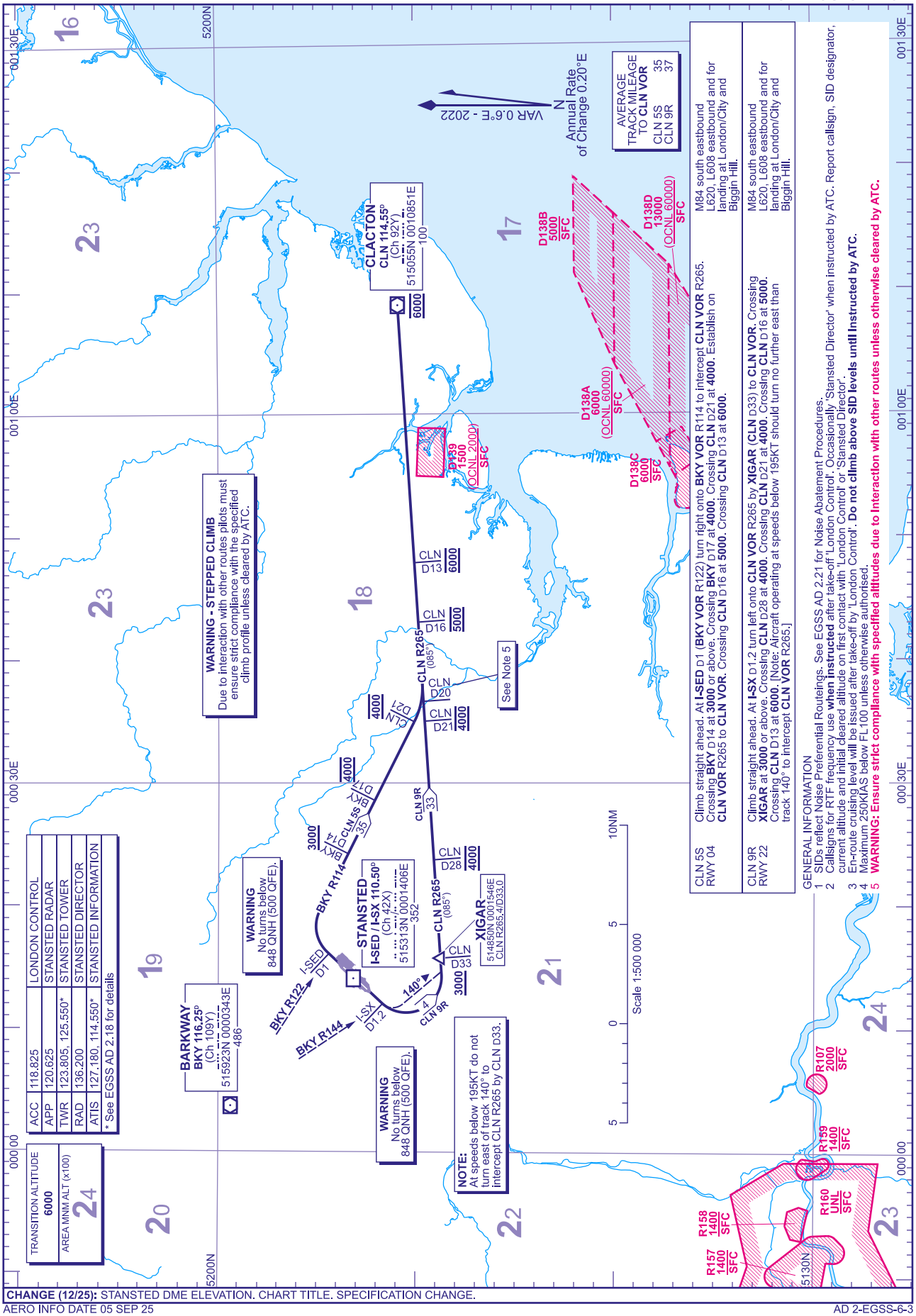
AERO INFO DATE 19 NOV 25

AD 2-EGSS-6-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 04/22
CLN 5S CLN 9R



CHANGE (12/25): STANSTED DME ELEVATION. CHART TITLE. SPECIFICATION CHANGE.

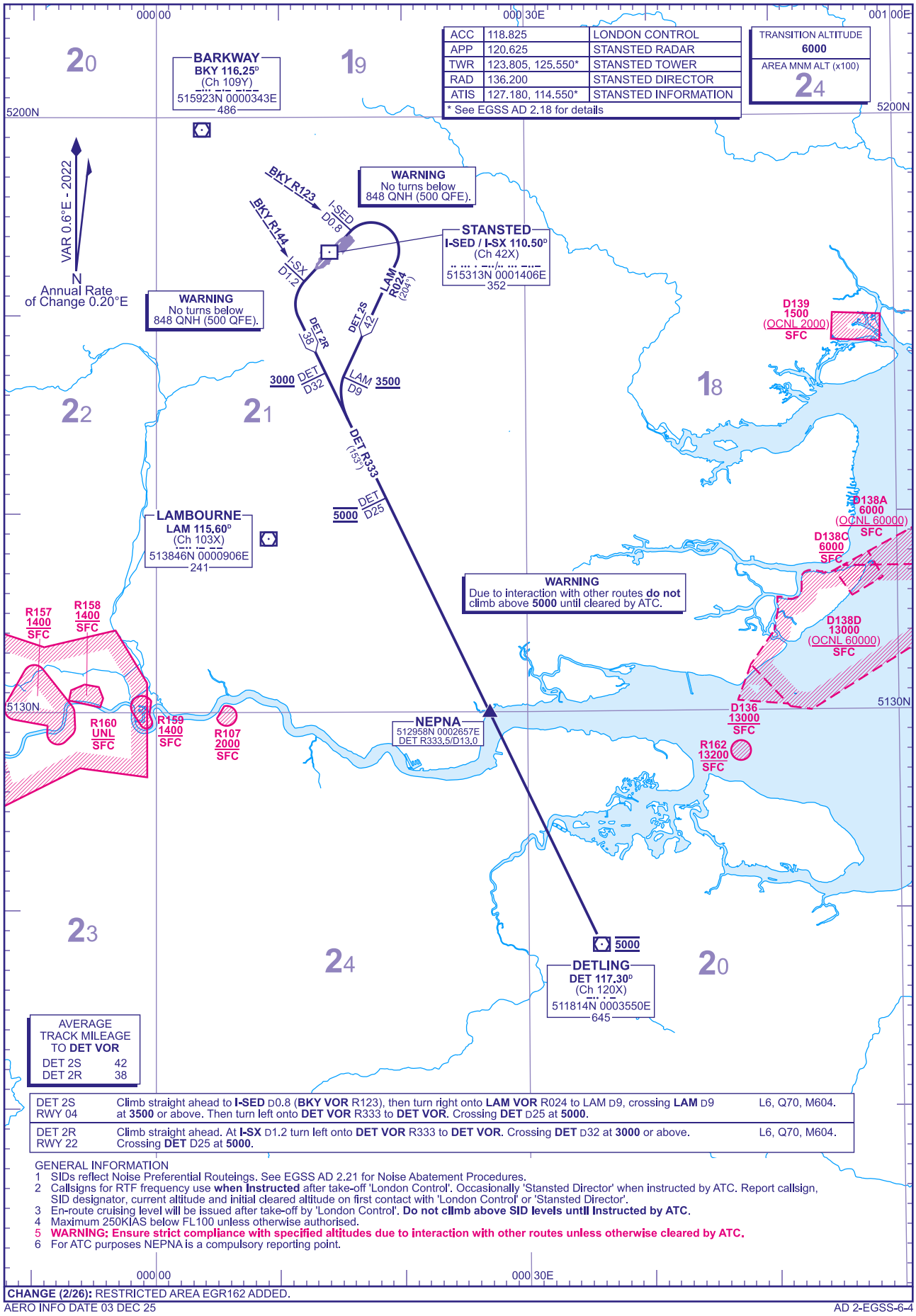
AERO INFO DATE 05 SEP 25

AD 2-EGSS-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 04/22
DET 2S DET 2R



DET 2S RWY 04	Climb straight ahead to **I-SED** D0.8 (**BKY VOR** R123), then turn right onto **LAM VOR** R024 to LAM D9, crossing **LAM** D9 at **3500** or above. Then turn left onto **DET VOR** R333 to **DET VOR**. Crossing **DET** D25 at **5000**.	L6, Q70, M604.
DET 2R RWY 22	Climb straight ahead. At **I-SX** D1.2 turn left onto **DET VOR** R333 to **DET VOR**. Crossing **DET** D32 at **3000** or above. Crossing **DET** D25 at **5000**.	L6, Q70, M604.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGSS AD 2.21 for Noise Abatement Procedures.
2 Callsigns for RTF frequency use **when instructed** after take-off 'London Control'. Occasionally 'Stansted Director' when instructed by ATC. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control' or 'Stansted Director'.
3 En-route cruising level will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 **WARNING: Ensure strict compliance with specified altitudes due to interaction with other routes unless otherwise cleared by ATC.**
6 For ATC purposes NEPNA is a compulsory reporting point.

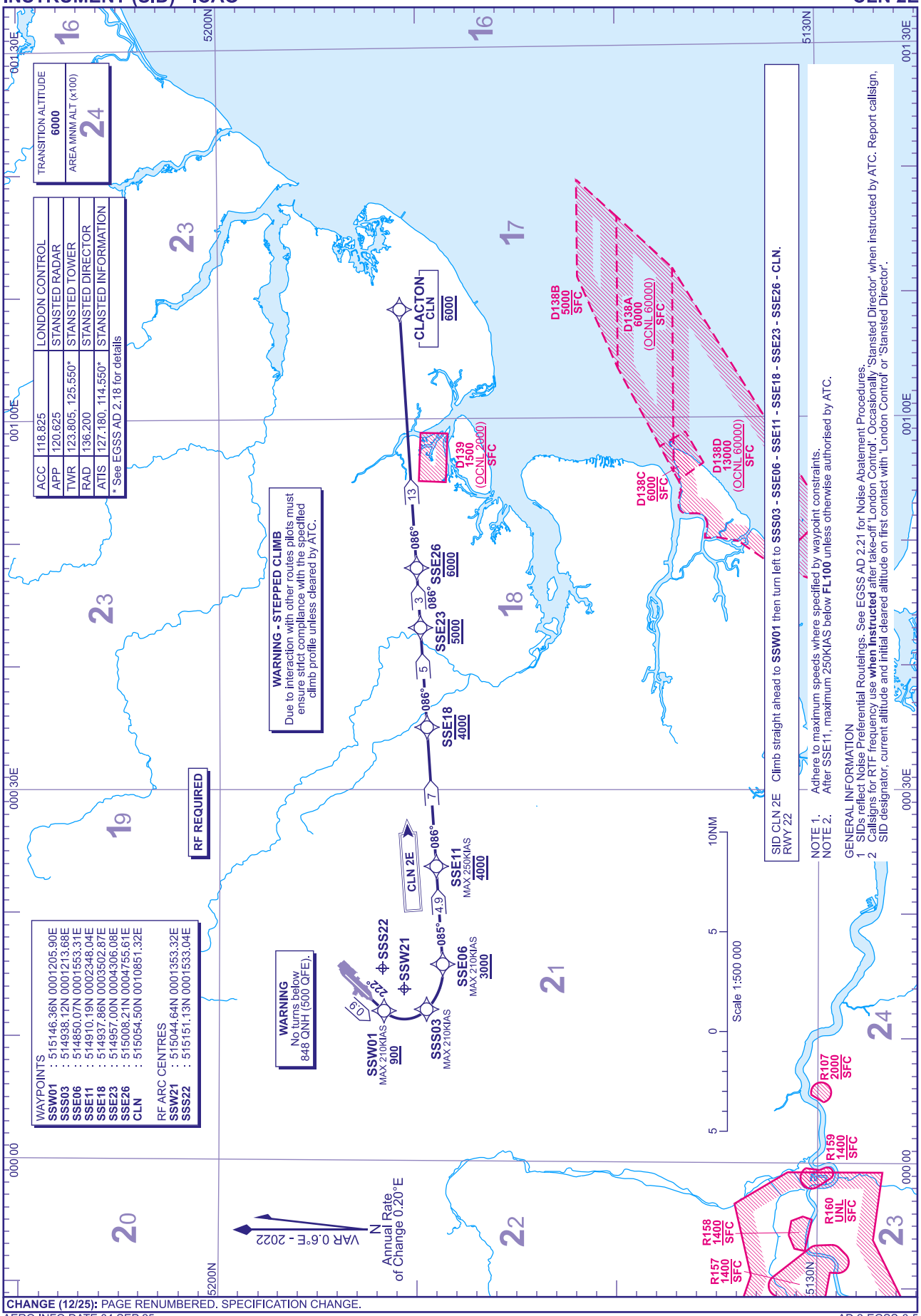
CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

AERO INFO DATE 03 DEC 25
AD 2-EGSS-6-4

RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 22
CLN 2E



CHANGE (12/25): PAGE RENUMBERED. SPECIFICATION CHANGE.

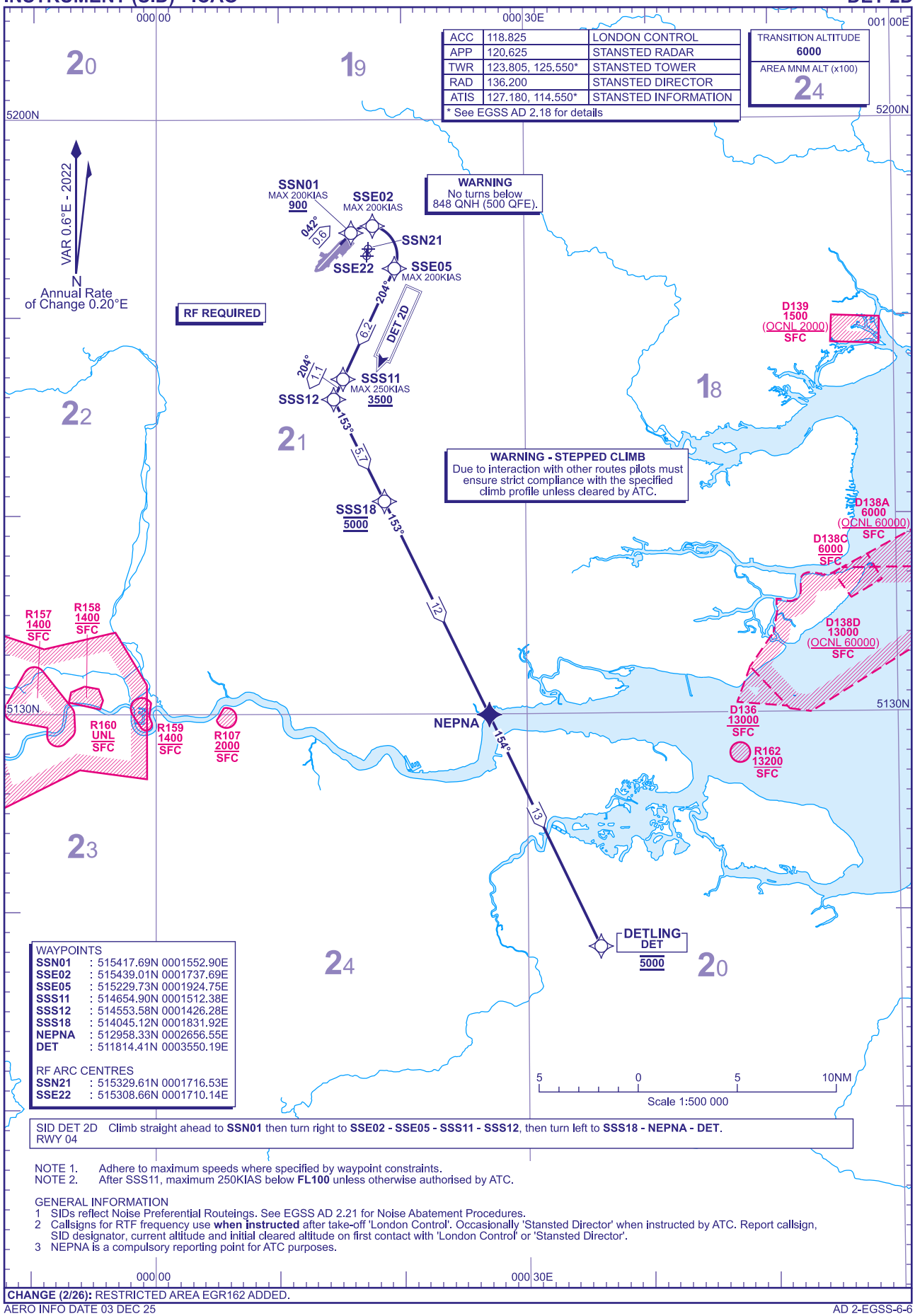
AERO INFO DATE 04 SEP 25

AD 2-EGSS-6-5

RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 04
DET 2D



SID DET 2D RWY 04 Climb straight ahead to **SSN01** then turn right to **SSE02 - SSE05 - SSS11 - SSS12**, then turn left to **SSS18 - NEPNA - DET**.

NOTE 1. Adhere to maximum speeds where specified by waypoint constraints.
NOTE 2. After SSS11, maximum 250KIAS below **FL100** unless otherwise authorised by ATC.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGSS AD 2.21 for Noise Abatement Procedures.
2 Callsigns for RTF frequency use **when instructed** after take-off 'London Control'. Occasionally 'Stansted Director' when instructed by ATC. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control' or 'Stansted Director'.
3 NEPNA is a compulsory reporting point for ATC purposes.

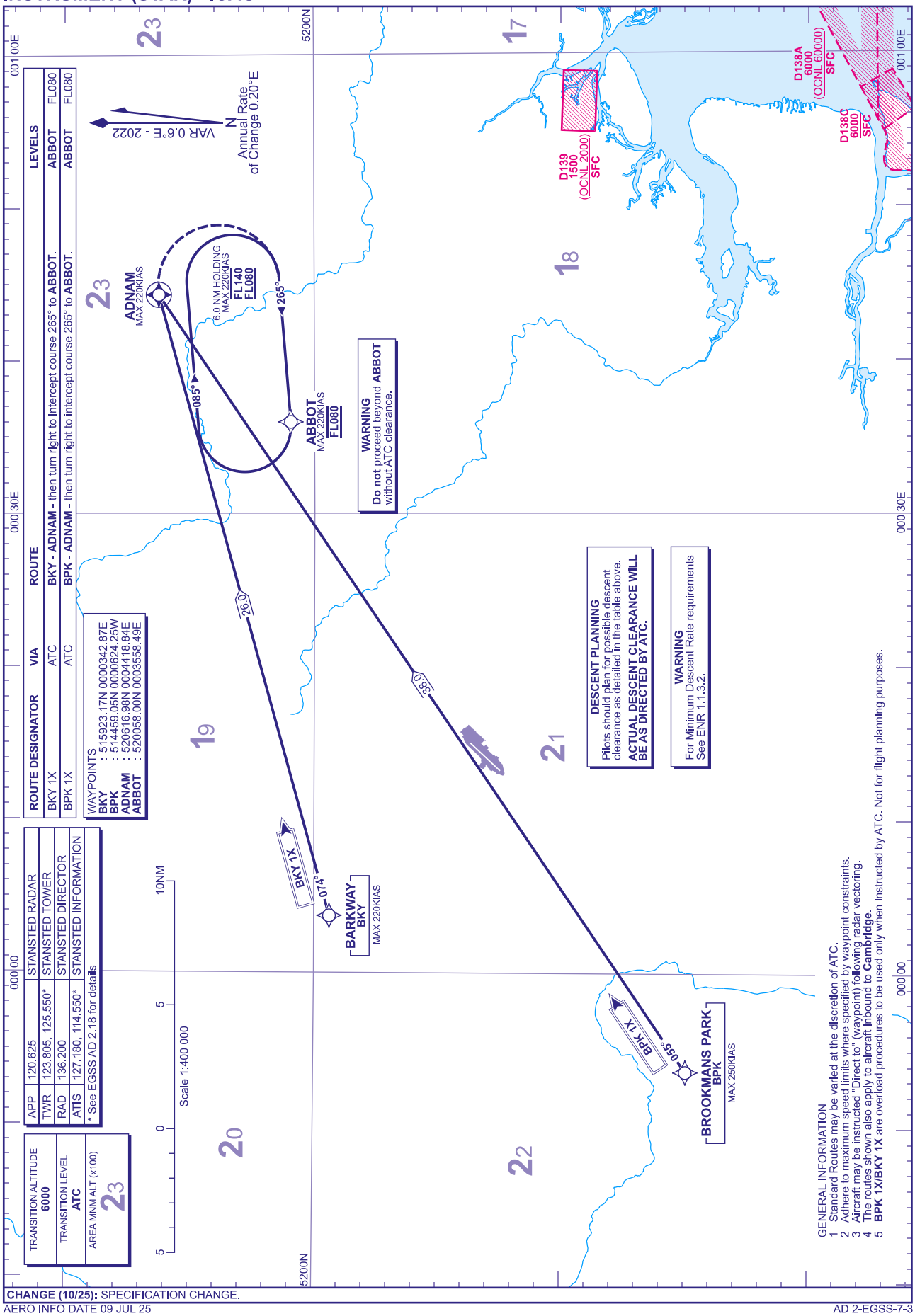
CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

AERO INFO DATE 03 DEC 25

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON STANSTED
BKY 1X BPK 1X



CHANGE (10/25): SPECIFICATION CHANGE.

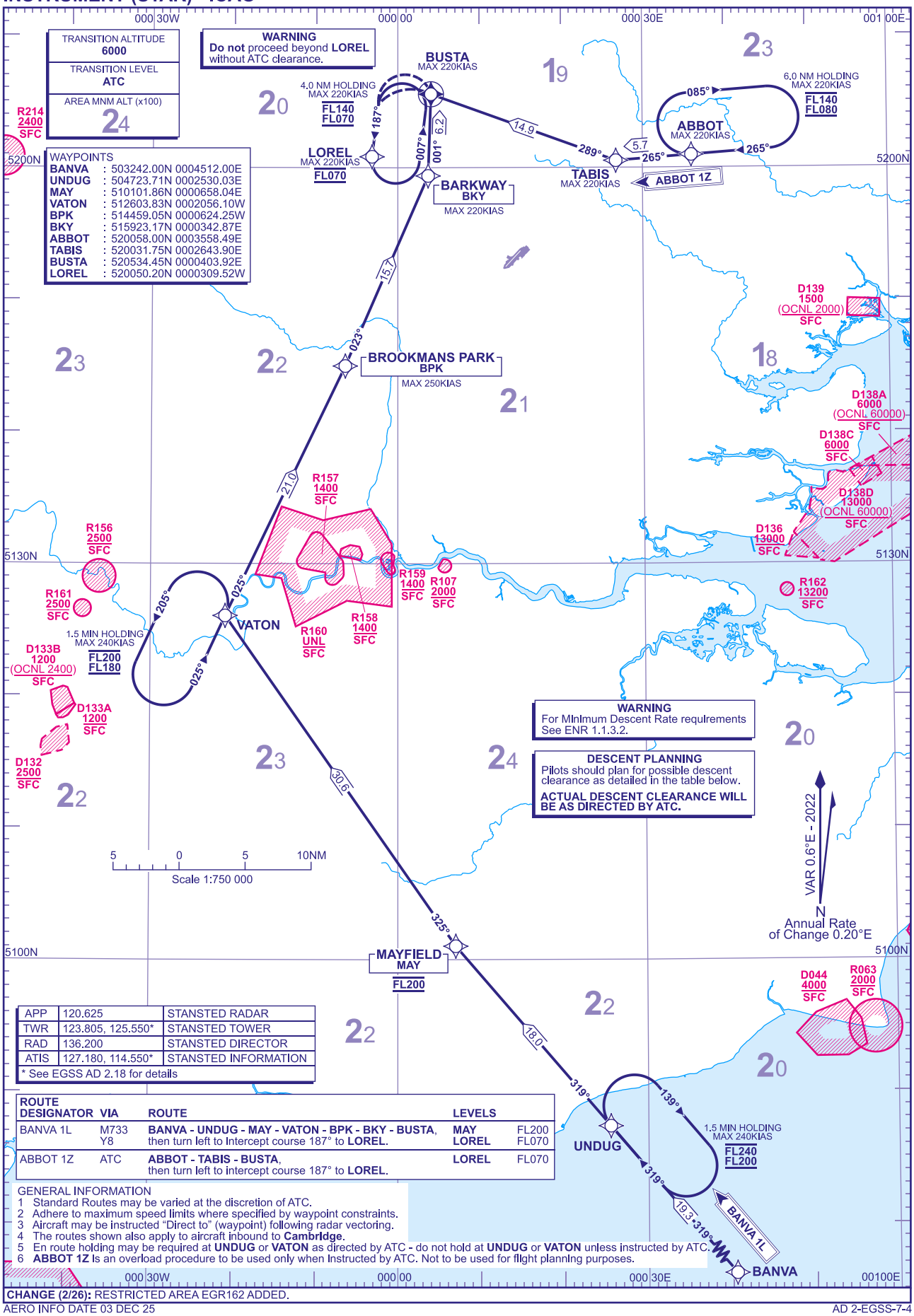
AERO INFO DATE 09 JUL 25

AD 2-EGSS-7-3

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON STANSTED BANVA 1L ABBOT 1Z



APP	120.625	STANSTED RADAR
TWR	123.805, 125.550*	STANSTED TOWER
RAD	136.200	STANSTED DIRECTOR
ATIS	127.180, 114.550*	STANSTED INFORMATION

* See EGSS AD 2.18 for details

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
BANVA 1L	M733 Y8	**BANVA - UNDUG - MAY - VATON - BPK - BKY - BUSTA**, then turn left to Intercept course 187° to **LOREL**.	**MAY** **LOREL**	FL200 FL070
ABBOT 1Z	ATC	**ABBOT - TABIS - BUSTA**, then turn left to intercept course 187° to **LOREL**.	**LOREL**	FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
4 The routes shown also apply to aircraft inbound to **Cambridge**.
5 En route holding may be required at **UNDUG** or **VATON** as directed by ATC - do not hold at **UNDUG** or **VATON** unless instructed by ATC.
6 **ABBOT 1Z** is an overload procedure to be used only when instructed by ATC. Not to be used for flight planning purposes.

CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

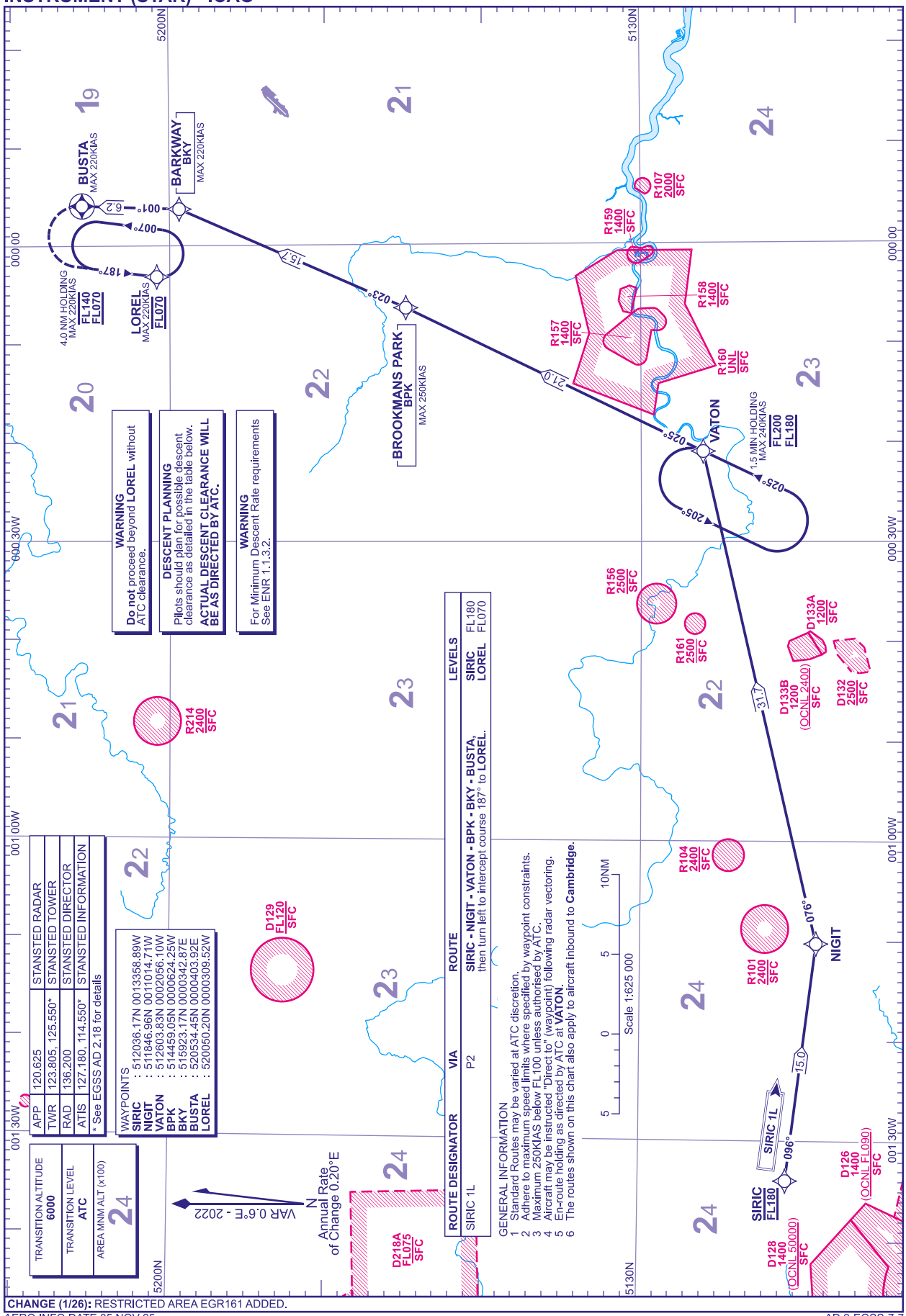
AERO INFO DATE 03 DEC 25

AD 2-EGSS-7-4

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

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

LONDON STANSTED
SIRIC 1L



CHANGE (1/26): RESTRICTED AREA EGR161 ADDED.

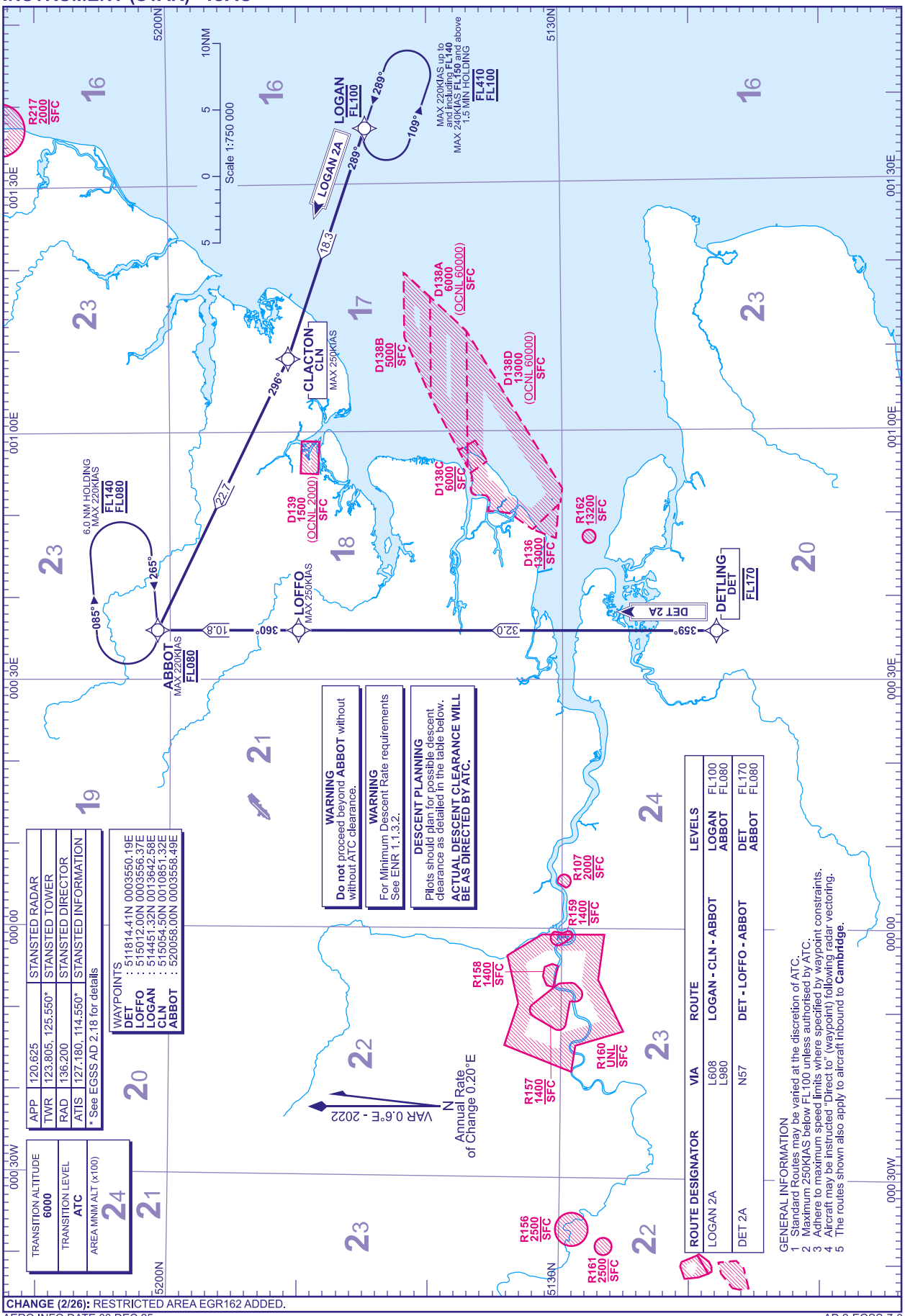
AERO INFO DATE 05 NOV 25

AD 2-EGSS-7-7

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON STANSTED LOGAN 2A DET 2A



CHANGE (2/26): RESTRICTED AREA EGR162 ADDED.

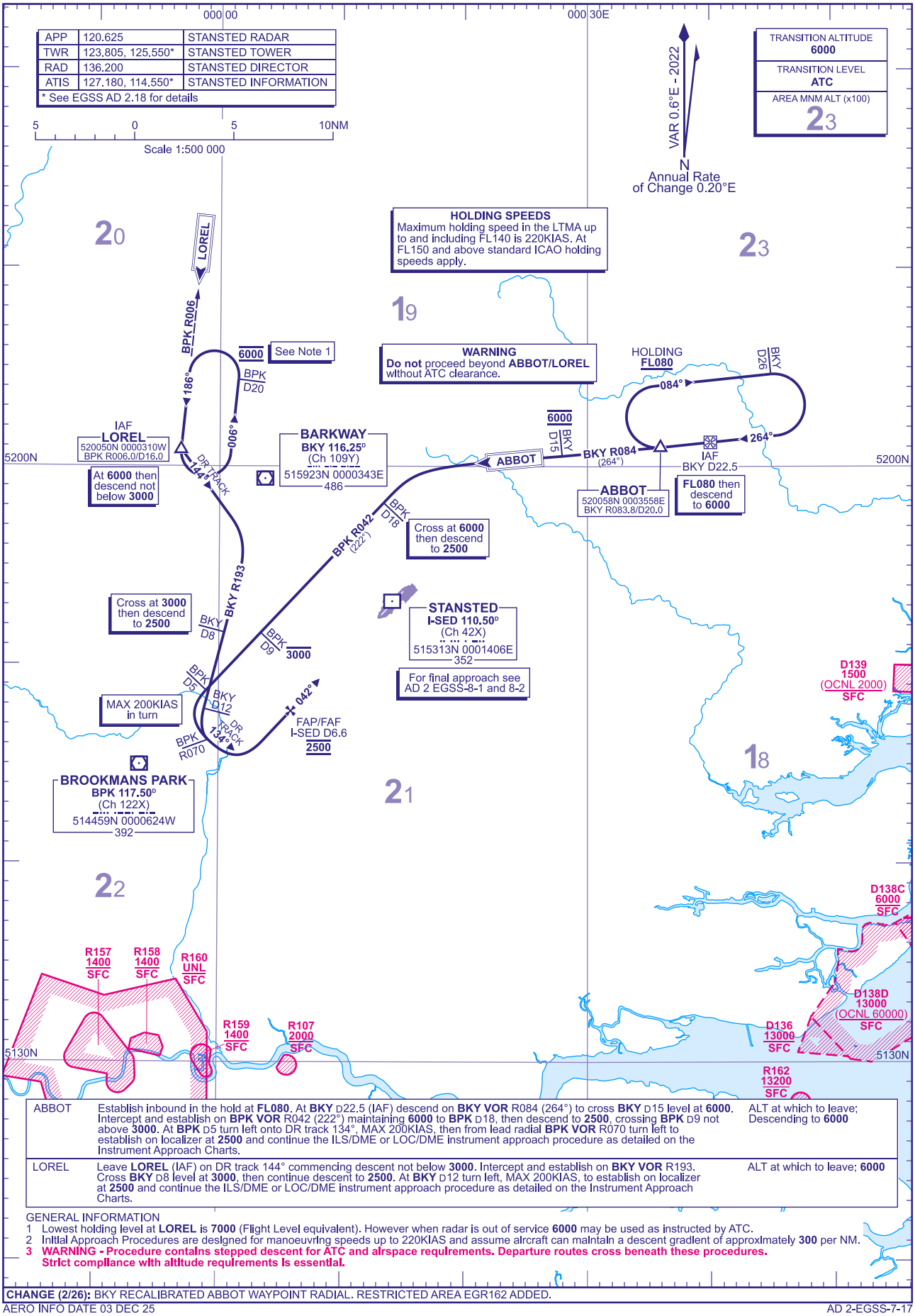
AERO INFO DATE 03 DEC 25

AD 2-EGSS-7-8

INITIAL APPROACH PROCEDURES
ILS RWY 04 Without Radar Control

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

LONDON STANSTED



ABBOT	Establish inbound in the hold at **FL080**. At **BKY** D22.5 (IAF) descend on **BKY VOR** R084 (264°) to cross **BKY** D15 level at **6000**. Intercept and establish on **BPK VOR** R042 (222°) maintaining **6000** to **BPK** D18, then descend to **2500**, crossing **BPK** D9 not above **3000**. At **BPK** D5 turn left onto DR track 134°, MAX 200KIAS, then from lead radial **BPK VOR** R070 turn left to establish on localizer at **2500** and continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the Instrument Approach Charts.	ALT at which to leave; Descending to **6000**
LOREL	Leave **LOREL** (IAF) on DR track 144° commencing descent not below **3000**. Intercept and establish on **BKY VOR** R193. Cross **BKY** D8 level at **3000**, then continue descent to **2500**. At **BKY** D12 turn left, MAX 200KIAS, to establish on localizer at **2500** and continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the Instrument Approach Charts.	ALT at which to leave; **6000**

GENERAL INFORMATION
1 Lowest holding level at **LOREL** is **7000** (Flight Level equivalent). However when radar is out of service **6000** may be used as instructed by ATC.
2 Initial Approach Procedures are designed for manoeuvring speeds up to 220KIAS and assume aircraft can maintain a descent gradient of approximately **300** per NM.
3 **WARNING - Procedure contains stepped descent for ATC and airspace requirements. Departure routes cross beneath these procedures. Strict compliance with altitude requirements is essential.**

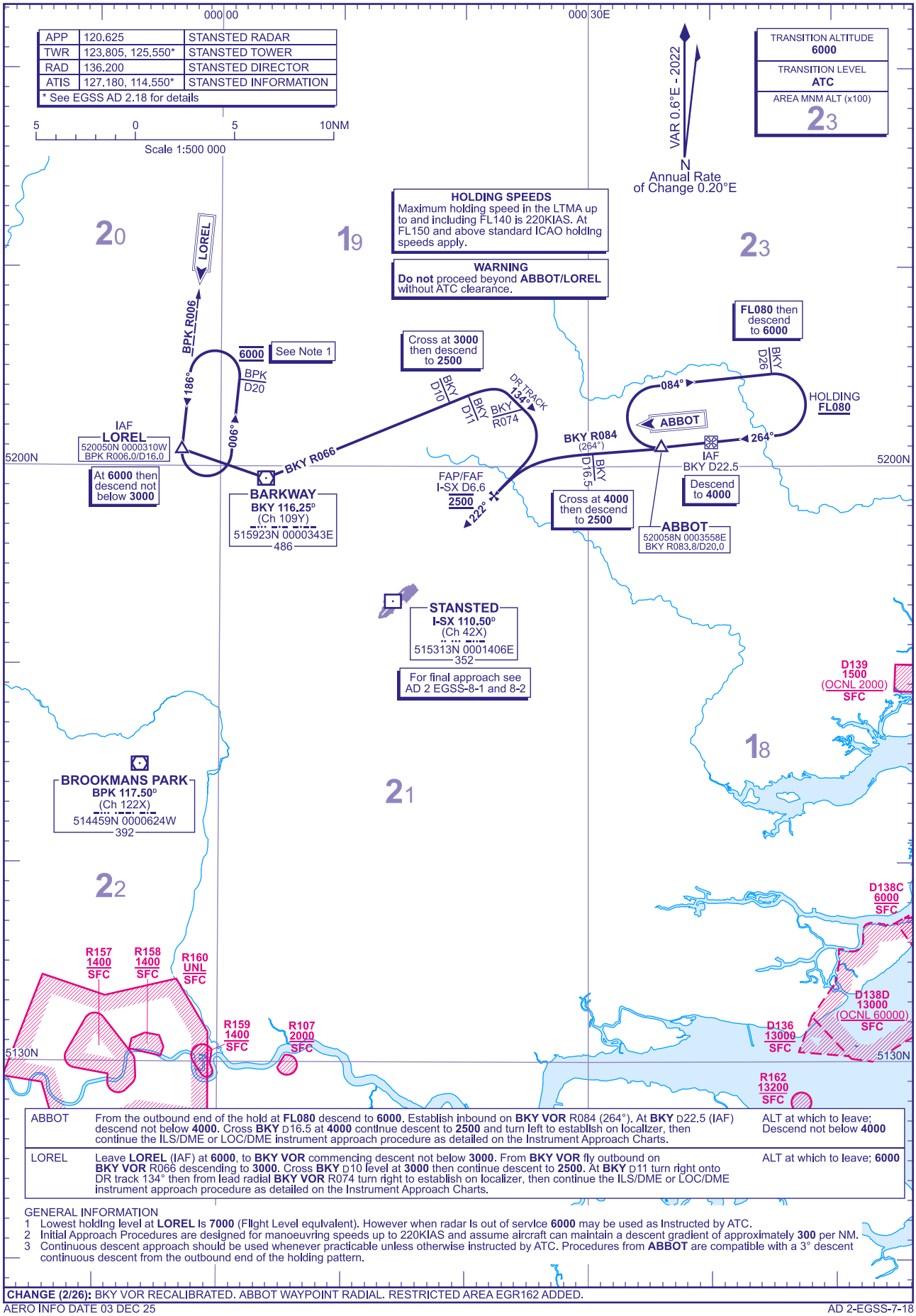
CHANGE (2/26): BKY RECALIBRATED ABBOT WAYPOINT RADIAL. RESTRICTED AREA EGR162 ADDED.

AERO INFO DATE 03 DEC 25

INITIAL APPROACH PROCEDURES
ILS RWY 22 Without Radar Control

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

LONDON STANSTED



ABBOT	From the outbound end of the hold at **FL080** descend to **6000**. Establish inbound on **BKY VOR** R084 (264°). At **BKY** D22.5 (IAF) descend not below **4000**. Cross **BKY** D16.5 at **4000** continue descent to **2500** and turn left to establish on localizer, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the Instrument Approach Charts.	ALT at which to leave; Descend not below **4000**
LOREL	Leave **LOREL** (IAF) at **6000**, to **BKY VOR** commencing descent not below **3000**. From **BKY VOR** fly outbound on **BKY VOR** R066 descending to **3000**. Cross **BKY** D10 level at **3000** then continue descent to **2500**. At **BKY** D11 turn right onto DR track 134° then from lead radial **BKY VOR** R074 turn right to establish on localizer, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the Instrument Approach Charts.	ALT at which to leave; **6000**

GENERAL INFORMATION
1 Lowest holding level at **LOREL** is **7000** (Flight Level equivalent). However when radar is out of service **6000** may be used as instructed by ATC.
2 Initial Approach Procedures are designed for manoeuvring speeds up to 220KIAS and assume aircraft can maintain a descent gradient of approximately **300** per NM.
3 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedures from **ABBOT** are compatible with a 3° descent continuous descent from the outbound end of the holding pattern.

CHANGE (2/26): BKY VOR RECALIBRATED. ABBOT WAYPOINT RADIAL. RESTRICTED AREA EGR162 ADDED.

AERO INFO DATE 03 DEC 25
AD 2-EGSS-7-18

EGAE — LONDONDERRY/EGLINTON

EGAE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAE — LONDONDERRY/EGLINTON

EGAE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 550234N Long: 0070943W Mid-point of Runway 08/26.
2	Direction and distance from city	7 NM ENE of Londonderry.
3	Elevation / Reference temperature / Mean Low Temperature	23 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	188 FT
5	Magnetic Variation / Annual Change	1.61°W (2027) / 0.21°E
6	AD Administration Address Telephone E-mail address	CITY OF DERRY AIRPORT OPERATIONS LTD. City of Derry Airport, Airport Road, Co Londonderry, BT47 3GY. 028-7181 0784 Ext 201 (Airport Switchboard) 028-7181 3300 (Administration) 028-7181 3322 (Security) 028-7181 3336 (Ground Handling) 028-7181 3314 (ATC) 028-7181 3338 (Fuel) corporate.aviation@cityofderryairport.com ground.handling@cityofderryairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGAE AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon 0625-1900 (0525-1800), 2000-2200 (1900-2100); Tue-Thu 0625-0730 (0525-0630), 0830-1900 (0730-1800), 2000-2200 (1900-2100); Fri 0625-1900 (0525-1800), 2000-2200 (1900-2100); Sat 0625-0730 (0525-0630), 0900-1600 (0800-1500), 1700-1800 (1600-1700); Sun 0855-0930 (0755-0830), 1200-1845 (1100-1745), 1930-2200 (1830-2100); See Remarks.
2	Customs and immigration	Customs: By arrangement. 0700-2200 (0600-2100). Immigration: By arrangement. 0700-2200 (0600-2100).
3	Health and sanitation	Port Health on call.
4	AIS Briefing Office	As AD hours. Self Briefing.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	Via ATC.
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	Mon 0530-1815 (0430-1715); Tue-Fri 0530-1800 (0430-1700); Sat 0530-1545 (0430-1445); Sun 0800-2045 (0700-1945); and by arrangement. Times may change at short notice and will be based around scheduled and pre-booked refuels. (Tel 028-71813338 / 028-71813336).
9	Handling	As AD hours.
10	Security	H24 DOT. List B Airport.
11	De-icing	As AD hours.
12	Remarks	This aerodrome is PPR. To obtain permission telephone Ground Handling on 028-7181 3336. AD hours are also the times at which the airspace and ATC services will become available. Operators should take this into consideration when planning arrival times.

EGAE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Up to 10 tonnes.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL W80, W100.
3	Fuelling facilities/capacity	76,000 LT AVTUR JET A-1 stored in bulk tanks/36,000 LT in mobile bowsers. 20,000 LT AVGAS 100LL stored in a bulk tank/2,000 LT in a mobile bowser.
4	De-icing facilities	Mobile aircraft de-icing rig. Available from City of Derry Ground Handling.
5	Hangar space for visiting aircraft	Available.
6	Repair facilities for visiting aircraft	Light aircraft by arrangement. Troughton Engineering: 07752-142696.
7	Remarks	City Of Derry Airport Corporate Aviation handle all GA and Corporate flights. Tel: 028-7181 0784, Ext 456; SITA: LDYAPXH; Freq: 131.505 MHz; Callsign: EGLINTON HANDLING. AVTUR JET A-1 arranged through Ground Handling, Tel: 028-7181 0784, Ext 456.

EGAE AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity
2	Restaurants	In Terminal buildings.
3	Transportation	Taxis, car hire and buses.
4	Medical facilities	First aid facilities.
5	Bank and Post Office	
6	Tourist Office	Yes.
7	Remarks	

EGAE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 6 is limited to operators using Category 6 aircraft with seating capacity up to 50 passengers. Category 6 aircraft with greater than 50 passenger seat capacity, or increase to Category 7, on request. Reductions to the promulgated category occur where there is no impact on scheduled or other agreed traffic.
2	Rescue equipment	N/A See AD 2.20 For Details.
3	Capability for removal of disabled aircraft	N/A See AD 2.20 For Details.
4	Remarks	As AD hours. To ensure that the rescue and fire fighting services are maintained for 15 minutes after departures, aircraft are required to be airborne 15 minutes prior to the published AD closing time unless otherwise arranged.

EGAE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	3 snow ploughs. 5 snow brushes. 2 surface de-icing rigs. 1 snow blower. Runway De-icer Fluid used ISOMEX type III and GLYCOMEX. Runway De-icer Solid used Cryotech NACC.
2	Clearance priorities	Runway 08/26. Apron. Taxiway B.
3	Remarks	Latest information from ATC Tel: 028-7181 3314.

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

1	Apron surface and strength	MAIN APRON Surface: Concrete PCN 58/R/D/W/T WEST APRON Surface: Concrete

2	Taxiway width, surface and strength	Taxiway B: 23 M Surface: Asphalt PCN 58/F/D/W/T Taxiway D: 15 M Surface: Asphalt PCN 11/F/D/W/U Taxiway E: 15 M Surface: Asphalt PCN 11/F/D/W/U
3	Altimeter checkpoint location and elevation	Main Apron 11 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	Taxiway D is restricted to aircraft MTOW 20,000 KG or less. Taxiway E is restricted to aircraft MTOW 15,000 KG or less.

EGAE 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	Surface marking of taxi route across apron. Stands 1-4: Nose-in parking with pushback. Stand 4A: Westerly facing with self-manoeuvering off stand using minimal power. Marshalling is provided for all docking/parking guidance system of aircraft stands. A marshaller is present at the head of the stand or stopping position. This procedure allows a foreign object check to take place and ensures that aircraft are correctly parked and the taxiways not obstructed.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08/26: Displaced threshold markings on Runway 08. Runway designators and centre-line markings, edge lines. TDZ markings and aiming point markings on Runway 08/26. Yellow lead-off/on lines to all runways. Runway guard lights positioned at Holding Points B, D, E and G and at the disused Runway 02/20 intersection with Runway 08/26.
3	Stop bars and runway guard lights (if any)	At B, D and E holding points.
4	Other runway protection measures	
5	Remarks	WDIs (LGTD): 550236.78N 0070904.09W and 550225.02N 0071011.67W.

EGAE 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**
(EGAE11592) 08/APPROACH 26/ TAKE-OFF	BUILDING CHIMNEY	550226.65N 0071059.20W	55 FT	29 FT	No	
(EGAE5509) 08/APPROACH 26/ TAKE-OFF	HOUSE	550220.75N 0071117.81W	60 FT	30 FT	No	
(EGAE5559) 08/APPROACH 26/ TAKE-OFF	CHIMNEY	550213.85N 0071055.92W	55 FT	27 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**
(EGAE10221)	HV PYLON	550251.87N 0071516.11W	317 FT	302 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**
(EGAE10222)	HV PYLON	550238.28N 0071503.86W	317 FT	301 FT	No	
(EGAE5670)	WATER TANK	550237.34N 0070854.56W	18 FT	9 FT	No	
(EGAE4941)	OBS LIGHT	550223.45N 0071007.85W	49 FT	25 FT	Yes Red	
(EGAE10586)	MAST	550106.55N 0070831.68W	644 FT	50 FT	No	

EGAE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing.
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	ASXX. 215 Low Level SIG WX. 214 Spot Winds. Warnings
8	Supplementary equipment available for providing information	INTERNET. AFTN.
9	ATS units provided with information	CODA OPERATIONS LTD (ANSP)
10	Additional information (limitation of service, etc.)	Surface wind data (2 minute average) is available for both ends of the runway. Normally, only touchdown surface wind will be passed. Stop end surface wind and instantaneous surface wind available on request for both ends.

EGAE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
08	073.12°	1969 x 45 M	RWY surface: Asphalt, Grooved PCN 58/F/B/W/T	550225.20N 0071031.54W 187.8 FT	THR 21.0 FT TDZ 21.0 FT	
26	253.14°	1969 x 45 M	RWY surface: Asphalt, Grooved PCN 58/F/B/W/T	550242.87N 0070850.06W 187.8 FT	THR 10.5 FT TDZ 10.7 FT	

SWY Dimensions	**Clearway Dimensions**	**Strip Dimensions**	**RESA Dimensions, Overshoot / Undershoot**	**Location/ description of arresting system**	**OFZ**	**Remarks**
8	**9**	**10**	**11**	**12**	**13**	**14**
	966 x 150 M	2089 x 300 M	125 x 90 M -			RWY 08 Threshold displaced by 85 M. OFZ: Yes.
	298 x 150 M	2089 x 300 M	238 x 210 M 89 x 90 M			RWY 26 OFZ: Yes.

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: 550231.90N 0071014.69W (LGTD) - 550229.79N 0070921.61W (LGTD) - 550243.15N 0070908.98W (LGTD).
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

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EGAE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

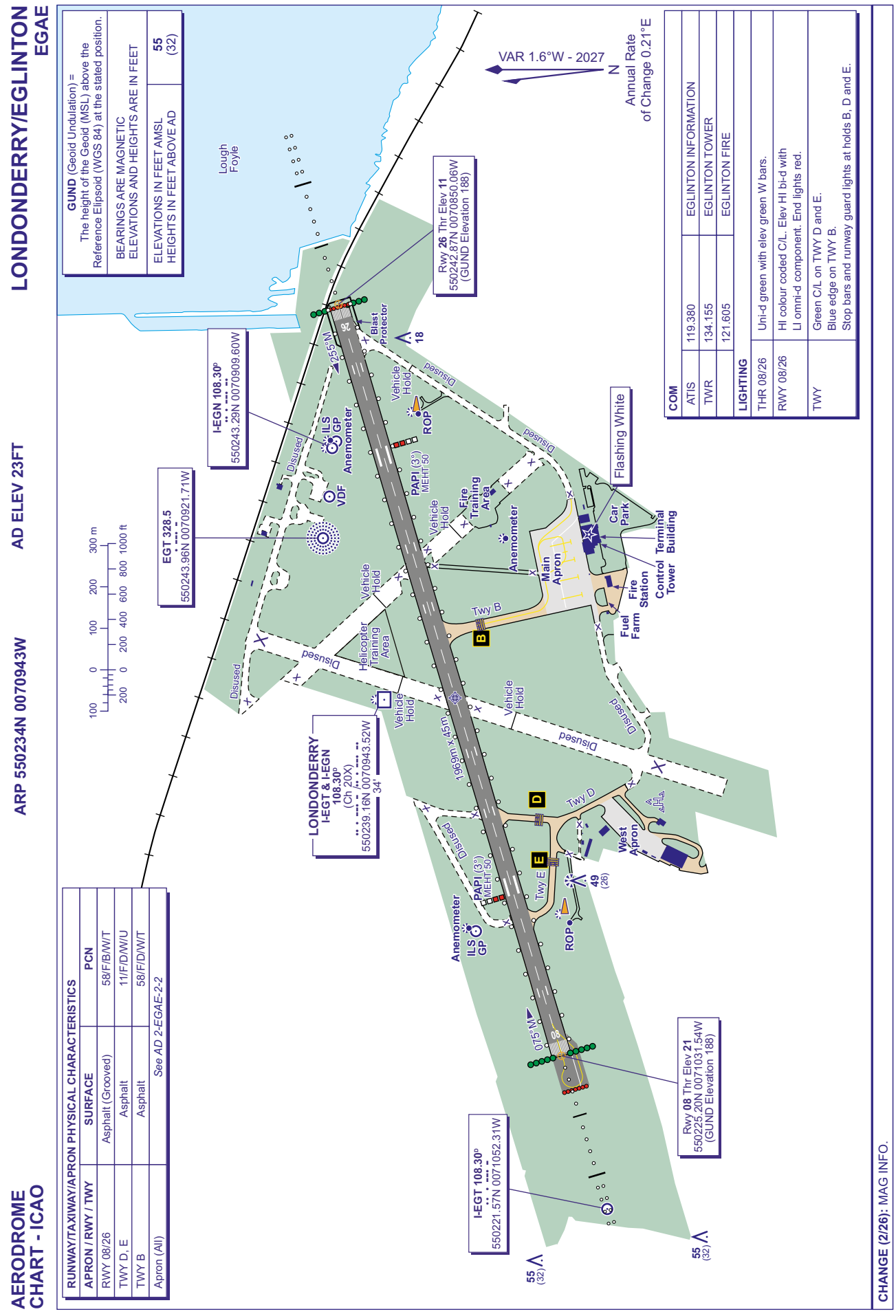
Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDONDERRY/EGLINTON ATZ A circle, 2.5 NM radius, centred at 550234N 0070943W on longest notified runway (08/26)	Upper limit: 2000 FT AGL Lower limit: 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.

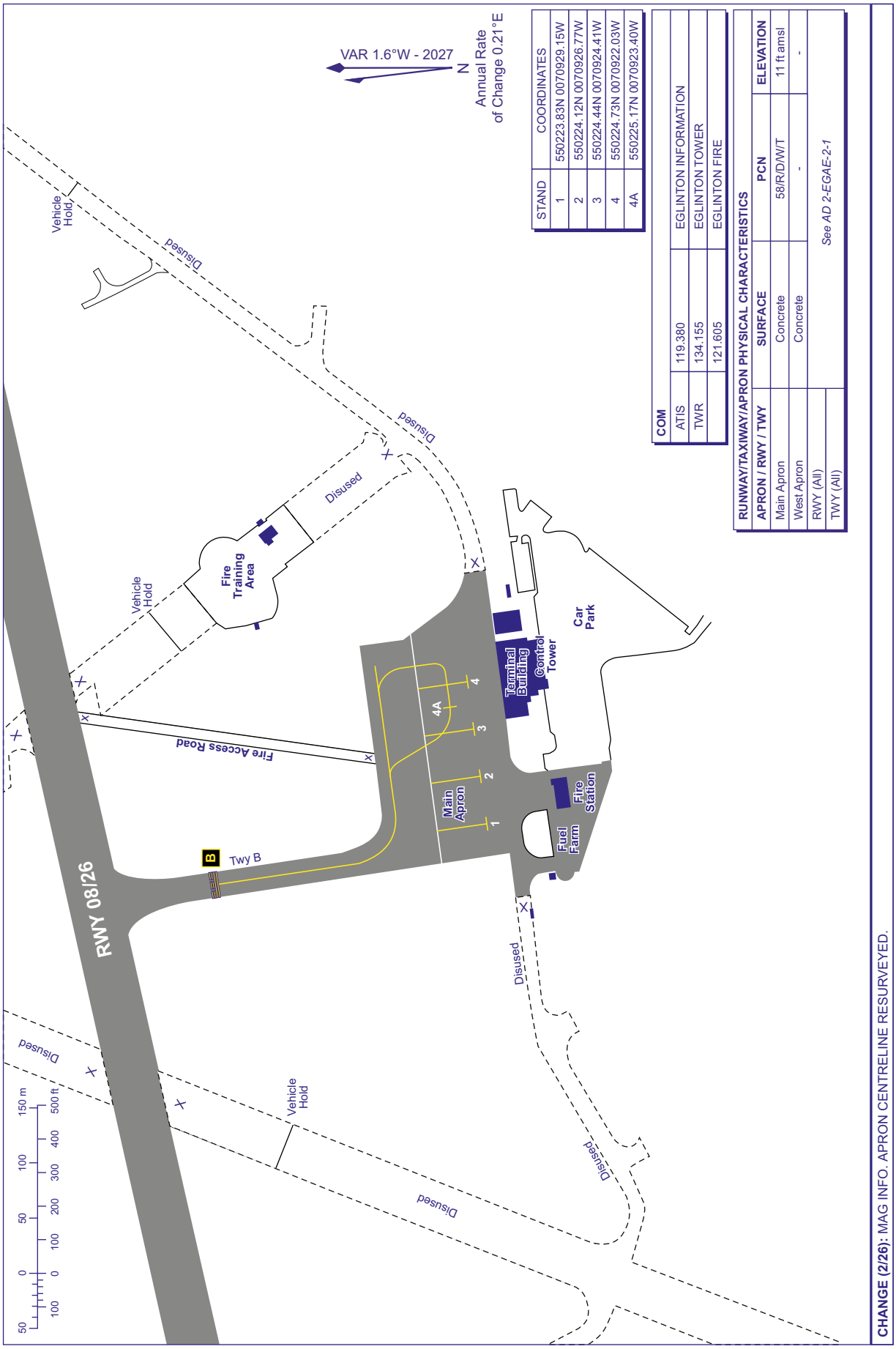

LONDONDERRY/EGLINTON
EGAE
AERODROME CHART - ICAO
ARP 550234N 0070943W
AD ELEV 23FT
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
55 (32)
VAR 1.6°W - 2027
Annual Rate of Change 0.21°E
Lough Foyle
Rwy 26 Thr Elev 11
550242.87N 0070850.06W
(GUND Elevation 188)
I-EGN 108.30°
550243.29N 0070909.60W
EGT 328.5
550243.96N 0070921.71W
LONDONDERRY
I-EGT & I-EGN
108.30°
(Ch 20X)
550239.16N 0070943.52W
34°
Rwy 08 Thr Elev 21
550225.20N 0071031.54W
(GUND Elevation 188)
I-EGT 108.30°
550221.57N 0071052.31W
1969m x 45m
Twy B
Twy D
Twy E
Disused
Vehicle Hold
Helicopter Training Area
Fire Training Area
Anemometer
ILS GP
VDF
ROP
PAPI (3°) MEHT 50
Blast Protector
Flashing White
Car Park
Terminal Building
Control Tower
Fire Station
Fuel Farm
Main Apron
West Apron
255° M
075° M
COM
ATIS 119.380 EGLINTON INFORMATION
TWR 134.155 EGLINTON TOWER
121.605 EGLINTON FIRE
LIGHTING
THR 08/26 Uni-d green with elev green W bars.
RWY 08/26 HI colour coded C/L. Elev HI bi-d with LI 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.
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | PCN
RWY 08/26 | Asphalt (Grooved) | 58/F/B/W/T
TWY D, E | Asphalt | 11/F/D/W/U
TWY B | Asphalt | 58/F/D/W/T
Apron (All) | See AD 2-EGAE-2-2
CHANGE (2/26): MAG INFO.
AERO INFO DATE 01 DEC 25
AD 2-EGAE-2-1

LONDONDERRY/EGLINTON EGAE

AD ELEV 23FT

ARP 550234N 0070943W

AIRCRAFT PARKING/DOCKING CHART - ICAO



STAND	COORDINATES
1	550223.83N 0070929.15W
2	550224.12N 0070926.77W
3	550224.44N 0070924.41W
4	550224.73N 0070922.03W
4A	550225.17N 0070923.40W

COM		
ATIS	119.380	EGLINTON INFORMATION
TWR	134.155	EGLINTON TOWER
	121.605	EGLINTON FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

APRON / RWY / TWY	SURFACE	PCN	ELEVATION
Main Apron	Concrete	58/R/D/W/T	11 ft amsl
West Apron	Concrete	-	-
RWY (All)	*See AD 2-EGAE-2-1*		
TWY (All)			

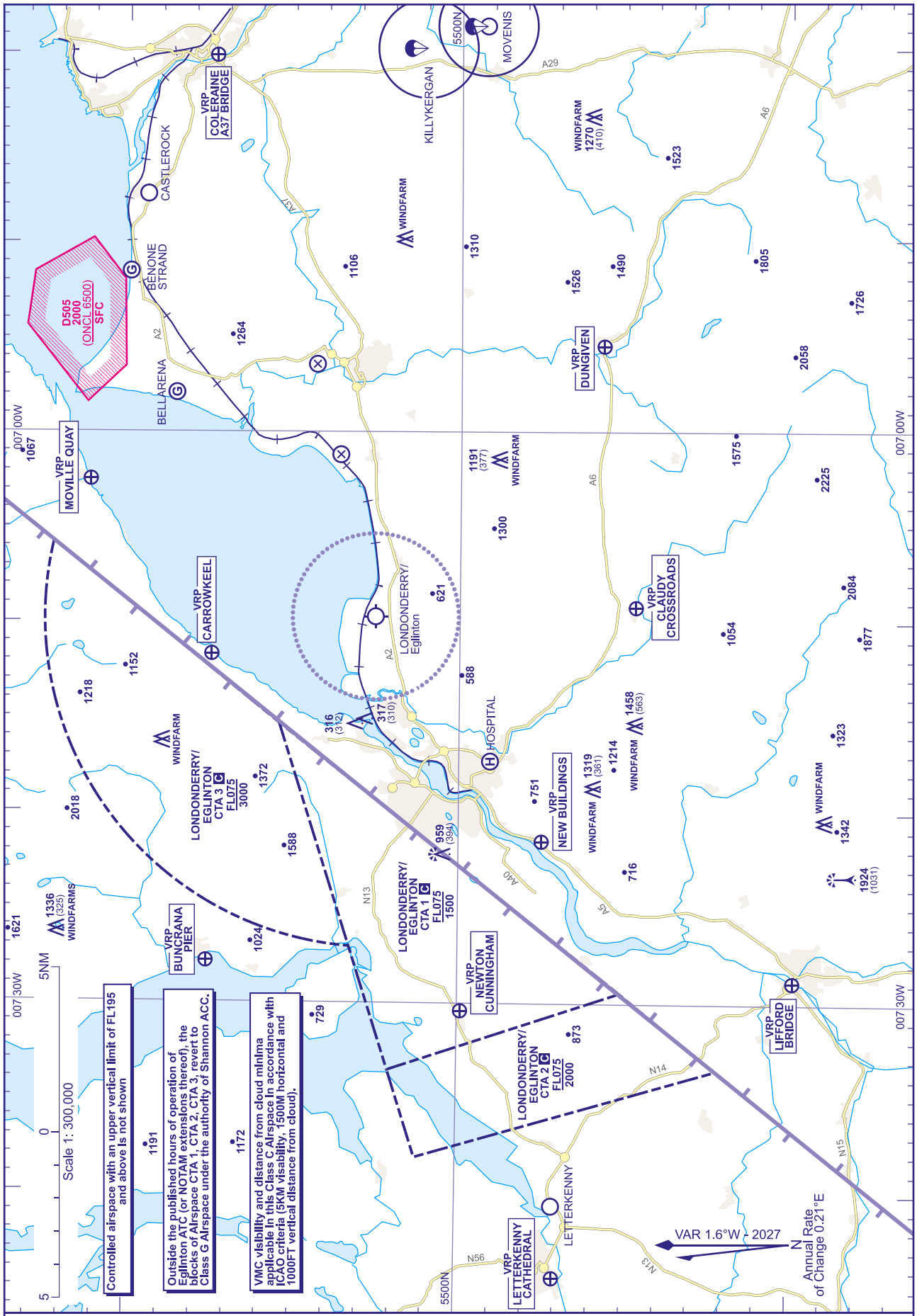
CHANGE (2/26): MAG INFO. APRON CENTRELINE RESURVEYED.

AERO INFO DATE 01 DEC 25

AD 2-EGAE-2-2

CONTROL AREA CHART - VRPs

LONDONDERRY/EGLINTON



CHANGE (2/26): MAG INFO REVISED.

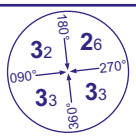
AERO INFO DATE 05 DEC 25

AD2-EGAE 4-1

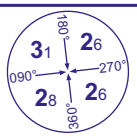
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INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
ILS/DME Z
(Offset LOC)
RWY 08
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EGT

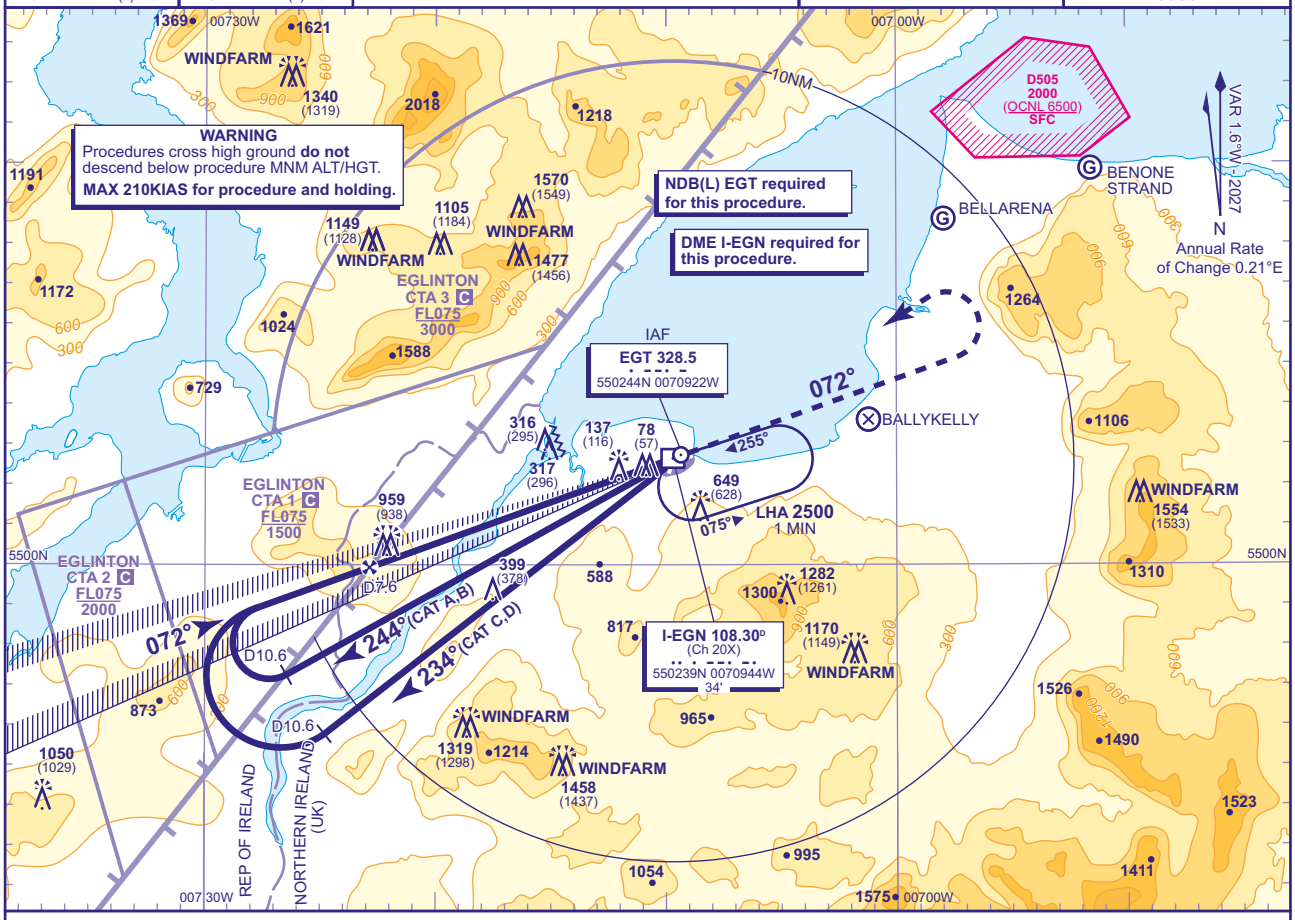


MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	
TWR	134.155	EGLINTON TOWER	
ATIS	119.380	EGLINTON INFORMATION	

AD ELEVATION	23
THR ELEVATION	21
OBSTACLE ELEVATION	1570 AMSL (1549) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**

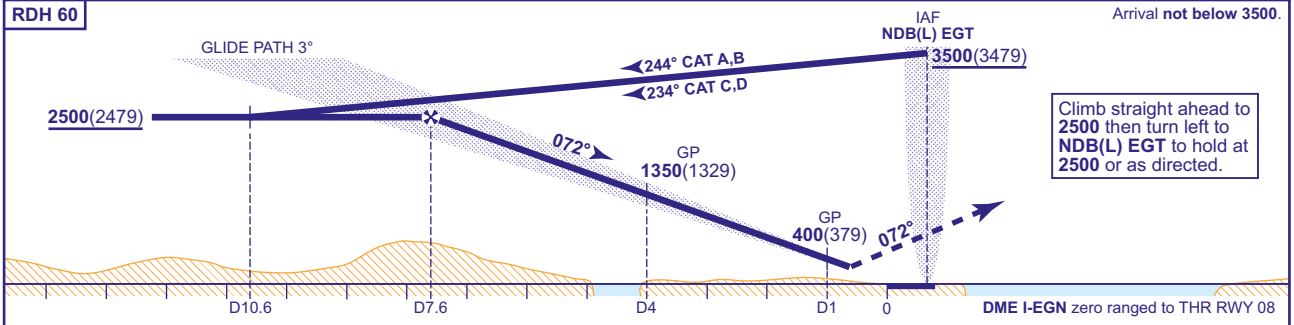


RECOMMENDED PROFILE GLIDE PATH 3.0°, 318FT/NM

DME I-EGN	7	6	5	4	3	2	1
ALT(HGT)	**2310**(2289)	**1990**(1969)	**1670**(1649)	**1350**(1329)	**1040**(1019)	**720**(699)	**400**(379)

RDH 60

Arrival **not below 3500**.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**293**(272)	**293**(272)	**293**(272)	**293**(272)
VM(C)OCA (OCH AAL)	Total Area	**950**(927)	**950**(927)	**1740**(1717)	**1740**(1717)
	North of RWY 08/26	**430**(407)	**580**(557)	**720**(697)	**1090**(1067)

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

NOTES
1. Lowest altitude to commence procedure from hold is **2500**.
2. LOC offset 2.7° from RWY 08 C/L.
3. DME not usable below **3500** between 140° and 185° due to terrain effects.
4. Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

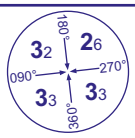
CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

AERO INFO DATE 28 NOV 25

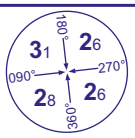
AD 2-EGAE-8-1

INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
ILS/DME Y (Offset LOC) RWY 08
(ACFT CAT A,B)



MSA 25NM NDB(L) EGT

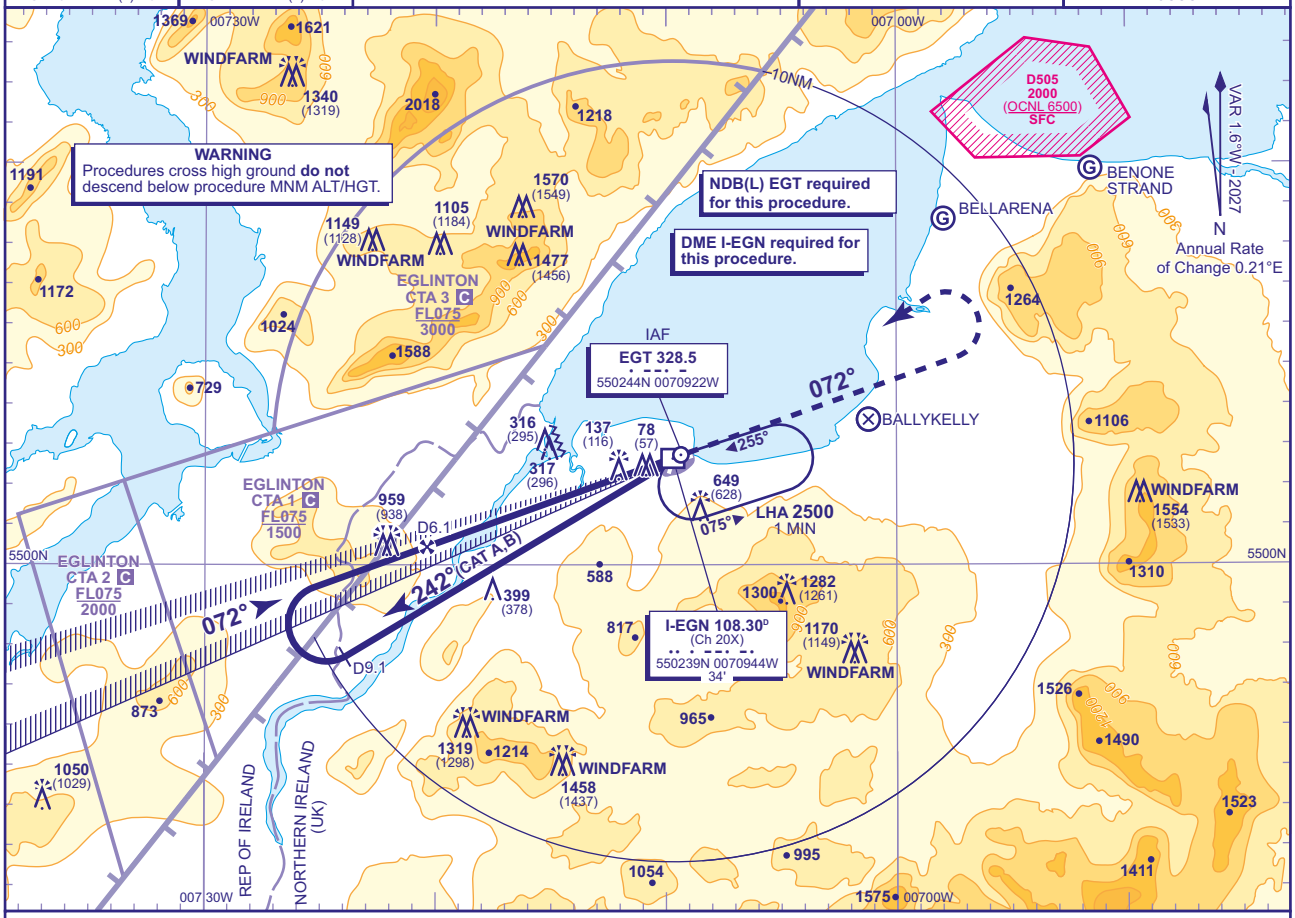


MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	
TWR	134.155	EGLINTON TOWER	
ATIS	119.380	EGLINTON INFORMATION	

AD ELEVATION	23
THR ELEVATION	21
OBSTACLE ELEVATION **1570 AMSL** (1549) (ABOVE THR)	
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**

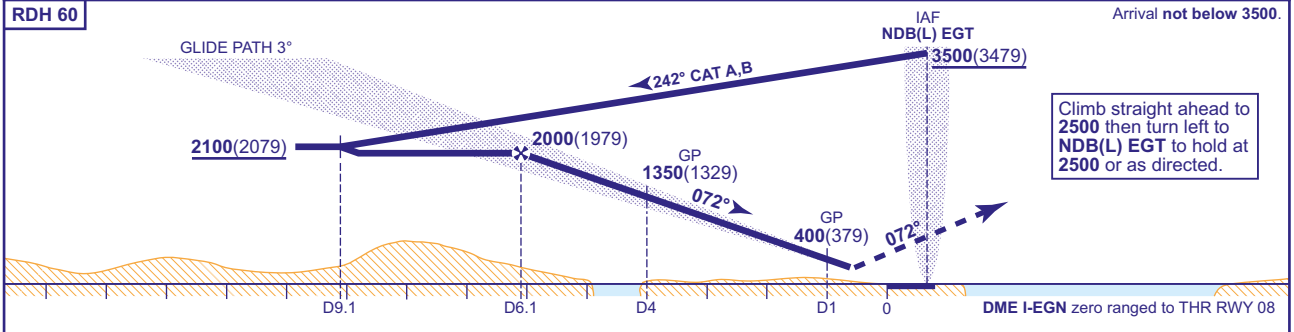


RECOMMENDED PROFILE GLIDE PATH 3.0°, 318FT/NM

DME I-EGN	6	5	4	3	2	1
ALT(HGT)	**1990**(1969)	**1670**(1649)	**1350**(1329)	**1040**(1019)	**720**(699)	**400**(379)

RDH 60

Arrival **not below 3500**.



Aircraft Category		A	B
OCA (OCH)	CAT I	**293**(272)	**293**(272)
VM(C)OCA (OCH AAL)	Total Area	**950**(927)	**950**(927)
	North of RWY 08/26	**430**(407)	**580**(557)

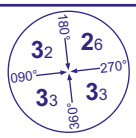
Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTES
1. Lowest altitude to commence procedure from hold is **2500**.
2. LOC offset 2.7° from RWY 08 C/L.
3. DME not usable below **3500** between 140° and 185° due to terrain effects.
4. Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

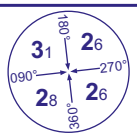
CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
LOC/DME Z (Offset LOC) RWY 08
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EGT

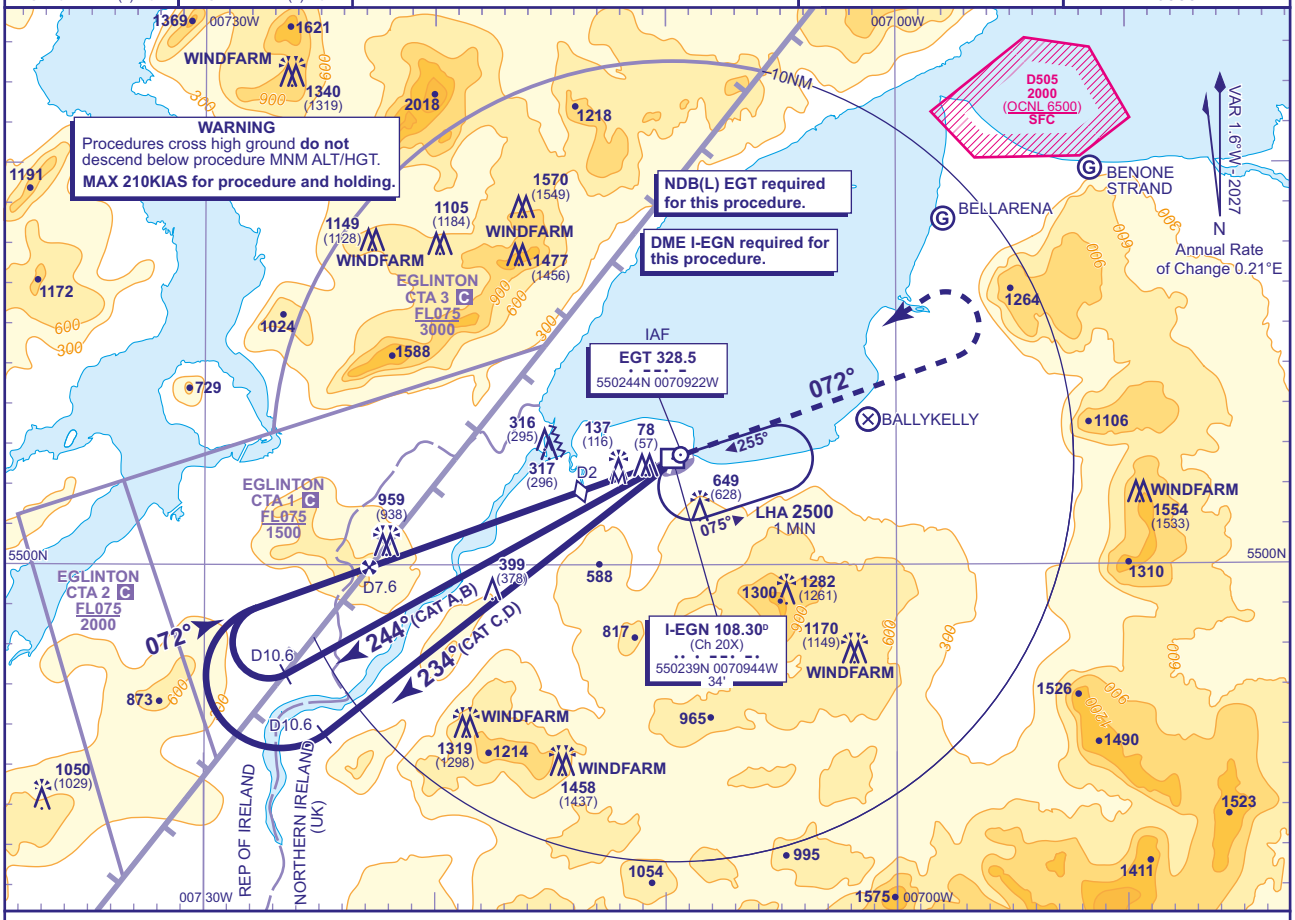


MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	
TWR	134.155	EGLINTON TOWER	
ATIS	119.380	EGLINTON INFORMATION	

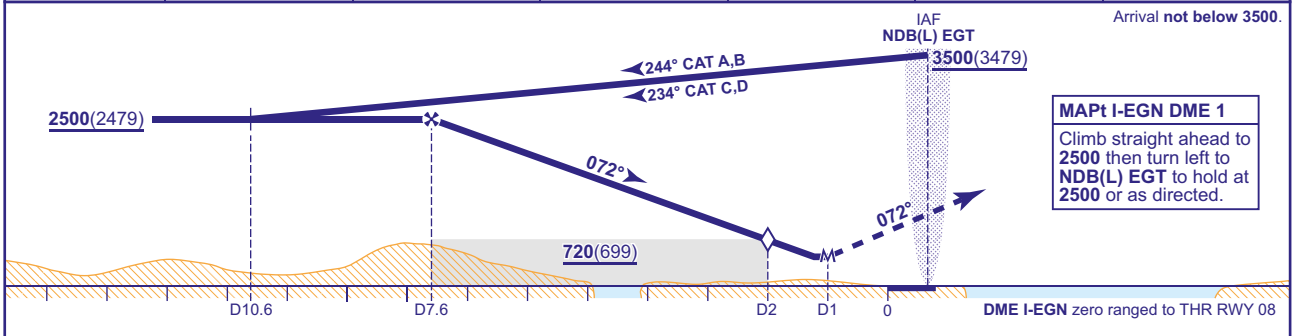
AD ELEVATION	23
THR ELEVATION	21
OBSTACLE ELEVATION	1570 AMSL (1549) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-EGN	7	6	5	4	3	2 (SDF)
ALT(HGT)	**2310**(2289)	**1990**(1969)	**1670**(1649)	**1350**(1329)	**1040**(1019)	**720**(699)



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**530**(509)	**530**(509)	**530**(509)	**530**(509)
VM(C)OCA (OCH AAL)	Total Area	**950**(927)	**950**(927)	**1740**(1717)	**1740**(1717)
	North of RWY 08/26	**430**(407)	**580**(557)	**720**(697)	**1090**(1067)

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

NOTES
1. Lowest altitude to commence procedure from hold is **2500**.
2. FAT offset 2.7° from RWY 08 C/L.
3. DME not usable below **3500** between 140° and 185° due to terrain effects.
4. Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

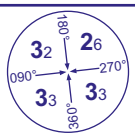
CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

AERO INFO DATE 28 NOV 25

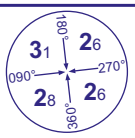
AD 2-EGAE-8-3

INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
LOC/DME Y (Offset LOC) RWY 08
(ACFT CAT A,B)



MSA 25NM NDB(L) EGT

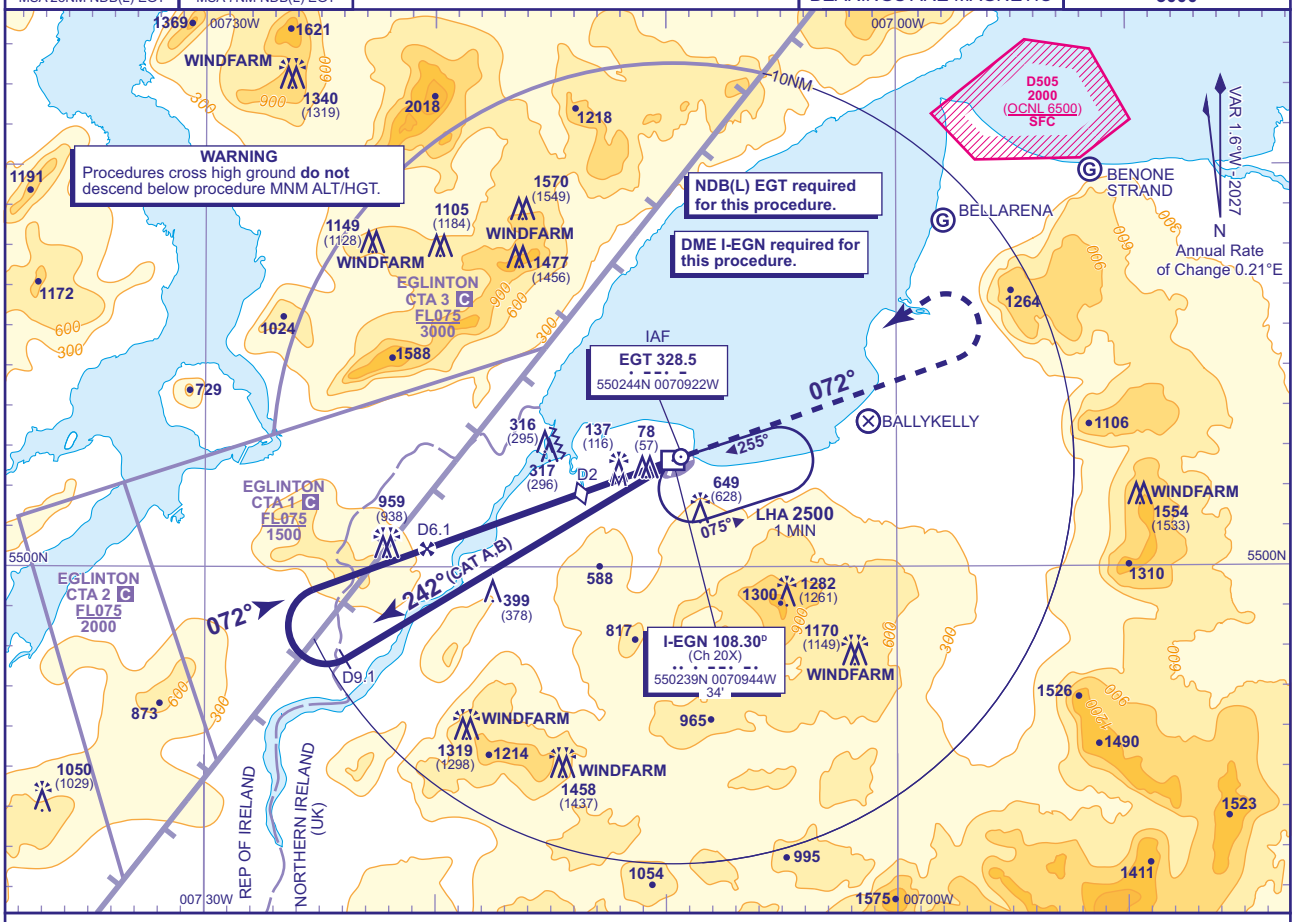


MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	
TWR	134.155	EGLINTON TOWER	
ATIS	119.380	EGLINTON INFORMATION	

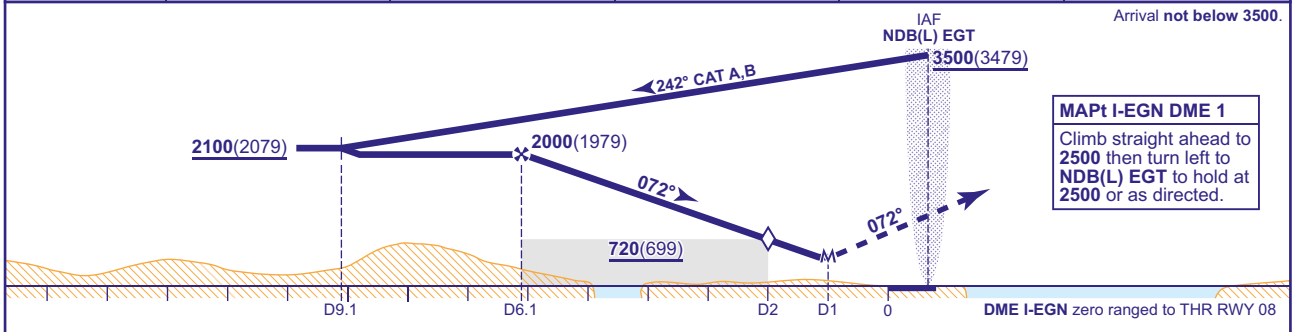
AD ELEVATION	23
THR ELEVATION	21
OBSTACLE ELEVATION **1570 AMSL** (1549) (ABOVE THR)	
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-EGN	6	5	4	3	2 **(SDF)**
ALT(HGT)	**1990**(1969)	**1670**(1649)	**1350**(1329)	**1040**(1019)	**720**(699)



Arrival **not below 3500**.

MAPt I-EGN DME 1
Climb straight ahead to **2500** then turn left to **NDB(L) EGT** to hold at **2500** or as directed.

Aircraft Category		**A**	**B**
OCA (OCH)	**Procedure**	**450**(429)	**450**(429)
VM(C)OCA (OCH AAL)	**Total Area**	**950**(927)	**950**(927)
	North of RWY 08/26	**430**(407)	**580**(557)

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

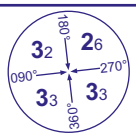
NOTES
1 Lowest altitude to commence procedure from hold is **2500**.
2 FAT offset 2.7° from RWY 08 C/L.
3 DME not usable below **3500** between 140° and 185° due to terrain effects.
4 Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

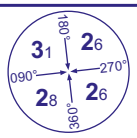
AERO INFO DATE 28 NOV 25 AD 2-EGAE-8-4

INSTRUMENT APPROACH CHART - ICAO

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



MSA 25NM NDB(L) EGT

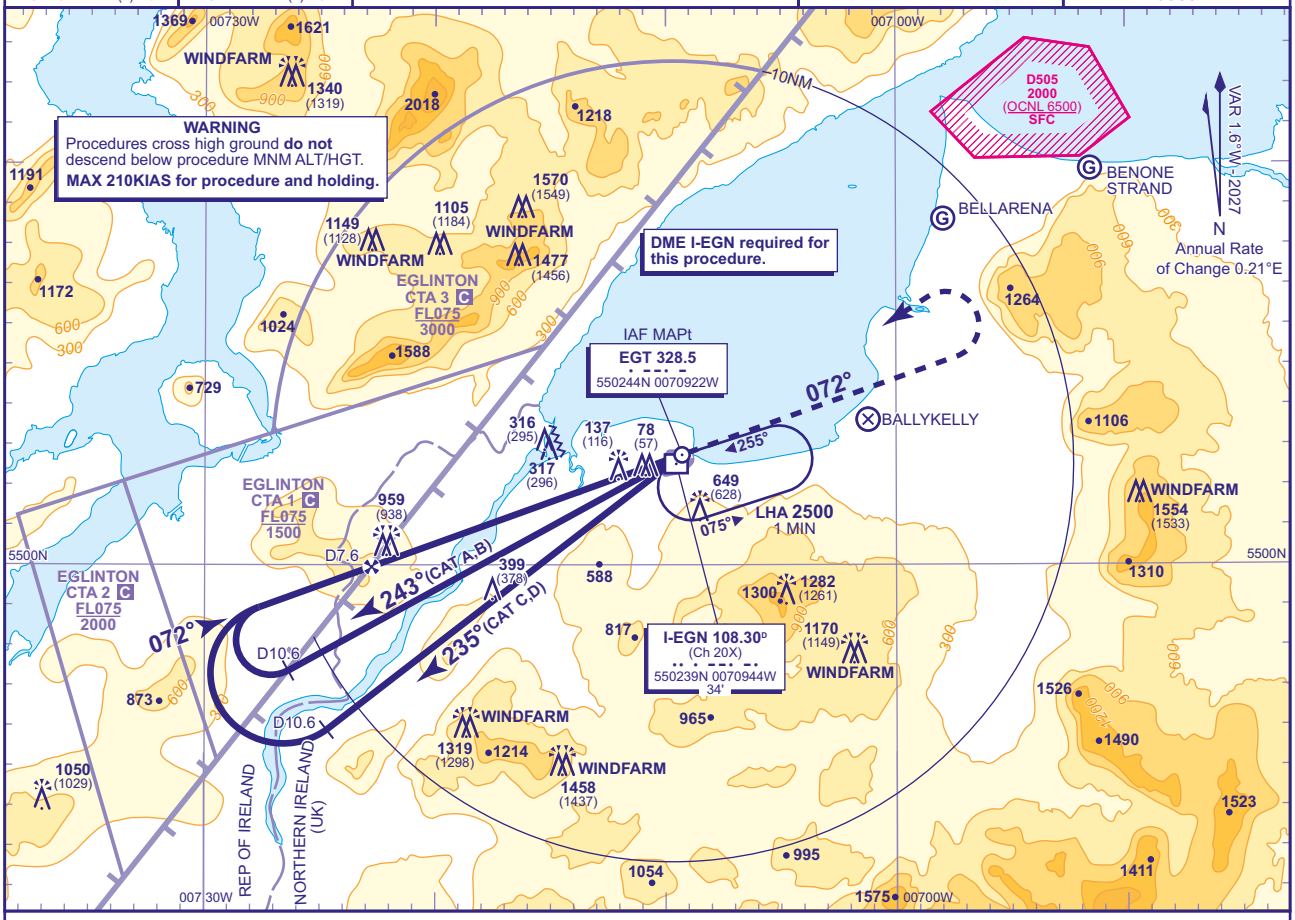


MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	
TWR	134.155	EGLINTON TOWER	
ATIS	119.380	EGLINTON INFORMATION	

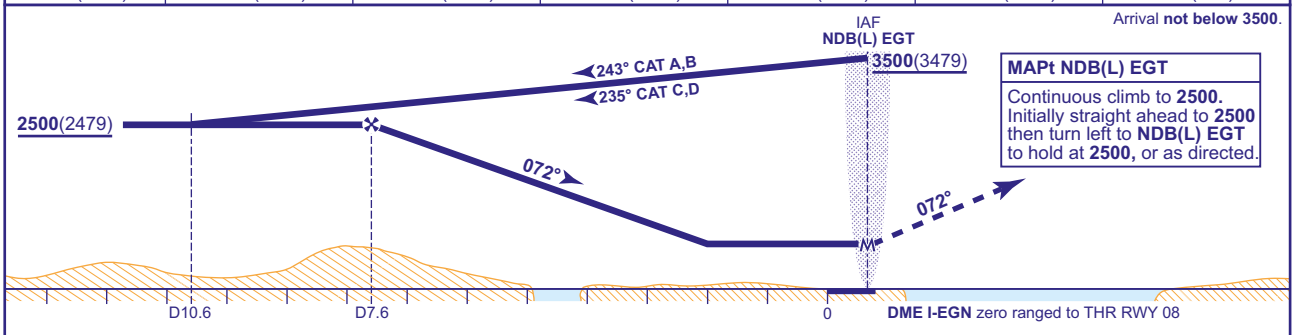
AD ELEVATION	23
THR ELEVATION	21
OBSTACLE ELEVATION	1570 AMSL (1549) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.24%, 315FT/NM

DME I-EGN	7	6	5	4	3	2
ALT(HGT)	**2310**(2289)	**1990**(1969)	**1670**(1649)	**1350**(1329)	**1040**(1019)	**720**(699)



Arrival **not below 3500**.

MAPt NDB(L) EGT

Continuous climb to **2500.** Initially straight ahead to **2500** then turn left to **NDB(L) EGT** to hold at **2500,** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**1210**(1189)	**1210**(1189)	**1210**(1189)	**1210**(1189)
VM(C)OCA (OCH AAL)	Total Area	**950**(927)	**950**(927)	**1740**(1717)	**1740**(1717)
	North of RWY 08/26	**430**(407)	**580**(557)	**720**(697)	**1090**(1067)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	420

NOTES
1. Lowest altitude to commence procedure from hold is **2500**.
2. FAT offset 2.7° from RWY CL.
3. DME not usable below **3500** between 140° and 185° due to terrain effects.
4. Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

AERO INFO DATE 28 NOV 25

AD 2-EGAE-8-5

INSTRUMENT APPROACH CHART - ICAO

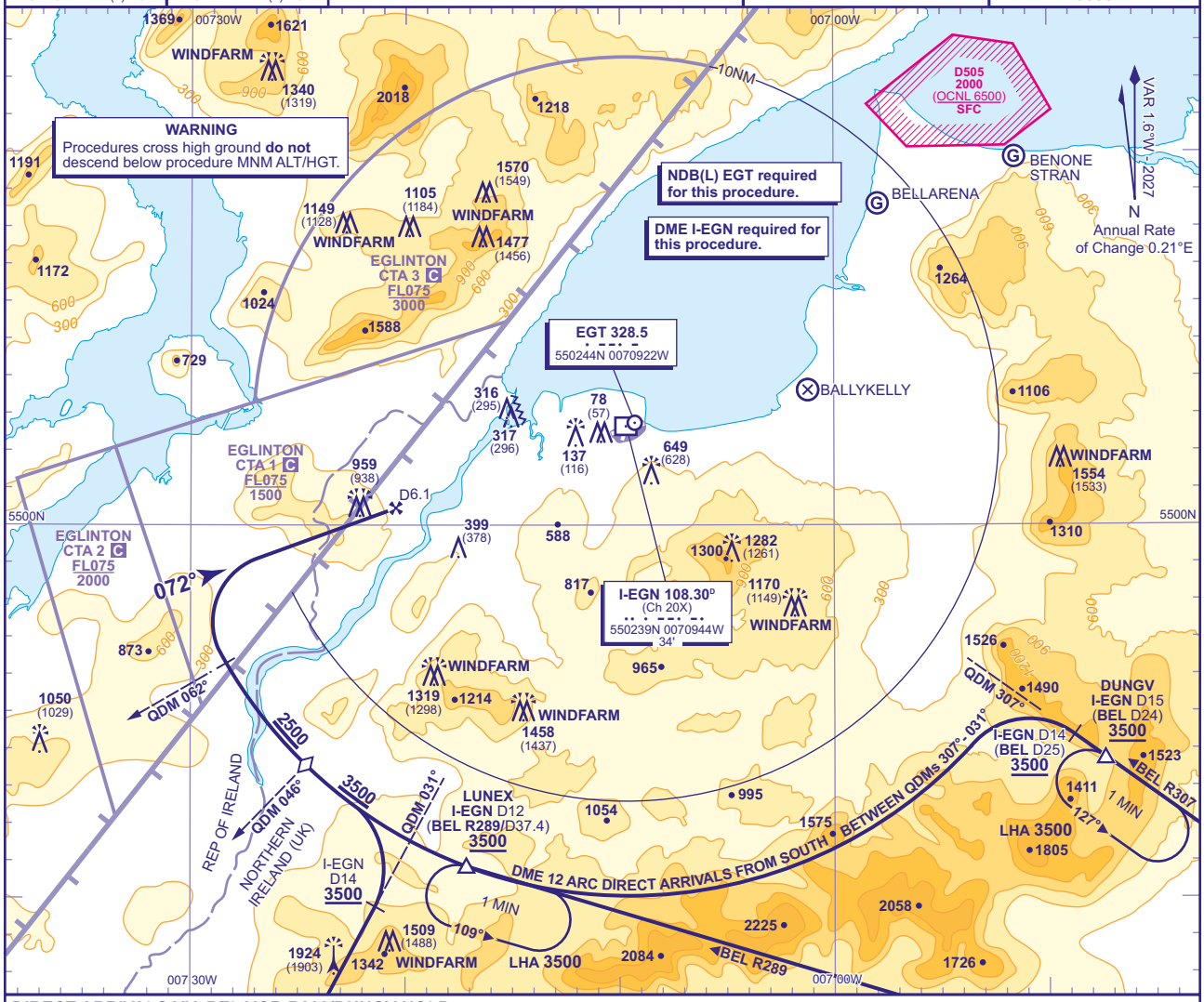
LONDONDERRY/EGLINTON
Direct Arrivals
RWY 08
(ACFT CAT A,B,C,D)

MSA 25NM NDB(L) EGT

MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	AD ELEVATION	23
TWR	134.155	EGLINTON TOWER	THR ELEVATION	21
ATIS	119.380	EGLINTON INFORMATION	OBSTACLE ELEVATION **1570 AMSL** (1549) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



DIRECT ARRIVALS VIA BEL VOR R309/DUNGV HOLD
Arrival not below 3500. Intercept and establish on BEL VOR R307. At I-EGN DME 14 (nominal BEL DME 25) turn left to intercept and follow I-EGN DME 12 arc. At QDM 046° descend to 2500. At lead QDM 062° commence right turn to establish on LOC/FAT. When established continue as for main procedure.

DIRECT ARRIVALS VIA BEL VOR R290/LUNEX HOLD
Arrival not below 3500. Intercept and establish on BEL VOR R289. At BEL R289/D37.4 intercept and follow I-EGN DME 12 arc clockwise. When established and West of QDM 046° descend to not below 2500. At lead QDM 062° turn right to establish on LOC/FAT, then continue as for main procedure.

NOTE 1 Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

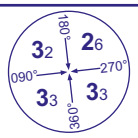
CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

AERO INFO DATE 28 NOV 25

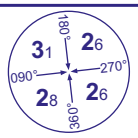
AD 2-EGAE-8-6

INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
ILS/DME/NDB(L)
RWY 26
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EGT

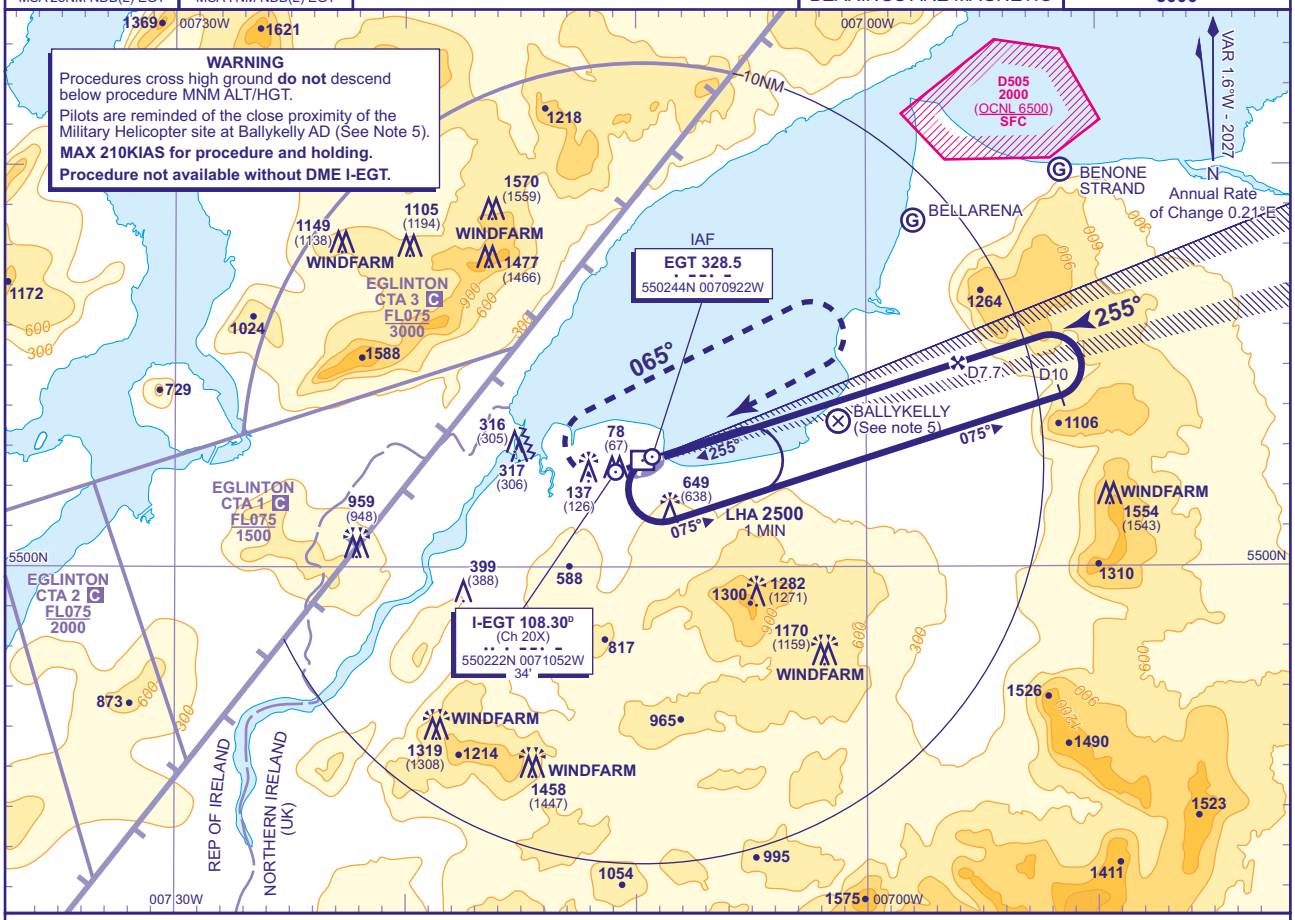


MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	
TWR	134.155	EGLINTON TOWER	
ATIS	119.380	EGLINTON INFORMATION	

AD ELEVATION	23
THR ELEVATION	11
OBSTACLE ELEVATION **1570 AMSL** (1559) (ABOVE THR)	
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
3000

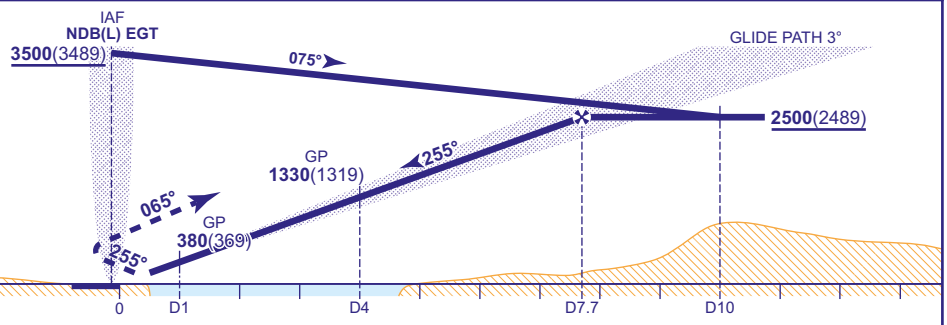


RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-EGT	7	6	5	4	3	2	1
ALT(HGT)	**2290**(2279)	**1970**(1959)	**1650**(1639)	**1330**(1319)	**1020**(1009)	**700**(689)	**380**(369)

RDH 50 Arrival **not below 3500**.

Climb straight ahead to **630**, then turn right to track 065° continuing climb to **2500**. On reaching **2500** turn right to **NDB(L) EGT** to hold at **2500** or as directed. MAX 140KIAS (180KIAS CAT C,D) until established on track 065°.



Aircraft Category			A	B	C	D
OCA (OCH)	CAT I	Climb 2.5%	**166**(155)	**173**(162)	**502**(491)	**512**(501)
		Climb 4.0%	**166**(155)	**173**(162)	**183**(172)	**191**(180)
VM(C)OCA (OCH AAL)	Total Area		**950**(927)	**950**(927)	**1740**(1717)	**1740**(1717)
	North of RWY 08/26		**430**(407)	**580**(557)	**720**(697)	**1090**(1067)

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

NOTE 1 Lowest altitude to commence procedure from hold is **2500**.
2 DME not usable below **3500** between 140° and 185° due to terrain effects.
3 Seasonal bird migration may be a hazard to aircraft.
4 Approach lights to RWY 26 are over water and reflections are possible.
5 Pilots are reminded of the close proximity of disused airfield Ballykelly, 5NM east of Londonderry. Ballykelly AD has similar RWY directions and pattern to Londonderry. Pilots of aircraft en-route and in the circuit at Londonderry should positively identify Londonderry/Eglinton before committing their aircraft to land.

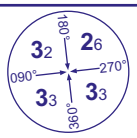
CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

AERO INFO DATE 28 NOV 25

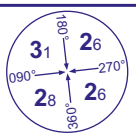
AD 2-EGAE-8-7

INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
LOC/DME/NDB(L) RWY 26
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EGT

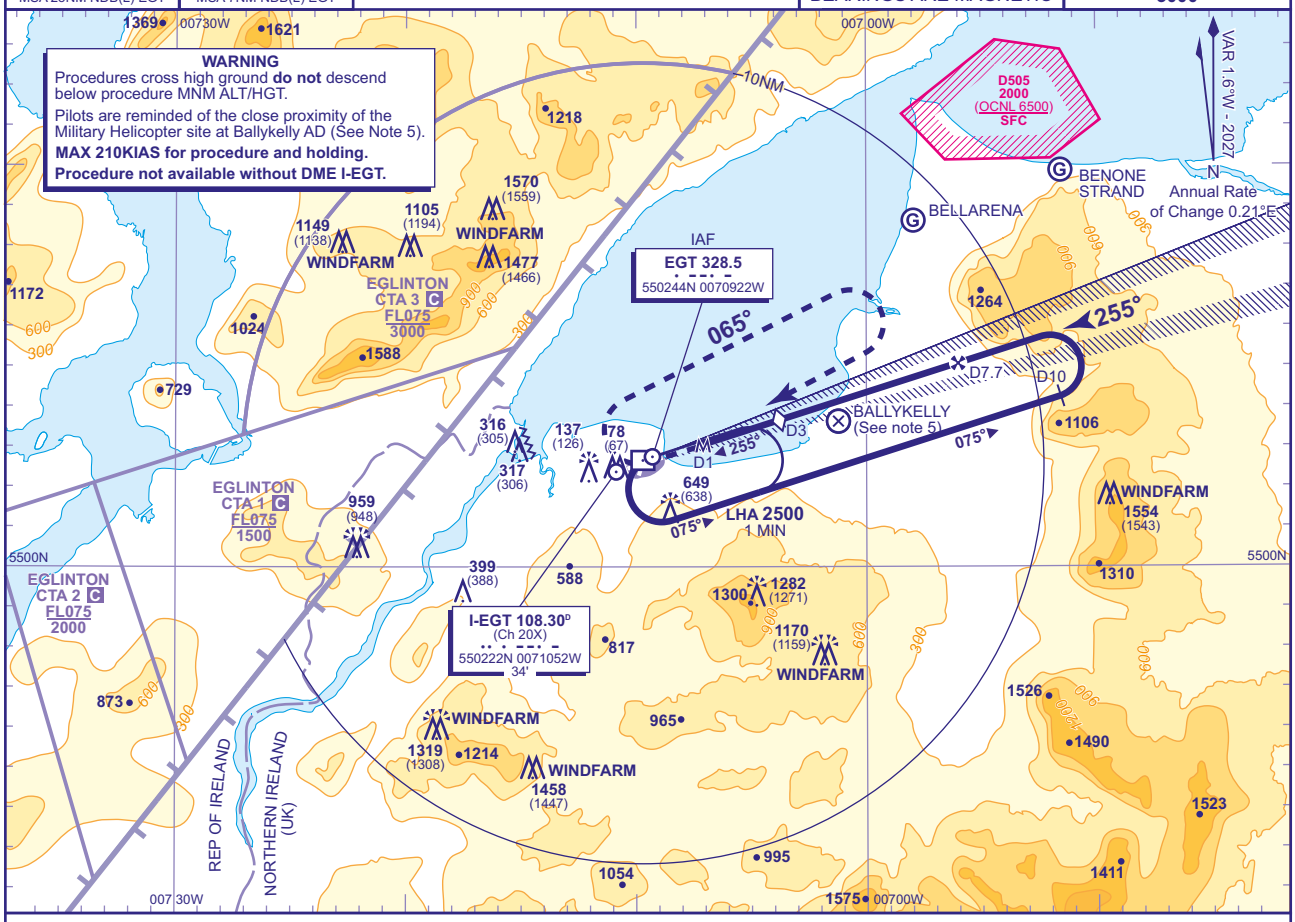


MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	
TWR	134.155	EGLINTON TOWER	
ATIS	119.380	EGLINTON INFORMATION	

AD ELEVATION	23
THR ELEVATION	11
OBSTACLE ELEVATION	**1570 AMSL** (1559) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



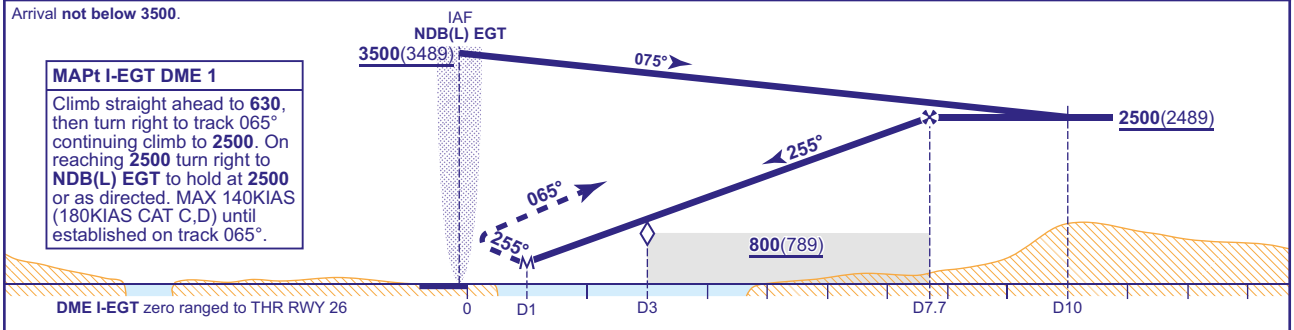
RECOMMENDED PROFILE Gradient 5.2%, 318FT/NM

DME I-EGT	7	6	5	4	3 (SDF)	2	1
ALT(HGT)	**2290**(2279)	**1970**(1959)	**1650**(1639)	**1330**(1319)	**1020**(1009)	**700**(689)	**380**(369)

Arrival **not below 3500**.

MAPt I-EGT DME 1

Climb straight ahead to **630**, then turn right to track 065° continuing climb to **2500**. On reaching **2500** turn right to **NDB(L) EGT** to hold at **2500** or as directed. MAX 140KIAS (180KIAS CAT C,D) until established on track 065°.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**380**(369)	**380**(369)	**480**(469)	**480**(469)
VM(C)OCA (OCH AAL)	Total Area	**950**(927)	**950**(927)	**1740**(1717)	**1740**(1717)
	North of RWY 08/26	**430**(407)	**580**(557)	**720**(697)	**1090**(1067)

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

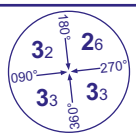
NOTE 1 Lowest altitude to commence procedure from hold is **2500**.
2 DME not usable below **3500** between 140° and 185° due to terrain effects.
3 Seasonal bird migration may be a hazard to aircraft.
4 Approach lights to RWY 26 are over water and reflections are possible.
5 Pilots are reminded of the close proximity of disused airfield Ballykelly, 5NM east of Londonderry. Ballykelly AD has similar RWY directions and pattern to Londonderry. Pilots of aircraft en-route and in the circuit at Londonderry should positively identify Londonderry/Eglinton before committing their aircraft to land.

CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

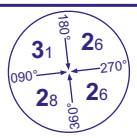
AERO INFO DATE 28 NOV 25 AD 2-EGAE-8-8

INSTRUMENT APPROACH CHART - ICAO

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



MSA 25NM NDB(L) EGT

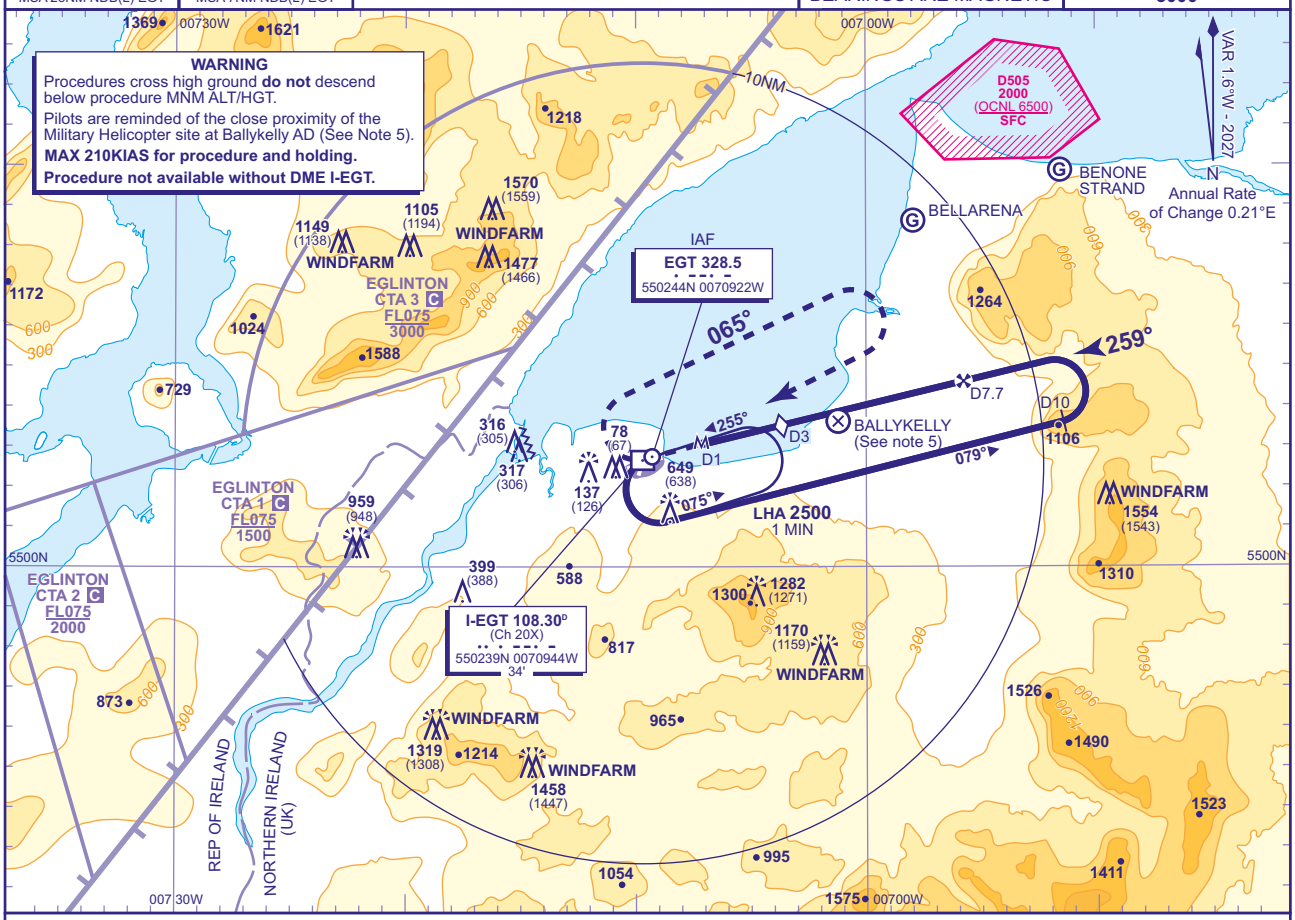


MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	
TWR	134.155	EGLINTON TOWER	
ATIS	119.380	EGLINTON INFORMATION	

AD ELEVATION	23
THR ELEVATION	11
OBSTACLE ELEVATION	1570 AMSL (1559) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



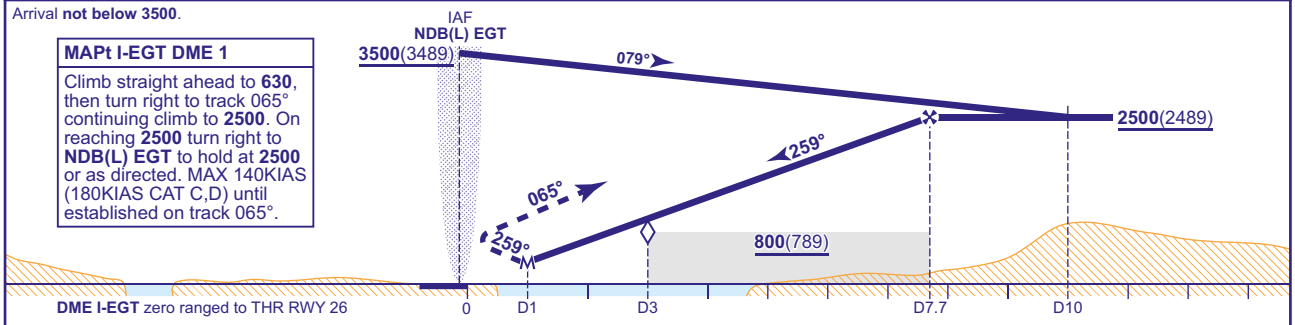
RECOMMENDED PROFILE Gradient 5.2%, 317FT/NM

DME I-EGT	7	6	5	4	3 (SDF)	2
ALT(HGT)	**2280**(2269)	**1960**(1949)	**1640**(1629)	**1330**(1319)	**1010**(999)	**690**(679)

Arrival **not below 3500**.

MAPt I-EGT DME 1

Climb straight ahead to **630**, then turn right to track 065° continuing climb to **2500**. On reaching **2500** turn right to **NDB(L) EGT** to hold at **2500** or as directed. MAX 140KIAS (180KIAS CAT C,D) until established on track 065°.



Aircraft Category		A	B	C	D
OCA (OCH)	Climb 2.5%	**520**(509)	**520**(509)	**570**(559)	**570**(559)
	Climb 4.0%	**460**(449)	**460**(449)	**480**(469)	**480**(469)
VM(C)OCA (OCH AAL)	Total Area	**950**(927)	**950**(927)	**1740**(1717)	**1740**(1717)
	North of RWY 08/26	**430**(407)	**580**(557)	**720**(697)	**1090**(1067)

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

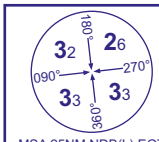
NOTE 1 Lowest altitude to commence procedure from hold is **2500**.
2 DME not usable below **3500** between 140° and 185° due to terrain effects.
3 Seasonal bird migration may be a hazard to aircraft.
4 Approach lights to RWY 26 are over water and reflections are possible.
5 Pilots are reminded of the close proximity of disused airfield Ballykelly, 5NM east of Londonderry. Ballykelly AD has similar RWY directions and pattern to Londonderry. Pilots of aircraft en-route and in the circuit at Londonderry should positively identify Londonderry/Eglinton before committing their aircraft to land.
6 FAT offset 3.8° from RWY C/L.

CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

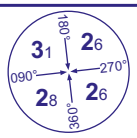
AERO INFO DATE 28 NOV 25

INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
Direct Arrivals
ILS/DME/NDB(L)
RWY 26
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EGT

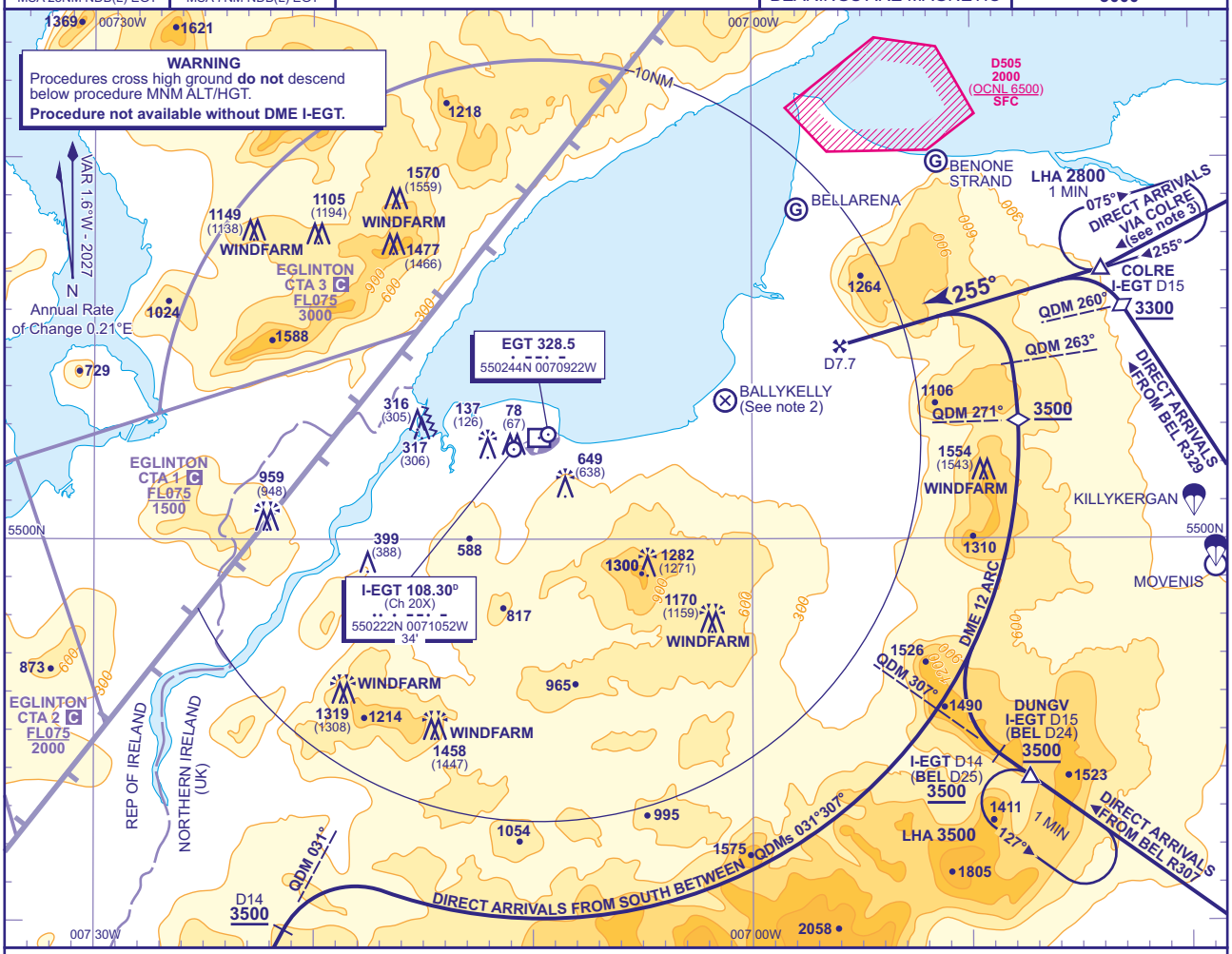


MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	
TWR	134.155	EGLINTON TOWER	
ATIS	119.380	EGLINTON INFORMATION	

AD ELEVATION	23
THR ELEVATION	11
OBSTACLE ELEVATION	**1570 AMSL** (1559) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



DIRECT ARRIVALS VIA COLRE HOLD
Arrival **not below MSA**. Intercept and establish on LOC. When established, descend to **2500**(2489) by the FAF/FAP, then continue as for the main procedure.

DIRECT ARRIVALS VIA BEL VOR R329
Arrival **not below MSA**. Intercept and establish on BEL VOR R329. From lead QDM NDB(L) EGT 260° (nominal BEL DME 31.3) turn left to establish on LOC. When established, descend to **2500**(2489) by the FAF/FAP, then continue as for main procedure.

DIRECT ARRIVALS VIA COLRE (see note 3)
Arrival **not below MSA** to intercept and follow direct track to COLRE to establish on LOC (nominal intercept at I-EGT DME 15/MAC DME 41.7). When established, descend to **2500**(2489) by the FAF/FAP, then continue as for main procedure.

DIRECT ARRIVALS FROM SOUTH VIA I-EGT DME 12 ARC
Arrival between NDB(L) EGT QDM 031° to 307° anticlockwise **not below 3500**. After passing I-EGT DME 14 turn right to establish on I-EGT DME 12 arc anticlockwise. At QDM 271° descend to **2500**. At lead QDM 263° commence left turn to establish on LOC. When established continue as for main procedure.

DIRECT ARRIVALS VIA BEL VOR R309/DUNGV HOLD
Arrival **not below 3500**. Intercept and establish on BEL VOR R307. At I-EGT DME 14 (nominal BEL DME 25) turn right to intercept and follow I-EGT DME 12 arc. At QDM 271° descend to **2500**. At lead QDM 263° commence left turn to establish on LOC. When established continue as for main procedure.

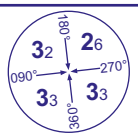
NOTES
1. DME not usable below **3500** between 140° and 185° due to terrain effects.
2. Pilots are reminded of the close proximity of disused airfield Ballykelly, 5NM east of Londonderry. Ballykelly AD has similar RWY directions and pattern to Londonderry. Pilots of aircraft en-route and in the circuit at Londonderry should positively identify Londonderry/Eglinton before committing their aircraft to land.
3. Direct Arrivals via COLRE subject to approval from Eglinton ATC.

CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

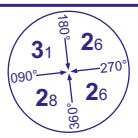
AERO INFO DATE 28 NOV 25 AD 2-EGAE-8-10

INSTRUMENT APPROACH CHART - ICAO

LONDONDERRY/EGLINTON
Direct Arrivals NDB(L)/DME RWY 26
(ACFT CAT A,B,C,D)

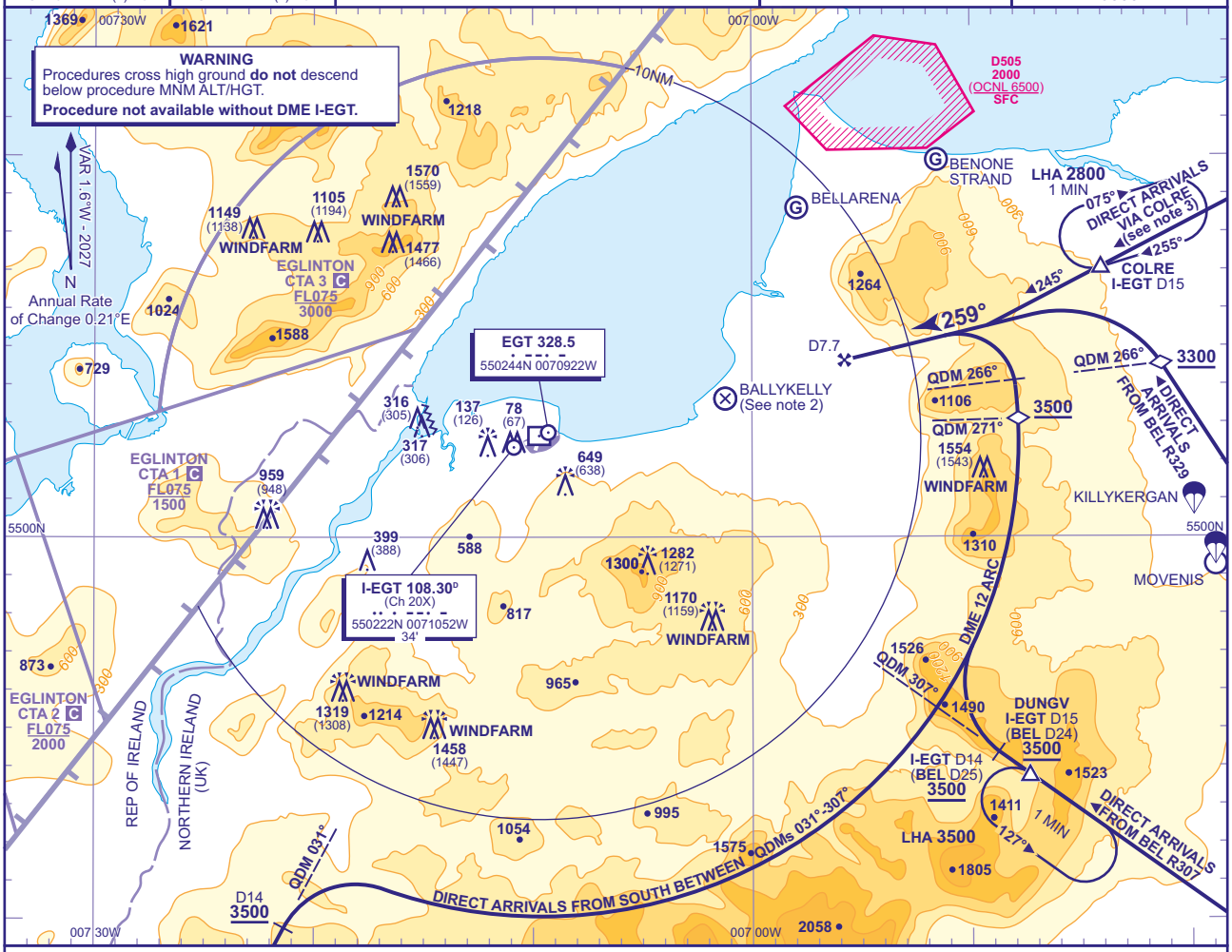


MSA 25NM NDB(L) EGT



MSA 7NM NDB(L) EGT

APP	123.630	EGLINTON APPROACH	AD ELEVATION	23	TRANSITION ALTITUDE 3000
TWR	134.155	EGLINTON TOWER	THR ELEVATION	11	
ATIS	119.380	EGLINTON INFORMATION	OBSTACLE ELEVATION 1570 AMSL (1559) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		



DIRECT ARRIVALS VIA COLRE HOLD
Arrival **not below MSA**. From COLRE continue on track 245° to establish on FAT (nominal intercept at I-EGT DME 11.4/MAC DME 45.3). When established, descend to **2500**(2489) by the FAF, then continue as for main procedure.

DIRECT ARRIVALS VIA BEL VOR R329
Arrival **not below MSA**. Intercept and establish on BEL VOR R329. From lead QDM NDB(L) EGT 266° (nominal BEL DME 30.4) turn left to establish on FAT. When established, descend to **2500**(2489) by the FAF, then continue as for main procedure.

DIRECT ARRIVALS VIA COLRE (see note 3)
Arrival **not below MSA** to intercept and follow direct track to COLRE. Continue on track 245° to establish on FAT (nominal intercept at I-EGT DME 11.4/MAC DME 45.3). When established, descend to **2500**(2489) by the FAF, then continue as for main procedure.

DIRECT ARRIVALS FROM SOUTH VIA I-EGT DME 12 ARC
Arrival between NDB(L) EGT QDM 031° to 307° anticlockwise **not below 3500**. After passing I-EGT DME 14 turn right to establish on I-EGT DME 12 arc anticlockwise. At QDM 271° descend to **2500**. At lead QDM 266° commence left turn to establish on FAT. When established continue as for main procedure.

DIRECT ARRIVALS VIA BEL VOR R309/DUNGV HOLD
Arrival **not below 3500**. Intercept and establish on BEL VOR R307. At I-EGT DME 14 (nominal BEL DME 25) turn right to intercept and follow I-EGT DME 12 arc. At QDM 271° descend to **2500**. At lead QDM 266° commence left turn to establish on FAT. When established continue as for main procedure.

NOTES
1. DME not usable below **3500** between 140° and 185° due to terrain effects.
2. Pilots are reminded of the close proximity of disused airfield Ballykelly, 5NM east of Londonderry. Ballykelly AD has similar RWY directions and pattern to Londonderry. Pilots of aircraft en-route and in the circuit at Londonderry should positively identify Londonderry/Eglinton before committing their aircraft to land.
3. Direct Arrivals via COLRE subject to approval from Eglinton ATC.

CHANGE (2/26): APP FREQUENCY. MAG VAR. MAG TRACKS.

AERO INFO DATE 11 DEC 25

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		Taxiway UNIFORM: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway VICTOR: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway VICTOR ALPHA: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway VICTOR BRAVO: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway VICTOR CHARLIE: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway VICTOR DELTA: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway WHISKEY: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway YANKEE: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T
3	Altimeter checkpoint location and elevation	Pier A: 240 - 243 FT AMSL. Pier B: 233 - 236 FT AMSL. Pier C: 228 - 232 FT AMSL. Western Apron 221 - 231 FT AMSL. Apron 238 FT AMSL.
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	Taxiway November-Charlie may be used for aircraft parking. In darkness or if Low Visibility Procedures are in force a ‘Follow-Me’ vehicle will be provided.

EGCC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Terminal 2 has a frontage serving Stands 301-310. Stands 301, 303, 307 and 309 have a single centre-line. Stands 302, 304, 306, 308 and 310 have two centre-lines. The main widebody centre-line is designated by the stand number only. The subsidiary is designated Left. For example: Stand 306 and 306L. Terminal 2, Pier 1 serves Stands 101, 103, 105, 107, 109, 111, 113, 113L and 113R on the western side, and Stands 104, 106, 106R, 108, 110, 110L, 112, 112R, 114, 116 and 116L on the eastern side. Stands 113, 113L, 113R, 114, 116 and 116L are remote, without an airbridge. Aircraft docking on all Pier 1 stands is by Safedock. Terminal 2, Pier 2 serves Stands 203L, 203, 205, 207, 207R, 209L, 209, 211, 213 and 213R on the western side and Stands 204, 206, 206L, 208, 210L, 212, 214, 214L and 215 on the eastern side. Stand 212 is remote, without an airbridge. Aircraft docking on all Pier 2 stands is by Safedock. Terminal 2, Pier C serves Stands 22, 23, 24, 25, 26, 27, 28, 29, 31 and 32. Aircraft docking on all Terminal 2 Pier C stands is by Safedock. Terminal 3 comprises pier served Stands 1, 5, 7, 9, 11, 16, 17, 41-44 and 47-55, and remote Stands 57 and 58. Stands 44 and 55 have additional centre-lines designated 44L, 44R, 55L and 55R. Aircrews are to note that Stands 44L, 44R, 55L and 55R are demarked by alternate yellow/white dashed painted centre-lines. Aircraft docking on all Terminal 3 stands is by Safedock (except Stands 44, 44L, 44R, 57 and 58). Aircraft docking on Stands 44, 44L, 44R, 57 and 58 is by Marshaller's instructions. Remote Stands 74, 80 and 231 have additional centre-lines designated Left and Right. Stands 70-73, 81, 233, 901-919 and 925-929 have single centre-lines. Aircraft docking on Stands 901-919 and 925-929 is by Safedock. Aircraft docking on all other remote stands is by Marshaller's instructions. Stands 2, 4 ,6 ,8 10, 12 and 15 are classed as Terminal 2 remote stands. Stand 12 has additional centre-lines designated Left and Right. Aircraft docking on these stands is by Safedock. Aircrew are to note that all Stand Entry Guidance Systems are activated by their ground handling agent. Pilots must not enter an aircraft stand unless the Stand Entry Guidance has been activated and the correct aircraft type is displayed, or a Manchester Airport Marshaller has signalled clearance to proceed. In the event of there being no activated SEG upon approach to a stand, flight crews must hold position on the taxiway and advise GMC. Flight crews must not attempt to self-park.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05L/23R: Runway designation. Runway threshold, runway centre-line, edge, TDZ and fixed distances. Runway width is designated by side stripe markings. 05R/23L: Runway designation. Runway threshold, runway centre-line, edge, TDZ and fixed distances. Runway width is designated by side stripe markings. Turning circle has unlit painted yellow centre-line and inset blue edge lighting beyond runway edges. Taxiway light(s): Green centreline with blue edge on sharp curves, red stop bars at holding positions. Runway exits have alternate green/yellow centreline lights to the edge of the Localiser Sensitive Area. Runway Holding Position. Runway Guard Lights. Taxiway November-Charlie has a painted centreline only – during Sunset to Sunrise this taxiway only to be used with a Follow-Me service. Taxiways Zulu, November-Alpha and November-Bravo have three centrelines comprising a central centreline painted yellow for use by aircraft up to and including ICAO Code E (Taxiways Zulu and November-Alpha) or ICAO Code F (Taxiway November-Bravo), and dual colour-coded centrelines designated 'Blue' and 'Orange' for use by aircraft up to and including ICAO Code C. Pilots are to follow the relevant centreline as instructed by ATC.
3	Stop bars and runway guard lights (if any)	Stopbars at runway entrance points are in operation H24.
4	Other runway protection measures	

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. The following taxiways are restricted to aircraft with maximum wingspan of 36 M or less: November-Alpha Blue, November-Alpha Orange, November-Bravo Blue, November-Bravo Orange, Zulu-Blue, Zulu-Orange, Lima (south of Stand 6), Juliet-Echo, Juliet Foxtrot and Golf (east of Stand 55).
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).

→

i) **Ground Manoeuvring Restrictions**.

i. ATC instructions will normally specify the taxi route to be followed. This does not necessarily guarantee clearance from other aircraft, vehicles and obstructions on the manoeuvring area.

ii. Pilots are reminded of the need to exercise caution on wingtip clearances from other aircraft when manoeuvring in close proximity on the ground. Particular care should be taken in the runway holding areas and at runway crossing points.
iii. B777, A340-600 and A380 aircraft are prohibited from using Taxiway Lima.
iv. Pilots are reminded not to cross red stop bars unless authorised to do so by ATC.
v. It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.

j) **Aircraft Blast Warnings**.

i. Jet aircraft are to engage minimum power when using Taxiways Alpha, Bravo and Papa (vicinity of holding position P1) due to the proximity of light aircraft operations in this area.
ii. Aircraft using Taxiways Lima, November-Alpha and November-Bravo are to use minimum power.
iii. Minimum power to be used by outbound aircraft using Taxiway November-Delta between holding position ND2 and abeam Stand 32 (Pier C).

k) **General Apron Safety**.

i. The wearing of high visibility clothing by all employed on the apron areas, including flight crew and flight attendants is mandatory.

l) **Operational Towing**.

i. It may not be recommended by aircraft manufacturers to conduct ‘operational towing’. Operational towing is described as manoeuvring an aircraft under tow (with or without tow bar) that contains passengers, cargo or fuel. Airline operators shall satisfy themselves that operational towing can be conducted on their aircraft and ensure any restrictions to undertake towing manoeuvres are communicated to the relevant ground handling agent and Manchester Airport. It remains the airline operator’s responsibility to assess the risks posed to its aircraft associated with any push-back or towing procedures.

m) **De-icing**.

i. Manchester has three remote de-icing pads:

1. Taxiway November-Charlie between Taxiways November-Delta and Echo, controlled by Maverick, which can accommodate up to a maximum 1 x B757 aircraft.
2. Taxiway Bravo between Intermediate Holding Positions B4 and B5, controlled by Iceman, which can accommodate up to a maximum 1 x B757 aircraft.
3. Taxiway Juliet between Intermediate Holding Position J2 and Runway Holding Position J1, controlled by Goose, which can accommodate 1 x Code E aircraft.

ii. Aircraft intending to use the remote de-icing pad will inform delivery on frequency 121.705 MHz when they request start-up.
iii. De-icing of aircraft is performed with engines running.
iv. Propeller aircraft are de-iced on the apron ramp. De-icing is performed with engines switched off.
v. The ATC frequency 121.855 MHz has to be monitored during de-icing on Taxiway November-Charlie and Taxiway Bravo.
vi. Due to its proximity to the runway, the ATC frequency 118.630 MHz has to be monitored during de-icing on Taxiway Juliet.

n) **Surface Movement Radar.**

i. Manchester Airport is equipped with an advanced surface movement radar utilising Mode-S.
ii. Aircraft operators intending to use Manchester Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
iii. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:

1. From the request for push back or taxi, whichever is earlier.
2. After landing, continuously until the aircraft is fully parked on stand.

iv. After parking the Mode-A code 2000 must be set before selecting OFF or STD BY.
v. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

3 CAT II/III OPERATIONS

a) Runways 05L and 23R, subject to serviceability of the required facilities are suitable for Category II and III operations. However due to terrain profile, 05L Category II approaches may only be made by aircraft in ICAO Category A and B (VAT no greater than 120 KT) and when the ILS status is Category III.
b) During Category ll and lll operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF.
c) Departing Aircraft: ATC will require departing aircraft to use the following runway holding points:

Runway 05L - Alpha 1, Alpha-Golf 1, Alpha Foxtrot 1.
Runway 23R - Juliet 1, Mike 1.

d) Arriving Aircraft: All appropriate runway exits will be illuminated, and pilots should select the first convenient exit. Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded taxiway centre-line lights. These

lights denote the extent of the ILS Localizer sensitive area. Surface Movement Radar (SMR) is available to monitor pilot 'runway vacated' reports.

e) Taxiways lit stopbar block-to-block aircraft separation in operation at or below IRVR 200 M.

f) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

IRVR (m)	Approximate Landing Rate
Between 1000 and 600	20
Between 600 and 400	12
Less than 400	10

4 WARNINGS

a) Flocks of up to 100 racing pigeons may be encountered flying across the airfield below 100 FT during the racing season, April - September.

b) Pilots of aircraft equipped with radio altimeters are warned that such altimeters may show large height fluctuations when approaching to land on Runway 05L due to the aircraft flying over the Bollin Valley at the south western end of the runway.

c) 4 high visibility bright lights from golf driving range. 1500 M left of threshold of Runway 23R. (SS-2130 (SS-2030)).

d) Pilots are warned, when landing on Runway 23R in strong north westerly winds, of the possibility of turbulence and large windshear effects.

e) For wildlife hazard management purposes, a bird scaring laser is deployed and utilised by the Airside Operations team.

5 HELICOPTER OPERATIONS

a) All rotary-wing aircraft will be treated as fixed wing operations and will be instructed to land and take-off on a runway. Aircraft unable to ground-taxi will be escorted by an Airfield Operations vehicle whilst in the hover.

6 USE OF RUNWAYS

a) General operating principles for two runway segregated operations. The two runways at Manchester are 390 M apart and staggered by 1850 M in order to comply with ICAO rules for Simultaneous Operations on parallel or near-parallel Instrument Runways (SOIR). Therefore in normal operations arrivals can operate independently on one runway whilst departures use the other.

i. Dual runway segregated operations are normally in force during the following periods from 28 March 2026: Mon-Fri (0615-2000), Sat (0615-1600), Sun (0615-0930) and (1300-2000), and in Winter: Mon-Fri 0630-1100 and 1600-2000, Sat 0630-1100, Sun 1600-2000. At all other times, single runway, mixed-mode operations are in force using Runway 05L/23R.

ii. Pilots requiring use of Runway 05R/23L for aircraft performance reasons outside dual runway segregated hours should advise ATC at the earliest opportunity. Efforts will be made to make Runway 05R/23L available, however, some delay may be experienced. Returning this runway to service may take in excess of 30 minutes and it should not be assumed to be available as a diversion alternate to Runway 05L/23R.

iii. Due to local planning constraints, Runway 05R/23L is not normally available between the hours of 2200-0600 (2100-0500) daily.

Note: *Pilots are required to read back all ATC 'hold short' instructions.*

b) Pilots should note that Runway 05L/23R has a convex 'hump-backed' profile, the highest point of which is abeam Link Hotel-Zulu. This characteristic has these significant operational implications:

i. When lined up for take-off the full length of the runway surface may not be visible from the flight deck.

ii. When landing on Runway 23R, the apex of the runway lies 700 M into the TDZ. Should the aircraft still be flared beyond this point the runway surface will be falling away at a significant rate, with the risk of a late touchdown.

c) Special runway utilisation procedures are detailed at GEN 3.3.

d) Minimum Runway Occupancy Time.

i. Departures:

1. Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.
2. Wake Vortex Departures: The following Links are considered by ATC to be the same departure points for the purposes of Vortex Wake separation:

Runway 23R –	Links Juliet and Mike;	Runway 05L –	Links Alpha and Alpha Golf;
Runway 23L –	Links Tango, Victor Alpha and Victor Bravo, or Links Victor Alpha, Victor Bravo and Uniform, or Links Victor Bravo and Uniform.	Runway 05R –	Links Whiskey and Yankee.

When in receipt of a line-up clearance, the pilot must inform ATC **before** entering the runway if greater wake vortex separation will be required behind the preceding aircraft. Failure to do so may result in additional delay.

ii. Arrivals:

1. Wake Vortex Separation - Arrival: For the purposes of spacing in the approach phase certain aircraft types are classified as Upper Medium and following aircraft will be provided with additional separation. All other 'Medium' aircraft types are classified as Lower Medium. Wake Vortex separations are in accordance with the 5 group scheme.
2. Pilots are reminded that rapid exits from the landing runway enable ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'. Pilots should pre-plan their landing and roll-out to target the first suitable exit point that provides for a safe and expeditious exit from the runway.

23R	BD	AE	AG
Distance from Threshold (M)	1376	1908	2574
Design Exit Speed (KTS)	52	52	N/A
Note: *Landing aircraft are to vacate expeditiously. Arriving aircraft are to ensure fully vacated before stopping. Links P & F are not available as runway exits. Link AG is not a rapid exit taxiway.*			

05L	F	H	M
Distance from Threshold (M)	1447	1778	2249
Design Exit Speed (KTS)	N/A	N/A	N/A
Note: *Landing aircraft are to vacate expeditiously. Arriving aircraft are to ensure fully vacated before stopping. Link F is available as a runway exit in daylight hours only. Link P is not available as a runway exit. Links F, H and M are not rapid exit taxiways.*			

05R	VD	VC	U
Distance from Threshold (M)	1954	2254	2738
Design Exit Speed (KTS)	52	52	N/A
Note: *Landing aircraft are to vacate expeditiously. When applicable, a suitable roll-out speed is to be maintained to RET VD to minimise runway occupancy time. Arriving aircraft are to ensure fully vacated before stopping. Link U is not a rapid exit taxiway.*			

3. Runway 05R arrivals. All aircraft must vacate the runway no later than Victor Bravo and proceed direct to Taxiway Victor. Aircraft remaining on the runway to vacate at Victor Alpha or Tango will infringe the ILS LOC critical area. Similarly, Taxiway Sierra is not to be used.
4. During dual-runway operations, in the event of a blockage/unserviceability on the arrival runway, ATC may offer pilots a visual switch of approach from Runway 23R to 23L, or from Runway 05R to 05L. This will only happen when the landing aircraft is more than 4 NM from touchdown and when visibility is greater than 5 KM.

e) Runway 23R/05L only. The hard shoulders outboard of the runway side stripes have only 25% of the runway bearing strengths and should not be used by aircraft turning on the runway or when backtracking. The grass verges are unstrengthened and when wet unlikely to sustain loads.

7 TRAINING

a) Simulated engine failure training is not to be carried out by aircraft departing from Runway 05L/05R.

EGCC AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

All aircraft inbound or outbound from this airport are required to conform to the following procedures, not withstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

a) Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
b) After take-off every jet aircraft shall, in addition to complying with the Noise Preferential Routeings specified for each runway, be operated in such a way that it is at a height of not less than 1000 FT AAL, at the point nearest to the relevant noise monitoring terminal (AD 2-EGCC-3-2). Details of noise monitoring locations and performance are obtainable from the Flight Evaluation Unit. Email: flightevaluationunit@magairports.com.
c) Unless otherwise authorised by ATC, aircraft using the ILS in IMC and VMC shall not descend below 2000 FT before intercepting the glidepath, nor thereafter fly below it. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.
d) Every jet aircraft using the airport shall, after take-off or 'go-around', maintain after passing the relevant monitoring point, a rate of climb of at least 500 FT per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring point.
e) For visual approaches, or following a visual circuit, to Runway 23R/23L the following additional limitations apply:

AERODROME CHART - ICAO

532113N 0021630W

ELEV 257FT

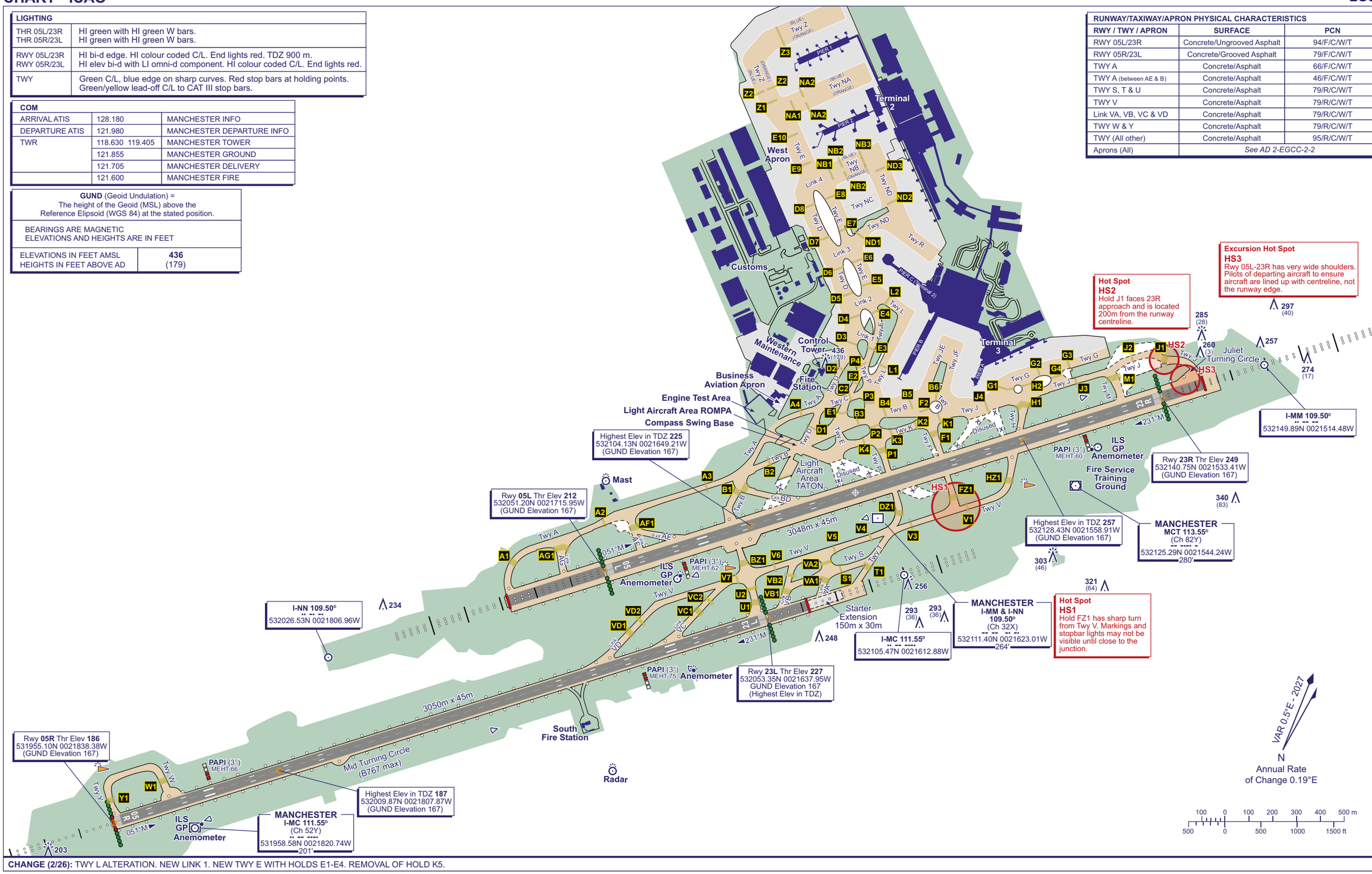
MANCHESTER
EGCC

LIGHTING	
THR 05L/23R THR 05R/23L	HI green with HI green W bars. HI green with HI green W bars.
RWY 05L/23R RWY 05R/23L	HI bi-d edge. HI colour coded C/L. End lights red. TDZ 900 m. HI elev bi-d with LI omni-d component. HI colour coded C/L. End lights red.
TWY	Green C/L, blue edge on sharp curves. Red stop bars at holding points. Green/yellow lead-off C/L to CAT III stop bars.

COM		
ARRIVAL ATIS	128.180	MANCHESTER INFO
DEPARTURE ATIS	121.980	MANCHESTER DEPARTURE INFO
TWR	118.630 119.405	MANCHESTER TOWER
	121.855	MANCHESTER GROUND
	121.705	MANCHESTER DELIVERY
	121.600	MANCHESTER FIRE

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**436** (179)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCN**
RWY 05L/23R	Concrete/Ungrooved Asphalt	94/F/C/W/T
RWY 05R/23L	Concrete/Grooved Asphalt	79/F/C/W/T
TWY A	Concrete/Asphalt	66/F/C/W/T
TWY A (between AE & B)	Concrete/Asphalt	46/F/C/W/T
TWY S, T & U	Concrete/Asphalt	79/R/C/W/T
TWY V	Concrete/Asphalt	79/R/C/W/T
Link VA, VB, VC & VD	Concrete/Asphalt	79/R/C/W/T
TWY W & Y	Concrete/Asphalt	79/R/C/W/T
TWY (All other)	Concrete/Asphalt	95/R/C/W/T
Aprons (All)	*See AD 2-EGCC-2-2*	



CHANGE (2/26): TWY L ALTERATION. NEW LINK 1. NEW TWY E WITH HOLDS E1-E4. REMOVAL OF HOLD K5.

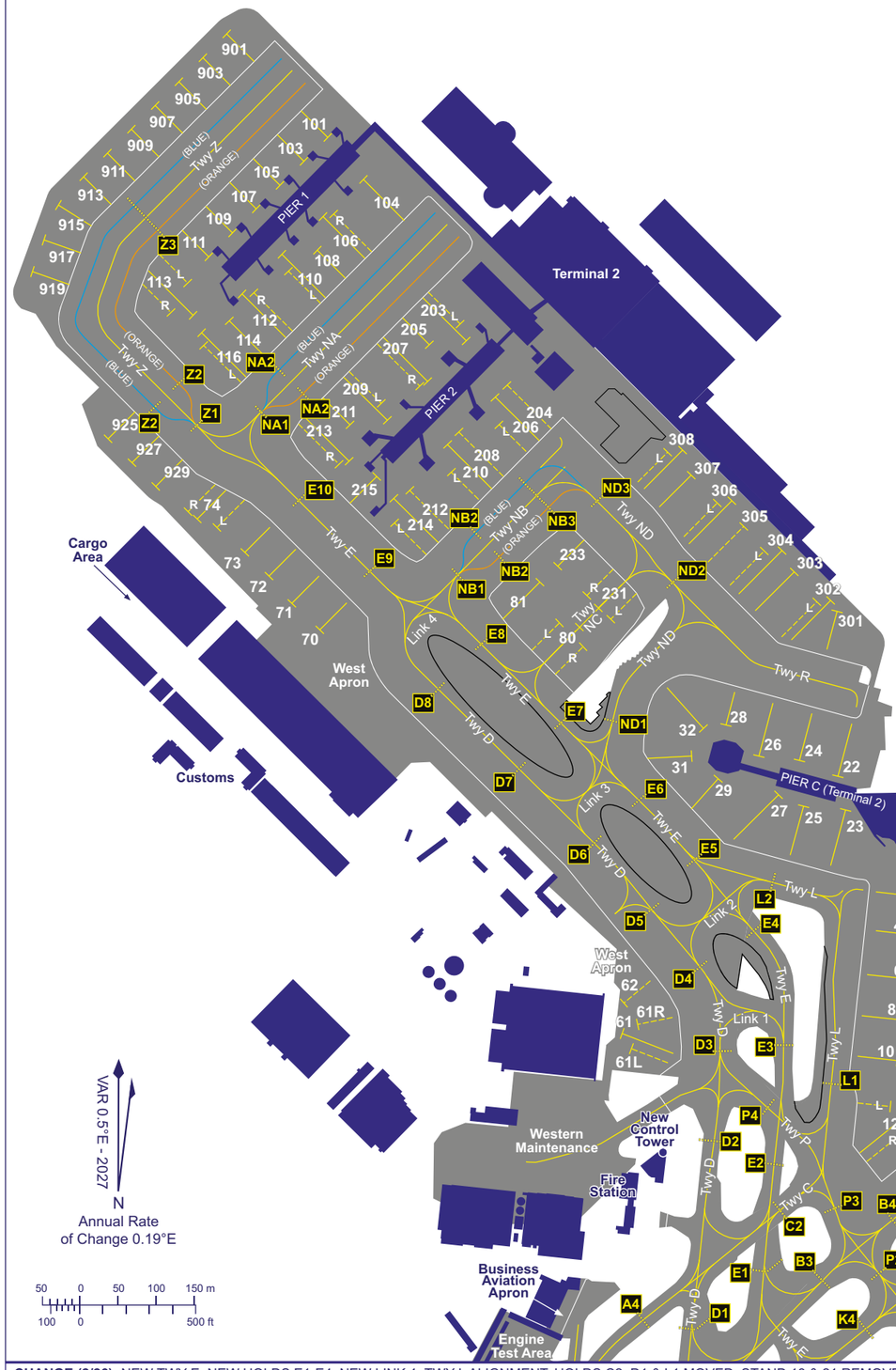
AERO INFO DATE 27 NOV 25

AIRCRAFT PARKING/DOCKING CHART - ICAO

532113N 0021630W

ELEV 257FT

MANCHESTER
EGCC



STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE
	Terminal 2	206	To be surveyed		**Terminal 3**		**West Apron**	15	532130.43N 0021627.61W
22	532143.79N 0021634.48W	206L	To be surveyed	1	532138.99N 0021626.69W	61	To be surveyed	231	532150.82N 0021651.40W
23	532142.33N 0021633.89W	207	To be surveyed	5	532136.78N 0021627.03W	61L	To be surveyed	231L	532150.34N 0021650.49W
24	532144.39N 0021637.18W	207R	To be surveyed	7	532135.40N 0021627.33W	61R	To be surveyed	231R	532151.33N 0021652.19W
25	532142.49N 0021636.90W	208	To be surveyed	9	532133.78N 0021627.52W	62	To be surveyed	233	To be surveyed
26	532144.56N 0021640.07W	209	To be surveyed	11	532132.27N 0021627.87W	70	532149.83N 0021711.06W	113L	532204.46N 0021720.47W
27	532142.96N 0021638.59W	209L	To be surveyed	16	532139.50N 0021623.00W	71	532150.94N 0021713.00W	113	532203.09N 0021720.09W
28	532145.81N 0021642.44W	210	To be surveyed	17	532139.53N 0021620.77W	72	532152.10N 0021714.64W	113R	532203.22N 0021721.66W
29	532143.66N 0021642.89W	210L	To be surveyed	41	532137.98N 0021615.96W	73	532153.10N 0021716.34W	114	532202.85N 0021717.46W
31	532144.59N 0021644.56W	211	To be surveyed	42	532136.08N 0021615.36W	74	532154.57N 0021719.71W	116L	532201.84N 0021719.31W
32	532145.59N 0021643.76W	212	To be surveyed	43	532134.20N 0021615.58W	74L	532154.02N 0021718.57W	116	532202.36N 0021719.45W
101	532210.66N 0021710.66W	213	To be surveyed	44	532133.06N 0021614.93W	74R	532154.98N 0021720.19W	901	532214.99N 0021717.84W
103	532209.65N 0021712.33W	213R	To be surveyed	44L	532133.13N 0021615.66W	80	To be surveyed	903	532213.98N 0021719.52W
104	532208.87N 0021708.10W	214	To be surveyed	44R	532132.23N 0021615.36W	80L	532150.16N 0021654.14W	905	532212.97N 0021721.19W
105	532208.64N 0021714.01W	214L	To be surveyed	47	532132.64N 0021613.78W	80R	532149.16N 0021652.46W	907	532211.96N 0021722.87W
106	532207.32N 0021710.97W	215	To be surveyed	48	532133.43N 0021612.85W	81	To be surveyed	909	532210.95N 0021724.54W
106R	532207.39N 0021710.20W	301	532150.71N 0021634.59W	49	532135.44N 0021612.59W	925	532157.88N 0021726.05W	911	532209.93N 0021726.22W
107	532207.63N 0021715.68W	302	532151.17N 0021635.06W	50	532136.78N 0021610.08W	927	532156.87N 0021724.36W	913	532208.92N 0021727.89W
108	532205.87N 0021711.31W	302L	532151.11N 0021636.03W	51	532137.76N 0021608.63W	929	532155.87N 0021722.67W	915	532207.73N 0021729.65W
109	532206.61N 0021717.36W	303	532152.37N 0021637.63W	52	532138.74N 0021607.10W			917	532206.25N 0021730.65W
110	532205.70N 0021713.85W	304	532153.27N 0021638.50W	53	532139.73N 0021605.50W		**Terminal 2 Remote**	919	532204.91N 0021731.45W
110L	532204.98N 0021713.36W	304L	532153.25N 0021639.75W	54	532140.79N 0021603.76W	2	532138.77N 0021629.90W		
111	532205.60N 0021719.03W	305	To be surveyed	55	532142.19N 0021601.15W	4	532137.08N 0021629.40W		
112	532204.02N 0021716.64W	306	532155.36N 0021642.03W	55L	532141.60N 0021601.18W	6	532135.22N 0021629.55W		
112R	532204.06N 0021715.81W	306L	532155.27N 0021643.04W	55R	532142.36N 0021559.30W	8	532133.47N 0021629.97W		
203	To be surveyed	307	532156.42N 0021644.86W	57	532142.99N 0021555.38W	10	532131.72N 0021630.09W		
203L	To be surveyed	308	532157.47N 0021645.56W	58	532143.88N 0021553.53W	12	532129.59N 0021629.08W		
204	To be surveyed	308L	532157.40N 0021646.61W			12L	532129.79N 0021630.64W		
205	To be surveyed					12R	532128.94N 0021629.23W		

Hot Spot
HS2
Hold J1 faces 23R approach and is located 200m from the runway centreline.

Excursion Hot Spot
HS3
Rwy 05L-23R has very wide shoulders. Pilots of departing aircraft to ensure aircraft are lined up with centreline, not the runway edge.

COM		
ARRIVAL ATIS	128.180	MANCHESTER INFO
DEPARTURE ATIS	121.980	MANCHESTER DEPARTURE INFO
TWR	118.630 119.405	MANCHESTER TOWER
	121.855	MANCHESTER GROUND
	121.705	MANCHESTER DELIVERY
	121.600	MANCHESTER FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**PCN**	**ELEVATION**
Apron	Concrete	56/R/C/W/T	-
Apron	Concrete	97/R/B/W/T	-
RWY (All)	*See AD 2-EGCC-2-1*		
TWY (All)			

CHANGE (2/26): NEW TWY E. NEW HOLDS E1-E4. NEW LINK 1. TWY L ALIGNMENT. HOLDS C2, D1 & L1 MOVED. STAND 18 & 21 REMOVED. STANDS 1-17 & 22-32 COORDINATE TABLE TERMINAL ASSOCIATION.

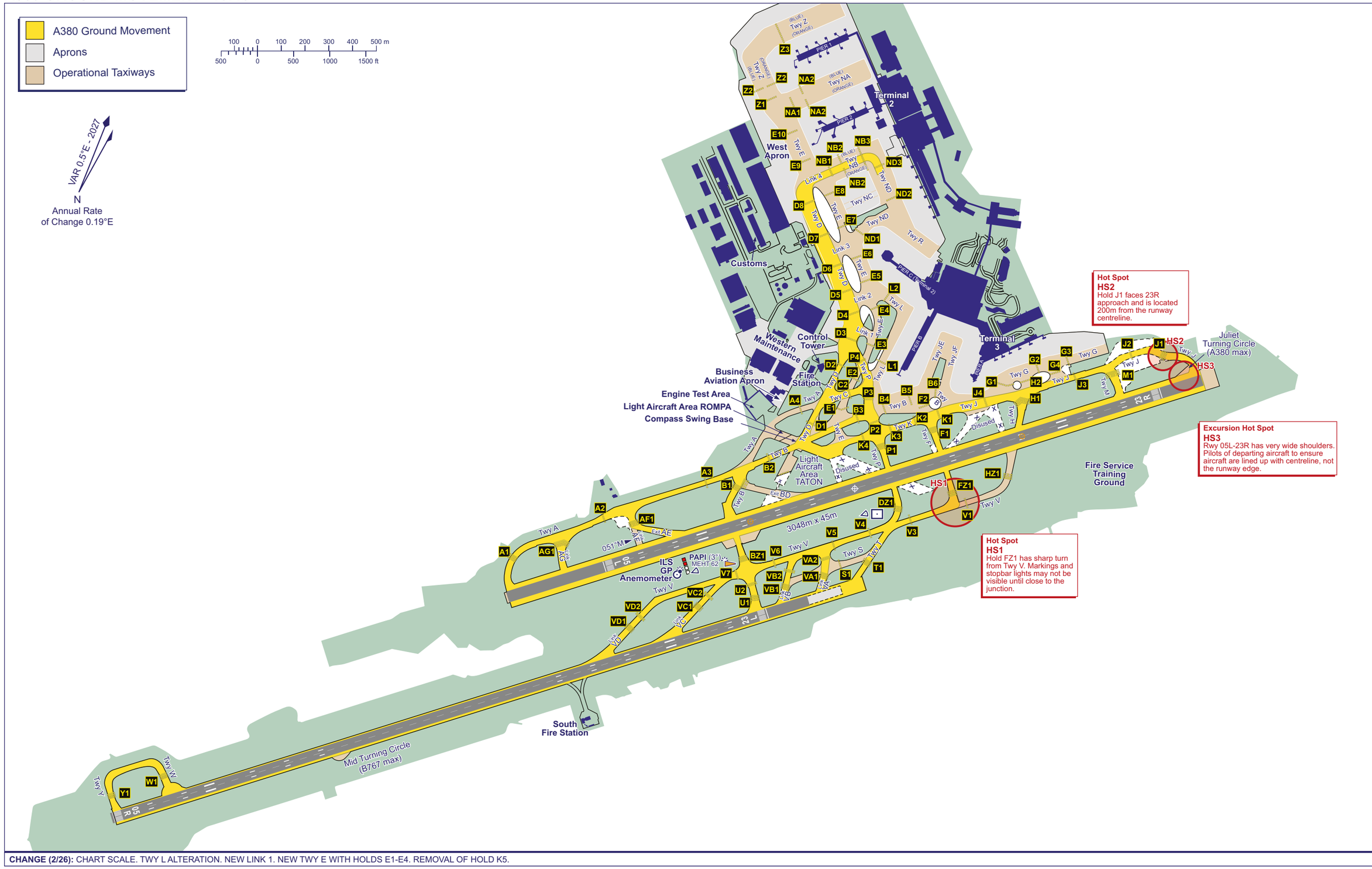
AERO INFO DATE 04 DEC 25

AERODROME CHART
A380 GROUND MOVEMENT - ICAO

532113N 0021630W

ELEV 257FT

MANCHESTER
EGCC



CHANGE (2/26): CHART SCALE. TWY L ALTERATION. NEW LINK 1. NEW TWY E WITH HOLDS E1-E4. REMOVAL OF HOLD K5.

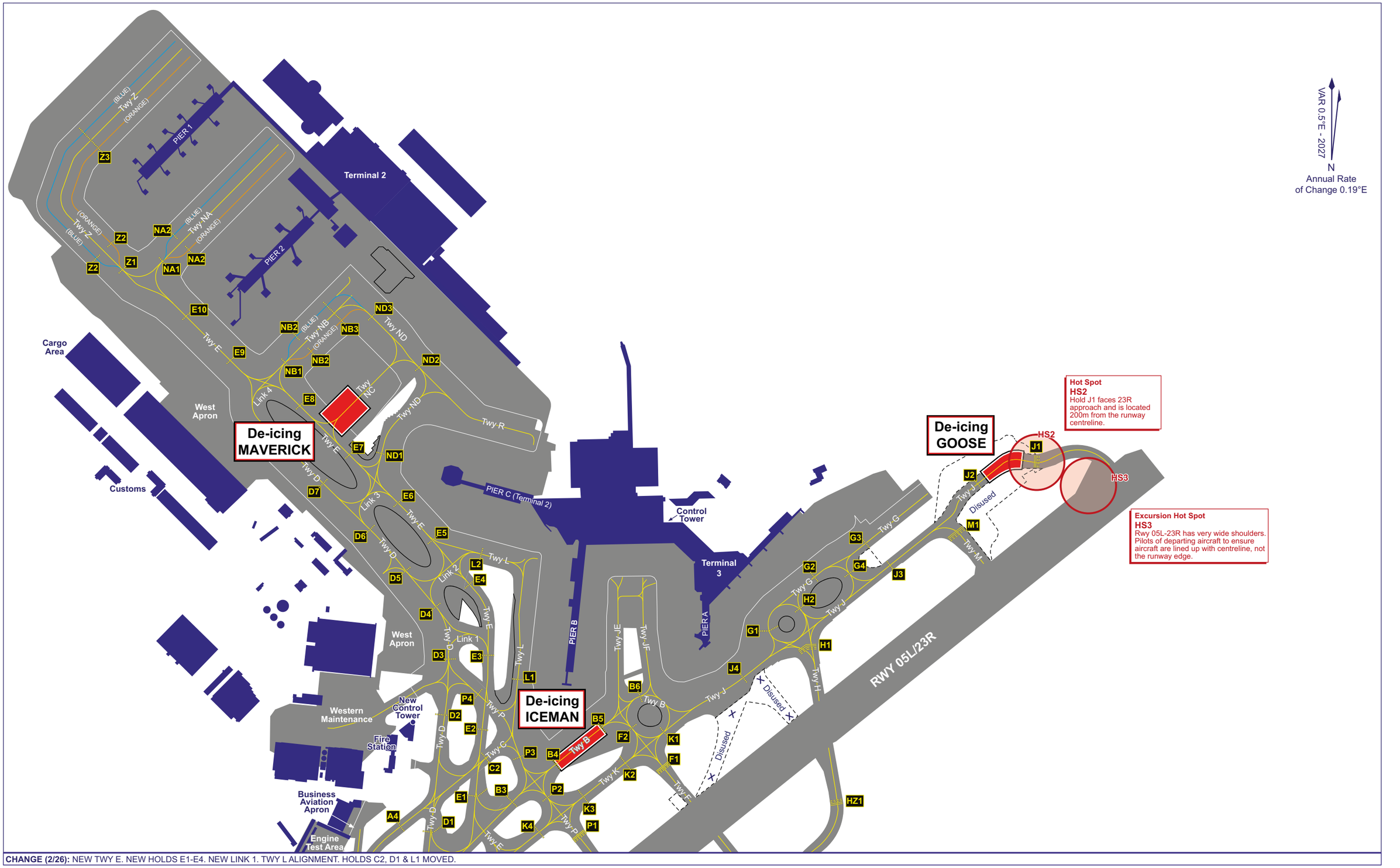
AERO INFO DATE 01 DEC 25

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

532113N 0021630W

ELEV 257FT

MANCHESTER
EGCC



CHANGE (2/26): NEW TWY E. NEW HOLDS E1-E4. NEW LINK 1. TWY L ALIGNMENT. HOLDS C2, D1 & L1 MOVED.

AERO INFO DATE 03 DEC 25

Standard Instrument Arrival Coding Tables

MANCHESTER PENIL 1M

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
PENIL1M	001	IF	PENIL	533657.47N 0033948.72W	-	-	-	-	-	FL170	-	RNAV1
PENIL1M	002	TF	WAL	532330.97N 0030804.06W	N	125° (125.2°)	0.5	23.2	LEFT	-	-250	RNAV1
PENIL1M	003	TF	MIRSI	533216.69N 0024242.16W	N	059° (059.8°)	0.5	17.5	-	FL070	-230	RNAV1

MANCHESTER ELVOS 1M

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ELVOS1M	001	IF	ELVOS	524201.00N 0011825.00W	-	-	-	-	-	FL200	-	RNAV1
ELVOS1M	002	TF	TNT	530314.23N 0014011.90W	N	328° (328.3°)	0.5	25.0	LEFT	-	-	RNAV1
ELVOS1M	003	TF	QUSHI	530629.30N 0014629.41W	N	310° (310.7°)	0.5	5.0	-	-	-250	RNAV1
ELVOS1M	004	TF	DAYNE	531419.12N 0020145.26W	N	310° (310.6°)	0.5	12.1	-	FL080	-230	RNAV1

MANCHESTER LESTA 1M

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LESTA1M	001	IF	LESTA	524427.09N 0010419.42W	-	-	-	-	-	FL200	-	RNAV1
LESTA1M	002	TF	TNT	530314.23N 0014011.90W	N	311° (311.1°)	0.5	28.7	-	-	-	RNAV1
LESTA1M	003	TF	QUSHI	530629.30N 0014629.41W	N	310° (310.7°)	0.5	5.0	-	-	-250	RNAV1
LESTA1M	004	TF	DAYNE	531419.12N 0020145.26W	N	310° (310.6°)	0.5	12.1	-	FL080	-230	RNAV1

CHANGE (2/26): PENIL 1M PENIL-WAL DISTANCE CORRECTION.
AERO INFO DATE 10 DEC 25

RNAV Hold Coding Tables

MANCHESTER DAYNE Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
DAYNE	-	-	DAYNE	531419.12N 0020145.26W	Y	310° (310.7°)	0.5	1 MIN	RIGHT	-FL140 +FL070	-230	RNAV1

MANCHESTER MIRSI Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
MIRSI	-	-	MIRSI	533216.69N 0024242.16W	Y	060° (060.6°)	0.5	1 MIN	RIGHT	-FL140 +FL060	-230	RNAV1

MANCHESTER ROSUN Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ROSUN	-	-	ROSUN	534008.09N 0022057.26W	Y	171° (171.1°)	0.5	1 MIN	RIGHT	-FL140 +FL070	-230	RNAV1

CHANGE (12/25: MAG VAR. MAG HEADINGS.
AERO INFO DATE 16 SEP 25

2	Taxiway width, surface and strength	Taxiway A: 23 M Surface: Asphalt PCN 73/F/C/W/T Taxiway B: 23 M Surface: Asphalt PCN 73/F/C/W/T Taxiway C: 23 M Surface: Asphalt PCN 73/F/C/W/T Taxiway D: 23 M Surface: Asphalt PCN 73/F/C/W/T Taxiway E: 15 M Surface: Asphalt PCN 73/F/C/W/T Taxiway F: 23 M Surface: Asphalt PCN 73/F/C/W/T Taxiway G: 23 M Surface: Asphalt PCN 22/F/C/W/T
3	Altimeter checkpoint location and elevation	Apron 258 FT
4	VOR checkpoints	
5	INS checkpoints	AD 2-EGNT-2-2 AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART.
6	Remarks	

EGNT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1-25, 30, 31 and 60-62 are designed for nose-in/push-back operations. Stands 50-54 are self-manoeuvring, although aircraft must be marshalled on to stand. Stands 13-25, 31, 50-54 and 60-62 aircraft must be marshalled on to stand. Stands 1-12 and 30 are equipped with stand entry guidance systems. Aircrew should note that stand entry guidance systems are activated by their ground handling agent. Pilots must not enter an aircraft stand unless the stand entry guidance has been activated and the correct aircraft type is displayed, or alternatively an ATC instruction has been passed for marshalled on to stand. Airbridge available stands 3, 9/30 and 10. Stand 25 has an additional centre-line designated Left and Right. Stands 8, 13, 17 and 19 have additional markings for supplementary parking, as directed by ATC aircraft must be marshalled. Supplementary parking positions 30 and 31: Stand 30 is a parking position diagonally across Stand 9 for B747, A330-300 and B777-300 aircraft, and Stand 31 is a parking position diagonally across Stand 1 for B737-700 or A319 aircraft.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Designation, runway edge, displaced threshold, centre-line and touchdown zone. Taxiway marking aid(s): Yellow centre-line paint marking, intermediate taxi-holding positions and runway taxi-holding positions.

		Taxiway light(s): Combination of blue edge lights and switchable green centre-line (spacing 7.5 M for CAT III routes (A and D), 15 M for other routes). Illuminated holding point signs, illuminated taxi signs.
3	Stop bars and runway guard lights (if any)	Stop bars and runway guard lights at runway entrance points are in operation H24.
4	Other runway protection measures	
5	Remarks	Some obstacle marking. Illuminated wind direction indicators. Pilot attention is drawn to the use of additional paint markings at specified runway entrance and exit points. These markings are provided as an additional measure to raise situational awareness and to reduce the runway incursion risk. All Ground Movement is under ATC Control. WDI: 550234.35N 0014033.83W (LGTD) and 550207.44N 0014219.87W.

EGNT 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**
(EGNT9612) 25/APPROACH 07/ TAKE-OFF	EP	550241.44N 0013935.13W	297 FT	57 FT	No	
(EGNT12024) 07/TAKE-OFF	TREE	550241.28N 0013939.93W	292 FT	54 FT	No	
(EGNT12114) 25/TAKE-OFF	TREE SMALL	550200.45N 0014232.66W	280 FT	16 FT	No	
(EGNT12093) 07/APPROACH 25/ TAKE-OFF	TREE	550155.66N 0014231.05W	297 FT	19 FT	No	
(EGNT9878) 07/APPROACH 25/ TAKE-OFF	TREE	550146.44N 0014254.02W	326 FT	28 FT	No	
(EGNT11146) 07/APPROACH 25/ TAKE-OFF	TREE	550129.96N 0014402.97W	400 FT	59 FT	No	
(EGNT11165) 07/APPROACH 25/ TAKE-OFF	TREE	550125.57N 0014525.27W	491 FT	47 FT	No	
(EGNT11225) 07/APPROACH 25/ TAKE-OFF	TREE	550114.93N 0014555.06W	541 FT	77 FT	No	
(EGNT11134) 07/APPROACH 25/ TAKE-OFF	TREE	550114.89N 0014437.88W	437 FT	42 FT	No	
(EGNT11132) 07/APPROACH 25/ TAKE-OFF	TREE	550114.66N 0014441.85W	447 FT	46 FT	No	
(EGNT10560) 07/APPROACH 25/ TAKE-OFF	HV PYLON	550033.65N 0014813.93W	640 FT	205 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**
(EGNT10504)	WIND TURBINE	550613.29N 0013725.33W	626 FT	412 FT	Yes Red	
(EGNT10501)	WIND TURBINE	550605.21N 0013728.14W	626 FT	412 FT	Yes Red	
(EGNT10541)	MAST	550517.50N 0015347.67W	744 FT	99 FT	No	
(EGNT9500)	WIND TURBINE	550457.47N 0015233.46W	713 FT	147 FT	No	
(EGNT9632)	WIND TURBINE	550349.20N 0015202.15W	563 FT	110 FT	No	
(EGNT11298)	ATC AERIAL	550229.77N 0014138.43W	388 FT	151 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**
(EGNT9623)	FLOODLIGHT	550205.50N 0013642.28W	387 FT	170 FT	No	
(EGNT10560) 07/APPROACH 25/ TAKE-OFF	HV PYLON	550033.65N 0014813.93W	640 FT	205 FT	No	
(EGNT10585)	HV PYLON	550026.33N 0014241.38W	446 FT	119 FT	No	
(EGNT10579)	HV PYLON	550013.41N 0014310.74W	497 FT	156 FT	No	
(EGNT10926)	TREE	550006.28N 0014015.63W	449 FT	56 FT	No	
(EGNT10864)	TREE	545946.33N 0014217.08W	490 FT	67 FT	No	
(EGNT10867)	BUILDING AERIAL	545935.12N 0014205.99W	522 FT	145 FT	No	
(EGNT10566)	MAST	545550.50N 0014858.88W	1000 FT	158 FT	No	
(EGNT10565)	MAST	545550.01N 0014902.00W	998 FT	159 FT	No	
(EGNT10578)	MAST	545452.51N 0014154.18W	883 FT	139 FT	Yes Red	

EGNT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 Hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing/telephone.
6	Flight documentation Language(s) used	TAFs/METARs English
7	Charts and other information available for briefing or consultation	Available on the Met Office website, www.metoffice.gov.uk/aviation.
8	Supplementary equipment available for providing information	Newcastle ATIS available on telephone number 0191-214 3401.
9	ATS units provided with information	NEWCASTLE
10	Additional information (limitation of service, etc.)	Current weather on ATIS.

EGNT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
07	065.19°	2330 x 45 M	RWY surface: Asphalt PCN 65/F/B/W/T SWY surface: Asphalt PCN 65/F/B/W/T	550202.35N 0014216.68W 162.5 FT	THR 263.3 FT TDZ 263.3 FT	RWY 07 0.35% down RWY 25 0.35% up
25	245.21°	2330 x 45 M	RWY surface: Asphalt PCN 65/F/B/W/T	550230.46N 0014030.76W 162.4 FT	THR 238.7 FT TDZ 243.1 FT	RWY 07 0.35% down RWY 25 0.35% up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
14 x 45 M	75 x 180 M	2396 x 280 M	150 x 90 M -			RWY 07 Ends of runways available for take-off. Threshold displaced by 121 M. Runway grooved for its full length. The downslope gradient over the first 400 M of LDA, Runway 07 is 0.57%. OFZ: Yes.
	124 x 180 M	2396 x 280 M	90 x 92 M -			RWY 25 Threshold displaced by 138 M. Ends of runways available for take-off. Runway grooved for its full length. 50 M before 25 threshold, a small turning D is available for use by aircraft back tracking Runway 25. Use with caution at night. OFZ: Yes.

EGNT AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	2330 M	2405 M	2344 M	2209 M	
25	2262 M	2386 M	2262 M	2124 M	
07	1799 M	1874 M	1812 M		Take-off from intersection with Taxiway B - 0.26%D.
07	1773 M	1848 M	1786 M		Take-off from intersection with Taxiway F - 0.26%D.
07	1559 M	1634 M	1573 M		Take-off from intersection with Taxiway E - 0.25%D.
07	1407 M	1482 M	1421 M		Take-off from intersection with Taxiway G - 0.23%D.
25	1548 M	1672 M	1548 M		Take-off from intersection with Taxiway C - 0.63%U.
25	877 M	1001 M	877 M		Take-off from intersection with Taxiway G - 0.49%U.
25	717 M	840 M	717 M		Take-off from intersection with Taxiway E - 0.58%U.

AERODROME CHART - ICAO

ARP 550217N 0014123W

AD ELEV 266FT

NEWCASTLE
EGNT

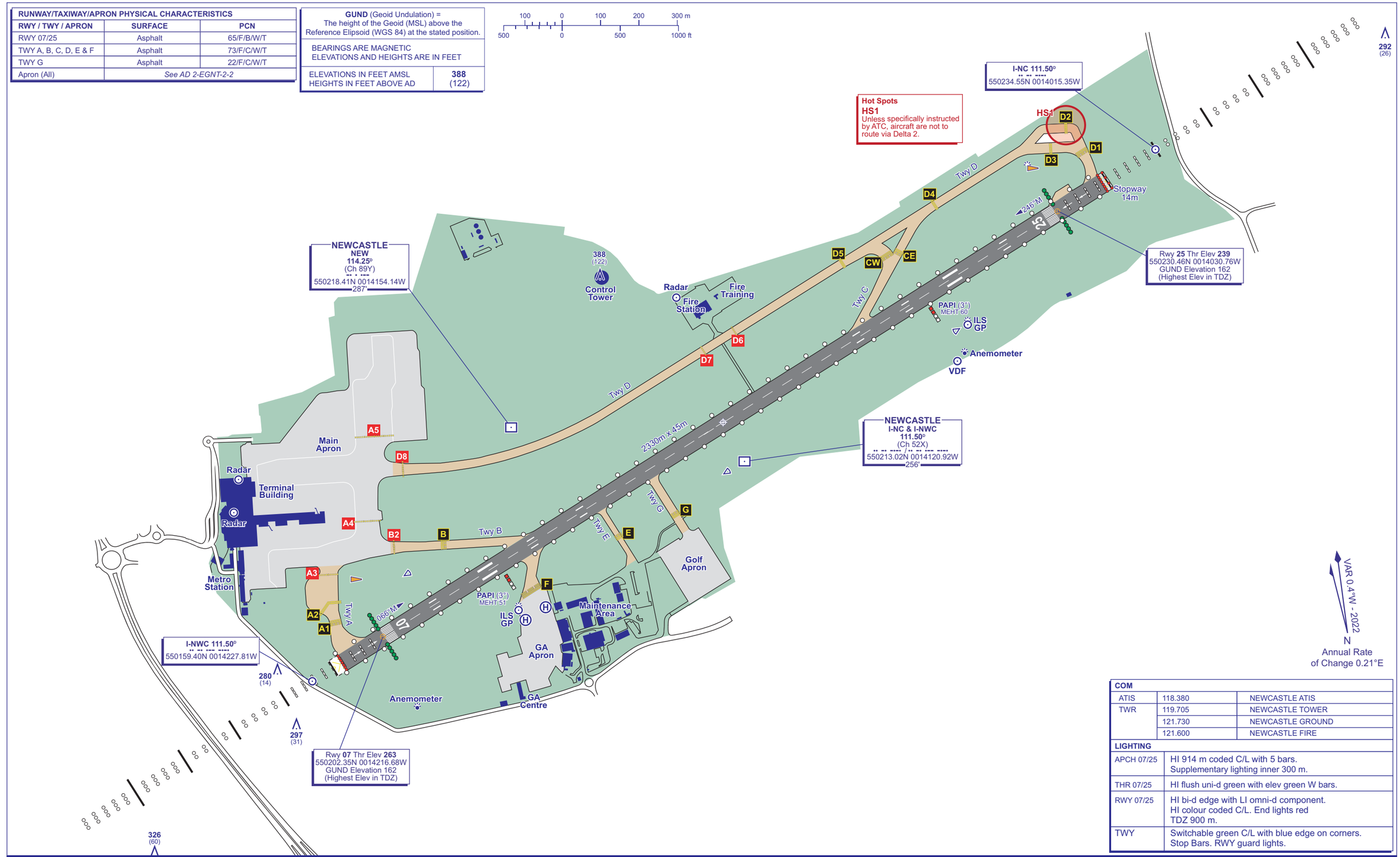
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCN**
RWY 07/25	Asphalt	65/F/B/W/T
TWY A, B, C, D, E & F	Asphalt	73/F/C/W/T
TWY G	Asphalt	22/F/C/W/T
Apron (All)	*See AD 2-EGNT-2-2*	

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD — **388** (122)

100 0 100 200 300 m
500 0 500 1000 ft



VAR 0.4°W - 2022
N
Annual Rate of Change 0.21°E

COM		
ATIS	118.380	NEWCASTLE ATIS
TWR	119.705	NEWCASTLE TOWER
	121.730	NEWCASTLE GROUND
	121.600	NEWCASTLE FIRE

LIGHTING	
APCH 07/25	HI 914 m coded C/L with 5 bars. Supplementary lighting inner 300 m.
THR 07/25	HI flush uni-d green with elev green W bars.
RWY 07/25	HI bi-d edge with LI omni-d component. HI colour coded C/L. End lights red TDZ 900 m.
TWY	Switchable green C/L with blue edge on corners. Stop Bars. RWY guard lights.

CHANGE (2/26): RUNWAY MARKINGS. OBSTACLE. EDITORIAL.

AERO INFO DATE 02 DEC 25

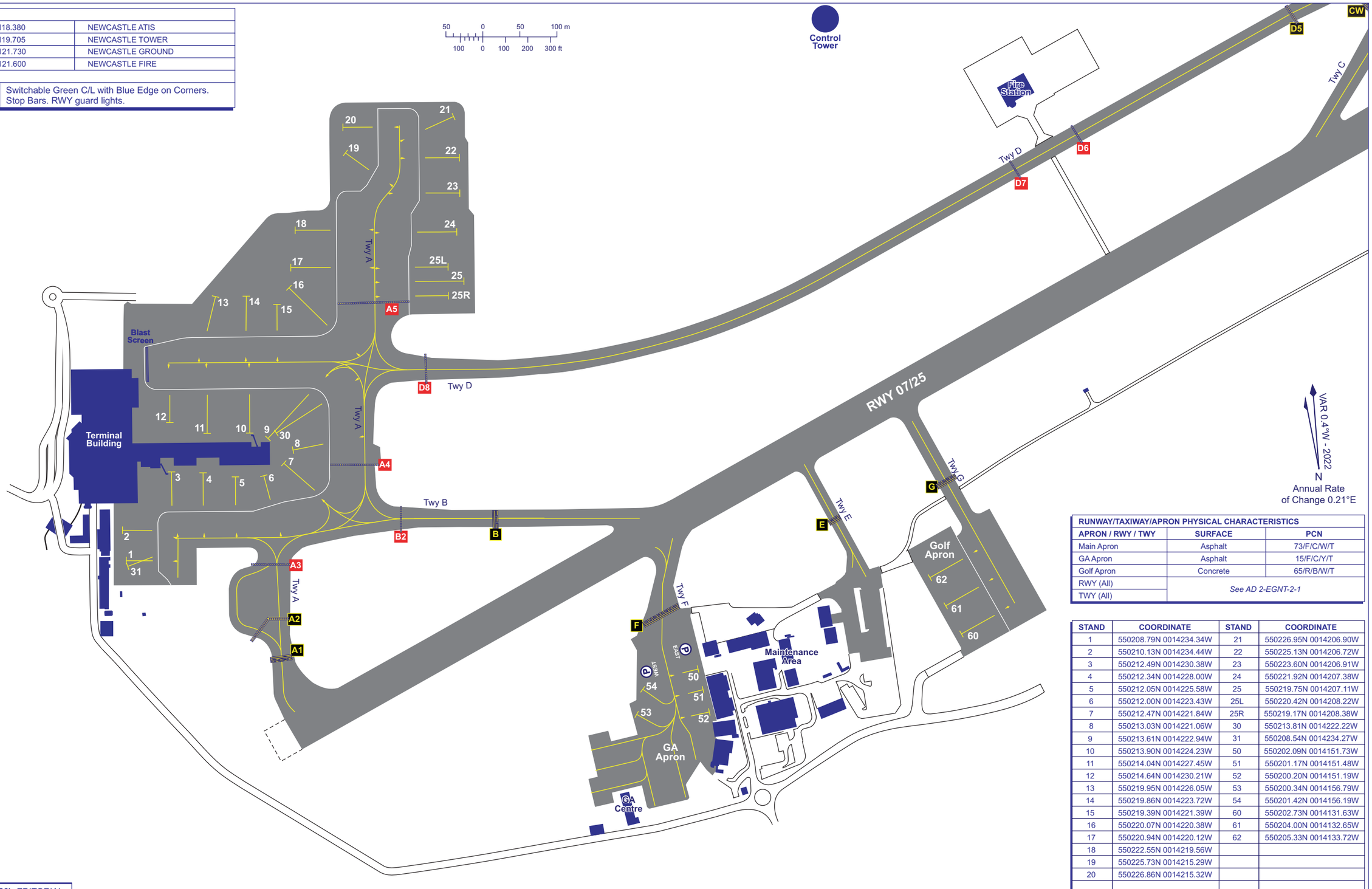
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 550217N 0014123W

AD ELEV 266FT

NEWCASTLE
EGNT

COM		
ATIS	118.380	NEWCASTLE ATIS
TWR	119.705	NEWCASTLE TOWER
	121.730	NEWCASTLE GROUND
	121.600	NEWCASTLE FIRE
LIGHTING		
TWY	Switchable Green C/L with Blue Edge on Corners. Stop Bars. RWY guard lights.	



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
Main Apron	Asphalt	73/F/C/W/T
GA Apron	Asphalt	15/F/C/Y/T
Golf Apron	Concrete	65/R/B/W/T
RWY (All)	*See AD 2-EGNT-2-1*	
TWY (All)		

STAND	COORDINATE	STAND	COORDINATE
1	550208.79N 0014234.34W	21	550226.95N 0014206.90W
2	550210.13N 0014234.44W	22	550225.13N 0014206.72W
3	550212.49N 0014230.38W	23	550223.60N 0014206.91W
4	550212.34N 0014228.00W	24	550221.92N 0014207.38W
5	550212.05N 0014225.58W	25	550219.75N 0014207.11W
6	550212.00N 0014223.43W	25L	550220.42N 0014208.22W
7	550212.47N 0014221.84W	25R	550219.17N 0014208.38W
8	550213.03N 0014221.06W	30	550213.81N 0014222.22W
9	550213.61N 0014222.94W	31	550208.54N 0014234.27W
10	550213.90N 0014224.23W	50	550202.09N 0014151.73W
11	550214.04N 0014227.45W	51	550201.17N 0014151.48W
12	550214.64N 0014230.21W	52	550200.20N 0014151.19W
13	550219.95N 0014226.05W	53	550200.34N 0014156.79W
14	550219.86N 0014223.72W	54	550201.42N 0014156.19W
15	550219.39N 0014221.39W	60	550202.73N 0014131.63W
16	550220.07N 0014220.38W	61	550204.00N 0014132.65W
17	550220.94N 0014220.12W	62	550205.33N 0014133.72W
18	550222.55N 0014219.56W		
19	550225.73N 0014215.29W		
20	550226.86N 0014215.32W		

CHANGE (2/26): EDITORIAL.

AERO INFO DATE 15 DEC 25

4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Floodlighting Alpha, Echo and Hotel Aprons. GA Apron floodlighting by prior arrangement.

EGHQ AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGHQ 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
NEWQUAY ATZ A circle, 2.5 NM radius, centred at 502627N 0045943W on longest notified runway (12/30)	Upper limit: 2000 FT AGL Lower limit: SFC	G	NEWQUAY APPROACH English	3000 FT		

EGHQ 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	NEWQUAY APPROACH	133.405 DOC 60 NM/ 20,000 FT.			Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement.	ATZ hours coincident with Approach hours.
TWR	NEWQUAY GROUND	121.955			Only when directed by ATC or by prior arrangement.	
	NEWQUAY TOWER	134.380 DOC 40 NM/ 10,000 FT.			Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement.	
RADAR	NEWQUAY RADAR	127.930 DOC 60 NM/ 20,000 FT.			Only when directed by ATC or by prior arrangement.	
ATIS	NEWQUAY INFORMATION	127.405 DOC 60 NM/ 24,500 FT.			As directed by ATC and by arrangement.	
OTHER	NEWQUAY EMERGENCY	121.500 Emergency frequency.			O/R Not continuously monitored.	
OTHER	NEWQUAY FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGHQ 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°W (2027)	INEW	110.500 MHz	HO	502601.05N 0045835.04W		(RWY 12) ILS not to be used without clearance from Newquay ATC.
ILS/GP	INEW	329.600 MHz	HO	502648.14N 0050028.11W		3° ILS Ref Datum Hgt 58 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 0.21°W (2027)	INWQ	110.500 MHz	HO	502658.38N 0050107.29W		(RWY 30) ILS not to be used without clearance from Newquay ATC.
ILS/GP	INWQ	329.600 MHz	HO	502610.55N 0045914.18W		3° ILS Ref Datum Hgt 51 FT.
NDB (L) 0.20°W (2027)	NQY	347.000 kHz	HO	502633.16N 0045948.03W		Range 50 NM.
ILS/DME	INEW	42X 110.500 MHz	HO	502632.30N 0045947.01W	365 FT	(RWY 12) On AD. Frequency paired with ILS I-NEW and I-NWQ. Zero range indicated at THR of Runway 12 and 30. DOC 25 NM/10,000 FT. DME error of up to 0.5 NM may occur in the sector 065-075M at or below 3000 FT to range 15 NM.
ILS/DME	INWQ	42X 110.500 MHz	HO	502632.30N 0045947.01W	365 FT	(RWY 30) On AD. Frequency paired with ILS I-NEW and I-NWQ. Zero range indicated at THR of Runway 12 and 30. DOC 25 NM/10,000 FT. DME error of up to 0.5 NM may occur in the sector 065-075M at or below 3000 FT to range 15 NM. On final approach RWY 30, DME not usable below 3000 FT outside 19 NM.

EGHQ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All persons on the manoeuvring and apron areas at Newquay Airport must wear high visibility clothing at all times. Passengers not wearing high visibility clothing must be escorted by personnel wearing the required clothing.

2 GROUND MOVEMENT

a) General Aviation light aircraft 3500 KG MTOW or less, not requiring executive handling will self position on the General Aviation parking area southeast of the control tower. Daylight operations only unless by special instruction.
b) All aircraft parking on Stands 18-24 and Echo Apron are to follow ground crew guidance.
c) All engine starts and aircraft manoeuvring on Alpha Apron require ground crew guidance.
d) Due to slopes on Echo Apron aircraft Code D and above must shut down on the apron taxi track and be towed to a parking position. Other aircraft will be directed to a parking position by ground crew guidance.
e) All aircraft parked on Echo must be chocked before the crew leave the aircraft.
f) Unless otherwise instructed by ATC: Pilots entering the Golf Apron are to follow the left hand fork. Pilots leaving the Golf Apron are to route via G1.

3 CAT II/III OPERATIONS

a) Runway 30 is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/IIIb operations, special ATC procedures (Low Visibility Procedures (LVP)) will be applied. Pilots will be informed when these procedures are in operation by RTF and/or ATIS automatic broadcast.
c) Category II/III Holding Points are A2, B2, C2, A3 and E2 only. Red stopbars and amber/green coded centre-line lights are switched on for runway protection and guidance.
d) Special procedures will be applied to aircraft taxiing via D4, G1 and H1.

4 WARNINGS

a) Light aircraft should be aware of the elevated runway edge lights and PAPI for Runway 12/30.
b) Pilots are advised that bird concentrations may be present in agricultural areas on approaches to runways. Deterrent measures within the airport boundary are carried out by a Bird Control Unit and pilots may be requested by ATC to delay departure or arrival if bird concentrations within the BCU's area of control prove difficult to disperse.
c) Pilots are warned of the possibility of terrain induced turbulence and wind shear effects when landing on Runway 12 or 30.

AERODROME CHART - ICAO

NEWQUAY EGHQ

ARP 502627N 0045943W

AD ELEV 390FT

COM		
APP	133.405	NEWQUAY APPROACH
ATIS	127.405	NEWQUAY INFO
TWR	134.380	NEWQUAY TOWER
	121.955	NEWQUAY GROUND
	127.930	NEWQUAY RADAR
	121.605	NEWQUAY FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	PCR
RWY 12/30	Concrete/Grooved Asphalt	-	598/F/B/W/U
TWY A (east of Bravo)	Asphalt	-	290/F/B/W/U
TWY A (west of Bravo)	Asphalt	-	410/F/B/W/U
TWY B	Asphalt	-	410/F/B/W/U
TWY C (north of Alpha)	Asphalt	-	79/F/C/W/U
TWY C (south of Alpha)	Asphalt	-	290/F/B/W/U
TWY D	Asphalt	-	341/F/B/W/U
TWY E	Asphalt	-	330/F/C/X/U
TWY G	Asphalt	-	290/F/B/W/U
TWY H	Asphalt	-	315/F/A/W/U
Aprons (All)	See AD 2-EGHQ-2-2		

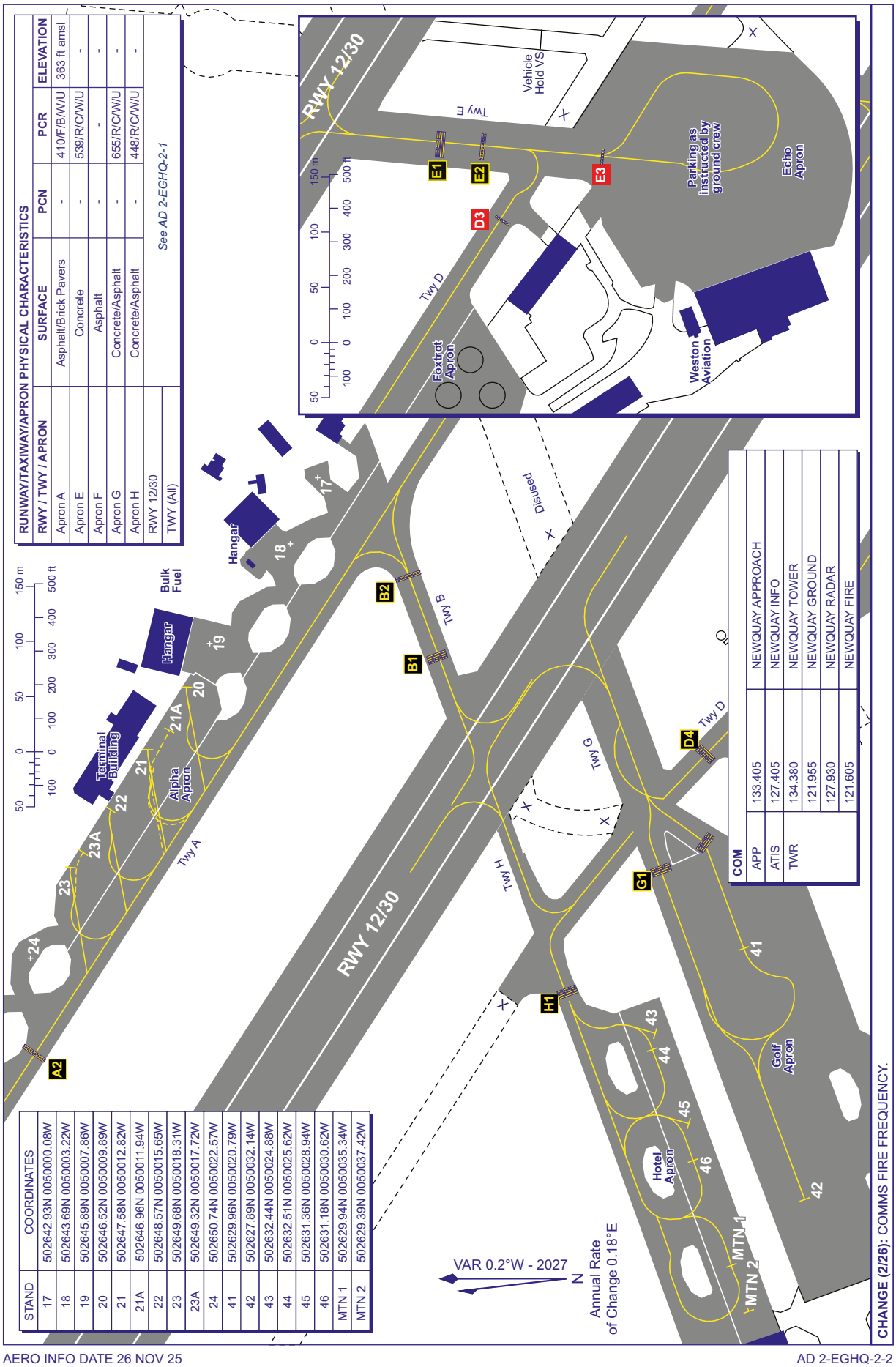


NEWQUAY EGHQ

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 502627N 0045943W

AD ELEV 390FT



AERO INFO DATE 26 NOV 25

AD 2-EGHQ-2-2

2	Taxiway width, surface and strength	Taxiway A: 15 M Surface: Concrete and asphalt PCN 16/R/D/W/T Taxiway B: 15 M Surface: Asphalt PCN 14/R/D/Y/T Taxiway C: 18 M Surface: Asphalt PCN 56/F/C/Y/U Taxiway D: 17.5 M Surface: Asphalt PCN 29/R/D/Y/U Taxiway E: 15 M Surface: Asphalt PCN 15/R/D/Y/T Taxiway N: 15 M Surface: Concrete and asphalt Taxiway TAXILANE LINK E: 8.5 M Surface: Concrete PCN 8/R/C/W/T
3	Altimeter checkpoint location and elevation	Apron 101 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart
6	Remarks	Transverse surface gradients on Stands 4, 5 and 6 fall marginally outside the CAA/ICAO recommended criteria. Operators should be aware that localised gradients of 1 in 65 (1.54%) maximum have been confirmed within the above stand centre-line areas Western Apron is from E1 to E3.

EGSH 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	Apron Stands numbered 1 to 6 are located in front of the Terminal. These stands have stand number, yellow centre-line and ground stop marking and are designed for nose-in parking. Stand 7 is located on an area north of the terminal. Visiting aircraft may be required to park on Stand 9, located on the Eastern Apron in front of Hangar 8. There are no Stand Entry Guidance or Visual Docking Guidance Systems. All aircraft are required to be marshalled onto all stands. Transport will be provided for access to and from Stands 7 and 9.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway 27 - Runway designation, runway centre-line, fixed distance, touchdown and threshold markings. Side strip. Stop and guard lights at runway/taxiway intersections. Green turning circle. Runway 27 turning circle is marked by yellow line and alternate amber/green lighting with blue taxiway edge lights. Runway 09 - Runway designation, runway centre-line and threshold markings. Side strip. Stop and guard lights at runway/taxiway intersections. Runway 09 turning circle has yellow line and blue taxiway edge lighting only. Taxiway marking aid(s): Yellow lines.
3	Stop bars and runway guard lights (if any)	All runway holding points.
4	Other runway protection measures	
5	Remarks	WDIs: 524041.84N 0011650.67E, 524024.19N 0011713.85E. Two WDIs 200 M from Runway 09 and Runway 27 thresholds: 524029.00N 0011623.29E (LGTD) and 524029.34N 0011733.90E (LGTD).

EGSH 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**
(EGSH1063) 09/APPROACH	TREES	524039.97N 0011543.04E	181 FT	68 FT	No	
(EGSH1059) 09/APPROACH	TREES	524039.88N 0011540.47E	183 FT	70 FT	No	
(EGSH1066) 09/APPROACH	TREES	524037.72N 0011546.26E	163 FT	47 FT	No	
(EGSH1250) 27/APPROACH 09/ TAKE-OFF	FENCE	524037.47N 0011749.70E	112 FT	8 FT	No	
(EGSH1303) 09/APPROACH 27/ TAKE-OFF	TREES	524037.47N 0011520.88E	182 FT	69 FT	No	
(EGSH1310) 09/APPROACH 27/ TAKE-OFF	TREES	524037.23N 0011545.07E	164 FT	51 FT	No	
(EGSH1312) 09/APPROACH 27/ TAKE-OFF	TREES	524036.53N 0011545.29E	151 FT	38 FT	No	
(EGSH1302) 09/APPROACH 27/ TAKE-OFF	TREES	524036.42N 0011520.47E	171 FT	58 FT	No	
(EGSH1313) 09/APPROACH 27/ TAKE-OFF	TREES	524035.12N 0011546.55E	141 FT	28 FT	No	
(EGSH1309) 09/APPROACH 27/ TAKE-OFF	TREES	524035.09N 0011542.35E	152 FT	39 FT	No	
(EGSH1311) 09/APPROACH 27/ TAKE-OFF	TREES	524034.90N 0011544.99E	146 FT	33 FT	No	
(EGSH1308) 09/APPROACH 27/ TAKE-OFF	TREES	524034.77N 0011539.64E	154 FT	41 FT	No	
(EGSH1307) 09/APPROACH 27/ TAKE-OFF	TREES	524034.30N 0011535.85E	158 FT	45 FT	No	
(EGSH1070) 27/TAKE-OFF	ROAD 4 8M	524033.37N 0011549.89E	135 FT	17 FT	No	
(EGSH1268) 27/APPROACH 09/ TAKE-OFF	TREE	524033.34N 0011816.14E	144 FT	38 FT	No	
(EGSH1305) 09/APPROACH 27/ TAKE-OFF	TREES	524033.04N 0011525.31E	161 FT	48 FT	No	
(EGSH1071) 27/TAKE-OFF	FENCE	524032.87N 0011550.60E	127 FT	9 FT	No	
(EGSH1264) 09/TAKE-OFF	TREES	524032.79N 0011811.22E	122 FT	14 FT	No	
(EGSH1076) 27/TAKE-OFF	LLZ 27 OBS LT	524032.49N 0011553.88E	125 FT	9 FT	Yes Red	
(EGSH1256) 27/APPROACH 09/ TAKE-OFF	ROAD 4 8M	524032.40N 0011759.79E	118 FT	15 FT	No	
(EGSH1048) 27/TAKE-OFF	TREE	524030.88N 0011526.65E	161 FT	40 FT	No	
(EGSH1266) 09/TAKE-OFF	TREES	524029.83N 0011811.31E	130 FT	22 FT	No	
(EGSH1049) 27/TAKE-OFF	TREES	524028.42N 0011528.10E	150 FT	27 FT	No	
(EGSH1080) 09/APPROACH	TREE	524025.26N 0011555.31E	158 FT	44 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**
DRAYTON	CRANES	524105.93N 0011320.99E	243 FT	132 FT	Yes Red	Operating until 31 December 2026.

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
TAVERHAM	CRANE	524101.19N 0011054.90E	256 FT	125 FT	Yes Red	Operating until January 2026.
C0024A	CRANE	524059.23N 0011328.70E	244 FT	131 FT	Yes Red	Drayton. Expected until December 2028.
(EGSH1190)	FLOODLIGHT	524020.37N 0011704.79E	223 FT	120 FT	Yes Red	
(EGSH1106)	FLATS	523901.39N 0011614.39E	202 FT	113 FT	No	
(EGSH1276)	AERIAL	523857.83N 0011941.21E	271 FT	156 FT	Yes Red	
(EGSH1046)	CHIMNEY	523849.28N 0011517.83E	206 FT	137 FT	Yes Red	
(EGSH1281)	AERIAL	523809.42N 0012013.46E	312 FT	168 FT	No	
(EGSH1269)	CATHEDRAL	523755.13N 0011804.76E	339 FT	318 FT	No	
NORWICH RESEARCH PARK	CRANE	523727.43N 0011330.05E	171 FT	125 FT	Yes Red	Expected duration August 2026.

EGSH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 hours
4	Trend forecast Interval of issuance	30 minutes
5	Briefing/consultation provided	Self-briefing/telephone.
6	Flight documentation Language(s) used	TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	Email.
9	ATS units provided with information	NORWICH
10	Additional information (limitation of service, etc.)	

EGSH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
09	089.28°	1842 x 45 M	RWY surface: Concrete and asphalt PCN 56/R/D/W/U	524032.99N 0011608.60E 146.5 FT	THR 117.0 FT TDZ 117.5 FT	
27	269.30°	1842 x 45 M	RWY surface: Concrete and asphalt PCN 56/R/D/W/U	524033.72N 0011746.58E 146.4 FT	THR 105.6 FT TDZ 109.0 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	152 x 150 M	1962 x 300 M	92 x 90 M -			RWY 09 Instrument Non-Precision Approach. Water patches greater than 9 MM deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred.
	271 x 150 M	1962 x 300 M	211 x 90 M -			RWY 27 Instrument Precision Approach. Water patches greater than 9 MM deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred.

EGSH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1842 M	1993 M	1842 M	1842 M	
27	1842 M	2112 M	1842 M	1842 M	
09	1656 M	1808 M	1656 M		Departure from intersection with Taxiway Delta.
09	850 M	1002 M	850 M		Departure from intersection with Taxiway Charlie.
09	535 M	687 M	535 M		Departure from intersection with Taxiway Bravo.
27	1326 M	1597 M	1326 M		Departure from intersection with Taxiway Bravo.
27	1014 M	1285 M	1014 M		Departure from intersection with Taxiway Charlie.
27	205 M	475 M	205 M		Departure from intersection with Taxiway Delta.

EGSH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Centre-line with one crossbar. 427 M Light intensity high	Green Light intensity high	PAPI Left/3° 45 FT 281 M		15 M Colour coded Light intensity high	Bi-directional with omni-directional component Light intensity high	Red		
27	Coded centre-line with five crossbars. 953 M Light intensity high	Green Light intensity high	PAPI Left/3° 57 FT 344 M		15 M Colour coded Light intensity high	Bi-directional with omni-directional component Light intensity high	Red		

EGSH 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: 524041.97N 0011646.79E (LGTD). Runway 27: 524029.57N 0011732.85E (LGTD). Runway 09: 524029.11N 0011622.45E (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lighting on Taxiway C. EDGE: Blue edge lighting on Taxiways A, B, D and E.
4	Secondary power supply/switch-over time	Yes. Less than 15 seconds. In IRVR of 1500 M or less, less than 1 second.
5	Remarks	Terminal apron floodlighting. Obstacle lighting.

EGSH AD 2.16 HELICOPTER LANDING AREA

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EGSH 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
NORWICH CTR 524530N 0011035E - 524536N 0012308E thence clockwise by the arc of a circle radius 6 NM centred on 524034N 0011747E to 523537N 0012319E - 523531N 0011049E thence clockwise by the arc of a circle radius 6 NM centred on 524033N 0011609E to 524530N 0011035E	Upper limit: 4000 FT ALT Lower limit: SFC	D	NORWICH APPROACH English	5000 FT		
NORWICH ATZ A circle, 2.5 NM radius, centred at 524033N 0011658E on longest notified runway (09/27)	Upper limit: 2000 FT AGL Lower limit: SFC	D	NORWICH APPROACH English	5000 FT		

EGSH 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	NORWICH APPROACH	119.355 DOC 40 NM/ 25,000 FT.			As per AD hours and by arrangement.	CTR/CTA hours coincident with AD hours.
TWR	NORWICH TOWER	124.255 DOC 20 NM/5000 FT.			As per AD hours and by arrangement.	
RADAR	NORWICH DIRECTOR	128.330 Not continuously monitored.			When Instructed by ATC	LARS is provided during Radar opening hours to a range of 30 NM.
	NORWICH RADAR	119.355 DOC 40 NM/ 25,000 FT.			As per AD hours and by arrangement.	
ATIS	NORWICH INFORMATION	128.630 DOC 60 NM/ 20,000 FT.			As per AD hours and by arrangement.	Arrivals ATIS. Auto METAR when AD closed.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	NORWICH FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGSH 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 1.71°E (2027)	INH	110.900 MHz	HO	524032.87N 0011554.01E		(RWY 27) ILS, LOC and GP may be tactically withdrawn for routine maintenance.
ILS/GP	INH	330.800 MHz	HO	524038.13N 0011731.26E		3° ILS Ref Datum Hgt 50 FT.
DME	INH	46X 110.900 MHz	HO	524026.99N 0011658.94E	129 FT	(RWY 27) On AD. DME freq paired with ILS I-NH. Zero range indicated at THR of Runway 27 and 09.
NDB (L) 1.72°E (2027)	NWI	342.500 kHz	HO	524039.15N 0011729.41E		On AD. DOC 50 NM.

EGSH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Booking out details should be passed by telephone: 01603-420641. Calls on RTF may result in delays.
b) All aircraft using Norwich aerodrome or its facilities, are required to have third party liability insurance cover in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Norwich aerodrome.
c) Extension charges apply after published AD HR.
d) All persons on the manoeuvring and apron areas at Norwich Airport must wear high visibility clothing as it is designed to be worn, at all times.
e) Pilots/Crew wearing high visibility clothing are permitted to escort passengers not wearing the required clothing. Apart from when carrying out aircraft walk round inspections, pilots/crew must keep to designated walkways and pedestrian crossings when on the terminal apron for their own safety. This also applies to passengers under pilot/crew escort. No pedestrian movement is permitted between the terminal and stand 7 parking area. Transport will be provided upon request.
f) Norwich Airport is PPR for all visiting aircraft movements. PPR can be obtained directly from Norwich Airport ATC on 01603-420641 or your Norwich based handling agent. PPR is required a minimum of 60 minutes prior to ETA. Scheduled flights are not affected by this requirement.

2 GROUND MOVEMENT

a) Push-backs: Jet powered aircraft over 45,000 KG AUW on Stands 4, 5 or 6 will be pushed-back and pulled forward as part of the pre-taxi manoeuvre. Due to jet blast safety distances, engine start is not to commence until instructed by the ground crew. This will normally be during the pull forward phase of the procedure.
b) Code D aircraft shall expect to use Taxiway Charlie only.
c) Large aircraft are to use the turning circles at either end as appropriate.
d) The Western Apron is only to be used by resident operators and their authorised visitors. Visiting aircraft shall park under marshaller's instruction. There are 5 helicopter parking stands on the Western Apron. Stands 20 and 21 on the western half at the northern end of the Western Apron for use by the Air Ambulance only, D value maximum of 13.63 M. Stand 22 on the western half in the middle of the Western Apron is a taxi-through helicopter stand. Stands 23 and 24 on the eastern half at the southern end of the Western Apron, D value maximum of 16.66 M.
e) All visiting aircraft to Hangars 2 and 3 via the Eastern Apron should be aware there is a gate with limiting dimensions on exiting the Eastern Apron towards Hangars 2 and 3. Operators should contact the host tenant company for further details and dimensions. The gate is removable provided sufficient notice of an aircraft movement is received by the host Tenant company.
f) Eastern Apron Gate - Aircraft access to non-airside tenant companies. With access gate in situ and fully open the measured clearance distances are:

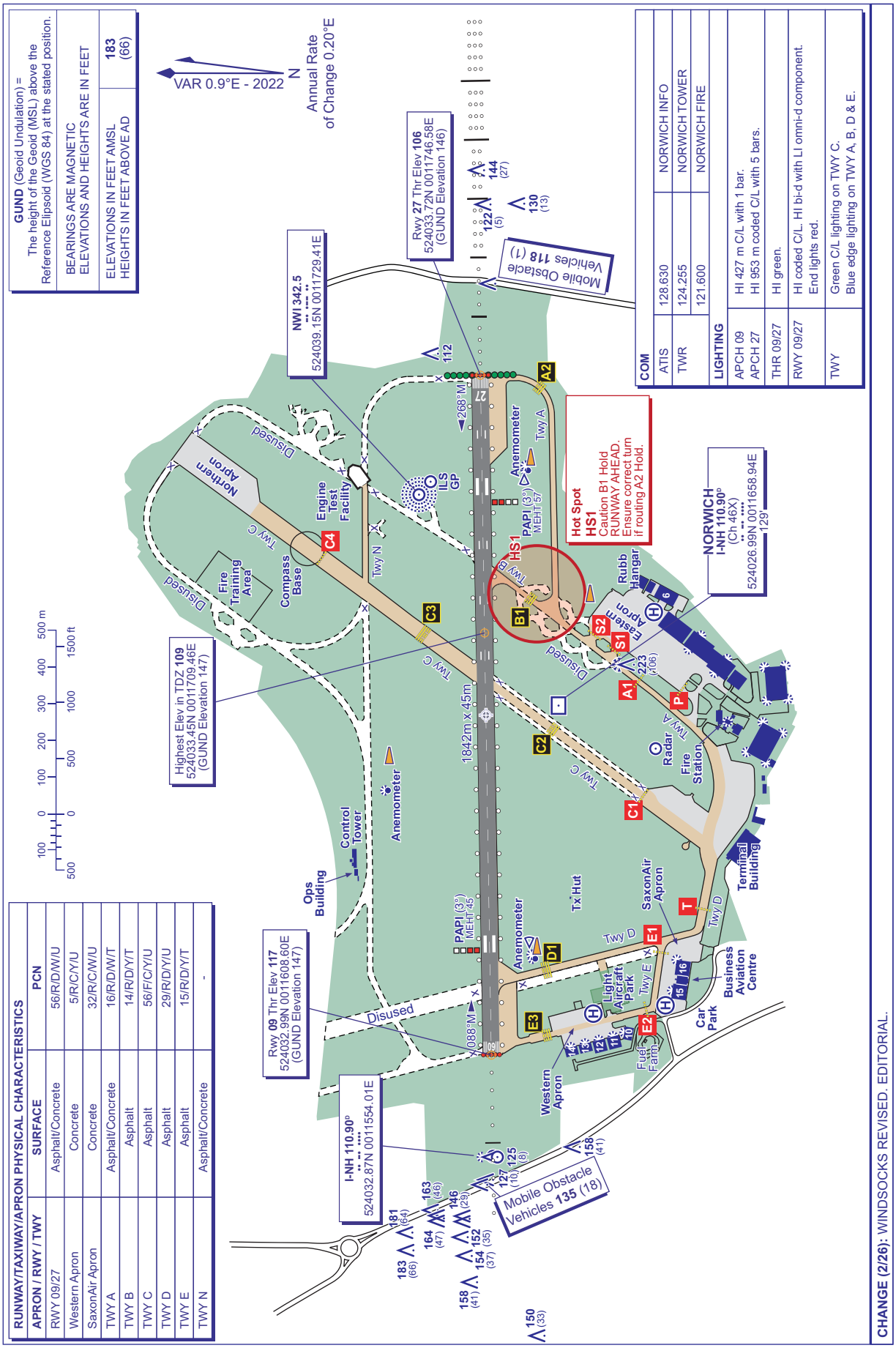
- 19.75 M with no obstacle between the gates;
- from centre-line to EAST, 9.8 M; first obstacle is gate height 1.2 M;
- from centre-line to WEST, 9.95 M; first obstacle is gate height 1.0 M.

AERODROME CHART - ICAO

NORWICH EGSH

AD ELEV 117FT

ARP 524033N 0011658E

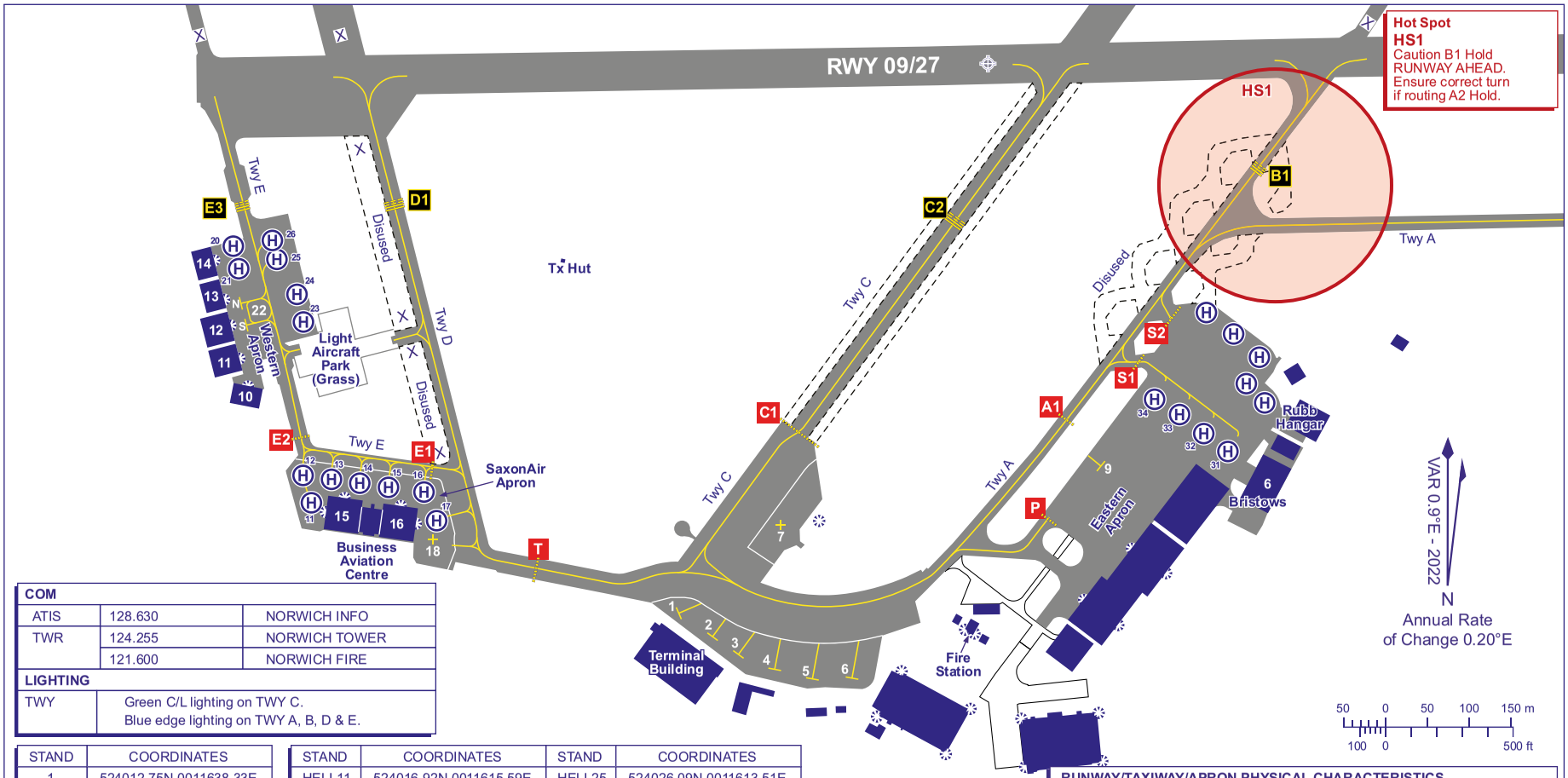


AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 524033N 0011658E

AD ELEV 117FT

NORWICH
EGSH



COM		
ATIS	128.630	NORWICH INFO
TWR	124.255	NORWICH TOWER
	121.600	NORWICH FIRE
LIGHTING		
TWY	Green C/L lighting on TWY C. Blue edge lighting on TWY A, B, D & E.	

STAND	COORDINATES
1	524012.75N 0011638.33E
2	524011.84N 0011640.38E
3	524011.17N 0011642.00E
4	524010.62N 0011644.26E
5	524010.24N 0011646.55E
6	524010.27N 0011649.01E
7	524016.04N 0011644.67E
9	524018.19N 0011704.48E
18	524015.52N 0011623.08E
22N	524024.43N 0011611.37E
22S	524023.60N 0011611.72E

STAND	COORDINATES	STAND	COORDINATES
HELI 11	524016.92N 0011615.59E	HELI 25	524026.09N 0011613.51E
HELI 12	524017.95N 0011615.08E	HELI 26	524026.79N 0011613.22E
HELI 13	524017.80N 0011616.83E	HELI 31	524018.73N 0011712.36E
HELI 14	524017.65N 0011618.59E	HELI 32	524019.42N 0011710.87E
HELI 15	524017.49N 0011620.37E	HELI 33	524020.12N 0011709.38E
HELI 16	524017.31N 0011622.57E	HELI 34	524020.73N 0011707.83E
HELI 17	524016.23N 0011623.34E		
HELI 20	To be surveyed		
HELI 21	To be surveyed		
HELI 23	524023.73N 0011615.14E		
HELI 24	524024.77N 0011614.70E		

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 09/27	Asphalt/Concrete	56/R/D/W/U
Western Apron	Concrete	5/R/C/Y/U
SaxonAir Apron	Concrete	32/R/C/W/U
TWY A	Asphalt/Concrete	16/R/D/W/T
TWY B	Asphalt	14/R/D/Y/T
TWY C	Asphalt	56/F/C/Y/U
TWY D	Asphalt	29/R/D/Y/U
TWY E	Asphalt	15/R/D/Y/T
TWY N	Asphalt/Concrete	-

CHANGE (2/26): EDITORIAL.

EGEO — OBAN

EGEO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEO — OBAN

EGEO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 562749N Long: 0052400W Mid point Runway 01/19.
2	Direction and distance from city	5 NM NE of Oban.
3	Elevation / Reference temperature / Mean Low Temperature	24 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	180 FT
5	Magnetic Variation / Annual Change	1.12°W (2027) / 0.21°E
6	AD Administration Address Telephone E-mail address Web address	ARGYLL AND BUTE COUNCIL. Oban Airport, North Connel, Oban, Argyll, PA37 1SW. 01631-572910 (General Enquiries/PPR) obanairport@argyll-bute.gov.uk www.obanandtheislesairports.com
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	Prior Permission Required. Telephone calls to Oban will be recorded.

EGEO AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon 0900-1600 (0800-1515) or SS if required; Tue 0900-1600 (0800-1515) or SS if required; Wed 0830-1600 (0715-1615) or SS if required; Thu 0815-1615 (0715-1615) or SS if required; Fri 1015-1600 (0720-1645) or SS if required; Sat 0845-1445 (0745-1615) and by arrangement with the Aerodrome Operator (Argyll and Bute Council); Sun 1015-1615 (0900-1645) or SS if required.
2	Customs and immigration	By arrangement. 24 hours notice required.
3	Health and sanitation	
4	AIS Briefing Office	Internet access during operational hours.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	Internet access during operational hours.
7	ATS	See AD 2.18.
8	Fuelling	Self-fuel and by arrangement with Oban Airport.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR.

EGEO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVGAS 100LL. By arrangement with Oban Airport.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGEO AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.

2	Restaurants	Cafes and restaurants in vicinity.
3	Transportation	Taxis, buses with car hire by prior arrangement.
4	Medical facilities	First aid facilities.
5	Bank and Post Office	Most major banks and Po st Office in Oban. Most major banks and Post Office in Oban.
6	Tourist Office	Area Tourist Office in Oban. Tel: 01631-563122
7	Remarks	

EGEO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category A3 available under remission.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	

EGEO AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical.
2	Clearance priorities	No Formal Snow Clearing Plan exists at the aerodrome however attempts will be made to make all surfaces available for the movement of Aircraft with the limited resources available.
3	Remarks	Latest information on 01631-572910.

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

1	Apron surface and strength	HELIPAD Surface: Asphalt PCN 11 LIGHT AIRCRAFT APRON Surface: Asphalt PCN 10 MAIN APRON Surface: Block Pavers. PCN 11
2	Taxiway width, surface and strength	Taxiway A: 15 M Surface: Asphalt PCN 11 Taxiway B: 15 M Surface: Asphalt PCN 11 Taxiway C: 15 M Surface: Asphalt PCN 11 Taxiway E: 10.5 M Surface: Concrete and asphalt PCN 10 Taxiway F: 10.5 M Surface: Concrete and asphalt PCN 10 Taxiway G: 15 M PCN 10. Surface: Bitumen/Sand.
3	Altimeter checkpoint location and elevation	Hold B and C 25 FT H1/H2 25 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGEO AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
01	1064 M	1064 M	1199 M	1110 M	
19	1142 M	1142 M	1193 M	993 M	

EGEO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
01		Green wingbars	PAPI Left/4.5° 29 FT 115 M			Bi-directional with LI omni-directional component 1263 M 60 M spacing White Light intensity high	Red		
19	One crossbar. 540 M Light intensity high	Green wingbars				Bi-directional with LI omni-directional component 1263 M 60 M spacing White Light intensity high	Red		

EGEO 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: 562740.04N 0052407.55W
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Standby generator/15 seconds.
5	Remarks	

EGEO AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF H1: 562752.53N 0052354.43W, 179.9 FT TLOF H2: 562751.01N 0052354.67W, 179.9 FT TLOF H3: 562735.45N 0052416.37W, 179.9 FT TLOF H4: 562737.25N 0052414.74W, 179.9 FT
2	TLOF and/or FATO elevation	TLOF H1: 24.9 FT TLOF H2: 25.0 FT TLOF H3: 17.2 FT TLOF H4: 17.7 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	

7	RMK	

EGEO 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
OBAN ATZ A circle, 2 NM radius, centred at 562749N 0052400W on longest notified runway (01/ 19)	Upper limit: 2000 FT AGL Lower limit: SFC	G	OBAN INFORMATION English	3000 FT		

EGEO 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	OBAN INFORMATION	118.055 DOC 10 NM/3000 FT.			Mon 0900-1600 (0800-1515) or SS if required; Tue 0900-1600 (0800-1515) or SS if required; Wed 0830-1600 (0715-1615) or SS if required; Thu 0815-1615 (0715-1615) or SS if required; Fri 1015-1600 (0720-1645) or SS if required; Sat 0845-1445 (0745-1615) and by arrangement with the Aerodrome Operator (Argyll and Bute Council); Sun 1015-1615 (0900-1645) or SS if required.	ATZ hours co-incident with AFIS hours.

EGEO 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	OBA	42Y 110.550 MHz	HO	562739.42N 0052407.73W	36 FT	On AD. DOC 25 NM/10,000 FT. Normally radiates H24.
NDB 1.12°W (2027)	OBN	404.000 kHz	HO	562738.47N 0052407.92W		On AD. Normally radiates H24.

EGEO AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Non radio aircraft must obtain PPR via telephone with ATS prior to flight.
b) Pilots are to contact Oban Information to request start-up clearance.
c) Except whilst in a vehicle or aircraft, high visibility clothing must be worn airside at all times.
d) All Crew/Passengers walking from H1 and H2 are required to use the designated walkway to/from the terminal.
e) Aircraft that do not require the use of a licensed aerodrome and that wish to operate outside the notified hours of operation, must comply with the Argyll and Bute Council Out of Hours Indemnity Scheme. PPR applies to ALL out of hours flights and must be obtained within operating hours, from the aerodrome operator (Argyll and Bute Council, c/o Oban Airport) prior to flight. Details of the scheme and an application form can be found at: http://www.obanandtheislesairports.com. Pilot information can be obtained from Oban aerodrome, Tel: 01631-572910.

EGPK — PRESTWICK

EGPK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPK — PRESTWICK

EGPK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 553034N Long: 0043540W Mid point of Runway 12/30.
2	Direction and distance from city	1 NM NE of Prestwick.
3	Elevation / Reference temperature / Mean Low Temperature	65 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	179 FT
5	Magnetic Variation / Annual Change	0.67°W (2027) / 0.20°E
6	AD Administration Address Telephone	GLASGOW PRESTWICK AIRPORT LTD. Aviation House, Prestwick, Scotland KA9 2PL. 01292-511107 (ATC Operations) 01292-511108 (AFS) 0871-2230700 (Switchboard) 01292-511190 (Airfield Ops)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGPK AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	Available via handling agent.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	Available via handling agent.
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Additionally, for all aircraft inbound to HMS Gannet: Tel: 01292-674217. Unmanned UNICOM Gannet Ops 375.7 MHz. PPR is mandatory. Minimum of 72 hours in advance. Office open and manned Mon-Fri 0800-1600 (0700-1500).

EGPK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full mechanical facilities. (Single piece 30 tonnes, heavier loads by arrangement). Bonded storage facilities available.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL Available
3	Fuelling facilities/capacity	1400 LT per minute - AVTUR JET A-1, 2.1 million LT. AVGAS, 54,000 LT.
4	De-icing facilities	KILFROST ABC K+ Type 2 with 75/25 mix.
5	Hangar space for visiting aircraft	Limited. Prior notification required.
6	Repair facilities for visiting aircraft	Limited. Prior notification required.
7	Remarks	Handling is mandatory for all aircraft. Handling agent/Fixed Base Operator is: Prestwick Aviation Services: Tel: 01292-511333; SITA: PIKOWXH/PIKAPXH; e-mail: pikops@glasgowprestwick.com; Frequency: 129.700 MHz; Available H24.

EGPK AD 2.5 PASSENGER FACILITIES

1	Hotels	Available locally.
2	Restaurants	Restaurants and bars in the town of Prestwick.
3	Transportation	Buses and taxis. Nearest railway station: Prestwick International.
4	Medical facilities	First Aid Treatment.
5	Bank and Post Office	Cash dispenser in terminal building.
6	Tourist Office	Ayr.
7	Remarks	Full disabled facilities for passenger handling.

EGPK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 For higher categories contact ATC Operations, Tel: 01292-511107. RFF Category 8 and 9 available at short notice.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	

EGPK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical and anti-icing.
2	Clearance priorities	Runway 12/30, Taxiways, Aprons, Runway 02/20.
3	Remarks	Latest information from Clearance Programme Tel: 01292-511107.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	89 x 150 M	3107 x 280 M				RWY 30 Paved shoulders extend 23 M beyond each side of the runway for 2134 M from the threshold of Runway 30 and for 8 M beyond each side and end of the runway thereafter. The downslope gradient over the first 400 M of LDA is: RWY 30 - 1.25%.

EGPK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
12	2987 M	3171 M	2987 M	2743 M	
30	2987 M	3075 M	2987 M	2987 M	
12	2445 M	2629 M	2445 M		Take-off from Hold Kilo.
12	1453 M	1637 M	1453 M		Take-off from Hold Mike.
12	1366 M	1550 M	1366 M		Take-off from intersection Tango.
12	1190 M	1374 M	1190 M		Take-off from Hold November.
12	1128 M	1312 M	1128 M		Take-off from Hold Foxtrot.
30	2899 M	2988 M	2899 M		Take-off from intersection INT.
30	2678 M	2766 M	2678 M		Take-off from Hold Quebec.
30	1904 M	1992 M	1904 M		Take-off from Hold Foxtrot.
30	1841 M	1930 M	1841 M		Take-off from Hold November.
30	1652 M	1740 M	1652 M		Take-off from intersection Tango.
30	1589 M	1677 M	1589 M		Take-off from Hold Mike.
02	1906 M	1999 M	1906 M	1825 M	
20	1906 M	2147 M	1991 M	1906 M	
02	1906 M	2000 M	1906 M		Take-off from intersection Sierra.
02	1229 M	1322 M	1229 M		Take-off from Hold Yankee.
02	772 M	865 M	772 M		Take-off from Hold Whiskey.
20	1710 M	1951 M	1795 M		Take-off from Hold R1.
20	1158 M	1399 M	1243 M		Take-off from Hold Whiskey.
20	700 M	941 M	785 M		Take-off from Hold Yankee.

EGPK 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 Light intensity high With green wingbars	PAPI Left/3° 58 FT 399 M			HI bi-directional with LI omni-directional component 64 M spacing	Red		
20	Centre-line with one crossbar. 420 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3.5° 57 FT 341 M			HI bi-directional with LI omni-directional component 64 M spacing	Red	175 M Red	

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	Coded centre-line with five crossbars. 853 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 58 FT 420 M		Colour coded 2987 M 30 M spacing Light intensity high	Elev HI bi-directional with LI omni-directional component 60 M spacing	Red		EDGE: These show red in NW direction between NW end of the runway and the displaced 12 threshold.
30	Coded centre-line with five crossbars. 890 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3.5° 64 FT 450 M		Colour coded 2987 M 30 M spacing Light intensity high	Elev HI bi-directional with LI omni-directional component 60 M spacing	Red		EDGE: These show red in NW direction between NW end of the runway and the displaced 12 threshold.

EGPK 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: Adjacent to both ILS glidepath aerials. 553051.63N 0043621.16W, 553018.27N 0043441.90W (LTGD).
3	TWY edge and centre line lighting	CL: Green centre-line lights on Taxiway Romeo. EDGE: Blue edge lights on Taxiway Sierra.
4	Secondary power supply/switch-over time	During LVP operations changeover from standby power to mains takes place in less than 1 second. During visual or non-precision operations changeover from mains to standby generator takes maximum 15 seconds in event of full mains failure.
5	Remarks	Floodlights on Aprons A and B, mobile floodlighting available on request. Obstacle lighting.

EGPK 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	Refer to item AD 2.20, paragraph 5. A helicopter aiming point is marked on Runway 12/30 between Links Mike and November. Runway thresholds may also be used, at the discretion of ATC.

EGPK 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
PRESTWICK CTR 553734N 0044227W - 552838N 0041639W thence clockwise by the arc of a circle radius 11 NM centred on 553034N 0043540W to 552150N 0042400W - 553044N 0044945W thence clockwise by the arc of a circle radius 8 NM centred on 553034N 0043540W to 553734N 0044227W	Upper limit: 5500 FT ALT Lower limit: SFC	D	PRESTWICK APPROACH English	6000 FT		
PRESTWICK ATZ A circle, 2.5 NM radius, centred at 553034N 0043540W on longest notified runway (12/30)	Upper limit: 2000 FT AGL Lower limit: SFC	D	PRESTWICK APPROACH English	6000 FT		

EGPK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	PRESTWICK APPROACH	121.500 Emergency frequency O/R.			H24	ATZ hours coincident with Approach hours.
		129.450 DOC 40 NM/ 19,500 FT.			H24	
TWR	PRESTWICK TOWER	118.150 DOC 25 NM/6,000 FT.			H24	
		121.500 Emergency frequency O/R.			H24	
		127.155 As directed by ATC.			H24	
RADAR	PRESTWICK RADAR	121.500 Emergency frequency O/R.			H24	
		124.630 As directed by ATC.			H24	
		129.450 DOC 40 NM/ 19,500 FT.			H24	
ATIS	PRESTWICK INFORMATION	121.130			H24	
OTHER	PRESTWICK FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.65°W (2027)	IPP	110.300 MHz	H24	553000.19N 0043403.31W		(RWY 12)
ILS/GP	IPP	335.000 MHz	H24	553052.15N 0043621.68W		3° ILS Ref Datum Hgt 53 FT. The quality of the guidance provided does not permit the use of the facility for coupled approaches below 200 FT. Full scale flydown indications may not be maintained when high above the glide path sector. Caution is advised on approach.
ILS/LOC I 0.68°W (2027)	IKK	110.300 MHz	H24	553101.73N 0043701.31W		(RWY 30)
ILS/GP	IKK	335.000 MHz	H24	553018.01N 0043440.60W		3.5° ILS Ref Datum Hgt 56 FT. A weak signal may be experienced below the glide path slope at 8 degrees right of the centre-line.
VOR/DME 0.71°W (2027) 0.9°W (2025)	TRN	122X 117.500 MHz	H24	551848.28N 0044701.91W	586 FT	VOR DOC: 20 NM/50,000 FT, 30 NM/ 50,000 FT in Sector R056-106 and 45 NM/50,000 FT in Sector R356-056. DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001). Due to terrain effects bearing errors of greater than 4 may occur in Sector R171-181. In addition coverage at low level is reduced in Sector R066-106.
NDB (L) 0.66°W (2027)	PIK	355.000 kHz	H24	553021.92N 0043438.11W		DOC 30 NM.
ILS/DME	IKK	40X 110.300 MHz	H24	553028.11N 0043538.49W	48 FT	(RWY 30) DOC 25 NM/10,000 FT. Zero range is indicated at THR of Runway 12 and 30.
ILS/DME	IPP	40X 110.300 MHz	H24	553028.11N 0043538.49W	48 FT	(RWY 12) DOC 25 NM/10,000 FT. Zero range is indicated at THR of Runway 12 and 30.

EGPK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Pilots are to 'book-out' by telephoning ATC.
b) Traffic flow management of inbound, outbound and local aircraft may be applied without notice.
c) Aircraft with tail skids will not be permitted to use the aerodrome without first having been fitted with some form of wheel to prevent surface damage.
d) The wearing of high visibility clothing is mandatory by all personnel working on airside areas.
e) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
f) Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to UK Border Force. Transport to and from the UK Border should be arranged with the Handling Agent.
g) Aprons A & B are subject to security restrictions and searches.

2 GROUND MOVEMENT

a) Holding positions are indicated at night by a row of red lights across the taxiway. Aircraft are not permitted to proceed on to the runway unless these lights have been extinguished or permission has been given by ATC.
b) To prevent soil erosion by jet blast, an area contiguous with the beginning of Runway 30 has been concreted. This area is not load bearing and aircraft should not be taxied across it during line up for take-off. A hatched area separates this area from the runway.
c) ATC taxiing instructions should be strictly observed.
d) Link November has a reduced width of 16 M and is only available for aircraft up to and including Code B size.
e) Only marked taxiways to be used.
f) The arrangement of the Terminal apron, piers, stand numbers, nose wheel guide lines and alignment bars are shown at AD 2-EGPK-2-2.
g) The taxiway Route to/from Spirit Aero systems and HMS Gannet is via Link Tango.
h) Holding Point M is available to aircraft up to code F. During hours of darkness and low visibility all aircraft must use a follow me vehicle.
i) The first 100 M of paved surface from Runway 30 threshold has been marked to provide 50 M width for large aircraft turning. All turns must be executed in a clockwise direction. Concrete outside the runway edge markings is unfit for the movement of aircraft. Any pilot who may require marshaller assistance is to advise ATC before taxi.
j) Commanders of wide-bodied aircraft are reminded that minimum power only should be applied on Taxiway Juliet, particularly when entering the runway via holding point Juliet.
k) Aircraft that require starting by manual swinging of propellers are only permitted to undertake engine starting as a two person operation. An assistant familiar with manual swinging of propellers must be present in addition to the pilot in command and both persons must carry out the operation in a safe manner.
l) Link R1 is a dual holding point. Aircraft will be held parallel to Runway 30, when instructed by ATC access is via Runway 20.
m) Due to limited line of sight of certain parts of the manoeuvring area, such as Aprons A, B, G & H and the Southwestern section of Taxiway S south of holding point W, ATC may request additional position reports. Pilots should maintain a good lookout in these areas.
n) Taxiway R east of holding point R1 to holding point R2 has reduced separation of 167 M from Runway 12/30 centreline. ATC will hold aircraft at holding point R2 as required in accordance with local procedures.

3 CAT II/III OPERATIONS

Not Applicable

4 WARNINGS

a) Except for light signals, ground signals are not displayed.
b) Aircraft carrying out circuits on Runway 02/20 are warned of rising ground to the Northeast.
c) Pilots are advised that bird numbers have been assessed as ‘severe’ during migratory periods (Oct/Nov and Mar/Apr). During Spring and Autumn, bird concentrations may be present on surrounding agricultural land. Active dispersal methods are employed within the Airport's boundaries. This will be the subject of a NOTAM.
d) Because of the extreme width of the concrete/asphalt surface forming Runway 12/30 (92 M) paved shoulders extend 23 M beyond each side of the runway. In certain conditions (poor visibility and at night) the edge lights may be mistaken for the centre-line (albeit the edge lights are raised and the centre-line lights are flush mounted). Pilots of departing aircraft should exercise extreme caution when lining up on the centre-line of the runway in such circumstances.
e) When visibility is less than 800 M, Low Visibility Procedures will be applied. Pilots will be informed by RTF or ATIS. Pilots are advised that these procedures can cause delays for inbound and outbound traffic.
f) When RVR is less than 600 M, only one aircraft movement is permitted at a time on the manoeuvring area.
g) The maximum reportable RVR value for Runway 30 is 1400 M.
h) Caution Runway Incursion Prevention. Dual runway hold at Runway 02/20. Pilots are to adhere to ATC instructions / information and relevant ground markings at all times. See Aerodrome charts for hotspot location.
i) Grass Cutting - Consequent upon the implementation of the long grass programme relating to the control of birds, the following will be introduced:

   Grass cutting may take place on a daily basis between April and October inclusive within the strip enclosing Runways 12/30 and 02/20.

j) Deer hazard, aircrews to report any sightings to ATC.
k) Low level mechanical turbulence due to terrain and the presence of buildings on short final for all runways can affect the wind, resulting in the reported wind speed sometimes being lower than that experienced by pilots.

5 HELICOPTER OPERATIONS

a) Civil helicopters operating to Prestwick will normally be allocated to Apron G or H. Such helicopters are to operate to/from Aprons G and H by approaching to/from the aiming point marked on Runway 12/30 between Links M and N.
b) Military helicopters may operate directly to and from Apron C, subject to ATC permission.
c) At ATC discretion, the thresholds of Runways 12/30 and 02/20 may also be used as aiming points.
d) Helicopters may ‘air’ or ‘ground’ taxi between the aiming point and the designated parking area, including the military parking circles. Due to the surface condition of Apron C, only marked designated taxiway routes should be used.

6 USE OF RUNWAYS

a) During winter conditions when the runway is contaminated, estimated braking action will be provided in accordance with the CAA Estimated Braking Action Table.

7 TRAINING

a) Aircraft training slots are to be requested from ATC: 01292-511107.
b) The use of the airport for circuit and instrument training purposes is subject to the prior arrangement with ATC operations, Tel: 01292-511107.
c) ATC must be advised of any cancellations. Any training slot delayed by 30 minutes or more will be deemed to have been cancelled and the slot re-negotiated.
d) Failure to cancel a booked slot may result in cancellation charges.
e) The filing of a flight plan for a training slot does not imply acceptance.
f) Asymmetric flight must not be carried out without ATC permission.
g) From 1900-0800 (1800-0700) jet circuit training is not available due to noise abatement. Non jet aircraft may be accepted subject to PPR.
h) No training will be accepted on Tuesdays between 0800-1200 (0700-1100) due to essential airfield maintenance.

EGPK AD 2.21 NOISE ABATEMENT PROCEDURES

1 NOISE PREFERENTIAL PROCEDURES

a) Operators of all aircraft using the airport should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
b) These requirements may at any time be departed from, to the extent necessary, for avoiding immediate danger and for complying with the instructions of ATC.
c) All aircraft using the aerodrome shall maintain as high an altitude as practicable.
d) Aircraft using the ILS in IMC or VMC shall not descend below 2000 FT before intercepting the glidepath unless directed by radar, nor thereafter fly below it. An Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being lower than the approach path which would be followed by an aircraft using the ILS glidepath.
e) All airline crew training circuits shall be flown at a height of at least 1500 FT AAL. In other respects training aircraft shall comply with the procedures and routeings detailed in this notice together with procedures laid down by GPA Ltd with regard to training circuits.
f) Noise from ground running of aircraft engines is controlled in accordance with instructions issued by GPA Ltd.

2 NOISE PREFERENTIAL ROUTES

a) The Noise Preferential Routes (NPR) specified below are compatible with ATC requirements and shall apply in both IMC and VMC.
b) The tracks are to be flown by all departing jet aircraft and by all other aircraft of more than 12,500 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

Departure Runway	NPR
12	Climb straight ahead until passing DME I-PP or I-KK 4, or until passing 3000 FT ALT.
30	Climb straight ahead and after passing DME I-PP or I-KK 1.0 turn left onto track not North of 288°M until passing 3000 FT ALT.

c) The following NPR's will apply to circuit training as follows:

Departure Runway	NPR
12	Climb straight ahead until 1500 FT HGT / 1600 FT ALT before turning left or right into the circuit.
30	Climb straight ahead and after passing DME I-PP or I-KK 1.0 turn left onto track 288°M until 1500 FT HGT or 1600 FT ALT before turning left or right into the circuit.

3 VISUAL CIRCUITS

a) Aircraft carrying out right hand visual circuits on Runway 30 should avoid overflying Troon.

EGPK AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) The Standard Arrival Routes for arrivals from the ATS route system are as follows, and are detailed at AD 2-EGPK-7-1

Approach from	Via	Route
Southeast and South	N601/UN601, UN590	ASLIB - ENIPI - direct TRN For Runway 30 arrivals, tactical routing to SUMIN may be given.
Southwest	P600	BLACA - P600 - TRN

b) Arrival routes from all other directions are as follows:

Approach from	Via	Route
North and Northeast	P600	Direct to TRN or SUMIN REP by Scottish ACC, or transferred to Glasgow Approach for transit of the Glasgow CTR/CTA and/or Scottish TMA.
East	Y96	Tactical routing to TRN or SUMIN by Scottish ACC.
West and Northwest	N562	Routed direct to TRN by Scottish ACC.

c) Inbound aircraft other than from the Airways Route Structure:

i. Aircraft wishing to enter the CTR or CTA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace.
ii. Pilots inbound to Prestwick under VFR must contact Prestwick Approach Control and request clearance to enter the Prestwick CTR/CTA at least 10 minutes before reaching the CTR/CTA boundary. VFR and Special VFR aircraft will usually be instructed to route either via one of the designated VFR routes or via Visual Reference Points (see paragraphs 5 to 8).

d) Aircraft routing inbound from other Scottish TMA airfields will be cleared the PIK NDB not below the MSA.
e) Approach Procedures with Radar Control

i. When Prestwick inbound traffic is being sequenced by radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
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 aircraft whilst radar sequencing is in progress. Aircraft unable to comply with requested speeds should inform the radar controller 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 a radar failure, new instructions will be issued to aircraft under Radar Control and the procedures as defined for approach without Radar Control will be put in effect.

f) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by radar, aircraft will normally be cleared to either TRN VOR, SUMIN REP or PIK NDB in order to carry out an Instrument Approach Procedure appropriate to the landing direction.

2 RADIO COMMUNICATIONS FAILURE PROCEDURES

a) In the event of complete radio communication failure, pilots are to adopt the appropriate national basic procedures notified at ENR 1.1.3.
b) When leaving the CTR in accordance with national basic procedures, aircraft are to track 180° TRUE from the PIK NDB at 4000 FT ALT until clear of the Prestwick CTR Boundary.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Standard Instrument Departures from Prestwick are as follows (see AD 2-EGPK-6-1/2):

- P600 via TRN
- N560 via TRN to GOW
- L602 via TRN to GOW
- UL612 North via TRN to GOW
- T256/UT256 departing Runway 30, LUCCO Z248 OSMEG T256 DCS
- T256/UT256 departing Runway 12, SUDBY Z249 OSMEG T256 DCS
- Y96 departing Runway 30, LUCCO Z250 HAVEN
- Y96 departing Runway 12, SUMIN Z250 HAVEN
- N562 departing Runway 30, DAUNT Z246 HERON
- N562 departing Runway 12, AKODA Z247 HERON

b) North Atlantic Departures.

i. Due to the proximity of the Shanwick Oceanic boundary to Prestwick, pilots of jet aircraft planned to enter Shanwick airspace at GOMUP and ETILO should contact Shanwick CDO prior to departure. On all other oceanic routes an 'RCL' can be submitted after the aircraft is airborne. ENR 2.2, paragraph 3.8.2 refers.
ii. When TRA 008 (ENR 5.2 and ENR 6-13) is active, aircraft entering Shanwick/Reykjavik airspace at ETILO, ERAKA, ADODO, BALIX, ORTAV, ATSIX, LUSEN or RATSU should file via TRN GOW.

4 SPEED LIMIT

a) A speed limitation of 250 KT applies to all departures whilst flying below FL 100 except when a request has been approved and exceptional circumstances require its removal.

5 VFR FLIGHTS

a) VFR flights in the Control Zone will be given routing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate routing instructions via the routes detailed in paragraph 7 or the Visual Reference Points detailed in paragraph 9.
c) Pilots of VFR flights are required to remain in VMC at all times and to comply with the relevant Rules of the Air Regulations 2015, and must advise ATC if at any times they are unable to comply with the instructions given.

6 SPECIAL VFR FLIGHTS

a) Clearance may be requested for Special VFR flight in IMC or at night within the Prestwick Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general provisions laid down for Special VFR flights.
b) Special VFR clearances will include routing and maximum altitude instructions and may not necessarily be confined to the entry/exit lanes detailed at paragraph 7. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4-6 note 4, which may require them to request routing via the notified Entry/Exit Lanes.
c) Pilots are reminded that they must at all times, when operating on a Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Prestwick Airport, radar vectoring will not normally be applied to aircraft operating in accordance with a Special VFR clearance.
d) Pilots are reminded that a Special VFR clearance applies only to flight within the Prestwick Control Zone and does not extend to flight within the surrounding airspace of the Prestwick Control Area or Scottish Terminal Control Area.
e) Special VFR clearances will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 KG MTWA.

7 ENTRY/EXIT LANES

a) The following entry/exit lanes are notified for the purposes of Schedule 7 of the Air Navigation Order 2009, Part A, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) to permit aircraft to operate to and from Prestwick Airport in IMC under the conditions stated, as follows:

i.
1. A lane 3 NM wide, with centre-line from Irvine Harbour VRP (a point on the northern Prestwick CTR boundary), thence southeast along the coast to Barassie, then along the railway line to the point at which it joins the Prestwick Aerodrome Traffic Zone;
2. A lane 3 NM wide, with centre-line from Doonfoot (Millennium Bridge) VRP (a point on the southern Prestwick CTR boundary), thence northeast along the coast to the point at which it joins the Prestwick Aerodrome Traffic Zone.

ii. Use of the lanes is subject to clearance by Prestwick ATC and the carriage of the Prestwick Approach Control frequency.
iii. Aircraft using the lanes must remain clear of cloud and in sight of the surface, not above 3000 FT (Prestwick QNH), and in flight visibility of not less than 3 KM.
iv. An aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned.
v. Pilots of aircraft are responsible for maintaining adequate clearance from the surface or other obstacles.

b) Additionally, to permit the effective integration of traffic, flights operating under VFR may be required by ATC to follow these routes as detailed in paragraph 5.

8 MICROLIGHT AND MODEL AIRCRAFT OPERATIONS IN THE PRESTWICK CONTROL ZONE

a) Model aircraft operations take place at Auchens, 553453N 0043653W, up to 1000 FT AGL during daylight hours. Operations at Auchens above 400 FT AGL will be advised by ATC. For further information on operations at Auchens, contact 07828-160896.
b) Weight shift/flex wing microlights are not allowed to use the aerodrome unless in emergency. Limited numbers of three-axis microlights may be permitted with prior permission from the aerodrome operator.

9 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.

10 OMNI-DIRECTIONAL DEPARTURES

Omni-directional Departures		
Runway	**Description**	**Restrictions**
12	Climb straight ahead MAG track 124° to 740 FT then turn on track climbing to enroute safety altitude/MSA. PDG 3.8% to 740 FT then 3.3% after turn.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require additional manoeuvres once above the initial altitude and climbing. See EGPK AD 2.21 for Noise Abatement Procedures.
20	Climb straight ahead MAG track 206° to 1350 FT then turn on track climbing to enroute safety altitude/MSA. PDG 3.7% to 1350 FT then 3.3% after turn.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles.
30	Climb straight ahead MAG track 304° to 570 FT then turn on track climbing to enroute safety altitude/MSA. PDG 3.3%.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require additional manoeuvres once above the initial altitude and climbing. See EGPK AD 2.21 for Noise Abatement Procedures.

EGPK AD 2.23 ADDITIONAL INFORMATION

a) Glasgow Prestwick Airport will only sanction the use of Remotely Piloted Aircraft Systems (RPAS) by professional licensed operators. All professional enquiries should be forwarded to ATC, Telephone: 01292-511107 or Email: atswatchmanager@glasgowprestwick.com.

EGPK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPK-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGPK-2-2
PRESTWICK CONTROL ZONE AND CONTROL AREA CHART
AD 2.EGPK-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPK-5-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) LUCCO 1K SUDBY 1L SUMIN 1L - ICAO
AD 2.EGPK-6-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) TRN 2K 2L DAUNT 1K AKODA 1L - ICAO
AD 2.EGPK-6-2
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 30 LUCCO 1K RWY 12 SUDBY 1L SUMIN 1L
AD 2.EGPK-6-3
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 30 TRN 2K DAUNT 1K RWY 12 TRN 2L AKODA 1L
AD 2.EGPK-6-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BLACA 1P - ICAO
AD 2.EGPK-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) APPLE 2P RIBEL 2P - ICAO
AD 2.EGPK-7-2
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 12 TRN 2Q – ICAO
AD 2.EGPK-7-3
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 20 TRN 3S SUMIN 3S – ICAO
AD 2.EGPK-7-4
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 30 TRN 2R SUMIN 2R – ICAO
AD 2.EGPK-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES BLACA 1P APPLE 2P RIBEL 2P
AD 2.EGPK-7-6
TRANSITION CODING TABLES RWY 12 TRN 2Q RWY 20 TRN 3S SUMIN 3S RWY 30 TRN 2R SUMIN 2R
AD 2.EGPK-7-7
RNAV HOLD CODING TABLE TRN SUMIN
AD 2.EGPK-7-8
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 12 - ICAO
AD 2.EGPK-8-1

INSTRUMENT APPROACH CHART – LOC/DME/NDB(L) RWY 12 – ICAO
AD 2.EGPK-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 12 - ICAO
AD 2.EGPK-8-3
INSTRUMENT APPROACH CHART RNP RWY 12 - ICAO
AD 2.EGPK-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 12 - ICAO
AD 2.EGPK-8-5
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 20 - ICAO
AD 2.EGPK-8-6
INSTRUMENT APPROACH CHART RNP RWY 20 - ICAO
AD 2.EGPK-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 - ICAO
AD 2.EGPK-8-8
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 30 - ICAO
AD 2.EGPK-8-9
INSTRUMENT APPROACH CHART – ILS/DME/NDB(L) RWY 30 (ACFT CAT A,B) SHORT PROCEDURE – ICAO
AD 2.EGPK-8-10
INSTRUMENT APPROACH CHART – LOC/DME/NDB(L) RWY 30 – ICAO
AD 2.EGPK-8-11
INSTRUMENT APPROACH CHART – LOC/DME/NDB(L) RWY 30 (ACFT CAT A,B) SHORT PROCEDURE – ICAO
AD 2.EGPK-8-12
INSTRUMENT APPROACH CHART – SRA RTR 2NM RWY 30 – ICAO
AD 2.EGPK-8-13
INSTRUMENT APPROACH CHART RNP RWY 30 – ICAO
AD 2.EGPK-8-14
INSTRUMENT APPROACH CHART – NDB(L)/DME RWY 30 – ICAO
AD 2.EGPK-8-15
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 12
AD 2.EGPK-8-16
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 20
AD 2.EGPK-8-17
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 30
AD 2.EGPK-8-18

EGPK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 553034N 0043540W

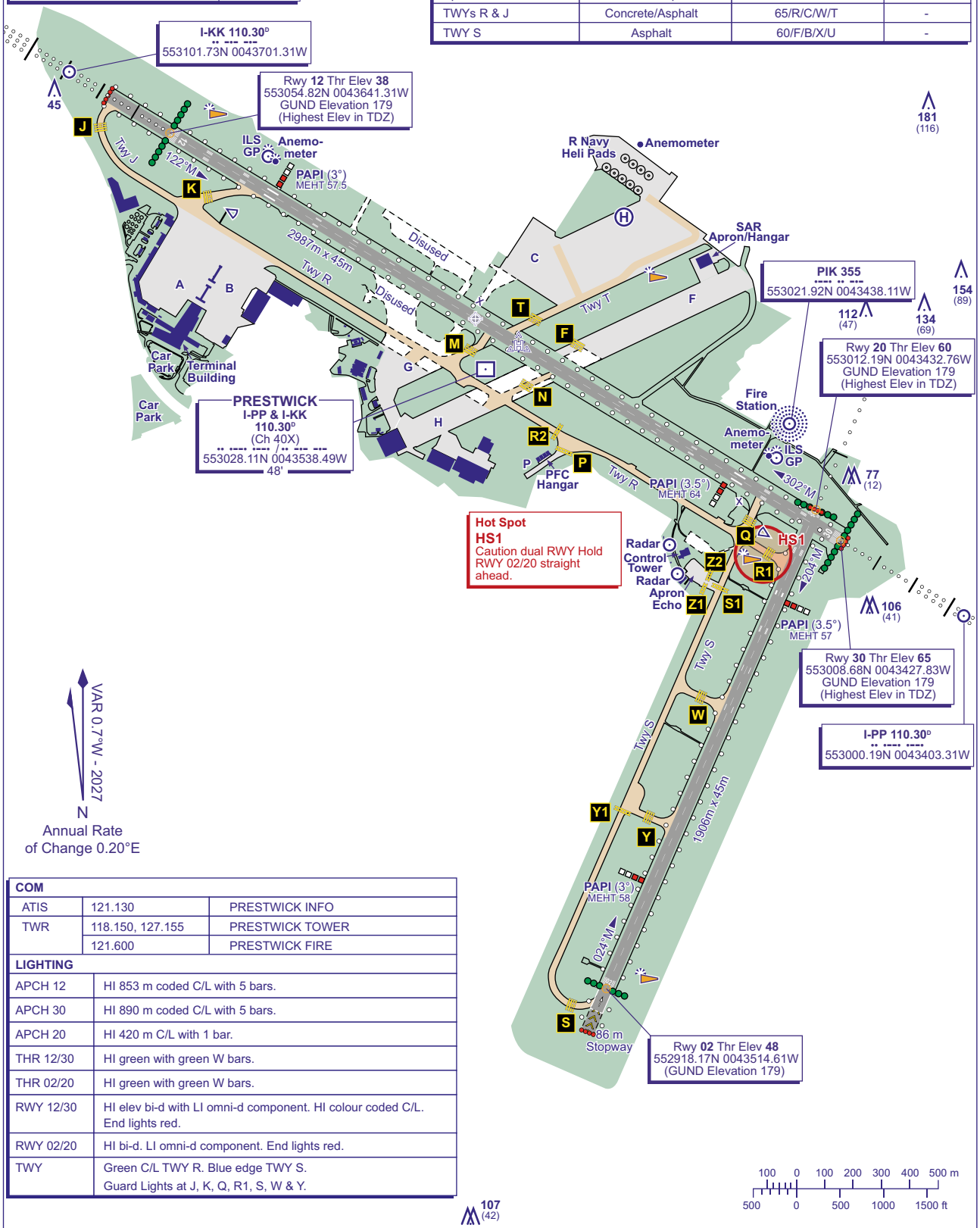
AD ELEV 65FT

PRESTWICK
EGPK

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	181 (116)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 12/30	Concrete/Asphalt	90/R/C/W/T	-
RWY 02/20	Asphalt	60/F/C/X/U	-
Aprons A & B	Concrete/Asphalt	100/R/C/W/T	30 ft amsl
Aprons C, F & H	Concrete/Asphalt	50/R/A/X/U	-
Aprons G	Concrete/Asphalt	30/R/B/X/U	-
TWYs R & J	Concrete/Asphalt	65/R/C/W/T	-
TWY S	Asphalt	60/F/B/X/U	-



COM		
ATIS	121.130	PRESTWICK INFO
TWR	118.150, 127.155	PRESTWICK TOWER
	121.600	PRESTWICK FIRE

LIGHTING	
APCH 12	HI 853 m coded C/L with 5 bars.
APCH 30	HI 890 m coded C/L with 5 bars.
APCH 20	HI 420 m C/L with 1 bar.
THR 12/30	HI green with green W bars.
THR 02/20	HI green with green W bars.
RWY 12/30	HI elev bi-d with LI omni-d component. HI colour coded C/L. End lights red.
RWY 02/20	HI bi-d. LI omni-d component. End lights red.
TWY	Green C/L TWY R. Blue edge TWY S. Guard Lights at J, K, Q, R1, S, W & Y.

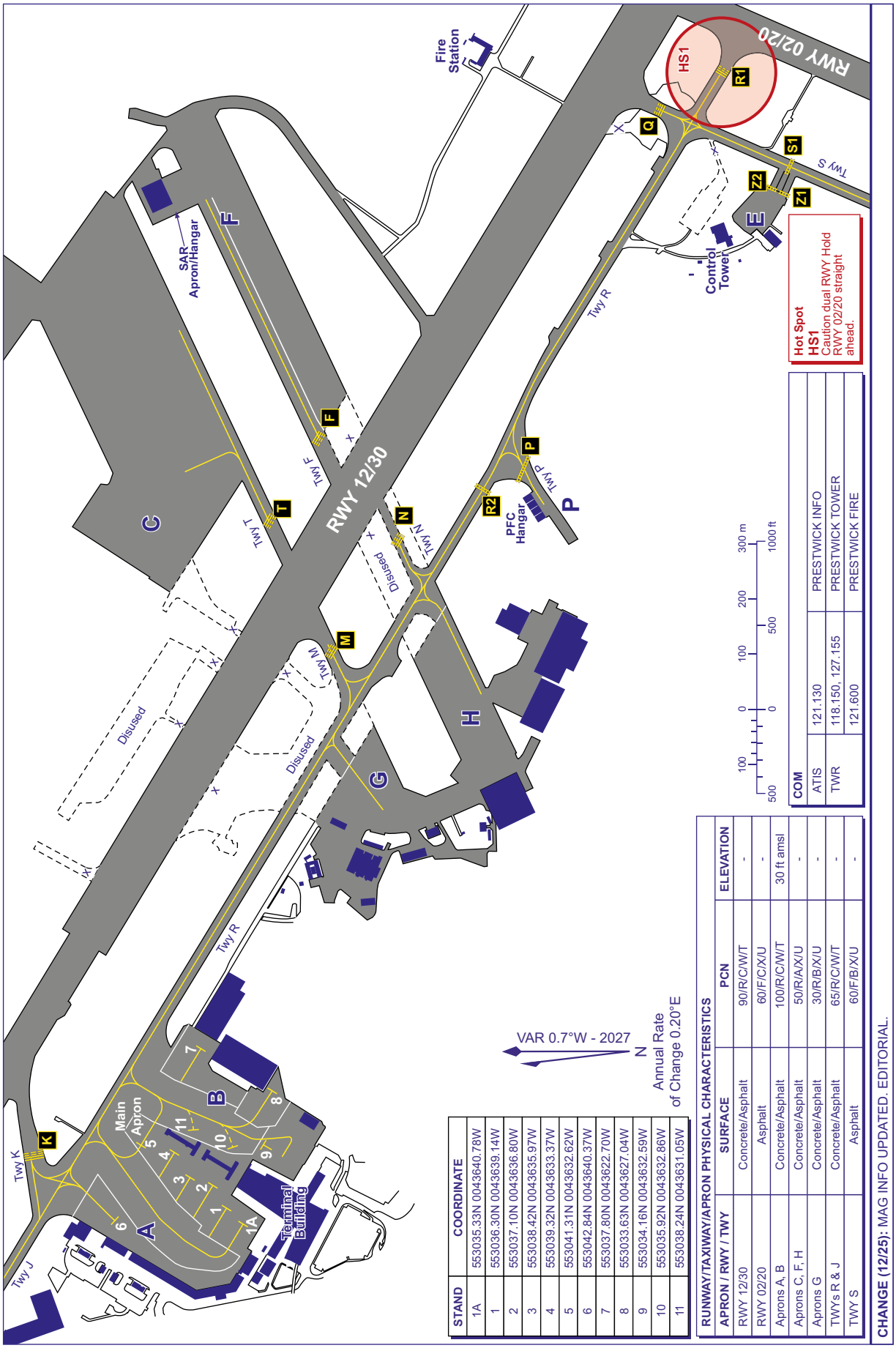
CHANGE (2/26): TWY LIGHTING TABLE.

PRESTWICK EGPK

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD ELEV 65FT

ARP 553034N 0043540W



STAND	COORDINATE
1A	553035.33N 0043640.78W
1	553036.30N 0043639.14W
2	553037.10N 0043636.80W
3	553038.42N 0043635.97W
4	553039.32N 0043633.37W
5	553041.31N 0043632.62W
6	553042.84N 0043640.37W
7	553037.80N 0043622.70W
8	553033.63N 0043627.04W
9	553034.16N 0043632.59W
10	553035.92N 0043632.86W
11	553038.24N 0043631.05W

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 12/30	Concrete/Asphalt	90/R/C/W/T	-
RWY 02/20	Asphalt	60/F/C/X/U	-
Aprons A, B	Concrete/Asphalt	100/R/C/W/T	30 ft amsl
Aprons C, F, H	Concrete/Asphalt	50/R/A/X/U	-
Aprons G	Concrete/Asphalt	30/R/B/X/U	-
TWYs R & J	Concrete/Asphalt	65/R/C/W/T	-
TWY S	Asphalt	60/F/B/X/U	-

COM		
ATIS	121.130	PRESTWICK INFO
TWR	118.150, 127.155	PRESTWICK TOWER
	121.600	PRESTWICK FIRE

CHANGE (12/25): MAG INFO UPDATED. EDITORIAL.

AERO INFO DATE 08 SEP 25

AD 2-EGPK-2-2

EGHE — SCILLY ISLES/ST MARYS

EGHE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHE — SCILLY ISLES/ST MARYS

EGHE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 495448N Long: 0061730W Midpoint of Runway 14/32.
2	Direction and distance from city	1 NM E of Hugh Town.
3	Elevation / Reference temperature / Mean Low Temperature	121 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	175 FT
5	Magnetic Variation / Annual Change	0.59°W (2027) / 0.18°E
6	AD Administration Address Telephone AFS E-mail address	COUNCIL OF THE ISLES OF SCILLY. St Mary's Airport, St Mary's, Isles of Scilly, TR21 0NG. 01720-424335 EGHEZTZX ATC@stmarysairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGHE AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0815-1215, 1315-1730 (0700-1730); Sat 0815-1215 (0700-1730).
2	Customs and immigration	By arrangement.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	
9	Handling	On request via ATC.
10	Security	
11	De-icing	
12	Remarks	This aerodrome is strictly PPR by telephone or email only.

EGHE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	For details Tel: 01720-424335.
2	Fuel and oil types	
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGHE AD 2.5 PASSENGER FACILITIES

1	Hotels	In vicinity.
2	Restaurants	Bar and Buffet.
3	Transportation	Taxis by arrangement.
4	Medical facilities	Wheelchair available.
5	Bank and Post Office	In Hugh Town.
6	Tourist Office	In Hugh Town.
7	Remarks	

EGHE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A3 Occasionally RFF CAT 3 may be operated under remission as notified by NOTAM.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Aircraft can be removed by outside contractor by arrangement with Airport Authority/ATC.
4	Remarks	

EGHE AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt
2	Taxiway width, surface and strength	Taxiway A: 16.5 M Surface: Asphalt Taxiway H: 7.1 M Surface: Concrete
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGHE 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	Painted surface guide lines and stand numbers to/from each designated aircraft stand.
2	Runway and taxiway markings and lighting	Runway light(s): Runway guard lights and backlit holding point designator signs at each aircraft runway holding point except at holding point H on Taxiway H. No guard lights or back lit signage at holding point H on Taxiway H, only a reflective holding point designator sign and surface markings available. Low intensity, blue edge Runway end turning circle lights available for all runways.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	Apron edge designated by blue reflective Linlaner markers. WDI: 495443.76N 0061730.55W, 139.14 FT (LGTD).

EGHE 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**
(EGHE1120) 27/APPROACH	TREE	495450.31N 0061714.08W	122 FT	49 FT	No	
(EGHE1112) 32/APPROACH	NATURAL_HIGHPOINT	495438.68N 0061718.42W	84 FT		No	

d) Access from/to GA parking shall be via Exit/Entry gates along boundary fence. Telephone for transport available on front of Fire Station building, or walk via perimeter track around aerodrome to Terminal Building.
e) High Visibility Clothing mandatory with exception of passengers under escort.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Pilots should exercise extreme caution when landing or taking-off at this aerodrome, which is markedly hump-backed. The gradients increase to as much as 1 in 13 at runway ends.
b) A perimeter road runs around the northern part of the aerodrome and the vehicular traffic is liable to cross the approach to Runway 14.
c) Locally based aircraft activity may take place outside of published hours, also SAR aircraft, air ambulance and Trinity House Helicopters.
d) Runway 14 PAPI signals are visible to the east of the runway extended centre-line where normal obstacle clearance is not guaranteed. They should only be used when the aircraft is aligned with the runway.
e) Pilots of aircraft are cautioned to exercise great care when using the Runway 32 end turning circle due to the reduced clearance to the south-south-east where a granite outcrop inhibits the provision of normal taxiway clearances; consequently the reverse turn to line-up on Runway 32 should be commenced as soon as is practicable.
f) Turbulence and/or windshear may affect the final half mile of approaches to all runways and may be increased by valley effect and/or structures when using Runways 09, 14 or 27.
g) Buildings 28 FT AAL adjacent to the northeast boundary.
Building (Lgtd) 37 FT AAL adjacent to the northwest boundary.
h) Footpath crosses the Runway 32 turning circle controlled by traffic lights, pedestrians liable to cross the undershoot.
i) Outside operational hours ATZ may be activated without notice to accommodate SAR and Air Ambulance Flights with an Air Ground Service provided.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGHE AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGHE AD 2.22 FLIGHT PROCEDURES

1 LAND'S END RMZ

a) Passenger carrying flights operating between Land's End Airport, Penzance Heliport, Tresco Heliport and Scilly Isles / St Mary's Aerodrome operate within airspace designated as an RMZ centred on a direct track from Land's End to Scilly Isles from the SFC to 4000 FT ALT. Pilots intending to transit the Land's End RMZ must comply with section 2 below.
b) Pilots intending to transit the Land's End RMZ must contact either Culdrose ATC on 134.055, Land's End ATC on 120.255 MHz (if approaching from the east) or St Mary's ATC on 124.880 MHz (if approaching from the west), prior to entering. Pilots of aircraft transiting the Culdrose AIAA should contact Culdrose ATC on 134.055 (Refer to AD 2-EGHC-3-1).
c) Aircraft operating under VFR may be asked to follow the Northern (R251 LND) route according to traffic and/or weather conditions in the Land's End RMZ.

2 LAND'S END RMZ REQUIREMENTS

For flight within the Land's End RMZ aircraft commanders must comply with one of the following:

a) Establish satisfactory two-way RTF communication with and pass pertinent flight details to ATC prior to entering the Land's End RMZ and maintain two-way communication with ATC whilst operating within the Land's End RMZ.
b) Conduct flight in accordance with valid Letter of Agreement.
c) Conduct flight in accordance with agreed tactical arrangements with either Land's End ATC or St Mary's ATC.

3 INSTRUMENT APPROACH PROCEDURES

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

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.

EGHE AD 2.23 ADDITIONAL INFORMATION

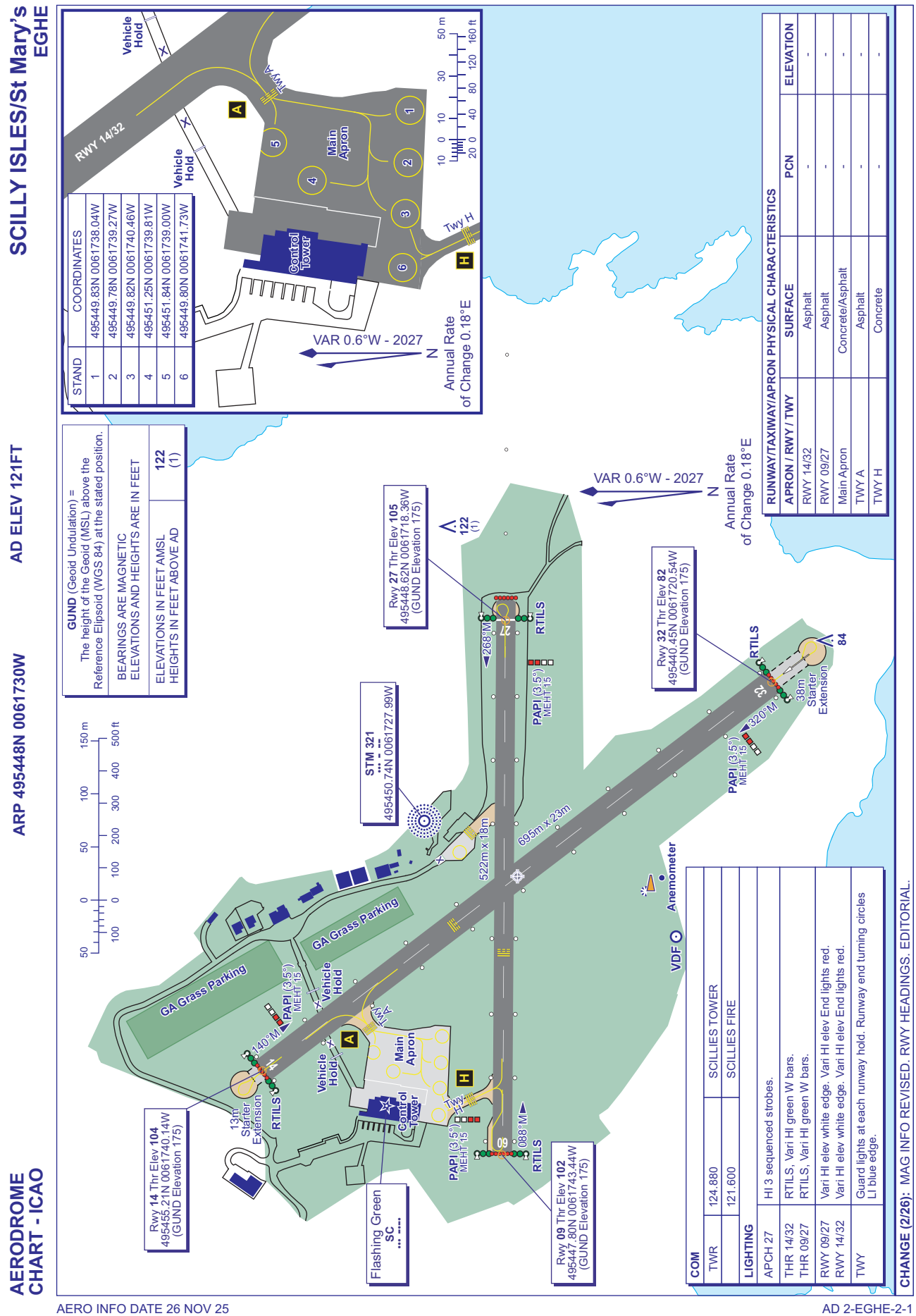
Not applicable

EGHE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHE-2-1
LAND'S END RADIO MANDATORY ZONE (RMZ)
AD 2.EGHE-3-1
INSTRUMENT APPROACH CHART NDB(L) RWY 27 (CAT A) - ICAO
AD 2.EGHE-8-1
INSTRUMENT APPROACH CHART NDB(L) RWY 32 (CAT A) - ICAO
AD 2.EGHE-8-2

EGHE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

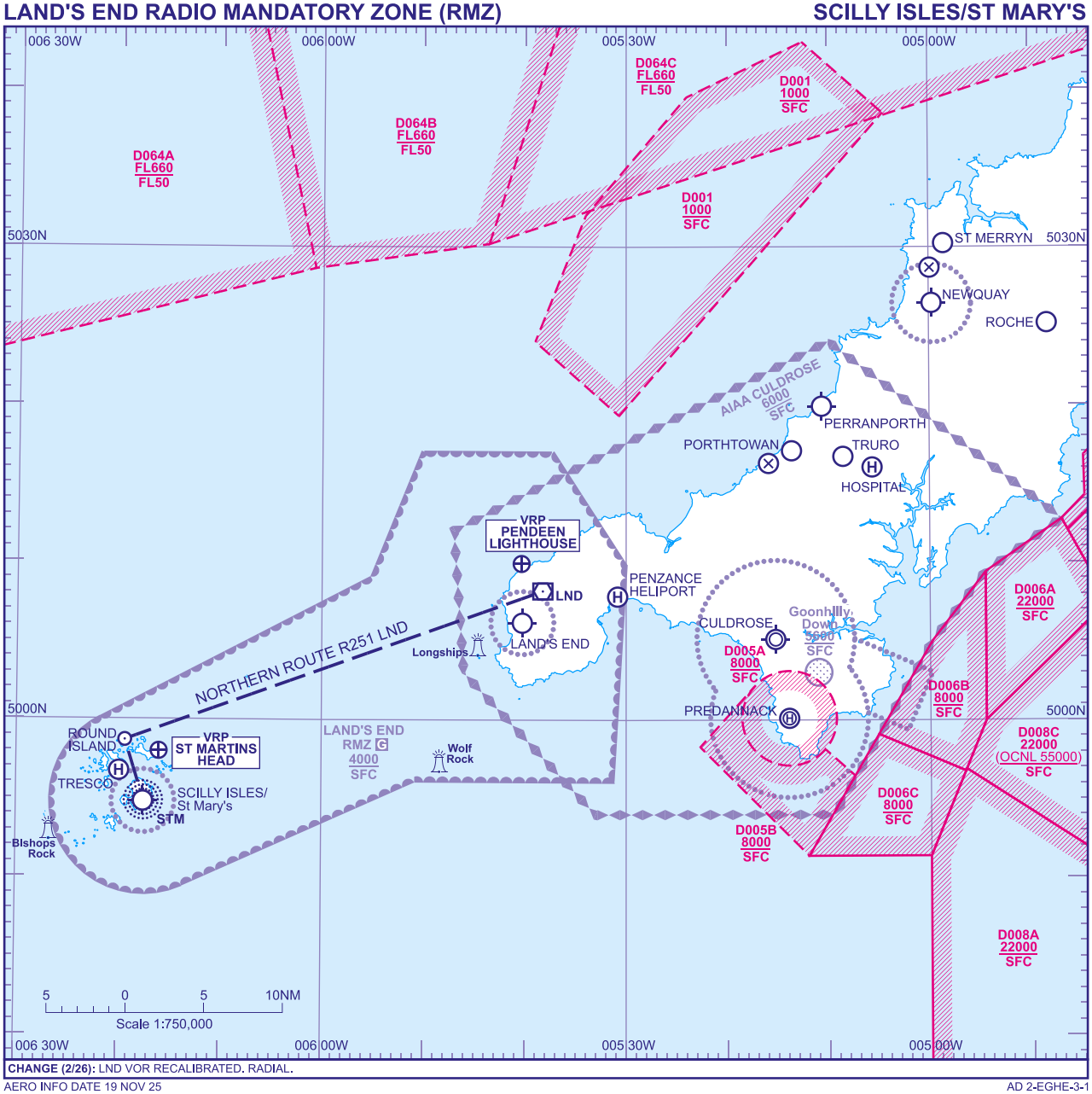
Not applicable


SCILLY ISLES/St Mary's
EGHE
AERODROME CHART - ICAO
ARP 495448N 0061730W
AD ELEV 121FT
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL 122 (1)
HEIGHTS IN FEET ABOVE AD
STAND COORDINATES
1 495449.83N 0061738.04W
2 495449.78N 0061739.27W
3 495449.82N 0061740.46W
4 495451.25N 0061739.81W
5 495451.84N 0061739.00W
6 495449.80N 0061741.73W
RWY 14/32
Vehicle Hold
TWY A
Main Apron
Control Tower
Twy H
VAR 0.6°W - 2027
Annual Rate of Change 0.18°E
Rwy 14 Thr Elev 104 495455.21N 0061740.14W (GUND Elevation 175)
Rwy 27 Thr Elev 105 495448.62N 0061718.36W (GUND Elevation 175)
Rwy 32 Thr Elev 82 495440.45N 0061720.54W (GUND Elevation 175)
Rwy 09 Thr Elev 102 495447.80N 0061743.44W (GUND Elevation 175)
STM 321 495450.74N 0061727.99W
Flashing Green SC
GA Grass Parking
PAPI (3.5°) MEHT 15
RTILS
13m Starter Extension
38m Starter Extension
522m x 18m
695m x 23m
140°M
268°M
320°M
088°M
VDF
Anemometer
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | PCN | ELEVATION
RWY 14/32 | Asphalt | - | -
RWY 09/27 | Asphalt | - | -
Main Apron | Concrete/Asphalt | - | -
TWY A | Asphalt | - | -
TWY H | Concrete | - | -
COM
TWR 124.880 SCILLIES TOWER
121.600 SCILLIES FIRE
LIGHTING
APCH 27 HI 3 sequenced strobes.
THR 14/32 RTILS, Vari HI green W bars.
THR 09/27 RTILS, Vari HI green W bars.
RWY 09/27 Vari HI elev white edge. Vari HI elev End lights red.
RWY 14/32 Vari HI elev white edge. Vari HI elev End lights red.
TWY Guard lights at each runway hold. Runway end turning circles LI blue edge.
CHANGE (2/26): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

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LAND'S END RADIO MANDATORY ZONE (RMZ)

SCILLY ISLES/ST MARY'S



CHANGE (2/26): LND VOR RECALIBRATED. RADIAL.

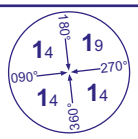
AERO INFO DATE 19 NOV 25

AD 2-EGHE-3-1

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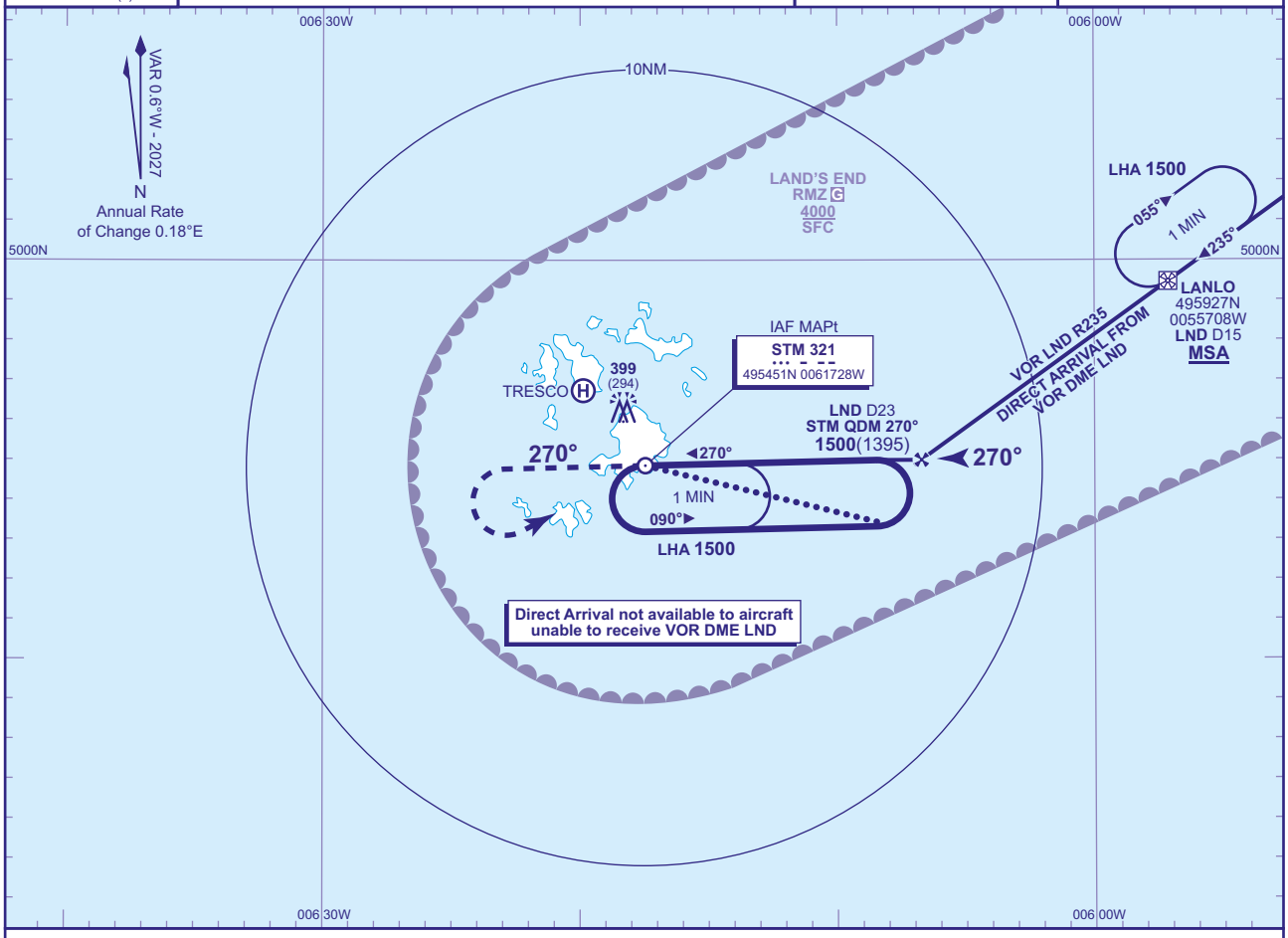
INSTRUMENT APPROACH CHART - ICAO

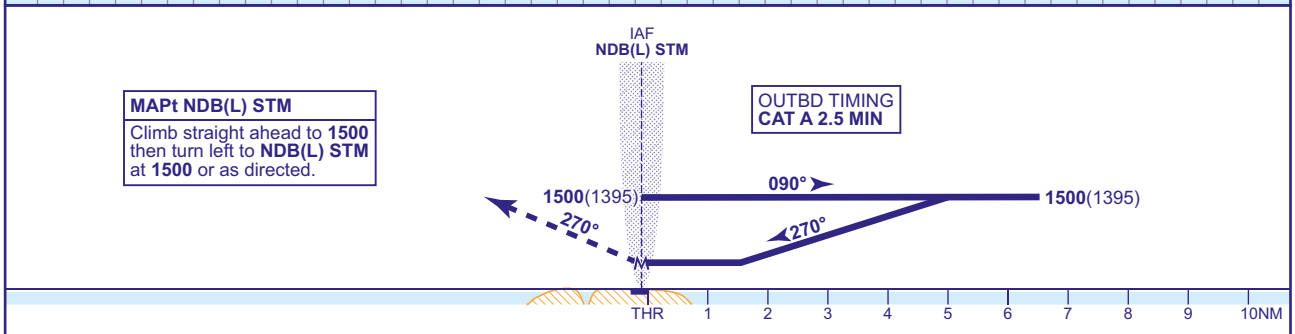
SCILLY ISLES/ST MARY'S
NDB(L)
RWY 27
(ACFT CAT A)



MSA 25NM NDB(L) STM

APP	124.880	SCILLIES APPROACH	AD ELEVATION	121	TRANSITION ALTITUDE 3000
TWR	124.880	SCILLIES TOWER	THR ELEVATION	105	
			OBSTACLE ELEVATION 399 AMSL (294) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		





MAPt NDB(L) STM
Climb straight ahead to **1500** then turn left to **NDB(L) STM** at **1500** or as directed.

Aircraft Category		A
OCA (OCH)	Procedure	**510**(405)
VM(C)OCA (OCH AAL)	Total Area	**700**(579)
	South of RWY 09/27	**520**(399)

ALTERNATIVE BASE TURN PROCEDURE
Overhead NDB(L) STM (IAF) at **1500**(1395) fly outbound on NDB(L) STM QDR 104° for 2.5 MIN. Base turn left onto FAT. When established continue as for basic procedure.

DIRECT ARRIVAL VIA VOR DME LND
Arrival via VOR LND R235 **not below MSA**. After crossing LANLO R235 LND DME 15 (IAF) descend to be at **1500**(1395) by the FAF (R235 LND DME 23). When established on the FAT descend to MDA.

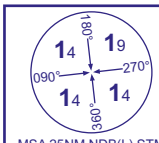
NOTE 1 FAT is offset 2° and intercepts the RWY C/L 0.9NM before the THR.
2 VOR DME LND is not monitored by Scillies ATC.
3 Nominal distance FAF - runway threshold 6.7NM.

CHANGE (2/26): LND VOR RECALIBRATED. HOLD. RADIAL. MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 26 NOV 25

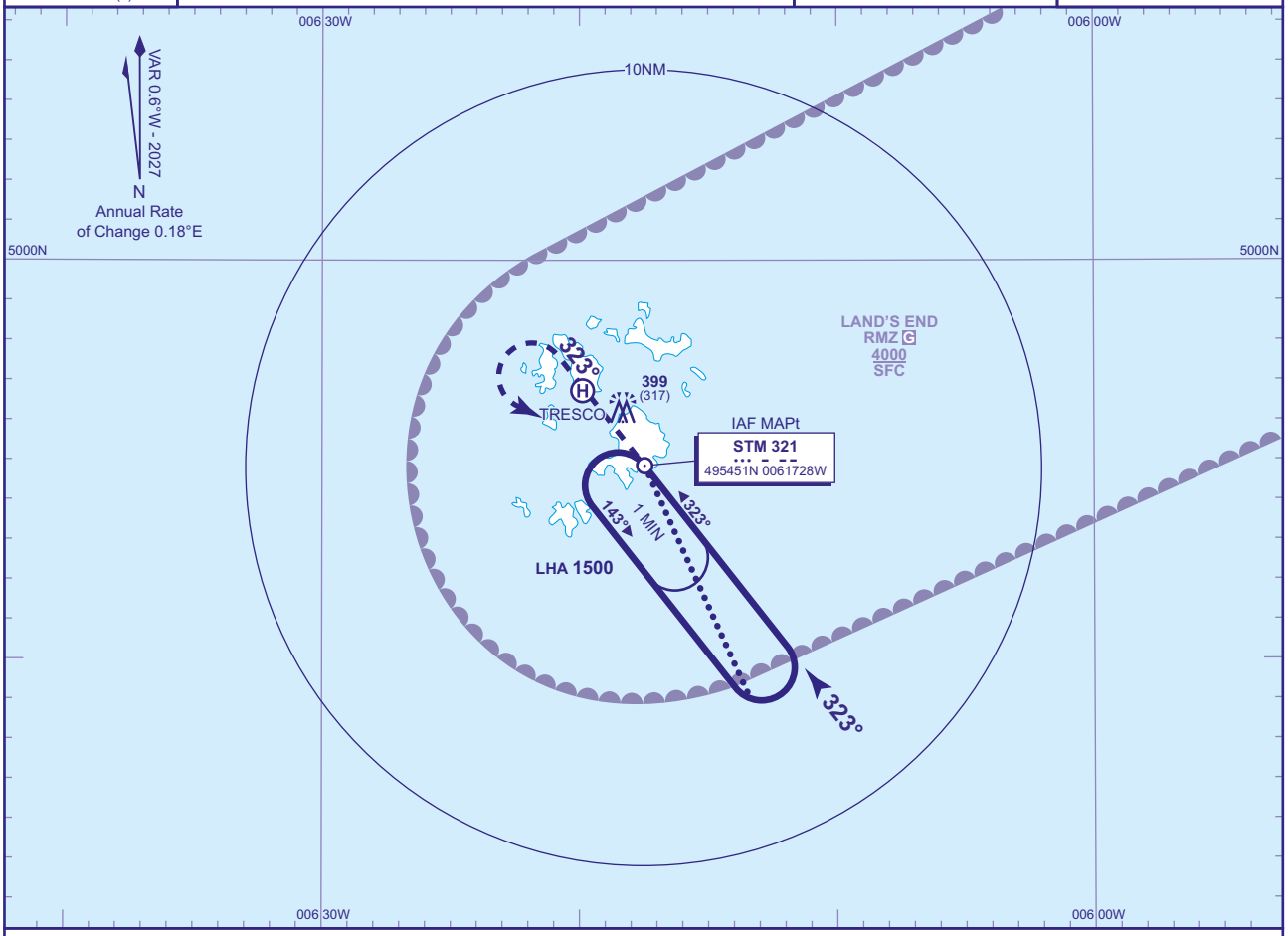
INSTRUMENT APPROACH CHART - ICAO

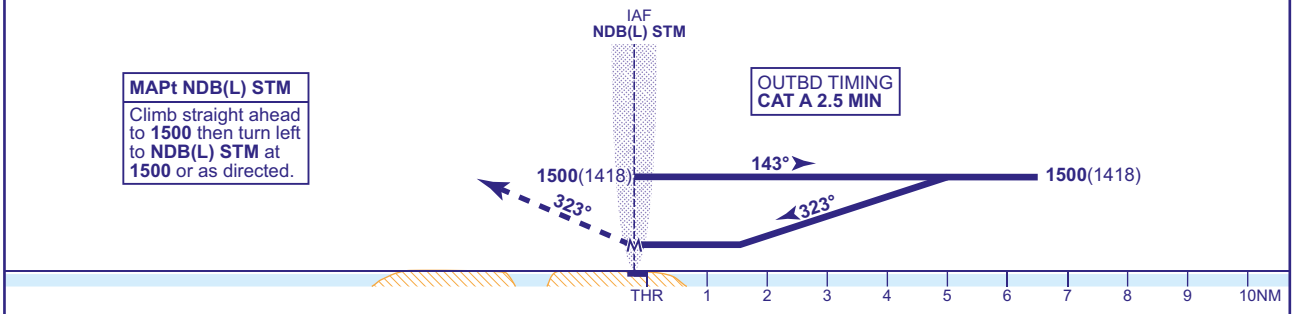
SCILLY ISLES/ST MARY'S NDB(L) RWY 32 (ACFT CAT A)



MSA 25NM NDB(L) STM

APP	124.880	SCILLIES APPROACH	AD ELEVATION	121	TRANSITION ALTITUDE 3000
TWR	124.880	SCILLIES TOWER	THR ELEVATION	82	
			OBSTACLE ELEVATION 399 AMSL (317) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		





MAPt NDB(L) STM
Climb straight ahead to **1500** then turn left to **NDB(L) STM** at **1500** or as directed.

Aircraft Category		A
OCA (OCH)	Procedure	**500**(418)
VM(C)OCA (OCH AAL)	Total Area	**700**(579)
	South of RWY 09/27	**520**(399)

ALTERNATIVE BASE TURN PROCEDURE
Overhead NDB(L) STM (IAF) at **1500**(1418) fly outbound on NDB(L) STM QDR 157° for 2.5 MIN. Base turn left onto FAT. When established descend to MDA.

NOTE FAT is offset 3° from RWY C/L and intercepts the RWY C/L 0.9NM before the THR.

CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 26 NOV 25

EGMC — SOUTHEND

EGMC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGMC — SOUTHEND

EGMC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513413N Long: 0004136E Mid point of Runway 05/23.
2	Direction and distance from city	1.5 NM N of Southend-on-Sea.
3	Elevation / Reference temperature / Mean Low Temperature	55 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	148 FT
5	Magnetic Variation / Annual Change	1.59°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax SITA E-mail address	LONDON SOUTHEND AIRPORT CO LTD London Southend Airport, Southend-on-Sea, Essex SS2 6YF. 01702-538500 (Switchboard) 01702-538420 (ATC) 01702-538401 (AFS) 01702-538600 (London Southend Jet Centre) 01702-538578 (Operations/Commercial aviation handling) 01702-538501 (Administration) SENSHCR lsaairtraffic@londonsouthendairport.com (ATC) lsaenquiries@londonsouthendairport.com (Administration) ops@londonsjc.com (London Southend Jet Centre) LSA.Fire@londonsouthendairport.com (AFS) LSAOperations@londonsouthendairport.com (Operations/Commercial aviation handling)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All payments to be made via AEROPS within 24 hours unless on account or being handled by London Southend Jet Centre.

EGMC AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24.
2	Customs and immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	Briefing services available for aircraft receiving handling from London Southend Jet Centre.
5	ATS Reporting Office (ARO)	Briefing services available for aircraft receiving handling from London Southend Jet Centre. Self-briefing/Pilot brief and limited telephone consultation available from Meteorological Observers in ATC.
6	MET Briefing Office	Briefing services available for aircraft receiving handling from London Southend Jet Centre.
7	ATS	H24. See also AD 2.18.
8	Fuelling	H24
9	Handling	Airline handling 0400-2359 (0300-2300), FBO handling H24.
10	Security	H24
11	De-icing	By arrangement. Contact: 07443-258705. LSA.de-icing@londonsouthendairport.com.
12	Remarks	Use of the airport between 2200-0630 (2100-0530), is subject to prior permission from ATC. This aerodrome is strictly PPR.

EGMC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Yes. Details through Southend Handling.
2	Fuel and oil types	AVTUR JET A1 91/91, AVGAS 100LL 91/90
3	Fuelling facilities/capacity	Jet A1 bowser 80,000 LT + 300,000 LT storage capacity. Avgas bowser 10,000 LT + 14,500 LT storage capacity.
4	De-icing facilities	Available by arrangement through Southend Operations.
5	Hangar space for visiting aircraft	Contact London Southend Jet Centre for hangar space/parking.
6	Repair facilities for visiting aircraft	Repair stations for a variety of fixed wing aircraft, contact Southend operations.
7	Remarks	Maintenance / Oxygen & Nitrogen servicing / Pre/Post flight inspection support. Email: MX@DunhillAviation.com Office: 01702-844902 Mobile: 07456-837458 and by arrangement with resident operators. Handling mandatory for all non-based civil aircraft with a MTWA of over 2.5 tonnes. London Southend Jet Centre H24 operating hours. Night time slot restrictions are in place for operations between 2300-0630 (2200-0530). London Southend Jet Centre: Tel: 01702-538600; E-mail: ops@londonsjc.com.

EGMC AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel on Airport, 2 Hotels adjacent to Airport.
2	Restaurants	In hotel and fast food outlet adjacent to airport entrance.
3	Transportation	Trains, buses, taxis and car hire. Railway station (Southend Airport) adjacent to terminal.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Post Office 1 mile.
6	Tourist Office	Limited information available.
7	Remarks	Business lounge and conference facilities available. Contact lsaenquiries@londonsouthendairport.com.

EGMC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7
2	Rescue equipment	Standard equipment for up to Category 7.
3	Capability for removal of disabled aircraft	Arranged through IATA pool for those with agreements in place, or through based firm that may support recovery: JRB engineering (Tel: 01702-545430).
4	Remarks	

EGMC AD 2.7 SEASONAL AVAILABILITY - CLEARING

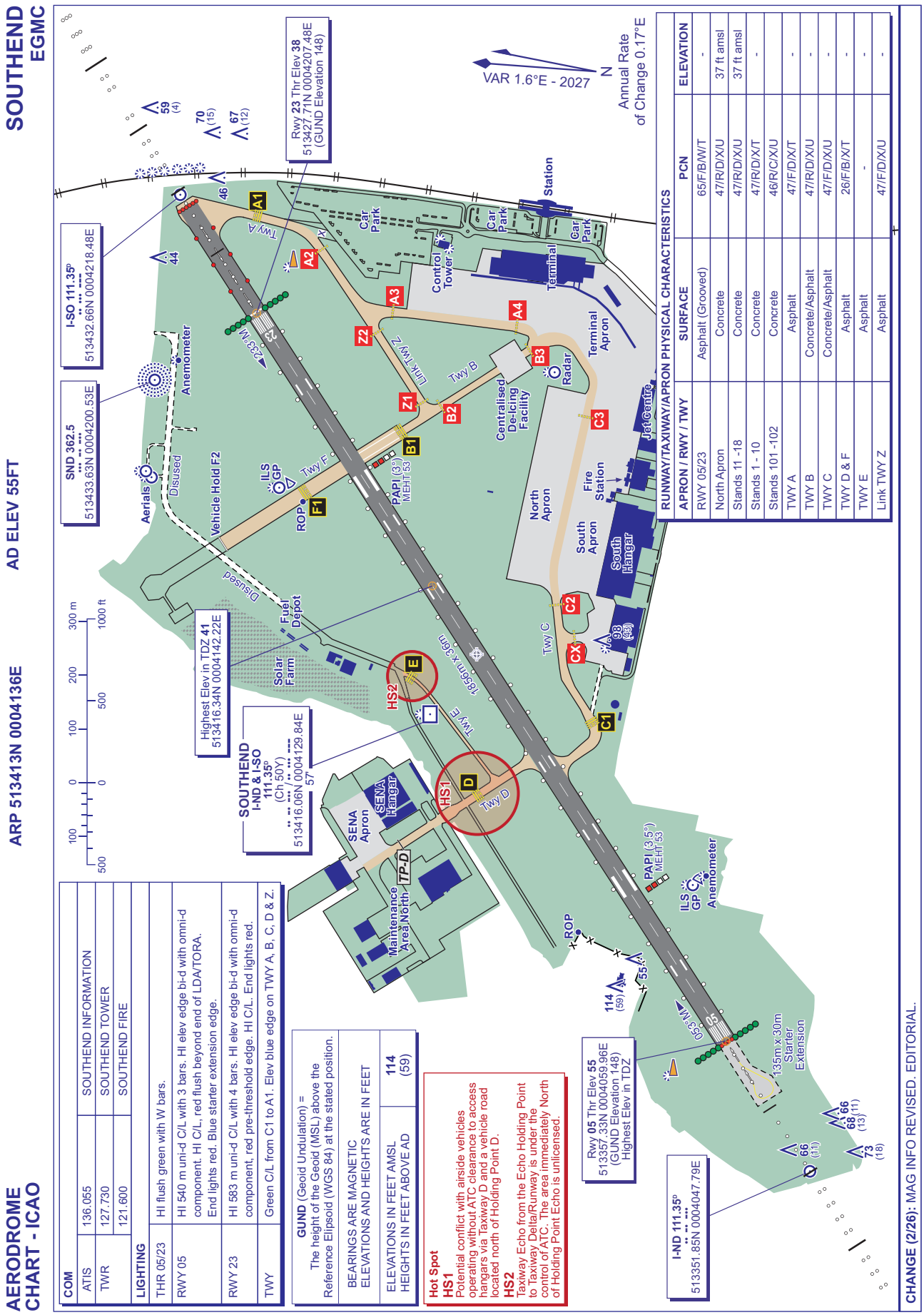
1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest runway contamination information from ATC Tel: 01702-538420. Estimated braking action assessments and pilot reports may be passed.

AERODROME CHART - ICAO

SOUTHEND EGMC

AD ELEV 55FT

ARP 513413N 0004136E



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 05/23	Asphalt (Grooved)	65/F/B/W/T	-
North Apron	Concrete	47/R/D/X/U	37 ft amsl
Stands 11 -18	Concrete	47/R/D/X/U	37 ft amsl
Stands 1 - 10	Concrete	47/R/D/X/T	-
Stands 101 -102	Concrete	46/R/C/X/U	
TWY A	Asphalt	47/F/D/X/T	-
TWY B	Concrete/Asphalt	47/R/D/X/U	-
TWY C	Concrete/Asphalt	47/F/D/X/U	-
TWY D & F	Asphalt	26/F/B/X/T	-
TWY E	Asphalt	-	-
Link TWY Z	Asphalt	47/F/D/X/U	-

COM		
ATIS	136.055	SOUTHEND INFORMATION
TWR	127.730	SOUTHEND TOWER
	121.600	SOUTHEND FIRE
LIGHTING		
THR 05/23	HI flush green with W bars.	
RWY 05	HI 540 m uni-d C/L with 3 bars. HI elev edge bi-d with omni-d component. HI C/L, red flush beyond end of LDA/TORA. End lights red. Blue starter extension edge.	
RWY 23	HI 583 m uni-d C/L with 4 bars. HI elev edge bi-d with omni-d component, red pre-threshold edge. HI C/L. End lights red.	
TWY	Green C/L from C1 to A1. Elev blue edge on TWY A, B, C, D & Z.	

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL — 114 (59)
HEIGHTS IN FEET ABOVE AD

Hot Spot

HS1
Potential conflict with airside vehicles operating without ATC clearance to access hangars via Taxiway D and a vehicle road located north of Holding Point D.

HS2
Taxiway Echo from the Echo Holding Point to Taxiway Delta/Runway is under the control of ATC. The area immediately North of Holding Point Echo is unlicensed.

CHANGE (2/26): MAG INFO REVISED. EDITORIAL.

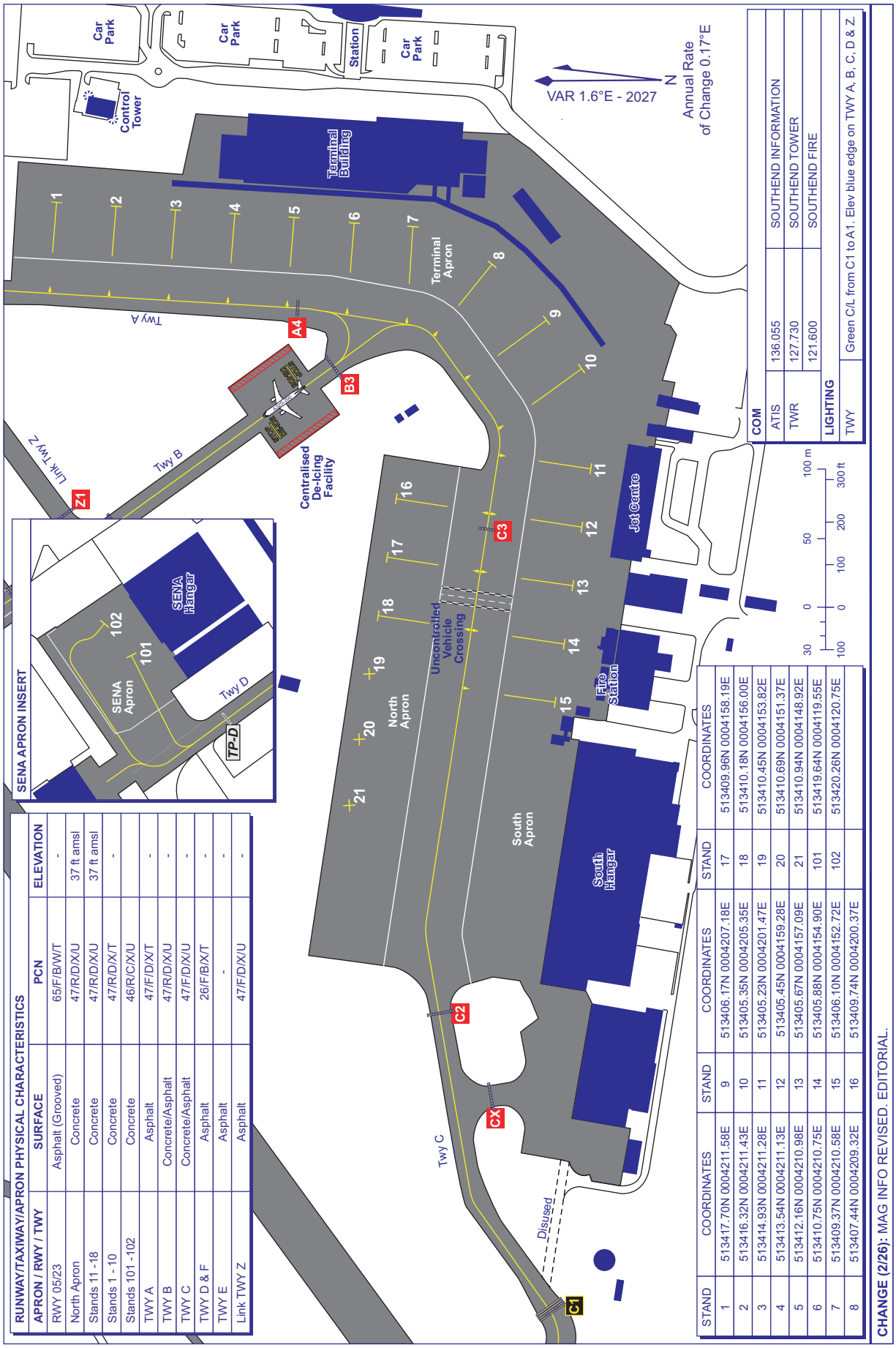
AERO INFO DATE 27 NOV 25

AIRCRAFT PARKING/DOCKING CHART - ICAO

SOUTHEND EGMC

ARP 513413N 0004136E

AD ELEV 55FT



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 05/23	Asphalt (Grooved)	65/F/B/W/T	-
North Apron	Concrete	47/R/D/X/U	37 ft amsl
Stands 11 - 18	Concrete	47/R/D/X/U	37 ft amsl
Stands 1 - 10	Concrete	47/R/D/X/T	-
Stands 101 - 102	Concrete	46/R/C/X/U	
TWY A	Asphalt	47/F/D/X/T	-
TWY B	Concrete/Asphalt	47/R/D/X/U	-
TWY C	Concrete/Asphalt	47/F/D/X/U	-
TWY D & F	Asphalt	26/F/B/X/T	-
TWY E	Asphalt	-	-
Link TWY Z	Asphalt	47/F/D/X/U	-

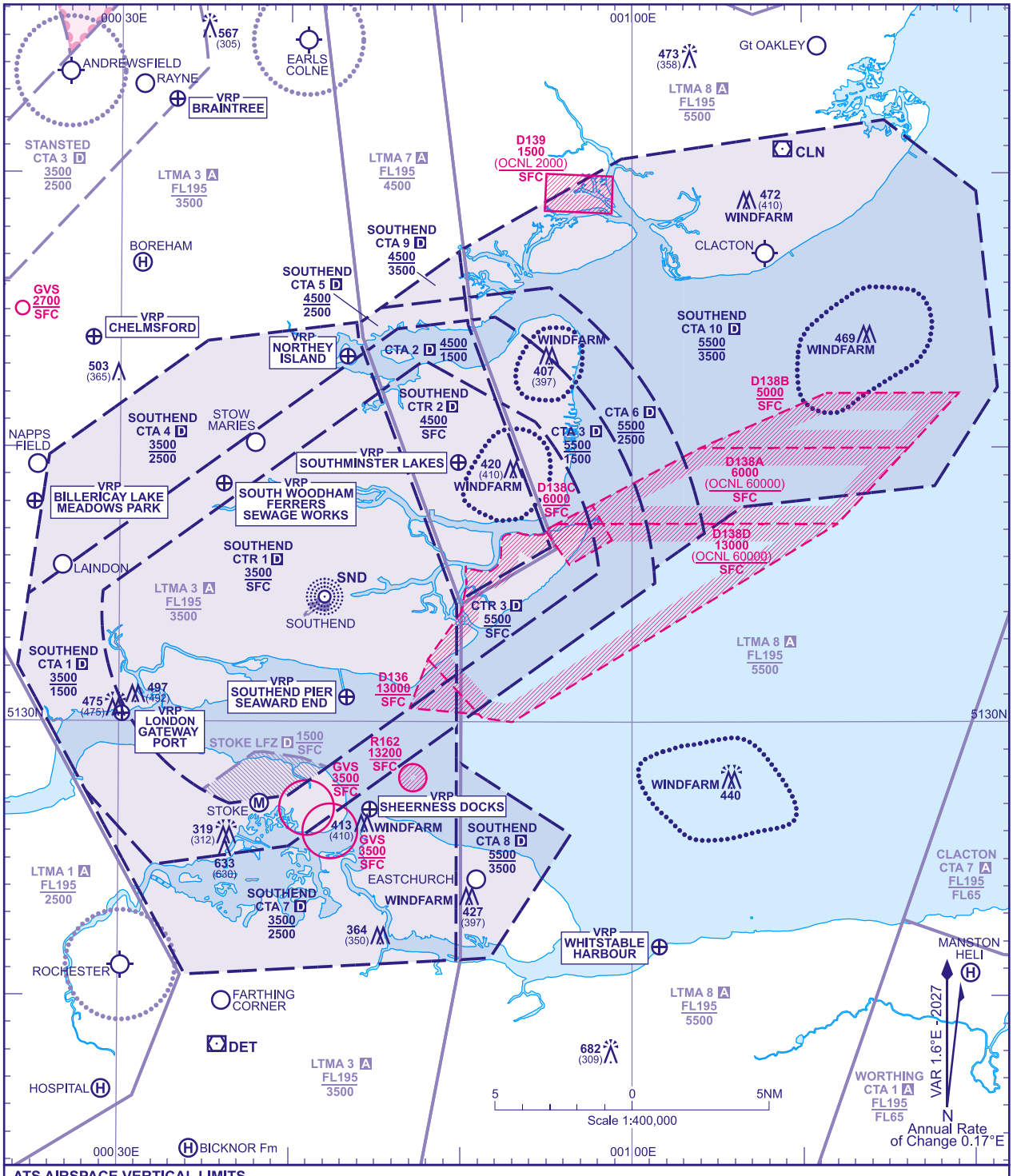
STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES
1	513417.70N 0004211.58E	9	513406.17N 0004207.18E	17	513409.96N 0004158.19E
2	513416.32N 0004211.43E	10	513405.35N 0004205.35E	18	513410.18N 0004156.00E
3	513414.93N 0004211.28E	11	513405.23N 0004201.47E	19	513410.45N 0004153.82E
4	513413.54N 0004211.13E	12	513405.45N 0004159.28E	20	513410.69N 0004151.37E
5	513412.16N 0004210.98E	13	513405.67N 0004157.09E	21	513410.94N 0004148.92E
6	513410.75N 0004210.75E	14	513405.88N 0004154.90E	101	513419.64N 0004119.55E
7	513409.37N 0004210.58E	15	513406.10N 0004152.72E	102	513420.26N 0004120.75E
8	513407.44N 0004209.32E	16	513409.74N 0004200.37E		

COM		
ATIS	136.055	SOUTHEND INFORMATION
TWR	127.730	SOUTHEND TOWER
	121.600	SOUTHEND FIRE
LIGHTING		
TWY	Green C/L from C1 to A1. Elev blue edge on TWY A, B, C, D & Z.	

CHANGE (2/26): MAG INFO REVISED. EDITORIAL.

AERO INFO DATE 27 NOV 25

CONTROL ZONE AND CONTROL AREA CHART — SOUTHEND



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

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

CHANGE (2/26): MAG INFO REVISED. RESTRICTED AREA EGR162 ADDED.

AERO INFO DATE 03 DEC 25

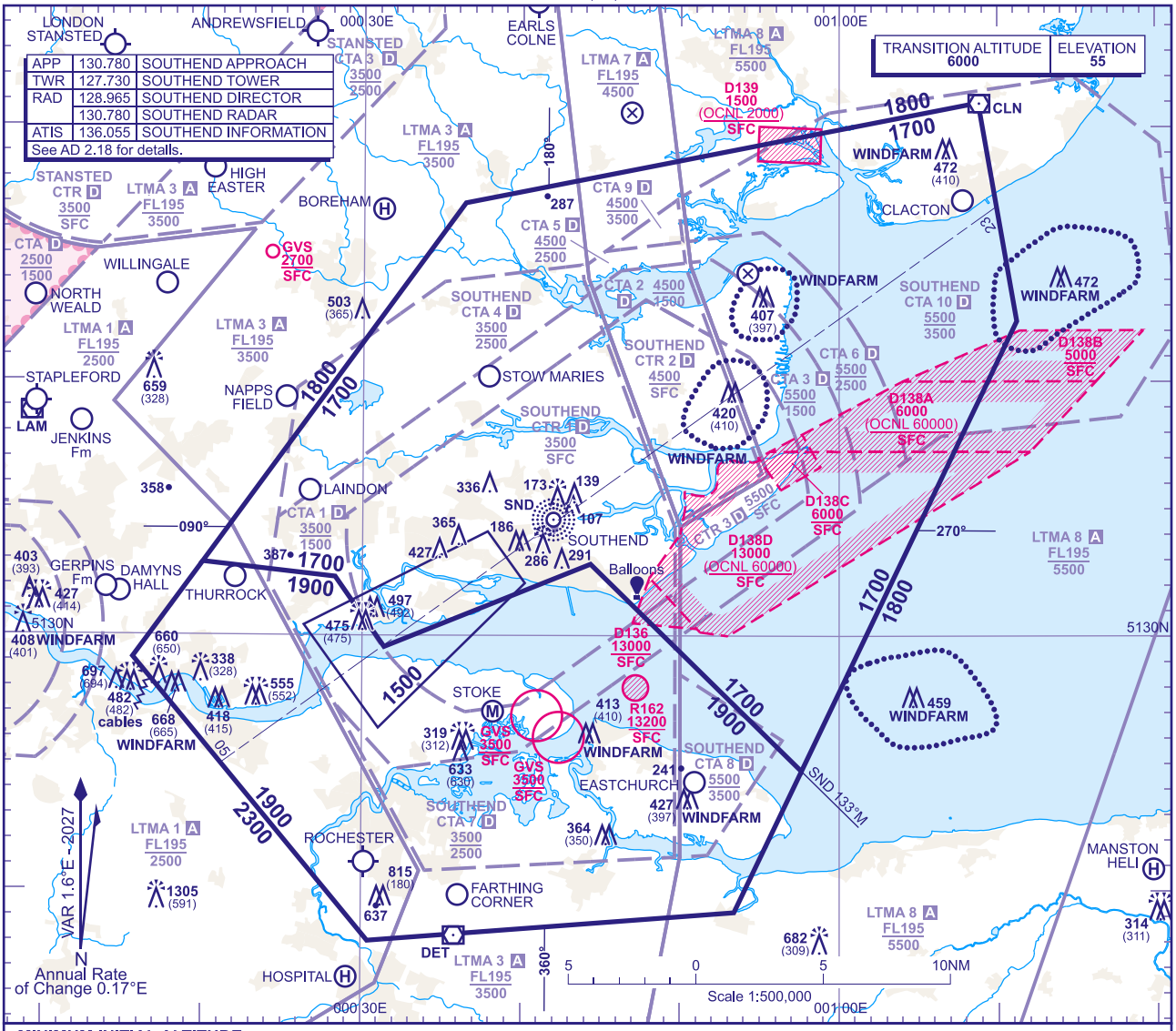
AD 2-EGMC-4-1

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1305
HEIGHTS IN FEET AGL (591)

SOUTHEND



MINIMUM INITIAL ALTITUDE

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

a) **1700** in the sector defined by the lateral limits; 513252N 0001957E - 514659N 0003625E - 515056N 0010848E - 514222N 0011113E - 512442N 0005738E - 513249N 0004421E - 512933N 0003123E - 513218N 0002817E - 513252N 0001957E.

b) **1900** in the sector defined by the lateral limits; 512907N 0001535E - 513252N 0001957E - 513218N 0002817E - 512933N 0003123E - 513249N 0004421E - 512442N 0005738E - 511909N 0005324E - 511801N 0003025E - 512907N 0001535E.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

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

a) within 5NM of the aircraft, and

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

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **NDB(L) SND**†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) SND**†.

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

GENERAL INFORMATION

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

CHANGE (2/26): MAG INFO REVISED. SMAA ALTITUDES REVISED. RESTRICTED AREA EGR162 ADDED.

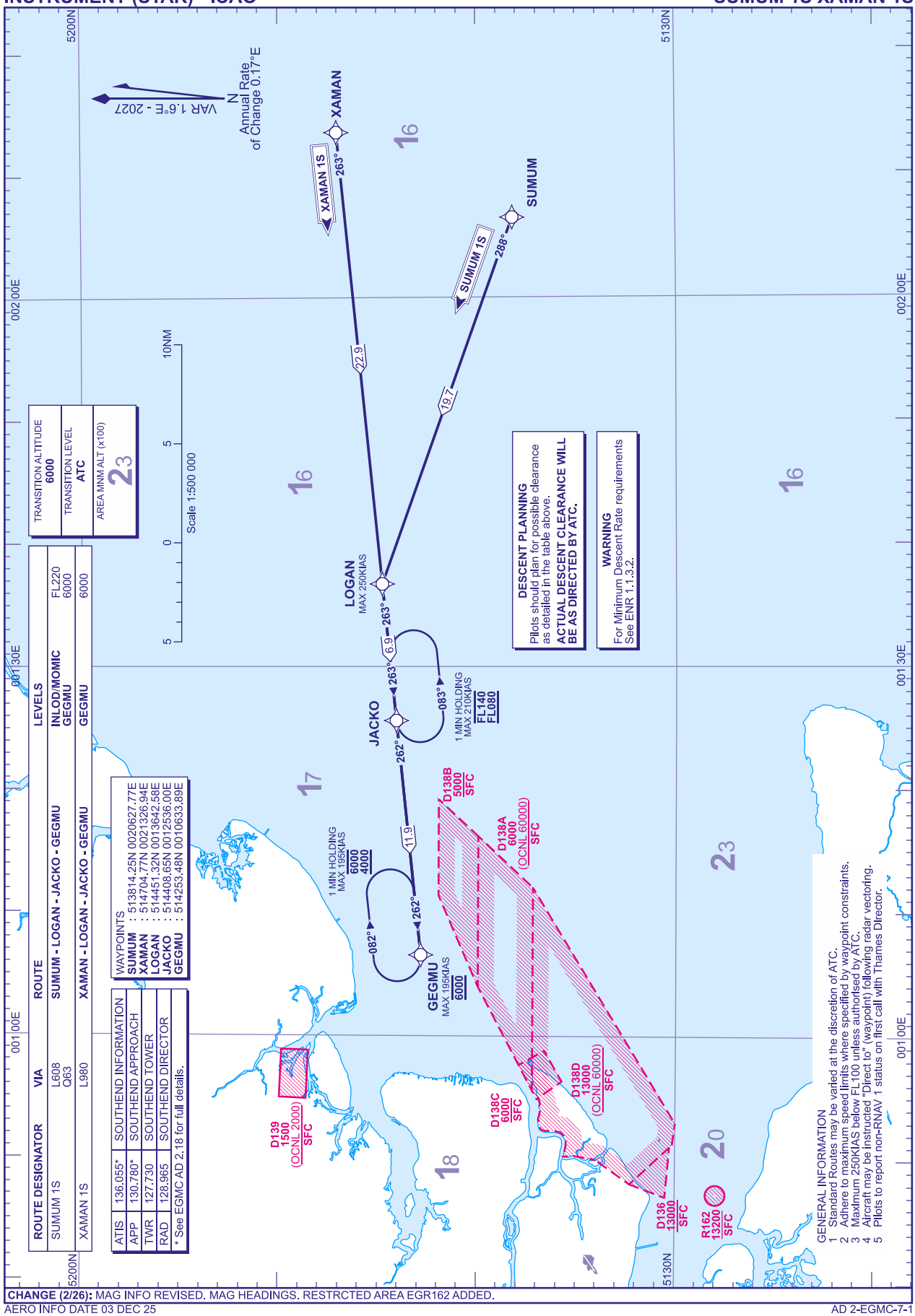
AERO INFO DATE 03 DEC 25

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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

SOUTHEND
RWY 05/23
SUMUM 1S XAMAN 1S



CHANGE (2/26): MAG INFO REVISED. MAG HEADINGS. RESTRCTED AREA EGR162 ADDED.

AERO INFO DATE 03 DEC 25

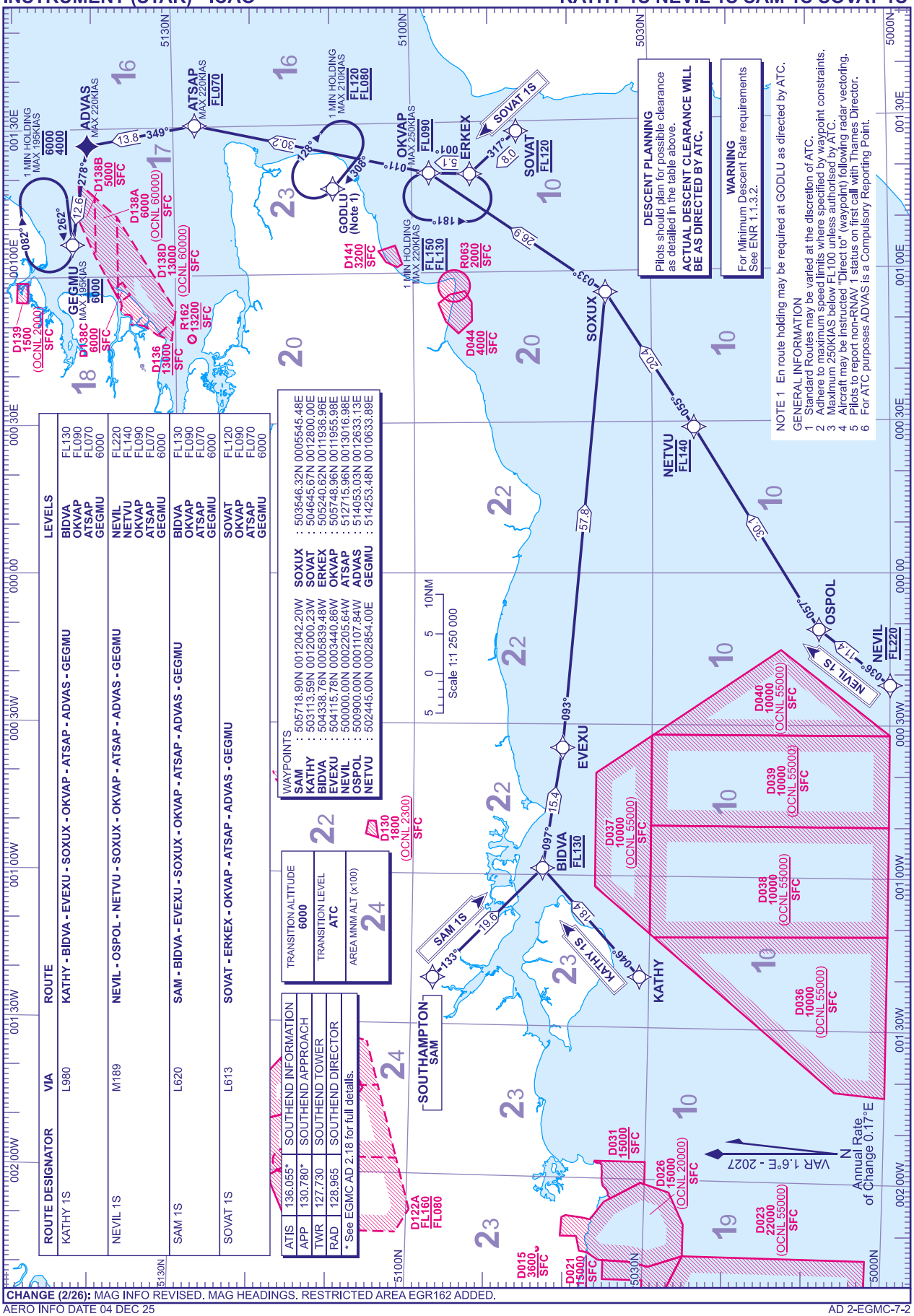
AD 2-EGMC-7-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

SOUTHEND
RWY 05/23

KATHY 1S NEVIL 1S SAM 1S SOVAT 1S



AERO INFO DATE 04 DEC 25

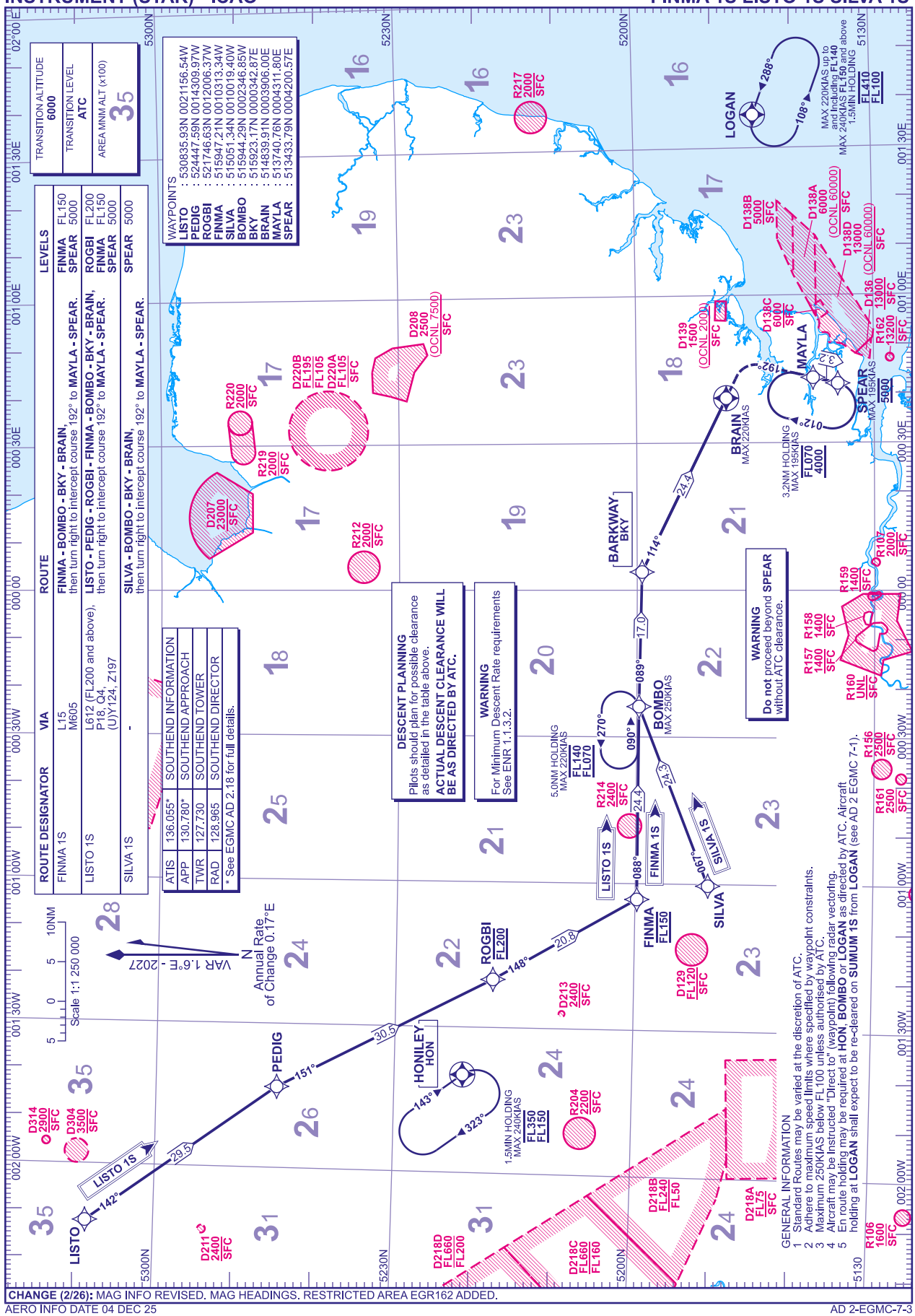
AD 2-EGMC-7-2

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 Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SUMUM1S	001	IF	SUMUM	513814.25N 0020627.77E	N	-	-	-	-	-	-	RNAV5
SUMUM1S	002	TF	LOGAN	514451.32N 0013642.58E	N	288° (289.9°)	1.6	19.7	LEFT	-	-250	RNAV5
SUMUM1S	003	TF	JACKO	514408.65N 0012536.00E	N	263° (264.2°)	1.6	6.9	-	-	-250	RNAV5
SUMUM1S	004	TF	GEGMU	514253.48N 0010633.89E	N	262° (264.1°)	1.6	11.9	-	6000	-195	RNAV5

SOUTHEND Runway 05/23 XAMAN 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
XAMAN1S	001	IF	XAMAN	514704.77N 0021326.94E	N	-	-	-	-	-	-	RNAV5
XAMAN1S	002	TF	LOGAN	514451.32N 0013642.58E	N	263° (264.7°)	1.6	22.9	-	-	-250	RNAV5
XAMAN1S	003	TF	JACKO	514408.65N 0012536.00E	N	263° (264.2°)	1.6	6.9	-	-	-250	RNAV5
XAMAN1S	004	TF	GEGMU	514253.48N 0010633.89E	N	262° (264.1°)	1.6	11.9	-	6000	-195	RNAV5

SOUTHEND Runway 05/23 SOVAT 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SOVAT1S	001	IF	SOVAT	504645.67N 0012800.00E	N	-	-	-	-	FL120	-	RNAV5
SOVAT1S	002	TF	ERKEX	505240.62N 0011936.96E	N	317° (318.1°)	1.6	8.0	RIGHT	-	-	RNAV5
SOVAT1S	003	TF	OKVAP	505748.96N 0011955.98E	N	001° (002.2°)	1.6	5.1	RIGHT	FL090	-250	RNAV5
SOVAT1S	004	TF	ATSAP	512715.96N 0013016.98E	N	011° (012.4°)	1.6	30.2	LEFT	FL070	-220	RNAV5
SOVAT1S	005	TF	ADVAS	514053.03N 0012633.13E	N	349° (350.3°)	1.6	13.8	LEFT	-	-220	RNAV5
SOVAT1S	006	TF	GEGMU	514253.48N 0010633.89E	N	278° (279.3°)	1.6	12.6	-	6000	-195	RNAV5

SOUTHEND Runway 05/23 KATHY 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
KATHY1S	001	IF	KATHY	503113.59N 0012000.23W	N	-	-	-	-	-	-	RNAV5
KATHY1S	002	TF	BIDVA	504338.76N 0005839.48W	N	046° (047.4°)	1.6	18.4	RIGHT	FL130	-	RNAV5
KATHY1S	003	TF	EVEXU	504115.78N 0003440.86W	N	097° (098.7°)	1.6	15.4	LEFT	-	-	RNAV5
KATHY1S	004	TF	SOXUX	503546.32N 0005545.48E	N	093° (094.9°)	1.6	57.8	LEFT	-	-	RNAV5
KATHY1S	005	TF	OKVAP	505748.96N 0011955.98E	N	033° (034.7°)	1.6	26.9	LEFT	FL090	-250	RNAV5
KATHY1S	006	TF	ATSAP	512715.96N 0013016.98E	N	011° (012.4°)	1.6	30.2	LEFT	FL070	-220	RNAV5
KATHY1S	007	TF	ADVAS	514053.03N 0012633.13E	N	349° (350.3°)	1.6	13.8	LEFT	-	-220	RNAV5
KATHY1S	008	TF	GEGMU	514253.48N 0010633.89E	N	278° (279.3°)	1.6	12.6	-	6000	-195	RNAV5

CHANGE (2/26): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 03 DEC 25

Standard Instrument Arrival Coding Tables

SOUTHEND Runway 05/23 NEVIL 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
NEVIL1S	001	IF	NEVIL	500000.00N 0002205.64W	N	-	-	-	-	FL220	-	RNAV5
NEVIL1S	002	TF	OSPOL	500900.00N 0001107.84W	N	036° (038.0°)	1.6	11.4	RIGHT	-	-	RNAV5
NEVIL1S	003	TF	NETVU	502445.00N 0002854.00E	N	057° (058.2°)	1.6	30.1	-	FL140	-	RNAV5
NEVIL1S	004	TF	SOXUX	503546.32N 0005545.48E	N	055° (057.1°)	1.6	20.4	LEFT	-	-	RNAV5
NEVIL1S	005	TF	OKVAP	505748.96N 0011955.98E	N	033° (034.7°)	1.6	26.9	LEFT	FL090	-250	RNAV5
NEVIL1S	006	TF	ATSAP	512715.96N 0013016.98E	N	011° (012.4°)	1.6	30.2	LEFT	FL070	-220	RNAV5
NEVIL1S	007	TF	ADVAS	514053.03N 0012633.13E	N	349° (350.3°)	1.6	13.8	LEFT	-	-220	RNAV5
NEVIL1S	008	TF	GEGMU	514253.48N 0010633.89E	N	278° (279.3°)	1.6	12.6	-	6000	-195	RNAV5

SOUTHEND Runway 05/23 SAM 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SAM1S	001	IF	SAM	505718.90N 0012042.20W	N	-	-	-	-	-	-	RNAV5
SAM1S	002	TF	BIDVA	504338.76N 0005839.48W	N	133° (134.3°)	1.6	19.6	LEFT	FL130	-	RNAV5
SAM1S	003	TF	EVEXU	504115.78N 0003440.86W	N	097° (098.7°)	1.6	15.4	LEFT	-	-	RNAV5
SAM1S	004	TF	SOXUX	503546.32N 0005545.48E	N	093° (094.9°)	1.6	57.8	LEFT	-	-	RNAV5
SAM1S	005	TF	OKVAP	505748.96N 0011955.98E	N	033° (034.7°)	1.6	26.9	LEFT	FL090	-250	RNAV5
SAM1S	006	TF	ATSAP	512715.96N 0013016.98E	N	011° (012.4°)	1.6	30.2	LEFT	FL070	-220	RNAV5
SAM1S	007	TF	ADVAS	514053.03N 0012633.13E	N	349° (350.3°)	1.6	13.8	LEFT	-	-220	RNAV5
SAM1S	008	TF	GEGMU	514253.48N 0010633.89E	N	278° (279.3°)	1.6	12.6	-	6000	-195	RNAV5

SOUTHEND Runway 05/23 SILVA 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SILVA1S	001	IF	SILVA	515051.34N 0010019.40W	N	-	-	-	-	-	-	RNAV5
SILVA1S	002	TF	BOMBO	515944.29N 0002346.85W	N	067° (068.3°)	1.6	24.3	RIGHT	-	-250	RNAV5
SILVA1S	003	TF	BKY	515923.17N 0000342.87E	N	089° (091.0°)	1.6	17.0	RIGHT	-	-	RNAV5
SILVA1S	004	TF	BRAIN	514839.91N 0003906.00E	Y	114° (115.9°)	1.6	24.4	RIGHT	-	-220	RNAV5
SILVA1S	005	CF	MAYLA	513740.76N 0004311.80E	N	192° (193.4°)	1.6	-	-	-	-	RNAV5
SILVA1S	006	TF	SPEAR	513433.79N 0004200.57E	N	192° (193.4°)	1.6	3.2	-	5000	-195	RNAV5

CHANGE (2/26): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 03 DEC 25

Standard Instrument Arrival Coding Tables

SOUTHEND Runway 05/23 FINMA 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
FINMA1S	001	IF	FINMA	515947.21N 0010313.34W	N	-	-	-	-	FL150	-	RNAV5
FINMA1S	002	TF	BOMBO	515944.29N 0002346.85W	N	088° (089.9°)	1.6	24.4	-	-	-250	RNAV5
FINMA1S	003	TF	BKY	515923.17N 0000342.87E	N	089° (091.0°)	1.6	17.0	RIGHT	-	-	RNAV5
FINMA1S	004	TF	BRAIN	514839.91N 0003906.00E	Y	114° (115.9°)	1.6	24.4	RIGHT	-	-220	RNAV5
FINMA1S	005	CF	MAYLA	513740.76N 0004311.80E	N	192° (193.4°)	1.6	-	-	-	-	RNAV5
FINMA1S	006	TF	SPEAR	513433.79N 0004200.57E	N	192° (193.4°)	1.6	3.2	-	5000	-195	RNAV5

SOUTHEND Runway 05/23 LISTO 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LISTO1S	001	IF	LISTO	530835.93N 0021156.54W	N	-	-	-	-	-	-	RNAV5
LISTO1S	002	TF	PEDIG	524447.59N 0014309.97W	N	142° (143.7°)	1.6	29.5	RIGHT	-	-	RNAV5
LISTO1S	003	TF	ROGBI	521746.63N 0012006.37W	N	151° (152.3°)	1.6	30.5	LEFT	FL200	-	RNAV5
LISTO1S	004	TF	FINMA	515947.21N 0010313.34W	N	148° (149.9°)	1.6	20.8	LEFT	FL150	-	RNAV5
LISTO1S	005	TF	BOMBO	515944.29N 0002346.85W	N	088° (089.9°)	1.6	24.4	-	-	-250	RNAV5
LISTO1S	006	TF	BKY	515923.17N 0000342.87E	N	089° (091.0°)	1.6	17.0	RIGHT	-	-	RNAV5
LISTO1S	007	TF	BRAIN	514839.91N 0003906.00E	Y	114° (115.9°)	1.6	24.4	RIGHT	-	-220	RNAV5
LISTO1S	008	CF	MAYLA	513740.76N 0004311.80E	N	192° (193.4°)	1.6	-	-	-	-	RNAV5
LISTO1S	009	TF	SPEAR	513433.79N 0004200.57E	N	192° (193.4°)	1.6	3.2	-	5000	-195	RNAV5

CHANGE (2/26): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 03 DEC 25

RNAV Hold Coding Tables

SOUTHEND BOMBO Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BOMBO	-	-	BOMBO	515944.29N 0002346.85W	Y	090° (091.4°)	1.6	5.0	LEFT	-FL140 +FL070	-220	RNAV5

SOUTHEND GEGMU Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
GEGMU	-	-	GEGMU	514253.48N 0010633.89E	Y	262° (263.9°)	1.6	1 MIN	RIGHT	-6000 +4000	-195	RNAV1

SOUTHEND GODLU Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
GODLU	-	-	GODLU	510958.44N 0011704.26E	Y	308° (310.0°)	1.6	1 MIN	RIGHT	-FL120 +FL080	-210	RNAV5

SOUTHEND HON Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
HON	-	-	HON	522124.04N 0013949.41W	Y	143° (144.8°)	1.6	1.5 MIN	RIGHT	-FL350 +FL150	-240	RNAV5

SOUTHEND JACKO Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
JACKO	-	-	JACKO	514408.65N 0012536.00E	Y	263° (264.3°)	1.6	1 MIN	LEFT	-FL140 +FL080	-210	RNAV5

SOUTHEND LOGAN Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LOGAN	-	-	LOGAN	514451.32N 0013642.58E	Y	288° (289.5°)	1.6	1 MIN up to FL140 1.5 MIN FL150+	LEFT	-FL410 +FL100	-220* -240**	RNAV5

*up to and including FL140
**FL150 and above

SOUTHEND OKVAP Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
OKVAP	-	-	OKVAP	505748.96N 0011955.98E	Y	001° (002.2°)	1.6	1 MIN	LEFT	-FL150 +FL130	-220	RNAV5

SOUTHEND SPEAR Hold

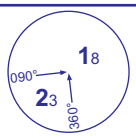
Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SPEAR	-	-	SPEAR	513433.79N 0004200.57E	Y	192° (193.3°)	1.6	3.2	RIGHT	-FL070 +4000	-195	RNAV5

CHANGE (2/26): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 03 DEC 25

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INSTRUMENT APPROACH CHART - ICAO

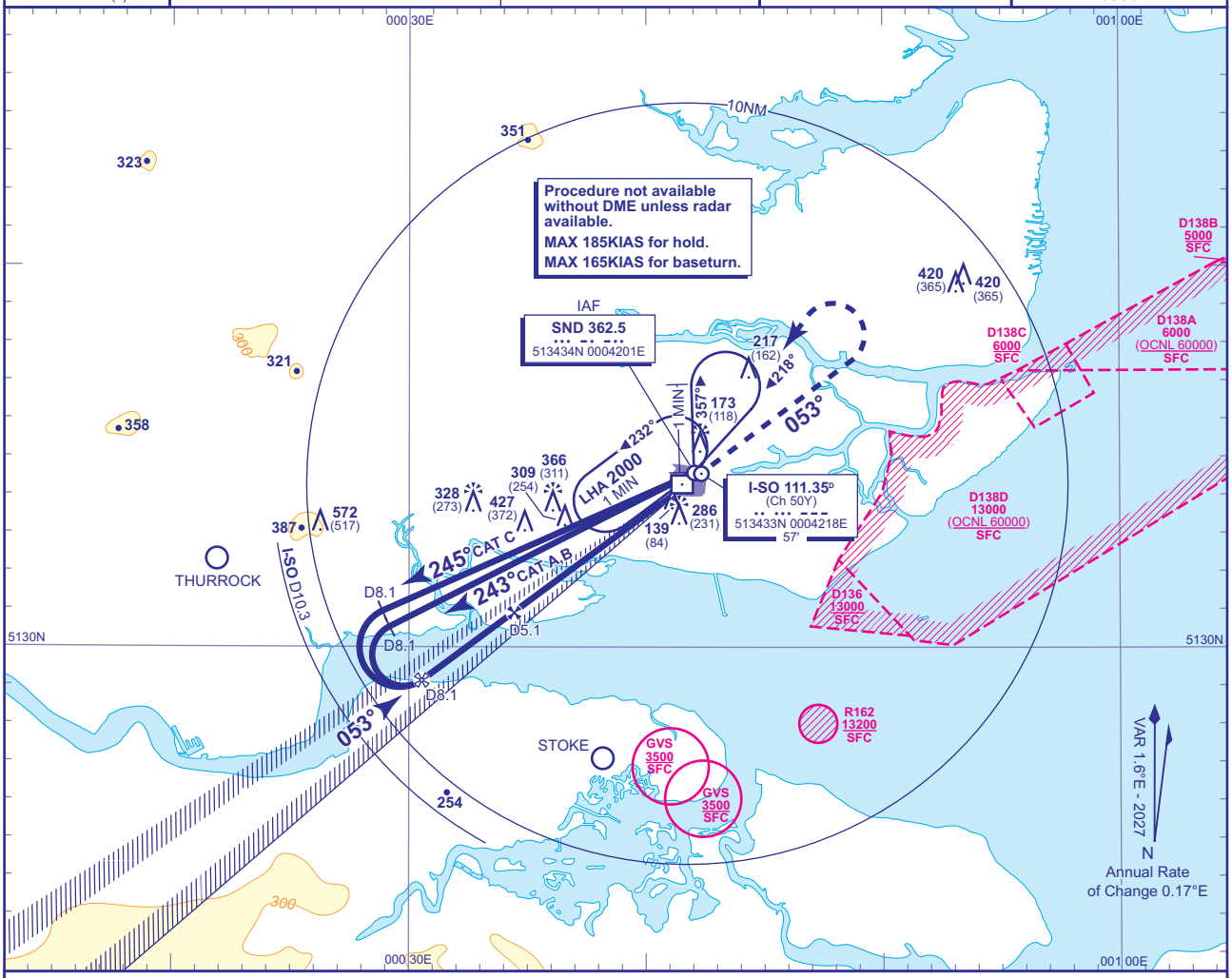
SOUTHEND
ILS/DME/NDB(L)
RWY 05
(ACFT CAT A,B,C)



MSA 25NM NDB(L) SND

APP	130.780	SOUTHEND APPROACH	AD ELEVATION	55	
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	55	
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION	572 AMSL (517) (ABOVE THR)	
	128.965	SOUTHEND DIRECTOR			
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC		

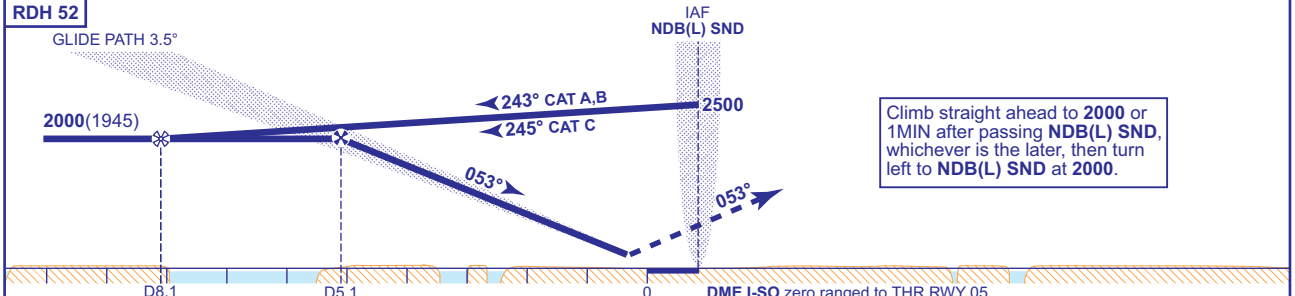
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM

DME I-SO	5	4	3	2	1
ALT(HGT)	**1970** (1915)	**1590** (1535)	**1220** (1165)	**850** (795)	**480** (425)

RDH 52



Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, then turn left to **NDB(L) SND** at **2000**.

Aircraft Category		A	B	C
OCA (OCH)	**CAT I**	**248**(193)	**255**(200)	**263**(208)
VM(C)OCA (OCH AAL)	**Total Area**	**600**(545)	**700**(645)	**900**(845)

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

AIRCRAFT UNABLE TO RECEIVE DME I-SO
Advise ATC. Aircraft will be radar vectored onto FAT and radar range passed at 3NM inbound.

NOTES
1. Aircraft will normally be required to hold not lower than **2500**. Lowest altitiude to commence procedure from **NDB(L) SND** following Missed Approach is **2000**.
2. Maximum 185KIAS for hold and 165KIAS base turns.
3. Do not exceed I-SO D10.3 to remain within controlled airspace.

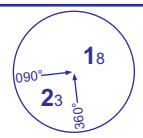
CHANGE (2/26): MAG VAR. MAG TRACKS. EGR162 ADDED.

AERO INFO DATE 27 NOV 25

AD 2-EGMC-8-1

INSTRUMENT APPROACH CHART - ICAO

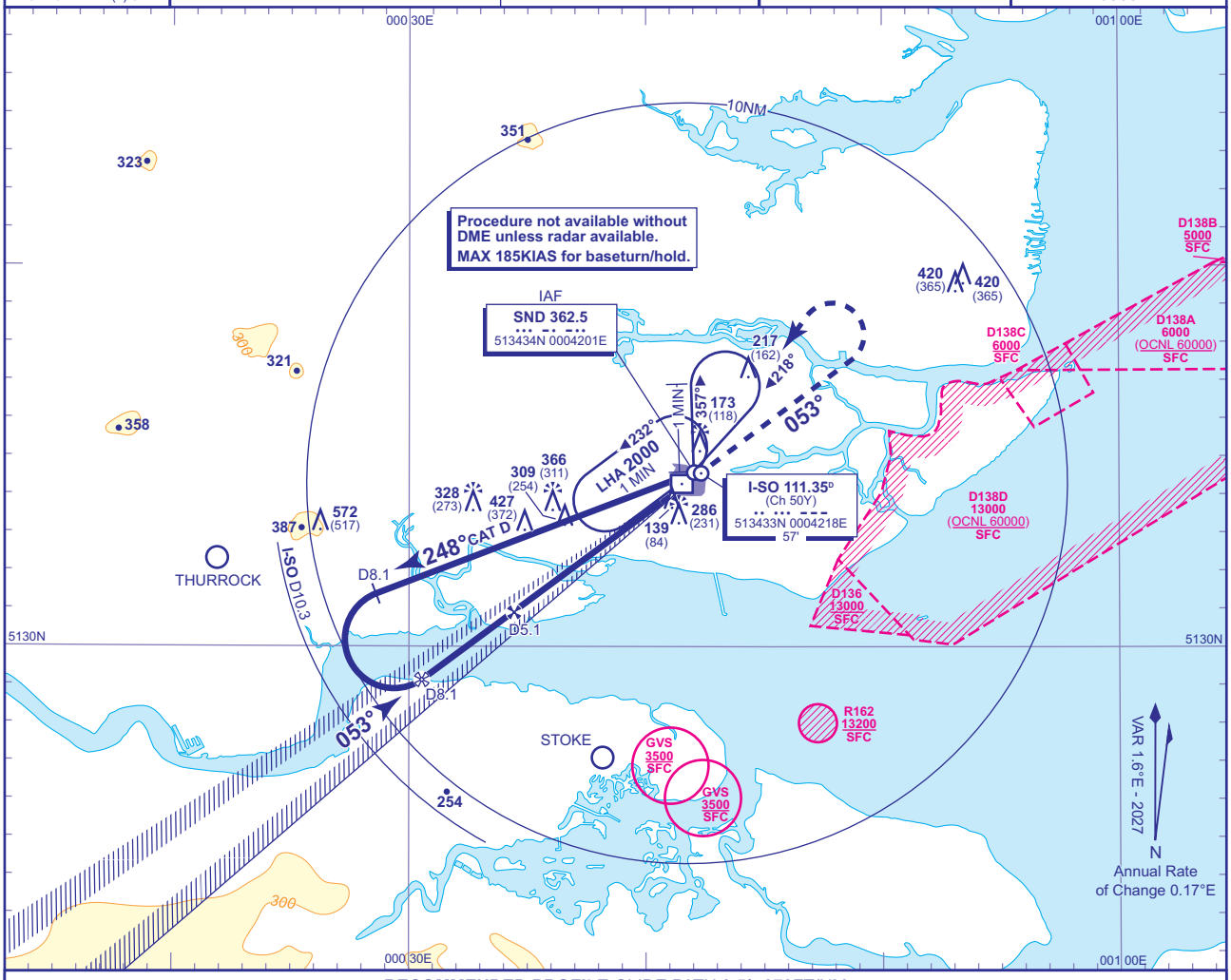
SOUTHEND ILS/DME/NDB(L) RWY 05 (ACFT CAT D)



MSA 25NM NDB(L) SND

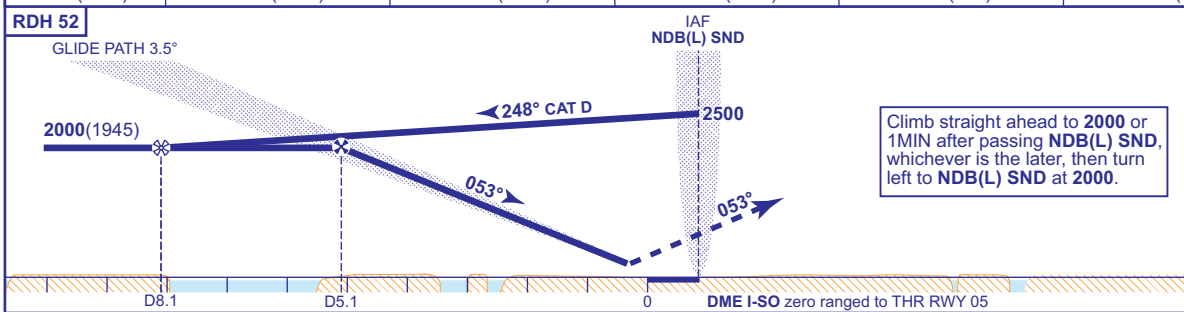
APP	130.780	SOUTHEND APPROACH	AD ELEVATION	55	
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	55	
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION		
	128.965	SOUTHEND DIRECTOR	572 AMSL (517) (ABOVE THR)		
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM

DME I-SO	5	4	3	2	1
ALT(HGT)	**1970** (1915)	**1590** (1535)	**1220** (1165)	**850** (795)	**480** (425)



Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, then turn left to **NDB(L) SND** at **2000**.

Aircraft Category		**D**
OCA (OCH)	**CAT I**	**272**(217)
VM(C)OCA (OCH AAL)	**Total Area**	**900**(845) (see note 3)

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

AIRCRAFT UNABLE TO RECEIVE DME I-SO Advise ATC. Aircraft will be radar vectored onto FAT and radar range passed at 3NM inbound.

NOTES
1. Aircraft will normally be required to hold not lower than **3000**. Lowest altitiude to commence procedure from **NDB(L) SND** following Missed Approach is **2000**.
2. Maximum 185KIAS for hold and base turns.
3. CAT D circling not authorised south of RWY 05/23 C/L.
4. Do not exceed I-SO D10.3 to remain within controlled airspace.

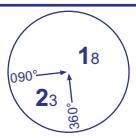
CHANGE (2/26): MAG VAR. MAG TRACKS. EGR162 ADDED.

AERO INFO DATE 27 NOV 25

AD 2-EGMC-8-2

INSTRUMENT APPROACH CHART - ICAO

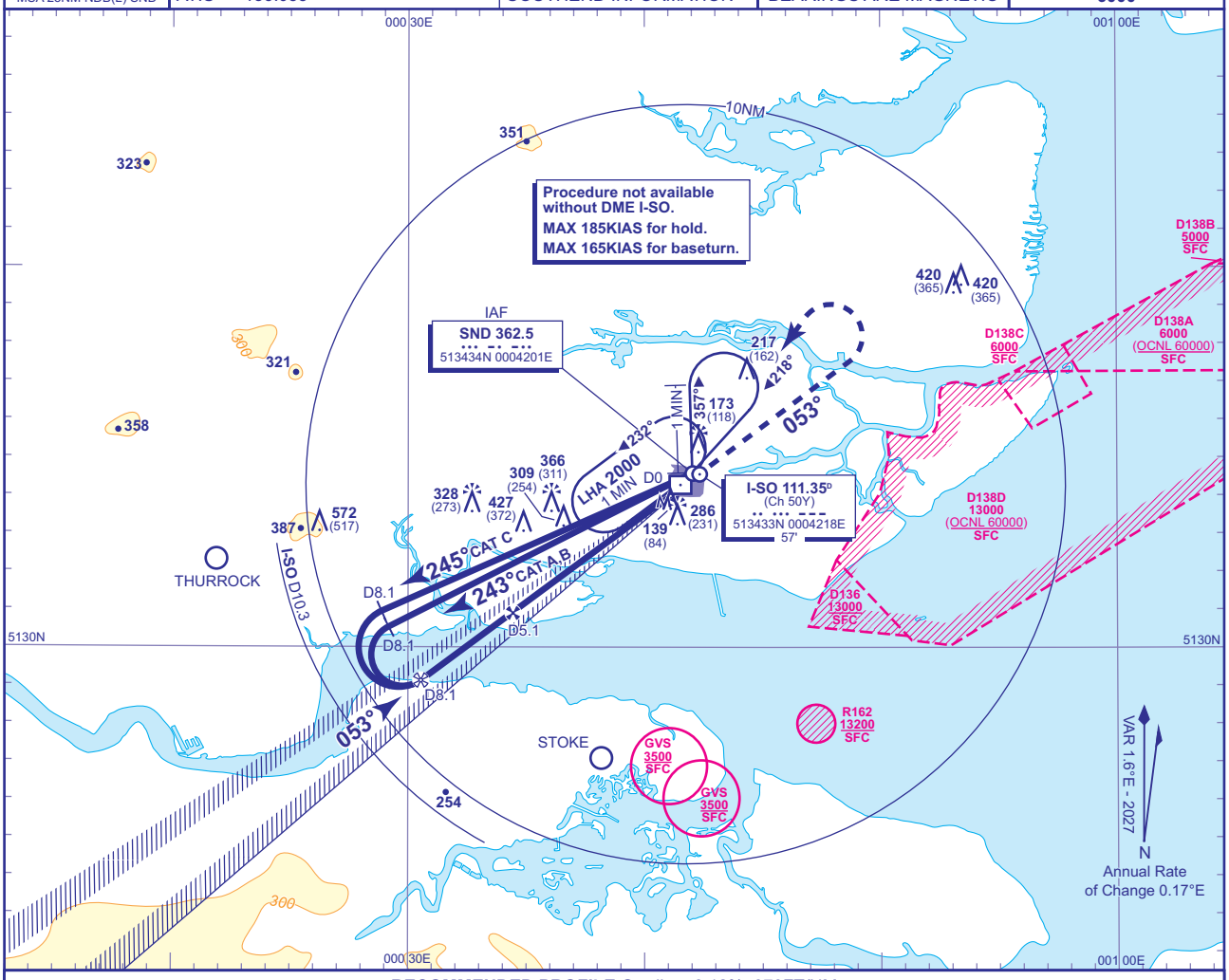
SOUTHEND LOC/DME/NDB(L) RWY 05
(ACFT CAT A,B,C)



MSA 25NM NDB(L) SND

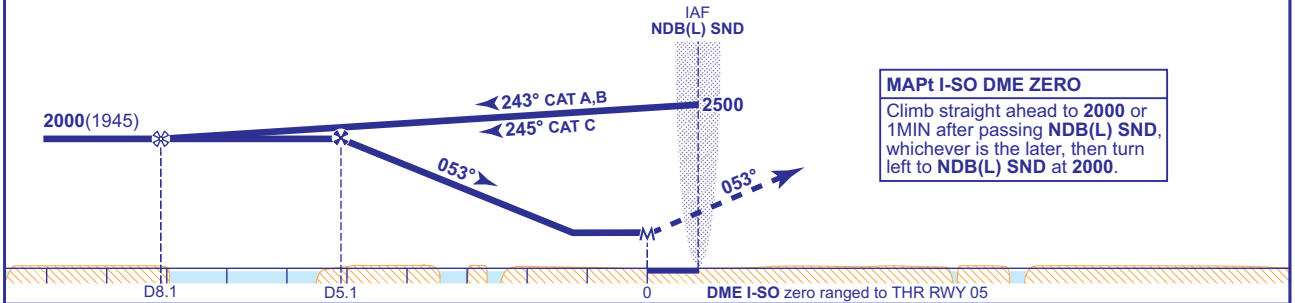
APP	130.780	SOUTHEND APPROACH	AD ELEVATION	55	
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	55	
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION	572 AMSL (517) (ABOVE THR)	
	128.965	SOUTHEND DIRECTOR			
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 6.12%, 370FT/NM

DME I-SO	5	4	3	2
ALT(HGT)	**1970** (1915)	**1590** (1535)	**1220** (1165)	**850** (795)



MAPt I-SO DME ZERO

Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, then turn left to **NDB(L) SND** at **2000**.

Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**580**(525)	**580**(525)	**580**(525)
VM(C)OCA (OCH AAL)	**Total Area**	**600**(545)	**700**(645)	**900**(845)

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

NOTES 1 Aircraft will normally be required to hold not lower than **2500**. Lowest altitiude to commence procedure from **NDB(L) SND** following Missed Approach is **2000**.
2 Maximum 185KIAS for hold and 165KIAS base turns.
3 Do not exceed I-SO D10.3 to remain within controlled airspace.

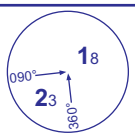
CHANGE (2/26): MAG VAR. MAG TRACKS. EGR5162 ADDED.

AERO INFO DATE 27 NOV 25

AD 2-EGMC-8-3

INSTRUMENT APPROACH CHART - ICAO

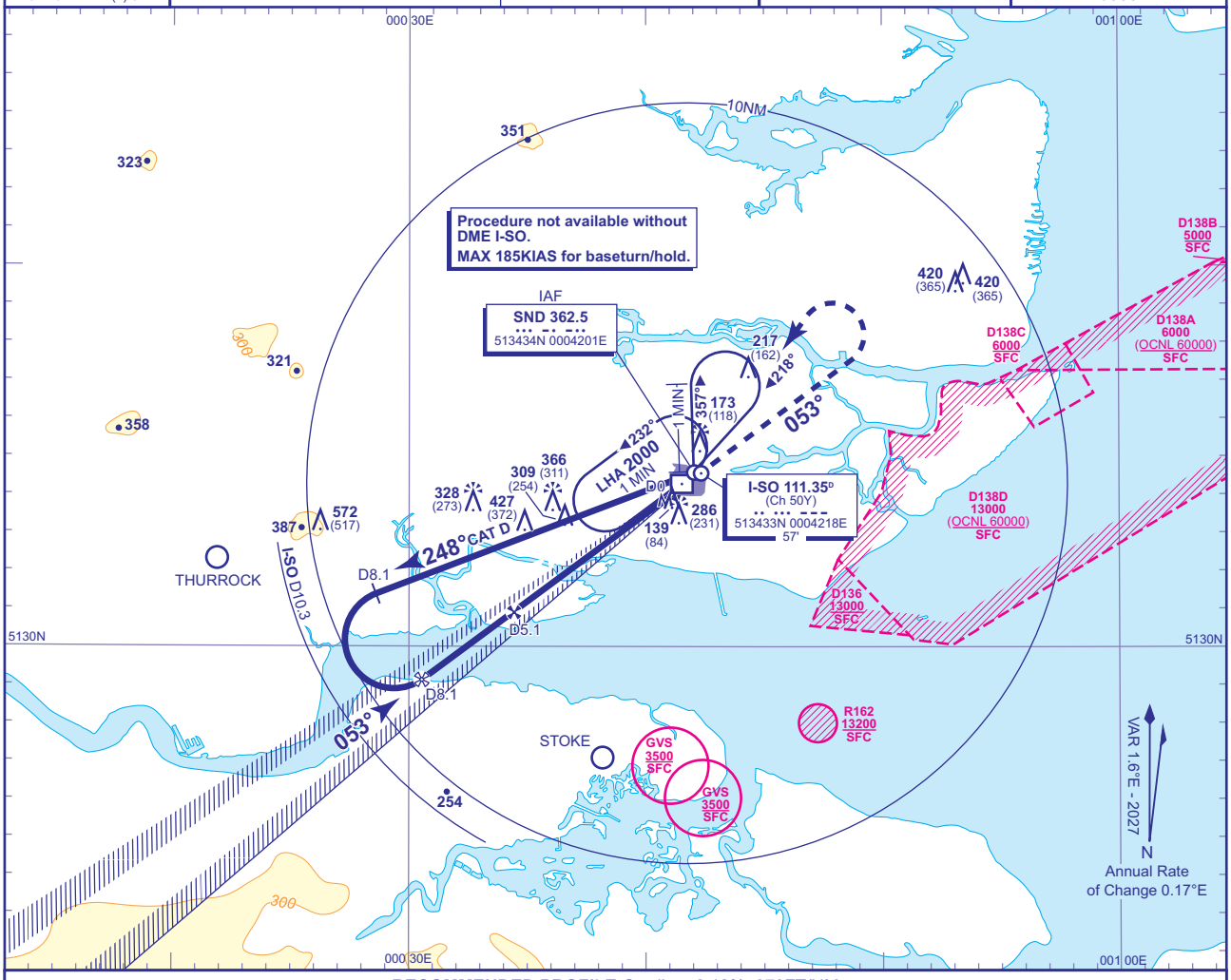
SOUTHEND LOC/DME/NDB(L) RWY 05 (ACFT CAT D)



MSA 25NM NDB(L) SND

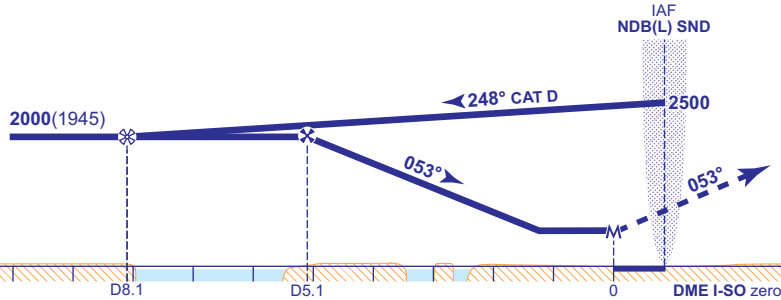
APP	130.780	SOUTHEND APPROACH	AD ELEVATION	55	
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	55	
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION	572 AMSL (517) (ABOVE THR)	
	128.965	SOUTHEND DIRECTOR			
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 6.12%, 370FT/NM

DME I-SO	5	4	3	2
ALT(HGT)	**1970** (1915)	**1590** (1535)	**1220** (1165)	**850** (795)



MAPt I-SO DME ZERO
Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, then turn left to **NDB(L) SND** at **2000**.

Aircraft Category		**D**
OCA (OCH)	**Procedure**	**580**(525)
VM(C)OCA (OCH AAL)	**Total Area**	**900**(845) (see note 3)

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

NOTES
1 Aircraft will normally be required to hold not lower than **3000**. Lowest altitiude to commence procedure from **NDB(L) SND** following Missed Approach is **2000**.
2 Maximum 185KIAS for hold and base turns.
3 CAT D circling not authorised south of RWY 05/23 C/L.
4 Do not exceed I-SO D10.3 to remain within controlled airspace.

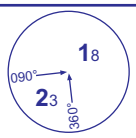
CHANGE (2/26): MAG VAR. MAG TRACKS. EGR162 ADDED.

AERO INFO DATE 27 NOV 25

AD 2-EGMC-8-4

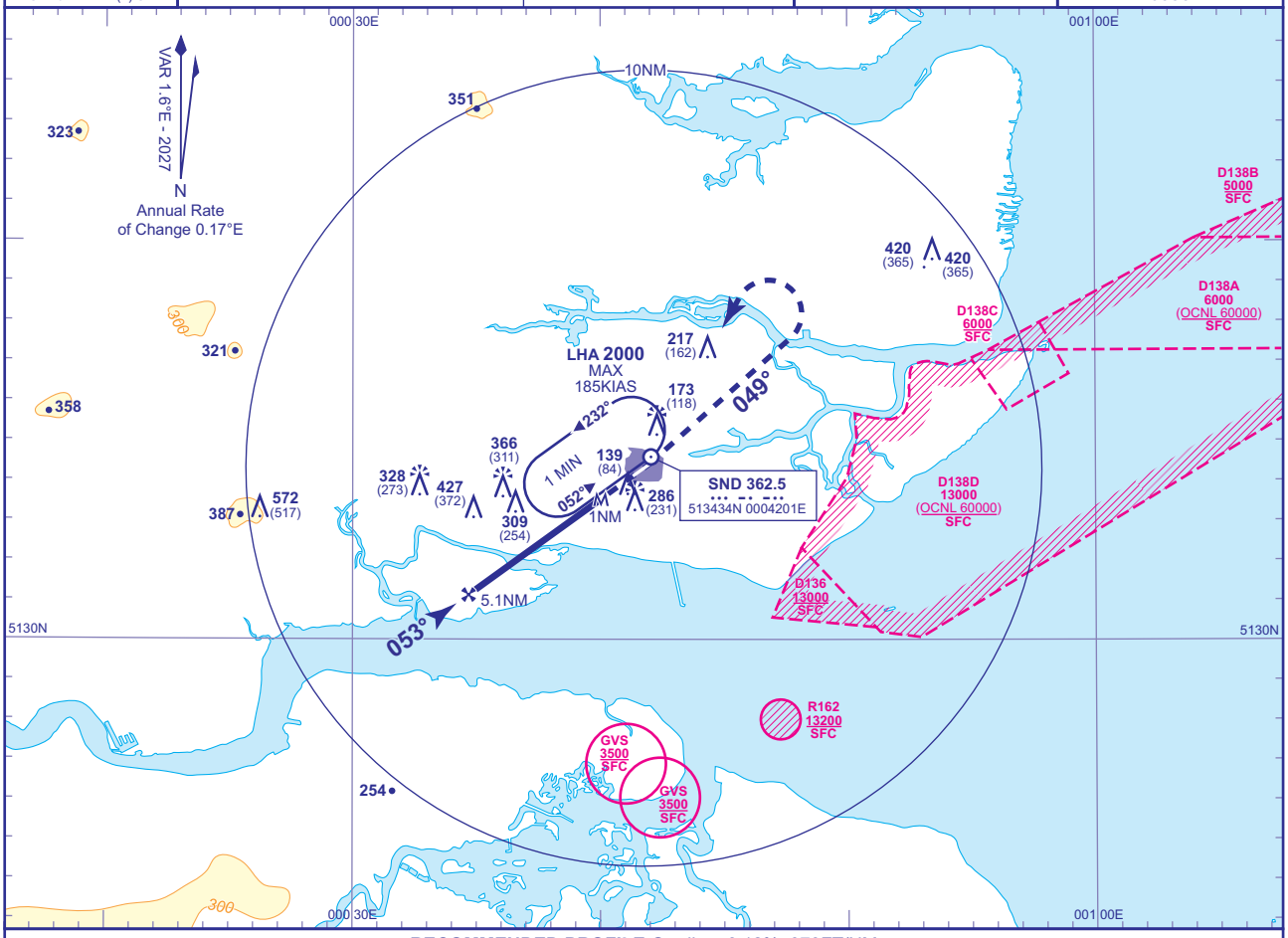
INSTRUMENT APPROACH CHART - ICAO

SOUTHEND
SRA RTR 2NM
RWY 05
(ACFT CAT A,B,C)



MSA 25NM NDB(L) SND

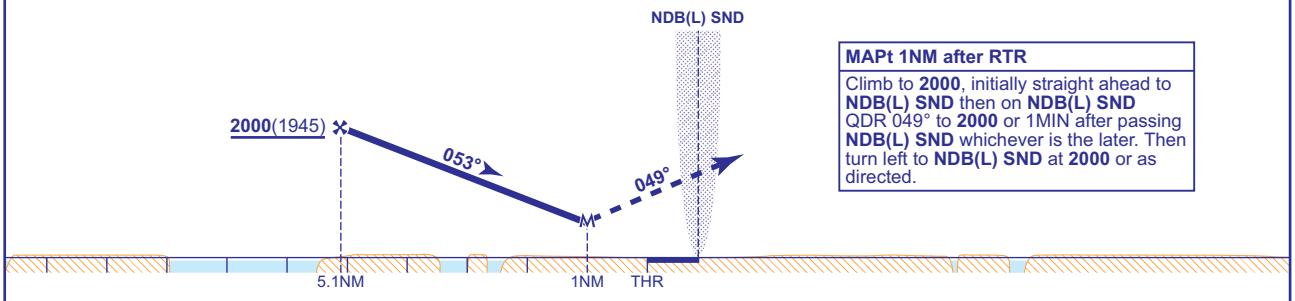
APP	130.780	SOUTHEND APPROACH	AD ELEVATION	55	
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	55	
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION	572 AMSL (517) (ABOVE THR)	
	128.965	SOUTHEND DIRECTOR			
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 6.12%, 370FT/NM

NM	5.0	4.0	3.0	2.0
ALT(HGT)	**1970**(1915)	**1590**(1535)	**1220**(1165)	**850**(795)

Initial and intermediate approach as directed by radar.



MAPt 1NM after RTR

Climb to **2000**, initially straight ahead to **NDB(L) SND** then on **NDB(L) SND** QDR 049° to **2000** or 1MIN after passing **NDB(L) SND** whichever is the later. Then turn left to **NDB(L) SND** at **2000** or as directed.

Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**580**(525)	**580**(525)	**580**(525)
VM(C)OCA (OCH AAL)	**Total Area**	**600**(545)	**700**(645)	**900**(845)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	990	870	740	620	500
RTR to MAPT	MIN:SEC	0:23	0:26	0:30	0:36	0:45

NOTE Aircraft will be required to hold not lower than **2500**. Lowest altitude to commence procedure from NDB(L) SND following a missed approach is **2000**.

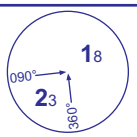
CHANGE (2/26): MAG VAR. MAG TRACKS. EGR162 ADDED.

AERO INFO DATE 01 DEC 25

AD 2-EGMC-8-5

INSTRUMENT APPROACH CHART - ICAO

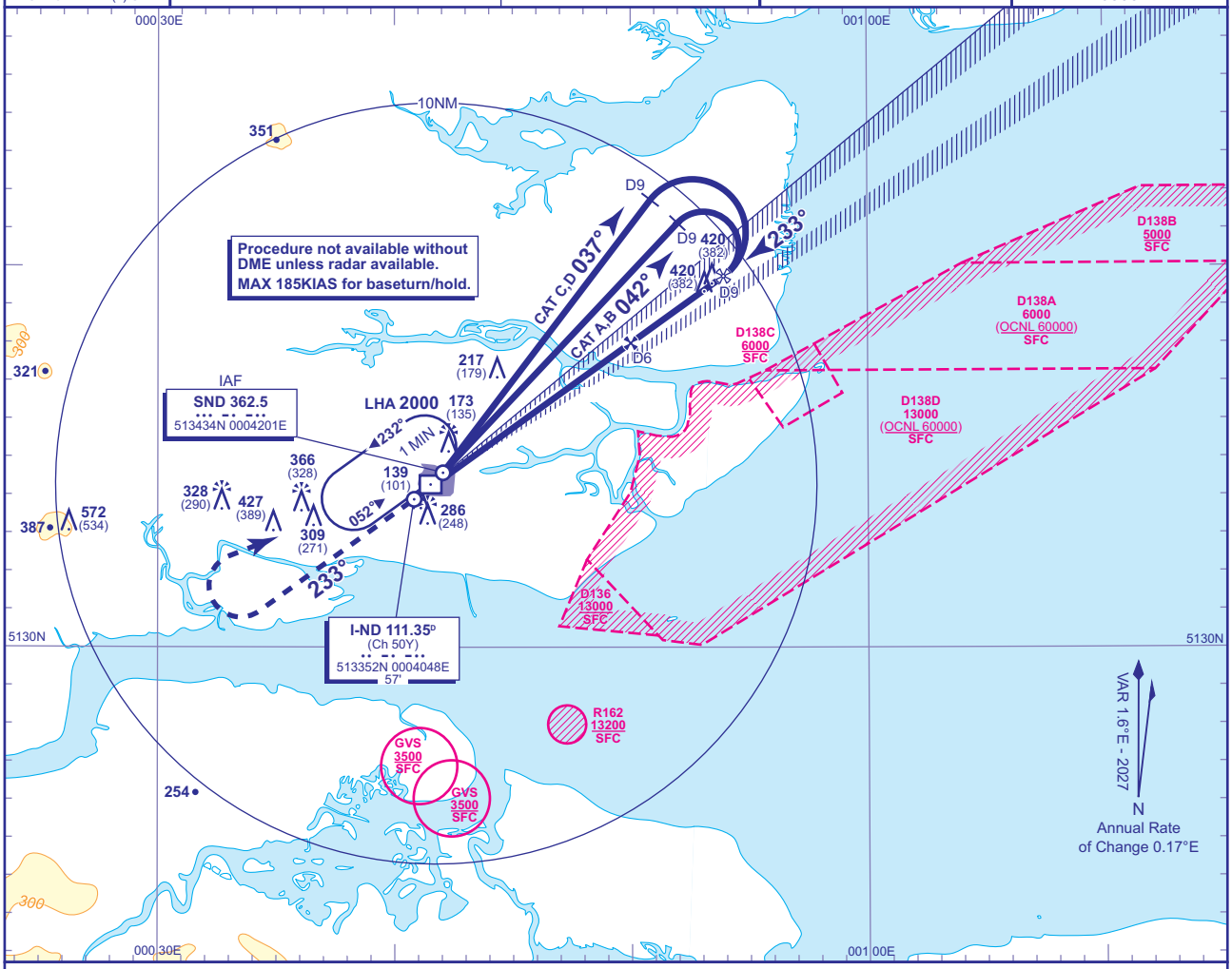
SOUTHEND ILS/DME/NDB(L) RWY 23
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) SND

APP	130.780	SOUTHEND APPROACH	AD ELEVATION	55	
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	38	
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION		
	128.965	SOUTHEND DIRECTOR	572 AMSL (534) (ABOVE THR)		
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**

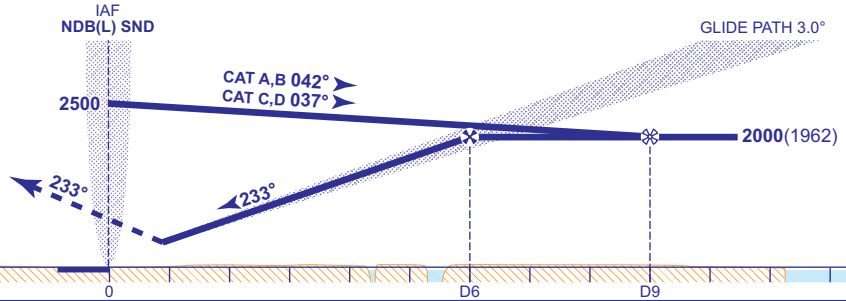


RECOMMENDED PROFILE GLIDE PATH 3.0°, 320FT/NM

DME I-ND	6	5	4	3	2	1
ALT(HGT)	**2000**(1962)	**1680**(1642)	**1360**(1322)	**1050**(1012)	**730**(692)	**410**(372)

RDH 52

Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, turn right to **NDB(L) SND** at **2000**.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**CAT I**	**196**(158)	**204**(166)	**214**(176)	**223**(185)
VM(C)OCA (OCH AAL)	**Total Area**	**600**(545)	**700**(645)	**900**(845)	**900**(845) (see note 4)

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

AIRCRAFT UNABLE TO RECIEVE DME I-ND Advise ATC. Aircraft will be radar vectored onto FAT and radar range passed at 3NM inbound.

NOTES
1. Aircraft will normally be required to hold not lower than **2500**. Code D aircraft will be required to hold not lower than **3000**. Lowest altitude to commence procedure from NDB(L) SND following a missed approach is **2000**.
2. Maximum 185KIAS for hold and Baseturns.
3. Active danger areas lie adjacent to the localiser course.
4. CAT D circling not authorised south of RWY 05/23 C/L.

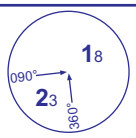
CHANGE (2/26): MAG VAR. MAG TRACKS. EGR162 ADDED.

AERO INFO DATE 27 NOV 25

AD 2-EGMC-8-6

INSTRUMENT APPROACH CHART - ICAO

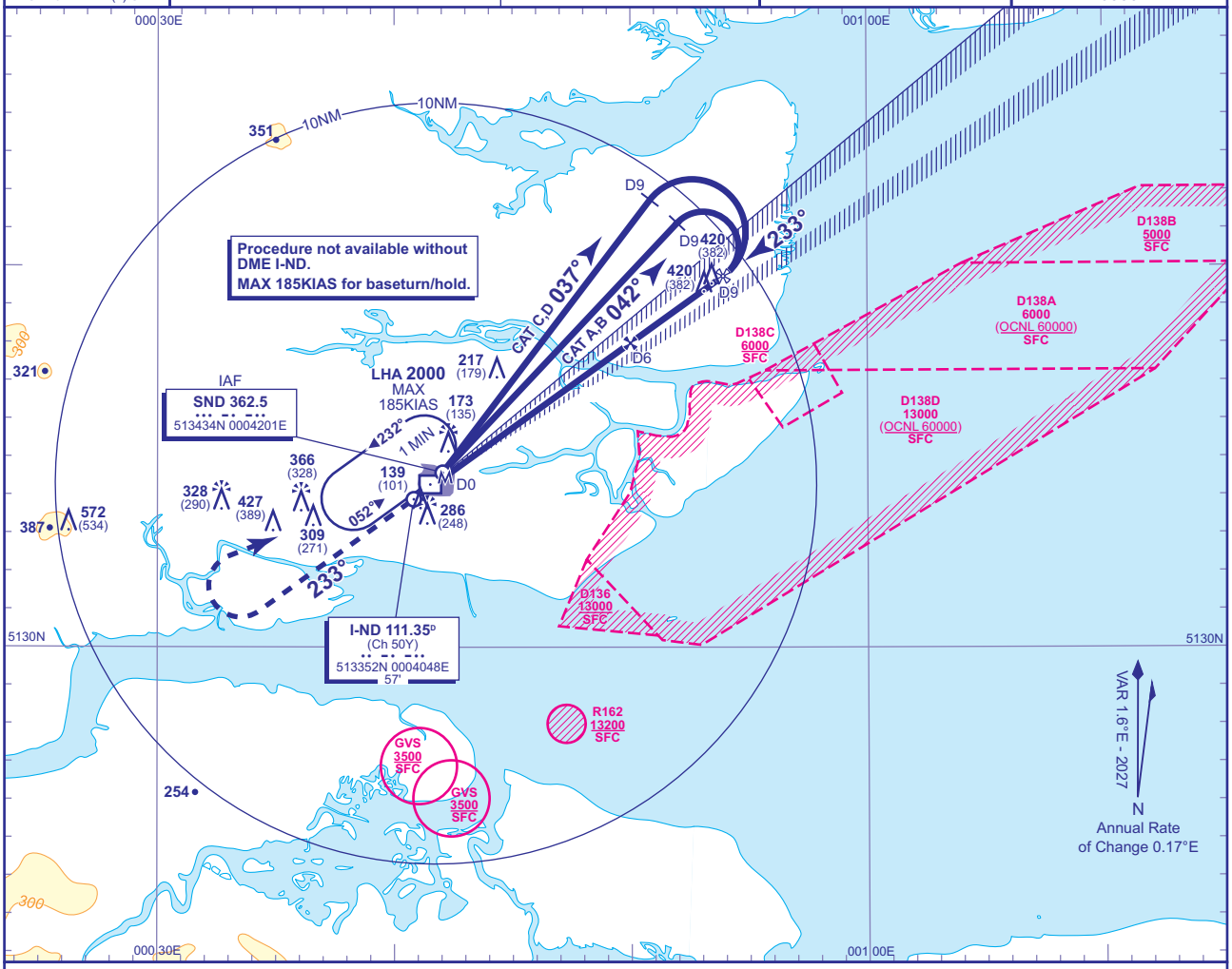
SOUTHEND
LOC/DME/NDB(L)
RWY 23
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) SND

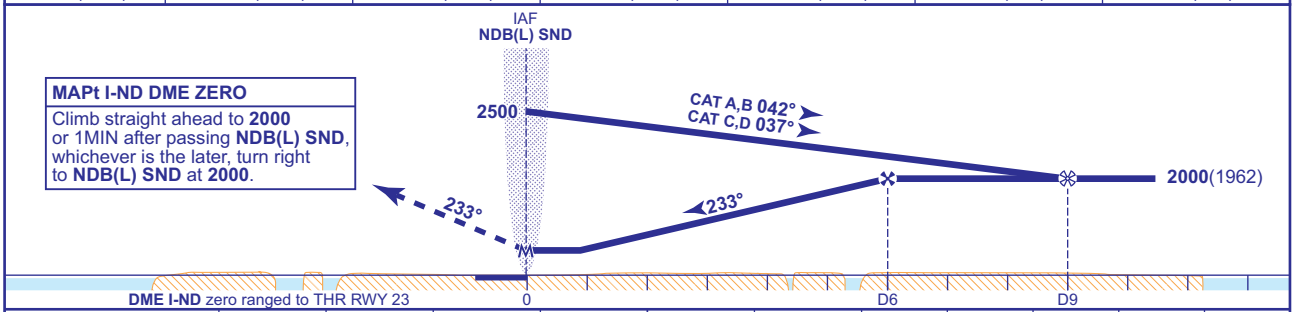
APP	130.780	SOUTHEND APPROACH	AD ELEVATION	55	
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	38	
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION	572 AMSL (534) (ABOVE THR)	
	128.965	SOUTHEND DIRECTOR			
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

DME I-ND	6	5	4	3	2	1
ALT(HGT)	**2000**(1962)	**1680**(1642)	**1360**(1322)	**1050**(1012)	**730**(692)	**410**(372)



MAPt I-ND DME ZERO
Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, turn right to **NDB(L) SND** at **2000**.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**450**(412)	**450**(412)	**450**(412)	**450**(412)
VM(C)OCA (OCH AAL)	Total Area	**600**(545)	**700**(645)	**900**(845)	**900**(845) (see note 4)

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

NOTES
1 Aircraft will normally be required to hold not lower than **2500**. Code D aircraft will be required to hold not lower than **3000**. Lowest altitude to commence procedure from NDB(L) SND following a missed approach is **2000**.
2 Maximum 185KIAS for hold and baseturns.
3 Active danger areas lie adjacent to the localiser course.
4 CAT D circling not authorised south of RWY 05/23 C/L.

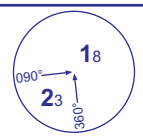
CHANGE (2/26): MAG VAR. MAG TRACKS. EGR162 ADDED. OCA(OCH) INCREASE.

AERO INFO DATE 27 NOV 25

AD 2-EGMC-8-7

INSTRUMENT APPROACH CHART - ICAO

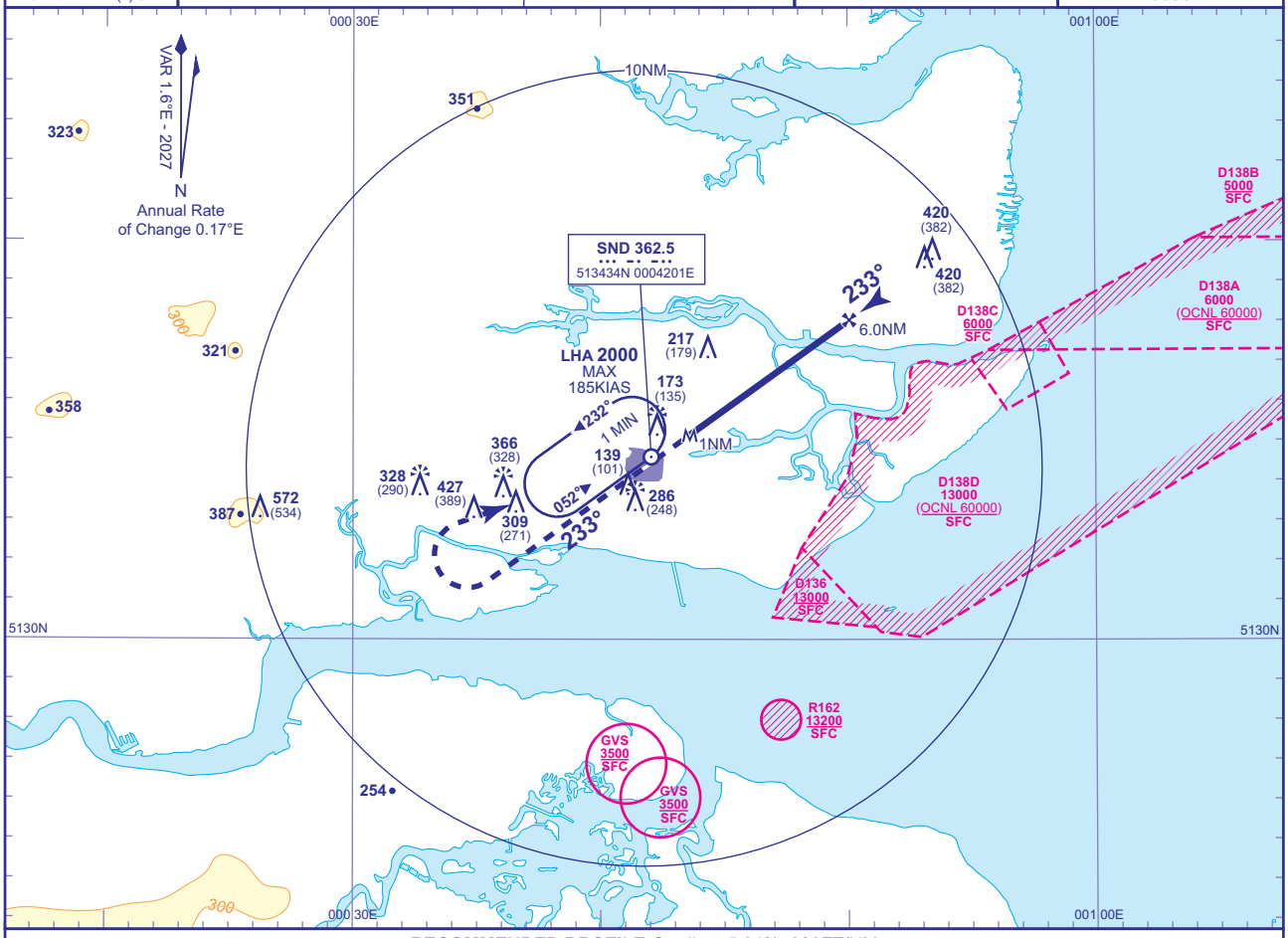
SOUTHEND
SRA RTR 2NM
RWY 23
(ACFT CAT A,B,C)



MSA 25NM NDB(L) SND

APP	130.780	SOUTHEND APPROACH	AD ELEVATION	55	
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	38	
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION		
	128.965	SOUTHEND DIRECTOR	572 AMSL (534) (ABOVE THR)		
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**



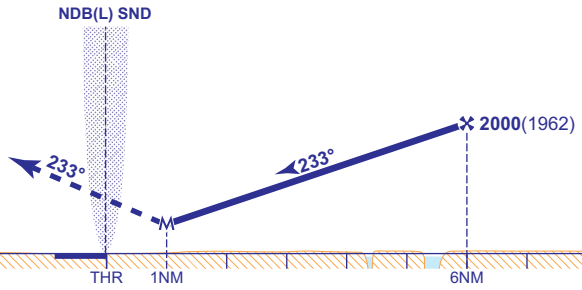
RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

NM	6.0	5.0	4.0	3.0	2.0	1.0
ALT(HGT)	**2000**(1962)	**1680**(1642)	**1360**(1322)	**1050**(1012)	**730**(692)	**410**(372)

Initial and intermediate approach as directed by radar.

MAPt 1NM after RTR

Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, turn right to **NDB(L) SND** at **2000** or as directed.



Aircraft Category		**A**	**B**	**C**
OCA (OCH)	**Procedure**	**490**(452)	**490**(452)	**490**(452)
VM(C)OCA (OCH AAL)	**Total Area**	**600**(545)	**700**(645)	**900**(845)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	740	640	530	420
RTR to MAPT	**MIN:SEC**	0:23	0:26	0:30	0:36	0:45

NOTE Aircraft will be required to hold not lower than **2500**. Lowest altitude to commence procedure from NDB(L) SND following a missed approach is **2000**.

CHANGE (2/26): MAG VAR. HOLD BEARINGS. EGR162 ADDED.

AERO INFO DATE 27 NOV 25

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

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	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

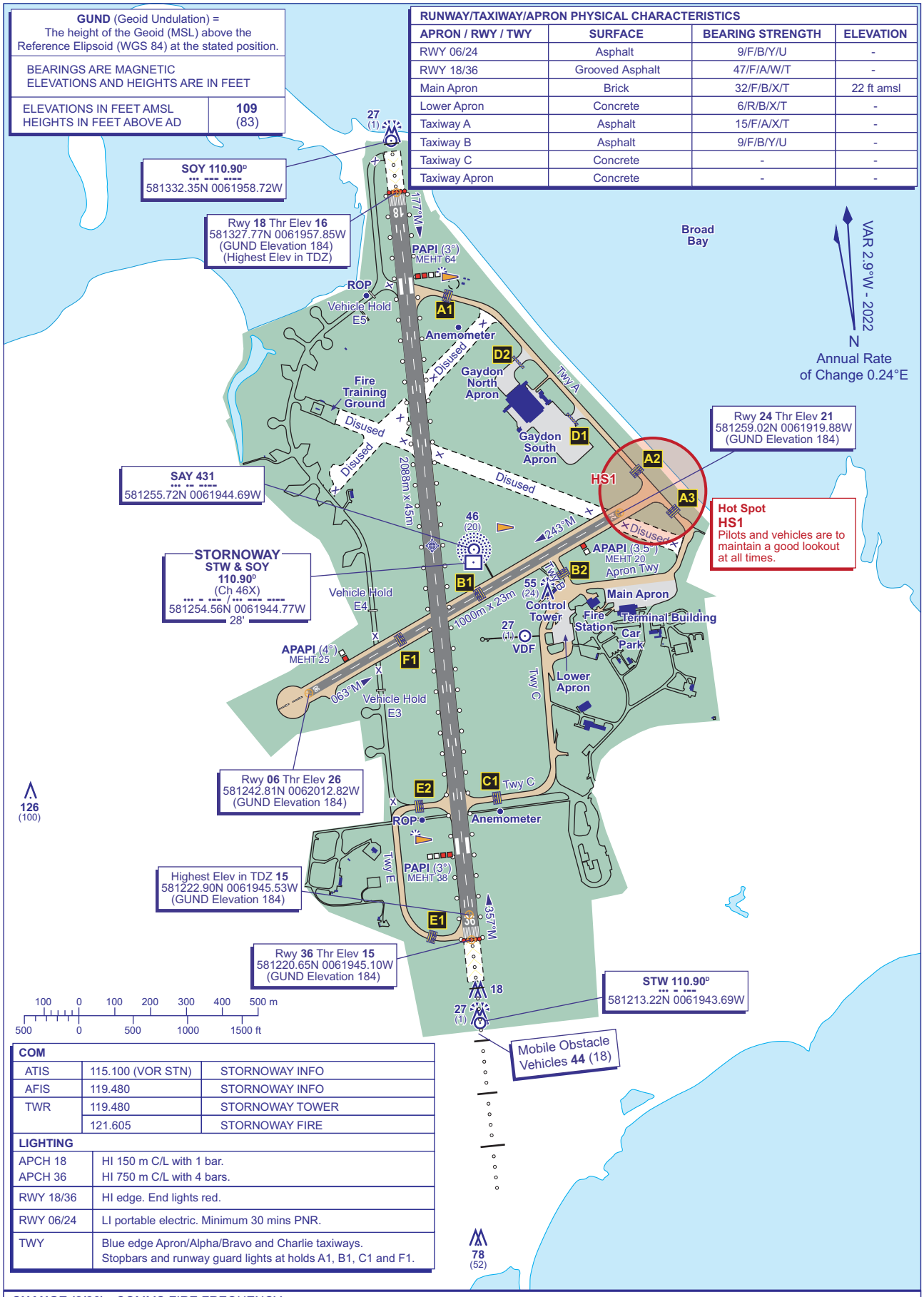
Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC 1.79°W (2027)	STW	110.900 MHz	Mon-Fri 0715-0915, 0945-1145, 1215-1430, 1500-1700, 1800-1945 (0615-0815, 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.

AERODROME CHART - ICAO

ARP 581256N 0061952W

AD ELEV 26FT

STORNOWAY
EGPO



CHANGE (2/26): COMMS FIRE FREQUENCY.

AERO INFO DATE 26 NOV 25

AD 2-EGPO-2-1

INTENTIONALLY BLANK

3	Altimeter checkpoint location and elevation	Apron 19 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGPB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Pilots of fixed wing aircraft can anticipate to be marshalled onto stand on arrival. Helicopters self-park on numbered spots/stands; marshalling available on request. Spots 5 and 6 not normally available for shutdown. Pilots are to exercise caution when operating on spots 4 or 5. Helicopter and fixed wing operations in close proximity.
2	Runway and taxiway markings and lighting	Runway light(s): Blue edge lights on Runway 15/33 from Hold Kilo to the edge of Runway 09/27. Taxiway light(s): Holding points designated by retro-reflective illuminated signs and red stop lights (except Holds F, W and Z which is unlit). Yellow centre-line paint marking. Green centre-line lighting to stop bars. Blue edge lighting between stop bars and runway edge, and on Runway 15/33 from holding points Kilo and Charlie to the edge of Runway 09/27.
3	Stop bars and runway guard lights (if any)	Holding points are designated by retro-reflective signs, illuminated in hours of darkness. Red stop bars at holding points A, C, E, G, J, K, V. Caution: H06/24 holding points F, W, and Z do not have lit stop bars.
4	Other runway protection measures	
5	Remarks	WDI RWY 09 (LGTD): 595254.95N 0011812.33W; WDI RWY 27 (LGTD): 595251.18N 0011706.70W; WDI RWY 15: 595257.17N 0011757.64W; WDI RWY 33: 595218.86N 0011658.44W; WDI RWY 06/24: 595234.64N 0011704.55W.

EGPB 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**
(EGPB3144) 15/APPROACH 33/ TAKE-OFF	BUILDING	595526.41N 0012120.32W	373 FT	13 FT	No	
(EGPB3143) 33/TAKE-OFF	BUILDING	595526.41N 0012120.20W	372 FT	13 FT	No	
(EGPB4946) 33/TAKE-OFF	BLDG	595525.45N 0012112.61W	357 FT	8 FT	No	
(EGPB3138) 15/APPROACH 33/ TAKE-OFF	BUILDING	595431.45N 0012033.66W	258 FT	9 FT	No	
(EGPB5383) 15/APPROACH 33/ TAKE-OFF	BLDG CHIMNEY	595334.96N 0011840.63W	180 FT	18 FT	No	
(EGPB5374) 15/APPROACH 33/ TAKE-OFF	BLDG CHIMNEY	595333.49N 0011843.66W	163 FT	19 FT	No	
(EGPB4852) 15/APPROACH 33/ TAKE-OFF	BLDG	595320.79N 0011826.37W	131 FT	27 FT	No	
(EGPB4797) 15/APPROACH 33/ TAKE-OFF	BLDG CHIMNEY	595310.37N 0011824.82W	113 FT	25 FT	No	
(EGPB4802) 15/APPROACH 33/ TAKE-OFF	BLDG CHIMNEY	595307.55N 0011818.72W	82 FT	16 FT	No	
(EGPB4771) 15/APPROACH 33/ TAKE-OFF	BLDG	595303.37N 0011816.20W	68 FT	20 FT	No	
(EGPB5608) 15/APPROACH 33/ TAKE-OFF	MOBILE OBSTACLE	595256.74N 0011810.87W	34 FT	16 FT	No	
(EGPB5565) 15/TAKE-OFF	MOBILE OBSTACLE	595216.32N 0011657.93W	33 FT	16 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**
(EGPB5564) 15/TAKE-OFF	MOBILE OBSTACLE	595216.31N 0011658.13W	33 FT	16 FT	No	
(EGPB5560) 33/APPROACH	MOBILE OBSTACLE	595214.52N 0011658.96W	40 FT	16 FT	No	
(EGPB5561) 33/APPROACH	MOBILE OBSTACLE	595214.48N 0011658.79W	40 FT	16 FT	No	
(EGPB5546) 33/APPROACH	MOBILE OBSTACLE	595214.43N 0011709.75W	30 FT	16 FT	No	
(EGPB5558) 33/APPROACH	MOBILE OBSTACLE	595213.71N 0011659.70W	41 FT	16 FT	No	
(EGPB5559) 33/APPROACH	MOBILE OBSTACLE	595213.67N 0011659.53W	42 FT	16 FT	No	
(EGPB5556) 33/APPROACH	MOBILE OBSTACLE	595212.98N 0011700.75W	42 FT	16 FT	No	
(EGPB5557) 33/APPROACH	MOBILE OBSTACLE	595212.90N 0011700.61W	43 FT	16 FT	No	
(EGPB5294) 33/APPROACH 15/ TAKE-OFF	WALL	595212.80N 0011659.68W	37 FT	3 FT	No	
(EGPB5554) 33/APPROACH	MOBILE OBSTACLE	595212.62N 0011702.44W	42 FT	16 FT	No	
(EGPB3389) 33/APPROACH 15/ TAKE-OFF	MOBILE OBSTACLE	595207.07N 0011644.97W	109 FT	16 FT	No	
(EGPB5189) 15/TAKE-OFF	BLDG CHIMNEY	595203.28N 0011654.36W	101 FT	34 FT	No	
(EGPB5191) 33/APPROACH 15/ TAKE-OFF	BLDG AERIAL	595202.94N 0011654.70W	102 FT	37 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPB4684)	MAST	595710.39N 0011827.59W	1077 FT	229 FT	No	
(EGPB3156)	TELEGRAPH POLE	595446.66N 0011814.95W	239 FT	24 FT	No	
(EGPB5622)	RADAR	595421.07N 0012257.09W	964 FT	37 FT	No	
(EGPB5002)	MAST	595420.06N 0012256.76W	982 FT	53 FT	No	
(EGPB3168)	TELEGRAPH POLE	595349.47N 0011813.78W	292 FT	26 FT	No	
(EGPB5009)	UTILITY POLE	595341.95N 0011827.57W	298 FT	24 FT	No	
(EGPB5384)	POLE	595341.52N 0011830.40W	303 FT	13 FT	Yes Red	
(EGPB5066)	UTILITY POLE	595323.52N 0011710.47W	198 FT	27 FT	No	
(EGPB5149)	BLDG OBS LT	595243.53N 0011800.82W	78 FT	52 FT	Yes Red	
(EGPB5328)	LIGHTNING CNDR	595204.15N 0011623.43W	383 FT	51 FT	Yes Red	
(EGPB5346)	LIGHTHOUSE AERIAL	595114.69N 0011629.62W	333 FT	57 FT	No	
(EGPB3215)	AERIAL	595114.11N 0011630.01W	346 FT	67 FT	No	

EGPB 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	TREND 30 minutes.
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. English.
7	Charts and other information available for briefing or consultation	Available on request from ATC.
8	Supplementary equipment available for providing information	Automated recording telephone 01950-461037.
9	ATS units provided with information	SUMBURGH
10	Additional information (limitation of service, etc.)	Outside aerodrome hours unverified automatic observation via ATIS is available on 01950-461037.

EGPB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09	083.55°	1498 x 44 M	RWY surface: Asphalt, Grooved PCN 20/F/B/W/T	595250.98N 0011819.03W 161.0 FT	THR 20.5 FT	
27	263.57°	1498 x 44 M	RWY surface: Asphalt, Grooved PCN 20/F/B/W/T	595255.71N 0011655.59W 160.9 FT	THR 20.6 FT TDZ 20.6 FT	
15	143.41°	1424 x 43 M	RWY surface: Asphalt, Grooved PCN 31/F/B/X/T	595249.88N 0011754.57W 161.0 FT	THR 7.1 FT	
33	323.42°	1424 x 43 M	RWY surface: Asphalt, Grooved PCN 31/F/B/X/T	595222.60N 0011714.28W 161.0 FT	THR 8.2 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
		1618 x 280 M	90 x - M -			RWY 09 Landing threshold displaced by 104 M.
		1618 x 280 M	90 x - M -			RWY 27 Landing threshold displaced by 89 M.
		1544 x 150 M				RWY 15 Landing threshold displaced by 184 M. Terrain infringes the runway strip to the south, south east by 3.5 M at 135 M to 142 M from centre-line.
		1544 x 150 M				RWY 33 Landing threshold displaced by 189 M. Terrain infringes the runway strip to the south, south east by 3.5 M at 135 M to 142 M from centre-line.

EGPB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
15	1424 M	1424 M	1424 M	1240 M	
33	1424 M	1424 M	1424 M	1235 M	
09	1319 M	1319 M	1319 M	1245 M	
27	1319 M	1319 M	1319 M	1260 M	
06		H - 544 M		H - 544 M	
24		H - 544 M		H - 544 M	

EGPB 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	One flush inset crossbar plus four double flush inset lamps. 110 M Light intensity high	Green Light intensity high Green wingbars	PAPI Left/3° 20 FT 155 M			HI elevated bi-directional and coded LI omni-directional	Red		
27	One flush inset crossbar plus four double flush inset lamps. 90 M Light intensity high	Light intensity high Elevated Green wingbars	PAPI Left/3° 56 FT 411 M			HI elevated bi-directional and coded LI omni-directional	Red		
15		Light intensity high Elevated Green wingbars	APAPI Left/4° 46 FT 210 M			HI elevated bi-directional and coded LI omni-directional	Red		
33		Light intensity high Elevated Green wingbars				HI elevated bi-directional and coded LI omni-directional	Red		

EGPB 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: 595254.28N 0011807.91W (LGTD) - 595232.66N 0011735.66W (LGTD)
3	TWY edge and centre line lighting	CL: Green centre-line lighting to stop bars. EDGE: Blue edge lighting between stop bars and runway edge.
4	Secondary power supply/switch-over time	Yes. 10 seconds.
5	Remarks	Obstacle lights.

EGPB AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF H24: 595239.62N 0011657.64W
2	TLOF and/or FATO elevation	TLOF H24: 19.6 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF surface: Asphalt PCN 31/F/B/X/T FATO 06/24: 544 M x 44 M FATO surface: Asphalt PCN 31/F/B/X/T
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.	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
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.	
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-defenses 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.
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.

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

Not applicable

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EGFH — SWANSEA

EGFH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFH — SWANSEA

EGFH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513618N Long: 0040405W Midpoint of Runway 04/22.
2	Direction and distance from city	5 NM WSW of Swansea.
3	Elevation / Reference temperature / Mean Low Temperature	298 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	174 FT
5	Magnetic Variation / Annual Change	0° (2027) / 0.18°E
6	AD Administration Address Telephone	SWANSEA AIRPORT STAKEHOLDER ALLIANCE. Swansea Airport, Fairwood Common, Swansea,SA2 7JU. 01792-687042 (ATC and Admin)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGFH AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sun 0900-1800 (0800-1700).
2	Customs and immigration	By arrangement.
3	Health and sanitation	Limited.
4	AIS Briefing Office	No briefing facilities available.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	Not available.
7	ATS	See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	
12	Remarks	Use of aerodrome PPR by website www.swansea-airport.wales or same day by telephone on 01792-687042. Permission to use aerodrome may be withdrawn during times that adverse weather conditions prevail. Flying by local aircraft and emergency service helicopters may occur outside published hours. Aerodrome is available for aircraft requiring a licensed aerodrome, Fri-Sun 0900-1600 (0800-1600). Out of hours on request.

EGFH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited, by prior arrangement.
2	Fuel and oil types	AVGAS
3	Fuelling facilities/capacity	AVGAS 5000 LT Tank and Fixed Pump.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited, by arrangement.
6	Repair facilities for visiting aircraft	Limited.
7	Remarks	

EGFH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.

2	Restaurants	On aerodrome. Cafe in terminal building.
3	Transportation	Taxis, Car hire.
4	Medical facilities	Limited First Aid.
5	Bank and Post Office	
6	Tourist Office	Limited during aerodrome hours.
7	Remarks	

EGFH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 Fri-Sun 0900-1700 (0800-1600). Crash cover available Mon-Thu by prior request. Contact aerodrome operator.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGFH AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON 1 Surface: Asphalt PCN 12/F/C/Y/T APRON 2 Surface: Concrete PCN 15/R/C/Y/T
2	Taxiway width, surface and strength	Taxiway A: 10 M Surface: Asphalt PCN 8/F/C/Y/T Taxiway B: 19 M Surface: Asphalt Taxiway C: 10 M Surface: Asphalt PCN 8/F/C/Y/T Taxiway D: 5 M Surface: Asphalt PCN 8/F/C/Y/T
3	Altimeter checkpoint location and elevation	Hold B1 275 FT - Hold B2 267 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	The concrete section of the apron slopes from NW to SE up to a maximum gradient of 2.93%. Taxiway adjoining the eastern edge of the apron is provided for access to Hangar 1 only, and is not available to aircraft that require use of a licensed aerodrome.

5	Remarks	

EGFH AD 2.16 HELICOPTER LANDING AREA

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EGFH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SWANSEA ATZ A circle, 2 NM radius, centred at 513619N 0040404W on longest notified runway (04/ 22)	Upper limit: 2000 FT AGL Lower limit: SFC	G	SWANSEA RADIO English	3000 FT		

EGFH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	SWANSEA RADIO	119.705 A/G frequency.			Mon-Sun 0900-1800 (0800-1700).	ATZ hours coincident with A/G hours and when notified by NOTAM.

EGFH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGFH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of the aerodrome is subject to the provisions of a document entitled Swansea Airport, Conditions of Use. A copy of this document may be obtained on request to the Airport Manager, at the address specified at AD 2.2.
b) Aerodrome not available to aircraft unable to communicate via radio with the A/G station.
c) Information and/or instructions from the Airport Manager may be relayed via A/G. Such messages will be prefixed 'Message from the aerodrome authority...'. Compliance with any relayed instruction is mandatory.
d) Permission to use the aerodrome either to land or depart, may be withdrawn without notice. Withdrawal of permission may occur due to prevailing weather conditions, if it is considered that the requirements of the airport's Safety Management System cannot be met.

2 GROUND MOVEMENT

a) All aircraft to call for start.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) The carriage of Dangerous Goods, as specified by the Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Airport Manager or nominated deputy.
b) Each aircraft commander is responsible for the safety of his/her passengers and other crew members. To ensure the safety of passengers and crew members, the aircraft commander or other competent crew member is to supervise and escort passengers whilst airside.
c) Smoking and use of mobile phones whilst airside is strictly prohibited.

→

5 HELICOPTER OPERATIONS

a) Helicopter landing spots situated on Apron 1 and adjacent to Holding Point B1.

6 USE OF RUNWAYS

a) Runway 10/28 is restricted to aircraft with MTOW 5700 KG or less.

7 TRAINING

a) Use of the aerodrome by training flights is subject to approval, which may be withdrawn without prior notice. Issue of approval is conditional upon training flights not causing delays to other aircraft and not causing movement area or airspace congestion.

EGFH AD 2.21 NOISE ABATEMENT PROCEDURES

a) Aircraft are to be operated in a manner to cause least disturbance in areas surrounding the aerodrome.

EGFH AD 2.22 FLIGHT PROCEDURES

1 RADIO COMMUNICATION FAILURE PROCEDURES

a) If a radio communications failure is experienced after establishment of RTF contact, a standard overhead joining procedure is to be flown for the notified runway in use and circuit direction. If RTF contact has not been established, unless an emergency is experienced which requires immediate landing, the ATZ is not to be entered, and a diversion made to a suitable alternate aerodrome.

2 CIRCUITS

a) Unless notified by A/G that parachute descents are in progress a standard overhead circuit joining procedure must normally be flown for the notified runway in use and circuit direction. However, a straight-in approach to the notified runway in use may be flown if ‘Swansea Radio’ notify that there is no reported traffic to affect this course of action.
b) Unless otherwise notified by ‘Swansea Radio’ standard circuit directions are as follows: Runway 10 and 22 - Right Hand; Runway 28 and 04 - Left Hand.

3 FREE-FALL PARACHUTING PROCEDURES

a) Free-fall parachuting takes place overhead the aerodrome. ENR 5.5 refers. A/G will notify when parachute descents are taking place.
b) Subject to the notified runway in use, one of two parachute landing areas will be used. When Runway 04/22 is in use, the Southern Parachute Landing Area (PLA), located in the south eastern corner of the aerodrome, south of Runway 28 threshold, will be used. When Runway 10/28 is in use, the Northern PLA, located in the northeast corner of the aerodrome, north of Taxiway A, will be used.
c) Arriving aircraft that have not entered the ATZ are advised to remain outside until notified by A/G that all parachutes have landed. Any aircraft within the ATZ on final approach, requiring to go around, should climb straight ahead and then conform to the notified circuit direction.

EGFH AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGFH AD 2.24 CHARTS RELATED TO AN AERODROME

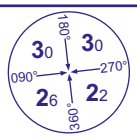
AERODROME CHART - ICAO
AD 2.EGFH-2-1

EGFH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

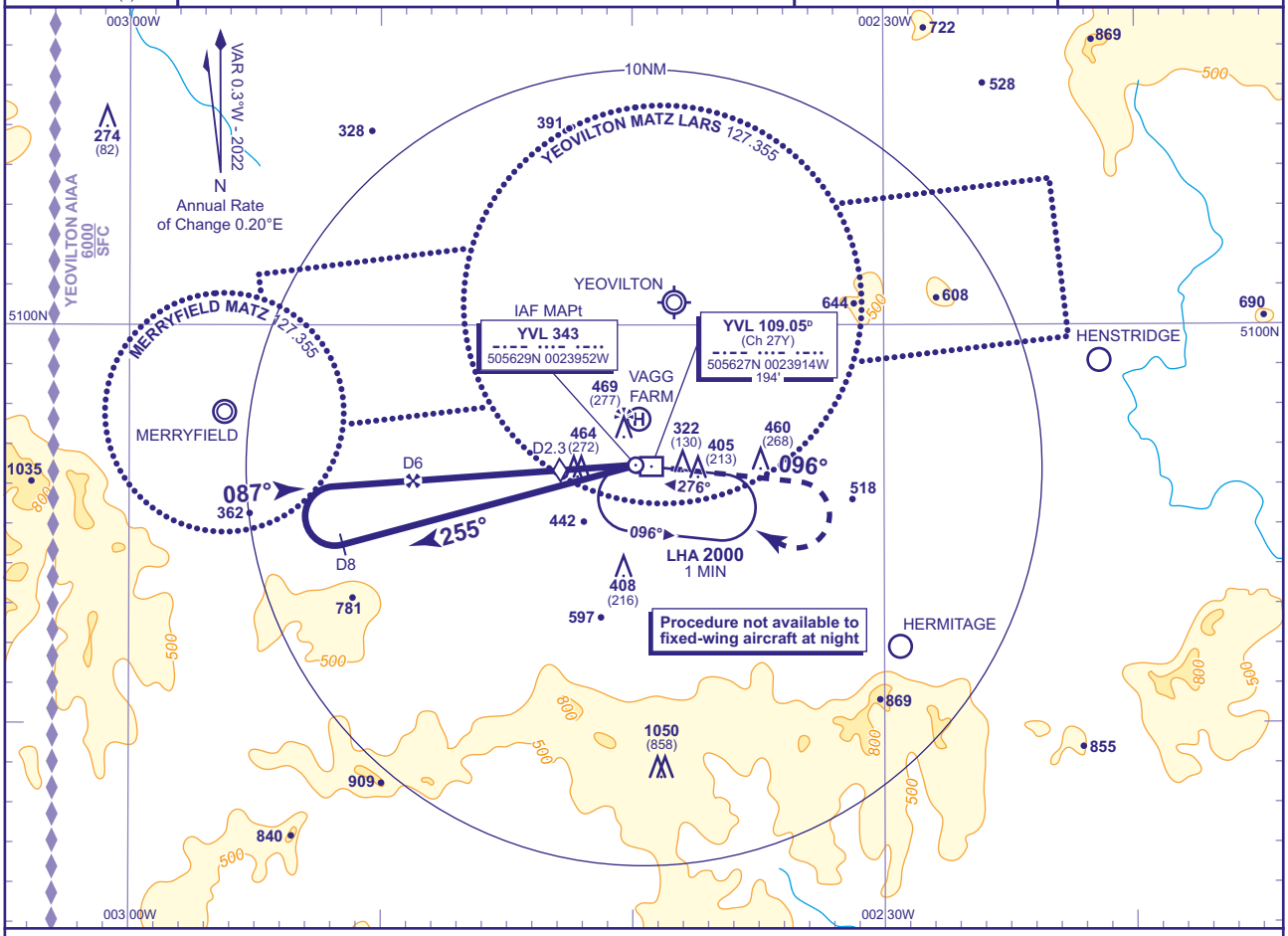
INSTRUMENT APPROACH CHART - ICAO

YEOVIL/WESTLAND
NDB(L)/DME
RWY 09
(ACFT CAT A,B)



MSA 25NM NDB(L) YVL

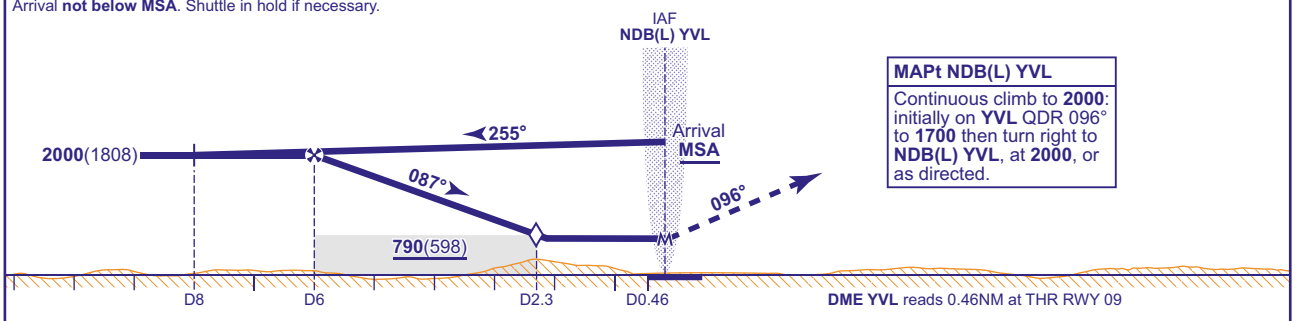
APP	130.805	WESTLAND APPROACH	AD ELEVATION	202
TWR	125.405	WESTLAND TOWER	THR ELEVATION	192
			OBSTACLE ELEVATION 1050 AMSL (858) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.22%, 317FT/NM

DME YVL	5	4	3	2.3 **(SDF)**	2
ALT(HGT)	**1680**(1488)	**1370**(1178)	**1050**(858)	**830**(638)	**730**(538)

Arrival **not below MSA**. Shuttle in hold if necessary.



MAPt NDB(L) YVL

Continuous climb to **2000**: initially on **YVL** QDR 096° to **1700** then turn right to **NDB(L) YVL**, at **2000**, or as directed.

Aircraft Category		A	B
OCA (OCH)	**WITH DME**	**730**(538)	**730**(538)
	NO DME	**1190**(998)	**1190**(998)
VM(C)OCA (OCH AAL)	**Total Area**	**1190**(988)	**1190**(988)

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

AIRCRAFT UNABLE TO RECEIVE DME YVL
As for main procedure except fly outbound for 3MIN prior to base turn right. When established on FAT descend to MDH.

NOTES
1. FAT offset 4.9° from RWY C/L and crosses the extended RWY C/L 0.76NM from THR (YVL DME 1.2).
2. Lowest altitude to commence procedure from hold is **2000**.
3. For direct arrivals see chart AD 2-EGHG-8-2.
4. The southeast boundary of Merryfield MATZ abuts the base turn. To avoid conflicts with Merryfield VFR traffic, pilots should not extend beyond D8.5 when in the turn.
5. Inbound aircraft make initial contact with Yeovil Radar, 127.355.
6. Obstacles infringe the Visual Segment Surface on final approach. See EGHG AD 2.10, Aerodrome Obstacles.

CHANGE (2/26): MINIMA REVISED.

AERO INFO DATE 27 NOV 25

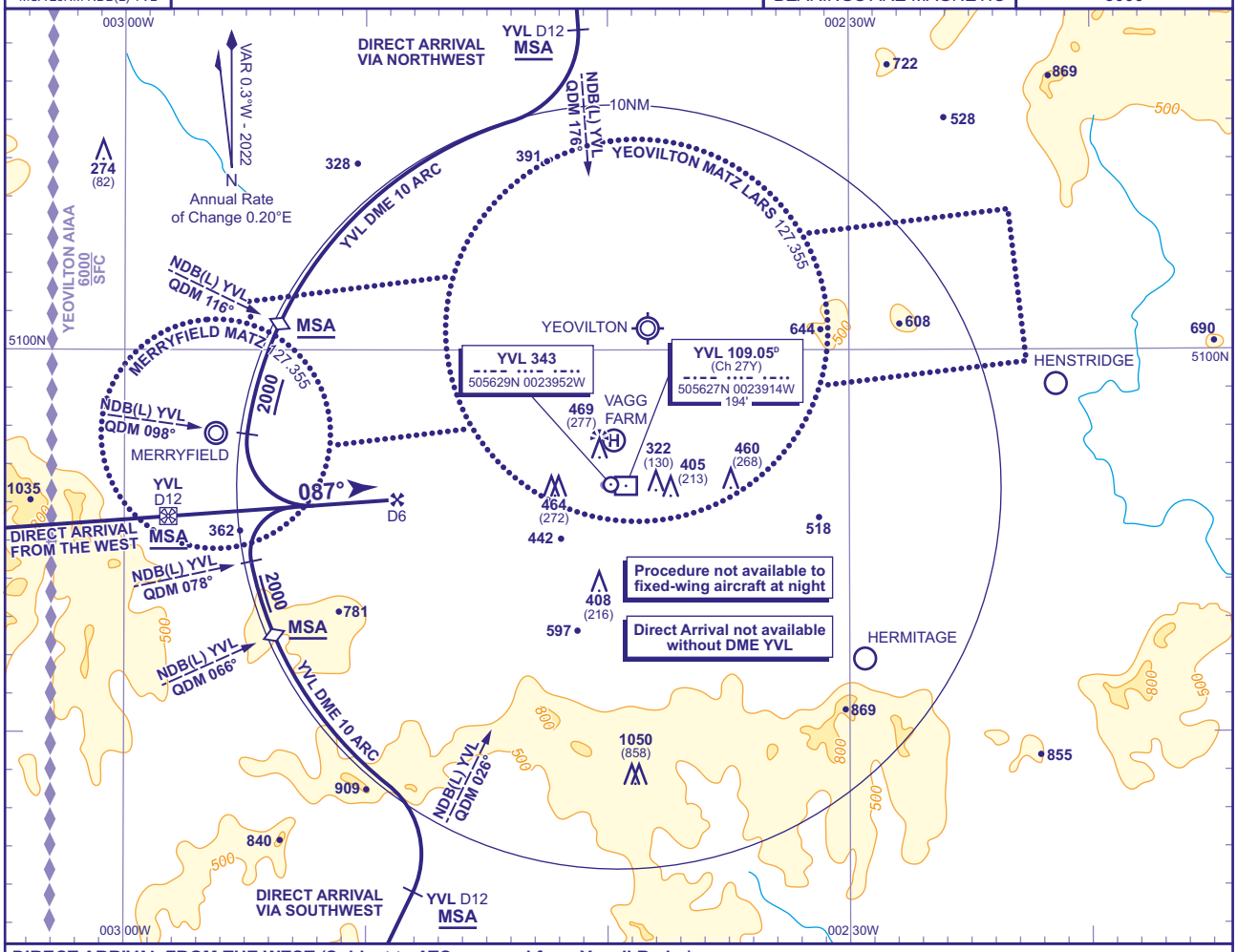
AD 2-EGHG-8-1

INSTRUMENT APPROACH CHART - ICAO

YEOVIL/WESTLAND
Direct Arrivals to NDB(L)/DME RWY 09
(ACFT CAT A,B)

APP	130.805	WESTLAND APPROACH	AD ELEVATION	202
TWR	125.405	WESTLAND TOWER	THR ELEVATION	192
			OBSTACLE ELEVATION 1050 AMSL (858) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 3000

MSA 25NM NDB(L) YVL



DIRECT ARRIVAL FROM THE WEST (Subject to ATC approval from Yeovil Radar)
Arrival **not below MSA** to intercept and establish on extended FAT. After passing IAF (NDB(L) YVL QDM 087° YVL DME 12) descend to cross FAF (DME 6) at **2000**(1808) then continue as for main procedure.

DIRECT ARRIVAL FROM THE NORTHWEST (Subject to ATC approval from Yeovil Radar)
Track towards NDB(L) YVL, **not below MSA**, NDB(L) YVL QDM 176° and 116°. At YVL DME 12 turn right and establish on the YVL DME 10 arc. After passing NDB(L) YVL QDM 116° descend to **not below 2000**. At NDB(L) YVL QDM 098° turn left to establish on extended FAT. When established on the extended FAT, continue as for main procedure.

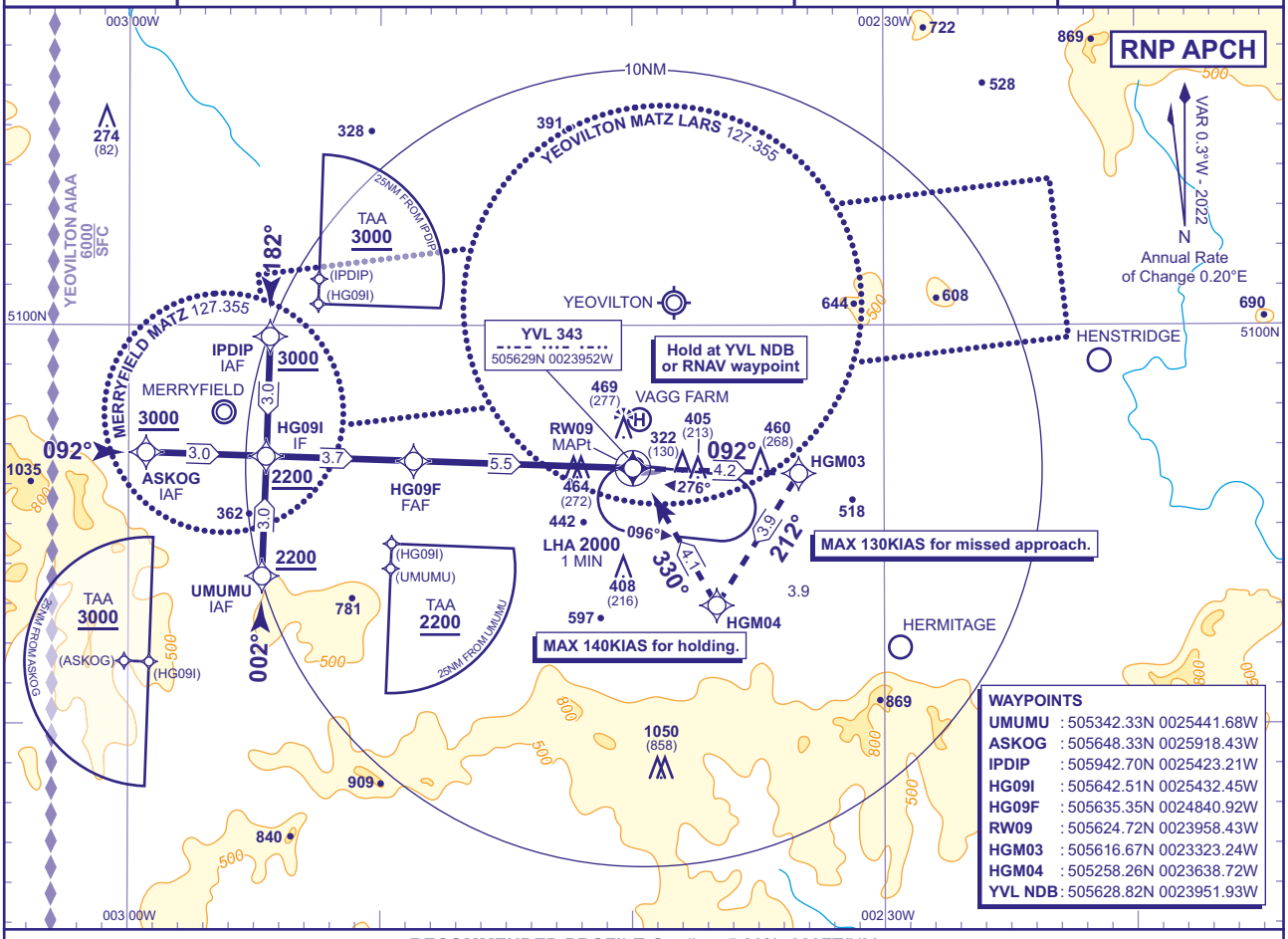
DIRECT ARRIVAL FROM THE SOUTHWEST (Subject to ATC approval from Yeovil Radar)
Track towards NDB(L) YVL, **not below MSA**, NDB(L) YVL QDM 026° and 066°. At YVL DME 12 turn left and establish on the YVL DME 10 arc. After passing NDB(L) YVL QDM 066° descend to **not below 2000**. At NDB(L) YVL QDM 078° turn right to establish on extended FAT. When established on the extended FAT, continue as for main procedure.

CHANGE (9/25): YEOVILTON RADAR FREQUENCY REVISED.

INSTRUMENT APPROACH CHART - ICAO

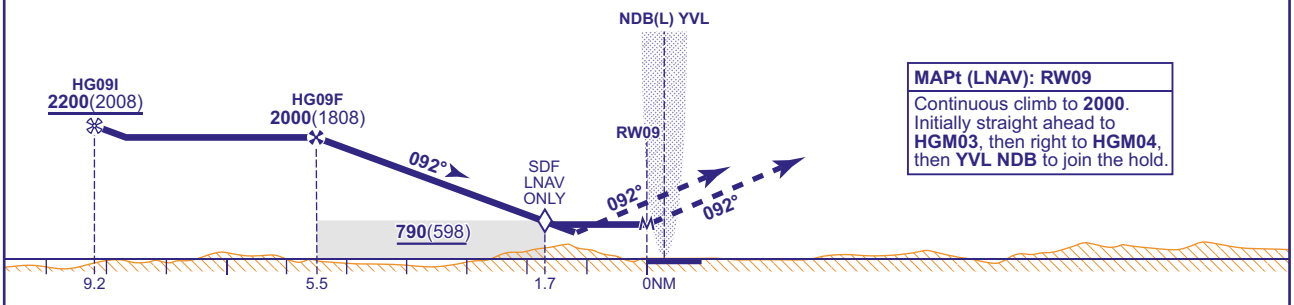
YEOVIL/WESTLAND
RNP
RWY 09
(ACFT CAT A,B)

30 MSA 25NM ARP	APP 130.805	WESTLAND APPROACH	AD ELEVATION 202	TRANSITION ALTITUDE 3000
	TWR 125.405	WESTLAND TOWER	THR ELEVATION 192	
			OBSTACLE ELEVATION 1050 AMSL (858) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE Gradient 5.26%, 320FT/NM

NM to RW09	5	4	3	2	1.7 (SDF)
ALT(HGT)	**1850**(1658)	**1530**(1338)	**1210**(1018)	**890**(698)	**790**(598)



MAPt (LNAV): RW09
Continuous climb to **2000**. Initially straight ahead to **HGM03**, then right to **HGM04**, then **YVL NDB** to join the hold.

Aircraft Category		A	B
OCA (OCH)	LNAV	**710**(518)	**710**(518)
VM(C)OCA (OCH AAL)	Total Area	**770**(568)	**840**(638)

Rate of descent	G/S KT		130	120	100	80
	FT/MIN		695	640	535	425

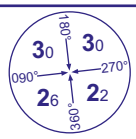
NOTE
1 Lowest holding altitude **2000**. Lowest altitude to commence procedure from the hold is **3000**.
2 Procedures infringe the Merryfield ATZ and MATZ. Co-ordination will be provided by Westland Approach.
3 Visiting aircraft should make contact with Yeovil Radar, 127.355MHz.
4 Where possible, pilots should route via IAF UMUMU to remain clear of Yeovilton airspace.
5 RNP procedure not available when AFIS is in operation.
6 The RNP hold YVL is coincident with the NDB hold; either can be used.
7 Obstacles infringe the Visual Segment Surface on final approach. See EGHG AD 2.10 Aerodrome Obstacles.

CHANGE (9/25): YEOVILTON RADAR FREQUENCY REVISED.

AERO INFO DATE 16 JUN 25
AD 2-EGHG-8-3

INSTRUMENT APPROACH CHART - ICAO

YEOVIL/WESTLAND
NDB(L)/DME
RWY 27
(ACFT CAT A,B)

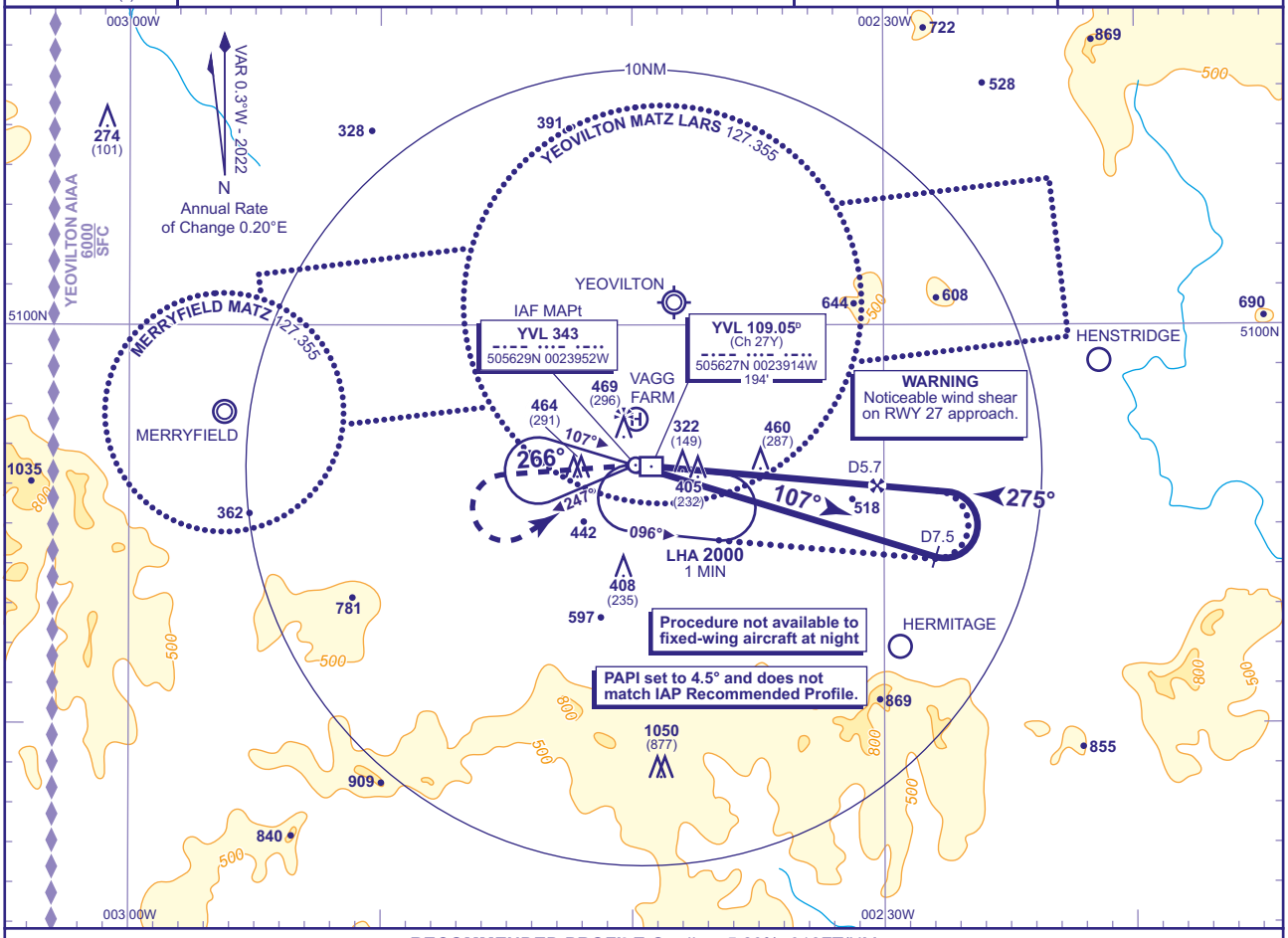


MSA 25NM NDB(L) YVL

APP	130.805	WESTLAND APPROACH	
TWR	125.405	WESTLAND TOWER	

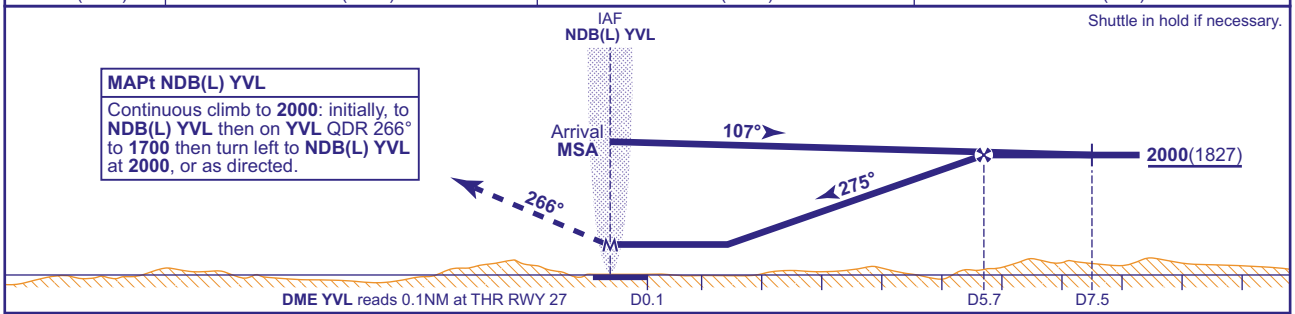
AD ELEVATION	**202**
THR ELEVATION	**173**
OBSTACLE ELEVATION	**1050 AMSL** (877) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.23%, 318FT/NM

DME YVL	5	4	3
ALT(HGT)	**1780**(1607)	**1460**(1287)	**1140**(967)



MAPt NDB(L) YVL

Continuous climb to **2000**: initially, to **NDB(L) YVL** then on **YVL** QDR 266° to **1700** then turn left to **NDB(L) YVL** at **2000**, or as directed.

Aircraft Category		**A**	**B**
OCA (OCH)	**WITH DME**	**860**(687)	**860**(687)
	NO DME	**910**(737)	**910**(737)
VM(C)OCA (OCH AAL)	**Total Area**	**910**(708)	**910**(708)

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

RACETRACK PROCEDURE Extend the outbound leg of the NDB(L) YVL hold on track 095° descending to **not below 2000**. At YVL DME 7.5 turn left to intercept the extended FAT. When established continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME YVL
As for main procedure except fly outbound for 3MIN prior to base turn left. When established on FAT descend to MDH.

NOTES
1. FAT offset 3.3° from RWY C/L and crosses the extended RWY C/L 0.76NM from THR (YVL DME 0.84).
2. Lowest altitude to commence procedure from hold is **2000**.
3. To commence procedure from hold, from overhead NDB(L) YVL, fly outbound on QDR 247° for 1MIN then turn right back to facility on QDM 107° **not below 2000**.
4. For direct arrivals see chart AD 2-EGHG-8-5.
5. Inbound aircraft make initial contact with Yeovil Radar, 127.355.
6. Obstacles infringe the Visual Segment Surface on final approach. See EGHG AD 2.10 Aerodrome Obstacles.

CHANGE (2/26): MINIMA REVISED. SDF/MOCA REMOVED. RECOMMENDED PROFILE REVISED.

AERO INFO DATE 27 NOV 25 AD 2-EGHG-8-4