Civil Aviation Authority

NATS

UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

AIRAC 05/2026 - EFFECTIVE DATE: 14 May 2026

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

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

This AIRAC AMDT contains:

GEN 0.2	
GEN 0.3	
GEN 0.4	
GEN 1.2	National regulations. Scheduled flights.
GEN 1.7	ICAO Annex 1 Personnel licensing - Differences against Amendment 179, 14th Edition added. ICAO Annex 2 Rules of the Air - Differences against Amendment 48. ICAO Annex 3, 4, 6 and 15 - Differences revised.
GEN 2.2	Complete revision.
ENR 1.6	Paragraph 1.2.2 References to ENR 6-9, ENR 6-10 and ENR 6-71 removed. Paragraph 4.1.6 ATS units participating in the lower airspace radar - Plymouth military (East) frequency updated.
ENR 1.8	Paragraph 2.2 Aircraft not equipped with 8.,33 kHz capable radios - Plymouth Mil East entry removed.
ENR 2.1	BRISTOL CTA 1 - 8, COTSWOLD CTA 3 and 13 - Bristol Radar frequency changed.
ENR 2.2	Section 3.8 'RCL' Request - Flights Routing via 6100N.
ENR 3.2	Magnetic tracks recalculated due to magnetic variation change. L607 and Q63 - Bristol Radar frequency changed. Y8 Magnetic tracks corrected.
ENR 5.1	UAS only restricted areas re-designated. EGD012, EGD013, EGD014, EGD017, EGD021, EGD023, EGD026, EGD031, EGD036, EGD037, EGD038, EGD039, EGD040 - SUACS Plymouth Military frequency updated.
ENR 5.2	TRA 001 to TRA 008 - AIP reference in Remarks updated. AAIA YEOVILTON - Plymouth Military Radar frequency updated.
ENR 6	Chart list amended to remove ENR 6-9 and ENR 6-10 charts. ENR 6-11 Plymouth Military East frequency updated. ENR 6-75 Plymouth Military East frequency updated. ENR 6-76 Plymouth Military Radar frequency updated. ENR 6-80 Bristol Radar frequency updated.
AD 2.EGPD	AD 2.9 Surface movement guidance and control system and markings - RWY 36 markings note added.
AD 2.EGAA	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGAA-2	AD 2 EGAA 2-1/2-2 Magnetic info and RWY headings revised.
AD 2.EGAC	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.10 Aerodrome obstacles - Two new cranes added.
AD 2.EGAC-2	AD 2 EGAC 2-1/2-2 Magnetic info and RWY headings revised.
AD 2.EGPL	AD 2.6 Rescue and fire fighting services - RFFS Category availability revised.
AD 2.EGKB	AD 2.14 Approach and runway lighting - PAPI MEHT and distance from THR updated.
AD 2.EGKB-2	AD 2 EGKB 2-1 PAPI MEHT.
AD 2.EGBB	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGBB-2	AD 2 EGBB 2-1 to 2-3 Magnetic info and RWY headings revised.
AD 2.EGHH	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.10 Aerodrome obstacles - Revised. AD 2.15 Other lighting, secondary power supply - Anemometer added.
AD 2.EGHH-2	AD 2 EGHH 2-1 to 2-3 Magnetic info and RWY headings revised. Anemometer added. Obstacles. RWY 26 TDZ marking pair removed.
AD 2.EGGD	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.18 ATS communication facilities - Bristol Tower, Bristol Radar and Bristol Fire frequencies changed to a 8.33 kHz channel. AD 2.20 Local aerodrome regulations - Ground movement. AD 2.22 Flight procedures - Frequency monitoring code (FMC) - Bristol Radar frequency changed.
AD 2.EGGD-2	AD 2 EGGD 2-1/2-2 Magnetic info and RWY headings revised. Frequencies.
AD 2.EGGD-4	AD 2 EGGD 4-1 Magnetic info revised.
AD 2.EGGD-5	AD 2 EGGD 5-1 Magnetic info revised. Frequencies.

AD 2.EGGD-6	AD 2 EGGD 6-1 to 6-3 Magnetic info and headings revised. Frequencies.
AD 2.EGGD-7	AD 2 EGGD 7-1 to 7-10 Magnetic info and headings revised. Frequencies.
AD 2.EGGD-8	AD 2 EGGD 8-1 to 8-9 Magnetic info and headings revised. Frequencies.
AD 2.EGSC	AD 2.10 Aerodrome obstacles - New crane C045.25 and C004.26 added.
AD 2.EGFF	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGFF-2	AD 2 EGFF 2-1/2-2 Magnetic info revised.
AD 2.EGFF-6	AD 2 EGFF 6-1 Bristol Radar frequency.
AD 2.EGFF-7	AD 2 EGFF 7-3 Bristol Radar frequency.
AD 2.EGBE	AD 2.18 ATS communication facilities - Fire frequency changed to a 8.33 kHz channel.
AD 2.EGBE-2	AD 2 EGBE 2-1/2-2 Fire frequency.
AD 2.EGNX	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.10 Aerodrome obstacles - Revised.
AD 2.EGNX-2	AD 2 EGNX 2-1/2-2 Magnetic info revised. RWY headings. Obstacles. Stand coordinates.
AD 2.EGPH	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.8 Apron, taxiways and check locations/positions data - New apron added.
AD 2.EGPH-2	AD 2 EGPH 2-1 to 2-3 New Midfield apron. Stands. TWY G alignment. Magnetic info revised. RWY headings.
AD 2.EGPH-6	AD 2 EGPH 6-1 Waypoint CUMBO GOW VOR radial revised.
AD 2.EGTE	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGTE-2	AD 2 EGTE 2-1/2-2 Magnetic info and RWY headings revised.
AD 2.EGLF	AD 2.18 ATS communication facilities - Farnborough Tower.
AD 2.EGPF	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGPF-2	AD 2 EGPF 2-1 to 2-3 Magnetic info and RWY headings revised.
AD 2.EGPF-4	AD 2 EGPF 4-1 Magnetic info revised.
AD 2.EGPF-5	AD 2 EGPF 5-1 Magnetic info revised.
AD 2.EGPF-6	AD 2 EGPF 6-1 to 6-9 Magnetic info and tracks revised. GOW VOR radials.
AD 2.EGPF-7	AD 2 EGPF 7-1 to 7-9 Magnetic info and headings revised.
AD 2.EGPF-8	AD 2 EGPF 8-1 to 8-10 Magnetic info and headings revised.
AD 2.EGJB	AD 2.3 Operational hours - AIS briefing office.
AD 2.EGPE	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.3 Operational hours - AD Administration. Fuelling. AD 2.6 Rescue and fire fighting services - RFFS category availability. AD 2.9 Surface movement guidance and control system and markings - RWY markings and lighting. AD 2.10 Aerodrome obstacles - Lighting status updated. AD 2.14 Approach and runway lighting - LED lighting remark added. AD 2.18 ATS communication facilities - Fire frequency changed to a 8.33 kHz channel. Hours of operation.
AD 2.EGPE-2	AD 2 EGPE 2-1/2-2 Fire frequency. Magnetic info and RWY headings revised.
AD 2.EGPE-8	AD 2 EGPE 8-1/8-3/8-5/8-11/8-12/8-13/8-14 Circling minima revised.
AD 2.EGJJ	AD 2.3 Operational hours - AD availability revised. AD 2.7 Seasonal availability - Clearing. AD 2.9 Surface movement guidance and control system and markings - Runway Ahead markings removed. AD 2.20 Local aerodrome regulations - Airport regulations. CAT II/III Operations. AD 2.22 Flight procedures - Carriage and operation of SSR transponders. Flight plans.
AD 2.EGPA	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - RWY 09/27 dimensions and THR 09 displaced threshold revised. AD 2.13 Declared distances - RWY 09 TORA/TODA/ASDA distances revised. AD 2.15 Other lighting, secondary power supply - Anemometer.
AD 2.EGPA-2	AD 2 EGPA 2-1 Magnetic info revised. RWY 09/27 dimensions and markings. Hold R3 position. Holds revised.
AD 2.EGHC	AD 2.4 Handling services and facilities - Refuelling. AD 2.20 Local aerodromes regulations - Helicopter operations.
AD 2.EGHF	AD 2.20 Local aerodrome regulations - Warnings.
AD 2.EGET	AD 2.2 Aerodrome geographical and administrative data - AD elevation updated. AD 2.12 Runway physical characteristics - RWY true bearings, dimensions, THR coordinates, THR elevation and THR displacement updated. SWY added. AD 2.13 Declared distances - Revised. AD 2.17 ATS airspace - ATZ upper limit revised due to AD elevation change.
AD 2.EGET-2	AD EGET 2-1 AD elevation and obstacle heights above AD. RWY dimensions. THR coordinates. Stopway.
AD 2.EGKK	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGKK-2	AD 2 EGKK 2-1 to 2-6 Magnetic info revised. Pier 1 apron layout. AD 2 EGKK 2-2/2-3 Pier 6 stands renumbered. (Cancels SUP 099/2025).
AD 2.EGGW	AD 2.10 Aerodrome obstacles - New crane added. AD 2.21 Noise abatement procedures - Night noise restrictions.
AD 2.EGSS-7	AD 2 EGSS 7-18 Final approach chart references corrected.

AD 2.EGMD	AD 2.4 Handling services and facilities - Repair facilities for visiting aircraft. AD 2.5 Passenger facilities. AD 2.10 Aerodrome obstacles - Revised. AD 2.11 Meteorological information provided. AD 2.15 Other lighting, secondary power supply - Edge lighting. AD 2.20 Local aerodrome regulations - Airport regulations. AD 2.22 Flight procedures - Procedures for arriving aircraft. Procedures for departing aircraft.
AD 2.EGMD-2	AD 2 EGMD 2-1 Obstacles.
AD 2.EGCC	AD 2.20 Local aerodrome regulations - Ground movement. AIRAC - AD 2.24 Charts related to an aerodrome - New RNP procedures for RWY 05L/ 05R/ 23R established.
AD 2.EGCC-8	AIRAC AD 2 EGCC 8-1 to 8-16 Charts renumbered. New RNP procedures for RWY 05L/ 05R/ 23R established.
AD 2.EGNT	AD 2.9 Surface movement guidance and control system and markings - RWY lighting. AD 2.12 Runway physical characteristics - RWY 25 remarks updated. AD 2.14 Approach and runway lighting - Approach lighting.
AD 2.EGHQ	AD 2.4 Handling services and facilities - Air-start unit (ASU) unavailability.
AD 2.EGSH	AD 2.2 Geographical and administrative data - AD elevation revised. AD 2.15 Other lighting, secondary power supply - TWY edge lighting. AD 2.17 ATS services airspace - ATZ upper limit revised due to AD elevation change.
AD 2.EGSH-2	AD 2 EGSH 2-1/2-2 AD elevation. Obstacles.
AD 2.EGSH-5	AD 2 EGSH 5-1 AD elevation.
AD 2.EGSH-8	AD 2 EGSH 8-1 to 8-4 AD elevation. Circling minima revised.
AD 2.EGTK	AD 2.10 Aerodrome obstacles - Crane information revised. AD 2.20 Local aerodrome regulations - Ground movement.
AD 2.EGTK-2	AD 2 EGTK 2-1 New hold F2 added.
AD 2.EGPK	AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - RWY 20 strip dimensions updated.
AD 2.EGPK-2	AD 2 EGPK 2-1/2-2 Stopway editorial.
AD 2.EGMC	AD 2.2 Geographical and administrative data - AD elevation revised. AD 2.17 ATS services airspace - ATZ upper limit revised due to AD elevation change.
AD 2.EGMC-2	AD 2 EGMC 2-1/2-2 AD elevation. Obstacles heights.
AD 2.EGMC-5	AD 2 EGMC 5-1 AD elevation.
AD 2.EGMC-8	AD 2 EGMC 8-1 to 8-8 AD elevation. Circling minima revised.
AD 2.EGPO	AD 2.6 Rescue and fire fighting services - RFFS category.
AD 2.EGER	AD 2.9 Surface movement guidance and control system and markings - WDI added.
AD 2.EGPB	AD 2.2 Aerodrome geographical and administrative data - AD elevation and magnetic variation updated. AD 2.17 ATS airspace - ATZ upper limit revised due to AD elevation change.
AD 2.EGPB-2	AD 2 EGPB 2-1/2-2 AD elevation. Magnetic info revised. RWY headings.
AD 2.EGPB-3	AD 2 EGPB 3-1/3-2 Magnetic info revised.
AD 2.EGPB-5	AD 2 EGPB 5-1 AD elevation. Magnetic info revised.
AD 2.EGPB-8	AD 2 EGPB 8-1 to 8-15 AD elevation. Minima revised. Magnetic info and headings revised. Notes.
AD 3.EGHK	AD 3.2 Heliport geographical and administrative data - GUND revised. AD 3.9 Markings and markers - WDIs added. AD 3.10 Heliport obstacles - Revised. AD 3.15 Other lighting, secondary power supply - Anemometer.
AD 3.EGHK-2	AD 3 EGHK 2-1 GUND. ARP symbol. Obstacles.

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	2.EGNX-6	30 Oct 2025		2.EGNX-6	14 May 2026
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	2.EGNX-2-2	19 Mar 2026		2.EGNX-2-2	14 May 2026
	2.EGPH-1	7 Aug 2025		2.EGPH-1	14 May 2026
	2.EGPH-2	27 Nov 2025		2.EGPH-2	14 May 2026
	2.EGPH-3	27 Nov 2025		2.EGPH-3	14 May 2026
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	2.EGPH-6	22 Jan 2026		2.EGPH-6	14 May 2026
	2.EGPH-7	16 Apr 2026		2.EGPH-7	14 May 2026
	2.EGPH-8	16 Apr 2026		2.EGPH-8	14 May 2026
	2.EGPH-9	16 Apr 2026		2.EGPH-9	14 May 2026
	2.EGPH-10	16 Apr 2026		2.EGPH-10	14 May 2026
	2.EGPH-11	16 Apr 2026		2.EGPH-11	14 May 2026
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	2.EGPH-2-1	16 Apr 2026		2.EGPH-2-1	14 May 2026
	2.EGPH-2-2	22 Jan 2026		2.EGPH-2-2	14 May 2026
	2.EGPH-2-3	22 Jan 2026		2.EGPH-2-3	14 May 2026
	2.EGPH-6-1	19 Mar 2026		2.EGPH-6-1	14 May 2026
	2.EGTE-1	18 May 2023		2.EGTE-1	14 May 2026
	2.EGTE-2-1	19 Mar 2026		2.EGTE-2-1	14 May 2026
	2.EGTE-2-2	16 Apr 2026		2.EGTE-2-2	14 May 2026
	2.EGLF-9	10 Jul 2025		2.EGLF-9	14 May 2026
	2.EGPF-1	3 Oct 2024		2.EGPF-1	14 May 2026
	2.EGPF-2-1	16 Apr 2026		2.EGPF-2-1	14 May 2026
	2.EGPF-2-2	16 Apr 2026		2.EGPF-2-2	14 May 2026
	2.EGPF-2-3	12 Jun 2025		2.EGPF-2-3	14 May 2026
	2.EGPF-4-1	27 Nov 2025		2.EGPF-4-1	14 May 2026

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	2.EGPF-6-3	12 Jun 2025		2.EGPF-6-3	14 May 2026
	2.EGPF-6-4	7 Aug 2025		2.EGPF-6-4	14 May 2026
	2.EGPF-6-5	19 Mar 2026		2.EGPF-6-5	14 May 2026
	2.EGPF-6-6	12 Jun 2025		2.EGPF-6-6	14 May 2026
	2.EGPF-6-7	12 Jun 2025		2.EGPF-6-7	14 May 2026
	2.EGPF-6-8	19 Mar 2026		2.EGPF-6-8	14 May 2026
	2.EGPF-6-9	12 Jun 2025		2.EGPF-6-9	14 May 2026
	2.EGPF-7-1	19 Mar 2026		2.EGPF-7-1	14 May 2026
	2.EGPF-7-2	12 Jun 2025		2.EGPF-7-2	14 May 2026
	2.EGPF-7-3	19 Mar 2026		2.EGPF-7-3	14 May 2026
	2.EGPF-7-4	19 Mar 2026		2.EGPF-7-4	14 May 2026
	2.EGPF-7-5	12 Jun 2025		2.EGPF-7-5	14 May 2026
	2.EGPF-7-6	12 Jun 2025		2.EGPF-7-6	14 May 2026
	2.EGPF-7-7	19 Mar 2026		2.EGPF-7-7	14 May 2026
	2.EGPF-7-8	5 Sep 2024		2.EGPF-7-8	14 May 2026
	2.EGPF-7-9	5 Sep 2024		2.EGPF-7-9	14 May 2026
	2.EGPF-8-1	12 Jun 2025		2.EGPF-8-1	14 May 2026
	2.EGPF-8-2	12 Jun 2025		2.EGPF-8-2	14 May 2026
	2.EGPF-8-3	12 Jun 2025		2.EGPF-8-3	14 May 2026
	2.EGPF-8-4	12 Jun 2025		2.EGPF-8-4	14 May 2026
	2.EGPF-8-5	12 Jun 2025		2.EGPF-8-5	14 May 2026
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	2.EGPF-8-7	12 Jun 2025		2.EGPF-8-7	14 May 2026
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	2.EGPF-8-9	12 Jun 2025		2.EGPF-8-9	14 May 2026
	2.EGPF-8-10	12 Jun 2025		2.EGPF-8-10	14 May 2026
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	2.EGPE-1	25 Dec 2025		2.EGPE-1	14 May 2026
	2.EGPE-2	19 Mar 2026		2.EGPE-2	14 May 2026
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	2.EGCC-8-6	16 Apr 2026		2.EGCC-8-6	14 May 2026
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	2.EGNT-4	19 Feb 2026		2.EGNT-4	14 May 2026
	2.EGNT-5	19 Feb 2026		2.EGNT-5	14 May 2026
	2.EGNT-6	28 Nov 2024		2.EGNT-6	14 May 2026
	2.EGNT-7	16 May 2024		2.EGNT-7	14 May 2026
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	2.EGSH-1	16 Apr 2026		2.EGSH-1	14 May 2026
	2.EGSH-7	19 Mar 2026		2.EGSH-7	14 May 2026
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	2.EGSH-5-1	16 Apr 2026		2.EGSH-5-1	14 May 2026
	2.EGSH-8-1	16 Apr 2026		2.EGSH-8-1	14 May 2026
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	2.EGPK-6	10 Jul 2025		2.EGPK-6	14 May 2026
	2.EGPK-2-1	19 Feb 2026		2.EGPK-2-1	14 May 2026
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	2.EGMC-5-1	19 Feb 2026		2.EGMC-5-1	14 May 2026
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	2.EGER-3	10 Jul 2025		2.EGER-3	14 May 2026
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	2.EGPB-8-1	28 Dec 2023		2.EGPB-8-1	14 May 2026
	2.EGPB-8-2	2 Dec 2021		2.EGPB-8-2	14 May 2026
	2.EGPB-8-3	28 Dec 2023		2.EGPB-8-3	14 May 2026
	2.EGPB-8-4	2 Dec 2021		2.EGPB-8-4	14 May 2026
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	3.EGHK-5	11 Jul 2024		3.EGHK-5	14 May 2026
	3.EGHK-6	10 Jul 2025		3.EGHK-6	14 May 2026
	3.EGHK-2-1	2 Oct 2025		3.EGHK-2-1	14 May 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	099/2025
AIC	NIL
NOTAM	A0330/26, A0357/26, A0366/26, A0429/26, A0430/26, A0539/26 B0185/26 C0604/26, C0691/26, C0995/26 I0603/26, I0812/26, I0813/26, I0868/26, I0903/26, I1103/26, I1106/26, I1107/26, I1130/26, I1201/26, I1283/26

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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		
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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		
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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		
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AIRAC 13/2024	14 Nov 2024	26 Dec 2024		
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AIRAC 04/2025	06 Mar 2025	17 Apr 2025		
AIRAC 05/2025	03 Apr 2025	15 May 2025		
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AIRAC 03/2026	05 Feb 2026	19 Mar 2026		
AIRAC 04/2026	05 Mar 2026	16 Apr 2026		
AIRAC 05/2026	02 Apr 2026	14 May 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
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
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
038/2025	EDINBURGH (EGPH) - STEEL PLATE ON TAXIWAY ALPHA	AD	29 MAY 2025 - UFN
049/2025	BLACKPOOL AIRPORT (EGNH) - DIRECT ARRIVAL APPROACHES RWY 28 FROM VOR/DME POL NOT AVAILABLE - REPLACES SUP 039/2023	AD	26 JUN 2025 - UFN
050/2025	SUMBURGH AIRPORT (EGPB) - UNSERVICEABLE OBST LIGHT COMPASS RADAR	AD	26 JUN 2025 - UFN
053/2025	LIVERPOOL AIRPORT (EGGP) - NDB (L) LPL UNSERVICEABILITY AND USE OF RNAV SUBSTITUTION	AD	26 JUN 2025 - UFN
056/2025	SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	24 JUL 2025 - UFN
057/2025	ST ATHAN AIRPORT (EGSY) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	24 JUL 2025 - UFN
061/2025	NEWCASTLE AIRPORT (EGNT) - STAND CLOSURE	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
073/2025	BELFAST ALDERGROVE (EGAA) - RADAR UPGRADE	AD	21 AUG 2025 - UFN

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
075/2025	NOTTINGHAM AIRPORT (EGBN) - AIRPORT UNAVAILABLE TO FIXED-WING AIRCRAFT	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
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
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
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
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
001/2026	BOURNEMOUTH AIRPORT (EGHH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	08 JAN 2026 - UFN
003/2026	SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	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
010/2026	LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE 2026 - REPLACES SUP 071/2025 AS OF 29 MARCH 2026	AD	05 FEB 2026 - UFN

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
013/2026	LONDON GATWICK AIRPORT (EGKK) - INTRODUCTION OF DUAL GROUND OPERATIONS AND INSTALLATION OF NEW INTERMEDIATE TAXIWAY HOLDING POSITIONS	AD	05 FEB 2026 - UFN
014/2026	TEMPORARY RESERVED AREA (EGTR185) (LONDON HEALTH BRIDGE SOUTH WEST HUB) BVLOS UAS, 06 FEBRUARY - 06 AUGUST 2026	ENR	05 FEB 2026 - UFN
016/2026	BLACKPOOL AIRPORT (EGNH) - AIRPORT EAST ROADWAY WORK IN PROGRESS	AD	05 MAR 2026 - UFN
017/2026	MANCHESTER AIRPORT (EGCC) - AIRCRAFT NOISE QUOTA SYSTEM - OPERATIONAL RESTRICTIONS	AD	05 MAR 2026 - UFN
018/2026	OXFORD AIRPORT (EGTK) - TAXIWAY DELTA MOVEMENTS	AD	05 MAR 2026 - UFN
019/2026	TEMPORARY DANGER AREA (CENTRAL NORTH SEA) BVLOS OPERATIONS, 05 MARCH - 05 JUNE 2026	ENR	05 MAR 2026 - UFN
020/2026	GLOUCESTERSHIRE AIRPORT (EGBJ) - RADAR SERVICES NOT AVAILABLE - REPLACES SUP 112/2024	AD	05 MAR 2026 - UFN
022/2026	EDINBURGH AIRPORT (EGPH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	02 APR 2026 - UFN
023/2026	PRESTWICK AIRPORT (EGPK) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	02 APR 2026 - UFN
024/2026	BIGGIN HILL AIRPORT (EGKB) - RUNWAY 03 RNP APPROACH - AIRSPACE TRIAL, 02 APRIL - 24 JUNE 2026	AD	02 APR 2026 - UFN
025/2026	CAMBRIDGE AIRPORT (EGSC) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	02 APR 2026 - UFN
027/2026	EXETER AIRPORT (EGTE) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	02 APR 2026 - UFN
028/2026	CAMBRIDGE AIRPORT (EGSC) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	02 APR 2026 - UFN
029/2026	CAMBRIDGE AIRPORT (EGSC) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	02 APR 2026 - UFN
030/2026	TEMPORARY DANGER AREA (EGD290) HOLBEACH AIR WEAPONS RANGE, 11 JUNE - 09 SEPTEMBER 2026	ENR	02 APR 2026 - UFN

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GEN 0.4 CHECKLIST OF AIP PAGES

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* 0.4-4	14 May 2026	1.5-11	27 Nov 2025	* 1.7-36	14 May 2026	2.4-6	2 Oct 2025
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* 5.1-132	14 May 2026	5.2-12	3 Oct 2024	5.5-23	4 Sep 2025	6-52	23 Mar 2023
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* 5.1-142	14 May 2026	5.3-4	21 Mar 2024	6-5	27 Nov 2025	6-62	12 Jun 2025
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2.EGBB-8-9	11 Jul 2024	2.EGHH-7-3	8 Aug 2024	2.EGCK-3	10 Jul 2025	* 2.EGFF-2-2	14 May 2026
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2.EGLK-1	19 Feb 2026	2.EGHH-7-5	8 Aug 2024	2.EGCK-5	19 Mar 2026	2.EGFF-4-2	23 Mar 2023
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2.EGLK-3	16 Apr 2026	2.EGHH-7-7	8 Aug 2024	2.EGCK-2-1	2 Oct 2025	* 2.EGFF-6-1	14 May 2026
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2.EGLK-5	16 Apr 2026	2.EGHH-8-2	31 Dec 2020	2.EGSC-2	3 Oct 2024	2.EGFF-6-3	19 Feb 2026
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2.EGLJ-1	2 Oct 2025	2.EGTC-9	19 Feb 2026	2.EGTU-6	23 Mar 2023	2.EGNX-8-3	27 Nov 2025
2.EGLJ-2	2 Oct 2025	2.EGTC-2-1	25 Dec 2025	2.EGTU-2-1	19 Feb 2026	2.EGNX-8-4	27 Nov 2025
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2.EGNR-8-1	30 Oct 2025	* 2.EGPE-8-11	14 May 2026	* 2.EGJJ-11	14 May 2026	2.EGPA-6	19 Mar 2026
2.EGNR-8-2	30 Oct 2025	* 2.EGPE-8-12	14 May 2026	* 2.EGJJ-12	14 May 2026	2.EGPA-7	2 Oct 2025
2.EGNR-8-3	30 Oct 2025	* 2.EGPE-8-13	14 May 2026	* 2.EGJJ-13	14 May 2026	2.EGPA-8	22 Jan 2026
2.EGNR-8-4	30 Oct 2025	* 2.EGPE-8-14	14 May 2026	* 2.EGJJ-14	14 May 2026	2.EGPA-9	22 Jan 2026
2.EGNR-8-5	30 Oct 2025	2.EGPE-8-15	12 Jun 2025	* 2.EGJJ-15	14 May 2026	2.EGPA-10	22 Jan 2026
2.EGNR-8-6	30 Oct 2025	2.EGPE-8-16	12 Jun 2025	* 2.EGJJ-16	14 May 2026	* 2.EGPA-2-1	14 May 2026
2.EGNR-8-7	30 Oct 2025	2.EGPI-1	19 Mar 2026	2.EGJJ-2-1	19 Feb 2026	2.EGPA-8-1	25 Jan 2024
2.EGNR-8-8	30 Oct 2025	2.EGPI-2	30 Oct 2025	2.EGJJ-2-2	19 Feb 2026	2.EGPA-8-2	25 Jan 2024

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

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2.EGKK-11	19 Mar 2026	2.EGKK-7-5	25 Jan 2024	2.EGLL-32	16 Apr 2026	2.EGLL-7-16	25 Dec 2025
2.EGKK-12	16 Apr 2026	2.EGKK-7-6	25 Jan 2024	2.EGLL-33	16 Apr 2026	2.EGLL-7-17	25 Dec 2025
2.EGKK-13	16 Apr 2026	2.EGKK-7-7	19 Mar 2026	2.EGLL-34	16 Apr 2026	2.EGLL-7-18	25 Dec 2025
2.EGKK-14	16 Apr 2026	2.EGKK-7-8	25 Jan 2024	2.EGLL-35	16 Apr 2026	2.EGLL-7-19	25 Dec 2025
2.EGKK-15	16 Apr 2026	2.EGKK-7-9	22 Jan 2026	2.EGLL-36	16 Apr 2026	2.EGLL-7-20	19 Mar 2026
2.EGKK-16	22 Jan 2026	2.EGKK-7-10	25 Jan 2024	2.EGLL-37	16 Apr 2026	2.EGLL-7-21	19 Mar 2026
2.EGKK-17	22 Jan 2026	2.EGKK-7-11	25 Jan 2024	2.EGLL-38	16 Apr 2026	2.EGLL-7-22	19 Mar 2026
2.EGKK-18	16 Apr 2026	2.EGKK-7-12	25 Jan 2024	2.EGLL-39	16 Apr 2026	2.EGLL-7-23	19 Mar 2026
2.EGKK-19	16 Apr 2026	2.EGKK-7-13	25 Jan 2024	2.EGLL-40	16 Apr 2026	2.EGLL-7-24	19 Mar 2026
2.EGKK-20	16 Apr 2026	2.EGKK-7-14	25 Jan 2024	2.EGLL-41	16 Apr 2026	2.EGLL-7-25	19 Mar 2026
2.EGKK-21	22 Jan 2026	2.EGKK-7-15	25 Jan 2024	2.EGLL-42	16 Apr 2026	2.EGLL-7-26	19 Mar 2026
2.EGKK-22	22 Jan 2026	2.EGKK-7-16	25 Jan 2024	2.EGLL-43	16 Apr 2026	2.EGLL-8-1	22 Jan 2026
2.EGKK-23	22 Jan 2026	2.EGKK-7-17	7 Aug 2025	2.EGLL-44	16 Apr 2026	2.EGLL-8-2	22 Jan 2026
2.EGKK-24	22 Jan 2026	2.EGKK-7-18	7 Aug 2025	2.EGLL-45	16 Apr 2026	2.EGLL-8-3	22 Jan 2026
2.EGKK-25	22 Jan 2026	2.EGKK-8-1	15 May 2025	2.EGLL-46	16 Apr 2026	2.EGLL-8-4	22 Jan 2026
2.EGKK-26	22 Jan 2026	2.EGKK-8-2	15 May 2025	2.EGLL-47	16 Apr 2026	2.EGLL-8-5	22 Jan 2026
2.EGKK-27	22 Jan 2026	2.EGKK-8-3	7 Aug 2025	2.EGLL-2-1	16 Apr 2026	2.EGLL-8-6	22 Jan 2026
2.EGKK-28	22 Jan 2026	2.EGKK-8-4	7 Aug 2025	2.EGLL-2-2	25 Dec 2025	2.EGLL-8-7	22 Jan 2026
2.EGKK-29	22 Jan 2026	2.EGKK-8-5	15 May 2025	2.EGLL-2-3	25 Dec 2025	2.EGLL-8-8	22 Jan 2026
* 2.EGKK-2-1	14 May 2026	2.EGKK-8-6	15 May 2025	2.EGLL-2-4	16 Apr 2026	2.EGLL-8-9	22 Jan 2026
* 2.EGKK-2-2	14 May 2026	2.EGKK-8-7	7 Aug 2025	2.EGLL-2-5	16 Apr 2026	2.EGLL-8-10	22 Jan 2026
* 2.EGKK-2-3	14 May 2026	2.EGKK-8-8	7 Aug 2025	2.EGLL-2-6	16 Apr 2026	2.EGLL-8-11	22 Jan 2026
* 2.EGKK-2-4	14 May 2026	2.EGKK-8-9	13 Jul 2023	2.EGLL-2-7	16 Apr 2026	2.EGLL-8-12	22 Jan 2026
* 2.EGKK-2-5	14 May 2026	2.EGLL-1	25 Dec 2025	2.EGLL-2-8	25 Dec 2025	2.EGLL-8-13	25 Dec 2025
* 2.EGKK-2-6	14 May 2026	2.EGLL-2	28 Nov 2024	2.EGLL-2-9	25 Dec 2025	2.EGGW-1	22 Jan 2026
2.EGKK-4-1	19 Feb 2026	2.EGLL-3	28 Nov 2024	2.EGLL-2-10	25 Dec 2025	2.EGGW-2	5 Sep 2024
2.EGKK-4-2	23 Mar 2023	2.EGLL-4	28 Nov 2024	2.EGLL-2-11	25 Dec 2025	2.EGGW-3	19 Mar 2026
2.EGKK-5-1	17 Apr 2025	2.EGLL-5	25 Dec 2025	2.EGLL-2-12	25 Dec 2025	2.EGGW-4	16 Apr 2026
2.EGKK-6-1	7 Aug 2025	2.EGLL-6	25 Dec 2025	2.EGLL-3-1	22 Jan 2026	* 2.EGGW-5	14 May 2026
2.EGKK-6-2	2 Oct 2025	2.EGLL-7	16 Apr 2026	2.EGLL-3-2	22 Jan 2026	2.EGGW-6	19 Mar 2026
2.EGKK-6-3	17 Apr 2025	2.EGLL-8	16 Apr 2026	2.EGLL-4-1	01 May 2014	2.EGGW-7	19 Mar 2026
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2.EGKK-6-5	19 Feb 2026	2.EGLL-10	16 Apr 2026	2.EGLL-5-2	31 Dec 2020	2.EGGW-9	19 Mar 2026
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2.EGKK-6-7	17 Apr 2025	2.EGLL-12	16 Apr 2026	2.EGLL-6-2	22 Jan 2026	2.EGGW-11	19 Mar 2026
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2.EGKK-6-10	17 Apr 2025	2.EGLL-15	16 Apr 2026	2.EGLL-6-5	19 Feb 2026	* 2.EGGW-14	14 May 2026
2.EGKK-6-11	17 Apr 2025	2.EGLL-16	16 Apr 2026	2.EGLL-6-6	22 Jan 2026	2.EGGW-15	19 Mar 2026
2.EGKK-6-12	2 Oct 2025	2.EGLL-17	16 Apr 2026	2.EGLL-7-1	25 Dec 2025	2.EGGW-16	19 Mar 2026
2.EGKK-6-13	17 Apr 2025	2.EGLL-18	16 Apr 2026	2.EGLL-7-2	19 Feb 2026	2.EGGW-17	19 Mar 2026
2.EGKK-6-14	19 Feb 2026	2.EGLL-19	16 Apr 2026	2.EGLL-7-3	22 Jan 2026	2.EGGW-18	19 Mar 2026
2.EGKK-6-15	17 Apr 2025	2.EGLL-20	16 Apr 2026	2.EGLL-7-4	19 Mar 2026	2.EGGW-19	19 Mar 2026
2.EGKK-6-16	19 Feb 2026	2.EGLL-21	16 Apr 2026	2.EGLL-7-5	19 Mar 2026	2.EGGW-20	19 Mar 2026
2.EGKK-6-17	19 Feb 2026	2.EGLL-22	16 Apr 2026	2.EGLL-7-6	19 Feb 2026	2.EGGW-2-1	19 Mar 2026
2.EGKK-6-18	17 Apr 2025	2.EGLL-23	16 Apr 2026	2.EGLL-7-7	19 Mar 2026	2.EGGW-2-2	19 Mar 2026
2.EGKK-6-19	17 Apr 2025	2.EGLL-24	16 Apr 2026	2.EGLL-7-8	22 Jan 2026	2.EGGW-2-3	19 Mar 2026
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2.EGKK-6-22	17 Apr 2025	2.EGLL-27	16 Apr 2026	2.EGLL-7-11	19 Mar 2026	2.EGGW-5-1	22 Jan 2026
2.EGKK-7-1	19 Feb 2026	2.EGLL-28	16 Apr 2026	2.EGLL-7-12	19 Mar 2026	2.EGGW-6-1	19 Feb 2026
2.EGKK-7-2	25 Jan 2024	2.EGLL-29	16 Apr 2026	2.EGLL-7-13	25 Dec 2025	2.EGGW-6-2	22 Jan 2026
2.EGKK-7-3	25 Jan 2024	2.EGLL-30	16 Apr 2026	2.EGLL-7-14	25 Dec 2025	2.EGGW-6-3	19 Feb 2026

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2.EGGW-6-5	22 Jan 2026	2.EGSS-23	19 Mar 2026	2.EGAE-9	16 Apr 2026	* 2.EGCC-20	14 May 2026
2.EGGW-6-6	22 Jan 2026	2.EGSS-24	19 Mar 2026	2.EGAE-10	16 Apr 2026	* 2.EGCC-21	14 May 2026
2.EGGW-6-7	22 Jan 2026	2.EGSS-25	19 Mar 2026	2.EGAE-2-1	16 Apr 2026	2.EGCC-22	16 Apr 2026
2.EGGW-6-8	22 Jan 2026	2.EGSS-2-1	16 Apr 2026	2.EGAE-2-2	16 Apr 2026	* 2.EGCC-23	14 May 2026
2.EGGW-6-9	22 Jan 2026	2.EGSS-2-2	16 Apr 2026	2.EGAE-4-1	19 Feb 2026	* 2.EGCC-24	14 May 2026
2.EGGW-6-10	22 Jan 2026	2.EGSS-2-3	25 Dec 2025	2.EGAE-8-1	19 Feb 2026	2.EGCC-2-1	19 Feb 2026
2.EGGW-6-11	22 Jan 2026	2.EGSS-2-4	8 Aug 2024	2.EGAE-8-2	19 Feb 2026	2.EGCC-2-2	16 Apr 2026
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2.EGGW-7-5	19 Mar 2026	2.EGSS-6-2	19 Feb 2026	2.EGAE-8-7	19 Feb 2026	2.EGCC-4-1	27 Nov 2025
2.EGGW-7-6	19 Feb 2026	2.EGSS-6-3	27 Nov 2025	2.EGAE-8-8	19 Feb 2026	2.EGCC-5-1	16 Apr 2026
2.EGGW-7-7	22 Jan 2026	2.EGSS-6-4	19 Feb 2026	2.EGAE-8-9	19 Feb 2026	2.EGCC-6-1	16 Apr 2026
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2.EGGW-7-9	22 Jan 2026	2.EGSS-6-6	19 Feb 2026	2.EGAE-8-11	19 Feb 2026	2.EGCC-6-3	16 Apr 2026
2.EGGW-7-10	22 Jan 2026	2.EGSS-6-7	27 Nov 2025	* 2.EGMD-1	14 May 2026	2.EGCC-6-4	16 Apr 2026
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2.EGGW-7-15	22 Jan 2026	2.EGSS-7-4	19 Feb 2026	* 2.EGMD-6	14 May 2026	2.EGCC-7-3	19 Mar 2026
2.EGGW-7-16	22 Jan 2026	2.EGSS-7-5	2 Oct 2025	* 2.EGMD-7	14 May 2026	2.EGCC-7-4	27 Nov 2025
2.EGGW-7-17	22 Jan 2026	2.EGSS-7-6	22 Jan 2026	* 2.EGMD-8	14 May 2026	2.EGCC-7-5	19 Mar 2026
2.EGGW-7-18	22 Jan 2026	2.EGSS-7-7	19 Mar 2026	* 2.EGMD-9	14 May 2026	2.EGCC-7-6	27 Nov 2025
2.EGGW-8-1	22 Jan 2026	2.EGSS-7-8	19 Feb 2026	* 2.EGMD-2-1	14 May 2026	2.EGCC-7-7	19 Feb 2026
2.EGGW-8-2	22 Jan 2026	2.EGSS-7-9	2 Oct 2025	2.EGMD-2-2	22 Jan 2026	2.EGCC-7-8	27 Nov 2025
2.EGGW-8-3	22 Jan 2026	2.EGSS-7-10	2 Oct 2025	2.EGMD-8-1	22 Jan 2026	2.EGCC-8-1	16 Apr 2026
2.EGGW-8-4	19 Feb 2026	2.EGSS-7-11	2 Oct 2025	2.EGMD-8-2	22 Jan 2026	2.EGCC-8-2	16 Apr 2026
2.EGGW-8-5	22 Jan 2026	2.EGSS-7-12	2 Oct 2025	2.EGMD-8-3	22 Jan 2026	2.EGCC-8-3	16 Apr 2026
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2.EGSS-1	7 Sep 2023	2.EGSS-7-15	2 Oct 2025	2.EGMD-8-6	22 Jan 2026	* 2.EGCC-8-6	14 May 2026
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2.EGSS-8	25 Jan 2024	2.EGSS-8-4	20 Feb 2025	2.EGCC-5	30 Oct 2025	* 2.EGCC-8-13	14 May 2026
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2.EGSS-10	16 Apr 2026	2.EGSS-8-6	20 Feb 2025	2.EGCC-7	30 Oct 2025	* 2.EGCC-8-15	14 May 2026
2.EGSS-11	22 Jan 2026	2.EGSS-8-7	20 Feb 2025	2.EGCC-8	30 Oct 2025	* 2.EGCC-8-16	14 May 2026
2.EGSS-12	10 Jul 2025	2.EGSS-8-8	20 Feb 2025	2.EGCC-9	27 Nov 2025	2.EGCB-1	27 Nov 2025
2.EGSS-13	10 Jul 2025	2.EGSS-8-9	22 Feb 2024	2.EGCC-10	16 Apr 2026	2.EGCB-2	16 Apr 2026
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2.EGNF-5	10 Jul 2025	2.EGHQ-5-1	25 Dec 2025	2.EGEO-5	15 Jun 2023	2.EGPK-3	16 May 2024
2.EGNF-6	10 Jul 2025	2.EGHQ-8-1	25 Dec 2025	2.EGEO-6	19 Mar 2026	2.EGPK-4	17 Apr 2025
2.EGNF-2-1	27 Nov 2025	2.EGHQ-8-2	25 Dec 2025	2.EGEO-7	18 Apr 2024	* 2.EGPK-5	14 May 2026
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2.EGNT-8	19 Mar 2026	2.EGAD-2	14 Jul 2022	2.EGSV-2-1	25 Dec 2025	2.EGPK-13	19 Feb 2026
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2.EGNT-2-2	19 Mar 2026	2.EGEN-4	16 Apr 2026	2.EGTK-3	19 Mar 2026	2.EGPK-6-3	27 Nov 2025
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2.EGNT-7-1	19 Mar 2026	2.EGSH-4	19 Feb 2026	2.EGTK-10	25 Dec 2025	2.EGPK-7-6	19 Mar 2026
2.EGNT-7-2	22 Feb 2024	2.EGSH-5	19 Feb 2026	2.EGTK-11	25 Dec 2025	2.EGPK-7-7	25 Dec 2025
2.EGNT-7-3	19 Mar 2026	2.EGSH-6	31 Oct 2024	2.EGTK-12	26 Dec 2024	2.EGPK-7-8	27 Nov 2025
2.EGNT-7-4	22 Feb 2024	* 2.EGSH-7	14 May 2026	* 2.EGTK-2-1	14 May 2026	2.EGPK-8-1	27 Nov 2025
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2.EGNT-8-3	11 Jul 2024	2.EGSH-11	31 Oct 2024	2.EGTK-8-1	19 Mar 2026	2.EGPK-8-5	27 Nov 2025
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2.EGNT-8-5	11 Jul 2024	* 2.EGSH-2-2	14 May 2026	2.EGTK-8-3	19 Mar 2026	2.EGPK-8-7	27 Nov 2025
2.EGNT-8-6	11 Jul 2024	2.EGSH-4-1	16 Apr 2026	2.EGTK-8-4	19 Mar 2026	2.EGPK-8-8	27 Nov 2025
2.EGNT-8-7	11 Jul 2024	* 2.EGSH-5-1	14 May 2026	2.EGEP-1	16 Apr 2026	2.EGPK-8-9	27 Nov 2025
2.EGNT-8-8	31 Oct 2024	* 2.EGSH-8-1	14 May 2026	2.EGEP-2	16 Apr 2026	2.EGPK-8-10	27 Nov 2025
2.EGNT-8-9	11 Jul 2024	* 2.EGSH-8-2	14 May 2026	2.EGEP-3	10 Jul 2025	2.EGPK-8-11	27 Nov 2025
2.EGNT-8-10	11 Jul 2024	* 2.EGSH-8-3	14 May 2026	2.EGEP-4	16 Apr 2026	2.EGPK-8-12	27 Nov 2025
* 2.EGHQ-1	14 May 2026	* 2.EGSH-8-4	14 May 2026	2.EGEP-5	16 Apr 2026	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
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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
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2.EGKR-2	1 Dec 2022	2.EGCJ-3	10 Jul 2025	2.EGHI-13	22 Jan 2026	* 2.EGMC-8-6	14 May 2026
2.EGKR-3	10 Jul 2025	2.EGCJ-4	7 Sep 2023	2.EGHI-2-1	16 Apr 2026	* 2.EGMC-8-7	14 May 2026
2.EGKR-4	10 Jul 2025	2.EGCJ-5	19 Mar 2026	2.EGHI-2-2	16 Apr 2026	* 2.EGMC-8-8	14 May 2026
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
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2.EGKR-7	19 Mar 2026	2.EGCJ-2-1	22 Jan 2026	2.EGHI-7-1	19 Mar 2026	2.EGSY-3	16 May 2024
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2.EGHE-5	19 Mar 2026	2.EGHI-3	12 Jun 2025	2.EGMC-7-3	19 Mar 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 Mar 2026	2.EGHI-5	10 Jul 2025	2.EGMC-7-5	19 Feb 2026	2.EGPO-8-5	11 Aug 2022
2.EGHE-8	19 Mar 2026	2.EGHI-6	12 Jun 2025	2.EGMC-7-6	19 Feb 2026	2.EGPO-8-6	12 Jun 2025
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* 2.EGER-5	14 May 2026	2.EGNV-7	16 Apr 2026	2.EGNO-2	22 Jan 2026	2.EGPC-6	19 Mar 2026
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* 2.EGPB-1	14 May 2026	2.EGNV-10	4 Sep 2025	2.EGNO-5	30 Oct 2025	2.EGPC-9	28 Nov 2024
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2.EGPB-3	19 Feb 2026	2.EGNV-2-2	16 Apr 2026	2.EGNO-7	30 Oct 2025	2.EGPC-2-1	19 Mar 2026
2.EGPB-4	19 Feb 2026	2.EGNV-4-1	30 Oct 2025	2.EGNO-8	19 Mar 2026	2.EGPC-8-1	19 Mar 2026
2.EGPB-5	19 Feb 2026	2.EGNV-5-1	30 Oct 2025	2.EGNO-9	30 Oct 2025	2.EGPC-8-2	19 Mar 2026
2.EGPB-6	19 Feb 2026	2.EGNV-8-1	30 Oct 2025	2.EGNO-10	30 Oct 2025	2.EGPC-8-3	19 Mar 2026
* 2.EGPB-7	14 May 2026	2.EGNV-8-2	30 Oct 2025	2.EGNO-11	30 Oct 2025	2.EGPC-8-4	19 Mar 2026
2.EGPB-8	19 Mar 2026	2.EGNV-8-3	30 Oct 2025	2.EGNO-2-1	22 Jan 2026	2.EGPC-8-5	19 Mar 2026
2.EGPB-9	19 Mar 2026	2.EGNV-8-4	30 Oct 2025	2.EGNO-4-1	30 Oct 2025	2.EGPC-8-6	19 Mar 2026
2.EGPB-10	19 Mar 2026	2.EGNV-8-5	30 Oct 2025	2.EGNO-5-1	30 Oct 2025	2.EGPC-8-7	19 Mar 2026
2.EGPB-11	19 Mar 2026	2.EGNV-8-6	30 Oct 2025	2.EGBW-1	2 Oct 2025	2.EGPC-8-8	19 Mar 2026
* 2.EGPB-2-1	14 May 2026	2.EGNV-8-7	30 Oct 2025	2.EGBW-2	23 Apr 2020	2.EGPC-8-9	19 Mar 2026
* 2.EGPB-2-2	14 May 2026	2.EGHO-1	27 Nov 2025	2.EGBW-3	10 Jul 2025	2.EGPC-8-10	19 Mar 2026
* 2.EGPB-3-1	14 May 2026	2.EGHO-2	19 Mar 2026	2.EGBW-4	5 Sep 2024	2.EGPC-8-11	19 Mar 2026
* 2.EGPB-3-2	14 May 2026	2.EGHO-3	10 Jul 2025	2.EGBW-5	19 Mar 2026	2.EGNW-1	27 Nov 2025
* 2.EGPB-5-1	14 May 2026	2.EGHO-4	19 Mar 2026	2.EGBW-6	20 Feb 2025	2.EGNW-2	9 Sep 2021
* 2.EGPB-8-1	14 May 2026	2.EGHO-5	19 Mar 2026	2.EGBW-2-1	2 Oct 2025	2.EGNW-3	10 Jul 2025
* 2.EGPB-8-2	14 May 2026	2.EGHO-6	19 Mar 2026	2.EGCW-1	25 Dec 2025	2.EGNW-4	19 Mar 2026
* 2.EGPB-8-3	14 May 2026	2.EGHO-7	19 Mar 2026	2.EGCW-2	23 Jan 2025	2.EGNW-5	2 Oct 2025
* 2.EGPB-8-4	14 May 2026	2.EGHO-2-1	19 Mar 2026	2.EGCW-3	10 Jul 2025	2.EGNW-2-1	27 Nov 2025
* 2.EGPB-8-5	14 May 2026	2.EGPU-1	25 Dec 2025	2.EGCW-4	19 Mar 2026	2.EGBO-1	2 Oct 2025
* 2.EGPB-8-6	14 May 2026	2.EGPU-2	28 Nov 2024	2.EGCW-5	22 Jan 2026	2.EGBO-2	25 Dec 2025
* 2.EGPB-8-7	14 May 2026	2.EGPU-3	10 Jul 2025	2.EGCW-6	23 Jan 2025	2.EGBO-3	4 Sep 2025
* 2.EGPB-8-8	14 May 2026	2.EGPU-4	23 Jan 2025	2.EGCW-2-1	2 Oct 2025	2.EGBO-4	4 Sep 2025
* 2.EGPB-8-9	14 May 2026	2.EGPU-5	19 Mar 2026	2.EGFA-1	2 Oct 2025	2.EGBO-5	4 Sep 2025
* 2.EGPB-8-10	14 May 2026	2.EGPU-6	2 Oct 2025	2.EGFA-2	19 Mar 2026	2.EGBO-6	19 Mar 2026
* 2.EGPB-8-11	14 May 2026	2.EGPU-7	28 Nov 2024	2.EGFA-3	10 Jul 2025	2.EGBO-7	25 Dec 2025
* 2.EGPB-8-12	14 May 2026	2.EGPU-2-1	25 Dec 2025	2.EGFA-4	19 Mar 2026	2.EGBO-8	4 Sep 2025
* 2.EGPB-8-13	14 May 2026	2.EGPU-8-1	25 Dec 2025	2.EGFA-5	12 Jun 2025	2.EGBO-2-1	25 Dec 2025
* 2.EGPB-8-14	14 May 2026	2.EGPU-8-2	25 Dec 2025	2.EGFA-6	12 Jun 2025	2.EGTB-1	2 Oct 2025
* 2.EGPB-8-15	14 May 2026	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	16 Apr 2026	2.EGTB-3	10 Jul 2025
2.EGFH-2	25 Dec 2025	2.EGNL-1	30 Oct 2025	2.EGEW-2	16 Apr 2026	2.EGTB-4	20 Feb 2025
2.EGFH-3	2 Oct 2025	2.EGNL-2	31 Oct 2024	2.EGEW-3	16 Apr 2026	2.EGTB-5	19 Mar 2026
2.EGFH-4	19 Mar 2026	2.EGNL-3	30 Oct 2025	2.EGEW-4	16 Apr 2026	2.EGTB-6	20 Feb 2025
2.EGFH-5	19 Mar 2026	2.EGNL-4	10 Jul 2025	2.EGEW-5	16 Apr 2026	2.EGTB-7	20 Feb 2025
2.EGFH-6	19 Feb 2026	2.EGNL-5	31 Oct 2024	2.EGEW-6	16 Apr 2026	2.EGTB-2-1	2 Oct 2025
2.EGFH-2-1	19 Mar 2026	2.EGNL-6	19 Mar 2026	2.EGEW-2-1	16 Apr 2026	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	16 Apr 2026
2.EGBM-2	3 Oct 2024	2.EGNL-8	22 Jan 2026	2.EGLM-2	4 Sep 2025	2.EGHG-3	16 Apr 2026
2.EGBM-3	10 Jul 2025	2.EGNL-9	22 Jan 2026	2.EGLM-3	10 Jul 2025	2.EGHG-4	16 Apr 2026
2.EGBM-4	19 Mar 2026	2.EGNL-2-1	27 Nov 2025	2.EGLM-4	19 Mar 2026	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	19 Mar 2026
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	16 Apr 2026
2.EGNV-2	7 Aug 2025	2.EGNL-8-5	30 Oct 2025	2.EGPC-1	19 Mar 2026	2.EGHG-8-1	19 Feb 2026
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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	19 Mar 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	14 May 2026
* 3.EGHK-2	14 May 2026
* 3.EGHK-3	14 May 2026
* 3.EGHK-4	14 May 2026
* 3.EGHK-5	14 May 2026
* 3.EGHK-6	14 May 2026
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3.EGDP-3	5 Sep 2024
3.EGDP-4	5 Sep 2024
3.EGDP-5	19 Mar 2026
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
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3.EGHT-2-1	2 Oct 2025

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1 National Regulations

1.1 General

1.1.1 **Crossing UK Boundaries**

1.1.1.1 Aircraft flying from or to places abroad may cross the coastline or the land frontier at any point, subject, however, to the requirements of regulations in force including those contained in the UK AIP ENR 1.1.3, paragraph 7.

1.2 Restrictions on Use

1.2.1 All operators are reminded of the need to comply with local flying restrictions, and noise characteristics and noise abatement procedures in respect of jet aircraft at United Kingdom airports, details of which are shown on the relevant pages of the AD Section. Care must be taken to ensure that advance arrangements have been made for the ground handling of the aircraft and that, unless special arrangements have been made with the airport authorities concerned, arrivals are scheduled during the airports normal hours of watch.

1.3 Aerodrome Operating Minima

1.3.1 The UK Air Navigation Order states that public transport aircraft registered in a country other than the United Kingdom, aerial work aircraft and private aircraft, when making a descent to an aerodrome must not descend from a height of 1000 FT or more above the aerodrome to a height of less than 1000 FT above the aerodrome if the relevant runway visual range at the aerodrome is at the time less than the specified minimum for landing.

In addition the aircraft referred to above when making a descent to an aerodrome must not:

a) Continue an approach to landing at any aerodrome by flying below the relevant specified decision height; or
b) descend below the relevant specified minimum descent height:

Unless, in either case, the specified visual reference for landing is established and maintained from such height.

1.4 Jet Aircraft

1.4.1 The Department for Transport's Aviation Environmental Division publishes a Notice giving effect to the night restrictions for jet aircraft to and from London Gatwick, London Heathrow and London Stansted. The Notice is published twice yearly as a supplement to the AIP in accordance with Civil Aviation (Notices) Regulations 1978 (SI 1978/1303). The night restrictions are set on a seasonal basis as the clocks change. They comprise a maximum number of movements which can be made each season with a quota which is related to an aircraft's noise classification on take-off or landing.

1.5 Arrival and Departure of Civil Aircraft on Flights between Great Britain, Republic of Ireland, Northern Ireland, Isle of Man or the Channel Islands

1.5.1 The Terrorism Act 2000 came into operation on 19 February 2001, replacing the Prevention of Terrorism Act 1989.

1.5.2 The owners or agents of aircraft employed to carry passengers for reward, coming to Great Britain from the Republic of Ireland, Northern Ireland or any of the Islands or going from Great Britain to any other of those places shall not, without the approval of an examining officer, arrange for the aircraft to call at an airport other than a designated airport for the purpose of disembarking or embarking passengers.

1.5.3 The captain of an aircraft not employed to carry passengers for reward and coming to Great Britain from the Republic of Ireland, Northern Ireland or any of the Islands or going from Great Britain to any other of those places shall not, without the approval of an examining officer, permit the aircraft to call or leave an airport in Great Britain other than a designated airport.

1.5.4 The purpose of these requirements is to enable the police to exercise their powers under the Act to carry out security checks and pilots must comply with the requirements of the examining officer in respect of any examination of the captain, crew or passengers where carried. Arrangements in respect of scheduled flights are well established.

1.5.5 If a pilot or an aircraft operator wishes to make a flight to or from a non-designated airport without an intermediate landing at a designated airport, he must seek prior permission from the Chief Officer of Police in whose area the non-designated airport is located. In practice this is usually via the force Special Branch and should be done as far in advance as possible of the flight being made. (Most Police forces require at least 24 hours notice either directly or via the airport operator).

1.5.6 The following Acts continue to remain in force: Prevention of Terrorism (Jersey) Law 1996. Terrorism and Crime (Bailiwick of Guernsey) Law, 2002. The Isle of Man Prevention of Terrorism 1990.

1.5.7 Airports now available and designated under the 2000 Act are listed at GEN 1.2, Appendix A.

1.5.8 Addresses of Chief Constables are given at GEN 1.2, Appendix B.

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

1.6 Notification of Civil Helicopter Flights to Northern Ireland

1.6.1 Under the present arrangements contained in the Terrorism Act 2000, the Secretary of State for Northern Ireland, requires pilots in command of civil helicopters flying into Northern Ireland to notify the Police Service of Northern Ireland - Belfast 02890-650222 Ext 33607, of the point and time of arrival in Northern Ireland. In addition the usual security arrangements for the destination should be followed.

1.6.2 An amendment to the arrival point/time must be advised to Belfast Aldergrove Radar Control on RTF 133.125 MHz who will advise the Police Service of Northern Ireland for the pilot.

1.7 Flights between the Isle of Man and Great Britain or Northern Ireland

1.7.1 All aircraft carrying from the Isle of Man any goods on which United Kingdom or European Union duties have not been paid must land at one of the airports designated by the Secretary of State for the purposes of customs and excise (hereafter referred as 'designated airports') designated airports are listed at Appendix C (paragraph 1.9.1 refers).

1.8 Forced Landings

1.8.1 If an aircraft while on a flight to which the restrictions as to place of landing set out at GEN 1.2. paragraph 1.11.1 apply, is required under or by virtue of any enactment relating to air navigation, or is compelled by accident, stress of weather or other unavoidable cause, to land at a place other than a designated airport, the commander of that aircraft must as soon as possible report the landing to an officer of the Border Force for customs and excise or immigration purposes or a police constable. The commander must comply with any directions given by a Border Force officer with respect to any passengers, crew or goods on board the aircraft. In all forced landing situations, any action taken by officers of the Border Force will take full account of the health and safety needs of passengers and crew.

1.9 Customs and Excise, Immigration and Health Airports

1.9.1 The aerodromes in the United Kingdom which have been designated for the purpose of customs and excise by the Secretary of State for the DfT and as designated ports of entry for the purposes of the Immigration Act 1971 are listed at Appendix C. The appendix also gives information on those aerodromes designated as Sanitary Airports under International Sanitary Regulations.

1.9.2 Only designated airports listed in Appendix C which are also ports of entry for immigration purposes may handle unlimited traffic to and from the UK (see GEN 1.2 paragraph 1.10.1 for details of EU countries) although certain non-designated aerodromes may handle a limited range of traffic to and from such places subject to the airports being covered by a Certificate of Agreement issued by the Border Force. For detailed arrangements at specific aerodromes contact the aerodrome manager.

1.9.3 Charges are payable for the attendance of Border Force staff, for customs and excise purposes, outside certain authorised hours for any duties other than the acceptance of inward report of the aircraft, and the clearance of passengers and their baggage. Details of such charges may be obtained from the HMRC's VAT General enquiries helpline. Tel: 0300-200 3700. A charge may also be levied if attendance by Border Force staff for immigration purposes is required; contact the local Border Force Office for further information.

1.9.4 For information about the International traffic authorised to be handled by individual aerodromes, and about the hours of attendance and arrangements for immigration clearance contact the aerodrome operator or the relevant Border Force office (see GEN 1.2 Appendix D).

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

1.10 Flights from/to Countries Outside the UK

1.10.1 **Arrival in the United Kingdom from outside the UK**

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

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

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

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

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

1.10.1.4 Liability of Aircraft to Customs Duty and VAT

1.10.1.4.1 Civil aircraft may be eligible for Customs duty reduction or relief under the following regimes:

a) Authorised Use Special Procedure can reduce the amount of duty an authorisation holder has to pay when they import aircraft or aircraft parts into Great Britain (England, Scotland and Wales). For more information on authorised use please visit: https://www.gov.uk/guidance/authorised-use-end-use
b) Imports into Northern Ireland (NI) are subject to the Union Customs Code. In NI, authorised use is referred to as end-use. Information on Special Procedures in NI can be found at: https://taxation-customs.ec.europa.eu/document/download/1bdaa892-93fe-4809-93e7-7ead3ea5ebb0_en
c) Temporary Admission Special Procedure can relieve Customs duty and import VAT on civil aircraft used as a Means of Transport (MOT) when temporarily imported into Great Britain (England, Scotland and Wales). This is for aircraft registered outside of GB or the Isle of Man, or if it is not registered, where it is owned by a person established outside of GB or the Isle of Man. For more information on temporary admission please visit:
    i. https://www.gov.uk/guidance/temporary-admission-customs-technical-handbook
    ii. https://www.gov.uk/government/publications/reference-document-for-temporary-admission-eligible-goods-and-conditions-for-relief
    iii. https://www.gov.uk/government/publications/list-of-goods-applicable-to-oral-and-by-conduct-declarations
d) Imports to Northern Ireland are subject to the Union Customs Code. Information on special procedures in Northern Ireland can be found at: https://taxation-customs.ec.europa.eu/document/download/1bdaa892-93fe-4809-93e7-7ead3ea5ebb0_en
e) Some supplies of an aircraft may qualify for the zero rate of VAT. For more information please visit: https://www.gov.uk/guidance/ships-aircraft-and-associated-services-notice-744c

1.10.1.5 **Departure from the United Kingdom**

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

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

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

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

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

2 Scheduled Flights

2.1 Flights to and from the United Kingdom - Scheduled Flights - Commercial

2.1.1 Airlines are required to fulfil the following:

a) Confirmation to be made to the DfT whether dangerous goods, weapons or munitions of war are to be carried. If it is proposed to carry forbidden goods, as defined in ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc. 9284-AN/905), confirmation should be provided by the airline that an 'exemption' has been issued by the UK CAA. (The term 'Dangerous Goods' has the meaning assigned to it by the Air Navigation (Dangerous Goods) Regulation 2002). For more details contact: Dangerous Goods Office, CAA, Aviation House, Gatwick Airport, West Sussex RH6 0YR.Tel: 01293-573800, Fax: 01293-573991, Telex: 878753 CAA SRG, e-mail dgo@srg.caa.co.uk);
b) Air Travel Organisers Licence (ATOL), as set out at GEN 1.2. paragraph 3.7.

2.2 Flights to/from Countries Outside the European Economic Area (including services involving the Channel Islands, Isle of Man, Gibraltar and UK Overseas Territories)

2.2.1 DfT Operating permits for scheduled services are required under Article 138 of the Air Navigation Order 2005, Article 77 of the Air Navigation Order 1972 (for flights to Jersey), Article 77 of the Air Navigation Order 1976 (for flights to the Isle of Man), Article 80 of the Air Navigation Order 1980 (for flights to Guernsey) and Article 135 of the Air Navigation (Overseas Territories) Order 2007 and will be issued in accordance with the traffic rights available under the UK's bilateral air services agreements with the carrier's State. Permits are normally granted on a seasonal basis.

2.2.2 Designation

2.2.2.1 Formal designation of the carrier to operate agreed routes under the relevant bilateral Air Services Agreement will be required. If the airline is not already designated, DfT will require confirmation by the airline's aeronautical authority that it is prepared to designate the airline under the relevant air services agreement before permission will be granted.

2.2.3 Operators wishing to apply for the permission required must also provide the following information to DfT:

a) Schedule, including start date, of the proposed service;
b) Type of aircraft to be used;
c) In some cases airlines may be required to file tariffs for passenger services with the Foreign Carrier Permits Department, Civil Aviation Authority, foreigncarrierpermits@caa.co.uk, Fax 020-7453 6322, Tel 033-0138 3484.

2.2.4 Documentary Requirements

a) Certificate of Competency and/or Air Operators Certificate and an Operating Licence issued by the aeronautical authority of the airline's country of registration;
b) Certificate of Airworthiness and Certificate of Registration issued by the aeronautical authority of the country of registration for all aircraft to be used on services to the UK;
c) Certificate of liability insurance for passengers and third party risks in respect of each aircraft to be used on services to the UK. For cargo flights, certificate of third party liability. The level of insurance must meet the minimum levels of insurance for passenger and third party liability set out in Articles 6 and 7 of EC Regulation 785/2004;
d) Dangerous Goods confirmation as set out in paragraph 2.1.3 (a);
e) Air Travel Organisers Licence (ATOL) as set out at GEN 1.2. paragraph 3.7 (not for cargo services);

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

f) A statement that flight crews' Non-Precision and Category 1 Aerodrome Operating Minima complies with the UK Air Navigation Order;

Note: *The notified method for calculating UK minima is set out in the UK AIP Aerodrome (AD Volume 1);*

g) Statement that the aircraft operator is aware of the UK Approach Ban requirements set out in the UK Air Navigation Order, and that flight crews will be issued with written instructions with regard to the UK Air Navigation Order prior to operating the flights into the UK;

Note: *Statements about Aerodrome Minima and Approach Ban are to be made to the DfT but any enquiries should be made to the Flight Operations Policy Dept, Civil Aviation Authority, Aviation House, London Gatwick Airport, West Sussex RH6 0YR. Tel: 01293-573414, Fax: 01293-573991, Telex: 878753;*

h) Noise certificate of aircraft to be used (all aircraft must be Chapter 3 compliant);

i) Confirmation that Airborne Collision Avoidance System (ACAS II or TCAS Version 7.1) is fitted (if not, provide exemption statement by the airline's aeronautical authority).

2.2.5 Leased Aircraft

2.2.5.1 DfT will also require the above documents in regard to any foreign registered aircraft leased from another carrier which the applicant carrier proposes to use to the UK and additionally the following information:

a) Confirmation that the lease has been approved by the lessee's aeronautical authorities;
b) confirmation of which airline's operations and flight manuals will be used;
c) contact details of the lessor airline (name, address, telephone, fax, telex, e-mail);
d) copy of the lease agreement;

Note: *Documents should be provided in the English language. If they are submitted in a foreign language, DfT may request an English translation to be provided.*

2.3 Applications

2.3.1 Applications to be submitted at least two months prior the start of the operating season in question, or start date proposed for new services, to: DfT, International Aviation & Safety Division, First Floor, Great Minster House, 76 Marsham Street, London SW1P 4DR as follows:

Fax: 020-7944 2194, e-mail: airlineoperatingpermits@dft.gsi.gov.uk

For operators of aircraft registered in the CIS, Asia, Far East, Australasia, Central, North and South America, including the Caribbean

- IASD1: Tel: 020-7944-5804, 020-7944 5848; 020-7944-5849, 020-7944-5807;

For operators of aircraft registered in Africa, Middle East and Europe (including Baltic States, but excluding CIS)

- IASD2: Tel: 020-7944-5847, 020-7944-5806, 020-7944-5812;

Note: *Applications for seasonal permits will be considered only during normal office hours. Operating permits will be refused to any airlines, type or specific aircraft or aircraft registered in States where evidence suggests do not comply with international safety standards, including those banned within the European Union. The list of which can be found at http://ec.europa.eu/transport/air-ban/list_en.htm*

2.4 Overflight and Non Traffic Stops

2.4.1 Prior permission is not required for scheduled flights by aircraft registered in countries that are parties to the International Air Services Transit Agreement (IASTA) or where the relevant UK bilateral Air Services Agreement allows overflying the UK or making stops for non-traffic purposes. Prior permission is, however, required for such flights by aircraft registered in countries that are not party to IASTA or where the relevant bilateral Air Services Agreement does not provide for either first and second freedom rights and should be sought in accordance with the procedure set out in paragraph 2.2.

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

3 Non-Scheduled Commercial Flights

3.1 Procedures

3.1.1 **Overflying and Technical Stops**

3.1.1.1 Prior permission is not required for non-scheduled flights by aircraft registered in countries which are parties to the Chicago Convention (Contracting States) overflying the United Kingdom or making stops for non-traffic purposes. Prior permission is, however, required for such flights by aircraft registered in countries which are not parties to the Chicago Convention and should be sought in accordance with the procedure set out in paragraph 3.8.

3.2 Traffic Stops

3.2.1 Civil aircraft registered in Chicago Contracting States operating flights for valuable consideration, may not take on board or discharge passengers or goods in the United Kingdom, except with the prior permission of the Secretary of State for Transport (DfT), granted under the UK Air Navigation Order, to the operator or charterer of the aircraft or to the Government of the country in which the aircraft is registered. Applications for such permission should be made in accordance with the procedures set out in paragraphs 3.8 to 3.12 as appropriate.

3.2.2 Flights to/from countries within the European Economic Area (EEA)

3.2.2.1 Under EC Regulation 2408/92 on Market Access carriers registered in a European Economic Area (EEA) country may operate freely between those countries including cabotage. Permission is not required from the DfT for EEA airlines to operate on such routes which are available to them under EC Regulation 2408/92.

3.2.3 The European Economic Area consists of the following countries:

Austria	Belgium	Bulgaria†	Cyprus	Czech Republic	Denmark	Estonia
Finland	France	Germany	Greece	Hungary	Iceland	Republic of Ireland.
Italy	Latvia	Lichtenstein	Lithuania	Luxembourg	Malta	Netherlands
Norway	Poland	Portugal	Romania	Slovakia	Slovenia	Spain
Sweden	Switzerland	United Kingdom				

† Bulgaria is currently partially excluded from the internal aviation market. Bulgarian operators may therefore be required to apply to DfT for specific permissions.

Note: *The Channel Islands, Isle of Man and Gibraltar are currently outside the scope of the market access regulation.*

3.3 Charter Services Operated in Place of a Scheduled Service

3.3.1 A charter flight operated in place of a scheduled service and which does not comply with the terms of the operating permit originally issued becomes a non-scheduled flight. The United Kingdom does not recognise the concept of 'blocked-off' scheduled flight, which this sort of flight is sometimes termed, and the prior permission from the DfT must be obtained in accordance with the procedures set out in paragraphs 3.8 to 3.12 as appropriate, before such a flight is operated.

3.4 Cabotage

3.4.1 Other than flights under EC Regulation 2408/92 on Market Access, the DfT is prepared to consider applications only in accordance with its procedures for processing applications by foreign airlines wishing to operate fifth freedom charter flights to/from the UK (there are separate procedures for cargo and passenger flights). A copy of the procedures, which apply 'no-objections' and reciprocity of treatment by other governments towards similar flights by UK airlines, can be obtained from the DfT geographical desks given at paragraph 3.14 or at http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=14338&l=2. The procedures cover such applications for flights between one place in the United Kingdom and another place in either the United Kingdom or in a United Kingdom Overseas Territory or Associated State.

3.5 Fifth and Seventh Freedom Flights

3.5.1 The DfT is prepared to consider applications **only** in accordance with its procedures for processing applications by foreign airlines wishing to operate fifth freedom charter flights to/from the UK. A copy of the procedures, which apply 'no-objections' from UK airlines and reciprocity of treatment by other governments towards similar flights by UK airlines, can be obtained from the DfT geographical desks given at paragraph 3.14 or at http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=14338&l=2.

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

3.5.2 The DfT's 'no-objections' procedures do not apply to the following flights:

a) Flights by EEA carriers under EC Regulation 2408/92 on Market Access;
b) flights that are permitted under the 1956 Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe; and
c) flights to which EC Council Directive 92/50 relating to the co-ordination of procedures for the award of public services contract applies.

3.6 1956 Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe

3.6.1 The United Kingdom is a party to the Multilateral Agreement. To give effect to the provisions of this Agreement, permits covering the exercise of traffic rights in the United Kingdom for the categories of flight listed in paragraph 3.6.3 (a) to (e), have been issued to the Governments of the other States which have ratified, or adhered to, the Agreement. Prior permission for each flight operated under such permits is not necessary but should be notified, in advance, to the DfT (Fax: 020-7944 2194, e-mail: airlineoperatingpermits@dft.gsi.gov.uk), giving details as shown in paragraph 3.8.4.

3.6.2 The countries signatory to the 1956 Multilateral Agreement are:

Austria	Belgium	Croatia	Denmark	Estonia	Finland	France
Germany	Hungary	Iceland	Republic of Ireland	Luxembourg	Macedonia	Moldova
Netherlands	Norway	Portugal	Spain	Sweden	Switzerland	Turkey
United Kingdom						

3.6.3 Categories of flight:

a) All-Cargo charters;
b) flights for the purpose of meeting humanitarian or emergency needs;
c) taxi class passenger flights of occasional character on request, provided that the aircraft does not have a seating capacity of more than ten passengers and provided that the destination is chosen by the hirer or hirers and no part of the capacity of the flight is resold to the public;
d) flights on which the entire space is hired by a single person (individual, firm, corporation or institution) for the carriage of his or its staff or merchandise, provided that no part of such space is resold;
e) single flights, no operator or group of operators being entitled under this sub-paragraph to more than one flight per month between the same two traffic centres for all aircraft available to him.

3.6.4 Operators should note that although non-scheduled flights can be operated under the terms of the Multilateral Agreement as indicated above, they will nevertheless need to comply not only with the UK regulations for that category of traffic but also with the regulations of the country at the other end of the route.

3.6.5 The following details in respect of each flight operated in accordance with paragraph 3.6.3, but excluding taxi class flights as in paragraph 3.6.3 (c), for which no notification is required must be furnished to the DfT not less than two full working days before the operation:

a) Name of airline;
b) type of aircraft, nationality and registration marks;
c) date(s) and programmes of flight(s);
d) nature of flight, eg cargo, sole-use charter, etc;
e) name, address and business of charterer, the number of passengers and/or the nature and amount of cargo to be taken on or put down;
f) when applicable, the Air Travel Organiser's Licence Number for passenger charters. See paragraph 3.7.

3.7 Air Travel Organisers' Licences (ATOL)

3.7.1 Any person who makes available in the United Kingdom, or holds themselves out in the United Kingdom as a person who may make available, accommodation for carriage of persons on an aircraft is required, under the provisions of the Civil Aviation (Air Travel Organisers' Licensing) Regulations 1995 (SI 1995/1054) to hold an appropriate Air Travel Organiser's Licence, issued by the United Kingdom Civil Aviation Authority (CAA) authorising him to do so, unless:

a) He will be the operator or reasonably believes that he will be the operator of the relevant aircraft when the flight is made;
b) he is acting as agent on behalf and with the authority of a disclosed identified ATOL holder;
c) he is a person who is exempted by the CAA from the need to hold an ATOL;
d) before accepting any payment he supplies a valid ticket for travel in respect of any flight accommodation which he makes available.

3.7.2 Details of the conditions of, and applications for Air Travel Organisers' Licences can be found here https://www.caa.co.uk/ATOL-protection/Trade/About-ATOL-and-how-to-apply/

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

3.8 Other Charter Flights

3.8.1 General Procedures (types of charter).

3.8.2 Prior permission is required for all types of flights other than:

a) Private flights;
b) flights as listed in paragraph 3.1.1 (ie overflying/technical stops);
c) flights in Europe as listed in paragraph 3.2.2.1;
d) third and fourth freedom passenger and cargo charters by US 'charter designated' carriers who need to file in advance details of flights or flight programmes only, accompanied where necessary by passenger lists, etc.

3.8.3 Operators should make applications for permits, where required, or filings in the case of US designated carriers, to the DfT on the geographical desk basis detailed in paragraph 14. Operators should give as much notice of the proposed flights as possible and, except in cases of genuine urgency (see paragraph 3.8.4 Note 1) at least two full working days before the arrival in, or departure from, the United Kingdom. Applications for fifth or seventh freedom or cabotage flights must be made in accordance with the timescales in the DfT's procedures for processing applications by foreign airlines wishing to operate fifth freedom charter flights to/from the UK. It is recommended that requests for permission are made on the application forms available at http:// www.dft.gov.uk/stellent/groups/dft_aviation/documents/ page/dft_aviation_040026.hcsp.

3.8.4 All applications for permission must include the following details:

a) Name of airline and address to which permit should be sent;
b) type of aircraft, nationality or registration marks;
c) date and programme of flights;
d) place of embarkation or disembarkation abroad, as the case may be, of passengers and/or cargo;
e) nature of flight eg cargo, inclusive tour, sole-use charter etc (see conditions set out in paragraphs 3.8.5 to 3.8.9);
f) name, address and business of charterer, the number of passengers and/or the nature and amount of cargo to be taken on or put down;
g) when applicable, the Air Travel Organiser's Licence Number.

Note 1: *The reason for the urgency* ***must*** *be stated in any application submitted at less than the specified period of notice. Outside normal office hours (0900 to 1730 local, Monday to Friday), applications should be made to the DfT Duty Office either by fax or e-mail (Fax: 020-7944-5369, e-mail: duty.officers@dft.gsi.gov.uk). Tel: 020-7944 5999. All messages must contain all of the information about the flight set out at (a) to (g) above.*

Note 2: *In considering applications for permission to operate non-scheduled flights to and/or from the United Kingdom, the DfT will take into account the conditions imposed by foreign States on similar flights by United Kingdom operators.*

3.8.5 **Special Event Charters**

3.8.5.1 A special event charter flight is a flight for the carriage of persons all of whom have a bona fide intention of participating in a special event of a sporting, religious, cultural, or other nature who have, before their outward journey, been provided with a ticket for a round-trip entitling them to be carried on both their outward and return journeys by air.

Note: *The DfT will only consider applications for permission to operate fifth or seventh freedom special event charters in accordance with its procedures for processing applications by foreign airlines wishing to operate fifth freedom charter flights to or from the UK. Applications should include the details set out in paragraph 3.8.4, together with full details of the special event in question and of arrangements for surface transport between the event and the airport. The operator will normally be required to certify that each passenger has a bona fide intention of attending the event - eg has a valid ticket to the event.*

3.8.6 **Sole-use (Single Entity) Charters**

3.8.6.1 A sole-use charter flight is a flight solely for the carriage of cargo or passengers with or without their baggage, or both cargo and passengers, in consequence of a person's exclusive right to use the carrying capacity of the aircraft, being:

a) Cargo - all of which is consigned by that person and none of which is carried in pursuance of an agreement between that person and any other person made otherwise than as a term of the sale of the cargo (see also paragraph 3.9.5 for cargo only charter flights);
b) passengers - none of whom are carried for a separate fare: for the purposes of this provision:
    i. any reward wholly or partly in respect of or in connection with the carriage of a passenger (other than remuneration passing from the operator of the aircraft to a member of the crew thereof) shall be deemed to be a fare, irrespective of the person by or to whom it has been given: provided that reward for exclusive right to use the passenger capacity of the aircraft shall not be a fare; and
    ii. a fare shall be deemed to be separate although it is for several journeys, or for a journey by a group of passengers who are fewer in number than the number of seats occupied on the flight.

3.8.6.2 Applications for permission, or filings in the case of US charter designated carriers, to operate sole-use charter flights should be made as set out in paragraph 3.8.4 and must be submitted together with statements by both the operator and the charterer that the conditions set out above will be complied with.

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

3.8.7 **Cargo Charters**

3.8.7.1 Applications for permission to operate cargo charter flights should be made to the geographical desk at DfT detailed at paragraph 3.14, by country of registration of the aircraft involved. Filings by US charter designated carriers should be made to the address given at paragraph 3.14. The attention of operators is drawn to GEN 1.4. paragraph 1.2 and GEN 1.4 paragraphs 3.1 and 3.2.

3.8.7.2 Applications must contain confirmation whether dangerous goods, weapons or munitions of war are to be carried, if it is proposed to carry forbidden goods, as defined in ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284-AN/905), confirmation should be provided by the airline that an 'exemption' has been issued by the UK CAA (The term 'Dangerous Goods' has the meaning assigned to it by the Air Navigation (Dangerous Goods) Regulations 2002). For more details contact: Dangerous Goods Office, CAA, Aviation House, Gatwick Airport, West Sussex RH6 0YR.(Tel: 01293-573800 Fax: 01293-573991, Telex: 878753 CAASRG, e-mail: dgo@srg.caa.co.uk).

3.8.7.3 Airlines are reminded that applications for fifth or seventh freedom cargo charters must be made in accordance with DfT procedures for such flights. These are available from the DfT geographical desks and at http://www.dft.gov.uk/stellent /groups/ dft_control/ documents/contentservertemplate/dft_index.hcst?n=14338&l=2.

3.9 Inclusive Tour Charters

3.9.1 Inclusive Tour Charter Services - Other Routes.

3.9.1.1 Operators of aircraft registered in a Chicago Convention Contracting State, wishing to apply to the DfT for the permission required under the Air Navigation Order, to operate inclusive tour charter services to/from the United Kingdom, are reminded that their applications must give the following information for each series of flights:

a) full name and address of operator;
b) nationality, registration marks of aircraft, and capacity to be provided during the whole period (on round trip basis) and showing, where there is more than one tour organiser, the number of seats allocated to each organiser;
c) programme of operations, including the itinerary of the aircraft;
d) name(s) and address(es) of the travel agency(ies) or tour organiser(s) and, where applicable, the number of the Air Travel Organiser's Licence (see paragraph 3.10.1.3 Note 1);
e) details of the conditions under which the inclusive tour is organised:
    i. minimum price payable by a passenger for the inclusive tour (see paragraph 3.10.1.3 Note 3);
    ii. complete routeing of the inclusive tour;
    iii. duration of inclusive tour (including stay at hotel).

3.9.1.2 Applications should be sent to the DfT geographical desk detailed in paragraph 3.14. Separate applications are required for flights to Jersey, Guernsey and the Isle of Man. In addition to operational requirements as set out in other parts of the United Kingdom AIP, operators must ensure that all documentary requirements specified in GEN 1.2.paragraph 3.15 are complied with.

Note: *Applications will not be considered without all the above information.*

3.10 In accordance with the recommendations of the European Civil Aviation Conference (ECAC), DfT requires application for seasonal inclusive tour charter flights to be made by the following dates:

a) For flights between 1 April and 31 October, by 15 January;
b) for flights between 1 November and 31 March, by 1 September.

3.10.1 These time limits shall not, however, apply to single flights or series of flights for which information is not available by the dates specified. In these cases DfT will require a minimum of two full working days notice for single flights and five full working days for series of flights. Any alterations in the condition of operational programmes already approved must be submitted for approval at the earliest possible date.

3.10.2 DfT will only consider applications from airlines of the country of origin or destination of the inclusive tour traffic by air, where the air portion of the holiday includes a single terminal point outside the United Kingdom. In the case of a 2-centre or circular tour holiday originating in or including a stop in the United Kingdom, the Department is prepared to consider applications from operators belonging to any of the Countries which appear in the proposed routeing of the tour, provided that the aircraft will be making a stopover (and not merely a fuelling or other technical stop) at the point or points in the territory of the country to which the operator belongs.

3.10.3 The attention of operators of foreign registered aircraft is drawn to the fact that permits issued to them by DfT for inclusive tour charter flights originating in the United Kingdom will contain the following conditions:

By means of the advertising, publicity or booking arrangements to an inclusive tour charter flight or flights to be performed under this permit, passengers shall be informed before entering into the contract of carriage:

a) That the holder of this permit is intended to be the operator of the aircraft performing the flight(s);
b) of the type of aircraft which the operator intends to use for the purpose of performing the flight(s); and
c) of the airport of destination at which it is intended to set down passengers.

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

Note 1: *Permits will only authorise the carriage of passengers paying an inclusive charge for air transport, surface transport, hotel accommodation and/or facilities in connection with a special event, booked by the tour organisers named in the application for it. It is therefore important that any travel agent(s) associated with the charterer of the aircraft should be named in the application.*

Note 2: *The information given should include a summary of the facilities (other than air transport) between the places named in paragraph 3.9.1.1(c) which are to be provided for the passenger, eg transport from…….. to…… by…… accommodation at…… for…… period, and indicate the nature of the tour, eg single or 2-centre holiday, coach tour, etc. The DfT may request a copy of the relevant tour brochures.*

Note 3: *Charges for inclusive tour charters must comply with regulations prescribed from time to time by the United Kingdom Government.*

3.11 Substitute Charters (Sub-service or Sub-charter Flights)

3.11.1 A substitute charter flight is a flight operated by one operator pursuant to an agreement between that operator and another operator on whose behalf the flight is to be operated, when that other operator holds a licence or permit for the flight.

3.11.2 When the operator of an aircraft registered in any foreign country wishes to exercise traffic rights in the United Kingdom with that aircraft on a substitute flight for another operator (whether that other operator is an operator of a United Kingdom registered aircraft or is the operator of a foreign registered aircraft) prior permission must be obtained from the DfT even though the original operator holds a licence or permit for that flight. Applications for such permission should be submitted by the operator who is to perform the flight, giving reasons for the substitution.

3.11.3 In the case of a substitute flight for other flights described in paragraphs 3.8.5 to 3.8.9 or 3.8.12, the application should be made as set out in paragraphs 3.8 or 3.12 as appropriate; it must include confirmation that the relevant conditions will be complied with, and state the serial number of the licence or permit granted to the operator on whose behalf the flight is to be operated.

Note 1: *In these paragraphs 'licence' means an air service licence granted by the UK CAA to the operator of a United Kingdom registered aircraft.*

Note 2: *In these paragraphs 'permit' means a permit for a flight issued by the DfT to the operator of an aircraft registered in a foreign country.*

3.12 Permits

3.12.1 When a flight has been approved as required by the DfT, a permit will be granted to the operator of the aircraft (see paragraphs 3.8 to 3.11). The airport concerned will be sent a copy of the permit by DfT. For passenger flights, His Majesty's Customs and Revenue will be notified for the purposes of Passenger Duty. Operators are responsible for making their own arrangements with the airport concerned for the reception and handling of the aircraft and should, if necessary, quote the DfT permit number when making these arrangements. Any changes in:

a) The date of operation of the flight into or from the United Kingdom;
b) the nationality or type of the aircraft to be used;
c) the route of the flight; or
d) the charterer or the nature and weight of goods to be taken on board or discharged from the aircraft in the United Kingdom,

must be notified by the operator to the DfT and a variation of the permit obtained before the flight may be operated into or from the United Kingdom. Failure to so notify the DfT may result in the permit for the flight being invalid. Any changes to the times of arrival at or departure from United Kingdom airports for fifth or seventh freedom operations must be notified to the DfT and may require a new application to be made in accordance with DfT's fifth freedom procedures.

3.13 Aerial Photography, Aerial Survey and any form of Aerial Work and Application

3.13.1 Operators of aircraft registered in any foreign country wishing to engage in aerial photography or aerial survey flights in the United Kingdom, whether or not hire or reward is given or for the purpose of any other form of aerial work for hire or reward, are required under the provisions of the UK Air Navigation Order to obtain a permit from DfT. For this purpose they must submit their application to DfT at least **20 full working days** in advance of the proposed operation giving the following information:

a) Name and address of operator;
b) type, nationality and registration mark(s) of aircraft to be used;
c) details of the employer of the crew and photographer (for aerial survey and photography);
d) complete details of proposed operations, including dates, location, height to be flown, etc;
e) documentary requirements:
    i. copy of a valid certificate of airworthiness (copy of annual maintenance log book entries as well, if the certificate of airworthiness is not time limited);
    ii. copy of the certificate of registration;
    iii. copy of the Trust documents if the registered owner is a Trustee;
    iv. copy of valid certificate of insurance; and
    v. radio station licence.

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

Note 1: *If the aircraft has been modified for the type of aerial work to be carried out, details of the modifications together with a copy of the approval of the modifications from the aeronautical authority of the state of registry will be required;*

Note 2: *all documents should be provided in the English language. If they are submitted in a foreign language DfT may request an English translation to be provided;*

Note 3: *DfT will consider all applications subject only to receiving advice from the UK CAA.*

3.13.2 Additionally, operators wishing to engage in low flying (whether for agricultural, horticultural or forestry purposes) in the United Kingdom are required under the UK Air Navigation Order to obtain an exemption from the UK CAA. For this purpose they must submit their application with details (a) to (e) above, through the DfT, at least 20 full working days in advance. Operators are advised to obtain a copy of the document entitled 'The Aerial Application Certificate (CAP 414)' published by and obtainable from Tangent Marketing Services Limited, 37 Windsor Street, Cheltenham, Glos. GL52 2DG.

3.14 Applications

3.14.1 Applications for any type of charter should be made to DfT, International Aviation & Safety Division, First Floor, Great Minster House, 76 Marsham Street, London SW1P 4DR as follows:

Fax: 020-7944 2194
Email: airlineoperatingpermits@dft.gsi.gov.uk

Note: Operators are advised to make applications electronically using the downloadable application forms from the DfT web site (www.dft.gov.uk/stellent/groups/dft_aviation/documents/page/dft aviation_040026.hcsp).

For operators of aircraft registered in the CIS, Asia, Far East, Australasia, Central, North and South America, including the Caribbean:

- IASD1: Tel: 020-7944-5804, 020-7944 5848;

For operators of aircraft registered in Africa, Middle East and Europe (including the Baltic States, but excluding CIS)

- IASD2: Tel: 020-7944-5847, 020-7944-5806,

Note: *Operating permits will be refused to any airline, type of or specific aircraft or aircraft registered in States with evidence suggests do not comply with international safety standards. These are listed on the DfT web site (**http://www.dft.gov.uk**).*

3.14.2 Requests for permission made **out-of-hours, public holidays or at weekends** must be made to the DfT out-of-hours Duty Office:

Phone: 020-7944 5999
Fax: 020-7944 5847
Email: duty.officers@dft.gsi.gov.uk

3.14.3 Applications for seasonal permits will be dealt with only during normal office hours.

3.14.4 In addition to operational requirements as set out in other parts of the United Kingdom AIP, operators must ensure that all documentary requirements specified in GEN 1.2 paragraph 3.15 are complied with.

3.15 Documentary Requirements

3.15.1 **Flights to and from the United Kingdom - Non-Scheduled Flights - Commercial**

3.15.1.1 Documentary Requirements

3.15.1.2 In addition to operational requirements as set out in other parts of the UK AIP operators are required to provide copies of the following:

a) Certificate of Competency and/or Air Operator's Certificate and/or an Operating Licence issued by the aeronautical authority of the country of origin;
b) Certificate of Airworthiness and Certificate of Registration issued by the aeronautical authority of the country of origin for each aircraft to be used on services to the UK;
c) Certificate of liability insurance for passengers and third party risks in respect of each aircraft to be used on services to the UK. For cargo flights, certificate of third party liability. The level of insurance must meet the minimum requirements of insurance for passengers and third party liability set out in Articles 6 and 7 of EC Regulation No785/2004;
d) Dangerous Goods confirmation as set out in GEN 1.2. paragraph 3.8.7.2;
e) Air Travel Organisers Licence (ATOL) as set out in GEN 1.2. paragraph 3.7 (not for cargo services);
f) A statement that flight crews Non Precision and Category 1 Aerodrome Operating Minima complies with the UK Air Navigation Order. (Note: The notified method for calculating UK minima is set out in the UK AIP Aerodrome (AD Volume 1);
g) Statement that the aircraft operator is aware of the UK Approach Ban requirements set out in the UK Air Navigation Order and that flight crews will be issued with written instructions with regard to the UK Air Navigation Order prior to operating the flights into the UK;

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

Note: *Statements about Aerodrome Minima and Approach Ban are to be made to the DfT, but any enquiries should be made to the Flight Operations Policy Dept. CAA, Aviation House, London Gatwick Airport, West Sussex, RH6 0YR. Tel: 01293 - 573414, Fax: 01293-573991, Telex: 878753.*

h) Noise certificate for each aircraft to be used (all aircraft must be Chapter 3 compliant);
i) Confirmation that Airborne Collision Avoidance System (ACAS II or TCAS Version 7.1) is fitted (if not, provide exemption statement by the airline's aeronautical authority).

3.15.2 **Leased Aircraft**

3.15.2.1 The Department will also require the above documents in regard to any foreign registered aircraft leased from another carrier which the applicant carrier proposes to use to the UK together with the following information:

a) Confirmation that the lease has been approved by the lessee's aeronautical authorities;
b) confirmation of which airline's operations and flight manuals will be used;
c) contact details of the lessor airline (name, address, telephone, fax, telex).

Note 1: *Where possible, documents should be provided in the English language. If they are submitted in a foreign language, DfT may request an English translation to be provided.*

Note 2: *DfT may request a copy of the lease agreement (confidentiality will be maintained).*

4 Private Flights

4.1 Advanced Notification - Non-Scheduled Flights - Non-Commercial

4.1.1 Advance Notice of Permit Requirements

4.1.1.1 Except for airport purposes (GEN 1.2. paragraph 1.1) prior permission is not required for private flights by aircraft registered in States which are parties to the Chicago Convention for overflying the United Kingdom or for making non-traffic stops in United Kingdom territory. Permission for such flights by aircraft registered in States not parties to the Chicago Convention should be sought in accordance with the procedure as set out in GEN 1.2. paragraph 3.8 for commercial flights.

4.1.1.2 Pilots of non-scheduled non-commercial flights, have the obligation in respect of passport-control requirements set out in GEN 1.3. paragraph 2.1 and are to present their passengers on arrival and departure to a UKBA Officer, in accordance with the arrangements approved by the Home Office and notified to the airport manager.

4.1.1.3 The exemption for aircrew detailed in GEN 1.3. paragraph 2.1.1 is not applicable to non-commercial crew and the provisions of GEN 1.3. paragraph 2.2.1 apply.

5 Public Health Measures

NOT APPLICABLE

6 Appendix A — Airports Designated Under Terrorism Act 2000 (GEN 1.2 paragraph 1.5 refers)

Designated Airports (Great Britain)	
Aberdeen	Leeds Bradford
Biggin Hill	Liverpool
Birmingham	London City
Blackpool	London Gatwick
Bournemouth	London Heathrow
Bristol	London Luton
Cambridge	London Stansted
Cardiff	Lydd
Coventry	Manchester
East Midlands	Newcastle
Edinburgh	Norwich
Exeter	Prestwick
Glasgow	Southampton
Gloucestershire	Southend
Humberside	Teesside International

Designated Airports (Northern Ireland)		
Belfast Aldergrove	Belfast City	Londonderry Eglinton (City of Derry)

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

Designated Airports (Isle of Man and Channel Islands)	
Alderney	Isle of Man
Guernsey	Jersey

7 Appendix B— United Kingdom Police Forces (GEN 1.2 paragraph 1.5 refers)

England and Wales

Constabulary (unless 'Police' in title)	Addresses	Telephone Number
Avon and Somerset	PO Box 37, Valley Road, Portishead, Bristol. BS20 8QJ	0845-456 7000
Bedfordshire Police	Woburn Road, Kempston, Bedfordshire. MK43 9AX	01234-841212
Cambridgeshire	Hinchingbrooke Park, Huntingdon. PE29 6NP	0845-456 4564
Cheshire Police	Clemonds Hey, Oaksmere Road, Winsford. CW7 2UA	0845-458 0000
Cleveland Police	Ladgate Lane, Middlesbrough, Cleveland. TS8 9EH	01642-326326
Cumbria	Carleton Hall, Penrith, Cumbria. CA10 2AU	0845-330 0247
Derbyshire	Butterley Hall, Ripley, Derbyshire. DE5 3RS	0845-123 3333
Devon and Cornwall	Middlemoor HQ, Exeter. EX2 7HQ	0845-277 7444
Dorset Police	Winfrith, Dorchester, Dorset. DT2 8DZ	01305-222222
Durham	Aykley Heads, Durham. DH1 5TT	0845-606 0365
Dyfed-Powys Police	PO Box 99, Carmarthen. SA31 2PF	0845-330 2000
Essex Police	PO Box 2, Springfield, Chelmsford, Essex. CM2 6DA	01245-491491
Gloucestershire	No.1 Waterwells Drive, Quedgeley, Gloucester GL2 2AN	0845-090 1234
Greater Manchester Police	PO Box 22, Manchester. M16 0RE	0161-872 5050
Gwent	Croesyceiliog, Cwmbran. NP44 2XJ	01633-838111
Hampshire	West Hill, Winchester, Hampshire. SO22 5DB	0845-045 4545
Hertfordshire	Stanborough Road, Welwyn Garden City, Herts. AL8 6XF	0845-330 0222
Humberside Police	Priory Police Station, Kingston-upon-Hull. HU5 5SF	0845-606 0222
Kent Police	Sutton Road, Maidstone, Kent. ME15 9BZ	01622-690690
Lancashire	PO Box 77, Hutton, Preston. PR4 5SB	0845-125 3545
Leicestershire	St.John's, Enderby, Leicester. LE19 2BX	0116-222 2222
Lincolnshire Police	PO Box 999, Lincoln. LN5 7PH	01522-532222
London Metropolitan Police	New Scotland Yard, Broadway, London. SW1H 0BG	020-7230 1212
London, City of, Police	37 Wood Street, London. EC2P 2NQ	020-7601 2455
Merseyside Police	Canning Place, Liverpool, Merseyside. L69 1JD	0151-709 6010
Norfolk	Falconers Chase, Wymondham, Norfolk. NR18 0WW	0845-456 4567
Northamptonshire Police	Wootton Hall, Northampton. NN4 0JQ	0845-370 0700
Northumbria Police	North Road, Ponteland, Newcastle upon Tyne. NE20 0BL	01661-872555
North Wales Police	Glan-y-Don, Colwyn Bay, Conwy. LL29 8AW	0845-607 1002
North Yorkshire Police	Newby Wiske, Northallerton. DL7 9HA	0845-606 0247
Nottinghamshire Police	Sherwood Lodge, Arnold, Nottingham. NG5 8PP	0115-9670999
South Wales Police	Cowbridge Road, Bridgend. CF31 3SU	01656-655555
South Yorkshire Police	Snig Hill, Sheffield. S3 8LY	0114-220 2020
Staffordshire Police	Cannock Road, Stafford. ST17 0QG	0845-330 2010
Suffolk	Martlesham Heath, Ipswich, Suffolk. IP5 3QS	01473-613500
Surrey Police	Mount Browne, Sandy Lane, Guildford, Surrey, GU3 1HG	0845-125 2222
Sussex Police	Malling House, Lewes, East Sussex. BN7 2DZ	0845-607 0999
Thames Valley Police	Oxford Road, Kidlington, Oxfordshire. OX5 2NX	0845-850 5505
Warwickshire Police	PO Box 4, Leek Wootton, Warwick. CV35 7QB	01926-415000
West Mercia	Hindlip Hall, Hindlip, PO Box 55, Worcester. WR3 8SP	0845-744 4888
West Midlands Police	Lloyd House, Colmore Circus, Birmingham. B4 6NQ	0845-113 5000
West Yorkshire Police	PO Box 9, Wakefield. WF1 3QP	0845-606 0606
Wiltshire	London Road, Devizes, Wiltshire. SN10 2DN	0845-408 7000

Scotland

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

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

Northern Ireland

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

Isle of Man and Channel Islands

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

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

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

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

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

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

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

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

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

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

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

Port	Border Force Port Office Postal Address	Telephone Number	Fax Number
Aberdeen Airport	Border Force Scotland, Terminal Building, Aberdeen Airport, Dyce AB21 7DU	01224-722890/ 0777-5992743	01224-214340
Belfast Airport	Old Customs House, Belfast International Airport, Crumlin BT29 4AB	02894-422500	02894-459211
Birmingham Airport	Border Force, Birmingham International Airport, Birmingham, West Midlands. B37 7YB	0121-606 7364	0121-782 0006
Blackbushe Airport	Refer to Border Force contact for Farnborough Airport		
Blackpool Airport	Border Force Blackpool Airport, Blackpool, Lancashire FY4 2QS	01253-349259	01253-402587
Bristol Airport	Border Force, Bristol Airport, Lulsgate, Bristol BS48 3DY	01275-472843	01275-473147
Cambridge Airport	Border Force, Terminal Building, Cambridge Airport, Newmarket Road, Cambridge CB5 8RX	01223-294213	01223-292836
Cardiff Airport	Border Force, Cardiff International Airport, Vale of Glamorgan, Wales CP62 3BD	01446-712920	01446-712921
Denham Airfield	Refer to Border Force contact for Farnborough Airport		
East Midlands Airport	Border Force, Building 16, East Midlands Airport, Castle Donnington, Derby DE74 2SA	01332-442050	01332-442090
Edinburgh Airport	Border Force Scotland,Terminal Building, Edinburgh Airport, Edinburgh EH12 9DN	07909-681 806/ 0131-348 4021/2/5/6	0131-348 4029
Elstree Airfield	Refer to Border Force contact for Farnborough Airport		
Exeter Airport	Border Force, Exeter Airport, Clyst Honiton, Devon EX5 2BD	01392-366492/ 01392-440310	01392-364156
Fairoaks Airport	Refer to Border Force contact for Farnborough Airport		
Farnborough Airport	Border Force, Control Authorities Office, Farnborough Airport, Hampshire GU14 6XA	01252-526128	01252-526138
Gatwick	Border Force, Ashdown House, Perimeter Road East, Gatwick Airport, West Sussex RH6 0LX	01293-502100	01293-501620
Gatwick Airport North Terminal	Border Force, North Terminal, Gatwick Airport, West Sussex RH6 0PJ	01293-507075	01293-507097
Gatwick Airport South Terminal	Border Force, South Terminal, Gatwick Airport, West Sussex RH6 0NP	01293-502019	01293-501022
Glasgow Airport	Border Force Scotland, Terminal Building, Glasgow Airport, Paisley PA3 2TD	0141-847 5300/ 07767-248785	0141-887 1566

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

Port	Border Force Port Office Postal Address	Telephone Number	Fax Number
Heathrow Airport TN 1	Border Force, Terminal 1, Heathrow Airport, Hounslow, Middx TW6 1AP	020-8745 6801	020-8745 6828
Heathrow Airport TN 3	Border Force, Terminal 3, Heathrow Airport, Hounslow, Middx TW6 1QG	020-8745 6900/01/03	020-8745 6943
Heathrow Airport TN 4	Border Force, Terminal 4, Heathrow Airport, Hounslow, Middx TW6 3XA	020-8745 4700	020-8745 4705/4733
Heathrow Airport TN 5	Border Force, Terminal 5, Heathrow Airport, Hounslow, Middx TW6 2GA	020-8196 2500	020-8196 2494
Humberside Airport	Humberside International Airport, Kirmington Ulceby DN39 6AB	01652-688584	01652-688551
Inverness Airport	Refer to Border Force contact for Aberdeen Airport		
Leeds Bradford Airport	Leeds Bradford Airport Whitehouse Lane, Yeadon, Leeds LS19 7TZ	0113-3911920	0113-3911921
Liverpool Airport	Border Force, Liverpool John Lennon Airport, Speke, Liverpool L24 2QS	0151-448 1448	0151-448 1594
London City Airport	Border Force, London City Airport. Royal Docks, Silvertown, London E16 2PX	0207-055 5900	0207-055 5923
Luton Airport	Border Force, London Luton Airport. Percival Way, Luton, Bedfordshire LU2 9LU	01582-878700/878705	01582-878718 01582-878731
Manchester Airport	Border Force, Manchester International Airport, Terminal 1, Manchester M90 1QX	0161-261 5907	0161-261 5801
Newcastle Airport	Newcastle Airport, Terminal Building, Woolsington, Newcastle NE13 8BZ	0191-214 4580	0191-214 0089
Norwich Airport	Border Force, Norwich Airport, Amsterdam Way, Norwich, Norfolk NR6 6EP	01603-268960	01603-268961
Oxford Airport	Refer to Border Force contact for RAF Brize Norton		
Prestwick Airport	Border Force Scotland, 1st Floor Terminal Building, Prestwick Airport, Prestwick KA9 2PQ	01292-478675	01292-478604
RAF Brize Norton	Border Force, Terminal Building, RAF Brize Norton OX18 3LX SECONDARY CONTACT: Border Force, Control Authorities Office, Farnborough Airport, Hampshire GU14 6XA	01993-845992 01252-526128	01993-845992 01252-526138
RAF Northolt	Border Force, RAF Northolt Operations Building, RAF Northolt, West End Road, Ruislip HA4 6NG SECONDARY CONTACT: Border Force contact for Farnborough Airport, otherwise - Mike Hurst (HMI) 07919-218086, Mark Suter (HO) 07802-614709 and Fred Symons (CIO) 07775-668793	020-8833 8949	020-8845 3334
Southampton Airport	Border Force, Southampton Airport SO18 2NL	02380-627107 (Immigration) 02380-612542 (Customs)	02380-627262 (Immigration) 02380-650587 (Customs)
Southend Airport	Border Force, Southend Airport, Southend-on-Sea, Essex SS2 6YH	01702-538573	No fax at present
Stansted Airport	Border Force, Stansted Airport, Passenger Terminal, Stansted, Essex CM24 1RW	01279-680118 (Casework)	01279-680145

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

Port	Border Force Port Office Postal Address	Telephone Number	Fax Number
Teesside International Airport	Teesside International Airport, Darlington, County Durham DL2 1LU	01325-331400	01325-335063
White Waltham Airfield	Refer to Border Force contact for Farnborough Airport		
Wycombe Air Park/ Booker Airfield	Refer to Border Force contact for Farnborough Airport		

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1 In CAA publications, where a term is used, which is defined by ICAO in a relevant Annex or PANS document, that definition will apply unless:

a) the contrary is indicated; or
b) there is a different definition in the Air Navigation Order or European Union Regulations.

2 Differences to ICAO definitions and SARPS are identified in the tables below.

Annex 1: Personnel Licensing (AMDT 179)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
1.1.18	Definition	More exacting or exceeds	The UK uses the term certificate of release to service (CRS), in relationship to the complete aircraft and CAA Form 1 for the release.	
2.3.2.1	Standard	Different in character or other means of compliance	In the UK, the holder of a Private Pilot License (PPL) providing flight instruction may receive remuneration.	This aligns with EU rules.
2.3.4.2.1	Standard	More exacting or exceeds	The UK requires 25 hours total for dual flight instruction.	The equivalent ICAO requirement for aeroplanes, does not specify the amount of hours needed.
2.3.5	Standard	Different in character or other means of compliance	For powered lift, the UK requires a Commercial Pilot License (CPL) (A) or (H) Part - Flight Crew License (FCL), and depending on which of these a pilot has, the requirements are listed in FCL.720.PL.	
2.4.4.1.1	Standard	More exacting or exceeds	The UK requires a total flight time of 185 hours.	
2.4.5.1.1 2.4.5.1.2	Recommend ation	Different in character or other means of compliance	The UK requires a CPL(A) or (H) Part-FCL license, and depending on which of these a pilot has , the requirements are listed in provision FCL.720.PL. In addition, a type rating course as defined within the certified aircraft Operational Suitability Data (OSD) document would need to be complied with, including type rating skill test.	
2.9.1.3.1	Standard	More exacting or exceeds	The UK requires a total flight time of 15 hours and 45 launches.	
2.10.1.3.1	Standard	More exacting or exceeds	The UK requires 10 inflations and 20 take-offs and landings.	
2.10.1.3.4	Recommend ation	More exacting or exceeds	In case of remuneration requires 50 hours of flight time and 50 take-offs and landings as Pilot in Command (PIC) on balloons.	
2.11	Standard	Less protective or partially implemented or not implemented	The UK is currently developing legislation for the grant of a Remote Pilot Licence, to be effective 2026.	Subject to rulemaking.
2.12	Standard	Less protective or partially implemented or not implemented	The UK is currently developing legislation for the grant of a Student Remote Pilot Licence, to be effective 2026.	Subject to rulemaking.
2.14	Standard	Less protective or partially implemented or not implemented	The UK is currently developing legislation for the grant of a Remotely Piloted Aircraft System (RPAS) Instructor Rating, to be effective 2026.	Subject to rulemaking.
4.2.3.1 4.2.3.2	Standard	Less protective or partially implemented or not implemented	The UK is currently developing legislation for the grant of a Remotely Piloted Aircraft System (RPAS) Instructor Rating, to be effective 2026.	Subject to rulemaking.
4.4.1.1	Standard	Less protective or partially implemented or not implemented	For the initial issue of an Air Traffic Controllers (ATCO) licence an individual must be not less than 20 years old on the date of issue.	
4.5.3.3	Standard	More exacting	Holders of an instructor endorsement shall be authorised to provide on-the-job training and supervision at a working position for areas covered by a valid unit endorsement.	
4.6	Standard	Less protective or partially implemented or not implemented	The UK does not issue Flight Operations Officer / Flight Dispatcher licences.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 1: Personnel Licensing (AMDT 179)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
4.7	Standard	Less protective or partially implemented or not implemented	The UK does not issue Aeronautical Station Operator licences.	
6.2.4.2	Standard	More exacting or exceeds	For ATCO the current regulatory requirements are more restrictive as applicants shall be normal trichromates.	
6.2.4.3	Standard	More exacting or exceeds	The aircrew regulations state that applicants shall pass the Ishihara test. For ATCO, the current requirements are more restrictive: pseudoisochromatic plate testing alone is not sufficient. Colour vision should be assessed using means to demonstrate normal trichromacy.	
6.2.4.4	Standard	Different in character or other means of compliance	The UK issues class 1 medical certificates to colour vision deficiency (CVD) pilots but restricted to non-commercial air transport activities by day only.	
6.3.4.1.2	Standard	More exacting or exceeds	Practical hearing test not acceptable for initial Class 1 assessment.	
6.4.1.1	Standard	More exacting or exceeds	For a Commercial Pilot licence for airships, a Class 2 medical certificate is required. For a Flight Engineer Licence, a Class 1 medical certificate is required.	
6.5.3.2	Standard	More exacting or exceeds	Applicants with hypermetropia exceeding +5.0 dioptres, myopia exceeding -6 dioptres, anastigmatic component exceeding 3 dioptres, or oranisometropia exceeding 3 dioptres shall have a corrected visual acuity of 6/6 or better in each eye.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 2: Rules of the Air (Amendment 48)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C1 1.0.1	Definition: Acrobatic Flight	More exacting or exceeds	Air Navigation Order 2016 definition is more aligned to specific aerobatic manoeuvres. UK Reg (EU) No 923/2012 definition includes Annex 2 definition but expands upon it to highlight that it is not associated with "normal" flight.	The UK uses the terms aerobatic manoeuvres (ANO 2016) and aerobatic flight (UK Reg (EU) No 923/2012.
C1 1.0.81	Definition: Operator	Different in character or other means of compliance	The UK Air Navigation Order definition refers to the person who has responsibility for the management of the aircraft.	
C1 1.0.89	Definition: Remote Pilot Station	Different in character or other means of compliance	The UK has not adopted the term 'remote pilot station' and has instead adopted the term 'command unit (CU)' meaning "the equipment or system of equipment to control unmanned aircraft remotely as defined in point 32 of Article 3 of Regulation (EU) 2018/1139 which supports the control or the monitoring of the unmanned aircraft during any phase of flight, with the exception of any infrastructure supporting the command and control (C2) link service".	
C1 1.0.95	Definition: RPA Observer	More exacting or exceeds	The UK has not adopted the term 'RPA observer' and has instead adopted the terms 'unmanned aircraft observer' and 'airspace observer' as defined in Article 2(24) and Article 2(25) (respectively) of Regulation (EU) 2019/947. These definitions differentiate between an individual that monitors the RPA to ensure that it remains within VLOS, and an individual that visually scans the airspace to identify airborne hazards. The definitions do not describe the trained or competent status of the individual.	
C1 1.0.113	Visual line-of-sight (VLOS) operation	Different in character or other means of compliance	The UK definition includes the context of VLOS operation, highlighting that it allows "the remote pilot to control the flight path of the unmanned aircraft in relation to other aircraft, people and obstacles for the purpose of avoiding collisions".	
C3 3.2.2	Standard	Different in character or other means of compliance	UK SERA.3210(b) states that an aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft. It further requires priority for aircraft with impaired manoeuvrability.	
C3 3.2.2.4	Standard	Less protective or partially implemented or not implemented	UK SERA.3210(c)(3)(i) states that a sailplane overtaking another sailplane may alter its course to the right or to the left.	This allows sailplanes to overtake each other on the left as well.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 2: Rules of the Air (Amendment 48)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C3 3.2.3.2	Standard	Less protective or partially implemented or not implemented	UK regulations specify in point b) to act as far as practicable and in point c) the operation is specified as taxiing or being towed. Rules of the Air Regulations 2015 Rule 14 and Rule 15 permit the following: **Rule 14 Stationary helicopters on offshore or renewable energy installations.** Notwithstanding SERA.3215 a helicopter may, when stationary on an offshore or renewable energy installation, switch off the red anti-collision light as long as that is done in accordance with a procedure contained in the operations manual of the helicopter operator as a signal to ground personnel that it is safe to approach the helicopter for the purpose of embarkation or disembarkation of passengers or the loading or unloading of cargo. **Rule 15 Failure of anti-collision and navigation lights** (1) If any light required to be displayed by SERA.3215 fails during flight at night and cannot be immediately repaired or replaced, the aircraft must land as soon as it can safely do so, unless authorised by the appropriate air traffic control unit to continue its flight.(2) An aircraft may continue to fly during the day in the event of a failure of an anti-collision light provided the light is repaired at the earliest practicable opportunity.	The period for the requirement is defined as "at night" as defined in UK SERA Art 2(97).
C3 3.2.5	Standard	Less protective or partially implemented or not implemented	UK SERA. 3225 (c) & (d) specify that points c) & d) do not apply to balloons. UK SERA.3225 (c) specifies that point c) applies unless otherwise "indicated or instructed by ATC".	UK SERA. 3225 does not specify that these provisions apply "whether or not within an aerodrome traffic zone".
C3 3.3.1.2	Standard	Different in character or other means of compliance	(e) UK Reg. (EU) No. 923/2012, SERA.4001(b)(5) requires a flight plan to be submitted for any flight across international borders, unless otherwise prescribed by the States concerned. In addition, UK Reg. (EU) No. 923/2012, SERA.4001(b)(6) requires a flight plan to be submitted for any flight planned to operate at night, if leaving the vicinity of an aerodrome.	
C3 3.9 Table3-1	Standard	Different in character or other means of compliance	In the UK, in addition to the minima specified, VFR flight is permitted by aircraft in class D airspace at or below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher, if the aircraft is flown in accordance with the following conditions: a) during day; b) at an indicated airspeed of 140 KT or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid a collision; and, c) remaining clear of cloud, with the surface in sight and: i. for aircraft other than helicopters, with a flight visibility of at least 5KM; ii. ii) for helicopters, with a flight visibility of at least 1500 M. In addition to the minima specified against footnote **(a)(1), the UK specifies that flight visibilities in airspace classes F and G may be reduced, during day only, to not less than 1500 M for flights operating at an indicated airspeed of 140 KT or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid a collision.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 2: Rules of the Air (Amendment 48)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C4 4.6	Standard	More exacting or exceeds	SERA.5005(f)(2) differs from 4.6(b) in placing an additional requirement upon VFR flights to operate at a height less than 150 M (500 FT) above the ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft.	

Annex 3: Meteorological Services For International Air Navigation (Amendment 81)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C1 1.1.83	Definition: VOLMET	Less protective or partially implemented or not implemented	UK VOLMET and D-VOLMET provides current aerodrome routine meteorological reports only.	System designed to give rapid refresh of current conditions at key aerodromes in high density air traffic airspace.
C1 2.2.10	Recommend ation	Different in character or other means of compliance	The UK supplies meteorological information (OPMET) to users as specified in ICAO Annex 3 through the ICAO Secure Aviation Data Information Service (SADIS) in accordance with System Wide Information Management (SWIM) protocols. The UK does not supply meteorological information directly to users through national information services.	The supply of meteorological information directly to users through national information services is dependent on the implementation of a UK national SWIM infrastructure applicable to all domains (not just MET). A UK national SWIM implementation framework is being developed in accordance with ICAO Doc 10199 (PANS-Information Management, ICAO Doc 10039 (Manual on the SWIM Concept) and ICAO Doc 10203 (Manual on SWIM Implementation). Timescales for the implementation of a UK national SWIM infrastructure have not been established at this stage.
C3 3.2.1	Standard	Different in character or other means of compliance	Differences in specifications for World Area Forecast System (WAFS) Upper-Air (En-route). SIGWX forecast information, and in the appearance of WAFS SIGWX Forecast Charts produced by World Area Forecast Centre London - WAFC London (Appendix 2, Paragraphs 1.3.2, 1.3.3, and 1.3.4). Users should refer to and be familiar with UK AIC P 168/2024 (Changes to SIGWX Forecasts).	Difference will be addressed, and the specifications will become aligned with Annex 3, Amendment 82 (envisaged applicability November 2025).
C4 4.1.6	Recommend ation	Less protective or partially implemented or not implemented	Automated equipment for the measurement of visibility and runway visual range is not mandatory at aerodromes with runways intended for Category I instrument approach and landing operations. At these aerodromes human observed visibility and runway visual range are reported. Such aerodromes will not have fully integrated automatic systems for acquisition, processing, dissemination, and display in real time of the meteorological parameters affecting landing and take-off operations.	Installation and use of equipment for measuring height of cloud base is mandatory at licensed aerodromes with precision approach runways.
C4 4.6.5.1	Standard	Different in character or other means of compliance	Vertical visibility is not measured in the UK.	In the UK when the sky is obscured 'VV///' is reported in lieu of cloud information.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 3: Meteorological Services For International Air Navigation (Amendment 81)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C5 5.3.1	Recommendation	Less protective or partially implemented or not implemented	Secondary Surveillance Radar (SSR) Mode S within Europe does not support the downlinking of automated routine observations sent via ADS in the Shanwick Oceanic Area are made every 30 minutes.	Current European Mode S Downlink Aircraft Parameters do not include the meteorological data block. WMO AMDAR data provides automated en-route meteorological observations.
C5 5.3.4	Standard	Less protective or partially implemented or not implemented	Secondary Surveillance Radar (SSR) Mode S within Europe does not support the downlinking of automated routine observations.	Aircraft reports in the climb-out phase are obtained via AMDAR.
C6 6.2.6	Recommendation	Less protective or partially implemented or not implemented	UK issues TAFs of 2-5 hour validity to aerodromes that are due to close.	TAFs with validity periods of less than 6 hours are issued to aerodromes that are due to close in order to reduce the number of TAF cancellations.
C6 6.5.2 and 6.5.3	Standard	Less protective or partially implemented or not implemented	AIRMET information is not issued in the UK. GAMET area forecasts in plain language are issued.	AIRMET information is not issued as the specified phenomena are covered by SIGMET where applicable and appropriate warnings in low-level area forecasts.
C7 7.2.1 to 7.2.3	Standard	Less protective or partially implemented or not implemented	AIRMET information is not issued in the UK.	AIRMET information is not issued as the specified phenomena are covered by SIGMET where applicable and appropriate warnings in low-level area forecasts.
C7 7.3.2	Recommendation	Less protective or partially implemented or not implemented	Aerodrome warnings in the UK are issued at specified times and are not cancelled or amended between issue times, except at certain aerodromes.	For operational reasons at certain aerodromes warnings will be issued, cancelled or amended 24/7 as required.
C11 11.5	Standard	Less protective or partially implemented or not implemented	UK D-VOLMET reflects the content of UK VHF VOLMET broadcasts and does not provide TAF, SIGMET, special air-reports or AIRMET.	The D-VOLMET service is provided using the same equipment as VHF VOLMET.
C11 11.6.1	Standard	Less protective or partially implemented or not implemented	UK VOLMET provides current aerodrome routine meteorological reports (METAR) only.	System designed to give rapid refresh of current conditions at key aerodromes in high density air traffic airspace.
C11 11.6.2	Standard	Less protective or partially implemented or not implemented	UK does not broadcast VOLMET on high frequencies (HF).	The UK only broadcasts VOLMET on VHF broadcasts.

Annex 4: Aeronautical Charts (AMDT 62)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C1 1.1.4	Definition Aerodrome reference point	More exacting or exceeds	In the UK the aerodrome reference point is the geographical location of the aerodrome and the centre of its traffic zone where an ATZ is established.	
C1 1.1.9	Definition Air transit route	Less Protective or partially implemented or not implemented	Heli Route' or Helicopter Main Route' (HMR) are used in place of Air transit route.	
C1 1.1.62	Definition Instrument approach procedure	More exacting or exceeds	The UK definition includes instrument approach procedure classifications.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 4: Aeronautical Charts (AMDT 62)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C2 2.1.8	Recommendation	Different in character or other means of compliance	In the UK the basic sheet size of the charts is 297 MM x 210 MM (A4).	Reduction in sheet size would reduce the area of coverage and the amount of data published.
C4 4.1 - 4.10.4	Standard	Less protective or partially implemented or not implemented	The UK does not produce an Aerodrome Obstacle Chart ICAO Type B.	A demand for this chart has not been identified in the UK. User requirement is satisfied by the current content of the AIP. There are no current plans to produce this chart.
C5 5.1 - 5.8.8	Standard	Less protective or partially implemented or not implemented	The UK does not produce an Aerodrome Terrain and Obstacle Chart - ICAO (Electronic).	A demand for this chart has not been identified in the UK.
C7 7.1 – 7.9.4.2	Standard	Less protective or partially implemented or not implemented	The UK does not produce the En-route Chart - ICAO.	Information is published in tabular format in UK AIP ENR 3. Similar charts produced by industry are more appropriate for use by aircraft operators.
C8 8.1 - 8.9.4.1.1	Standard	Less protective or partially implemented or not implemented	The UK does not produce the Area Chart - ICAO.	Requirement fulfilled by other means - SID and STAR charts, Approach charts and 1:500000 charts.
C9 9.9.3.1	Standard	Different in character or other means of compliance	Only Area Minimum Altitude (AMA) are shown.	The extent of the Minimum Sector Altitude (MSA) does not sufficiently take account of the complete route.
C9 9.9.4.2	Recommendation	Different in character or other means of compliance	The communication failure procedure is not shown on SID Charts. Communication failure procedures are shown on ATC Surveillance Minimum Altitude Charts.	UK will review its administrative arrangements and make amendments as applicable.
C10 10.9.3.1	Standard	Different in character or other means of compliance	Only Area Minimum Altitude (AMA) are shown.	The extent of the Minimum Sector Altitude (MSA) does not sufficiently take account of the complete route.
C10 10.9.4.2	Recommendation	Different in character or other means of compliance	The communication failure procedure is not shown on STAR Charts. Communication failure procedures are shown on ATC Surveillance Minimum Altitude Charts.	UK will review its administrative arrangements and make amendments as applicable.
C11 11.4	Recommendation	More exacting or exceeds	In the UK the basic sheet size of the charts is 297 MM x 210 MM (A4).	Reduction in sheet size would reduce the area of coverage and the amount of data published.
C11 11.8.2	Standard	Different in character or other means of compliance	The magnetic variation shown only agrees with non-VOR procedures.	The set value of the VOR is used in the design of a VOR procedure and this could be different from the local magnetic variation value.
C11 11.10.2.2	Recommendation	Less protective or partially implemented or not implemented	Only a generic set of obstacles for the area are shown, which does not always include the controlling obstacles.	For chart clarity purposes.
C11 11.10.4.3	Recommendation	Less protective or partially implemented or not implemented	The Final Approach Fix or Point (FAF/FAP) geographical co-ordinates are not shown.	A requirement for publication of these co-ordinates has not been identified in the UK.
C11 11.10.6.3	Standard	Different in character or other means of compliance	f) Transition altitude information is not shown within the profile area.	
C11 11.10.7.1	Standard	Less protective or partially implemented or not implemented	Aerodrome operating minima is not shown on UK Instrument Approach Charts.	UK publishes the Obstacle Clearance Altitude and Obstacle Clearance Height (OCA/H), and instructions on how to calculate the Aerodrome Operating Minima in the UK AIP AD 1.1 subsection 4.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 4: Aeronautical Charts (AMDT 62)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C11 11.10.7.2	Standard	Less protective or partially implemented or not implemented	Only basic CAT D OCA(H) are shown.	Work is currently underway to identify the measures required to achieve compliance with this standard.
C11 11.10.8.5	Standard	Less protective or partially implemented or not implemented	In accordance with PANS-OPS (Doc 8168), only the approach descent gradient is shown on UK AIP non-precision instrument approach charts.	Fully compliant for RNAV IAPs when BaroVNAV and/or SBAS elements have been provided on the chart.
C11 11.10.8.9	Standard	Less protective or partially implemented or not implemented	This Standard has not been implemented in the UK as there are no approach procedures authorised in the UK for simultaneous operations.	Implementation of the provision will be reviewed should simultaneous operations be introduced in the UK.
C11 11.10.9	Standard	Less protective or partially implemented or not implemented	Only RNAV coding data is shown.	Non RNAV procedures were designed pre RNAV standards and/or will not conform to coding standards. Therefore the UK has taken the position to not supply appropriate data for non RNAV procedures.
C12 12.1 to 12.10.6.2	Standard	Less protective or partially implemented or not implemented	The UK does not produce the Visual Approach Chart - ICAO.	Established Visual Approach Procedures do not exist in UK.
C13 13.6.2	Recommendation	Less protective or partially implemented or not implemented	The areas where aircraft with folding wing tips may be safely operated with wingtips extended is not yet shown on charts.	The change process for the required changes to the UK Aeronautical Chart Specification (SPC_AIM006_01) is in progress and will be implemented before aeroplanes with folding wing tips will be operating to/from UK aerodromes.
C14 14.6.2	Recommendation	Less protective or partially implemented or not implemented	The areas where aircraft with folding wing tips may be safely operated with wingtips extended is not yet shown on charts.	The change process for the required changes to the UK Aeronautical Chart Specification (SPC_AIM006_01) is in progress and will be implemented before aeroplanes with folding wing tips will be operating to/from UK aerodromes.
C16 16.1 to 16.9.7.2	Standard	Less protective or partially implemented or not implemented	The UK does not produce the World Aeronautical Chart ICAO 1:1 000 000.	There is no operational requirement for this chart. ICAO Chart 1:500 000 is produced instead.
C17 17.4.3	Recommendation	Different in character or other means of compliance	Chart is sold flat.	Chart user folds at own discretion.
C17 17.7.11.1	Recommendation	Less Protective or partially implemented or not implemented	Only hypsometric tints and contours shown.	Not applicable to UK topography.
C17 17.7.12.2	Standard	Less Protective or partially implemented or not implemented	Limits of tree growth not shown.	Not applicable to UK topography.
C18 18.1 to 18.8.5	Standard	Less Protective or partially implemented or not implemented	The UK does not produce the Aeronautical Navigation Chart - ICAO Small scale.	This Chart is not produced in the UK as there is either no operational requirement for the chart, or equivalent charts which are more appropriate for the required use are made available by commercial organisations.
C19 19.1 to 19.9.2	Standard	Less Protective or partially implemented or not implemented	The UK does not produce the Plotting Chart - ICAO.	There is no operational requirement for the chart in the UK. Aircraft Operators use large format or Electronic En-Route charts provided by commercial organizations. These are more appropriate for the required use.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 4: Aeronautical Charts (AMDT 62)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C20 20.1 to 20.6	Standard	Less Protective or partially implemented or not implemented	The UK does not produce the Electronic Aeronautical Chart Display - ICAO.	Products provided by commercial service providers are more suitable for use by aircraft operators.

Annex 5: Units of Measurement to be Used in Air and Ground Operations (AMDT 17)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
NIL				

Annex 6 Part 1: Operation of Aircraft (International Commercial Air Transport - Aeroplanes) (AMDT 49)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C3 3.1.4	Standard	Different in character or other means of compliance	The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.
C3 3.1.5	Standard	Less protective or partially implemented or not implemented	The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.
C3 3.3.1	Recommendation	Less protective or partially implemented or not implemented	The UK only requires operators of aeroplanes in excess of 27,000 KG to establish FDM programmes.	The term Flight Data Monitoring is used instead of Flight Data Analysis.
C3 3.3.2	Standard	Less protective or partially implemented or not implemented	ORO.AOC.130 only requires a flight data monitoring programme for aeroplanes with a Maximum Certified Take-Off Mass (MCTOM) above 27,000 KG.	Alignment will be considered within future rule making activities.
C3 3.3.2	Standard	Less protective or partially implemented or not implemented	ORO.AOC.130 does not require a flight data monitoring programme for aeroplanes with a MCTOM equal to or less than 27,000 KG. Therefore, Annex 6 Part I, 3.3.3 is not implemented for aeroplanes with MCTOM between 15,000 KG and 27,000 KG.	Alignment will be considered within future rule making activities.
C3 3.5.1	Standard	Less protective or partially implemented or not implemented	The scope of CAT.GEN.MPA.205 – aircraft tracking - is essentially restricted to aeroplanes in excess of 27,000 KG.	Requiring an aircraft tracking capability for lighter aeroplanes is considered to be disproportionate with regards to the cost and expected safety benefit.
C3 3.5.2, 3.5.3	Standard & Recommendation	Less protective or partially implemented or not implemented	The UK only requires tracking of such aeroplanes with a first individual CofA on or after 16 December 2018.	
C4 4.2.1.3.1	Standard	Different in character or other means of compliance	The operator remains responsible that the contracted services comply with the applicable requirements and that the aviation safety hazards associated with contracted services or products are considered by the operator's management system. However, it is not specified that the operator shall develop policies and procedures for third parties.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 1: Operation of Aircraft (International Commercial Air Transport - Aeroplanes) (AMDT 49)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C4 4.2.1.5	Standard	Different in character or other means of compliance	UK AOCs do not have an expiry date but are dependent on continued validity.	Alignment will be considered within future rule making activities.
C4 4.2.1.6	Standard	Different in character or other means of compliance	The UK has not yet implemented requirements for Extended Diversion Time Operations (EDTO). Extended-range Twin-engine Operations Performance Standards (ETOPs) is still used.	Alignment will be considered with RMT 0179.
C4 4.2.8.6	Recommendation	Less protective or partially implemented or not implemented	The UK allows Met Visibility to be converted to RVR. No limiting visibility is prescribed.	Alignment will be considered within future rule making activities.
C4 4.3.3.1	Standard	Less protective or partially implemented or not implemented	In the UK, the commander is not required to sign the Operational Flight Plan (OFP). An OFP is not required for operations under VFR of other-than-complex motor-powered aeroplane taking off and landing at the same aerodrome or operating site.	Alignment will be considered within future rule making activities.
C4 4.3.4.1.2	Standard	Different in character or other means of compliance	UK rules allow 2 hours for ETOPS (EDTO not yet implemented).	
C4 4.3.4.1.3	Standard	More exacting or exceeds	CAT.OP.MPA.185 (a) requires a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome.	
C4 4.3.4.3.1	Standard	More exacting or exceeds	UK ANO rules require a period commencing two hours before and ending two hours after the estimated time of arrival at the aerodrome.	
C4 4.3.6.4	Recommendation	Less protective or partially implemented or not implemented	The UK has not adopted this Recommendation.	Alignment will be addressed with RMT 0179.
C4 4.3.10.1	Recommendation	Less protective or partially implemented or not implemented	The recommendation will be considered in the scope of rule making for the implementation of the EDTO standards.	
C4 4.5.5	Standard	Different in character or other means of compliance	The operator specifies the procedure in the OM which the Pilot in Command is obliged to comply with in accordance with CAT.GEN.MPA.105 (a)(8).	
C4 4.6.1, 4.6.2	Standard	Different in character or other means of compliance	The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty included training for those other than crew members.
C4 4.7.1.1, 4.7.1.2, 4.7.2.1 to 4.7.2.3.1 and 4.7.2.4 to 4.7.2.6	Standard	Less protective or partially implemented or not implemented	The UK has not yet adopted the Standard for EDTO which will be the subject of future rule making and implementation.	The UK uses ETOPS procedures.
C4 4.7.2.7	Recommendation	Less protective or partially implemented or not implemented	The UK has not adopted this Recommendation.	The UK uses ETOPS procedures.
C4 4.9.2	Standard	Less protective or partially implemented or not implemented	Under UK Reg.(EU) 965/2012, the maximum certificated take-off mass (MCTOM) is not stipulated.	
C6 6.1.5	Standard	Less protective or partially implemented or not implemented	The UK has not ratified Article 83 bis but would follow this Standard if required.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 1: Operation of Aircraft (International Commercial Air Transport - Aeroplanes) (AMDT 49)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C6 6.2.2.1	Standard	Less protective or partially implemented or not implemented	Only applied to large aeroplanes with a first individual CofA on or after 18 February 2020 for lavatory waste receptacles, and 18 May 2019 for portable fire extinguishers.	
C6 6.3.1.1.1	Standard	Different in character or other means of compliance	CAT.IDE.A.190 (a)(3) applies to multi-engine turbine-powered aeroplanes with an MCTOM of 5700 KG or less with a MOPSC of more than 9. CAT.IDE.A.190 (b)(5) is applicable to aeroplanes with an individual first CofA on or after 1 January 2016. CAT.IDE.A.191 (light weight FDR) applies to turbine-engine aeroplanes with MCTOM of 2250 KG or more, or aeroplanes with a MOPSC of more than 9 not covered under CAT.IDE.A.190, and first issued with an individual CofA on or after 5 September 2022.	
C6 6.3.1.1.2	Recommendation	Different in character or other means of compliance	ANO 2016 and CAT.IDE.A.190 (a)(3) applies to multi-engine turbine-powered aeroplanes with an MCTOM of 5700 KG or less with a MOPSC of more than 9. CAT.IDE.A.190 (b)(5) is applicable to aeroplanes with an individual first CofA on or after 1 January 2016. CAT.IDE.A.191 (light weight FDR) applies to turbine-engine aeroplanes with MCTOM of 2250 KG or more, or aeroplanes with a MOPSC of more than 9 not covered under CAT.IDE.A.190, and first issued with an individual CofA on or after 5 September 2022 not covered under CAT.IDE.A.190, and first issued with an individual CofA on or after 5 September 2022.	
C6 6.3.1.1.3	Standard	More exacting or exceeds	CAT.IDE.A.190 (a)(1) applies to aeroplanes with an individual CofA after 1 June 1990 and MCTOM of more than 5700 KG. CAT.IDE.A.190 (a)(2) applies to turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5700 KG.	
C6 6.3.1.1.4	Standard	Different in character or other means of compliance	ANO 2016 and CAT.IDE.A.190 (a)(1) applies to aeroplanes with an individual CofA after 1 June 1990 and MCTOM of more than 5700 KG. CAT.IDE.A.190 (a)(2) applies to turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5700 KG.	
C6 6.3.1.1.5	Recommendation	Different in character or other means of compliance	ANO 2016 applies to aeroplanes with an individual CofA on or after 1 June 1990 and CAT.IDE.A.190 (a)(3) applies to aeroplanes with an individual CofA on or after 1 April 1998.	
C6 6.3.1.1.7	Recommendation	More exacting or exceeds	CAT.IDE.A.190 (a) captures all turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5700 KG.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 1: Operation of Aircraft (International Commercial Air Transport - Aeroplanes) (AMDT 49)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C6 6.3.1.1.8, 6.3.1.1.9	Standard & Recommendation	More exacting or exceeds	CAT.IDE.A.190 (a)(2) applies to all turbine-engined aeroplanes with a MCTOM of over 5700 KG and first issued with an individual CofA before 1 June 1990 whatever the date of prototype certification.	
C6 6.3.1.1.10	Standard	Less protective or partially implemented or not implemented	CAT.IDE.A.190 (a)(1) applies to all aeroplanes with a MCTOM of over 5700 KG with an individual CofA issued on or after 1 June 1990. However, in the case where the aeroplane was first issued an individual CofA between 1 January 2005 and 1 January 2016, AMC2 CAT.IDE.A.190 is applicable but does not specify all of the first 78 parameters listed in table A8-1.	
C6 6.3.1.1.11 6.3.1.1.12	Standard & Recommendation	More exacting or exceeds	CAT.IDE.A.190 (a)(1) applies to all aeroplanes with a MCTOM of over 5700 KG and first issued with an individual CofA on or after 1 June 1990. AMC1.2 CAT.IDE.A.190 is applicable to aeroplanes first issued with an individual CofA on or after 1 January 2023.	AMC1.2 CAT.IDE.A.190 specifies the 82 parameters listed in table A8-1.
C6 6.3.1.2	Standard	Less protective or partially implemented or not implemented	Not specifically stated but CAT.IDE.A.190 requires that the FDR uses a digital method of recording and storing the data, hence CAT.IDE.A.190 excludes de facto engraving metal foil and photographic film.	
C6 6.3.1.3	Standard	More exacting or exceeds	The minimum recording duration for the FDR is 25 hours for aeroplanes other than those referenced in 6.3.1.1.5. For aeroplanes referenced in 6.3.1.1.5, the minimum recording duration is 10 hours.	
C6 6.3.2.1.1, 6.3.2.1.2, and 6.3.2.3.3	Standard & Recommendation	Less protective or partially implemented or not implemented	The UK has not yet adopted this Standard/ Recommendation.	Alignment will be considered within future rule making activities.
C6 6.3.2.4.2	Standard	More exacting or exceeds	The requirement is for aeroplanes with an individual first CofA from 5 September 2022.	
C6 6.3.2.4.3	Recommendation	Less protective or partially implemented or not implemented	The requirement is for aeroplanes with an individual first CofA from 5 September 2022.	
C6 6.3.3.1.1	Standard	More exacting or exceeds	The requirement is for aeroplanes with an individual first CofA from 8 April 2014.	
C6 6.3.3.1.2, 6.3.3.1.3	Standard & Recommendation	Less protective or partially implemented or not implemented	The requirement is for aeroplanes with an individual first CofA from 8 April 2014 but no retrofit or update is required.	
C6 6.3.4.1.1, 6.3.4.1.2, 6.3.4.2, 6.3.4.3, 6.3.5.4	Standard & Recommendation	Less protective or partially implemented or not implemented	The UK has not yet adopted this Standard/ Recommendation.	Alignment will be considered within future rule making activities.
C6 6.3.5.5.1	Recommendation	Different in character or other means of compliance	Aeroplanes required to be fitted with a FDR and CVR may instead be fitted with combination recorders.	
C6 6.3.5.5.2	Standard	Less protective or partially implemented or not implemented	The UK has not yet adopted this Standard but aeroplanes required to be fitted with a FDR and CVR may instead be fitted with combination recorders.	Alignment will be considered within future rule making activities.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 1: Operation of Aircraft (International Commercial Air Transport - Aeroplanes) (AMDT 49)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C6 6.3.6.1	Standard	Different in character or other means of compliance	CAT.GEN.MPA.210 is applicable to aeroplanes with MCTOM of over 27,000 KG with a MOPSC of more than 19 and all aeroplanes with a MCTOM of more than 45,500 KG. CAT.GEN.MPA.210 is applicable to such aeroplanes with a CofA first issued on or after 1 January 2023.	The means for accurately locating the point of end of flight after an accident required by CAT.GEN.MPA.210 will, as a secondary benefit, also allow quick retrieval of flight recorder data.
C6 6.3.6.2	Standard	Different in character or other means of compliance	CAT.GEN.MPA.210 is also applicable to aeroplanes with MCTOM of over 45,500 KG and less than 19 pax. CAT.GEN.MPA.210 is applicable to every aeroplane with a CofA first issued on or after 1 January 2023.	The means for accurately locating the point of end of flight after an accident required by CAT.GEN.MPA.210 will, as a secondary benefit, also allow quick retrieval of flight recorder data.
C6 6.5.2.1	Standard	Less protective or partially implemented or not implemented	For aeroplanes under CAT.IDE.A.285, carriage of life jackets when flying en route over water beyond gliding distance from the shore, in the case of all other land planes (not operated in accordance with 5.2.9 or 5.2.10) not implemented.	
C6 6.5.3.1	Standard	Less protective or partially implemented or not implemented	For aeroplanes under CAT.IDE.A.285, the ULD at (c) might not be fitted if the aeroplane is equipped with robust and automatic means to accurately determine, following an accident where the aeroplane is severely damaged, the location of the point of end of flight.	
C6 6.12	Standard	Different in character or other means of compliance	Management of cosmic radiation is conducted in accordance with the Air Navigation (Cosmic Radiation: protection of Air Crew and Space Crew and Consequential Amendments) Order 2019 and equipment is not necessarily carried on board the aircraft.	
C6 6.18.1	Standard	Less protective or partially implemented or not implemented	Partially implemented. CAT.GEN.MPA.210 is not applicable to aeroplanes with MCTOM of less than 45,500 KG and Maximum Operational Passenger Seating Configuration (MOPSC) of less than 19.	CAT.GEN.MPA.210 meets the same objective as 6.18.1 which is according to Annex 6 Pat 1 Appendix 9 'to establish the accident site within 6 NM radius'. Transmitting a position every minute is just one solution to achieve this objective.
C6 6.18.2	Recommendation	Different in character or other means of compliance	The UK has not yet adopted this Recommendation.	Alignment will be considered within future rule making activities.
C6 6.18.3	Standard	Different in character or other means of compliance	The provision of position information will be dependent on how that information is derived.	
C6 6.19.2	Recommendation	Less protective or partially implemented or not implemented	The UK has not adopted this Recommendation.	
C6 6.20.2, 6.20.3, 6.22.1, 6.22.2, 6.24	Standard & Recommendation	Less protective or partially implemented or not implemented	The UK has not yet adopted this Standard/ Recommendation.	Alignment will be considered within future rule making activities.
C6 6.26.1	Standard	Less protective or partially implemented or not implemented	The UK has not yet adopted this Standard.	Alignment will be considered within future rule making activities.
C8 8.2.1	Standard	Less protective or partially implemented or not implemented	UK requirements do not address the human factors principles in Part M sub part G and Part CAMO.	The CAMO must have a Continuing Airworthiness Maintenance Exposition which is equivalent to a Maintenance Control Manual.
C8 8.3.1	Standard	Less protective or partially implemented or not implemented	Part M Sub part G, Part CAMO and Part CAO do not observe Human Factors principles in the design of the Maintenance Programme.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 1: Operation of Aircraft (International Commercial Air Transport - Aeroplanes) (AMDT 49)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C8 8.3.2	Standard	Less protective or partially implemented or not implemented	The requirements do not explicitly state that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued".	
C8 8.4.2	Standard	More exacting or exceeds	The UK requires the records to be retained for 2 years.	
C8 8.8.2, 8.8.3	Standard	Less protective or partially implemented or not implemented	For CAT operations maintenance release must be completed by an approved maintenance organisation.	
C10 10.1, 10.2, 10.3, 10.4, 10.5	Standard	Less protective or partially implemented or not implemented	The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.
C11 11.4.3	Recommendation	Less protective or partially implemented or not implemented	The UK only requires the Journey Log Book to be retained for three months.	
C12 12.4	Standard	More exacting or exceeds	For CAT operations, Cabin Crew are required to hold a CC Attestation following the successful completion of the Initial training required by UK Reg.(EU) 1178/2011.	
C13 13.2.4	Recommendation	Less protective or partially implemented or not implemented	The UK has not mandated this Recommendation.	It is not considered practical to implement this Recommendation on some smaller aircraft.
C13 13.6.1	Recommendation	Less protective or partially implemented or not implemented	The UK does not currently prescribe that specialised means of attenuating and directing the blast should be provided for use in the least-risk bomb location.	
C15 15.2.1	Standard	More exacting or exceeds	Any provision of flight manual information will be provided through aeroplane certification.	

Annex 6 Part 2: Operation of Aircraft (International General Aviation - Aeroplanes) (AMDT 41)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
2.2.1.2	Recommendation	Less protective or partially implemented or not implemented	The UK has not yet adopted this Recommendation.	Alignment will be considered within future rule making activity.
2.2.3.4.2 & 2.2.3.4.3	Standard	More exacting or exceeds	UK ANO rules require a period commencing two hours before and ending two hours after the estimated time of arrival at the aerodrome.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 2: Operation of Aircraft (International General Aviation - Aeroplanes) (AMDT 41)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
2.4.2.2	Standard	More exacting or exceeds	In order to operate within UK airspace, Operators are also required to carry a functioning active Carbon Monoxide detector, capable of alerting flight crew by aural and/or visual warnings in affected piston engine aircraft, when operating with passengers onboard who do not hold a recognised flight crew qualification.	Carbon Monoxide poisoning has been a factor in multiple General Aviation accidents in the UK. To address this the CAA has published a Safety Directive (SD 2024/001 V2), which establishes the mandatory carriage of a functioning active CO detector, applicable to both UK registered and non-UK registered aircraft operating in UK airspace, Operators must review the Safety Directive to determine if it is applicable to their operation. It is the intention of the CAA to incorporate this Safety Directive into legislation at an appropriate time in the future.
2.4.2.3	Standard	Less protective or partially implemented or not implemented	Only applied to large aeroplanes with a first individual CofA on or after 18 February 2020 for lavatory waste receptacles, and 18 May 2019 for portable fire extinguishers.	Alignment will be considered within future rule making activity.
2.4.3.2	Recommendation	Different in character or other means of compliance	The UK rules do not distinguish between VFR flights and VFR controlled flights.	
2.4.11.2, 2.4.11.3	Recommendation	Less protective or partially implemented or not implemented	The UK has not yet adopted this Recommendation.	Alignment will be considered within future rule making activity.
2.4.15	Standard	Less protective or partially implemented or not implemented	The UK has not yet fully adopted this Standard.	The UK intends to develop appropriate regulations through a rule making activity.
2.4.16.1.1.1	Recommendation	Less protective or partially implemented or not implemented	The UK has not yet adopted this Recommendation.	Alignment will be considered within future rule making activity.
2.4.16.1.1.2, 2.4.16.1.1.3	Standard & Recommendation	More exacting or exceeds	NCC.IDE.A.165 is applicable to aeroplanes with an individual first Cof A issued on or after 1 January 2016.	
2.4.16.2.1	Recommendation	Less protective or partially implemented or not implemented	The UK has not yet adopted this Recommendation.	Alignment will be considered within future rule making activity.
2.4.16.2.3.1	Standard	More exacting or exceeds	The UK requires aeroplanes with a MCTOM of over 27,000 KG and a first individual CofA issued on or after 1 January 2021 to retain the information for the preceding 25 hours.	
2.4.16.2.3.2, 2.4.16.3.1.2 & 2.4.16.3.1.3	Standard & Recommendation	Less protective or partially implemented or not implemented	The UK has not yet adopted this Standard/Recommendation.	Alignment will be considered within future rule making activity.
2.4.17.2.2 & 2.4.17.3	Standard	Less protective or partially implemented or not implemented	The UK does not require a specific approval for use of EFB in non-commercial operations.	Alignment will be considered within future rule making activity.
2.4.18	Standard	Less protective or partially implemented or not implemented	The UK has not ratified Article 83 bis but would follow these Standards if required.	Alignment will be considered within future rule making activity.
2.6.2.2	Standard	More exacting or exceeds	The UK requires records to be retained for 2 years.	
3.1.2	Recommendation	Less protective or partially implemented or not implemented	The UK has not yet adopted this Recommendation.	Alignment will be considered within future rule making activity.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 2: Operation of Aircraft (International General Aviation - Aeroplanes) (AMDT 41)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
3.4.1.2	Standard	Less protective or partially implemented or not implemented	The UK has not yet adopted this Standard.	Alignment will be considered within future rule making activity.
3.4.2.8	Standard	Less protective or partially implemented or not implemented	The UK has not yet fully adopted this Standard but relies on individual crew management of fatigue.	Alignment will be considered within future rule making activity.
3.4.3.7.1	Recommendation	Less protective or partially implemented or not	The UK has not implemented this Recommendation.	Alignment will be considered within future rule making activity.
3.6.3.1.1.1, 3.6.3.1.1.2, 3.6.3.1.1.3, 3.6.3.2.1.2	Standard & Recommendation	Less protective or partially implemented or not implemented	NCC.IDE.A.165 is applicable to aeroplanes with an individual first Cof A issued on or after 1 January 2016.	Alignment will be considered within future rule making activity.
3.6.3.2.1.1	Standard	More Exacting or Exceeds	This Standard is applied to turbine aeroplanes with a MCTOM of more than 2250 KG.	Alignment will be considered within future rule making activity.
3.6.3.2.1.3	Recommendation	Less protective or partially implemented or not implemented	The UK has not implemented this Recommendation.	Alignment will be considered within future rule making activity.
3.6.8.2.1	Recommendation	Less protective or partially implemented or not implemented	The UK has not implemented this Recommendation.	Alignment will be considered within future rule making activity.
3.6.9.1	Recommendation	More exacting or exceeds	The UK requires all turbine-engined aeroplanes of more than 5700 KG or a MOPSC of more than 19 to be fitted with ACAS.	Alignment will be considered within future rule making activity.
3.8.5.2, 3.8.5.3	Standard	More exacting or exceeds	In the UK an AME can only release a Non Part 21 aircraft on their license.	UK AME cannot release a large turbojet aircraft. Alignment will be considered within future rule making activity.
3.10	Recommendation	Less protective or partially implemented or not implemented	The UK does not give any formal status to flight operations officers/flight dispatchers. The UK does not specify the duties and training associated with the employment of flight operations officers / flight dispatchers.	Alignment will be considered within future rule making activity.

Annex 6 Part 3: Operation of Aircraft (International Operations - Helicopters) (AMDT 25)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Section 2				
1.1.4	Standard	Different in character or other means of compliance	The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.
1.1.5, 2.6.1, 2.6.2	Standard	Less protective or partially implemented or not implemented	The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 3: Operation of Aircraft (International Operations - Helicopters) (AMDT 25)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
1.3.1	Recommendation	Less protective or partially implemented or not implemented	The UK only requires operators of helicopters conducting CAT operations under a Helicopter Offshore Operations Specific Approval to establish FDM programmes.	
1.4.1	Standard	Less protective or partially implemented or not implemented	UK Reg (EU) No 923/2012 Article 2 (73) but does not have or eFPL.	Alignment will be considered within future rule making activities.
2.2.8.3	Standard	Less protective or partially implemented or not implemented	The new approach classifications have not yet been transposed into UK regulations.	Alignment will be considered within future rule making activities.
2.2.8.6	Recommendation	Less protective or partially implemented or not implemented	The UK allows Met Visibility to be converted to RVR. No limiting visibility is prescribed.	
2.3.3.1	Standard	Less protective or partially implemented or not implemented	UK regulations do not require the commander to sign the Operational Flight Plan. An OFP is not required for operations under VFR of helicopters with an MCTOM of 3175 KG or less, by day and over routes navigated by reference to visual landmarks in a local area as specified in the operations manual.	Alignment will be considered within future rule making activities.
2.3.4.1.2	Standard	More exacting or exceeds	The UK requires in CAT.OP.MPA.186 (a) a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome.	
2.3.4.2.1	Standard	More exacting or exceeds	The UK ANO regulations require a period commencing two hours before and ending two hours after the estimated time of arrival at the aerodrome.	
2.3.4.3.10	Recommendation	Different in character or other means of compliance	Operator's procedures for the use of offshore destination alternate heliports are required to be approved under SPA.HOFO.	
2.3.4.3.15	Recommendation	Less protective or partially implemented or not implemented	No minimum distance between destination and offshore destination heliport is specified.	
2.3.6.2, 2.3.6.3, 2.3.6.3.1, 2.3.6.3.2, 2.3.6.4	Standard	Less protective or partially implemented or not implemented	The UK does not specify duration of fuel/oil reserves for non-Part-21 flights. It only states sufficient fuel, oil and engine coolant (if required) are carried for the intended flight, and that a safe margin has been allowed for contingencies.	
2.3.7.1 & 2.3.7.6	Standard	Less protective or partially implemented or not implemented	(a) passenger embarking/disembarking is permitted with appropriate precautions. (b) oxygen replenishment is allowed.	
2.3.7.2	Standard	Less protective or partially implemented or not implemented	Alternative means of compliance is given in AMC1 CAT.OP.MPA.195 SPA.HEMS.155	
2.3.7.4	Standard	Less protective or partially implemented or not implemented	(f) and (g) not implemented in the UK.	
2.3.8.2, 4.8.2, 4.8.3, 4.8.4	Standard & Recommendation	Less protective or partially implemented or not implemented	Not implemented for CAT aircraft. There are no pressurised helicopters operated in the UK.	
2.8.1, 2.8.2	Standard	Less protective or partially implemented or not implemented	The UK does not currently permit the use of a FRMS for CAT operations with helicopters.	In the future, UK foresees the development of Part-FTL for CAT operations with helicopters permitting the use of a Fatigue Risk Management Systems (FRMS).
3.1.4, 3.4.1, 3.4.2, 3.4.3, 3.4.4	Standard & Recommendation	Less protective or partially implemented or not implemented	The UK does not permit IMC operations in Performance Class 3.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 3: Operation of Aircraft (International Operations - Helicopters) (AMDT 25)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
4.1.5.1, 4.1.5.2, 4.1.5.3, 4.1.5.4	Standard & Recommendation	Less protective or partially implemented or not implemented	The UK has not ratified Article 83 bis but would follow these Standards and Recommended Practice if required.	
4.2.2	Standard	Less protective or partially implemented or not implemented	UK Reg (EU) 965/2012 does not require the carriage of spare electrical fuses in helicopters.	
4.2.2.1	Standard	Less protective or partially implemented or not implemented	The UK only requires this for Large Helicopters with Initial CofA after 18 February 2020 (lavatory) and 18 May 2019 (portable).	
4.3.1.1.2	Standard	More exacting or exceeds	The passenger capacity threshold in CAT.IDE.H.190 (a)(1) is 9 not 19.	
4.3.1.1.3	Recommendation	More exacting or exceeds	The UK requires this as a standard for Public Transport helicopters between 2730 and 7000 KG. Required for CAT helicopters first issued with an individual CofA on or after 1 August 1999.	
4.3.1.1.4	Standard	Less protective or partially implemented or not implemented	Only required for CAT and the scope of CAT.IDE.H.191 covers those helicopters with an individual CofA first issued on or after 5 September 2022.	
4.3.1.1.5	Recommendation	Less protective or partially implemented or not implemented	Only required for CAT Turbine helicopters and the scope of CAT.IDE.H.191 covers those helicopters with an individual CofA first issued on or after 5 September 2022.	
4.3.1.3	Standard	Less protective or partially implemented or not implemented	The UK only requires recorders capable of retaining the information recorded during at least the last 8 hours of their operation for Public Transport operations. For CAT operations only in the case of helicopters first issued with an individual CofA on or after 1 January 2016 is the FDR required to record data for at least the preceding 10 hours.	
4.3.2.3	Standard	Less protective or partially implemented or not implemented	Fully implemented for CAT helicopters with initial CofA after 1 Jan 2016. Other helicopters are required to be equipped with a CVR capable of retaining the information of a duration of only 1 hour or 0.5 hours.	
4.3.3.1.1	Standard	More exacting or exceeds	The data link recording capability is required for CAT helicopters first issued with an individual CofA on or after 8 April 2014.	
4.3.3.1.2, 4.3.3.1.3	Standard & Recommendation	Less protective or partially implemented or not implemented	The data link recording capability is only required for CAT helicopters first issued with an individual CofA on or after 8 April 2014.	
4.3.4.4	Recommendation	Less protective or partially implemented or not implemented	Partially implemented. FDR documentation is not currently required to be in electronic format.	
4.4.4	Recommendation	Less protective or partially implemented or not implemented	The UK has not implemented this Recommendation for Non-Part-21 aircraft and has partially implemented only for CAT HOFO operations for Part-21 aircraft.	
4.5.2.6, 4.5.2.8	Recommendation	Less protective or partially implemented or not implemented	The UK has not implemented this Recommendation for Public Transport aircraft but the AMC for CAT aircraft is applicable to all helicopters regardless of the date of issuance of the CofA.	
4.5.2.7	Recommendation	Less protective or partially implemented or not implemented	The UK has not implemented this Recommendation for Public Transport aircraft but the AMC for CAT aircraft ensures that all life rafts of more than 40 KG should have remote control deployment.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 3: Operation of Aircraft (International Operations - Helicopters) (AMDT 25)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
4.10.1	Recommendation	Less protective or partially implemented or not implemented	Not required for Public Transport aircraft and only for CAT helicopters with pax seating capability of more than 9.	
4.15.1	Recommendation	More Exacting or Exceeding	The UK has mandated this Recommendation for operations in hostile environment.	
6.3.1	Standard	Less protective or partially implemented or not implemented	The UK does not require operators to observe Human Factors principles in the design and application of the maintenance manual.	
6.3.2	Standard	Less protective or partially implemented or not implemented	Partially implemented. UK requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued'.	
6.4.2, 6.8.2	Standard	More Exacting or Exceeding	Retaining periods vary but exceed the ICAO requirement.	
8.1, 8.2, 8.3, 8.4, 8.5	Standard & Recommendation	Less protective or partially implemented or not implemented	The UK does not give any formal status to flight operations officers/flight dispatchers. The UK does not specify the duties and training associated with the employment of flight operations officers / flight dispatchers.	The UK requires an operator to ensure that the operations manuals contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.
9.4.3	Recommendation	Less protective or partially implemented or not implemented	The UK only requires the Journey Log Book to be retained for 3 months.	
12.4.3.3	Standard	Less protective or partially implemented or not implemented	Not Implemented.	
Section 3				
1.1.5	Recommendation	Less protective or partially implemented or not implemented	Fully implemented for NCC but not explicitly implemented for NCO.	
2.2.1.1	Standard	Less protective or partially implemented or not implemented	UK regulations currently only provide operational credits for HUDs and EVS. For non-commercial operators, the State of Operator approves the operational credits instead of the State of Registry.	The approval for additional operational credits will be introduced through AWO rule changes.
2.6.2.1	Standard	Less protective or partially implemented or not implemented	Weather conditions, at the heliport of intended landing OR at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima.	
2.7.1	Standard	More exacting or exceeds	For isolated heliports the minimum weather conditions defined in 2.6.2.2 have to prevail and all the other conditions must be met.	
2.7.2	Standard	Less protective or partially implemented or not implemented	Fully implemented for NCC. Not implemented for NCO flights.	
2.7.3	Standard	Less protective or partially implemented or not implemented	Fully implemented for NCC. Not implemented for NCO flights. Offshore alternatives in a hostile environment may be used.	
2.8.2, 2.8.3.1, 2.8.3.2, 2.8.3.3	Standard	Less protective or partially implemented or not implemented	The UK does not specify duration of fuel/oil reserves for non-Part-21 flights. It requires sufficient fuel, oil and engine coolant (if required) are carried for the intended flight, and that a safe margin has been allowed for contingencies.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 3: Operation of Aircraft (International Operations - Helicopters) (AMDT 25)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
2.8.4	Standard	Less protective or partially implemented or not implemented	The UK does not specify potential contingencies for non Part-21 flights.It requires sufficient fuel, oil and engine coolant (if required) are carried for the intended flight, and that a safe margin has been allowed for contingencies.	
2.10.1, 2.11, 4.5.1	Standard	Less protective or partially implemented or not implemented	NCO.OP.190 contains an alleviation to the availability of oxygen on board. The pilot in command can decide to fly at any altitude without oxygen being available if he is able to determine that this can be done safely without impairment.	
2.10.2, 4.5.2.1	Standard & Recommendation	Less protective or partially implemented or not implemented	Not implemented for NCC & NCO operations.	There are no pressurised helicopters operated in the UK.
2.20	Standard	Less protective or partially implemented or not implemented	Not implemented for NCC flights at a distance from land corresponding to 10 minutes of flight or less or NCO flights within 50 NM from land.	Emergency floatation equipment can be used as another means of compliance.
4.1.3.1	Standard	Less protective or partially implemented or not implemented	The State of Operator is the competent authority for NCC operators and for NCO operators operating aircraft registered in a third country. The UK does not require the carriage of spare electrical fuses in helicopters.	"Certificate of airworthiness" includes any flight manual, performance schedule or other document, whatever its title, incorporated by reference in that certificate relating to the certificate of airworthiness.
4.1.3.2	Standard	Less protective or partially implemented or not implemented	Partially implemented: Only for Large Helicopters with an Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable).	
4.1.3.3	Recommendation	Less protective or partially implemented or not implemented	Not specifically required for non Part-21 operators. Specifically implemented only on flights where additional survival equipment is required for NCC & NCO operators.	
4.2.2.1, 4.2.3	Standard & Recommendation	Less protective or partially implemented or not implemented	Trainable Landing Lamp not required for non-Part-21 aircraft. NCC & NCO aircraft may optionally be fitted with an additional fixed light or lights positioned to give a wide spread of illumination instead.	
4.3.1	Standard	Less protective or partially implemented or not implemented	The floatation equipment requirement for non-Part-21 helicopters on all over water flights is not mandated.	Specified conditions and distances are: For NCC - required beyond 10 minutes flying time from land over a hostile sea area. For NCO - required beyond 50 NM from land over a hostile sea area.
4.3.2.1	Standard	Less protective or partially implemented or not implemented	UK does not mandate the carriage of life-saving rafts and equipment for making Pyrotechnical distress signals for non-Part-21 aircraft but relies on the provision of guidance material on their carriage and use. For NCC & NCO aircraft there are additional provisions for crew survival suits, life-saving equipment and survival equipment.	
4.3.2.4, 4.3.2.5, 4.3.2.6	Recommendation	Less protective or partially implemented or not implemented	The UK has not implemented this Recommendation for non-Part-21 and NCO aircraft. Implemented for all NCC aircraft regardless of the date of issue of the CofA.	
4.7.1.1.1	Standard	Less protective or partially implemented or not implemented	The UK does not mandate carriage of this type of recorder for non-Part-21 and NCO aircraft. The parameters recorded may be reduced for some NCC aircraft.	
4.7.1.1.2, 4.7.1.1.3, 4.7.2.1.2	Standard & Recommendation	Less protective or partially implemented or not implemented	The UK does not mandate carriage of this type of recorder in these circumstances.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 3: Operation of Aircraft (International Operations - Helicopters) (AMDT 25)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
4.7.2.1.1	Standard	Less protective or partially implemented or not implemented	The UK does not mandate carriage of this type of recorder for non-Part-21 and NCO aircraft. It is mandated for NCC aircraft with a first CofA on or after 1 January 2016.	
4.7.3.1.2, 4.7.3.1.3	Standard & Recommendation	Less protective or partially implemented or not implemented	The UK does not mandate carriage of this type of recorder for any aircraft with a first CofA before 1 January 2016.	
4.8.1, 4.8.2	Standard	Less protective or partially implemented or not implemented	The UK does not mandate carriage of an ELT for non Part-21 aircraft. For NCC/NCO, one ELT(S) is required in each life raft. In addition, 1 ELT(AD) is required for NCC offshore over hostile waters.	
4.9.1, 4.9.2	Standard & Recommendation	Less protective or partially implemented or not implemented	The UK requires Pressure-altitude reporting (Mode S) transponders for NCC aircraft at all times and for flights in notified airspace for non-Part-21 and NCO aircraft.	
4.11	Standard	Less protective or partially implemented or not implemented	Not implemented for non-Part-21 aircraft.	The State of Operator is the competent authority instead of State of Registry for NCC operators and for NCO operators using third country registered aircraft.
4.12.2.1	Standard	Less protective or partially implemented or not implemented	Not mandated for non-Part-21 operations.	The UK rules for NCO have been adapted to the characteristics of NCO operators. The level of protection is equivalent and consistent with the guidelines of ICAO Doc 10020 Chap 8.
4.12.2.2, 4.12.3	Standard	Less protective or partially implemented or not implemented	A specific approval from the competent authority is not required for NCC, NCO or non-Part-21 operations.	
4.13.1, 4.13.2, 4.13.3, 4.13.4	Standard & Recommendation	Less protective or partially implemented or not implemented	The UK has not ratified Article 83 bis but would follow these Standards and Recommended Practice if required.	
5.1.1	Standard	Less protective or partially implemented or not implemented	For non-Part-21 and NCO aircraft the UK requires radio communication equipment when required by the applicable airspace requirements for the airspace being flown.	
5.1.3, 5.1.4	Standard	Less protective or partially implemented or not implemented	The UK requires radio communication equipment when required by the applicable airspace requirements for the airspace being flown.	
5.1.7, 5.1.8	Standard	Different in character or other means of compliance	For non-Part-21 and NCC operators the State of Operator shall establish those criteria.	Not applicable to NCO because such operations are not performed with aircraft used for NCO.
5.1.9, 5.2.3, 5.2.4, 5.2.5, 5.3.3, 5.3.4, 5.3.5	Standard	Different in character or other means of compliance	For NCC operators and for NCO operators using third country registered aircraft, the State of Operator shall establish those criteria.	
7.1	Standard	Different in character or other means of compliance	For NCC and NCO operators using third country registered aircraft, the State of Operator is the competent authority issuing or validating the licences.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 7: Aircraft Nationality and Registration Marks (AMDT 7)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C2 2.2 2.3	Standard	Less protective or partially implemented or not implemented.	The UK does not register unmanned aircraft unless they require certification.	
C4 4.2.5	Standard	Less protective or partially implemented or not implemented.	Balloons of not more than 2 M in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon are exempt from registration and from the need to carry a fireproof identification plate.	To exclude toy balloons from Registration. All such balloons do not carry a payload and are therefore excluded from Annex 7 section 10.
C7 7.0	Standard	Less protective or partially implemented or not implemented.	There is no distinct Register of unmanned free balloons. Unmanned free balloons over 2 M in any linear dimension are entered on the UK Register of Civil Aircraft.	Unmanned free balloon launches that affect other airspace users are recorded but do not include all the detail specified. All such balloons do not carry a payload and are therefore excluded from Annex 7 section 10.
C8 8.1	Standard	Less protective or partially implemented or not implemented.	From 26 November 2026 the Air Navigation Order 2016 Articles 27 (2) and (4) require amendment to allow owners of aircraft registered in the names(s) of a charterer by demise to be included on the Certificate of Registration.	A legislative change is yet to be initiated.
C9 9.1	Standard	Less protective or partially implemented or not implemented.	By virtue of Air Navigation Order 2016 Article 27 (2) and (4) if an aircraft is registered in the name of a charterer(s) by demise the name of the owner is not included on the Certificate of De-registration.	A legislative change is yet to be initiated.
C9 9.2	Standard	Less protective or partially implemented or not implemented.	a) Not required. Balloons of not more than 2 M in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon are exempt from registration and from the need to carry a fireproof identification plate.	All such balloons do not carry a payload and are therefore excluded from Annex 7 section 10.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 8: Airworthiness of Aircraft (AMDT 108)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Part II 1.3.2	Recom-mendation	Less protective or partially implemented or not implemented	Non-Part-21: Not implemented.	
Part II 1.5.4	Standard	Less protective or partially implement-ed or not imple-mented	Not fully implemented. Process is not estab-lished.	
Part II 1.6.2	Standard	Less protective or partially implement-ed or not imple-mented	Not fully implemented. Process is not estab-lished.	
Part II 1.6.3	Standard	Less protective or partially implement-ed or not imple-mented	Not fully implemented. Process is not estab-lished.	
Part II 3.2.4	Standard	Less protective or partially implement-ed or not imple-mented	No consideration is given in UK law for CofA is-sued by another state. Export CoA required for import.	
Part II 3.3.1	Standard	Less protective or partially implement-ed or not imple-mented	The United Kingdom CAA format of Certificate of Airworthiness describes categories, but not permitted operations.	It is not considered a loss of performance by this omission.
Part II 3.6.1	Standard	Different in charac-ter or other means of compliance	Assessment is also permitted by DOA under the UK Part-21 regulation.	Safety is assured through the DOA com-pliance and regulatory oversight.
Part II 4.2.1.5	Standard	Less protective or partially implement-ed or not imple-mented	Not fully implemented. Process is not estab-lished.	
Part II 4.2.1.6	Standard	Less protective or partially implement-ed or not imple-mented	Not fully implemented. Process is not estab-lished.	
Part II 4.2.3.3	Standard	Less protective or partially implement-ed or not imple-mented	Not implemented.	
Part II 4.2.3.4	Standard	Less protective or partially implement-ed or not imple-mented	Not fully implemented. Process is not estab-lished.	
Part II 5	Standard	Less protective or partially implement-ed or not imple-mented	SMS not yet implemented for maintenance or-ganisations.	There is a rulemaking action to include SMS in Part 145 organisations. Subpart F and CAO, BCAR: no SMS requirements.
Part II 6.2.2	Standard	Less protective or partially implement-ed or not imple-mented	SMS not yet implemented for maintenance or-ganisations.	There is a rulemaking action to include SMS in Part 145 organisations. Subpart F and CAO, BCAR: no SMS requirements.
Part II 6.2.4	Standard	Less protective or partially implement-ed or not imple-mented	SMS not yet implemented for maintenance or-ganisations.	There is a rulemaking action to include SMS in Part 145 organisations. Subpart F and CAO, BCAR: no SMS requirements Non-Part-21 aircraft: CAP553 BCAR Sec-tion A – no requirements.
Part II 6.6.5	Standard	Less protective or partially implement-ed or not imple-mented	Human Performance not specified.	Human performance not covered in Sub-part F, CAO, or Non-Part-21 aircraft: CAP553 BCAR Section A.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 8: Airworthiness of Aircraft (AMDT 108)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Part IIIA 2.2.3	Standard	Less protective or partially implemented or not implemented	The United Kingdom complies except that it does not require the scheduling of landing distance with runway slope. Performance is not scheduled for variations in water surface conditions, density of water and strength of current.	The UK requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules where appropriate.
Part IIIA 4.1	Standard	Less protective or partially implemented or not implemented	The UK is not yet fully compliant with the text "They shall also consider Human Factors principles"	UK CS-25 Amendment 3 (July 2012) introduced 25.1302 relating to Flight Crew Error/Flight Crew Performance considerations in the Flight Deck Certification process. For the design of other parts of the aeroplane, the European Human Factors Advisory Group is tasked with producing a HF strategy and action plan which will guide the necessary rule making to achieve the goals of that strategy.
Part IIIA 4.1.6	Standard	Less protective or partially implemented or not implemented	For paragraphs (b), (g), (h) and (i): Part of these provisions implement ICAO's initiative to incorporate security into aircraft design. Protection against explosive and incendiary devices was not requested in the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of the applicability of Part IIIA (up to 2 March 2004).	The differences related to security standards have been removed by the amendment of CS 25.795 introduced by Amendment 9 to CS 25 effective 12 August 2010. After this date the new security provisions are applicable to new applications for type certification as well as already certificated types subjected to certification of significant changes to TC (changed product rule Part 21A.101).
Part IIIA 9.2.4	Standard	Less protective or partially implemented or not implemented	The UK does not specify that limitations on equipment and systems shall include all those established for the various equipment and systems as installed in the aeroplane.	Paragraph 25X1524 was deleted from JAR-25 in order to harmonise with FAR 25, and therefore is not present in UK CS-25.
Part IIIA 11.1.1	Recommendation	Less protective or partially implemented or not implemented	Not specified (except for pilots compartment doors) by the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of applicability of this provision of Part IIIA (up to 2 March 2004).	The differences related to security standards have been removed by the amendment of CS 25.795 introduced by Amendment 9 to CS 25 effective 12 August 2010.
Part IIIA 11.2	Standard	Less protective or partially implemented or not implemented	Not specified (except for pilots compartment doors) by the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of applicability of this provision of Part IIIA (up to 2 March 2004).	The differences related to security standards have been removed by the amendment of CS 25.795 introduced by Amendment 9 to CS 25 effective 12 August 2010.
Part IIIB 2.2.7	Standard	Less protective or partially implemented or not implemented	The United Kingdom complies except that it does not require the scheduling of landing distance with runway slope. Performance is not scheduled for variations in water surface conditions, density of water and strength of current	The UK requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules where appropriate.
Part IIIB 3.7	Standard	Less protective or partially implemented or not implemented	The UK only requires bird impact to be taken into account for CS 25 Large Aeroplanes and CS 23 Commuter Category aeroplanes. In the UK, certification with ditching provisions has to be requested by the applicant, as CS 23 and CS 25 do not require certification for ditching. However, CS 25.807(e) requires provision of ditching emergency exits for passengers, whether or not certification for ditching provisions is requested.	Compliance with the ditching requirements are at the discretion of the applicant. In practice, the operational restrictions which would result from a lack of ditching certification, means that most applicants seek to comply.
Part IIIB 4.1.1	Standard	Less protective or partially implemented or not implemented	The UK is not yet fully compliant with the text "They shall also consider Human Factors principles".	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 8: Airworthiness of Aircraft (AMDT 108)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Part IIIB 4.1.3	Standard	Different in character or other means of compliance	The UK does not require that the effects of materials during emergency situations be taken into account, with regard to persons on the ground and the environment in general.	
Part IIIB 6.1.1	Standard	Less protective or partially implemented or not implemented	The UK is not yet fully compliant with the text "They shall also consider Human Factors principles".	
Part IIIB 7.2.5	Standard	Less protective or partially implemented or not implemented	The UK does not specify that limitations on equipment and systems shall include all those established for the various equipment and systems as installed in the aeroplane.	Paragraph 25X1524 was deleted from JAR-25 in order to harmonise with FAR 25, and therefore is not present in CS 25.
Part IIIB 8.6	Standard	Less protective or partially implemented or not implemented	The United Kingdom only requires account to be taken of the installation of survival equipment in the Certification Specifications.	
Part IV 2.2.3.2	Standard	Less protective or partially implemented or not implemented	In the United Kingdom en-route performance is based on climb performance both for all engines operating and one engine inoperative situations. The case of the two critical power units inoperative for helicopters having three or more engines is not addressed.	
Part IV 4.1.6	Standard	Less protective or partially implemented or not implemented	There are no requirements in the United Kingdom for design precautions to be taken to protect against instances of cabin depressurisation. Unpressurised cabins and compliance with CS 27/29.831 ensures compliance with the standard relating to incapacitation from smoke or other toxic gases.	The UK does not have any pressurised helicopters at this time.
Part IV 4.1.8	Standard	Different in character or other means of compliance	In the UK, ground handling is not directly addressed.	The instructions for continued airworthiness in Appendices A29.3 & A27.3(a)(4) require information regarding towing & jacking to be supplied by the Type Certificate Holder. For Annex II aircraft there is no difference.
Part IVB 4.7	Standard	Different in character or other means of compliance	In the UK, ground handling is not directly addressed.	The instructions for continued airworthiness in Appendices A29.3 & A27.3(a)(4) require information regarding towing & jacking to be supplied by the Type Certificate Holder. For Annex II aircraft there is no difference.
Part IVB 5.2.7	Standard	More exacting or exceeds	The UK requires a restart capability for small rotorcraft up to 3175 KG.	CS 27 is more exacting or exceeds Part IVB which only requires restart capability for helicopters greater than 3175 KG or which are certificated to category A.
Part IVB 6.1.1	Standard	Different in character or other means of compliance	The United Kingdom does not comply with the Human Factors element.	
Part V 1.1.2	Recommendation	Different in character or other means of compliance	The United Kingdom applies EASA Certification Specification 22 to powered sailplanes. The upper weight limit of CS 22 is 850 KG. This means that powered sailplanes between 750 and 850 KG, certified in accordance with CS-22, may not be fully compliant.	
Part V 6.1.1	Standard	Different in character or other means of compliance	The United Kingdom does not comply with the Human Factors element.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 9: Facilitation (AMDT 25)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Chapter 2: Entry and Departure of Aircraft				
2.10	Standard		In certain circumstances particulars of members of crew and any supernumerary passengers may be required.	
2.12	Standard		In certain circumstances carriers may be required to provide a passenger list showing the names, date of birth, nationalities and other particulars of passengers.	
2.19	Standard		General customs supervision should at all times be possible; such supervision may include a document check (Article 13 of the European Union's Customs Code refers).	
Chapter 3: Entry and Departure of Persons and Their Baggage				
3.26	Recommendation		Normally disembarkation cards must be completed by all passengers except nationals of Member States of the European Economic Area.	
3.29	Standard		Disembarkation cards must be provided by the carrier at its expense and distributed to all passengers who need to complete them.	
3.38	Standard		The UK retains the right to introduce export controls in certain circumstances.	
3.45	Recommendation		An operator remains liable for the care and custody of passengers and crew, including associated costs, in certain circumstances.	
3.48	Standard		Where the UK imposes a requirement to provide API, this shall include biographic data, flight details and travel document data.	
3.48.1	Standard		Where the UK imposes a requirement to provide API, this requirement will apply regardless of whether the information in the passenger's travel document is available in machine readable form.	
3.48.6	Recommendation		Failure to provide data on request, without reasonable excuse, may carry a penalty.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 9: Facilitation (AMDT 25)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
3.65 3.66.1 3.67 3.67.1 3.68	Standard & Recommendation		Crew member certificates are not issued by the UK public authorities to crew members of UK airlines, whether or not they are required to be licensed. Identification documents bearing photographs of the holders are issued to UK aircrew members, licensed and unlicensed, by UK airlines and by airport authorities on their behalf, the validity of which may be checked by contacting the issuing authority. UK flight crew licences conform to the specification for personnel licences set forth in paragraph 5.1.1 of Annex 1. The date of birth is also included. Following the introduction of computerised licence issues a photograph of the holder is no longer required, neither is the place of birth nor a statement of the right of re-entry to the State of issue – these items are part of the Annex 9 Appendix 7 crew member certificate but are not called for in paragraph 5.1.1 of Annex 1.	
3.69 3.69.1	Recommendation		The United Kingdom visa requirement is waived in respect of visa nationals who arrive and leave as operational aircrew within seven days.	
3.69.2	Recommendation		The United Kingdom requires aircrew who are supernumerary to be in possession of a valid passport or other satisfactory document establishing identity and nationality and, where applicable, a valid visa.	
3.71 3.72	Recommendation		The United Kingdom requires civil aviation inspectors who arrive to conduct inspection duties to be in possession of a valid passport or other satisfactory document establishing identity and nationality and, where applicable, a valid visa.	
3.74	Recommendation		Where required UK visas and entry clearances should be obtained prior to travel and a person will normally be refused entry in the absence of the necessary clearance. The Border Force Officer has discretion to waive the requirement for an entry clearance in exceptional circumstances.	
3.75	Standard		The UK permits transit without visas for passengers who normally require visas, provided that the passenger has: (a) entry facilities for the countries en route and for the final destination; (b) a firm booking to travel by air within 24 hours; (c) no purpose in entering the UK other than to pass through in transit. ***Note:*** *This information is regularly updated in the Travel Information Manual*	
3.77	Recommendation		In the United Kingdom children and young persons (minors) are those passengers aged under 18 years of age.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 9: Facilitation (AMDT 25)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
3.78	Recommendation		The United Kingdom visa requirement is waived in respect of visa nationals who arrive and leave as operational aircrew within seven days. The United Kingdom requires aircrew who are supernumerary to be in possession of a valid passport or other satisfactory document establishing identity and nationality and, where applicable, a valid visa.	
Chapter 4: Entry and Departure of Cargo and Other Articles				
4.2	Recommendation		The European Union's Customs Code and the Implementing Provisions do not foresee waiving the need for a guarantee for transport by road (including airfreight by road); however, provisions exist to authorise a reduction of the guarantee level.	
4.3	Standard		Under European Union Customs legislation consultation with operators and other parties concerned is not compulsory in every case. Close co-operation and consultation with the operators is however generally sought in order to improve the quality and effectiveness of new regulations and of amendments to existing rules.	
4.15	Standard		In the UK this provision applies to customs matters for which the 'declarant' is the relevant person. With regard to other policies (such as phyto-sanitary matters, etc) the person responsible for the information concerned may be a person other than the declarant.	
4.22	Standard		In the European Union a wide range of simplified customs procedures are in practice available for operators as regards export (for example, incomplete declarations, simplified declarations, local clearance procedures – Article 76 of the European Union's Customs Code refers). Some of these procedures are subject to prior authorisation from the customs authorities. As an authorised operator, the exporter is allowed to carry out any number of operations. The authorisation is based on general criteria, for example the ability to ensure that effective checks can be undertaken. Depending on the simplified procedure used, the declarant must be made available to the Customs authorities all of the required documents required for application of the provisions governing the export of goods.	
4.24	Standard		This Standard, and in particular the words 'at any customs office', does not conform with Article 161 § 5 of the European Union's Customs Code which provides that the export declaration must be lodged where the goods are packed or where the exporter is established.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 9: Facilitation (AMDT 25)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
4.26	Recommendation		The Recommended Practice would seriously frustrate control by public authorities over goods loaded on a departing aircraft. Furthermore, the return of certain goods after their departure would not be guaranteed despite the lodging of a security.	
4.29	Standard		Currently, no European Union provision determines in which cases the use of simplified arrangements is obligatory or must be granted to the operators. In the European Union a wide range of simplified customs procedures are in practice available for operators as regards export (for example, incomplete declarations, simplified declarations, local clearance procedures – Article 76 of the European Union's customs Code refers). Some of these procedures are subject to prior authorisation from the customs authorities. As an authorised operator, the exporter is allowed to carry out any number of operations.	
4.31	Recommendation		While Customs clearance is expedited as far as possible, there may be other agencies involved in the clearance procedure. Customs cannot therefore undertake to release all goods within three hours of their arrival. One of the objectives of customs is nevertheless to perform checks and release goods within the shortest possible times.	
4.32	Recommendation		This Recommended Practice is acceptable in as far as the Contracting States have a common interpretation of the term "part consignment". According to Article 73(2) of the European Union's Customs Code, all the goods covered by the same declaration shall be released at the same time on the understanding that, where a declaration form covers two or more items, the particulars relating to each item shall be deemed to constitute a separate declaration.	
4.36	Standard		UK and European Union provisions concerning export and transit licences remain applicable, in certain cases, when the goods are redirected to another destination (for example weapons, dual use goods, precursors, etc).	
Chapter 5: Inadmissible Persons and Deportees				
5.4	Standard		An operator is required to remove an inadmissible person in accordance with the directions given by the Border Force Officer.	
5.9.1	Standard		Under UK legislation, where a passenger is refused entry, the operator will normally be responsible for any detention costs up to a maximum of 14 days unless the passenger is in possession of a current entry clearance/visa.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 9: Facilitation (AMDT 25)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
5.11	Standard		UK legislation requires an operator to remove an inadmissible person to a country of which he is a national or citizen, a country or territory in which he has obtained a passport or other document of identity, a country or territory in which he embarked for the UK or a country or territory to which there is reason to believe that he will be admitted.	
5.11.1	Recommendation		A Border Force Officer may direct the carrier as to which country an inadmissible may be removed to.	
5.14	Standard		Under UK carrier liability legislation a charge may be imposed on the operator if a person arrives without the required documents. However, the operator is not liable if: i. It can show that the required documents were produced when the passenger embarked for the UK; ii. a false document is produced or the passenger impersonates the rightful holder of a document unless the falsity of the document or the impersonation is reasonably apparent; In addition, an operator may apply for Approved Gate Check status at individual ports of embarkation. If the operator satisfies the UK authorities that it meets the published criteria, which include an audited high standard of document checking and security procedures, the UK will normally waive charges relating to persons who arrive with no documents from the station and to a limited number of charges arising from passengers who do not hold current UK visas.	
5.26	Standard		The UK will co-operate fully with the requesting State to investigate and validate the persons claim to be a British citizen and to resolve the claim quickly, within 30 days if possible.	
5.27	Standard		This provision only applies where the person concerned is admissible or is to be expelled by the authorities.	
Chapter 8: Other Facilitation Provisions				

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 9: Facilitation (AMDT 25)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
8.17 8.18 8.18.1 8.19 8.20 8.21	Standard & Recommendation		The UK will establish a National Air Transport Facilitation Programme in 2016 consistent with 8.17. A Facilitation Stakeholders Forum, under Department for Transport chairmanship, aims to meet regularly to discuss relevant issues. The UK strongly supports close co-ordination between civil aviation security and facilitation programmes. The Government itself does not establish facilitation committees at airports. There are, however, national consultative bodies for particular subjects, and ad hoc meetings are arranged when necessary to discuss particular topics. UK law (Section 35 of the Civil Aviation Act 1982) allows the Government to require that adequate facilities for consultation be established at airports. Consultation arrangements have been established under these powers at 51 airports.	

Annex 10: Aeronautical Telecommunications Vol I (Radio Navigation Aids) (AMDT 91)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Chapter 2: General Provisions For Radio Navigation Aids				
2.1.6	Recommendation	Less protective or partially implemented or not implemented	Not specified in UK requirements.	Approach design incorporates supplemental aids as available and appropriate.
2.2.1	Standard	Less protective or partially implemented or not implemented	The UK does not currently require periodic flight testing of DME not associated with a published procedure.	
Chapter 3: Specifications For Radio Navigation Aids				
3.1.3.3.2	Standard	Less protective or partially implemented or not implemented	Some localisers are promulgated in AIP as having specific areas where signals do not meet specifications.	This is world-wide standard practice where topography restricts or influences the signals.
3.1.3.3.2.1, 3.1.3.3.2.2 and 3.1.3.3.2.3	Standard	Different in character or other means of compliance	UK requirements written in terms of usable signal.	
3.1.3.5.3.6	Standard	Less protective or partially implemented or not implemented	Several old CAT I systems do not meet this recommendation.	This is a function of aerial design and cannot be changed by simple adjustment. Airports are advised at flight inspection if their system could give false capture on certain types of receiver.
3.1.5.1.5	Recommendation	Less protective or partially implemented or not implemented	Some CAT I systems have reference datum heights between 40 and 50 FT.	Requiring 40 feet at certain airports would reduce the useable runway length too much.
3.1.5.1.6	Recommendation	Less protective or partially implemented or not implemented	Some CAT 1 systems have a reference datum lower than 40 FT. These facilities are exclusive to particular aircraft types.	Requiring 40 feet at certain airports would reduce the useable runway length too much.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 10: Aeronautical Telecommunications Vol I (Radio Navigation Aids) (AMDT 91)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
3.1.5.3.1	Standard	Less protective or partially implemented or not implemented	The UK accepts that some G/P have restricted coverage - this is published in AIPs for each specific system.	This is world-wide standard practice where topography restricts or influences the signals.
3.4.6.4	Recommendation	Less protective or partially implemented or not implemented	The UK allows a fall of up to 0.5 dB.	To achieve no fall in carrier when modulating is almost impossible. The UK requirement is practical and has no discernable effect on aircraft equipment.
3.5.3.4.1	Standard	More exacting or exceeds	Requirements limit average PRF to 16ppps, or 30 ppps for interrogators of 100w or less peak pulse power.	
3.5.3.4.3	Recommendation	More exacting or exceeds	Requirements limit PRF to 16 ppps after 30 seconds in search mode and 30ppps for interrogators of less than 100 watts.	
3.5.3.4.4	Standard	More exacting or exceeds	Requirements limit PRF to 16 ppps after 30 seconds in search mode and 30ppps for interrogators of less than 100 watts.	
3.5.5.1.5.2	Standard	Less protective or partially implemented or not implemented	UK requirements only explicitly specify this requirement for DME/P.	
3.5.5.4.4	Standard	More exacting or exceeds	ED-54 (MOPS for aircraft DME interrogator) specifies a reply efficiency of 60% or more.	
3.11.6.1.3.1	Standard	Different in character or other means of compliance	In the UK, angle filter characteristics are expressed in terms of limits on degrees of pase lag per rate of angle change needed for autopilot.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 10: Aeronautical Telecommunications Vol II (Communications Procedures including those with PANS status) (AMDT 92)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Chapter 3: General Procedures for the International Aeronautical Telecommunication Service				
3.5.1.1 and 3.5.1.1.1	Standard	Less protective or partially implemented or not implemented	UK complies only at ATC units and recommends compliance at certain AFIS units.	
Chapter 5: Aeronautical Mobile Service - Voice Communications				
5.1.7	Standard	Less protective or partially implemented or not implemented	Not specifically defined in UK legislation.	The ICAO requirement to be referenced in the relevant CAA publication or the requirement to be promulgated.
5.2.1.4.1.1	Standard	Yes	On safety grounds in order to reduce level busts, Flight Levels ending in hundreds are transmitted as HUNDRED eg, FLIGHT LEVEL ONE HUNDRED in order to differentiate from Flight Level one one zero.	
5.2.1.5.8	Standard	More Exacting or Exceeds	CONTACT shall have the meaning "Establish communications with...(your details have been passed)". Additional word - FREECALL shall have the meaning "Call (unit)..(your details have not been passed)". Mainly used by military ATC. In the UK the additional term PASS YOUR MESSAGE is used. RECLEARED (ICAO) is only used in the UK for route clearances and not for vertical clearances.	Shortens a pilot's first call on the next ATS unit/frequency as he/she knows he/she does not have to pass full details. Informs the pilot he/she will have to pass full details to the next ATS unit/frequency on first contact. In the case of RECLEARED, the direction of vertical movement, provided by CLIMB and DESCEND, acts as a check in some circumstances when a pilot misinterprets a call not directed at him/her.
5.2.1.7.1.2	Standard	Less protective or partially implemented or not implemented	Approach control radar arrivals = DIRECTOR/ARRIVAL (when approved). Precision approach radar = TALKDOWN.HOMER not used in UK.	
5.2.1.7.2.1.1	Standard	More Exacting or Exceeds	Type (b) in UK is the telephony designator of the aircraft operating agency, followed by the full registration marking of the aircraft	
5.2.1.7.2.2.1	Standard	More Exacting or Exceeds	In the UK, the name of either the aircraft manufacturer, or name of the aircraft model, or name of the aircraft category (e.g. helicopter or gyrocopter) may be used as a prefix to the callsign.	To aid recognition by the ground station and/or other aircraft that the aircraft transmitting is of a particular category and may manoeuvre differently or require special handling.
5.2.1.7.3.2.3	Standard	More Exacting or Exceeds	Whereas the calling aeronautical station's call sign followed by the answering station's call sign shall be considered an invitation to proceed with a transmission, the UK additionally uses the phrase Pass Your Message Under certain circumstances the answering ground station may omit its callsign.	It has been shown that omitting the ground station call sign may improve safety standards at busy ATC units.
5.2.1.9.2.3	Standard	Less protective or partially implemented or not implemented	The following method of acknowledging receipt is not used in UK: The callsign of the aircraft followed if necessary by callsign of the aeronautical station' (ICAO). (CALLSIGN) ROGER is used in the UK.	UK procedures in accordance with the examples in ICAO Doc 9432, para 2.8.1.6 and 3.3.2.
5.2.2.1.1.3	Recommendation	Less protective or partially implemented or not implemented	Not specifically defined in UK legislation.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 10: Aeronautical Telecommunications Vol II (Communications Procedures including those with PANS status) (AMDT 92)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
5.2.2.1.3	Standard	Different in character or other means of compliance	VHF emergency channel 121.5 MHz not routinely monitored at civil aerodromes in the UK, however, it is monitored 24 HR at Area Control Centres and covers most of UK above 3000 FT AMSL.	121.5 MHz is to be monitored at international aerodromes if D&D are unable to monitor to circuit altitude.
5.2.2.3.3	Recommendation	Less protective or partially implemented or not implemented	Not specifically defined in UK legislation.	The ICAO requirement to be referenced in the relevant CAA publication or the requirement to be promulgated.
6.2.1	Recommendation	Less protective or partially implemented or not implemented	Para (2) true heading to be steered by the aircraft, with no wind, to head for the direction-finding station not usually provided in UK.	

Annex 10: Aeronautical Telecommunications Vol III Part 1 (Digital Data Communication Systems) and Part 2 (Voice Communication Systems) (AMDT 90)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Part I				
C4	Standard	Less Protective or partially implemented or not implemented	AMS(R)S is not currently in use in the UK.	
C6.8	Standard	Less Protective or partially implemented or not implemented	VDL mode 3 is not in use in the UK.	
C6.9	Standard	Less Protective or partially implemented or not implemented	VDL mode 4 is not in use in the UK.	
C10	Standard	Less Protective or partially implemented or not implemented	Point-to-Multi-point Communications not used in the UK.	
C11	Standard	Less Protective or partially implemented or not implemented	The UK does not use HF Data Link.	
C12	Standard	Less Protective or partially implemented or not implemented	Universal Access Transceiver is not used in the UK.	
Part II				
			Chapter 2: Aeronautical Mobile Service	
2.2.1.2	Recommendation	Different in character or other means of compliance	The UK interprets 'On a high percentage of occasions' to be the 95th percentile value and thus requires the effective radiated power to be such as to provide a field strength of at least 188 microvolts per metre (minus 101 dBW/m2).	
2.2.2.2	Standard	Different in character or other means of compliance	The UK specifies receiver sensitivity in terms of the minimum level of input signal (dBm), modulated 30% by a sinewave of 1 kHz, applied to the receiver which is required to produce a SINAD ratio of 12dB at the audio output measured with a psophometric filter.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 10: Aeronautical Telecommunications Vol III Part 1 (Digital Data Communication Systems) and Part 2 (Voice Communication Systems) (AMDT 90)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
2.2.2.3	Standard	Less Protective or partially implemented or not implemented	The UK requirement includes both 25 kHz and 8.33 kHz channels spacing specified in values of kHz and not percentage of the assigned frequency.	
2.3.1.2	Standard	Less Protective or partially implemented or not implemented	The UK does not specify the effective radiated power but provides for classes of transmitter grouped into two classifications of 16 Watts and 4 Watts Minimum Output Power, having estimated radio-line-of-sight distances of 200 NM and 100 NM respectively. A recommendation that the output power be limited to 25 Watts to reduce interference is also made.	
2.3.1.3	Standard	Less Protective or partially implemented or not implemented	The UK does not specify the adjacent channel power but defines a spectral mask for the transmitter occupied spectrum.	
2.3.1.4	Standard	Less Protective or partially implemented or not implemented	The UK specifies the modulation as 'not less than 70%' when modulated by a 1000 Hz audio frequency signal.	
2.3.2.1	Standard	Less Protective or partially implemented or not implemented	The UK does not define the frequency stability of receiver.	
2.3.2.2.1	Recommendation	Less Protective or partially implemented or not implemented	The UK specifies the sensitivity in terms of a radio frequency input signal not exceeding 10 microvolts (-93 dBm), with 30% modulation at 1000 Hz to produce a signal plus noise to noise ratio of 6 dBm with an audio output power not less than 10 dB below the declared output power.	
2.3.2.3	Standard	Less Protective or partially implemented or not implemented	The UK does not state the effective acceptance bandwidth but defines the effective bandwidth relative to the selected channel frequency of the receiver at the 6 dB and 60 dB points.	
2.3.2.4	Standard	Less Protective or partially implemented or not implemented	The UK does not state the effective acceptance bandwidth but defines the effective bandwidth relative to the selected channel frequency of the receiver at the 6 dB and 60 dB points.	
2.3.2.5	Standard	Less Protective or partially implemented or not implemented	The specification the UK applies only states the adjacent channel rejection for 8.33 kHz channel spacing. For 8.33 kHz channel spacing an adjacent channel rejection of 45 dB is specified at the first upper and lower adjacent channels for defined desired and interfering signals.	
2.3.2.6	Recommendation	Less Protective or partially implemented or not implemented	The UK does not specify the adjacent channel rejection for 25 kHz, 50 kHz or 100 kHz channel spacing.	
2.3.2.8.1	Standard	Less Protective or partially implemented or not implemented	Interference from adjacent channel VDL is not specified in UK requirements.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 10: Aeronautical Telecommunications Vol III Part 1 (Digital Data Communication Systems) and Part 2 (Voice Communication Systems) (AMDT 90)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
2.3.2.8.2, 2.3.2.8.3, 2.3.2.8.4 & 2.3.2.8.4.1	Standard	Less Protective or partially implemented or not implemented	Not yet implemented.	
2.3.3.1, 2.3.3.2 & 2.3.3.3	Standard	Less Protective or partially implemented or not implemented	For aircraft (including helicopters) of 5700 KG MTWA or less, non-immune VHF Comm receivers may be permitted and the aircraft permitted to operate under IFR provided that crews are alerted to potential sources of interference.	This reflects the reduced risk posed to comm. receivers as compared to ILS and VOR receivers. No evidence notified to date to justify a reconsideration of this relaxation.
2.3.3.4	Recommendation	Less Protective or partially implemented or not implemented	For aircraft (including helicopters) of 5700 KG MTWA or less, non-immune VHF Comm receivers may be permitted and the aircraft permitted to operate under IFR provided that crews are alerted to potential sources of interference.	This reflects the reduced risk posed to comm. receivers as compared to ILS and VOR receivers. No evidence notified to date to justify a reconsideration of this relaxation
Chapter 5: SSR Mode S Air-Ground Data Link				
5.1.9	Standard	More exacting or exceeds	Provision of an e-mail address is not required. The manufacturer assigned serial number is required to relate to a unique beacon identification when it is used with a COSPAS SARSAT type approval certificate and so the COSPAS SARSAT approval number may be obtained indirectly. Information regarding aircraft colour is not required, however, information relating to max POB is required.	
5.2.1.3	Standard	More exacting or exceeds	The UK requires that the PERP is not less than 100mW	

Annex 10: Aeronautical Telecommunications Vol IV (Surveillance Radar and Collision Avoidance Systems) (AMDT 83)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Chapter 2: General				
2.1.3.2.1	Standard		The UK does not comply with this paragraph as it currently mandates the carriage and operation in designated airspace only. Non-Mode C transponders are still used outside of this airspace.	
Chapter 4: Airborne Collision Avoidance System (ACAS)				
			ACAS systems certified in accordance with DO-185A which does not address all ICAO parameters.	DO-185B being produced which will match current ICAO standards.

Annex 10: Aeronautical Telecommunications Vol V (Aeronautical Radio Frequency Spectrum Utilization) (AMDT 90)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C2 2.1.1	Standard	Less protective or partially implemented or not implemented	Not implemented in the UK	
C3 3.1.1	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C3 3.1.2.1	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 10: Aeronautical Telecommunications Vol V (Aeronautical Radio Frequency Spectrum Utilization) (AMDT 90)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C3 3.1.2.2	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C3 3.1.2.3	Recommendation	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C3 3.1.2.4	Recommendation	Less protective or partially implemented or not implemented	The UK has not assigned any HF frequencies.	
C3 3.1.2.5	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C3 3.1.3.1	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C3 3.2.2	Recommendation	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.1.1.1	Standard	Different in character or other means of compliance	VHF communications frequencies are planned in accordance with planning agreements reached within Europe and contained in ICAO EUR DOC 011. The utilization table is based on Annex 10 Vol IV Para 4.1.1 but incorporates regional agreements on specific uses of individual frequencies or sub-bands.	To maximise the number of frequency assignments and planning efficiency that can be achieved.
C4 4.1.2.1	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.1.2.3	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.1.2.4	Standard	Less protective or partially implemented or not implemented	Compliant for VDL Mode 2 however there are currently no mandatory carriage requirements for VDL Mode 3 or Mode 4 in Europe.	Provision has been made regionally for two VDL Mode 4 signalling channels.
C4 4.1.2.4.1	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.1.2.5	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.1.3.1.1	Standard	Different in character or other means of compliance	The UK encourages the use of practice PAN calls on 121.500 MHz in contradiction with the Annex 10 requirement for the frequency to only be used in genuine emergencies.	To ensure pilot familiarity with the process.
C4 4.1.3.1.2	Standard	Different in character or other means of compliance	The UK operates a distress and diversion cell which provides 121.500 MHz for the whole of the UK, therefore not all International aerodromes provide 121.500 MHz Facilities. Those that do are published in UK AIP GEN 3.6.6, Para 5.	To provide the most efficient and coherent response to 121.500 MHz calls.
C4 4.1.3.1.3	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.1.3.1.5	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.1.3.2.1	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.1.3.3.1	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.1.3.3.2	Standard	Less protective or partially implemented or not implemented	The UK has not implemented VDL Mode 4.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 10: Aeronautical Telecommunications Vol V (Aeronautical Radio Frequency Spectrum Utilization) (AMDT 90)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C4 4.1.3.4.2	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations but is a prerequisite for ground station and aeronautical communications equipment approvals.	
C4 4.1.4.6	Recommendation	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.1.4.9	Recommendation	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.1.5.1	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.1.5.2	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.1.6.1.2	Standard	Different in character or other means of compliance	Within Europe the bands 131.400 - 132.000 and 136.800 - 136.875 MHz inclusive are designated for operational control communications. This has been agreed at a European regional level and hence frequencies to meet aircraft operating obligations under Annex 6 may not be assigned in the band 128.825 - 132.025 MHz.	To maximise the number of frequency assignments and planning efficiency that can be achieved.
C4 4.1.6.2	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations but all assigned frequencies are published in ICAO Table COM 2 published by the EUR regional office.	
C4 4.2.4	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.3.2	Standard	Less protective or partially implemented or not implemented	No operational W and Z channels assigned in UK.	
C4 4.4.1	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.4.2	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	
C4 4.4.3	Standard	Less protective or partially implemented or not implemented	This requirement is not specified in UK regulations.	

Annex 11: Air Traffic Services (AMDT 52)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C2 2.5.2.3	Standard	Less protective or partially implemented or not implemented	Whilst the UK has adopted the term "controlled aerodrome", aerodromes where it is determined that air traffic control service will be provided are not designated as controlled aerodromes.	
C2 2.6.1	Standard	Different in character or other means of compliance	Subject to availability, VFR flights within class E airspace and all flights within class G airspace may receive UK Flight Information Services.	The UK does not designate airspace classes B and F.
C2 2.6.3	Standard	Less protective or partially implemented or not implemented	With regards to Class G, the UK does not require continuous two-way communications under IFR.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 11: Air Traffic Services (AMDT 52)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C2 2.8.1	Standard	Less protective or partially implemented or not implemented	Not yet implemented in the UK. No EUR Region requirements specified in Doc 7030.	
C2 2.8.2	Standard	Less protective or partially implemented or not implemented	Not yet implemented in the UK. No EUR Region requirements specified in Doc 7030.	
C2 2.9.1	Standard	Less protective or partially implemented or not implemented	Not yet implemented in the UK. No EUR Region requirements specified in Doc 7030.	
C2 2.9.2	Standard	Less protective or partially implemented or not implemented	Not yet implemented in the UK. There are no EUR Region requirements specified in Doc 7030.	
C2 2.9.3	Standard	Less protective or partially implemented or not implemented	Not yet implemented in the UK. There are no EUR Region requirements specified in Doc 7030.	
C2 2.11.2.3	Standard	Less protective or partially implemented or not implemented	With the exception that the UK does not apply VFR cruising levels, the UK complies with the intent of the Standard but has not adopted it into the UK's rule set.	Limits of UK airspace structures are determined on the basis of justified operational requirements.
C2 2.11.3.2.2	Recommendation	Less protective or partially implemented or not implemented	UK does not apply VFR cruising levels as the lower limit.	Limits of UK airspace structures are determined on the basis of justified operational requirements.
C2 2.11.3.3	Standard	Less protective or partially implemented or not implemented	With the exception that the UK does not apply VFR cruising levels, the UK complies with the intent of the Standard but has not adopted it into the UK's rule set.	Limits of UK airspace structures are determined on the basis of justified operational requirements.
C2 2.11.5.5	Recommendation	Less protective or partially implemented or not implemented	With the exception that the UK does not apply VFR cruising levels, the UK complies with the intent of the Recommendation but has not adopted it into the UK's rule set.	Limits of UK airspace structures are determined on the basis of justified operational requirements.
C2 2.13.4	Standard	Less protective or partially implemented or not implemented	ATS route designators are being modified to comply with Appendix 1 requirements in accordance with the EUROCONTROL Route Network Development plan.	Changes to route designators in dense/complex airspace are timed to coincide with major structural airspace changes.
C2 2.26.5	Standard	Less protective or partially implemented or not implemented	Time checks are available on request to the nearest minute.	Normal practice is for pilots to use other sources.
C3 3.4.2	Standard	Less protective or partially implemented or not implemented	Not implemented with regards to b). Pilots and operators are not notified though the AIP.	
C6 6.2.2.3.7	Standard	Less protective or partially implemented or not implemented	Automatic Recording is not available in each and every case in the UK.	FIS units remain a recommendation.
C7 7.1.3.5	Recommendation	Less protective or partially implemented or not implemented	The UK has not adopted this recommendation.	
C7 7.1.4.5	Recommendation	Less protective or partially implemented or not implemented	The UK has not adopted this recommendation.	

Annex 12: Search and Rescue (AMDT 17)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Chapter 1: Definitions				

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 12: Search and Rescue (AMDT 17)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
			Pilot-in-Command. In United Kingdom legislation, 'Pilot-in-command' in relation to an aircraft means a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft.	

Annex 13: Aircraft Accident and Incident Investigation (AMDT 19)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C5 5.9.1	Recommendation		Assimilated Regulation (EU) No 996/2010 (as amended), Article 11.2 (e) gives powers to request medical examination and tests and have immediate access to results.	The AAIB can only request, it has no powers to insist but it does have full access to results.
C6 6.3	Standard		Civil Aviation (Investigation of Air Accidents & Incidents) Regulations 2018 Regulation 16 requires that comments on draft final reports be received within 28 days unless an extension of that time is granted.	To expedite report publication. Regulations allow for extenstion to 30 days and to 60 days and beyond to be granted by the Chief Inspector. The intention is to align to 30 days at the next revision to the regulations.

Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (AMDT 17)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
1.1.56	Definition	Different in character other means of compliance	Instead of Intermediate holding position, the UK commonly uses the terms Taxiway Holding Position, Runway-taxi holding position and Intermediate-taxi holding position.	
1.2.2	Standard	Less protective or partially implemented or not implemented	The UK requires most types of aircraft operations for the purpose of Public Transport of Passengers and flying training to use an aerodrome licensed by the CAA or a Government aerodrome. However, neither cargo-only nor maintenance flights are required to use a licensed aerodrome and there is no requirement for Annex 14 to apply to Government aerodromes.	Government aerodrome means any aerodrome in the UK which is in the occupation of any Government Department or visiting force.
1.3.2	Standard	Less protective or partially implemented or not implemented	The UK does not specifically refer to a vertical reference system.	Orthometric height used as detailed in AIP GEN 2.1 Para 4.
1.4	Standard	Different in character other means of compliance	UK uses the term Public Transport of Passengers or flying training as the trigger for certifying. There is no requirement to certify Government aerodromes (see 1.2.2). In addition, the UK uses the term "licensing" as meaning the same as the ICAO term "certification".	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (AMDT 17)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
1.6.1	Standard	Different in character other means of compliance	UK determines code number in accordance with characteristics of the aerodrome. UK uses the greater of TODA/ASDA to determine the reference code number. Column (2) ARFL is replaced by "greater of TODA/ASDA".	UK considers the use of TODA/ASDA to be more relevant.
1.6.3	Standard	Different in character other means of compliance	The UK uses the greater of TODA/ASDA instead of aeroplane reference field lengths.	UK considers the use of TODA/ASDA to be more relevant.
2.2.2	Standard	Different in character other means of compliance	The UK does not include "and shall normally remain where first established".	The UK requires the ARP to be located at the centre of the ATZ, therefore, any change in location would require changes to the ATZ. This would require a safety case to be approved by the CAA.
2.2.3	Standard	Different in character other means of compliance	The UK requires the aerodrome reference point to be specified in WGS 84 format.	WGS84 adopted by ICAO as the geodetic reference system for all aeronautical data in 1998.
2.3.1 & 2.3.3	Standard	More exacting or exceeds	The UK requires a vertical accuracy of 0.3 M.	
2.6.1 - 2.6.8	Standard & Recommendation	Less protective or partially implemented or not implemented	UK delaying the applicability date for the change to PCR for pavement bearing strength in order to allow airports adequate time to plan and prepare and undertake pavement strength evaluation.	
2.7.1 - 2.7.3	Standard & Recommendation	Less protective or partially implemented or not implemented	The UK does not require pre-flight altimeter check locations to be established.	Flight Operational procedures require the pre-flight checks to involve setting the QNH on all the barometric altimeters (usually 3) and checking that the height displayed is approximately correct and there is no major discrepancy between them.
2.9.5	Standard	Different in character other means of compliance	The UK does not use the terms loose sand or chemically treated.	
3.1.1	Standard	Less protective or partially implemented or not implemented	UK does not utilise the useability factor.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
3.1.2	Recommendation	Less protective or partially implemented or not implemented	The UK does not regulate aerodromes on this issue, although it is applied in practice through instrument flight procedures and airspace design procedures.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
3.1.3.1	Recommendation	Different in character other means of compliance	The UK does not consider cross-wind limitations to be associated with runway licensing criteria.	This is considered an aircraft performance issue handled by the aircraft operator and the pilot.
3.1.4.1	Recommendation	Less protective or partially implemented or not implemented	The UK does not utilise the usability factor.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
3.1.11	Recommendation	Less protective or partially implemented or not implemented	The UK does not specify these requirements. They are implemented through ATC operations in accordance with PANS Docs and Air Traffic operations design.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (AMDT 17)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
3.1.12	Recommendation	Less protective or partially implemented or not implemented	The UK does not specify these requirements. They are implemented through ATC operations in accordance PANS Docs, Doc 9643 (SOIR) and Instrument flight procedure design.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
3.4.8	Recommendation	More exacting or exceeds	Exceeds by 30 M code 3 and 4 and by 5 M code 1 and 2. The runway strip which encloses an instrument runway should be graded for a distance of 105 M either side of the centreline where the code number is 3 or 4, and 45 M where the code number is 1 or 2.	
3.4.17	Recommendation	More exacting or exceeds	For runways code 3 and 4, the UK requires this portion to extend out to 105 M.	
3.5.2	Recommendation	Less protective or partially implemented or not implemented	CAP 168 states that for national aerodromes, RESAs should be considered for non-instrument runways where the code number is 1 or 2, particularly where there are movements by jet aircraft not using public transport performance factors, or a high proportion of runway-limited movements at the higher weights.	RESA requirements for non-instrument code 1 and 2 runways will be re-assessed.
3.6.3	Recommendation	More exacting or exceeds	The UK allows for the width to be not less than that of the visual strip width where that is the limiting width.	
3.6.4	Recommendation	Less protective or partially implemented or not implemented	The UK allows 2% up slope where the codes are 1 and 2.	Only permitted after aeronautical study determines acceptability.
3.7.4	Standard	Different in character other means of compliance	The UK specifies that Stopways should have friction characteristics not substantially less than those of the associated runway and above the minimum friction level specified in CAP 683.	
3.8.1	Recommendation	Less protective or partially implemented or not implemented	The UK does not specifically require radio altimeter operating areas to be established. The UK requires information out to 900 M before the threshold for PATC generation In operation at CAT II/III PACTC would refer.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
3.8.2	Recommendation	Less protective or partially implemented or not implemented	The UK does not specifically require radio altimeter operating areas to be established. The UK requires information out to 900 M before the threshold for PATC generation.	Survey information required to 60 M either side of extended runway.
3.8.3 & 3.8.4	Recommendation	Less protective or partially implemented or not implemented	The UK does not require radio altimeter operating areas to be established.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
3.9.2	Recommendation	Less protective or partially implemented or not implemented	The UK does not regulate this aspect as it is considered to be a commercial issue.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (AMDT 17)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
3.10.1	Recommendation	Different in character other means of compliance	The UK requirements refer to strip rather than taxiway shoulder.	
3.12.1	Recommendation	Less protective or partially implemented or not implemented	The UK does not use traffic density as a trigger for the requirement of a holding bay.	The UK does not consider this to be an aerodrome certification issue. When required, holding bays are constructed in accordance with requirements.
3.12.3 & 3.12.9	Standard	Different in character other means of compliance	The UK permits the location of a runway-holding position that will cause an infringement of the OLS, but not the OFZ, by a manoeuvring aircraft.	Permissible only if no interference occurs and the impact of the infringement is addressed in the calculation of the OCA/H.
3.12.6	Standard	More exacting or exceeds	UK applies 137 M precision approach 2/3 runway.	
3.15	Recommendation	Less protective or partially implemented or not implemented	The UK requires only that the aerodrome operator ensures that aircraft de-icing/anti-icing is available where icing conditions are expected to occur. Specific de-icing/anti-icing facilities are not required in the UK. Difference also applies to the marking and lighting of de-icing/anti-icing facilities.	De-icing of aircraft is not an aerodrome regulation issue. Individual aerodrome's provisions for de/anti-icing are assessed in view of local conditions.
4.1.8	Standard	Less protective or partially implemented or not implemented	d) not implemented.	The UK addresses requirements for curved and other shaped approach surfaces on an individual basis.
4.1.11	Standard	Different in character other means of compliance	CAP 168, for national aerodromes, does not use the term "inner approach surface", although it is applied as part of the OFZ.	
4.1.17	Standard	Different in character other means of compliance	The UK does not use the term "Inner Transitional Surface".	
4.2.10 & 4.2.11	Standard & Recommendation	Different in character other means of compliance	The UK does not divide the APPS for the purposes of obstacle penetration.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
4.2.12	Recommendation	Different in character other means of compliance	The UK applies this but does not specify the need for aeronautical study.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
4.2.20	Recommendation	Different in character other means of compliance	The UK applies this but does not specify the need for aeronautical study.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
5.1.1.4	Recommendation	Different in character other means of compliance	The UK recommends that only aerodromes that accept non-radio aircraft have a wind indicator that should be marked by a white, circular band that is 7.5 M in diameter and 0.6 M wide.	
5.1.1.5	Recommendation	Less protective or partially implemented or not implemented	Illuminated wind direction indicators are required only at aerodromes serving scheduled public transport operations at night.	UK require at least one illuminated wind sleeve for night OPS.
5.1.4.1	Standard	Less protective or partially implemented or not implemented	The UK does not specify 10° or height of 300 M for licensed aerodromes.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (AMDT 17)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
5.2.1.2	Recommendation	More exacting or exceeds	At runway intersections the marking of the major runway should be continued and that of the subsidiary runway should be interrupted.	The UK permits aerodromes to determine their primary runways.
5.2.1.7	Recommendation	Less protective or partially implemented or not implemented	The UK does not require pavement markings to be made with reflective materials.	The UK requires sufficient illumination across the apron and for markings to contrast with the surface on which they are installed.
5.2.8.3	Standard	Less protective or partially implemented or not implemented	UK does not require or specify taxiway markings on runways used as a taxiway.	Runway markings are considered adequate.
5.2.10.8	Recommendation	More exacting or exceeds	The UK does not specify this requirement.	To prevent runway incursion, as far as possible the UK requires the aerodrome to limit the width of taxiways at holding points.
5.2.12 - 5.2.12.6	Standard	Less protective or partially implemented or not implemented	UK does not require or specify VOR aerodrome checkpoints, nor therefore VOR aerodrome checkpoint signs (5.4.4).	VOR equipment is checked electronically.
5.2.13.7	Recommendation	Less protective or partially implemented or not implemented	The UK does not specify the radii of markings.	The UK leaves this to aerodrome designers.
5.2.16.2	Recommendation	More exacting or exceeds	To prevent runway incursion, as far as possible the UK requires the aerodrome to limit the width of taxiways at holding points.	
5.3.1.2	Recommendation	Less protective or partially implemented or not implemented	The UK has not established protected laser emission zones around aerodromes.	
5.3.2.3	Recommendation	More exacting or exceeds	The UK requires the colour to be maintained throughout the range.	
5.3.4.34 & 5.3.4.35	Recommendation & Standard	Less protective or partially implemented or not implemented	The UK does not specify this.	Although capacitor discharge lights are allowed in the UK, no aerodrome has yet installed them - not used in the UK.
5.3.5.2	Standard	Less protective or partially implemented or not implemented	The UK does not use T-VASIS or AT-VASIS.	UK considers T-VASIS and AT-VASIS are not acceptable for public transport operations.
5.3.5.3	Standard	Less protective or partially implemented or not implemented	The UK only requires APAPI or PAPI.	T-VASIS and AT-VASIS are not considered acceptable for public transport operations.
5.3.5.43	Standard	More exacting or exceeds	The UK uses a plane 1 degree below the lower boundary of an on slope signal originating 90 M from units where the LDA is 1200 M or greater, 60 M where the LDA is 800 M - 1199 M and 30 M where the LDA is less than 800 M, diverging at 15 degrees from the runway edge at the threshold out to 15 NM.	This practice has been in existence since PAPI was originally designed.
5.3.7.1 - 5.3.7.6	Recommendation	Less protective or partially implemented or not implemented	The UK has not implemented such systems but permits variations to simple approach systems. If necessary, Annex 14 would apply.	
5.3.9.4 & 5.3.11.2	Standard	More exacting or exceeds	UK does not give 3 M discretion. The lights are located along the edges of the area declared for use as the runway.	Does not promote the use of non-load bearing or unsuitable surface.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (AMDT 17)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
5.3.12.5	Standard	More exacting or exceeds	No discretion is given for offset of runway centreline lights. The UK specifies 30 M spacing except for CAT III operations or departures in RVR <400 M when 15 M spacing is required.	The UK has never specified 15 M spacing on runways intended to be used in RVR greater than 400 M regardless of maintenance serviceability. The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
5.3.16.2	Standard	More exacting or exceeds	The UK does not give 3 M discretion. The lights are located along the edges of the area declared for use as the stopway.	The UK does not promote the use of non-load bearing or unsuitable surface.
5.3.17.1	Standard	Less protective or partially implemented or not implemented	Centre line lights are not required between the taxiway centre line and the stop position on the stand.	The UK requires conspicuous centreline markings and stand lead-in arrows which provide adequate guidance.
5.3.17.2, 5.3.17.4 & 5.3.17.9	Recommendation	More exacting or exceeds	The UK requires Taxi Centre Line Lights to be provided in RVR <400 M.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
5.3.17.5	Recommendation	Less protective or partially implemented or not implemented	The UK requirements refer to runway lighting and marking. If aircraft taxi routes utilise part of a runway, guidance is supplied by the runway marking and lighting.	
5.3.17.12	Recommendation	More exacting or exceeds	The UK does not permit offset.	
5.3.17.15	Recommendation	Different in character other means of compliance	The UK bases spacing on RVR not radius of curve.	Tests & practical experience confirm that the spacing is sufficient.
5.3.18.6	Recommendation	Different in character other means of compliance	The UK does not permit 3 M offset.	The UK does not promote the use of non-load bearing or unsuitable surface.
5.3.20.1	Standard	More exacting or exceeds	The UK requires stop bars for operations in RVR <800 M.	The UK considers 800 M to be more suitable for the weather conditions experienced in the UK.
5.3.20.10	Recommendation	More exacting or exceeds	The UK specifies High Intensity lighting to be used as a component of an A-SMGCS.	
5.3.21.1 & 5.3.21.2	Standard & Recommendation	Different in character other means of compliance	Stop bar specifications apply. Stop bars are provided at those aerodromes operating in RVR <800 M.	The UK does not make any distinction between stop bars and Intermediate holding position lights.
5.3.21.3	Recommendation	Different in character other means of compliance	They should be positioned co-incident with any associated taxiway holding position marking so as not to obscure or interfere with the integrity of the marking.	The UK does not make any distinction between stop bars and Intermediate holding position lights.
5.3.21.4	Standard	Different in character other means of compliance	The stop bar light fittings shall be spaced equally across the taxiway in a line at right angles to the taxiway centreline at intervals of no greater than 3 M.	The UK does not make any distinction between stop bars and Intermediate holding position lights.
5.3.22.1	Standard	More exacting or exceeds	Instead of de/anti-icing facility exit lights, taxiways are protected by stop bars irrespective of the type of facility e.g. apron, hangar, de-icing facility etc.	
5.3.22.2 & 5.3.22.3	Standard	Less protective or partially implemented or not implemented	The UK does not specify de-icing facility specifications.	De-icing is carried out on apron areas.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (AMDT 17)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
5.3.27.1	Standard	Less protective or partially implemented or not implemented	The UK does not specify requirements for aircraft stand manoeuvring guidance lights.	A visual docking guidance system or marshaller is normally used, and the UK requires adequate illumination to be provided across the apron area.
5.3.28.1 & 5.3.28.2	Standard & Recommendation	More exacting or exceeds	The UK requires this for RVR <1200 M to be consistent with requirements for runway guard lights.	The UK believes that the application of road holding position lights should be consistent with those for runway guard lights, to provide commonality for airside drivers.
5.3.28.4	Standard	Different in character other means of compliance	b) an amber light system meeting the characteristics of Runway Guard Lights is used.	The UK requires lights meeting the configuration of runway guard lights are installed to provide consistency for airside drivers at all locations when entering a runway.
5.4.1.2	Recommendation	Less protective or partially implemented or not implemented	The UK does not currently permit variable message signs.	The UK does not regard the technology, suitability and safety of such signs to be sufficiently mature.
5.4.3.4	Standard	Different in character other means of compliance	Not used in the UK. The UK uses a location sign reversed onto the runway holding position sign.	The UK believes that the location sign format and location is understood and applied across aerodromes. The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
5.4.3.5	Recommendation	Different in character other means of compliance	TORAs for intersection take offs are promulgated in the UK AIP.	Providing a sign for intersections is not consistent with full length take-off procedures.
5.4.3.17	Standard	Less protective or partially implemented or not implemented	The UK does not specify the requirement for a runway exit sign. The UK uses a destination sign or a taxiway location sign to indicate the runway exit where required.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
5.4.3.19	Standard	Less protective or partially implemented or not implemented	The UK does not specify the positioning of a runway vacated sign.	
5.4.3.20	Standard	Less protective or partially implemented or not implemented	The UK requires intersection take-off distances to be promulgated in the AIP.	
5.4.3.24	Recommendation	Different in character other means of compliance	The UK permits the sign to be beside the taxiway.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
5.4.3.26	Standard	More exacting or exceeds	The UK requires location signs to be provided with a yellow border at all times.	This provides a consistent format for all location signs.
5.4.3.28	Standard	Less protective or partially implemented or not implemented	The UK does not specify runway vacated signs.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
5.4.3.29	Recommendation	Less protective or partially implemented or not implemented	The UK does not specify intersection take-off signs.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
5.4.4.1	Standard	Less protective or partially implemented or not implemented	The UK does not require or specify VOR aerodrome checkpoints.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (AMDT 17)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
5.4.5.1	Standard	Less protective or partially implemented or not implemented	The UK does not require aerodrome identification signs.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
5.5.7.2	Standard	Different in character other means of compliance	The UK does not require markers to be within the light fitting.	The UK does not perceive a safety benefit is achieved by doing so. Markers located next to lights have proved effective.
5.5.8.2	Standard	More exacting or exceeds	Spacing of boundary markers is every 45 M not 90 M.	
6.2.3.9	Recommendation	Less protective or partially implemented or not implemented	The UK does not specify the colour of overhead cable markers.	Provision of cable markers rests with power transmission undertakings. The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
6.2.5.4	Recommendation	Less protective or partially implemented or not implemented	The UK does not specify the size of cable markers.	Provision of cable markers rests with power transmission undertakings. The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
6.2.5.5	Recommendation	Less protective or partially implemented or not implemented	The UK does not specify the spacing of cable markers.	Provision of cable markers rests with power transmission undertakings.
6.2.5.6	Recommendation	Less protective or partially implemented or not implemented	The UK does not specify the colour of cable markers.	Provision of cable markers rests with power transmission undertakings.
7.2.2	Recommendation	More exacting or exceeds	Inner edge of the taxi side stripe marking indicates the outer edge of the load bearing surface.	The UK does not promote the use of non-load bearing or unsuitable surface.
8.1.10	Recommendation	Different in character other means of compliance	The UK requires all except for e), g) & h), as it is not considered that standby power requirements are essential for these lights.	Existing power supply and standby arrangements are adequate. The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
8.3.3	Recommendation	Less protective or partially implemented or not implemented	The UK does not specify these time minima.	The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
9.1.13	Standard	Less protective or partially implemented or not implemented	b) The UK requires full-scale aerodrome emergency exercises at intervals not exceeding four years.	The UK considers four years provides more flexibility to aerodrome operators to engage the necessary support of externally based agencies in support of these exercises. This improves the quality of the exercise.
9.2.1	Standard	More exacting or exceeds	The provision of RFFS at a level appropriate to the longest aircraft normally using the aerodrome and its fuselage width, is a requirement of the aerodrome licence/certificate.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (AMDT 17)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
9.5.1 - 9.5.3	Recommendation	Less protective or partially implemented or not implemented	The UK delaying the applicability of Apron Management Services therefore does not currently require aerodrome operators to implement apron management services through a dedicated unit. Instead, several organisations have responsibilities for apron management and the safe movement of both aircraft and vehicles. Coordination between them is required.	Subject to future rule making.
9.8.7	Recommendation	Less protective or partially implemented or not implemented	The UK does not require surface movement radar to be provided for use in RVR conditions less than 350 M.	If SMR is not provided, operational limitations apply to ensure separation. SMR may be used in normal visibilities (e.g. at night) and is not limited only to poor visibility conditions.
9.12.2	Standard	Less protective or partially implemented or not implemented	The UK does not specify the requirement for ARIWS characteristics and status to be promulgated in the AIP.	
10.4.4	Standard	Different in character other means of compliance	UK permits 1.2 M wide transverse strip.	This has proven to be sufficient. The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability.
10.5.8 & 10.5.9	Standard	More exacting or exceeds	The UK starts this requirement at RVR <400 M.	400 M provides consistency with MATS Part 1 procedures for the implementation of LVOs.
10.5.11 & 10.5.12	Standard	More exacting or exceeds	The UK starts this requirement at RVR <800 M.	

	Annex 14 Volume II: Heliports (AMDT 9)			
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
3.2.4	Standard	Less protective or partially implemented or not implemented	Where, subject to appropriate risk assessment, new helicopter types or type variants seek use of helideck designs which are less than 1D, 3.2.4 b) may be applied even to helicopters having a MTOM > 3175 KG.	New helicopter types have been introduced to the UK sector which in some cases, have exceeded the D-value of helidecks on existing assets (commonly known as a sub-1D operation). Provided a CAP 437 Appendix H risk assessment for sub-1D operations can be satisfied on a case-by-case basis, it is acceptable for the dimensions of the TLOF to drop below 1D, even when serviced by a helicopter type with a MTOM which is > 3175 KG, as long as the FATO is no less than 1D.
3.2.10	Standard	Less protective or partially implemented or not implemented	Fully implemented with the exception of the requirement for object frangibility.	The UK does not accept that objects can be frangible to all parts of a helicopter – particularly vulnerable is the tail section (rotor, stinger).

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

	Annex 14 Volume II: Heliports (AMDT 9)			
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
3.2.13	Standard	Less protective or partially implemented or not implemented	The Standard is applied to new builds completed on or after 14 November 2013.	For existing installations with a D-value of 16.00 M or less, a review of essential objects in the OFS has been instigated with a view to limiting obstruction heights to as low as reasonably practicable.
3.2.14	Standard	Different in Character or Other means of compliance	2.5 CM height limit based on max permitted height of the circle-H lighting components or helideck landing net each prior to installation. Where an operational need exists to install both systems a 2.5 CM height limit may be assumed for each component in isolation. Acceptance is applied only for helidecks used exclusively by wheeled helicopters where the threat of dynamic rollover is not an issue.	The safety issue addressed by 3.2.14, as confirmed by the accompanying Note, is to mitigate the incidence of dynamic rollover for helicopters equipped with skids due to the presence of nets or raised light fittings above the surface of the TLOF. For the installed height of lighting the UK allows some small leeway for the installed height of components (segments, subsections, lighting elements and associated cabling) to marginally exceed 2.5 CM where a TLOF is serviced exclusively by helicopters with wheeled undercarriages. Helideck nets are acceptable where knots do not exceed 2.5 CM prior to installation.
3.3.12	Standard	Less protective or partially implemented or not implemented	Fully implemented with the exception of the requirement for object frangibility.	The UK does not accept that objects can be frangible to all parts of a helicopter – particularly vulnerable is the tail section (rotor, stinger).
3.3.15	Standard	Less protective or partially implemented or not implemented	This Standard is being applied to new builds completed on or after 14 November 2013.	For existing installations with a D-value of 16.00 M or less, a review of essential objects in the OFS has been instigated with a view to limiting obstruction heights to as low as reasonably practicable.
3.3.16	Standard	Different in Character	2.5 CM height limit based on max permitted height of the circle-H lighting components or landing net each prior to installation. Where an operational need exists to install both systems a 2.5 CM height limit may be assumed for each component in isolation. Acceptance is applied only for shipboard heliports used exclusively by wheeled helicopters where the threat of dynamic rollover is not an issue.	The safety issue addressed by 3.3.16 is to mitigate the incidence of dynamic rollover for helicopters equipped with skids due to the presence of nets or raised light fittings above the surface of the TLOF. For the installed height of lighting, the UK allows some small leeway for the installed height of components (segments, subsections, lighting elements and associated cabling) to marginally exceed 2.5 CM where a TLOF is serviced exclusively by helicopters with wheeled undercarriages. Helideck nets are acceptable where knots do not exceed 2.5 CM prior to installation.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

	Annex 14 Volume II: Heliports (AMDT 9)			
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
4.1.24	Standard	Less protective or partially implemented or not implemented	The requirement for a 210° obstacle free sector is upheld for all new build helidecks. For legacy helidecks the obstacle free sector may be reduced to no less than 180°.	All new helidecks must comply with the requirement for a 210° OFS. As regards legacy helidecks, it is agreed that an absolute minimum of a 180° OFS be provided. For helidecks with an OFS between 180° and 210°, there is insufficient evidence of a safety issue to impose any restrictions or demand corrective action. In order to regularise the situation, for those legacy helidecks which are unable to comply, the 210° Obstacle Limitation Surface (OLS) may be regarded as an Obstacle Identification Surface (OIS).
4.2.7, 4.2.10	Standard	More exacting or exceeds	The UK does not permit heliport designs with only a single approach and take-off climb surface.	Most helicopters require to operate into wind approach and take-offs.
4.2.19	Standard	More exacting or exceeds	For new build amidships shipboard heliports and refurbishments over 16.0 M completed on or after 10 November 2018, objects are restricted to no greater than 15 CM. For amidships shipboard heliports of 16.0 M or less, objects are restricted to no greater than 5 CM.	There is a potential incompatibility between 3.3.14 and 3.3.15 and 4.2.19 which will be raised with ICAO.
4.2.23	Standard	More exacting or exceeds	For non-purpose built ship side landing areas of 16.0 M or less objects are restricted to no greater than 5 CM.	There is a potential incompatibility between 3.3.15 and 4.2.23 which will be raised with ICAO.
5.3.7.3	Standard	Different in character or other means of compliance	Where the TLOF is not located within the FATO at a surface level heliport, the lighting of the FATO may consist of green perimeter lights (in lieu of white lights).	For surface level heliports located in a light rich environment of a city, town or settlement, research has indicated more effective acquisition of the heliport by use of green perimeter lighting.
5.3.7.4	Recommendation	Different in character or other means of compliance	Where the TLOF is not located within the FATO at a surface level heliport, the lighting of the FATO may consist of green perimeter lights meeting Illustration 5.	The distribution of light for illustration 4 is contrary to the established position of the helicopter on approach to a heliport as confirmed by UK research data i.e. the specification for the light in the vertical elevation is incompatible with typical approach path angles.
5.3.9.11	Recommendation	More exacting or exceeds	The UK requires that both the TD/PM circle and heliport identification marking be illuminated.	As of 1 April 2018, the lit TD/PM circle and lit heliport identification 'H' marking is mandated for offshore helidecks by a Safety Directive.
5.3.9.16	Standard	Different in character or other means of compliance	For the TD/PM circle, the UK allows a minimum width of 40 MM.	This specification is now recognised in the Heliport Manual (onshore) Doc 9261 as being an acceptable means of compliance.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

	Annex 14 Volume II: Heliports (AMDT 9)			
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
5.3.9.22	Recommendation	More exacting or exceeds	UK specification is more demanding at lowest elevations but less demanding at higher level (where UK research confirms the lowest light outputs are required).	UK has published its own version of Illustration 5 based on real data for helicopter approach path angles. This specification is now recognised in the Heliport Manual (onshore) Doc 9261 as being an acceptable means of compliance.
5.3.11.4	Recommendation	Less protective or partially implemented or not implemented	The UK does not require a heliport to demonstrate compliance with this recommendation.	It is very difficult to achieve or verify this recommendation and UK accepts that if the objective of standard 5.3.11.3 for the spectral distribution of floodlighting across the surface is met, this will provide adequate visual cues to allow for safe winching area operations.
5.3.14.3	Recommendation	Less protective or partially implemented or not implemented	The UK does not require a lit obstacle to demonstrate compliance with this recommendation.	It is very difficult to achieve or verify this recommendation and UK accepts that if the objective of standard 5.3.14.2 for the illumination of the entire obstacle is met, this will provide adequate warning to pilots to facilitate safe operations/ clearance from the object.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 15 Aeronautical Information Services (AMDT 43)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C1 1.1.106	Definition VOLMET	Less protective or partially implemented or not implemented	UK VOLMET and D-VOLMET provides current aerodrome routine meteorological reports only.	System designed to give rapid refresh of current conditions at key aerodromes in high density air traffic airspace.
C1 1.2.2.2	Standard	More exacting or exceeds	In the UK, OSGM15 (which includes data from EGM-96) is the geoid model used for determining heights above MSL to the required level of accuracy.	EGM-96 does not meet accuracy requirements for elevation and geoid undulation specified in Annex 14, Volumes I and II.
C1 1.2.2.3	Standard	Less protective or partially implemented or not implemented	Parameters for height transformation between OSGM15 and EGM-96 are not published.	There is no perceived requirement in the UK for a description of the parameters required for height transformation between OSGM15 and EGM-96.
C3 3.2.2	Standard	More exacting or exceeds	Publication resolution is more exacting.	Where the data appears in more than one section of the AIP with different resolution requirements, the higher resolution will be applied, to avoid 'rounding'.
C5 5.3.1.1 to 5.3.2.3; and 5.3.4.1 to 5.3.5.2	Standard	Less protective or partially implemented or not implemented	UK regulation requires the AIS provider to ensure that digital data is in the form of the specified data sets only when available.	The UK has a stated objective to work towards the provision and maintenance of digital data sets for all aeronautical information products in accordance with ICAO specifications. These data sets are in trial phase for user feedback at time of writing.
C5 5.3.3.1; 5.3.3.3.4; 5.3.3.3.7; 5.3.3.4.5 and 5.3.3.4.6	Standard	More exacting or exceeds	UK policy is more demanding in certain cases.	UK requirements for data collection surfaces and coverage areas are intended to ensure that one aerodrome survey will deliver all data necessary to generate Obstacle Limitation Surfaces, design Instrument Flight Procedures and produce the required charts.
C5 5.4.3.1	Standard	Less protective or partially implemented or not implemented.	The UK does not provide data sets through information services.	The UK has included its plans for provision of SWIM services in its Airspace Modernisation Strategy Deployment Plan (CAP 1711b)
C6 6.3.2.3 and 6.3.2.4	Standard	More exacting or exceeds	The UK requires that unavailability of a runway due to runway marking works or, if the equipment used for those works can be removed, a time lag required for making the runway available shall be notified by NOTAM.	

Annex 16: Environmental Protection — Vol I (Aircraft Noise) (AMDT 13)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
NIL				

Annex 16: Environmental Protection — Vol II (Aircraft Engine Emissions) (AMDT 10)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Part I				

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 16: Environmental Protection — Vol II (Aircraft Engine Emissions) (AMDT 10)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
1.13	Definition	Less protective or partially implemented or not implemented	Not yet implemented in UK regulations.	Will be compliant on 01 January 2023 under regulation 1(3) of S.I. 2022/637.
Part III				
1.6, 1.7, 2.1.1.1, 4.2.1.1, 4.2.1.2, 4.2.2.1, 4.2.2.2, 4.2.3	Standard	Less protective or partially implemented or not implemented	Not yet implemented in UK regulations.	Will be compliant on 01 January 2023 under regulation 1(3) of S.I. 2022/637.

Annex 16: Environmental Protection — Vol III (Aeroplane CO2 Emissions) (AMDT 1)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
NIL				

Annex 17: Security (AMDT 10)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
NIL				

Annex 18: The Safe Transport of Dangerous Goods by Air (AMDT 12)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C10 10.1	Standard	Less protective or partially implemented or not implemented	UK Reg. (EU) and national regulations provide the legal requirement for initial and recurrent training programmes to be established for all entities except for agencies engaged in the security screening of passengers and their baggage.	The CAA is in dialogue with the DfT with the aim of establishing a) UK legal requirements for passenger and baggage screeners to complete initial and recurrent dangerous goods training and testing and b) guidance to aid industry to comply.
C10 10.2.2	Standard	Less protective or partially implemented or not implemented	Designated Postal Operator training programmes subject to review and approval but legal requirement for approval is not yet in place.	Legislation has been drafted but is subject to review.
C10 10.2.3	Recommendation	Different in character or other means of compliance	Outsourced Cat 1 training and all Cat 6 training is subject to CAA approval. All other training subject to audit.	
C11 11.4	Standard	Less protective or partially implemented or not implemented	Designated Postal Operator procedures subject to review and approval but legal requirement for approval is not yet in place.	Legislation has been drafted but is subject to review.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 19: Safety Management (AMDT 1)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
NIL				

Doc 4444: Procedures for Air Navigation Services — Air Traffic Management (Amdt 12)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Chapter 4: General Provisions for Air Traffic Services				
4.5.7.2.1			The phraseology 'Cleared via flight plan route' is not used in the UK.	
4.5.7.5.1			In addition, the following items are to be read back in full: taxi/ towing instructions, approach clearances, altimeter settings, VDF information, type of ATS Surveillance Service being received and frequency changes. See GEN 3.3.3.	
4.6.1.5			At or above FL 280, speeds shall be expressed in multiples of 0.01 Mach; below FL 280, multiples of 10 KT shall be used.	
4.9			UK wake turbulence categories are different to ICAO. Pilots should refer to and be familiar with UK AIC P083/2020 Wake Turbulence.	
Chapter 5: Separation Methods and Minima				
5.3.3.2			Cruise climbs are not authorised by ATC in the UK.	
Chapter 6: Separation in the vicinity of aerodromes				
6.3.2.4			Revised SID/STAR phraseology not yet implemented.	Work is under way to effect UK implementation of PANS-ATM Amendment 7 provisions (date to be confirmed).
6.5.2.4			Descent clearance on a STAR is as directed by ATC. Revised STAR phraseology not yet implemented.	Work is under way to effect UK implementation of PANS-ATM Amendment 7 provisions (date to be confirmed).
Chapter 7: Procedures for Aerodrome Control Service				
7.2			The procedure for selection of runway in use for noise preferential reasons is currently not implemented in the UK.	
7.6.3.1.1.3			Standard taxi routes are not published in the UK. Taxi instructions will be issued individually by ATC.	
7.6.3.2.3.3			In the UK, the use of flashing runway or taxiway lights has no meaning and is not used.	
7.15			Aerodrome lighting shall be displayed from 15 minutes before any ETA and until 15 minutes after any ATD as follows: 1. **By day:** High intensity systems, where installed on the runway to be used, whenever the visibility is less than 5 KM and/or the cloud base is less than 700 FT; 2. **By night:** Irrespective of weather conditions.	
Chapter 8: ATS Surveillance Services				

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 4444: Procedures for Air Navigation Services — Air Traffic Management (Amdt 12)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
8.6.5.1 (b)			Except in the approach phase, the purpose and extent of initial vectors will not be given by controllers. Aircraft in receipt of vectors and subsequently experiencing radio failure must follow the radio failure procedure notified at ENR 1.1.3.	
8.6.5.1 (c)			Controllers will endeavour to keep aircraft in receipt of vectors not less than 2 NM from the boundary of controlled airspace.	
8.7.3.2 (b)			Unless wake turbulence spacing is required, 2.5 NM spacing on final approach may be used between successive aircraft arriving at London Heathrow. Pilots should be aware that this spacing may be applied up to 20 NM from the threshold. Further details are notified in AIP EGLL-AD-2.20.	
8.7.3.4			UK wake turbulence categories are different to ICAO. Pilots should refer to and be familiar with UK AIC P083/2020 Wake Turblence.	
8.9.6.1.3			Obstacle clearance criteria applicable to each runway are detailed on UK AIP aerodrome approach charts and will not be routinely given by controllers over the RTF.	
			Chapter 12: Phraseologies	
12.2.4			Pilots are not required to report non-approved RVSM status in all requests for level changes and their read-backs.	
12.3.1.2 (a) 1			For level changes and reports: 'TO' shall only be used to describe altitude or height, eg 'DESCEND TO ALTITUDE 3000 FT'. It is **not** used when describing Flight Levels, eg 'CLIMB FL 250'.	
12.3.1.2 (z) to (kk)			Revised SID/STAR phraseology not yet implemented.	Work is under way to effect UK implementation of the PANS-ATM Amendment 7 phraseology (date to be confirmed but not before late 2017).
12.3.2.1 (c) & (d)			RECLEARED is to be used only when it relates to an ATC route clearance, airways, reporting points and waypoints, but NOT for instructions to climb and descend. The phrase 'CONTINUE AS CLEARED' is not to be used in the UK.	
12.3.2.4 (c)			'CRUISE CLIMB' is not used in the UK.	
12.3.3.1 (f) to (h)			Revised departure instructions phraseology not yet implemented.	Work is under way to effect UK implementation of the revised PANS-ATM Amendment 7 phraseology (date to be confirmed but not before late 2017).
12.3.3.2 (a) to (f)			Revised approach instructions phraseology not yet implemented.	Work is under way to effect UK implementation of the revised PANS-ATM Amendment 7 phraseology (date to be confirmed but not before late 2017).

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 4444: Procedures for Air Navigation Services — Air Traffic Management (Amdt 12)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
12.4.1.8 (e) & (f)			For avoiding action the following phraseology will be used: AVOIDING ACTION. Turn left (or right) immediately heading (three digits). Traffic (bearing by clock reference and distance).	
			OTHER UK PHRASEOLOGY **Student Pilots:** In the UK, pilots may hear the use of 'STUDENT' as part of the RTF callsign. The use of this term has been introduced to increase the awareness of controllers and other airspace users to the presence of student pilots flying solo. **Reduced runway separations:** When using ICAO reduced runway separation procedures, the phraseology 'LAND AFTER THE (aircraft type)' will be used. Full details of these procedures are notified in GEN 3.3.3. **Unlawful interference:** Pilots of aircraft subject to unlawful interference may hear one or more of the following phraseologies: 1. 'I am instructed by His Majesty's Government to refuse entry into United Kingdom airspace/ to inform you that landing clearance has been refused for any airfield within the United Kingdom. What are your intentions?' 2. 'I am instructed by His Majesty's Government that you are to hold at (fix or GPS position) at (level). Acknowledge'. **Approach delays:** If, for reasons other than weather, eg an obstruction on the runway, the extent of approach delays are not known, aircraft will be advised 'DELAY NOT DETERMINED'. As soon as it is possible for aircraft to re- commence approach procedures, EATs will be issued. **Helicopter phraseology** The UK has developed specific phraseology for use in helicopter operations. Helicopter pilots should be familiar with the relevant content of CAP 413 Radiotelephony Manual.**http://www.caa.co.uk/cap413**	
Chapter 13: Automatic dependent surveillance - contact (ADS-C) services				
			ADS-C systems are currently not used in the UK.	
Chapter 15: Procedures related to emergencies, communication failure and contingencies				

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 4444: Procedures for Air Navigation Services — Air Traffic Management (Amdt 12)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
15.1.4			UK controlled airspace is complex and congested; traffic is often orientated on the airway in certain directions or flows. Therefore, if able, aircraft executing an emergency descent should remain on the assigned route or track whilst carrying out the descent; unless doing so would endanger the aircraft.	
15.1.4.2			Upon hearing an emergency descent broadcast on the ATC frequency, pilots should: maintain radio silence, listen for instructions from ATC, maintain a good visual lookout and respond to TCAS advisories.	
15.3.3			UK Radio Failure procedures for IFR/IMC flights provide pilots with instructions more comprehensive than ICAO procedures. Pilots should read and be familiar with UK Radio Failure procedures notified at ENR 1.1.3 paragraph 3.	
Chapter 16: Miscellaneous Procedures				
16.2			For the rules, regulations, responsibilities and restrictions regarding unmanned free balloons in UK airspace, users should contact the UK CAA's Airspace Utilisation Section.	
16.4			For UK repetitive flight planning requirements see ENR 1.10.	

Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Vol I (Flight Procedures) (Amdt 11)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Part I: Departure Procedures Section 2; Chapter 1: Use of FMS/RNAV equipment to follow conventional departure procedures				
1.4			**Additional requirements:** 1. the conventional procedure must have been inserted into the FMS from a recognised database and cannot be manually loaded or modified by the crew other than to follow ATC instructions; 2. after the procedure has been loaded into the FMS as above, it must be cross-checked against the published conventional procedure before any attempt is made to follow the procedure using the FMS.	
Part I: Noise Abatement Procedures Section 7; Chapter 2: Noise Preferential Runways and Routes				

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Vol I (Flight Procedures) (Amdt 11)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
2.2.3.			In general, where turns are required shortly after take-off for noise abatement or other operational purposes, the nominal track has not been designed in accordance with the criteria in Volume II Part 2 Chapter 3 para 3.3. However, no turns are to be commenced below a height of 500 FT AAL. Airport Operators may specify the criteria used to determine individual Noise Preferential Routes. These criteria are for guidance only and aircraft operators should adhere to the routes to the maximum extent practicable commensurate with the safe operation of the aircraft.	
Part I: Aeroplane Operating Procedures				
Section 7; Chapter 3				
3.8.			Unless otherwise stated, the upper limit for noise abatement procedures is 3000 FT ALT. However, aircraft operators are expected to operate their aircraft at all times in a manner calculated to cause the least noise disturbance on the ground.	

Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (Amdt 9)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
Part I: Procedure Construction and Obstacle Clearance Criteria for Departure Procedures Section 3; Chapter 3: Turning Departure				
3.3			In general, when turns are required shortly after take-off for noise abatement or other operational purposes, the nominal track has not been designed in accordance with these criteria. However, no turns are to be commenced below a height of 500 FT AAL Primary and Secondary areas for obstacle clearance on Standard Instrument Departure Procedures, where published, are determined along the nominal ground track of the Noise Preferential Route as specified by the Airport Operator. Obstacle clearance is not assessed for any routes other than published Standard Instrument Departures Procedures.	
Part I: Initial Approach Segment Section 4; Chapter 3: Requirements for separate instrument approach charts				

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (Amdt 9)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
3.4.5.2 3.5.4.4			In certain procedures different outbound tracks and/or timings may be specified for Category A/B and Category C/D aircraft. These tracks/ timings will normally bepublished on a common instrument approach chart. Separate charts will normally be published whenever Category A/B and Category C/D aircraft have different procedure altitudes or different missed approach points.	
Part I: Length Section; Chapter 4				
4.3.1.1			The length of the intermediate segment should conform to the standard given in paragraph 4.3.1.1 whenever possible. However, when an operational advantage may be gained, the minimum length of the intermediate segment may be reduced to 5.5 KM (3 NM).	
Part I: Turn as soon as practicable Section 4; Chapter 6				
UK Addition 6.4.5.7			Paragraph 6.4.5.7 UK addition to PANS-OPS.	
Part I: General				
UK Addition 6.4.5.7.1			A turn as soon as practicable is prescribed in non-precision procedures when it is essential to locate the TP before the SOC associated with the normal turn at an altitude or at a fix, and when it is not convenient to move the MAPt. When specified, the missed approach procedures shall be annotated 'turn left (or right) as soon as practicable'. The criteria are the same as those for a turn at a designated altitude, modified in accordance with the paragraphs UK Addition 6.4.5.7.2 to 6.4.5.7.4.	
Part I: Turn altitude/height				
UK Addition 6.4.5.7.2			The turn altitude/height is also the OCA/H for the procedure. The TP is plotted at distance c after the latest limit of the MAPt tolerance area.	
Part I: Areas				
UK Addition 6.4.5.7.3			Turn initiation area. The turn initiation area is bounded by the edges of the MAPt tolerance area, starting at the earliest MAPt and extended beyond the latest MAPt to the TP.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (Amdt 9)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
UK Addition 6.4.5.7.3.1			Turn area. The inner and outer boundaries of the turn area are constructed as specified in paragraph Part I Sect 4 Chapter 6 paragraph 6.4.5.2.2 with the following exceptions: a. The boundaries are based on the intermediate missed approach speed of the appropriate aircraft category; b. The outer boundary starts at the range of the TP (distance c has already been included in the turn initiation area).	
Part I: Obstacle clearance				
UK Addition 6.4.5.7.4			The obstacle clearance in the turn initiation and turn areas is adjusted to preserve the normal MOC associated with the transitional tolerance X into the turn area as follows: a. Obstacle clearance in the turn initiation area. Obstacle elevation/height in the turn initiation area shall be less than: OCA/H - MOC approach segment b. Obstacle clearance in the turn area. Obstacle elevation/ height in the turn area and subsequently shall be less than: OCA/H - MOC missed approach + (d0 - X) tan Z with the additional provision that obstacle height need not be less than (OCH - MOC approach segment). Where d0 is measured from the obstacle to the nearest point on the turn initiation area boundary. MOC approach is the primary area MOC associated with the final approach segment. MOC missed approach is the MOC applicable to the missed approach; 50 M (164 FT) for turns exceeding 15° and 30 M (98 FT) for turns of 15° or less, reduced if appropriate for obstacles within any secondary areas.	
Part I: Minimum Sector Altitudes (MSA) Section 4; Chapter 8				

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (Amdt 9)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
8.4			Combining sectors for adjacent facilities: Where more than one facility provides arrival segment tracking to an instrument approach procedure, and unless otherwise specified, the minimum sector altitude for each sector is the highest of those calculated for that specific sector for every facility serving the procedure, regardless of the distance between the facilities. The Instrument Approach chart will state the facilities used in the calculation of MSA. eg 'MSA 25NM VOR XXX or NDB(L) YYY'.	
Part II: Surveillance Radar Section 2; Chapter 6				
UK Addition 6.1.1 6.2.3			**General.** See paragraph UK Addition 6.6 below for separate criteria for approved 'high resolution' equipment with a termination range of 0.5 NM or less. Additionally, within a specified area aligned with an Instrument Runway, when an aircraft is being vectored to an Instrument Approach, minimum obstacle clearance may be reduced to 150 M (500 FT). The specified area is shown on the ATC Surveillance Minimum Altitude Chart and is of the following dimensions: A line 2.5 NM long, centred on the runway centreline, 1.5 NM from the threshold in the approach and a line 5 NM long, centred on the runway centreline, 9.5 NM from the threshold in the approach, joined at the ends to form a quadrangle.	
6.4.3			**Area.** The area to be considered for obstacle clearance begins at the FAF and ends at the MAPt.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (Amdt 9)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
6.5			**Termination Range.** A Surveillance Radar Approach shall be terminated 2 NM before touchdown except where a termination range of 1 NM has been specifically approved. See paragraph 6.6 below for separate criteria for approved 'high resolution' equipment with a termination range of 0.5 NM or less. The Missed Approach Point (MAPt) is located at the point where the radar approach terminates. However, where operationally advantageous, the MAPt for 2 NM SRAs may be designated as 1 NM before touchdown.	
Surveillance Radar (high resolution) - UK addition to PANS-OPS				
UK Addition 6.6			**General.** Certain approved Surveillance Radar equipments can provide final approach guidance of better quality than that provided for in paragraph 6.1. The criteria for procedures using these radars are the same as those contained in paragraphs 6.2 and 6.3 except for the final approach and missed approach areas and obstacle clearance described below: Note: Approval of 'high resolution' SRE procedures is based on an operational and technical evaluation of the equipment. In all cases: a. There is a continuous talk-down, on a discrete frequency, from 4 NM with ranges and advisory heights being given every 0.5 NM; b. The approach controller providing final approach guidance is allocated full time to the task; c. The display system incorporates a centreline with associated reflectors to confirm centreline accuracy; d. The accuracy, resolution, antenna rotation rate. Low- level cover, and extent of permanent echoes are assessed as capable of giving a high probability of a successful approach with a termination range of 0.5 NM or less.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (Amdt 9)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
UK Addition 6.6.1			**Area.** The area to be considered for obstacle clearance begins at the FAF and ends at the MAPt and is centred on the Final Approach Track. The minimum length of the Final Approach Track shall be 3 NM. The length shall be established by taking account of the permissible descent gradient (see paragraph 6.4.5). The maximum length should not exceed 6 NM. Where a turn is required over the FAF, Table I-4-5-1 in Part 1, Section 4, Chapter 5 applies. The width of the area is proportional to the distance from the radar antenna, according to the following formulae: W/2 = 1.9 + 0.1 D KM, for D greater than 10 KM. W/2 = 0.3 + 0.26 D KM, for D equal or less than 10 KM. Where: W = total area width in KM. D = distance from antenna to track in KM The maximum value for D is 37 KM (20 NM) subject to the accuracy of the radar equipment as determined by the Authority. A secondary area comprising 25% of the total width lies on each side of the primary area, which comprises 50% of the total width.	
UK Addition 6.6.2			**Obstacle Clearance.** The MOC is 75 M (246 FT) in the primary area, reducing to zero at the outer edges of the secondary areas.	
UK Addition 6.6.3			**Missed Approach Secondary Areas.** Secondary areas are established on each side of the primary area, with width equal to 25% of the total area width at the MAPt, reducing to zero width at the SOC.	

3 Data not fully compliant with data quality requirements (ADQ)

Numerical data and information with ICAO integrity classification 'critical', 'essential' or 'routine' made available via UK AIS, shall be provided in accordance with the requirements on the quality of aeronautical data and aeronautical information specified in relevant ICAO Annexes and UK Regulations (EU) 2017/373 and 139/2014.

Requirements on the quality of aeronautical data and aeronautical information apply to aeronautical data and aeronautical information with an ICAO integrity level and/or intended for use in IFR traffic and which are included in the following products made available by or through the UK AISP:

- Aeronautical Information Publication (AIP), including Amendments and Supplements;
- Aeronautical charts;
- NOTAM; and
- Digital data sets.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Requirements on the quality of aeronautical data and aeronautical information apply to all parties involved in the upstream data chain from the point of origination to the point of publication by AIS. This includes aerodrome operators, air navigation service providers, entities providing services for the origination and provision of survey data, airspace structure design and flight procedure design services and entities providing electronic terrain and obstacle data and any other parties originating, processing, or providing data in the scope of the data quality requirements.

More information regarding the applicability of 'ADQ' requirements can be found in CAP 1054 Chapter 2.

All data items that are in the scope of the ADQ but do not meet the data quality requirements are listed here:

www.nats.aero/ais/dataquality

Additionally, all **Area 1 Obstacles** (the height of which is 100 M or more AGL) included in ENR 5.4 and all **Instrument Flight Procedures** published in relevant AD sections should be considered non-compliant with ADQ. Aeronautical data published for aerodromes outside of the scope of ADQ (as per paragraph 1.5 in AD 1.4) will **not** be annotated to indicate their data quality compliance.

Aeronautical data published in the Remarks column of an AIP Table shall be considered as non-compliant to the ADQ.

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GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS

The abbreviations used in this AIP and in the general dissemination of information are extracted from ICAO DOC 8400. Abbreviations shown in italics are either different from or not contained in ICAO DOC 8400.

† When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

‡ When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.

A	
A/A	Air-to-air
A/G	Air-to-Ground
AAA	(or AAB, AAC....etc, in sequence) Amended meteorological message (message type designator)
AAL	Above Aerodrome Level
AAR	Air to Air Refuelling
AARA	*Air to Air Refuelling Areas*
ABM	Abeam
ABN	Aerodrome Beacon
ABV	Above
AC	Altocumulus
AC	*Area Control*
ACARS	Aircraft Communications Addressing And Reporting System
ACAS	†Airborne Collision Avoidance Systems
ACC	‡Area Control Centre OR Area Control
ACCID	Notification of an Aircraft Accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter Check Location
ACN	Aircraft Classification Number
ACN	*Airspace Co-ordination Notice*
ACT	Active OR Activated OR Activity
AD	Aerodrome
ADA	Advisory Area
ADF	‡Automatic Direction-Finding Equipment
ADIZ	†(to be pronounced 'AY-DIZ') Air Defence Identification Code
ADS-B	‡Automatic Dependent Surveillance - Broadcast
ADS-C	‡Automatic Dependent Surveillance - Contract
ADSU	Automatic Dependent Surveillance Unit
ADVS	Advisory Service
AEW	*Airborne Early Warning*
AFIL	Flight Plan Filed in the Air
AFIS	Aerodrome Flight Information Service
AFPEx	*Assisted Flight Plan Exchange*
AFS	Aeronautical Fixed Service
AFTN	‡Aeronautical Fixed Telecommunication Network
AGCS	*Air Ground Communication Service*
AGL	Above Ground Level
AGNIS	*Azimuth Guidance for Nose-In Stand*
AIAA	*Area of Intense Air Activity*
AIC	Aeronautical Information Circular
AIM	Aeronautical Information Management
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIREP	†Air-Report
AIREX	*Air Exercise*
AIS	Aeronautical Information Services
ALA	Alighting Area
ALERFA	†Alert Phase
ALR	Alerting (message type designator)
ALRS	Alerting Service
ALS	Approach Lighting System
ALT	Altitude
ALTN	Alternate (Aerodrome)
AMA	Area Minimum Altitude
AMC	*Airspace Management Cell*
AMD	Amend OR Amended (used to indicate amended meteorological message; message type designator)
AMDT	Amendment (AIP Amendment)
AMS	Aeronautical Mobile Service
AMSL	Above Mean Sea Level
AMSS	Aeronautical Mobile Satellite Service
ANM	*ATFM Notification Message*
ANO	*Air Navigation Order*
AO	Aircraft Operators
AOC...	Aerodrome Obstacle Chart (followed by type and name/title)
AOC	*Air Operator Certificate*
AOM	*Aerodrome Operating Minima*
AP	Airport
APAPI	Abbreviated Precision Approach Path Indicator
APCH	Approach
APIS	*Aircraft Positioning and Information System*
APP	Approach Control Office OR Approach Control OR Approach Control Service
APRX	Approximate OR Approximately
ARA	*Advisory Radio Area*
ARO	Air Traffic Services Reporting Office
ARP	Air-Report (message type designator)
ARR	Arrival (message type designator)
ARST	Arresting (Specify (part of) Aircraft Arresting Equipment)
ASC	Ascent to OR Ascending to
ASDA	Accelerate-Stop Distance Available
ASHTAM	Special series of NOTAM notifying, by means of specific format, change in activity of a volcano, a volcano eruption and/or volcanic ash cloud that is of significance to aircraft operations
ASPH	Asphalt
ASR	*Airspace Reservation*
ATA	Actual Time of Arrival
ATA	*Aerial Tactics Area*
ATC	‡Air Traffic Control (in general)
ATCSMAA	*ATC Surveillance Minimum Altitude Area*
ATCSMAC	Ait Traffic Control Surveillance Minimum Altitude Chart (followed by name/title)
ATD	‡Actual Time of Departure
ATFM	Air Traffic Flow Management
ATIS	†Automatic Terminal Information Service
ATM	Air Traffic Management
ATN	Aeronautical Telecommunication Network
ATS	Air Traffic Service
ATSU	*Air Traffic Service Unit*
ATZ	Aerodrome Traffic Zone
AU	*Airspace Utilisation*
AUP	*Airspace Utilisation Plan*
AUW	All Up Weight
AUX	Auxiliary
AVBL	Available OR Availability
AVGAS	†Aviation Gasoline

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

AVTUR	*Aviation Turbine Fuel*
AWR	*Air Weapon Range*
AWY	Airway
AZM	Azimuth
B	
BA	Braking Action
BBMF	*Battle of Britain Memorial Flight*
BCN	Beacon (Aeronautical ground light)
BDRY	Boundary
BFR	Before
BKN	Broken
BLCP	*Base Level Change Point*
BLDG	*(ENR 5.4) Miscellaneous Tower; Tower on Structure; Apartment/Hotel with Flat Roof; Building, General (All Types); Observation Tower; Commercial Building, General; Observatory; Dwelling, Multi-Family; Stadium, Domed; Hospital, General; Commercial Building with Curved Roof; Ferris Wheel; Water-Tower Building, Masonary/Concrete; Building General (All Types); Transformer Yard; Commercial Building, Circular with Flat Roof; Capitol Building; Commercial Building with Flat Roof; Commercial/Recreational Structure, General.*
BLO	Below Clouds
BLW	Below…
BOMB	Bombing
BOTA	*Brest Oceanic Transition Area*
BR	Mist
BRDG	*(ENR 5.4) Bridge Tower; Suspension Bridge; Bridge, General; Arch*
BRF	Short (Used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
B-RNAV	*†Basic - (To be pronounced 'AR-NAV') Area Navigation*
BS	Commercial Broadcasting Station
BTL	Between Layers
BTN	Between
BVLOS	*Beyond Visual Line Of Sight*
C	
C	Degrees Celsius (Centigrade)
...C	Centre (preceded by runway designator number to identify a parallel runway)
CAA	*Civil Aviation Authority*
CANP	*Civil Aircraft Notification Procedure*
CAP	*Civil Aviation Publication*
CAS	*Controlled Airspace*
CAT	Clear Air Turbulence
CATZ	*Combined Aerodrome Traffic Zone*
CAVOK	†(To be pronounced 'KAV-OH-KAY') Visibility, cloud and present weather better than prescribed values or conditions
CBA	*Cross Border Area*
CC	Cirrocumulous
CC	*Counter Clockwise*
CDA	*Continuous Descent Approach*
CDN	Co-ordination (message type designator)
CDR	Conditional Route
CH	Channel
CHAPI	*Compact Helicopter Approach Path Indicator*
CHG	Modification (message type designator)
CHIM	*(ENR 5.4) Smokestack, General; Thermal Power-Plant Smokestack*
CI	Cirrus

CIDIN	†Common ICAO Data Interchange Network
CIV	Civil
CL	Centre-Line
CLBR	Calibration
CLG	Calling
CLR	Clear(s) OR Cleared to … OR Clearance
CLSD	Close OR Closed OR Closing
CM	Centimetre
CMATZ	*Combined Military Aerodrome Traffic Zone*
CMB	Climb to OR Climbing to
CMPL	Completion OR Completed OR Complete
CNL	Flight Plan Cancellation (message type designator)
CNS	Communications, Navigation and Surveillance
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction OR Constructed
CONT	Continue(s) OR Continued
COOL	*(ENR 5.4) Cooling Tower, Industrial*
COOR	Co-ordinate OR Co-ordination
COORD	Geographical Co-ordinates
COP	Change-Over Point
COR	Correct OR Correction OR Corrected (Used to indicate corrected meteorological message; message type designator)
COV	Cover OR Covered OR Covering
CPDLC	Controller to Pilot Data link
CPL	Current Flight Plan (message type designator)
CRAM	*Conditional Route Availability Message*
CRN	*(ENR 5.4) Rotating Crane on Tower, Industrial; Rotating Crane, Industrial; Bridge Crane, Industrial*
CRZ	Cruise
CTA	Control Area
CTAM	Climb to and Maintain
CTC	Contact
CTL	Control
CTN	Caution
CTOT	*Calculated Take-off Time*
CTR	Control Zone
CUST	Customs
CWY	Clearway
D	
D....	*DME Range (prefix used in graphics)*
D…	Danger Area (Followed by Identification)
DA	Decision Altitude
D-ATIS	Data Link Automatic Terminal Information Service
DCKG	Docking
DCT	Direct (In relation to flight path clearances and type of approach)
DEG	Degrees
DEMO	*Demonstration*
DEP	Departure (message type designator)
DER	Departure End of the Runway
DES	Descend to OR Descending to
DEST	Destination
DETRESFA	†Distress Phase
DEV	Deviation OR Deviating
DF	Direction Finding
DfT	*Department for Transport*
DFTI	Distance from Touchdown Indicator
DH	Decision Height

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

DIST	Distance
DIV	Divert OR Diverting
DLA	Delay OR Delayed
DLY	Daily
DME	‡Distance Measuring Equipment
DNG	Danger OR Dangerous
DNM	*Directorate Network Management*
DOC	*Designated Operational Coverage*
DOM	Domestic
DPT	Depth
DR	Dead Reckoning
DRA	*Direct Route Airspace*
DRDF	*Digital Resolution Direction Finding*
DRG	During
DTAM	Descend to and Maintain
DTG	Date-Time Group
DU	Dust
DUC	Dense Upper Cloud
DUR	Duration
DVOR	Doppler VOR
DW	Dual Wheels
E	
EASA	*European Union Aviation Safety Agency*
EAT	Expected Approach Time
ECA	*Emergency Controlling Authority*
ECAC	*European Civil Aviation Conference*
EDT	*Estimated Departure Time*
EET	Estimated Elapsed Time
EFC	Expected Further Clearance
EFIS	†Electronic Flight Instrument System
eFPL	Filed flight plan exchanged via flight and flow - information for a collaborative environment (FF-ICE) services
EGNOS	European Geostationary Navigation Overlay Service
EHF	Extremely High Frequency (30000 to 300000 MHz)
ELBA	†Emergency Location Beacon - Aircraft
ELEV	Elevation
ELR	Extra Long Range
ELT	Emergency Locator Transmitter (GEN 3.6.6)
EMBD	Embedded in a Layer (To indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
END	Stop-end (related to RVR)
ENG	Engine
ENR	En-Route
EOBT	Estimated Off-Block Time
EQPT	Equipment
EST	Estimate OR Estimated OR Estimation (message type designator)
ETA	*‡Estimated Time of Arrival OR Estimating Arrival
ETD	‡Estimated Time of Departure OR Estimating Departure
ETFMS	*Enhanced Tactical Flight Management System*
ETOPS	*Extended Twin-jet Operations*
EXC	Except
EXER	Exercises OR Exercising OR To Exercise
EXP	Expect OR Expected OR Expecting
EXT	*Extension*
EXTD	Extend OR Extending
F	
FAC	Facilities
FAF	Final Approach Fix
FAM	*Flight Activation Monitoring*
FAP	Final Approach Point
FAS	Final Approach Segment
FAT	*Final Approach Track*
FATO	Final Approach and Take-off Area
FBL	Light (Used to indicate the intensity of weather phenomena, interference or static reports, eg FBL RA = Light rain)
FBO	*Fixed-base Operator*
FBU	*Flight Briefing Unit*
FBZ	*Flight Plan Buffer Zone*
FCT	Friction Coefficient
FDOD	*Flight Data Operations Division*
FDPS	Flight Data Processing System
FIC	Flight Information Centre
FIR	‡Flight Information Region
FIS	Flight Information Service
FISA	Automated Flight Information Service
FISO	*Flight Information Service Officer*
FL	Flight Level
FLAS	*Flight Level Allocation Scheme*
FLG	*Flashing*
FLR	Flares
FLR	*(ENR 5.4) Flare Pipe - On Land (In Refinery)*
FLT	Flight
FLTCK	Flight Check
FLY	Fly OR Flying
FM	From
FMC	Flight Management Computer
FMD	*Flow Management Division*
FMP	*Flow Management Position*
FMS	Flight Management System
FMU	Flow Management Unit
FNA	Final Approach
FOD	*Foreign Object Damage/Debris*
FPL	Filed Flight Plan exchanged via aeronautical fixed service (AFS)
FPM	Feet Per Minute
FPR	Flight Plan Route
FRA	*Free Route Airspace*
FRA (A)	*FRA Arrival Connecting Point*
FRA (D)	*FRA Departure Connecting Point*
FRA (E)	*FRA Horizontal Entry Point*
FRA (I)	*FRA Intermediate Point*
FRA (X)	*FRA Horizontal Exit Point*
FREQ	Frequency
FRNG	Firing
FRQ	Frequent
FRZ	*Flight Restriction Zone*
FSL	Full Stop Landing
FSS	Flight Service Station
FT	Feet (Dimensional Unit)
FU	Smoke
FUA	*Flexible Use of Airspace*
G	
G/A	Ground-to-Air
G/A/G	Ground-to-Air and Air-to-Ground
GA	General Aviation
GAGAN	GPS & Geostationary Earth Orbit Augmented Navigation
GAMET	General Aviation Meteorological Forecast
GAT	*General Air Traffic*
GBAS	Ground Based Augmentation System
GCA	‡Ground Controlled Approach System OR Ground Controlled Approach

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

GEO	Geographic OR True
GES	Ground Earth Station
GLD	Glider
GLONASS	Global Orbiting Navigation Satellite System
GLS	‡GBAS Landing System
GMC...	Ground Movement Chart (followed by name/ title)
GMC	*Ground Movement Control*
GMR	*Ground Movement Radar*
GND	Ground
GNSS	Global Navigation Satellite System
GP	Glide Path
GPA	Glide Path Angle
GPS	Global Positioning System
GPWS	‡Ground Proximity Warning System
GR	Hail
GRAS	Ground Based Regional Augmentation system
GRASS	Grass Landing Area
GRF	*Global Reporting Format*
GRVL	Gravel
GS	Ground Speed
GUND	Geoid Undulation
GVS	*Gas Venting Site*
H	
H24	Continuous Day and Night Service
HAPI	Helicopter Approach Path Indicator
HBN	Hazard Beacon
HDF	High Frequency Direction-Finding Station
HDG	Heading
HEL	Helicopter
HEMS	*Helicopter Emergency Medical Service*
HF	‡High Frequency (3000 to 30000 kHz)
HGT	Height OR Height Above
HI	*High Intensity directional lights*
HIAL	*Highlands and Islands Airports Ltd*
HIRTA	*High Intensity Radio Transmission Area*
HJ	Sunrise to sunset
HLA	*High Level Airspace*
HLDG	Holding
HMRI	*Helicopter Main Routing Indicator*
HMU	*Height Monitoring Units*
HN	Sunset to Sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOPA	*Helicopter Operational Area*
HOSP	Hospital Aircraft
HOZ	*Helicopter Operating Zone*
HPA	Hectopascal
HR	Hours
HS	Service Available During Hours of Scheduled Operations
HT	*High Tension (power)*
HTA	*Helicopter Training Area*
HVDF	High and Very High Frequency Direction Finding Stations (At the Same Location)
HVY	Heavy
HX	No Specific Working Hours
Hz	Hertz (Cycle Per Second)
I	
IAC	Instrument Approach Chart
IAF	Initial Approach Fix
IAP	Instrument Approach Procedure
IAR	Intersection of Air Routes
IAS	Indicated Air Speed

IBN	Identification Beacon
ID	Identifier OR Identify
IDENT	†Identification
IF	Intermediate Approach Fix
IFF	Identification Friend/Foe
IFPS	*Integrated Flight Planning System*
IFR	‡Instrument Flight Rules
IGA	International General Aviation
ILS	‡Instrument Landing System
IM	Inner marker
IMC	‡Instrument Meteorological Condition
IMT	Immediate OR Immediately
INA	Initial Approach
INBD	Inbound
INC	In Cloud
INCERFA	†Uncertainty Phase
INFO	†Information
INOP	Inoperative
INS	Inertial Navigation System
INSTL	Install OR Installed OR Installation
INSTR	Instrument
INT	Intersection
INTL	International
INTSF	Intensify OR Intensifying
INTST	Intensity
IRS	Inertial Reference System
IRVR	*Instrumented Runway Visual Range*
ISA	International Standard Atmosphere
ISOL	Isolated
J	
JMC	*Joint Maritime Course*
JTST	Jet Stream
K	
KG	Kilogrammes
KHz	Kilohertz
KIAS	Knots Indicated Airspeed
KM	Kilometres
KMH	Kilometres per Hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts
L	
...L	Left (preceded by runway designation number to identify a parallel runway)
L	Locator (NDB with published approach procedure. See LM, LO)
LAM	Logical Acknowledgement (message type designator)
LARS	*Lower Airspace Radar Service*
LAT	Latitude
LDA	Landing Distance Available
LDAH	Landing Distance Available, Helicopter
LDG	Landing
LDI	Landing Direction Indicator
LEN	Length
LF	Low Frequency (30 to 300 kHz)
LFA	*Low Flying Area*
LFC	*Low Flying Co-ord*
LFZ	*Low Flying Zone*
LGT	Light OR Lighting
LGTD	Lighted
LHA	*Lowest Holding Altitude*
LHS	*Left hand side*
LI	*Low Intensity omni-directional lights*
LIH	Light Intensity High
LIL	Light Intensity Low

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

LIM	Light Intensity Medium
LITAS	*Low Intensity Two Colour Approach Slope Indicators at …… and …… metres from threshold bracketing approach angle of …… degrees*
LM	Locator, Middle
LNAV	† (to be pronounced "EL-NAV") Lateral Navigation
LNG	Long (Used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Localizer
LONG	Longitude
LORAN	†LORAN (Long Range Air Navigation System)
LP/LD	*Low Power/Low Drag*
LPV	Localizer Performance with Vertical Guidance
LTD	Limited
LV	Light and Variable (Relating to Wind)
LVL	Level
LVP	Low Visibility Procedures
M	
M	Metres (Preceded by figures)
MAA	Maximum Authorised Altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPt	Missed Approach Point
MAS	*Manual A1 Simplex*
MASA	*Multifunctional Transport Satellite (MTSAT) Satellite Based Augmentation System*
MATZ	Military Aerodrome Traffic Zone
MAUW	*Maximum All Up Weight*
MCA	Minimum Crossing Altitude
MDH	Minimum Descent Height
MEA	Minimum En-route Altitude
MEDA	*Military Emergency Diversion Aerodrome*
MEHT	Minimum Eye Height over Threshold (For VASIS and PAPI)
MET	Meteorological OR Meteorology
MET	*(ENR 5.4) Meteorological Mast*
METAR	†Aviation routine weather report (In aeronautical meteorological code)
MF	Medium Frequency (300 to 3000 kHz)
MHDF	Medium and High Frequency Direction Finding Stations (At the same location)
MHVDF	Medium, High and Very High Frequency Direction Finding Stations (At the same location)
MHz	Megahertz
MID	Mid-point (related to RVR)
MIL	Military
MINE	*(ENR 5.4) Mine Shaft Superstructure*
MISC	*(ENR 5.4) Miscellaneous Air Obstruction (Man Made)*
MKR	Marker radio beacon
MLAT	*Multilateration*
MLS	‡Microwave Landing System
MM	Middle Marker
MNM	Minimum
MNPS	Minimum Navigation Performance Specifications
MNT	Monitor OR Monitoring OR Monitored
MNTN	Maintain
MOA	Military Operating Area
MOC	Minimum Obstacle Clearance (required)
MOCA	Minimum Obstacle Clearance Altitude

MOD	Moderate (Used to indicate the intensity of weather phenomena, interference or static reports, eg MOD RA = Moderate rain)
MOGAS	*Motor Gasoline*
MONT	*(ENR 5.4) Monument/Obelisk*
MPH	*Statute Miles Per Hour*
MPS	Metres Per Second
MRP	ATS/MET Reporting Point
MS	Minus
MSA	Minimum Sector Altitude
MSG	Message
MSL	Mean Sea Level
MTA	*Military Training Area*
MTOM	Maximum Take-off Mass
MTOW	*Maximum Take-off Weight*
MTRA	*Military Temporary Reserved Airspace*
MTU	Metric Units
MTWA	*Maximum Total Weight Authorised*
MVDF	Medium and Very High Frequency Direction Finding Stations (At the same location)
MWO	Meteorological Watch Office
N	
N	No distinct tendency (in RVR during previous 10 minutes)
NADP	Noise Abatement Departure Procedure
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not Before
NC	No Change
NDB	‡Non-Directional Radio Beacon
NDS	*Non Deviating Status*
NEG	No OR Negative OR Permission not granted OR That is not correct
NERS	*North Atlantic European Routing System*
NGT	Night
NIL	*†None OR I Have nothing to send to you
NM	Nautical Miles
NML	Normal
NOF	International NOTAM Office
NOSIG	†No Significant Change (Used in trend -type landing forecasts)
NOTA	*Northern Oceanic Transition Area*
NOTAM	†A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NPA	Non Precision Approach
NPR	*Noise Preferential Routeing*
NPZ	*Non-standard Planning Zone*
NSC	Nil Significant Cloud
NSF	*Non Standard Flights*
NSGA	*Non-SSR Glider Areas*
NSU	*Nominated Service Unit*
NSW	Nil Significant Weather
NVG	*Night Vision Goggles*
O	
O/R	On Request
OAC	Oceanic Area Control Centre
OAS	Obstacle Assessment Surface
OAT	*Operational Air Traffic*
OBS	Observe OR Observed OR Observation
OBSC	Obscure OR Obscured OR Obscuring
OBST	Obstacle

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

OCA	Oceanic Control Area
OCH	Obstacle Clearance Height
OCL	*Oceanic Clearance Link*
OCNL	Occasional OR Occasionally
OCS	Obstacle Clearance Surface
OFZ	Obstacle Free Zone
OHD	Overhead
OIL	*(ENR 5.4) Refinery*
OLDI	On-Line Data Interchange
OM	Outer Marker
OPH	*(ENR 5.4) Offshore Platform with Helipad*
OPMET	†Operational Meteorological (information)
OPR	Operator OR Operate OR Operative OR Operating OR Operational
OPS	†Operations
OPSLF	*MOD Operations Low Flying*
ORCA	*Oceanic Route Clearance Authorisation System*
OSA	*Off-shore Safety Area*
OSV	Ocean Station Vessel
OTS	Organised Track System
OUBD	Outbound
P	
P…	Prohibited area (Followed by identification)
PALS	Precision Approach Lighting System (Specify category)
PAMOS	*Partially Automated MET Observation System*
PANS	Procedures for Air Navigation Services
PAPA	*Parallax Aircraft Parking Aid*
PAPI	†Precision Approach Path Indicator
PAR	‡Precision Approach Radar
PAX	Passenger(s)
PBN	Performance-based Navigation
PCN	Pavement Classification Number
PCR	*Pavement Classification Rating*
PDG	Procedure Design Gradient
PER	Performance
PERM	Permanent
PFP	Preliminary Flight Plan
PFS	*(ENR 5.4) Floating Production Storage Offloading*
PGL	*(ENR 5.4) Gas Lift Platform*
PH	*Public Holiday*
PIB	Pre-flight Information Bulletin
PinS	Point-in-Space
PJE	Parachute Jumping Exercise
PLA	Practice Low Approach
PLN	*Flight Plan*
PLT	*(ENR 5.4) Power Plant; Industrial Structure, General; Tank, Telescoping Gasholder (Gasometer); Metal Processing Plant; Chemical Processing Plant; Tailings/Waste Pipe*
PN	Prior Notice required
PNdB	*Perceived Noise Decibels*
PNR	Point of No Return
POB	Persons On Board
POSS	Possible
POW	*(ENR 5.4) House of Religious Worship with Steeple; House of Religious Worship (Church/ Mosque/Synagogue/Temple)*
PPL	*(ENR 5.4) Offshore Platform with Derrick*
PPP	*(ENR 5.4) Offshore Platform*
PPR	Prior Permission Required
PRI	Primary
PRKG	Parking
PROB	†Probability
PROC	Procedure
PROV	Provisional
PSG	Passing
PSN	Position
PSR	Primary Surveillance Radar
PTN	Procedure Turn
PTS	Polar Track Structure
PWR	Power
PYL	*(ENR 5.4) Aerial Cable/Aerial Tramway or Power Transmission Line; Powerline Pylon, General; Powerline Pylon, Type A*
Q	
QDM	‡Magnetic Heading (zero wind)
QDR	Magnetic Bearing
QFE	‡Atmospheric pressure at aerodrome elevation (OR at runway threshold)
QFU	Magnetic orientation of runway
QNH	‡Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing
R	
...R	Right (preceded by runway designation number to identify a parallel runway)
R...	Radial from VOR (followed by three figures)
R…	Restricted Area (followed by identification)
RA	Resolution Advisory
RA(T)	*Restricted Area (Temporary)*
RAC	Rules of the Air and Air Traffic Services
RAD	*Route Availability Document*
RAF	*Royal Air Force*
RAFAT	*Royal Air Force Aerobatic Team*
RAFCT	*Royal Air Force Combined Training*
RAG	Runway Arresting Gear
RAI	Runway Alignment Indicator
RAS	*Radar Advisory Service*
RASA	*Radar Advisory Service Area*
RASC	Regional AIS System Centre
RB	Rescue boat
RCC	Rescue Co-ordination Centre
RCF	Radio Communication Failure (message type designator)
RCL	Runway Centre Line
RCLL	Runway Centre Line Light(s)
RDH	Reference Datum Height (For ILS)
RDL	Radial
RDO	Radio
REC	Receive OR Receiver
REDL	Runway Edge Light(s)
REF	Reference to … OR Refer to …
REG	Registration
REQ	Request OR Requested
RERTE	Re-route
RESA	Runway End Safety Area
RET	*Rapid Exit Taxiway*
RETIL	*Rapid Exit Taxiway Indicator Lights*
RFFS	Rescue and fire fighting services
RFF	*Fire and Rescue Equipment*
RHAG	*Rotary Hydraulic Arrester Gear*
RHS	*Right hand side*
RIS	*Radar Information Service*
RL	Report Leaving
RLCE	Request Level Change En-route
RLLC	*Royal Low Level Corridor*
RLLS	Runway Lead-in Lighting System
RLNA	Requested Level Not Available

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

RMA	*Radar Manoeuvring Area*
RMK	Remark
RMZ	*Radio Mandatory Zone*
RN	*Royal Navy*
RNAV	†(To be pronounced 'AR-NAV') Area Navigation
RNG	Radio Range
RNHF	*Royal Navy Historical Flight*
RNP	‡Required Navigation Performance
ROBEX	†Regional OPMET Bulletin Exchange (Scheme)
ROD	Rate Of Descent
RON	Receiving Only
ROP	*Runway Observation Position*
RPL	Repetitive flight plan
RPLC	Replace OR Replaced
RPS	Radar Position Symbol
RPZ	*Runway Protection Zone*
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report Reaching
RRA	(OR RRB, RRC . . . . etc, in sequence) Delayed meteorological message (message type designator)
RSCD	Runway Surface Condition
RSP	Responder beacon
RSR	En-Route Surveillance Radar
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTILS	*Runway Threshold Identification Lights*
RTM	*(ENR 5.4); Communication Tower; Microwave Tower, Type A (Has Reflector/Cone); Radio/ TV Tower Type A; Microwave Tower, Type I (Has Reflector/Cone)*
RTOAA	*Rejected Take-off Area Available*
RTODAH	Rejected Take-off Distance Available, Helicopter
RTR	*Radar Termination Range*
RTS	Return To Service
RTT	Radioteletypewriter
RTZL	Runway Touchdown Zone Light(s)
RV	Rescue Vessel
RVA	Radar Vectoring Area
RVP	*Rendezvous Point*
RVR	‡Runway Visual Range
RVSM	Reduced Vertical Separation Minimum
RWY	Runway
S	
SALS	Simple Approach Lighting System
SAMOS	*Fully automated with computer generated ATIS attached*
SAR	Search and Rescue
SARPS	Standards and Recommended Practices (ICAO)
SARSAT	*Search and Rescue Satellite Aided Tracking System*
SATCOM	†Satellite Communication
SBAS	Satellite Based Augmentation System
ScACC	*Scottish Area Control Centre*
ScATCC	*Scottish Area and Terminal Control Centre*
SDBY	Stand by
SDF	Step Down Fix
SEC	Seconds
SECT	Sector
SEG	*Stand Entry Guidance*
SELCAL	†Selective calling system
SER	Service OR Servicing OR Served
SERA	*Standardised European Rules of the Air (Commission Implementing Regulation (EU) No 923/2012).*
SFC	Surface
SGL	Signal
SHF	Super High Frequency (3000 to 30000 MHz)
SI	International system of units
SI	*Statutory Instruments*
SID	†Standard Instrument Departure
SIGMET	†Information concerning en-route weather phenomena which may affect the safety of aircraft operations
SIGWX	*Significant weather*
SIWL	Single Isolated Wheel Load
SKED	Schedule OR Scheduled
SLP	Speed Limiting Point
SMC	Surface Movement Control
SMR	Surface Movement Radar
SNOCLO	Aerodrome closed due to snow (used in METAR/SPECI)
SNOWTAM	†A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area.
SOC	Start of Climb
SOTA	*Shannon Oceanic Transition Area*
SPECI	†Aviation selected special weather report (In aeronautical meteorological code)
SPECIAL	†Special meteorological report (In abbreviated plain language)
SPL	Supplementary flight plan (message type designator)
SR	Sunrise
SRA	Surveillance Radar Approach
SRD	*Standard Route Document*
SRE	Surveillance Radar Element of precision approach radar system
SRR	Search and Rescue Region
SRY	Secondary
SS	Sunset
SSR	‡Secondary Surveillance Radar
SST	Supersonic transport
STA	Straight in approach
STAR	†Standard instrument arrival
STD	Standard
STOL	Short Take-Off and Landing
STS	Status
STWL	Stopway light(s)
SUA	*Special Use Airspace (includes prohibited areas, restricted areas, danger areas, temporary segregated areas, temporary reserved areas and cross border areas)*
SUAAIS	*Special Use Airspace Activity Information Service*
SUACS	*Special Use Airspace Crossing Service*
SUBJ	Subject to
SUP	Supplement (AIP Supplement)
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

SVFR	*Special Visual Flight Rules*
SWY	Stopway
T	
...T	True (preceded by a bearing to indicate reference to True North)
TA	Transition Altitude
TAA	Terminal Arrival Altitude
TACAN	†UHF Tactical Air Navigation Aid
TAF	†Aerodrome forecast
TAR	Terminal Area Surveillance Radar
TAS	True Airspeed
TC	Tropical Cyclone
TCAS	*Traffic Alert and Collision Avoidance System*
TCAS RA	(to be pronounced "tee-cas-ar-ay") Traffic alert and collision avoidance system resolution advisory
TCH	Threshold Crossing Height
TDA	*Temporary Danger Area*
TDZ	Touch Down Zone
TECR	Technical Reason
TEL	Telephone
TEMPO	†Temporary OR Temporarily
TFC	Traffic
TGL	Touch-and-Go Landing
TGS	Taxiing Guidance System
THR	Threshold
TKOF	Take-off
TLOF	Touchdown and Lift-off Area
TMA	‡Terminal Control Area
TMZ	*A Transponder Mandatory Zone (TMZ) is defined as airspace of defined dimensions wherein the carriage and operation of pressure-altitude reporting transponders is mandatory.*
TNH	Turn Height
TO	To. . . . (place)
TOC	Top Of Climb
TODA	Take-off Distance Available
TODAH	Take-off Distance Available, Helicopter
TORA	Take-off Run Available
TP	Turning Point
TR	Track
TR.....	*Temporary Reserved Area (Followed by Identification)*
TRA	*Temporary Reserved Area*
TRAG	*Temporary Reserved Areas (Gliding)*
TRANS	Transmits OR Transmitter
TRL	Transition Level
TRP	*Tug Release Point*
TS...	Thunderstorm (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
TS.....	*Temporary Segregated Area (Followed by Identification)*
TSA	*Temporary Segregated Area*
TURB	Turbulence
TURB-OFF	*(ENR 5.4) Windmotor/Wind Powered Generator - Located Off Shore*
TURB-ON	*(ENR 5.4) Windmotor/Wind Powered Generator - Located On Land*
TVOR	Terminal VOR
TWR	Aerodrome control tower OR aerodrome control
TWY	Taxiway
TWYL	*Taxiway-Link*

TYP	Type of Aircraft
U	
U/S	Unservicable
UAA	*Unusual Aerial Activity*
UAC	Upper Area Control Centre
UAR	Upper Air Route
UAS	Unmanned Aircraft System
UAV	*Unmanned Aerial Vehicle*
UDF	Ultra High Frequency Direction Finding Station
UFN	Until Further Notice
UHF	‡Ultra High Frequency (300 to 3000 MHz)
UIC	Upper Information Centre
UIR	‡Upper Flight Information Region
UK	*United Kingdom*
UK FIS	*UK Flight Information Service/Services*
ULR	Ultra Long Range
UNAP	Unable to Approve
UNL	Unlimited
UNREL	Unreliable
UTA	Upper Control Area
UTC	‡Co-ordinated Universal Time
V	
VA	Volcanic Ash
VAC	Visual Approach Chart
VAN	Runway Control Van
VAR	Visual-aural radio range
VASIS	†Visual Approach Slope Indicator System
VCY	Vicinity
VDF	Very High Frequency Direction Finding Station
VFR	‡Visual Flight Rules
VHF	‡Very High Frequency (30 to 300 MHz)
VIP	‡Very Important Person
VIS	Visibility
VLF	Very Low Frequency (3 to 30 KHz)
VLOS	*Visual Line Of Sight*
VLR	Very Long Range
VM(C)	*Visual Manoeuvring (Circling)*
VMC	‡Visual Meteorological Conditions
VOLMET	†Meteorological information for aircraft in flight
VOR	‡Very High Frequency Omnidirectional Radio Range
VORTAC	†VOR and TACAN combination
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VRP	*Visual Reference Point*
VSP	Vertical speed
VSTOL	*Very Short Take-Off and Landing*
VTOL	Vertical Take-Off and Landing
W	
WAAS	Wide Area Augmentation System
WAC	World Aeronautical Chart — ICAO 1:1 000 000
WAFC	World Area Forecast Centre
WASTE	*(ENR 5.4) Disposal, General*
WBAR	Wing bar lights
WDI	Wind Direction Indicator
WEF	With Effect From OR Effective From
WGS-84	World Geodetic System - 1984
WIE	With Immediate Effect OR Effective Immediately
WILCO	†Will comply
WIP	Work In Progress
WPT	Way-point

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

WRNG	Warning
WS	Windshear
WT	Weight
WX	Weather
X	
X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
Y	
YCZ	Yellow caution zone (runway lighting)
Z	
Z	Co-ordinated Universal Time

Terms which are not defined in ICAO Annexes or PANS but which are used regularly in the UK are defined below:	
Glossary	
Abbreviation	**Definition**
Aerodrome Approach:	That part of an Instrument Approach Procedure commencing at the designated height over the radio aid to be used and ending when the aircraft has broken cloud.
AIRPROX:	A situation in which, in the opinion of a pilot or a controller, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft involved was or may have been comprised.
ATC Surveillance Minimum Altitude Area:	A defined area in the vicinity of an aerodrome, in which the minimum safe levels allocated by a controller vectoring IFR flights with Primary and/or Secondary Radar equipment have been predetermined.
Cloud Ceiling:	In relation to an aerodrome, the distance measured vertically from the notified elevation of the aerodrome to the lowest part of any cloud visible from the aerodrome which is sufficient to obscure more than one half of the sky so visible.
Competent ATS Authority:	Means in relation to the UK, the Civil Aviation Authority, and in relation to any other country the authority responsible under the law of that country for promoting the safety of civil aviation.
Continuous Descent Approach:	A noise abatement technique for arriving aircraft in which the pilot, when given descent clearance below Transition Altitude by ATC, will descend at the rate he judges will be best suited to the achievement of continuous descent, whilst meeting the ATC speed control requirements, the objective being to join the glidepath at the appropriate height for the distance without recourse to level flight.
Dropping Zone/Drop Zone:	Means the notified portion of airspace within which parachute descents are made.
General Air Traffic (GAT):	Flights conducted in accordance with the Regulations and Procedures for flight promulgated by the State Civil Aviation Authorities and operating under the control or authority of the Civil ATS organisation.
Known Traffic:	Traffic the current flight details and intentions of which are known to the controller concerned through direct communication or co-ordination.
Low Power/Low Drag Approach (LP/LD):	A noise abatement technique for arriving aircraft in which the pilot delays the extension of wing flaps and undercarriage until the final stages of the approach, subject to compliance with ATC speed control requirements and the safe operation of the aircraft.
Night:	The time between half an hour after sunset and half an hour before sunrise, sunset and sunrise being determined at surface level.
Operational Air Traffic (OAT):	Flights conducted under the control or authority of the military ATS organisation.
Parachute Landing Area:	Means the terrain onto which parachute descents are made.
Radar Clear Range:	A range surveyed by radar within which the operating authority accepts responsibility for withholding fire if an aircraft is within the area into which, and through which, missiles are liable to fall.
Radar Departure:	The control of a departing aircraft by the use of surveillance radar to assist it to leave the vicinity of an aerodrome safely and expeditiously.
Radar Handover:	Transfer of responsibility for the control of an aircraft between two controllers using radar, following identification of the aircraft by both controllers.
Radar Surveillance:	Observance of the movements of aircraft on a radar display and the passing of advice and information to identified aircraft and, where appropriate, to other ATS Units.
Radial:	A magnetic bearing extending from a VOR/ VORTAC/TACAN.
Radio Mandatory Zone (RMZ):	A Radio Mandatory Zone (RMZ) is defined as airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory.
Semicircular Cruising Level:	Specified cruising levels determined in relation to magnetic track within hemispheres of the compass.
Stack Departure Time:	The time at which an aircraft is required to leave the holding facility to commence its approach.
Transition Altitude:	The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.
Transition Layer:	The airspace between the transition altitude and the transition level.
Transition Level:	The lowest flight level available for use above the transition altitude.
UK Flight Information Service/Services:	UK Flight Information Service/Services (UK FIS). ICAO defines FIS: As a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights. Within the UK, the scope of FIS as defined in ICAO Annex 11 is met through the application of any of the UK FIS. However, additional information and/or advice to airspace users are provided to meet their specific requirements. The suite of services together form the UK FIS as detailed in CAP 774 - UK Flight Information Services.

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ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

1 Primary Radar

1.1 General

1.1.1 Generally, the UK subscribes to the procedures for the use of ATS surveillance systems in the provision of ATS which are detailed within PANS-ATM (Doc 4444). Exceptions are the ATS surveillance service provided to VFR flights in class E airspace, and to all flights in class G airspace. These arrangements are described in ENR 1.1 paragraph 2 and summarised in ENR 1.6 paragraph 1.2.

1.2 Types of ATS Surveillance Service

1.2.1 **ICAO References**

Doc 4444, paragraph 8.

1.2.2 The provision of an Air Traffic Service is dependent upon specific types of airspace. Details of the services provided are stated in the table below.

Table (see also map at ENR 6-70). →

Type of Airspace	Type of Service	ATC action with regard to Unknown Aircraft that may be in Unsafe Proximity to the Aircraft in Receipt of an Air Traffic Service
Class A, C and D Airspace.	Radar Control Service	If ATS surveillance system derived, or other information, indicates that the unknown aircraft is lost, has experienced radio failure or is making an unauthorised penetration of the airspace - avoiding action shall be given and traffic information shall be passed.
Class E Airspace, Controlled Airspace in which VFR flight without ATC clearance is permitted.		Pass traffic information unless the controller's primary function of sequencing and separating IFR flights is likely to be compromised. Avoiding action will be given at the request of pilots but to limits decided by the controller or if information has been received which indicates that a position indication/symbol may be a particular aircraft that is lost or experiencing radio failure.
Class G Airspace and Temporary Reserved Areas and all other airspace.	Deconfliction Service or Traffic Service	Traffic information will be passed followed by advice on avoiding action. or Traffic information will be passed but no avoiding action is to be given. The pilot is responsible for his own separation.

1.3 ATS Surveillance Service Outside Controlled Airspace

1.3.1 **London Control - Requests for Deconfliction Service or Traffic Service**

1.3.1.1 In order to avoid excessive RTF conversations on the frequencies used by 'London Control', pilots who intend to request such a service from 'London Control' are to make their initial request on the London Information frequency appropriate to their geographical position. The FISO will co-ordinate with the appropriate Radar Sector and subsequently inform the pilot whether or not a Deconfliction Service or Traffic Service can be provided and, if so, on what frequency.

1.3.1.2 Pilots should note that no Deconfliction Service or Traffic Service will be available on any London Control Frequency below FL 70. In any case a serviceable transponder will be a pre-requisite for either service.

1.4 Radar Vectoring — Controlled Airspace

1.4.1 At certain aerodromes where the associated Controlled Airspace does not encompass the Surveillance Minimum Altitude Area (SMAA), aircraft may be vectored outside the notified airspace for approaches to certain runways. The aerodromes and runways to which this procedure may apply are listed below:

Aerodromes	Runways	Aerodromes	Runways
Bournemouth	08	Prestwick	20
Leeds Bradford	14	Southend	05/23
London/City	27	Teesside International	05

1.5 Radar Vectoring for ILS Approach

1.5.1 **ICAO Reference**

Doc 4444, Chapter 8, paragraph 8.9.4.

1.5.2 Aircraft being positioned for final approach will be given a heading to close with the localizer at a range of at least 5 NM from the runway threshold and at a level below the glide path. The pilot will be told to complete the turn on and to report established on ILS, but at this point if he requests it, ATC will give another vector to bring the aircraft on to the localizer. If the pilot wishes to lock himself on to the localizer, he must ask permission from ATC when there is still time for the action to take place without crossing the

localizer.

1.5.3 On occasions in order to maintain the correct spacing between aircraft, ATC will deliberately vector the aircraft through the localizer for approach from the other side. Pilots will be warned when this manoeuvre is being given.

1.6 Terrain Clearance

1.6.1 **ICAO Reference**

Doc 4444, Chapter 8, paragraphs 8.6.5.2 and 8.6.5.3.

1.6.2 Controllers will ensure that levels assigned to IFR flights when in receipt of a Radar Control Service will provide at least the minimum terrain clearances given below:

1.6.2.1 Within 30 NM of the radar antenna but excluding the Final and Intermediate Approach Area: 300 M above any fixed obstacle which is closer than 5 NM to the aircraft or which is situated within the area 15 NM ahead of and 20 degrees either side of the aircraft's track. These distances may be reduced to 3 NM and 10 NM respectively where official CAA approval has been promulgated. Levels assigned to aircraft during initial approach will also provide this terrain clearance.

1.6.2.2 Outside 30 NM from the Radar Antenna, for flights on Airways, 300 M above any fixed obstacle within 15 NM of the centre-line; otherwise 300 M above any fixed obstacle within 30 NM of the aircraft.

1.6.2.3 Radar Controllers have no responsibility for the terrain clearance of, and will not assign levels to, aircraft operating Special VFR or VFR within controlled airspace which accept radar vectors.

Note: *In sections of ATS Routes where the base is defined as a Flight Level, the lowest usable level normally provides not less than 1500 FT Terrain Clearance.*

1.6.3 Within Class G Airspace, regardless of the service being provided, pilots are ultimately responsible for terrain clearance.

1.6.3.1 A Deconfliction Service shall only be provided to aircraft operating at or above the ATC unit's terrain safe level, unless on departure from an aerodrome when climbing to the ATC unit's terrain safe level, or when following notified instrument approach procedures.

1.6.3.2 Subject to ATS surveillance system coverage, a Traffic Service may be provided below ATC unit terrain safe levels. However, levels allocated by controllers shall be terrain safe unless an agreement is reached with the pilot, or such levels form part of VFR clearances for aerodrome arrival or to enter controlled airspace that by necessity require flight below the unit terrain safe levels. Controllers shall only instigate heading allocations when the aircraft is at or above an ATC unit's terrain safe level. However, if pilots request a heading from the controller whilst operating below the ATC unit terrain safe level, this may be provided as long as the controller reminds the pilot that he remains responsible for terrain clearance.

1.6.4 **ATC Surveillance Minimum Altitude Charts**

1.6.4.1 In November 2007, ICAO introduced new charting requirements for the depiction of minimum altitudes issued by a controller providing an ATC Surveillance service under the title ATC Surveillance Minimum Altitude Chart (ATCSMAC). The purpose of the ATCSMAC is to provide information that will enable flight crews to monitor and cross check altitudes assigned whilst receiving vectoring instructions from air traffic controllers.

1.6.4.2 In the UK, the ATCSMAC depicts the Surveillance Minimum Altitude Area(s) in the vicinity of a designated aerodrome. For the purposes of the UK application of ATCSMACs, the following definition of a Surveillance Minimum Altitude Area (SMAA) will apply:

'A Surveillance Minimum Altitude Area is a defined area in the vicinity of an aerodrome, in which the minimum safe levels allocated by a controller vectoring IFR flights with Primary and/or Secondary Radar equipment have been predetermined.'

1.6.4.3 Charts for individual aerodromes appear in the AIP Aerodrome Section (AD 2-EGXX-5-1). Each chart includes the following:

a) Outline of the Surveillance Minimum Altitude Area(s);
b) significant obstructions and spot heights;
c) minimum initial altitudes within the Surveillance Minimum Altitude Area(s) and detailed geographic delineation;
d) Final Approach Tracks;
e) Intermediate Approach Areas (where appropriate);
f) aerodrome elevation;
g) Transition Altitude;
h) Missed Approach instructions;
i) loss of communication procedures.

1.6.4.4 Further information about the criteria used in the design of ATCSMACs will be included in CAP 777 - ATC Surveillance Minimum Altitude Charts in UK Airspace, Policy and Design Criteria.

CAP 777 is available at: www.caa.co.uk (Publications).

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	124.155	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

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

(DOC 7030)

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

1 RVSM

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

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

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

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

2 Aircraft Not Equipped With 8.33 kHz Capable Radios

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

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

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

Location	25 kHz Frequency (MHz)
FARNBOROUGH EAST	123.225
FARNBOROUGH NORTH	132.800
LOSSIEMOUTH	119.575

→

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

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ENR 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 13 550751N 0014858W - 550601N 0013151W - 550123N 0013322W - 550313N 0015027W - 550751N 0014858W Upper limit: FL195 Lower limit: FL105 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.
BORDERS CTA 14 550751N 0014858W - 550733N 0014613W - 550643N 0014919W - 550751N 0014858W Upper limit: FL105 Lower limit: FL75 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English See remarks for hours.	124.500	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.
BRISTOL CTA 1 512824N 0023142W thence clockwise by the arc of a circle radius 9 NM centred on 512258N 0024309W to 511826N 0023045W - 511759N 0024239W thence anti-clockwise by the arc of a circle radius 5 NM centred on 512258N 0024309W to 512757N 0024339W - 512824N 0023142W Upper limit: FL105 Lower limit: 1500 FT ALT Class: D	BRISTOL APP	BRISTOL RADAR English	125.655 DOC 60 NM/15,000 FT. 136.080 DOC 60 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.
BRISTOL CTA 2 512757N 0024339W thence anti-clockwise by the arc of a circle radius 5 NM centred on 512258N 0024309W to 511759N 0024239W - 511730N 0025433W thence clockwise by the arc of a circle radius 9 NM centred on 512258N 0024309W to 512728N 0025535W - 512757N 0024339W Upper limit: FL105 Lower limit: 1500 FT ALT Class: D	BRISTOL APP	BRISTOL RADAR English	125.655 DOC 60 NM/15,000 FT. 136.080 DOC 60 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.

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
BRISTOL CTA 3 512836N 0022614W thence clockwise by the arc of a circle radius 12 NM centred on 512258N 0024309W to 511838N 0022518W - 511826N 0023045W thence anti-clockwise by the arc of a circle radius 9 NM centred on 512258N 0024309W to 512824N 0023142W - 512836N 0022614W Upper limit: FL105 Lower limit: 2000 FT ALT Class: D	BRISTOL APP	BRISTOL RADAR English	125.655 DOC 60 NM/15,000 FT. 136.080 DOC 60 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.
BRISTOL CTA 4 512728N 0025535W thence anti-clockwise by the arc of a circle radius 9 NM centred on 512258N 0024309W to 511730N 0025433W - 511709N 0030302W - 512349N 0030302W - 512715N 0030058W - 512728N 0025535W Upper limit: FL105 Lower limit: 2000 FT ALT Class: D	BRISTOL APP	BRISTOL RADAR English	125.655 DOC 60 NM/15,000 FT. 136.080 DOC 60 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.
BRISTOL CTA 5 511826N 0023045W thence clockwise by the arc of a circle radius 9 NM centred on 512258N 0024309W to 511620N 0023328W - 511538N 0025120W - 511247N 0030302W - 511709N 0030302W - 511826N 0023045W Upper limit: FL105 Lower limit: 3000 FT ALT Class: D	BRISTOL APP	BRISTOL RADAR English	125.655 DOC 60 NM/15,000 FT. 136.080 DOC 60 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.
BRISTOL CTA 6 512847N 0022104W thence clockwise by the arc of a circle radius 15 NM centred on 512258N 0024309W to 511849N 0022009W - 511838N 0022518W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512258N 0024309W to 512836N 0022614W - 512847N 0022104W Upper limit: FL105 Lower limit: 3500 FT ALT Class: D	BRISTOL APP	BRISTOL RADAR English	125.655 DOC 60 NM/15,000 FT. 136.080 DOC 60 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.

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
BRISTOL CTA 7 513450N 0024206W - 513235N 0022204W - 512842N 0022338W - 512715N 0030058W - 513450N 0024206W Upper limit: FL105 Lower limit: 4000 FT ALT Class: D	BRISTOL APP	BRISTOL RADAR English	125.655 DOC 60 NM/15,000 FT. 136.080 DOC 60 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.
BRISTOL CTA 8 513235N 0022204W - 513039N 0020510W - 512320N 0021913W thence anti-clockwise by the arc of a circle radius 15 NM centred on 512258N 0024309W to 512847N 0022104W - 512842N 0022338W - 513235N 0022204W Upper limit: FL105 Lower limit: 4500 FT ALT Class: D	BRISTOL APP	BRISTOL RADAR English	125.655 DOC 60 NM/15,000 FT. 136.080 DOC 60 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.
CARDIFF CTA 1 512815N 0031700W - 512526N 0030806W thence clockwise by the arc of a circle radius 8 NM centred on 512348N 0032036W to 511632N 0031518W - 511920N 0032411W thence anti-clockwise by the arc of a circle radius 5 NM centred on 512348N 0032036W to - 512815N 0031700W Upper limit: FL105 Lower limit: 1000 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 2 512526N 0030806W - 512349N 0030302W thence clockwise by the arc of a circle radius 11 NM centred on 512348N 0032036W to 511455N 0031016W - 511632N 0031518W thence anti-clockwise by the arc of a circle radius 8 NM centred on 512348N 0032036W to - 512526N 0030806W Upper limit: FL105 Lower limit: 1500 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.	

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 3 513309N 0033236W - 512957N 0032222W - 513021N 0032755W thence anti-clockwise by the arc of a circle radius 8 NM centred on 512348N 0032036W to 512208N 0033305W - 512413N 0033945W thence clockwise by the arc of a circle radius 12 NM centred on 512348N 0032036W to - 513309N 0033236W Upper limit: FL105 Lower limit: 2000 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 4 513458N 0032522W - 512715N 0030058W - 512349N 0030302W - 513309N 0033236W - 513335N 0033205W - 513458N 0032522W Upper limit: FL105 Lower limit: 3000 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 5 512413N 0033945W - 511455N 0031016W thence anti-clockwise by the arc of a circle radius 11 NM centred on 512348N 0032036W to 512349N 0030302W - 511247N 0030302W - 511010N 0031341W - 511115N 0032929W - 511309N 0032910W - 512413N 0033945W Upper limit: FL105 Lower limit: 3000 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.	

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
COTSWOLD CTA 1 513946N 0032432W - 513839N 0031727W - 513743N 0030845W - 513450N 0024206W - 512419N 0024505W - 512608N 0031050W - 511010N 0031341W - 511115N 0032929W - 513946N 0032432W Upper limit: FL195 Lower limit: FL105 Class: A	LONDON ACC	LONDON CONTROL English H24 (Note 1)	134.755	Parts of the following ATS Routes are incorporated within the CTA: N91, N92, N862, N864 and P4. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. LONDON CONTROL: Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels). CARDIFF RADAR: Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar.
	CARDIFF APP	CARDIFF RADAR English 0600-2300 (0500-2200) (Note 1)	125.855	
COTSWOLD CTA 2 512608N 0031050W - 512419N 0024505W - 512331N 0023410W - 511620N 0023328W - 511538N 0025120W - 511505N 0025335W - 511010N 0031341W - 512608N 0031050W Upper limit: FL195 Lower limit: FL165 Class: C	LONDON ACC	LONDON CONTROL English H24	134.755	Part of ATS Routes N92 and N862 are incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
COTSWOLD CTA 3 514440N 0023918W - 514413N 0023517W - 514125N 0021026W - 513135N 0021321W - 513450N 0024206W - 514440N 0023918W Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24 (Note 1)	134.755	Part of ATS Routes N80, N92 and Q63 are incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. LONDON CONTROL: Note 1: 0600-2300 (0500-2200) above FL 135, 2300-0600 (2200-0500) (All Levels). BRISTOL RADAR: Note 1: Between 0600-2300 (0500-2200) FL 135 and below the provision of ATS is delegated to Bristol Radar.
	BRISTOL APP	BRISTOL RADAR English 0600-2300 (0500-2200) (Note 1)	125.655	

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
COTSWOLD CTA 4 514028N 0020214W - 513928N 0015338W - 513640N 0013011W - 513607N 0012547W - 512619N 0012850W - 512624N 0012933W - 513039N 0020510W - 514028N 0020214W Upper limit: FL195 Lower limit: FL65 Class: A	LONDON ACC	LONDON CONTROL English H24	134.755	Parts of the following ATS Routes are incorporated within the CTA: L18, L179, L607, P73, P86 and Q63. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
COTSWOLD CTA 5 515351N 0023017W - 514707N 0020509W - 514117N 0020916W - 514125N 0021026W - 514413N 0023517W - 515351N 0023017W Upper limit: FL195 Lower limit: FL155 Class: A	LONDON ACC	LONDON CONTROL English H24	134.755	Part of ATS Routes L9, N14 and N92 are incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
COTSWOLD CTA 6 514707N 0020509W - 514457N 0015035W - 514454N 0014947W - 513928N 0015338W - 514028N 0020214W - 514117N 0020916W - 514707N 0020509W Upper limit: FL195 Lower limit: FL125 Class: A	LONDON ACC	LONDON CONTROL English H24	134.755	Part of ATS Routes L9 and N14 are incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
COTSWOLD CTA 7 514454N 0014947W - 514412N 0014010W - 513945N 0012646W - 513911N 0012629W - 513640N 0013011W - 513928N 0015338W - 514454N 0014947W Upper limit: FL195 Lower limit: FL95 Class: A	LONDON ACC	LONDON CONTROL English H24	134.755	Part of ATS Routes L9 and N14 are incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
COTSWOLD CTA 12 514743N 0030725W - 514440N 0023918W - 513450N 0024206W - 513743N 0030845W - 514308N 0030746W - 514743N 0030725W Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24 (Note 1)	134.755	Part of ATS Routes N80, N91, N92, P4 and Q63 are incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. LONDON CONTROL: Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels). CARDIFF RADAR: Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar.
	CARDIFF APP	CARDIFF RADAR English 0600-2300 (0500-2200) (Note 1)	125.855	
COTSWOLD CTA 13 513450N 0024206W - 513135N 0021321W - 513039N 0020510W - 512624N 0012933W - 511837N 0012813W - 511726N 0012843W - 511859N 0013913W - 512250N 0023406W - 512331N 0023410W - 512419N 0024505W - 513450N 0024206W Upper limit: FL195 Lower limit: FL105 Class: A	LONDON ACC	LONDON CONTROL English H24 (Note 1)	134.755	Part of ATS Routes L18, L607, N21, P2 and P4 are incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note 1: Between 0600-2300 (0500-2200) within the portion of Cotswold CTA 13 which overlies the Bristol CTR and Bristol CTAs 1, 2, 3, 6, 7 & 8, FL 135 and below, the provision of ATS is delegated to Bristol Radar.
	BRISTOL APP	BRISTOL RADAR English 0600-2300 (0500-2200) (Note 1)	125.655	
COTSWOLD CTA 14 514125N 0021026W - 514117N 0020916W - 514028N 0020214W - 513039N 0020510W - 513135N 0021321W - 514125N 0021026W Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24	134.755	Part of ATS Route Q63 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**
COTSWOLD CTA 15 520526N 0023050W - 515703N 0021633W - 515208N 0022350W - 515351N 0023017W - 514413N 0023517W - 514515N 0024433W - 515043N 0024748W - 515700N 0024716W - 515714N 0024620W - 520526N 0023050W Upper limit: FL195 Lower limit: FL125 Class: C	LONDON ACC	LONDON CONTROL English Mon-Thu 1700-0900 (1600-0800) and Fri (or the day preceding a PH) 1700 (1600) to Mon (or the day following a PH) 0900 (0800).	134.755	Outside the published hours of service the airspace reverts to Class G. Parts of the following ATS Routes are incorporated within the CTA: L9, L180, N91 and N92. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Access restrictions may apply during NOTAM activation of EGD218.
COTSWOLD CTA 16 515351N 0023017W - 515208N 0022350W - 514413N 0023517W - 515351N 0023017W Upper limit: FL155 Lower limit: FL125 Class: C	LONDON ACC	LONDON CONTROL English Mon-Thu 1700-0900 (1600-0800) and Fri (or the day preceding a PH) 1700 (1600) to Mon (or the day following a PH) 0900 (0800).	134.755	Outside the published hours of service the airspace reverts to Class G. Part of ATS Route N92 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. Access restrictions may apply during NOTAM activation of EGD218.

Example: Remarks: Trk Message Ident 283.

3.7.8.2 Gander and Shanwick OACs will generate a revised TMI number only when the change is to:

a) Any NAT Track co-ordinate including named positions;
b) NAT Track published levels;
c) Named Points within European Routes West; or
d) Any combination of (a), (b) or (c).

Note: *Both centres will continue to publish revisions regarding other items such as North American Routings (NARS), but revisions outside the above listed categories will not warrant a change to the TMI.*

3.7.8.3 Amendments will be identified by adding an Alpha character to the TMI number for each revision.

Example: (Remarks amended) Remarks: Amended Track Message Ident 283 A, B, C etc.

3.7.9 **Reroutes on to NAT Tracks**

3.7.9.1 Flights will receive reroutes on VHF or HF radio. If the aircraft is rerouted to follow an organised track an abbreviated routeing will be issued and the pilot must confirm the Track Message Identification number (TMI). If the pilot cannot correctly identify the Track Message Identification, Shanwick will read the approved NAT Track coordinates in full and request a full read back of those coordinates.

3.8 'RCL' Requests

3.8.1 **Westbound Aircraft (Apart from Traffic as detailed in paragraph 3.8.2)**

3.8.1.1 Westbound aircraft operating within the United Kingdom UIR/FIR and the northern part of the France UIR should submit an 'RCL' by voice to 'Shanwick Oceanic' on VHF RTF. VHF coverage is contained within an area joined by the following points: 48N 010W - RATSU (61N 010W) - 61N 005W - 52N 004E - 48N 004W - 48N 010W. An 'RCL' request should be submitted when an accurate boundary estimate can be calculated, and submitted between 30 and 90 minutes prior to the Oceanic boundary ETA. United Kingdom departures are to submit an 'RCL' as soon as possible after departure. Aircraft overflying the United Kingdom UIR/FIR and the northern part of the France UIR are to submit an 'RCL' when they consider that they are within the area specified above. Aircraft other than jet should submit an 'RCL' at least 40 minutes before the ETA for the OCA entry point.

3.8.1.1.1 For Westbound aircraft routing via RATSU (61N 010W), see paragraph 3.8.3.

3.8.1.2 Aircraft unable to contact 'Shanwick Oceanic' on VHF should submit an 'RCL' by voice on a NARTEL HF frequency (North Atlantic en-route HF RTF Network) at least 40 minutes before the ETA for the Oceanic Boundary and thereafter maintain a SELCAL watch for the 'RCL' confirmation response message.

3.8.1.3 Aircraft Communication Addressing and Reporting System (ACARS) equipped aircraft may submit an 'RCL' and receive their 'RCL' confirmation response message via datalink, for entry points on the Shanwick eastern boundary (from LUSEN to PASAS), without the requirement to contact Shanwick on RTF. This system should not be used by aircraft within 30 minutes of the Shanwick boundary; instead, VHF or HF RTF should be used.

3.8.1.4 While in communication with Shanwick to submit an 'RCL', aircraft must also maintain communication with the ATC authority for the airspace within which they are operating. Aircraft unable to contact Shanwick on VHF or on NARTEL HF should request the ATC authority for the airspace in which they are operating to relay their 'RCL' to Shanwick.

3.8.1.5 Aircraft entering Shanwick directly from the Madrid FIR/UIR should operate the procedures in paragraphs 3.8.1.2 and 3.8.1.4 at least 40 minutes before the ETA for 45N.

3.8.1.6 'RCL's shall include:

a) Callsign;
b) OCA entry point and ETA;
c) requested MACH number and flight level;
d) any change to flight plan affecting OCA;
e) the highest acceptable flight level which can be maintained at the OCA entry point.

Note: *'Entry Points' are the boundary position between Shanwick OCA and domestic airspace, ie for SOTA these are: RODEL, SOMAX, KOGAD, BEDRA, OMOKO, TAMEL or LASNO, for BOTA these are: ETIKI, UMLER, SEPAL, BUNAV or SIVIR and for NOTA these are: VENER, RESNO, ETARI, PIKIL, BILTO, SUNOT or AGORI.*

Example of 'RCL'.
'Estimating SUNOT at One One Three One, Speed, Mach decimal eight zero, Flight Level three five zero, able Flight Level three six zero, second choice Track Charlie'.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

If the 'RCL' also includes a change to the original Flight Plan, affecting OCA:
'BAW 123; Estimating PIKIL at One One Four Seven, Speed, Mach decimal eight zero, Flight Level three four zero, Now Requesting Track Charlie, able Flight Level three six zero, second choice Track Delta'.

3.8.2 **Aircraft Sending an 'RCL' (Request for Clearance) before Departure**

3.8.2.1 Flights whose elapse time from departure to the Shanwick OEP (Oceanic Entry Point) is 30 minutes or less should submit an 'RCL' before departure on OCL, VHF, or HF. Only flights whose elapse time from departure to the Shanwick OEP is 30 minutes or less and who are unable to submit an 'RCL' before departure on OCL, VHF, or HF shall request via 3.8.2.2.

3.8.2.2 Flights who are unable to submit an 'RCL' before departure on OCL, VHF, or HF shall request by telephone to Shanwick on 01294-655100. This may be done by the handling agent, operating company, or Aerodrome ATC (at the request of the pilot) or by the crew. Shanwick will issue the 'RCL' confirmation response message, via AFTN, or telephone for relay to the crew.

3.8.2.2.1 If 'RCL' submission is not required prior to departure, pilots are reminded that they should request clearance between 90 and 30 minutes prior to the Shanwick boundary. Aircraft entering Shanwick directly from the Madrid FIR/UIR are reminded that they should submit an 'RCL' at least 40 minutes before the ETA for 45N, as outlined in paragraph 3.8.1.5.

3.8.2.3 **General**

3.8.2.3.1 An 'RCL' should be submitted when an accurate boundary estimate can be calculated, and submitted between 30 and 90 minutes prior to the Oceanic boundary ETA. Submitting an 'RCL' more than 90 minutes prior to the ETA may result in rejection of the 'RCL'.

3.8.2.3.2 The 'RCL' must contain an accurate boundary ETA, based on the expected ETD. Pilots are responsible for informing Shanwick to request a reclearance, as soon as possible, if the Shanwick boundary ETA changes by 3 minutes or more.

3.8.2.4 **OCL Equipped Aircraft Submitting an 'RCL' Before Take-off**

3.8.2.4.1 The free-text field of the 'RCL' should include the phrase, 'ETD <time><aerodrome name>', eg ETD 1137 EGAA.

3.8.2.5 **Voice Process**

3.8.2.5.1 The following phraseology is to be used:

a) 'RCL'
b) Flight Identification
c) Oceanic Entry Point and ETA
d) Requested Mach Number and Flight Level
e) Any change to the flight plan affecting OCA
f) 'ETD', Time, Aerodrome name - eg ETD 1137 EGPH.

3.8.2.6 **Reclearances**

3.8.2.6.1 Pilots should inform Shanwick as soon as possible, preferably before departure, if the Shanwick boundary ETA changes by 3 minutes or more or if a profile modification is required.

3.8.2.6.2 Pilots may input a second 'RCL' by ACARS, VHF, HF or via the method as per 3.8.2.2 if they wish to amend their request.

3.8.2.6.3 Shanwick may send a message via OCL or domestic asking the flight to contact Shanwick by voice. Pilots must contact Shanwick as soon as possible after the receipt of that message.

3.8.3 **Flights Routing via 6100N**

3.8.3.1 Flights routing via RATSU (6100N 01000W) do not require OCA clearance from Shanwick OAC. Therefore, aircraft intending to route via RATSU (6100N 01000W) must not contact Shanwick Clearance Delivery.

3.8.3.2 ATC Procedures via 6100N (above FL 55)

3.8.3.2.1 An amended procedure for traffic between Scottish AC (Prestwick), Reykjavik OAC and Shanwick OAC in the vicinity of 6100N 01000W simplifies the ATC procedures used and makes use of reduced separation standards. A system of preferred routings is established between the Scottish UIR and the Reykjavik OCA as detailed below.

3.8.3.3 Routings

3.8.3.3.1 Dependent on anticipated traffic demands over the North Atlantic Area, Reykjavik OAC may establish NAT Tracks through the following points along 61N:

RATSU;
MATIK;
NALAN;

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

OSBON;
PEMOS;
RIXUN;
SOSAR.

Note: *The tracks will be published by Shanwick OAC on behalf of Reykjavik OAC using the normal NAT Track promulgation method.*

3.8.4 **Time Keeping Procedures**

3.8.4.1 Prior to entry into Oceanic Airspace, the pilot shall synchronise the time reference system(s) to be used during the flight for the calculation of waypoint Actual Time of Arrival (ATA) and Estimated Time of Arrival (ETA) to an acceptable international time source. The pilot passing ATAs and ETAs to ATC is to ensure that they are based on a time reference system that has been properly synchronised.

3.8.4.2 Acceptable international time sources are:

a) **BBC** (United Kingdom, Greenwich) — H24 on 12095 kHz; 0200 - 2315 on 9410 kHz; 0430 - 0030 on 15070 kHz; 0800 - 1600 on 17705 kHz, 17640 kHz, 9760 kHz, 9750 kHz. Time is UTC and given every minute. within specified periods.
b) **Global Positioning System**, corrected to UTC.
c) **WWV** (USA Fort Collins, Colorado) — H24 on 2500 kHz, 5000 kHz, 10000 kHz, 15000 kHz, 20000 kHz (AM/SSB). Time is UTC and given every minute.
d) **CHU** (National Research Council (NRC), Canada) — H24 on 3330 kHz, 7335 kHz, 14670 kHz (SSB). Time is UTC and given every minute.

Note: *Aircraft Communications Addressing and Reporting Systems (ACARS) are not suitable time sources due to the unknown delay involved between the time that the update message is generated and when it is received by the ACARS equipment on the aircraft.*

3.9 Communications

3.9.1 Aircraft operating in the Shanwick OCA must be capable of maintaining direct two-way communication with the appropriate aeronautical radio stations. The carriage of NARTEL HF frequencies in the Shanwick OCA is mandatory. The appropriate frequencies and service areas are detailed in paragraph 3 9.12.

3.9.2 Flights planning to operate outside VHF coverage may request a waiver from the HF requirement, provided the flight has at least two other long-range communication systems appropriate for the route of flight and falls into one of the following categories:

- Air carriers with HF unserviceable wishing to return to base for repairs; or
- Ferry or delivery flights; or
- Special event flight.

Applications for HF Relief shall be made to the Shanwick Supervisor via email (shanwicksupervisors@nats.co.uk) giving a minimum 24 hours notice prior to entering the Shanwick OCA.

3.9.3 Pilots of aircraft equipped with VHF communications only, which are not eligible to request an HF Waiver as per 3.9.2, should plan their route outside the Shanwick OCA and ensure that they are within VHF coverage of appropriate ground stations throughout the flight. Theoretical coverage diagrams are shown at ENR 6-73 and ENR 6-74.

3.9.4 Aircraft subject to the NAT DLM must carry and operate FANS 1/A CPDLC equipment.

FANS 1/A CPDLC service is available throughout the Shanwick OCA.

3.9.5 Aircraft operating on T9 and T290, in addition to maintaining routine communications with Shanwick Radio on HF radio, are required to monitor VHF Channel 128.360 MHz which is reserved for intervention or emergency purposes only.

Upon first contact with Shanwick Radio the radio officer will:

a) Assign a primary and secondary HF frequency;
b) Designate the position and frequency to contact the next agency;
c) Provide a SELCAL check;
d) Assign Channel 128.360 MHz for monitoring.

Channel 128.360 MHz is continually monitored by both radio officers who use the callsign ‘Shanwick Radio’ and air traffic controllers who use the callsign ‘Shanwick Control’.

If immediate contact is required with the flight due to an emergency situation, or if a navigational non-conformance is identified, the Shanwick controller may contact the flight directly on Channel 128.360 MHz.

3.9.6 Continuous watch on emergency frequency 121.500 MHz.

3.9.6.1 The VHF emergency frequency of 121.500 MHz should be continuously guarded except for those periods when aircraft are carrying out communications on other channels, or when airborne equipment or cockpit duties do not permit the simultaneous

guarding of multiple channels.

3.9.6.2 When contact has been established between aircraft on emergency frequency 121.500 MHz, subsequent communication should be conducted on another frequency mutually agreed between the aircraft concerned.

3.9.7 Pilots may use SATCOM voice for routine ATS communications in the Shanwick OCA.

Note: *At this time Shanwick only supports Quick-Dial Service via the INMARSAT system, for normal communications.*

3.9.7.1 A dedicated Quick-Dial satellite voice telephone number for Shanwick Radio has been programmed into the aeronautical Ground Earth Stations of the Inmarsat Signatories. The allocated airborne number for use via the aircraft satellite voice equipment is 425002.

3.9.7.2 SATCOM voice facilities are provided in addition to, but not as an alternative to, HF communications and pilots must adhere to all requirements pertaining to the carriage and use of HF radio. Pilots using this SATCOM number will continue to communicate with Shanwick OCA via Shanwick Radio and standard RTF phraseology should be used at all times.

3.9.7.3 A dedicated airborne number (423201) is provided for direct pilot/controller communication for use in emergency situations. GEN 3-6-5 refers. This dedicated Quick-Dial satellite voice telephone number has been programmed into the aeronautical Ground Earth Stations of the Inmarsat Signatories only and is not available through any other Satellite service provider.

3.9.7.4 SATCOM communications initiated due to HF propagation difficulties do not constitute an urgency situation and should be addressed to Shanwick Radio on 425002.

3.9.8 If an aircraft within the Shanwick OCA is unable to communicate direct with Shanwick Oceanic, the pilot-in-command must endeavour to pass position reports by one of the following methods:

a) By relay through any other Oceanic Centre with which communication has been established;
b) if no other means is available, by relay through another aircraft on frequency 121.500 MHz.

3.9.9 While operating in an HF air-ground communications environment, pilots shall maintain a listening watch on the assigned radio frequency. This will not be necessary, however, if the aircraft is SELCAL equipped and correct use is ensured. Correct SELCAL use shall comprise:

a) The inclusion of the SELCAL code in the flight plan;
b) the issue of a correction to the SELCAL code if subsequently altered due to change of aircraft or equipment; and
c) an operational check of the SELCAL equipment with the appropriate radio station at or prior to initial entry into Oceanic Airspace. This SELCAL check must be completed prior to commencing SELCAL watch.

3.9.10 Communications within NOTA and SOTA are carried out with Shannon ACC using VHF. The appropriate frequencies and service areas are detailed in AIP Ireland.

3.9.11 Communications within BOTA are carried out with Brest ACC using VHF. The appropriate frequencies and service areas are detailed in AIP France.

3.9.12 Communications within the Shanwick OCA are as follows:

a) HF Aeromobile operations in the North Atlantic Region (NAT) are available for use in groups known as 'Families' and will be assigned as appropriate on first contact;
b) As a general guide, the following frequency allocation principles are used:

Frequency Family	Usage
NAT A	Assigned to aircraft flying routes with reporting coordinates between 43N and 47N.
NAT B and C	Assigned to aircraft flying routes with reporting coordinates between 47N and 64N. Primary assignment for aircraft flying central routes.
NAT D	Assigned to aircraft flying routes with reporting coordinates North of 62N.
NAT F	Assigned on a tactical basis and coordinated between Shanwick Radio and Gander Radio.
NAT H, I and J	Assigned on a tactical basis and coordinated between Shanwick Radio, adjoining NARTEL Radio Stations and Domestic Air Traffic Control agencies.

Service	Callsign/Ident	Freq	Hours of Service	Operating Authority and Remarks
1	2	3	4	5
		SELCAL is available on all HF A/G frequencies.		
				Irish Aviation Authority.
A/G	Shanwick Radio	3016 kHz 5598 kHz 8906 kHz 13306 kHz	0100-0900, 1800-2200 H24 0900-2100 HO	**Family A.** To be used by all aircraft flying the Southern NAT Routes. Assigned to aircraft flying routes with reporting coordinates between 43N and 47N.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Service	Callsign/Ident	Freq	Hours of Service	Operating Authority and Remarks
A/G	Shanwick Radio	2899 kHz 5616 kHz 8864 kHz 13291 kHz 17946 kHz	0000-0900, 1800-2400 H24 0900-2100 HO HO	**Family B.** Assigned to aircraft flying routes with reporting coordinates between 47N and 64N.
A/G	Shanwick Radio	2872 kHz 5649 kHz 8879 kHz 11336 kHz 13306 kHz 17946 kHZ	0000-0900, 1800-2400 H24 0900-2100 HO HO HO	**Family C.** Assigned to aircraft flying routes with reporting coordinates between 47N and 64N.
A/G	Shanwick Radio	2971 kHz 4675 kHz 8891 kHz 11279 kHz 17946 kHz	0100-0800 0100-0800, 1100-1800 HO HO HO	**Family D.** Assigned to aircraft flying routes with reporting coordinates North of 62N.
A/G	Shanwick Radio	3476 kHz 6622 kHz 8831 kHz 13291 kHz 17946 kHz	0100-0800 1000-1800 1000-1800 HO HO	**Family F:** Assigned on a tactical basis and coordinated between Shanwick Radio and Gander Radio.
A/G	Shanwick Radio	2965 kHz 3491 kHz 5583 kHz 6556 kHz 6667 kHz 10021 kHz 10036 kHz 11363 kHz	HO	**Family H:** Assigned on a tactical basis and coordinated between Shanwick Radio, adjoining NARTEL Radio Stations and Domestic ATC agencies.
A/G	Shanwick Radio	2860 kHz 2881 kHz 2890 kHz 3458 kHz 3473 kHz 3488 kHz 5484 kHz 5568 kHz 6550 kHz 6595 kHz 10066 kHz	HO	**Family I:** Used on a tactical basis and coordinated between Shanwick Radio, adjoining NARTEL Radio Stations and Domestic ATC agencies.
A/G	Shanwick Radio	2869 kHz 2944 kHz 2992 kHz 3446 kHz 3473 kHz 4651 kHz 4666 kHz 4684 kHz 5460 kHz 5481 kHz 5559 kHz 5577 kHz 6547 kHz 8843 kHz 8954 kHz 11276 kHz	HO	**Family J:** Used on a tactical basis and coordinated between Shanwick Radio, adjoining NARTEL Radio Stations and Domestic ATC agencies.
A/G	Shanwick Radio	2182 kHz 3023 kHz 5680 kHz	HO	Search and Rescue (SAR). Operated as required.
Hours of service of individual frequencies, or groups of frequencies, may vary as HF propagation conditions or operational requirements demand.				
A/G	Shanwick Radio	127.900 MHz 124.175 MHz	H24	To be used as far as practicable by aircraft when East of 020°W so as to reduce the loading on HF channels. Traffic received on this freq is handled in exactly the same way as if received on HF.
A/G and ATC	Shanwick Radio or Shanwick Control	128.360 MHz	H24	To enable direct controller pilot communications on routes T9 and T290. See ENR 2.2 paragraph 3.9.5.

Service	Callsign/Ident	Freq	Hours of Service	Operating Authority and Remarks
A/G	Shanwick Oceanic	123.950 MHz	H24 **(See note)**	NATS Ltd. For use by aircraft registered in States West of 030°W for submitting an 'RCL' direct to OAC. ***Note:*** *If communication cannot be established on designated Channel, pilot should communicate on the alternative frequencies.*
A/G	Shanwick Oceanic	127.650 MHz	H24	For use by aircraft registered in States East of 030°W for submitting an 'RCL' direct to OAC. For this purpose Australia is regarded as being East of 030°W.
Air-to-Air	—	123.450 MHz	H24	Air-to-Air inter-pilot frequency.

Service	Callsign/Ident	SATCOM number	Hours of Service	Operating Authority and Remarks
1	2	3	4	5
A/G	Shanwick Radio	425002	H24	Irish Aviation Authority Available for routine ATS messages via Shanwick Radio.
ATC	Shanwick Oceanic	423201	H24	NATS Ltd. Available for direct pilot/controller communications in emergency situations only

3.10 Air Ground Messages

Annex 2, Regional Supplementary Procedures DOC 7030 and PANS Doc 4444 ATM/501.

3.10.1 Standard Air/Ground message types and formats are used within the NAT Region. To enable the ground stations to process messages in the shortest possible time, pilots should observe the following rules:

a) Use the correct type of message applicable to the data transmitted;
b) state the message type on the contact call to the ground station or at the start of the message;
c) adhere strictly to the sequence of information for the type of message;
d) all times in each of the messages should be expressed in hours and minutes.

3.10.2 Position
Content and data sequence to be used for routine position reports:

a) 'Position';
b) flight Identification;
c) present position;
d) time over present position (hours and minutes);
e) present Flight Level;
f) next position on assigned route;
g) estimated time for position (hours and minutes);
h) next subsequent position;
i) any further information eg MET data or Company Message.

Example: 'Position, LUFTHANSA420, SUNOT (57N 015W), 1235, FL 330, Est 56N 020W, 1310, Next 56N 030W'

3.10.3 Request Clearance

3.10.3.1 Content and data sequence to be used, in conjunction with a routine position report, to request a change of MACH number, Flight Level or route:

a) 'Request Clearance';
b) flight Identification;
c) present or last reported position;
d) time over present or last reported position (hours and minutes);
e) present Flight Level;
f) next position on assigned route or Oceanic Entry point;
g) estimate for next position or Oceanic Entry point;
h) next subsequent position;
i) requested MACH Number, Flight Level or route;
j) further information or clarifying remarks.

Example: 'Request clearance TRANSWORLD 801, 56N 020W, 1245, FL 330, Est 56N 030W, 1320, Next 56N 040W. Request FL 350'.

3.10.3.2 When a change of MACH number, Flight Level or route is requested and a position report message is not appropriate, the content

and data sequence may be limited to:

a) 'Request Clearance';
b) flight Identification;
c) requested MACH number, Flight Level or route;
d) further information or clarifying remarks.

Example: 'Request Clearance SPEEDBIRD 212, Request FL 370'.

3.10.4 Revised Estimate

3.10.4.1 Content and data sequence to be used to up date estimate for next position:

a) 'Revised Estimate';
b) flight identification;
c) next position on route;
d) revised estimate for next position (hours and minutes);
e) further information.

Example: 'Revised Estimate SPEEDBIRD 212, 57N 040W, 0325'.

3.10.5 Miscellaneous

3.10.5.1 Content and data sequence to be used to pass information or make a request in plain language that does not conform with the content of other message formats. No message designator is required as this will be inserted by the ground station:
(a) Flight identification;
(b) general information or request in plain language and format free.

3.10.6 Time and Place of Position Reports

3.10.6.1 Position reports shall be made at the significant points of the current flight plan track.

3.10.6.2 Shanwick may require flights operating in an east-west direction to make additional position reports at any intermediate meridians spaced at intervals of 10 degrees of longitude between 005W and 030W.

3.10.6.3 Shanwick may require flights operating in a north-south direction to make position reports at any intermediate parallel of latitude.

3.10.6.4 In requiring aircraft to report their position at intermediate intervals, Shanwick will be guided by the requirement to have position information at approximately hourly intervals and also by the need to cater for varying types of aircraft and for varying traffic and meteorological conditions.

3.10.7 Contents of Position Report

3.10.7.1 Position information shall be based on the best obtainable navigation fix. The time of fixing aircraft position shall be arranged to provide the most accurate position information and estimates possible.

3.10.7.2 'Position' shall be expressed by the latitude and longitude of the point at which the fixed reporting line is crossed. For flights whose tracks are predominantly east or west, latitude shall be expressed in degrees and minutes, longitude in degrees only. For flights whose tracks are predominantly north or south, latitude shall be expressed in degrees only, longitude in degrees and minutes. Aircraft operating in the Organized Track System for supersonic aircraft operations may report their position by reference to the track code with the longitude of the reporting point.

3.10.7.3 'Next position' shall normally be expressed as the significant point at which the aircraft is next required to report its position.

3.10.7.4 Unless providing position reports via ADS-C, if the estimated time for the next position as last reported to ATC has changed by three minutes or more, a revised estimate shall be transmitted to the ATC units concerned, as soon as possible.

3.10.7.5 The name or co-ordinates of the significant point following the 'next position' shall be given when making a position report.

3.10.8 Addressing Position Reports

3.10.8.1 Position reports, made to Shanwick by flights operating in the Shanwick OCA at a distance of 60 NM or less from the common Boundary with an adjacent OCA (including aircraft operating on tracks through successive points on the Boundary) should also be addressed to the controlling authority of the adjacent OCA.

3.11 Special Procedures for In-flight Contingencies

PANS Doc 4444

3.11.1 Although all possible contingencies cannot be covered, the procedures in 3.11.2, 3.11.3 and 3.11.4 provide the more frequent

cases such as:

a) inability to comply with assigned clearance due to meteorological conditions (3.11.4 refers);
b) en-route diversion across the prevailing traffic flow (for example, due to medical emergencies (3.11.2 and 3.11.3 refer)); and
c) loss of, or significant reduction in, the required navigation capability when operating in airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurisation failure (3.11.2 and 3.11.3 refer).

Note: *Guidance on procedures to follow when an aircraft experiences a degradation in navigation capabilities can be found in PANS-ATM, Chapter 5, section 5.2.2.*

3.11.1.1 The pilot shall take action as necessary to ensure the safety of the aircraft, and the pilot's judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

3.11.2 **General Procedures**

Note: *Figure 3-1 provides an aid for understanding and applying the contingency procedures contained in paragraphs 3.11.2 and 3.11.3.*

3.11.2.1 If an aircraft is unable to continue flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

3.11.2.2 If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received, the pilot shall:

a) leave the assigned route or track by initially turning at least 30 degrees to the right or to the left in order to intercept and maintain a parallel, direction track or route offset 9.3 KM (5.0 NM). The direction of the turn should be based on one or more of the following:
   i. aircraft position relative to any organised track or route system;
   ii. the direction of flights and flight levels allocated on adjacent tracks;
   iii. the direction of an alternate airport;
   iv. any strategic lateral offset being flown; and
   v. terrain clearance;
b) the aircraft should be flown at a flight level and an offset track where other aircraft are less likely to be encountered;
c) maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped) leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;
d) turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
e) keep the SSR transponder on at all times and, when able squawk 7700, as appropriate;
f) as soon as practicable, the pilot shall advise air traffic control of any deviation from assigned clearance;
g) use whatever means is appropriate (i.e. voice and/or CPDLC) to communicate during contingency or emergency;
h) if voice communication is used, the radiotelephony distress signal (MAYDAY) or emergency signal (PAN PAN), preferably spoken three times, shall be used as appropriate;
i) when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice communication contact with the aircraft;

   Note: *Additional guidance on emergency procedures for controllers, radio operators and flight crew in data link operations can be found in the Global Operational Data Link (GOLD) Manual (Doc 10037).*

j) establish communications with and alert nearby aircraft by broadcasting, at suitable intervals on 121.500 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.450 MHz) and where appropriate on the frequency in use: aircraft identification, the nature of the distress condition, intention of the person in command, position (including the ATS route designator or the track code, as appropriate) and flight level; and
k) the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and overall traffic situation.

3.11.3 **Actions to be Taken Once Offset From Track**

3.11.3.1 If possible, maintain the assigned flight level until established on the 9.3 KM (5.0 NM) parallel, same direction track or route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

3.11.3.2 Once established on a parallel, same direction track or route offset by 9.3 KM (5.0 NM), either:

a) descend below FL 290, and establish a 150 M (500 FT) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, proceed in accordance with the clearance; or

   Note: *Descent below FL 290 is considered particularly applicable to operations where there is a predominant traffic flow (e.g. east-west) or parallel track system where the aircraft's diversion path will likely cross adjacent tracks or routes. A descent below FL 290 can decrease the likelihood of conflict with other aircraft, ACAS RA events and delays in obtaining a revised ATC clearance.*

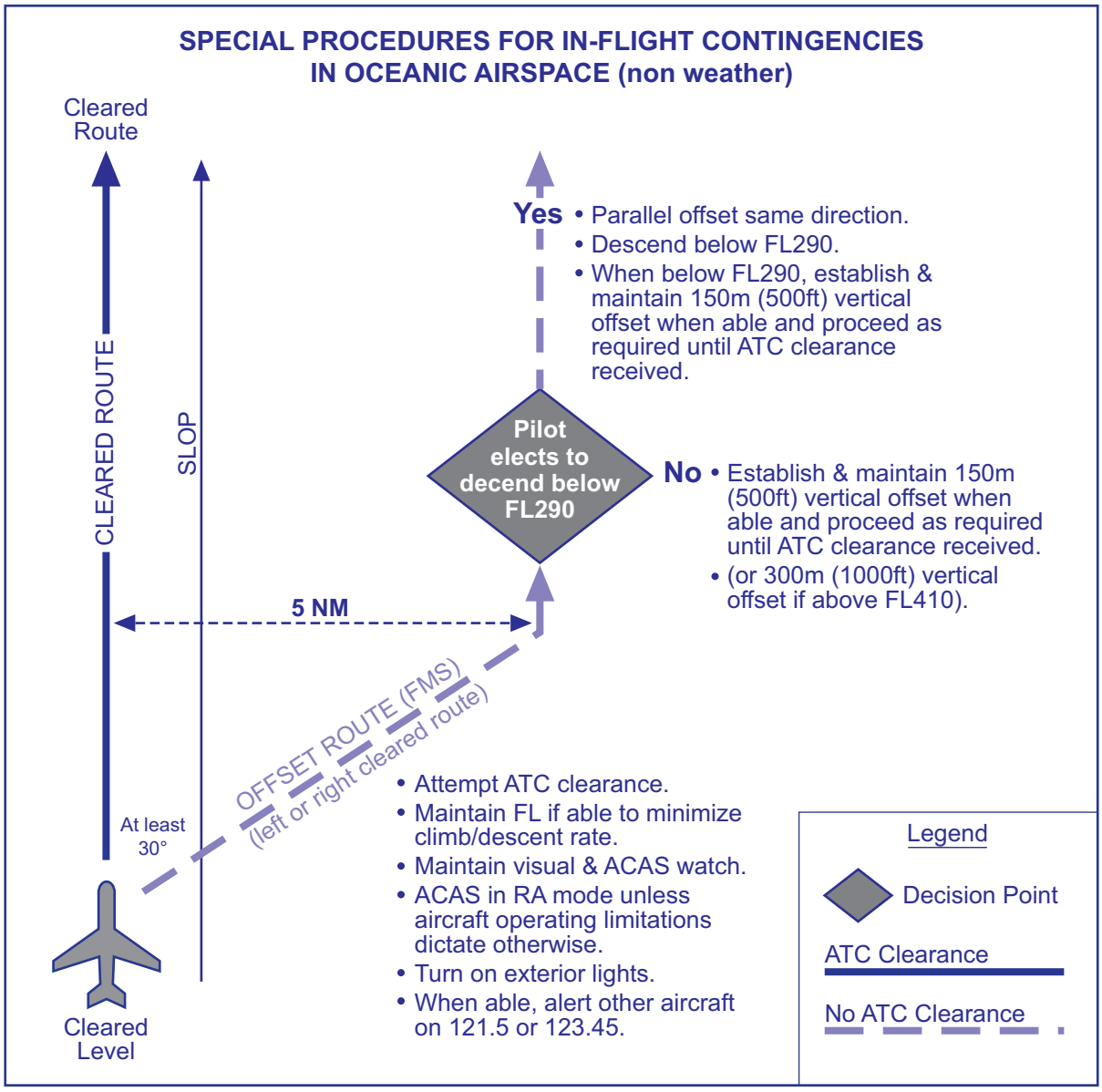
ENR 2.2 OTHER REGULATED AIRSPACE (continued)

b) establish a 150 M (500 FT) vertical offset (or 300 M (1000 FT) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if an ATC clearance has been obtained, proceed in accordance with the clearance.

Note: *Altimetry System Error may lead to less than actual 500 FT vertical separation when the above procedure is applied. In addition, with the 500 FT vertical offset applied, ACAS RAs may occur.*

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Figure 3-1. Visual aid for understanding and applying the contingency procedures guidance



3.11.4 **Weather Deviation Procedures**

3.11.4.1 **General**

Note: *The following procedures are intended for deviation around adverse meteorological conditions.*

3.11.4.1.1 When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

a) stating “WEATHER DEVIATION REQUIRED” to indicate that priority is desired on the frequency and for ATC response; or
b) requesting a weather deviation using a CPDLC lateral downlink message.

3.11.4.1.2 When necessary, the pilot should initiate the communications using the urgency call “PAN PAN” (preferably spoken three times) or by using a CPDLC urgency downlink message.

3.11.4.1.3 The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

ENR 3.2 AREA NAVIGATION ROUTES

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L6						
△ DOVER DME (DVR)	510945.44N 0012132.71E					Eastbound route only above FL 245. Extremity of L6. Intersection with (U)L9, L10 and L18.
(RNAV 5)	285°/105°	30.0 NM	FL 460 / FL 85	even FL 240 / FL 100	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between DET and 5 NM east of DET: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 255); Freq: 134.905 (Below FL 255 to FL 195); Freq: 120.530 (Below FL 195). Between 5 NM east of DET and 15 NM before DVR: London ACC Freq: 127.430 (FL 305 and above); Freq: 135.325 (Below FL 305 to FL 275); Freq: 134.905 (Below FL 275). Between 15 NM before DVR and DVR: London ACC Freq: 127.430 (FL 305 and above); Freq: 134.905 (Below FL 305).
△ DETLING DME (DET)	511814.41N 0003550.19E					Extremity of L6.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L8						
△ BUGUP	515237.17N 0013659.89W					Eastbound route only btn STAFA and BUGUP. Extremity of L8.
(RNAV 5)	- /176°	9.0 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.390 (FL 225 and above); Freq: 121.030 (Below FL 225).
△ NANUM	520134.97N 0013747.00W					Intersection with L151.
(RNAV 5)	- /176°	19.9 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 134.390 (FL 225 and above); Freq: 121.030 (Below FL 225).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ HONILEY VOR/DME (HON)	522124.04N 0013949.41W					Intersection with L10, L15, L612, N859 and P155.
(RNAV 5)	- /144°	37.0 NM	FL 245 / FL 75		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.390 for traffic via L612 and N859 (FL 195 and above); Freq: 129.205 for traffic via L15 and P155 (FL 195 and above); Scottish ACC Freq: 134.430 (Below FL 195).
△ STAFA	525141.00N 0021434.55W		DTY R314 58.2 NM 600 FT			Intersection with P18.
(RNAV 5)	324°/144°	20.3 NM	FL 245 / FL 75	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 134.430 (Below FL 195).
△ NANTI	530814.54N 0023400.51W		WAL R127 25.5 NM 55 FT			Westbound route only btn NANTI and TADAL. Intersection with Y53.
(RNAV 5)	324°/ -	3.5 NM	FL 245 / FL 75	even FL 240 / FL 200		FL 245/FL 195 Class C, FL 195/FL 75 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ UMKIL	531105.53N 0023723.06W					
(RNAV 5)	330°/ -	8.1 NM	FL 245 / FL 75	even FL 240 / FL 200		FL 245/FL 195 Class C, FL 195/FL 75 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ VABKA	531808.31N 0024410.02W					
(RNAV 5)	330°/ -	12.2 NM	FL 245 / FL 75	even FL 240 / FL 200		FL 245/FL 195 Class C, FL 195/FL 75 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ ASNIP	532843.09N 0025425.97W					Intersection with L28.
(RNAV 5)	327°/ -	7.8 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C. Scottish ACC Freq: 118.780 (All levels).
△ TADAL	533513.83N 0030135.22W					Extremity of L8. Intersection with L70.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L9						
△ KONAN	510750.75N 0020000.00E					FIR Boundary. Intersection with (U)L607 (see AIP Belgium).
(RNAV 5)	273°/092°	24.3 NM	FL 245 / FL 75	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.905 (FL 135 and above); Freq: 135.325 (Below FL 135).
△ DOVER DME (DVR)	510945.44N 0012132.71E					Intersection with L18.
(RNAV 5)	280°/100°	13.2 NM	FL 245 / FL 75	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195).
△ UMTUM	511227.30N 0010102.78E					
(RNAV 5)	280°/100°	11.9 NM	FL 245 / FL 75	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195).
△ EMKAD	511449.88N 0004233.94E					
(RNAV 5)	280°/100°	15.1 NM	FL 245 / FL 75	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195).
△ DIKVU	511746.89N 0001901.84E					
(RNAV 5)	280°/100°	10.8 NM	FL 245 / FL 75	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195).
△ BIGGIN DME (BIG)	511951.15N 0000205.32E					
(RNAV 5)	281°/101°	8.1 NM	FL 245 / FL 75	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 132.165 (All Levels).
△ GOXUL	512132.02N 0001033.49W					
(RNAV 5)	281°/100°	36.3 NM	FL 245 / FL 75	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 132.165 (All Levels).
△ NORRY	512847.11N 0010724.13W					
(RNAV 5)	280°/100°	3.7 NM	FL 245 / FL 75	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 132.165 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
△ COMPTON VOR/DME (CPT)	512929.66N 0011310.89W					Westbound route only btn CPT and SLANY. Intersection with Q63.
(RNAV 1)	316°/ -	9.6 NM	FL 245 / FL 85	even FL 240 / FL 100		FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 155); Freq: 134.125 (FL 155 and below).
△ DIDZA	513627.71N 0012343.46W					
(RNAV 1)	297°/ -	12.3 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. Dual designation with N14 between DIDZA and BIBPE. London ACC Freq: 134.460 (FL 305 and above); Freq: 133.600 (Below FL 305 to FL 265); Freq: 134.755 (Below FL 265).
△ OKSAW	514215.31N 0014108.54W					FRA Entry Point.
(RNAV 1)	276°/ -	6.3 NM	FL 245 / FL 95	even FL 240 / FL 100		FL 245/FL 195 Class C, FL 195/FL 95 Class A. Dual designation with N14 between DIDZA and BIBPE. London ACC Freq: 134.755 (All Levels).
△ BIBPE	514258.91N 0015108.70W					Base level change is aligned with Cotswold CTA 6.
(RNAV 1)	276°/ -	10.1 NM	FL 245 / FL 125	even FL 240 / FL 140		FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 134.755 (All Levels).
△ KITFE	514407.29N 0020715.54W					
(RNAV 1)	276°/ -	15.4 NM	FL 245 / FL 155	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 134.755 (All Levels).
△ ELWIS	514547.16N 0023149.08W					
(RNAV 1)	276°/ -	3.0 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C. London ACC Freq: 134.755 (All Levels).
△ BUCGO	514606.08N 0023637.20W					

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
(RNAV 1)	276°/ -	22.7 NM	FL 245 / FL 135	even FL 240 / FL 140		Between BUCGO and the western boundary of Cotswold CTA 15 (514640N 0024524W): Class C. London ACC Freq: 134.755 (All Levels). Between the western boundary of Cotswold CTA 15 (514640N 0024524W) and TIGWE: FL 245/FL 195 Class C, FL 195/FL 135 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ TIGWE	514822.73N 0031257.91W					
(RNAV 1)	275°/ -	3.8 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ ARPAK	514844.64N 0031905.48W					
(RNAV 1)	275°/ -	8.2 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ FELCA	514930.86N 0033219.61W					
(RNAV 1)	282°/ -	3.6 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ AGBOS	515014.72N 0033756.19W					

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	**Route Usage Notes**					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
(RNAV 1)	282°/ -	8.0 NM	FL 245 / FL 125	even FL 240 / FL 140		FL 245/FL 195 Class C, FL 195/FL 125 Class A. 0600-2300 (0500-2200) London ACC Freq: 129.380 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below). 2300-0600 (2200-0500) London ACC Freq: 129.380 (All Levels).
△ ACCAQ	515152.62N 0035035.63W					
(RNAV 1)	282°/ -	5.3 NM	FL 245 / FL 145	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 145 Class A. 0600-2300 (0500-2200) London ACC Freq: 129.380 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below). 2300-0600 (2200-0500) London ACC Freq: 129.380 (All Levels).
△ FADZU	515256.10N 0035854.33W					
(RNAV 1)	282°/ -	40.6 NM	FL 245 / FL 155	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).
△ NICXI	520046.40N 0050317.78W					Intersection with M17, N546 and Q63.
(RNAV 5)	281°/ -	5.3 NM	FL 245 / FL 155	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).
△ OFSOX	520145.18N 0051143.62W					Intersection with N83.
(RNAV 5)	289°/ -	25.2 NM	FL 245 / FL 155	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).
△ SLANY	520930.80N 0055031.67W					FIR Boundary. For continuation see AIP Ireland.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L10						
△ RINTI	510158.33N 0013655.91E					Eastbound route only btn DVR and RINTI FL 245 and above. FIR/UIR boundary. Intersection with B3 and UL10 (See AIP France).
(RNAV 5)	307°/127°	12.4 NM	FL 315 / FL 65	even FL 240 / FL 80	odd FL 310 / FL 70	FL 315/FL 195 Class C, FL 195/FL 65 Class A. London ACC Freq: 134.905 (FL 135 and above); Freq: 135.325 (Below FL 135).
△ DOVER DME (DVR)	510945.44N 0012132.71E					
(RNAV 5)	301°/121°	13.7 NM	FL 460 / FL 75	even FL 430 / FL 80	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 134.905 (Below FL 305 to FL 135); Freq: 135.325 (Below FL 135).
△ ITVIP	511713.75N 0010312.30E					Intersection with Q70.
(RNAV 5)	301°/121°	40.1 NM	FL 460 / FL 75	even FL 430 / FL 100	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 134.905 (FL 305 to FL 135); Freq: 135.325 (Below FL 135).
△ LAMBOURNE DME (LAM)	513845.69N 0000906.13E					Westbound route only btn LAM and BPK FL 245 and above.
(RNAV 5)	302°/121°	11.5 NM	FL 460 / FL 75	even FL 430 / FL 100	odd FL 230 / FL 90	FL 460/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ BROOKMANS PARK DME (BPK)	514459.05N 0000624.25W					
(RNAV 5)	304°/124°	20.2 NM	FL 460 / FL 75	even FL 430 / FL 100	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 75 Class A. Between BPK and 10 NM before BUZAD: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 295); Freq: 127.105 (Below FL 295). Between 10 NM before BUZAD and BUZAD: London ACC Freq: 132.605 (FL 215 and above); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115). Between 10 NM NW of BPK and BUZAD: London ACC Freq: 132.605 (FL 215 and above); Freq: 130.925 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125).
△ BUZAD	515632.08N 0003308.21W		BNN R358 13.0 NM 558 FT			
(RNAV 5)	304°/123°	8.2 NM	FL 460 / FL 75	even FL 430 / FL 100	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below 215 to FL 165); Freq: 130.925 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125).
△ WOBUN	520110.27N 0004400.00W		DTY R123 17.1 NM 600 FT			
(RNAV 5)	303°/123°	17.1 NM	FL 460 / FL 65	even FL 430 / FL 80	odd FL 450 / FL 70	FL 460/FL 195 Class C, FL 195/FL 65 Class A. Between WOBUN and 7 NM before DTY: London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 215); Freq: 130.925 (Below FL 215). Between 7 NM before DTY and DTY: London ACC Freq: 129.205 (FL 215 and above); Freq: 130.925 (Below FL 215).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ DAVENTRY DME (DTY)	521048.51N 0010649.64W					
(RNAV 5)	297°/117°	22.9 NM	FL 460 / 5500 FT ALT	even FL 460 / 6000 FT ALT	odd FL 450 / FL 70	FL 460/FL 195 Class C, FL 195/ALT 5500 FT Class A. London ACC Freq: 129.205 (FL 225 and above); Freq: 121.030 (Below FL 225).
△ HONILEY VOR/DME (HON)	522124.04N 0013949.41W					Eastbound route only btn WAL and HON. Intersection with L15, L612, N859 and P155.
(RNAV 5)	- /139°	82.0 NM	FL 460 / FL 85		odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between WAL and abm Crewe: London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195). Between abm Crewe and abm Birmingham: London ACC Freq: 134.390 for traffic via L612 and N859 (FL 195 and above); Freq: 129.205 for traffic via L15 and P155 (FL 195 and above); Scottish ACC Freq: 134.430 (Below FL 195). Between abm Birmingham and HON: London ACC Freq: 134.390 for traffic via L612 and N859 (FL 195 and above); Freq: 129.205 for traffic via L15 and P155 (FL 195 and above); Freq: 130.925 (Below FL 195).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ WALLASEY VOR/DME (WAL)	532330.97N 0030804.06W					Intersection with L151, (U)L975, N862 and (U)Y53.
(RNAV 5)	305°/125°	23.2 NM	FL 460 / FL 75	even FL 430 / FL 80	odd FL 450 / FL 90	Class C. Between WAL and 8 NM north of WAL: London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (Below FL 285 to FL 195); Freq: 128.055 (Below FL 195). Between 8 NM north of WAL and PENIL: London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ PENIL	533657.47N 0033948.72W		WAL R306 23.2 NM 55 FT			Intersection with (U)L70 and M144.
(RNAV 5)	305°/125°	22.6 NM	FL 460 / FL 75	even FL 430 / FL 80	odd FL 450 / FL 90	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ CASEL	534952.13N 0041056.75W					
(RNAV 5)	305°/125°	7.8 NM	FL 460 / FL 45	even FL 430 / FL 60	odd FL 450 / FL 50	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ KELLY	535419.47N 0042150.52W		IOM R125 17.2 NM 567 FT			FRA Entry/Exit Point.
(RNAV 5)	305°/125°	17.2 NM	FL 255 / FL 45	even FL 240 / FL 60	odd FL 250 / FL 50	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ ISLE OF MAN VOR/DME (IOM)	540401.12N 0044548.50W					Intersection with L603.
(RNAV 5)	306°/126°	14.0 NM	FL 255 / FL 45	even FL 240 / FL 60	odd FL 250 / FL 50	FL 255/FL 195 Class C, FL 195/FL 45 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ SLYDA	541204.37N 0050515.07W					
(RNAV 5)	306°/126°	20.7 NM	FL 255 / FL 45	even FL 240 / FL 60	odd FL 250 / FL 50	FL 255/FL 195 Class C, FL 195/FL 45 Class D. Scottish ACC Freq: 123.775 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ RINGA	542354.44N 0053415.66W					Intersection with Q39.
(RNAV 5)	306°/125°	12.3 NM	FL 255 / FL 45	even FL 240 / FL 60	odd FL 250 / FL 50	FL 255/FL 195 Class C, FL 195/FL 45 Class D. Scottish ACC Freq: 123.775 (FL 105 and above); Aldergrove Radar Freq: 133.125 (Below FL 105).
△ DUFFY	543053.42N 0055138.80W					Intersection with L15.
(RNAV 5)	305°/125°	15.6 NM	FL 255 / FL 45	even FL 240 / FL 60	odd FL 250 / FL 50	FL 255/FL 195 Class C, FL 195/FL 45 Class D. Scottish ACC Freq: 123.775 (FL 105 and above); Aldergrove Radar Freq: 133.125 (Below FL 105).
△ BELZU	543940.00N 0061348.00W					Extremity of L10.

Route Remarks:
During the notified hours of operation of the Isle of Man CTR/CTA the controlling authority for traffic FL 105 and below btn CASEL and SLYDA will be Ronaldsway Radar Frequency 135.905.

DVR - RINTI FL 245 and above only CDR H24.
Rest of L10 - PERM.

See also ENR 1.1, paragraph 1.1.3.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L15						
△ MOTOX	505727.52N 0012800.00E					Eastbound route only btn SANDY and MOTOX. UIR Boundary. For continuation see AIP France.
(RNAV 5)	- /111°	16.4 NM	FL 460 / FL 245		odd FL 450 / FL 350	Class C. Between 10 NM before MOTOX and MOTOX: London ACC Freq: 127.430 (FL 305 and above); Freq: 135.325 (Below FL 305). Between SANDY and 10 NM before MOTOX: London ACC Freq: 127.430 (FL 305 and above); Freq: 135.325 (Below FL 305 to FL 275); Freq: 134.905 (Below FL 275).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ SANDY	510350.81N 0010403.13E		DET R128 22.9 NM 645 FT			
(RNAV 5)	291°/111°	42.1 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 310	Class C. Between SANDY and 20 NM before BIG: London ACC Freq: 127.430 (FL 305 and above); Freq: 135.325 (Below FL 305 to FL 275); Freq: 134.905 (Below FL 275). Between 20 NM before BIG and BIG: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 255); Freq: 134.905 (Below FL 255).
△ BIGGIN DME (BIG)	511951.15N 0000205.32E					Eastbound only route between DUFFY and BIG. Intersection with (U)L9.
(RNAV 5)	- /133°	40.0 NM	FL 460 / FL 155		odd FL 450 / FL 170	FL 460/FL 195 Class C, FL 195/FL 155 Class A. Between 20 NM before BIG and BIG: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215). Between 35 NM before BIG and 20 NM before BIG: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (FL 215 and above); Freq: 135.805 (Below FL 215). Between BETPO and 35 NM before BIG: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ BETPO	514754N 0004328W					
(RNAV 5)	- /133°	17.1 NM	FL 460 / FL 115		odd FL 450 / FL 130	FL 460/FL 195 Class C, FL 195/FL 115 Class A. Between 10 NM before BETPO and BETPO: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 121.030 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165). Between FINMA and 10 NM before BETPO: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 121.030 (Below FL 215).
△ FINMA	515947.21N 0010313.34W		DTY R168 11.3 NM 600 FT			Intersection with M605.
(RNAV 5)	- /133°	3.0 NM	FL 460 / FL 115		odd FL 450 / FL 130	FL 460/FL 195 Class C, FL 195/FL 115 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 121.030 (Below FL 215).
△ PIXUP	520151N 0010640W					Manchester TMA departures that FPL a cruising level at FL 310 or above, will be required to achieve FL 310 by PIXUP.
(RNAV 5)	- /133°	28.3 NM	FL 460 / FL 115		odd FL 450 / FL 130	FL 460/FL 195 Class C, FL 195/FL 115 Class A. London ACC Freq: 129.205 (FL 225 and above); Freq: 121.030 (Below FL 225).
△ HONILEY VOR/DME (HON)	522124.04N 0013949.41W					Intersection with P155.
(RNAV 5)	- /132°	40.4 NM	FL 460 / FL 145		odd FL 450 / FL 150	FL 460/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 129.205 (FL195 and above); Scottish ACC Freq: 134.430 (Below FL 195).
△ KEPAD	524835.41N 0022844.28W					Intersection with L151.
(RNAV 5)	- /131°	19.9 NM	FL 460 / FL 145		odd FL 450 / FL 150	FL 460/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (Below FL 285 to FL 195); Freq: 134.430 (Below FL 195).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ RISLA	530151.39N 0025312.29W					Intersection with N862.
(RNAV 5)	- /131°	14.8 NM	FL 460 / FL 145		odd FL 450 / FL 150	FL 460/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (Below FL 285 to FL 195); Freq: 128.055 (Below FL 195).
△ AMPIT	531139.41N 0031132.59W					
(RNAV 5)	- /131°	12.6 NM	FL 460 / FL 145		odd FL 450 / FL 150	Between EPOXI and 531437N 0031707W: Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (Below FL 285 to FL 195); Freq: 128.055 (Below FL 195). Between 531437N 0031707W and AMPIT: FL 460/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (Below FL 285 to FL 195); Freq: 128.055 (Below FL 195).
△ EPOXI	531958.70N 0032717.71W					
(RNAV 5)	- /131°	7.3 NM	FL 460 / FL 145		odd FL 450 / FL 150	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ MALUD	532448.17N 0033630.30W		WAL R275 17.1 NM 55 FT			
(RNAV 5)	- /127°	22.0 NM	FL 460 / FL 145		odd FL 450 / FL 150	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ GIGTO	533801.06N 0040550.62W					
(RNAV 5)	- /127°	18.3 NM	FL 460 / FL 145		odd FL 450 / FL 150	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ SOSIM	534855.75N 0043030.46W					FRA Exit Point.
(RNAV 5)	- /127°	16.1 NM	FL 255 / FL 145		odd FL 250 / FL 150	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ MAKUX	535829.90N 0045227.89W					
(RNAV 5)	- /127°	22.0 NM	FL 255 / FL 145		odd FL 250 / FL 150	Between VAKPO and 540305N 0050307W: FL 255/FL 195 Class C, FL 195/FL 145 Class D. Between 540305N 0050307W and MAKUX: Class C. Scottish ACC Freq: 123.775 (All Levels).
△ VAKPO	541125.09N 0052239.23W					
(RNAV 5)	- /127°	8.3 NM	FL 255 / FL 145		odd FL 250 / FL 150	FL 255/FL 195 Class C, FL 195/FL 145 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ PEPOD	541616.31N 0053409.26W					Intersection with L603 and Q38.
(RNAV 5)	- /146°	17.9 NM	FL 255 / FL 85		odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 85 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ DUFFY	543053.42N 0055138.80W					Extremity of L15.
Route Remarks: SANDY - MOTOX CDR H24. Rest of L15 - PERM.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L17						
△ MOLIX	524919.21N 0030407.22E					Eastbound route only. FIR Boundary. For continuation see AIP Netherlands. Intersection with L19 (See AIP Netherlands).
(RNAV 5)	- /109°	22.2 NM	FL 245 / FL 175		odd FL 230 / FL 190	FL 245/FL 195 Class C, FL 195/FL 175 Class A. ATS delegated to Amsterdam ACC.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ RAMID	525727.79N 0023000.00E					
(RNAV 5)	- /109°	15.8 NM	FL 245 / FL 175		odd FL 230 / FL 190	FL 245/FL 195 Class C, FL 195/FL 175 Class A. London ACC Freq: 128.130 (All Levels).
△ BODSO	530308.25N 0020540.71E					Extremity of L17.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
L18						
△ VABIK	511447.30N 0020000.00E					FIR Boundary. Extremity of L18. Eastbound route only btn DVR and VABIK. Intersection with Q70 (see AIP Belgium).
(RNAV 5)	- /076°	24.7 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. Between DVR and 5 NM from DVR: London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195 to FL 135); Freq: 135.325 (Below FL 135). Between 5 NM from DVR and VABIK: London ACC Freq: 134.905 (FL 135 and above); Freq: 135.325 (Below FL 135).
△ DOVER DME (DVR)	510945.44N 0012132.71E					Intersection with L9.
(RNAV 5)	258°/078°	15.6 NM	FL 245 / FL 75	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. Between DVR and 10 NM from DVR: London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL195 to FL135); Freq: 135.325 (Below FL 135). Between 10 NM from DVR and WIZAD: London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ WIZAD	510700.00N 0005711.09E		DVR R259 15.6 NM 325 FT			
(RNAV 5)	258°/078°	32.2 NM	FL 245 / FL 75	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. Between WIZAD and 10 NM from WIZAD: London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195). Between 10 NM from WIZAD and MAY: London ACC Freq: 128.430 (FL 195 and above); Freq: 120.530 (Below FL 195).
△ MAYFIELD DME (MAY)	510101.86N 0000658.04E					
(RNAV 5)	273°/093°	28.2 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between MAY and 5 NM from MAY: London ACC Freq: 128.430 (FL 195 and above); Freq: 120.530 (Below FL 195). Between 5 NM from MAY and 18 NM from MAY: London ACC Freq: 135.055 (FL 175 and above); Freq: 133.180 (Below FL 175). Between 18 NM from MAY and MID: London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175).
△ MIDHURST DME (MID)	510314.23N 0003730.01W					Intersection with L151, L620 and (U)L612.
(RNAV 5)	306°/126°	19.9 NM	FL 460 / FL 165	even FL 430 / FL 240	odd FL 450 / FL 170	FL 460/FL 195 Class C, FL 195/FL 165 Class A. Between MID and 15 NM from MID: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 129.080 (Below FL 175). Between 15 NM from MID and VAPID: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 129.080 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ VAPID	511513.97N 0010242.40W					
(RNAV 5)	306°/126°	5.9 NM	FL 460 / FL 65	even FL 430 / FL 240	odd FL 450 / FL 70	FL 460/FL 195 Class C, FL 195/FL 65 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 129.080 (Below FL 175).
△ NIGIT	511846.96N 0011014.71W		MID R306 25.8 NM 233 FT			
(RNAV 5)	302°/122°	2.8 NM	FL 460 / FL 65	even FL 430 / FL 240	odd FL 450 / FL 70	FL 460/FL 195 Class C, FL 195/FL 65 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155).
△ NUBRI	512016.68N 0011355.99W					Eastbound route only btn CONKO and NUBRI. Intersection with N14 and Y321.
(RNAV 5)	- /114°	18.5 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 133.600 (Below FL 305 to FL 265); Freq: 134.755 (Below FL 265).
△ NUCHU	512808.10N 0014035.43W					FRA Exit Point. Intersection with L607, P73 and Q295.
(RNAV 5)	- /096°	11.8 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. Dual designation with L607 between NUCHU and UNZIB. London ACC Freq: 134.755 (All Levels).
△ UNZIB	512929.62N 0015920.96W					
(RNAV 5)	- /161°	7.7 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.755 (All Levels).
△ CONKO	513648.00N 0020310.18W					Extremity of partition of L18.
(RNAV)						ROUTE BREAK - THIS ATS ROUTE IS NOT CONTINUOUS.
△ LANON	522551.90N 0042220.94W					Westbound route only btn LANON and LIPGO. Extremity of partition of L18.
(RNAV 5)	313°/ -	20.0 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C. London ACC Freq: 129.380 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ BADSI	523930.00N 0044617.12W					
(RNAV 5)	313°/ -	11.0 NM	FL 245 / FL 145	even FL 240 / FL 160		Class C. ATS delegated to Dublin ATC.
△ ABLIN	524657.86N 0045933.38W					
(RNAV 5)	313°/ -	19.0 NM	FL 245 / FL 85	even FL 240 / FL 100		Class C. ATS delegated to Dublin ATC.
△ IRKUM	525947.90N 0052239.45W					
(RNAV 5)	313°/ -	6.0 NM	FL 245 / FL 55	even FL 240 / FL 60		Class C. ATS delegated to Dublin ATC.
△ LIPGO	530350.13N 0053000.00W					FIR/UIR Boundary. For continuation see AIP Ireland.
Route Remarks: LANON - LIPGO CDR H24. Rest of L18 - PERM. See also ENR 1.1, paragraph 1.1.3. During periods of North Wales MTA activation L18 LANON - LIPGO will not be avbl. Non-availability of L18 will be notified to GAT by London Control and traffic will be re-routed via PEMOB.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L22						
△ SKERY	500000.00N 0031023.06W		BHD R152 26.9 NM 218 FT			Westbound route only. Extremity of L22.
(RNAV 1)	300°/ -	6.6 NM	FL 245 / FL 85	even FL 240 / FL 100		FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 126.080 (All Levels).
△ EMWIP	500319.72N 0031908.98W					Extremity of L22.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L28						
△ TRENT DME (TNT)	530314.23N 0014011.90W					Westbound route only btn TNT and ASNIP. Extremity of L28.
(RNAV 5)	327°/ -	13.1 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C. Scottish ACC Freq: 118.780 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ RODOL	531417N 0015143W					Intersection with P6.
(RNAV 5)	296°/ -	16.1 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C. Scottish ACC Freq: 118.780 (All Levels).
△ MANCHESTER DME (MCT)	532125.29N 0021544.24W					
(RNAV 5)	287°/ -	24.3 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C. Scottish ACC Freq: 118.780 (All Levels).
△ ASNIP	532843.09N 0025425.97W					Intersection with L8.
(RNAV 5)	287°/107°	20.4 NM	FL 245 / FL 195	even FL 240 / FL 200	odd FL 230 / FL 210	Class C. Scottish ACC Freq: 118.780 (All Levels).
△ AGLIL	533441.99N 0032711.30W					
(RNAV 5)	287°/107°	7.9 NM	FL 245 / FL 195	even FL 240 / FL 200	odd FL 230 / FL 210	Class C. Scottish ACC Freq: 118.780 (All Levels).
△ PENIL	533657.47N 0033948.72W		WAL R306 23.2 NM 55 FT			Intersection with L70 and M144.
(RNAV 5)	292°/112°	11.0 NM	FL 245 / FL 145	even FL 240 / FL 160	odd FL 230 / FL 150	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ DANDI	534103.71N 0035658.08W					Intersection with Q39.
(RNAV 5)	292°/112°	5.2 NM	FL 245 / FL 145	even FL 240 / FL 160	odd FL 230 / FL 150	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ LELDO	534259.53N 0040507.00W					Eastbound route only btn SOSIM and LELDO.
(RNAV 5)	- /112°	16.2 NM	FL 245 / FL 145		odd FL 230 / FL 150	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ SOSIM	534855.75N 0043030.46W					Extremity of L28.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L37						
△ OVZOG	505106.32N 0071529.77W					Extremity of L37.
(RNAV 5)	334°/154°	26.1 NM	FL 245 / FL 135	even FL 240 / FL 140	odd FL 230 / FL 150	FL 245/FL 195 Class C, FL 195/FL 135 Class A. London ACC Freq: 132.950 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ LEDGO	511423.78N 0073404.65W					FIR Boundary. Extremity of L37.
Route Remarks: CDR H24. See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L38						
△ CANZI	510121.30N 0065812.04W					Extremity of L38.
(RNAV 5)	318°/138°	24.7 NM	FL 245 / FL 135	even FL 240 / FL 140	odd FL 230 / FL 150	FL 245/FL 195 Class C, FL 195/FL 135 Class A. London ACC Freq: 132.950 (All Levels).
△ SAMON	511921N 0072504W					FIR Boundary. Extremity of L38.
Route Remarks: CDR H24. See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L46						
△ NALAX	532859.89N 0002405.94E					Westbound route only. Extremity of L46.
(RNAV 5)	281°/ -	11.3 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285); Scottish ACC Freq: 133.800 (Below FL 285).
△ LIBSO	533129.33N 0000536.32E					
(RNAV 5)	281°/ -	14.6 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285); Scottish ACC Freq: 133.800 (Below FL 285).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ ESHIN	533437.20N 0001813.05W					Intersection with N110.
(RNAV 5)	281°/ -	21.6 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285); Scottish ACC Freq: 133.800 (Below FL 285).
△ MITSO	533906.86N 0005337.75W					
(RNAV 5)	281°/ -	19.6 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. Between MITSO and 10 NM before RIMTO: London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285); Scottish ACC Freq: 133.800 (Below FL 285). Between 10 NM before RIMTO and RIMTO: London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285); Scottish ACC Freq: 133.800 (Below FL 285).
△ RIMTO	534303.25N 0012558.78W					Intersection with UY250.
(RNAV 5)	281°/ -	5.4 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285); Scottish ACC Freq: 133.800 (Below FL 285).
△ HALIF	534406.31N 0013450.10W					
(RNAV 5)	280°/ -	69.1 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285); Scottish ACC Freq: 118.780 (Below FL 285).
△ GETNO	535547.97N 0032947.06W					FRA Entry Point. Extremity of L46.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L60						
△ ENZEN	525839.07N 0031157.12E					Westbound route only btn ENZEN and OTBED. FIR/UIR Boundary. For continuation see AIP Netherlands.
(RNAV 5)	285°/ -	26.5 NM	FL 460 / FL 175	even FL 430 / FL 180		FL 460/FL 195 Class C, FL 195/FL 175 Class A. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 245). ATS delegated to Amsterdam ACC below FL 245.
△ SOPEK	530631.88N 0023000.00E					Intersection with L989.
(RNAV 5)	276°/ -	89.7 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. Between SOPEK and 0010000E: London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355). Between 0010000E and OTBED: London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ OTBED	531716.71N 0000154.61E					Btn OTBED and MAMUL FL 245 and above the route is westbound only, below FL 245 the route is eastbound only. Intersection with Y70.
(RNAV 5)	279°/098°	16.0 NM	FL 460 / FL 155	even FL 430 / FL 260	odd FL 230 / FL 190	FL 460/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ ENCOD	531959.32N 0002423.92W					
(RNAV 5)	278°/098°	9.1 NM	FL 460 / FL 125	even FL 430 / FL 260	odd FL 230 / FL 190	FL 460/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.125 (Below FL 355 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ NISBI	532129N 0003921W					Base level change point is not at right angles to the CL of L60 and follows a perpendicular line to the CL of L603 until it reaches the southern bdry of Y70, where it then follows a perpendicular line to the CL of Y70.
(RNAV 5)	278°/098°	9.8 NM	FL 460 / FL 105	even FL 430 / FL 260	odd FL 230 / FL 190	FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ DOPEK	532303.95N 0005531.64W		POL R116 47.3 NM 1438 FT			
(RNAV 5)	278°/098°	4.0 NM	FL 460 / FL 105	even FL 430 / FL 260	odd FL 230 / FL 190	FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ ARTIX	532342.08N 0010208.72W					
(RNAV 5)	278°/098°	6.5 NM	FL 460 / FL 105	even FL 430 / FL 260	odd FL 230 / FL 190	FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ MOGMO	532443N 0011251W					Base level change point is not at right angles to the CL of L60 and extends between 532932N 0011019W and 531954N 0011523W.
(RNAV 5)	278°/098°	2.4 NM	FL 460 / FL 85	even FL 430 / FL 260	odd FL 230 / FL 190	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ MAMUL	532505.20N 0011648.45W					Intersection with L603.
(RNAV 5)	278°/098°	9.3 NM	FL 460 / FL 85	even FL 430 / FL 260	odd FL 450 / FL 190	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ ADELU	532630.48N 0013212.64W					Westbound route only btn ADELU and PENIL.
(RNAV 5)	278°/ -	10.0 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (Below FL 285).
△ BOLBI	532759.75N 0014845.07W					
(RNAV 5)	278°/ -	13.0 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (Below FL 285).
△ SONEX	532952.70N 0021020.86W		POL R189 15.0 NM 1438 FT			
(RNAV 5)	278°/ -	53.8 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (Below FL 285).
△ PENIL	533657.47N 0033948.72W		WAL R306 23.2 NM 55 FT			Extremity of L60. Intersection with L10 and UL70.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L70						
△ DESIG	533138.13N 0015333.70W		POL R149 15.0 NM 1438 FT			Intersection with L603 and L975. Extremity of L70.
(RNAV 5)	275°/095°	31.0 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ KOLID	533425.70N 0024520.23W					
(RNAV 5)	275°/094°	9.7 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 85 Class C (see Route Remarks). Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ TADAL	533513.83N 0030135.22W					
(RNAV 5)	274°/094°	5.0 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	Class C. Scottish ACC Freq: 128.055 (All levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ GUNTU	533537.40N 0030953.64W					Intersection with Z196.
(RNAV 5)	274°/094°	17.9 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ PENIL	533657.47N 0033948.72W		WAL R306 23.2 NM 55 FT			Westbound route only btn PENIL and BAGSO. Intersection with L10 and M144.
(RNAV 5)	274°/ -	10.1 NM	FL 245 / FL 75	even FL 240 / FL 80		Class C. Scottish ACC Freq: 133.050 (All Levels).
△ BABRA	533739.37N 0035642.63W					
(RNAV 5)	274°/ -	5.4 NM	FL 245 / FL 115	even FL 240 / FL 120		Class C. Scottish ACC Freq: 133.050 (All Levels).
△ GIGTO	533801.06N 0040550.62W					
(RNAV 5)	274°/ -	7.6 NM	FL 245 / FL 115	even FL 240 / FL 120		Class C. Scottish ACC Freq: 133.050 (All Levels).
△ UNDUX	533830.25N 0041838.76W					
(RNAV 5)	274°/ -	5.1 NM	FL 245 / FL 145	even FL 240 / FL 160		Class C. Scottish ACC Freq: 133.050 (All Levels).
△ SOPAX	533848.89N 0042708.06W					
(RNAV 5)	274°/ -	13.9 NM	FL 245 / FL 145	even FL 240 / FL 160		Class C. Scottish ACC Freq: 133.050 (All Levels).
△ RAMOX	533936.72N 0045022.41W					
(RNAV 5)	274°/ -	11.0 NM	FL 245 / FL 115	even FL 240 / FL 120		Class C. ATS delegated to Dublin ATC Freq: 129.180.
△ OGTUG	534012N 0050850W					
(RNAV 5)	274°/ -	12.6 NM	FL 245 / FL 75	even FL 240 / FL 80		Class C. ATS delegated to Dublin ATC Freq: 129.180. Dublin ATIS Freq: 124.530.
△ BAGSO	534047.96N 0053000.00W					FIR Boundary. Extremity of L70. Intersection with V14 (see AIP Ireland).
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L74						
△ TOPPA	532408.99N 0033341.01E					Eastbound route only. FIR/UIR Boundary. Continues as L74 (see AIP Netherlands).
(RNAV 5)	- /170°	12.2 NM	FL 255 / FL 175		odd FL 250 / FL 190	FL 255/FL 195 Class C, FL 195/FL 175 Class A. Scottish ACC Freq: 121.325 (FL 245 and above). ATS delegated to Amsterdam ACC below FL 245.
△ LARDI	533616.09N 0033057.16E					Extremity of L74.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L89						
△ KATHY	503113.59N 0012000.23W		SAM R178 26.1 NM 64 FT			Eastbound route only. Extremity of L89.
(RNAV 5)	023°/ -	32.0 NM	FL 245 / FL 85	odd FL 230 / FL 90		FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between KATHY and 10 NM north of KATHY London ACC Freq: 127.830 (All levels). Between 10 NM north of KATHY and 15 NM south of HAZEL London ACC Freq: 127.830 (FL 125 and above); Freq: 133.180 (Below FL 125). Between 15 NM south of HAZEL and HAZEL London ACC Freq: 127.830 (FL 175 and above); Freq: 133.180 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ HAZEL	510019.03N 0005904.06W		SAM R077 14.0 NM 64 FT			
(RNAV 5)	007°/ -	27.2 NM	FL 245 / FL 85	odd FL 230 / FL 90		FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between HAZEL and 5 NM south of WOD London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175). Between 5 NM south of WOD and WOD London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155 to FL 135); Freq: 134.125 (Below FL 135).
△ WOODLEY NDB (WOD)	512710.02N 0005243.68W					Extremity of L89. Intersection with M605.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L90						
△ DOLAS	525842.96N 0010003.43E					Extremity of L90. Intersection with L603.
(RNAV 5)	314°/134°	21.1 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ SUPEL	531340.27N 0003528.02E					
(RNAV 5)	314°/133°	25.3 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ LIBSO	533129.33N 0000536.32E					
(RNAV 5)	325°/145°	12.6 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ OTTRINGHAM VOR/DME (OTR)	534153.49N 0000613.61W					Extremity of L90. Intersection with L602.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L149						
△ BIGNO	500000N 0024930W		GUR R346 34.9 NM 343 FT			Eastbound route only. Extremity of L149.
(RNAV 5)	- /152°	25.2 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 126.080 (All Levels).
△ KLAKI	502216.59N 0030754.14W					
(RNAV 5)	- /133°	8.7 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 126.080 (All Levels).
△ BUDXE	502818.29N 0031744.21W					
(RNAV 5)	- /133°	8.9 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 126.080 (All Levels).
△ DAWLY	503427.31N 0032750.23W					Extremity of L149.
Route Remarks: CDR Fri 1600 (1500) - Mon 0745 (0645).						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L151						
△ SITET	500600N 0000000E					Eastbound route only above FL 245 btn MID and SITET. FIR/UIR Boundary. Extremity of L151. Intersection with A34 and UN859 (See AIP France).
(RNAV 5)	334°/154°	7.2 NM	FL 460 / FL 75	even FL 240 / FL 100	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	**Route Usage Notes**					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ DRAKE	501234N 0000434W					
(RNAV 5)	336°/156°	54.9 NM	FL 460 / FL 85	even FL 240 / FL 100	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between DRAKE and abm BENBO: London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295). Between abm BENBO and abm BOGNA: London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295 to FL 175); Freq: 133.180 (Below FL 175). Between abm BOGNA and 8 NM from MID: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 255); Freq: 135.055 (Below FL 255 to FL 175); Freq: 133.180 (Below FL 175). Between 8 NM from MID and MID: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175): Freq: 133.180 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ MIDHURST DME (MID)	510314.23N 0003730.01W					Eastbound route only btn WAL and MID. Intersection with Y803.
(RNAV 5)	- /146°	29.7 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between LINDY and abm TEVSI: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155 to FL 135); Freq: 134.125 (Below FL 135). Between abm TEVSI and 10 NM before MID: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 129.080 (Below FL 175). Between 10 NM before MID and 5 NM before MID: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 129.080 (Below FL 175). Between 5 NM before MID and MID: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ LINDY	512814.12N 0010257.19W					
(RNAV 5)	- /146°	21.5 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between KIDLI and 5 NM from KIDLI: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 121.030 (Below FL 215). Between 5 NM from KIDLI and abm COWLY: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 133.080 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165). Between abm COWLY and LINDY: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155 to FL 135); Freq: 134.125 (Below FL 135).
△ KIDLI	514617.00N 0012140.87W		CPT R342 17.6 NM 498 FT			Intersection with (U)N859.
(RNAV 5)	- /146°	7.6 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 134.390 (Below FL 305 to FL 245); Freq: 132.165 (Below FL 245 to FL 215); Freq: 121.030 (Below FL 215).
△ NEDEX	515237.17N 0012819.67W					
(RNAV 5)	- /146°	10.7 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.390 (FL 225 and above); Freq: 121.030 (Below FL 225).
△ NANUM	520134.97N 0013747.00W					
(RNAV 5)	- /146°	3.0 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.390 (FL 225 and above); Freq: 121.030 (Below FL 225).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ TUBSU	520406N 0014028W					
(RNAV 5)	- /146°	2.5 NM	FL 460 / FL 145		odd FL 450 / FL 150	FL 460/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 134.390 (FL 225 and above); Freq: 121.030 (Below FL 225).
△ DISIT	520610.84N 0014240.91W					
(RNAV 5)	- /146°	11.8 NM	FL 460 / FL 145		odd FL 450 / FL 150	FL 460/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 134.390 (FL 225 and above); Freq: 121.030 (Below FL 225).
△ PEPUL	521603.00N 0015314.37W					
(RNAV 5)	- /146°	7.9 NM	FL 460 / FL 145		odd FL 450 / FL 150	FL 460/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 134.390 (FL 195 and above); Freq: 121.030 (Below FL 195).
△ BRUMI	522237.21N 0020019.14W					
(RNAV 5)	- /146°	2.4 NM	FL 460 / FL 145		odd FL 450 / FL 150	FL 460/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 134.390 (FL 195 and above); Freq: 134.430 (Below FL 195).
△ VIDOK	522439.05N 0020231.12W					
(RNAV 5)	- /146°	18.3 NM	FL 460 / FL 145		odd FL 450 / FL 150	FL 460/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 134.390 (FL 195 and above); Freq: 134.430 (Below FL 195).
△ TELBA	523952.00N 0021906.97W					
(RNAV 5)	- /146°	10.5 NM	FL 460 / FL 145		odd FL 450 / FL 150	FL 460/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 134.390 (FL 195 and above); Freq: 134.430 (Below FL 195).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ KEPAD	524835.41N 0022844.28W					Intersection with L15.
(RNAV 5)	- /145°	42.3 NM	FL 460 / FL 145		odd FL 450 / FL 150	FL 460/FL 195 Class C, FL 195/FL 145 Class A. Between WAL and 15 NM before KEPAD: London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285); Freq: 118.780 (Below FL 285 to FL 195); Freq: 128.055 (below FL 195). Between 15 NM before KEPAD and 10 NM before KEPAD: London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285); Freq: 118.780 (Below FL 285 to FL 195); Freq: 134.425 (Below FL 195). Between 10 NM before KEPAD and KEPAD: London ACC Freq: 134.390 (FL 285 and above); Freq: 118.780 (Below FL 285 to FL 195); Freq: 134.430 (Below FL 195).
△ WALLASEY VOR/DME (WAL)	532330.97N 0030804.06W					Extremity of L151.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L179						
△ GILTI	513413.01N 0020318.17E					Westbound route only btn GILTI and ICTAM. FIR/UIR Boundary. For continuation see AIP Netherlands.
(RNAV 5)	272°/ -	10.2 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 118.480 (Below FL 245 to FL 215); Freq: 135.425 (Below FL 215).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ PIBUX	513458.88N 0014657.42E					Intersection with Y4.
(RNAV 5)	272°/ -	6.4 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 118.480 (Below FL 245 to FL 215); Freq: 135.425 (Below FL 215).
△ ERING	513526.45N 0013643.00E					
(RNAV 5)	272°/ -	12.4 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 125); Freq: 135.425 (Below FL 125).
△ TOBIX	513617.39N 0011651.40E					
(RNAV 5)	272°/ -	13.7 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 125); Freq: 135.425 (Below FL 125).
△ TUGPO	513709.84N 0005451.93E					
(RNAV 5)	272°/ -	6.3 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).
△ TERKO	513732.46N 0004448.08E					Intersection with M40.
(RNAV 5)	272°/ -	3.8 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).
△ SIRGO	513745.56N 0003847.03E					Intersection with L620.
(RNAV 5)	272°/ -	4.0 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	**Route Usage Notes**					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ FERIT	513759.23N 0003221.20E					Intersection with M14.
(RNAV 5)	272°/ -	14.5 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. Between FERIT and 4 NM from LAM: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175). Between 4 NM from LAM and LAM: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 175); Freq: 123.905 (Below FL 175).
△ LAMBOURNE DME (LAM)	513845.69N 0000906.13E					
(RNAV 5)	259°/ -	10.2 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 115); Freq: 123.905 (Below FL 115).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ UGBET	513701.15N 0000705.18W					Intersection with Q60.
(RNAV 5)	261°/ -	39.5 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. Between UGBET and 10 NM from UGBET: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 115); Freq: 118.825 (Below FL 115). Between 10 NM from UGBET and 19 NM from ICTAM: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 175); Freq: 135.805 (Below FL 175 to FL 155); Freq: 119.780 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115). Between 19 NM from ICTAM and 12 NM from ICTAM: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 119.780 (Below FL 155). Between 12 NM from ICTAM and ICTAM: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 134.125 (Below FL 155).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
△ ICTAM	513137.37N 0010948.12W					Intersection with M197, T421 and Q63.
(RNAV 5)	280°/100°	18.7 NM	FL 460 / FL 95	even FL 430 / FL 100	odd FL 450 / FL 250	FL 460/FL 195 Class C, FL 195/FL 95 Class A. Between ICTAM and 7NM from ICTAM: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 134.125 (Below FL 155). Between 7NM from ICTAM and SAWPE: London ACC Freq: 134.460 (FL 305 and above); Freq: 133.600 (Below FL 305 to FL 265); Freq: 134.755 (Below FL 265 to FL 115); Freq: 134.125 (Below FL 115).
△ SAWPE	513504.67N 0013916.42W					FRA Entry/Exit Point. Extremity of L179.
Route Remarks: GILTI - TERKO CDR H24. Rest of L179 - PERM. See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
L180						
△ LEKCI	513440.46N 0025314.66W					Eastbound route only btn ZIPWE and LEKCI. Extremity of L180.
(RNAV 1)	- /107°	26.6 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. London ACC Freq: 134.755 (All Levels).
△ ZIPWE	514235.40N 0033400.70W					
(RNAV 1)	066°/246°	14.3 NM	FL 245 / FL 125	odd FL 230 / FL 130	even FL 240 / FL 200	FL 245/FL 195 Class C, FL 195/FL 125 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ TIGWE	514822.73N 0031257.91W					

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
(RNAV 1)	067°/248°	16.0 NM	FL 245 / FL 125	odd FL 230 / FL 130	even FL 240 / FL 200	FL 245/FL 195 Class C, FL 195/FL 125 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ OXCUD	515423.03N 0024906.11W					Eastbound route only btn OXCUD and FIGZI.
(RNAV 1)	068°/ -	8.6 NM	FL 245 / FL 125	odd FL 230 / FL 130		Between OXCUD and the western boundary of Cotswold CTA 15 (515448N 0024727W): FL 245/FL 195 Class C, FL 195/FL 125 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels). Between the western boundary of Cotswold CTA 15 (515448N 0024727W) and FIGZI: Class C. London ACC Freq: 134.755 (All Levels).
△ FIGZI	515734.77N 0023613.57W					Extremity of L180.
Route Remarks: TIGWE – FIGZI CDR H24. Rest of L180 Perm.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L186						
△ TURNBERRY DME (TRN)	551848.28N 0044701.91W					Westbound route only. Extremity of L186. Intersection with N562 and P600.
(RNAV 5)	- /183°	17.0 NM	FL 255 / 6000 FT ALT		even FL 240 / FL 80	FL 255/FL 195 Class C, FL 195/Alt 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).
△ NORBO	553545.36N 0044543.46W		TRN R003 17.0 NM 586 FT			Extremity of L186.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
L602						
△ MIMVA	530603.21N 0031812.63E					Westbound route only btn MIMVA and OTR. FIR/UIR Boundary. For continuation see AIP Netherlands.
(RNAV 5)	280°/ -	29.7 NM	FL 460 / FL 175	even FL 430 / FL 180		FL 460/FL 195 Class C, FL 195/FL 175 Class A. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 245). ATS Delegated to Amsterdam ACC below FL 245.
△ EMLON	531220.44N 0023000.00E					Intersection with M79.
(RNAV 5)	280°/ -	36.3 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355).
△ LEGRO	531934.86N 0013045.89E					
(RNAV 5)	282°/ -	41.0 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. Between LEGRO and 0010000E: London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355). Between 0010000E and NALAX: London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285); Scottish ACC Freq: 133.800 (Below FL 285).
△ NALAX	532859.89N 0002405.94E					Intersection with L46.
(RNAV 5)	304°/ -	22.2 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285); Scottish ACC Freq: 133.800 (Below FL 285).
△ OTTRINGHAM VOR/DME (OTR)	534153.49N 0000613.61W					Intersection with L90.
(RNAV 5)	307°/127°	32.6 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285); Scottish ACC Freq: 133.800 (Below FL 285).
△ ERKIT	540148.85N 0004948.85W					FRA Entry/Exit Point. Extremity of L602.
Route Remarks: NALAX-ERKIT CDR H24.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L603						
△ LAMSO	524358.43N 0025939.68E					Eastbound route only btn TENSO and LAMSO. FIR/UIR Boundary. Continues as UL603 and intersects with UP154 and UZ304 (see AIP Netherlands).
(RNAV 5)	- /100°	7.2 NM	FL 460 / FL 175		odd FL 450 / FL 190	FL 460/FL 195 Class C, FL 195/FL 175 Class A. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 245). ATS Delegated to Amsterdam ACC below FL 245.
△ BUKUT	524530.21N 0024801.68E					
(RNAV 5)	- /100°	11.2 NM	FL 460 / FL 175		odd FL 450 / FL 190	FL 460/FL 195 Class C, FL 195/FL 175 Class A. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 245). ATS Delegated to Amsterdam ACC below FL 245.
△ DIBAL	524749.98N 0023000.00E					
(RNAV 5)	- /099°	55.6 NM	FL 460 / FL 245		odd FL 450 / FL 250	Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355).
△ DOLAS	525842.96N 0010003.43E					
(RNAV 5)	- /107°	39.4 NM	FL 460 / FL 245		odd FL 450 / FL 250	Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ AMVEL	531102.96N 0000155.16W					
(RNAV 5)	- /107°	10.0 NM	FL 460 / FL 155		odd FL 450 / FL 170	FL 460/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ ROGAG	531405.79N 0001745.46W					
(RNAV 5)	- /106°	5.6 NM	FL 460 / FL 155		odd FL 450 / FL 170	FL 460/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ EVKAL	531546.99N 0002637.21W					
(RNAV 5)	- /106°	9.0 NM	FL 460 / FL 125		odd FL 450 / FL 130	FL 460/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ LAMIX	531828.66N 0004055.52W		POL R116 57.2 NM 1438 FT			Intersection with UT29.
(RNAV 5)	- /106°	20.1 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ EDUXO	532424N 0011301W					Base level change point is not at right angles to the CL of L603 and extends between: 531938N 0011532W and 532910N 0011030W.
(RNAV 5)	- /106°	2.4 NM	FL 460 / FL 85		odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ MAMUL	532505.20N 0011648.45W					Intersection with L60.
(RNAV 5)	- /106°	11.6 NM	FL 460 / FL 85		odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ ELNOD	532826N 0013524W					
(RNAV 5)	- /106°	11.3 NM	FL 460 / FL 85		odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ DESIG	533138.13N 0015333.70W		POL R149 15.0 NM 1438 FT			For flight planning purposes btn BELOX and DESIG, FL 250 and FL 270 are not avbl for cruising tfc.
(RNAV 5)	- /111°	12.1 NM	FL 460 / FL 245		odd FL 450 / FL 250	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (Below FL 285).
△ TENSO	533601.89N 0021227.00W					
(RNAV 5)	291°/110°	48.8 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (Below FL 285).
△ BELOX	535316.37N 0032923.15W					FRA Entry/Exit Point. Extremity of partition of L603.
(RNAV)						ROUTE BREAK - THIS ATS ROUTE IS NOT CONTINUOUS.
△ ISLE OF MAN VOR/DME (IOM)	540401.12N 0044548.50W					Eastbound route only btn LISBO and IOM. Extremity of partition of L603. Intersection with L10.
(RNAV 5)	- /114°	31.0 NM	FL 255 / FL 75		odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 75 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ PEPOD	541616.31N 0053409.26W					Intersection with L15.
(RNAV 5)	- /131°	23.8 NM	FL 255 / FL 75		odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 75 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ LISBO	543130.00N 0060524.10W					Extremity of L603.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L607						
△ KONAN	510750.75N 0020000.00E					Eastbound route only. UIR Boundary. For continuation see AIP Belgium.
(RNAV 5)	- /097°	75.1 NM	FL 460 / FL 245		odd FL 450 / FL 250	Class C. Between BIG and abm ITVIP: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 275); Freq: 134.905 (Below FL 275). Between abm ITVIP and KONAN: London ACC Freq: 127.430 (FL 315 and above); Freq: 134.905 (Below FL 315).
△ BIGGIN DME (BIG)	511951.15N 0000205.32E					Intersection with (U)L9, L15 and Q70.
(RNAV 5)	- /094°	44.7 NM	FL 460 / FL 175		odd FL 450 / FL 190	FL 460/FL 195 Class C, FL 195/FL 175 Class A. Between ALHAD and abm OCK: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215). Between abm OCK and BIG: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215).
△ ALHAD	512346.75N 0010858.16W					Intersection with P72.
(RNAV 5)	- /101°	12.7 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between ELSOF and 5NM from ELSOF: London ACC Freq: 134.460 (FL 305 and above); Freq: 133.600 (Below FL 305 to FL 265); Freq: 134.755 (Below FL 265 to FL 115); Freq: 129.080 (Below FL 115). Between 5NM from ELSOF and ALHAD: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 129.080 (Below FL 155).
△ ELSOF	512631.49N 0012846.13W					

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
(RNAV 5)	- /101°	7.6 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 133.600 (Below FL 305 to FL 265); Freq: 134.755 (Below FL 265).
△ NUCHU	512808.10N 0014035.43W					FRA Exit Point. Intersection with L18 and P73.
(RNAV 5)	- /096°	11.8 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. Dual designation with L18 between NUCHU and UNZIB. London ACC Freq: 134.755 (All Levels).
△ UNZIB	512929.62N 0015920.96W					
(RNAV 5)	- /096°	6.5 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.755 (All Levels).
△ BUCFA	513013.22N 0020941.09W					The base level change point is not at right angles to the CL and is coincident with the boundary of Bristol CTA 8.
(RNAV 5)	- /096°	10.0 NM	FL 245 / FL 75		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 105 Class A, FL 105/FL 75 Class D. London ACC Freq: 134.755 (Above FL 135); Bristol APP Freq: 125.655 (FL 135 and below).
△ YORQI	513118.51N 0022535.78W					Intersection with N21.
(RNAV 5)	- /095°	7.9 NM	FL 245 / FL 75		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 105 Class A, FL 105/FL 75 Class D. London ACC Freq: 134.755 (Above FL 135); Bristol APP Freq: 125.655 (FL 135 and below).
△ HAWFA	513208.71N 0023812.55W					
(RNAV 1)	- /095°	36.0 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. London ACC Freq: 134.755 (All Levels).
△ RUHUN	513539.92N 0033541.28W					Extremity of L607.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
L608						
△ SUMUM	513814.25N 0020627.77E					Westbound route only FL 245 and above btn SUMUM and CLN. FIR/UIR Boundary. For continuation see AIP Netherlands. Intersection with Y6.
(RNAV 5)	288°/108°	19.7 NM	FL 460 / FL 85	even FL 430 / FL 100	odd FL 230 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 118.480 (Below FL 245 to FL 215); Freq: 135.425 (Below FL 215).
△ LOGAN	514451.32N 0013642.58E		CLN R108 18.3 NM 100 FT			Intersection with L980.
(RNAV 5)	288°/107°	18.3 NM	FL 460 / FL 85	even FL 430 / FL 100	odd FL 230 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between LOGAN and 10 NM before CLN: London ACC Freq: 128.160 (FL 245 and above); Freq: 118.480 (Below FL 245 to FL 215); Freq: 135.425 (Below FL 215). Between 10 NM before CLN and CLN: London ACC Freq: 133.940 (FL 245 and above); Freq: 118.480 (Below FL 245 to FL 215); Freq: 135.425 (Below FL 215).
△ CLACTON VOR/DME (CLN)	515054.50N 0010851.32E					Eastbound route only btn UNGAP and CLN. Intersection with M189.
(RNAV 5)	- /102°	37.2 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between ADMIS and 7 NM from ADMIS: London ACC Freq: 124.930 (FL 155 and above); Freq: 129.280 (Below FL 155). Between 7 NM from ADMIS and 10 NM from ADMIS: London ACC Freq: 124.930 (FL 155 and above); Freq: 118.825 (Below FL 155 to FL 125); Freq: 129.280 (Below FL 125). Between 10 NM from ADMIS and CLN: London ACC Freq: 124.930 (FL 155 and above); Freq: 121.230 (Below FL 155).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ ADMIS	515948.54N 0001035.56E					Intersection with M183.
(RNAV 5)	- /102°	23.0 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between POTON and 7 NM from POTON: London ACC Freq: 127.105 (FL 215 and above); Freq: 130.925 (Below FL 215 to FL 165); Freq: 119.780 (Below FL 165). Between 7 NM from POTON and 13 NM from POTON: London ACC Freq: 127.105 (FL 215 and above); Freq: 130.925 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155). Between 13 NM from POTON and ADMIS: London ACC Freq: 124.930 (FL 155 and above); Freq: 129.280 (Below FL 155).
△ POTON	520504.32N 0002537.78W					
(RNAV 5)	- /102°	11.7 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between OLNEY and 7 NM from OLNEY: London ACC Freq: 127.105 (FL 195 and above); Freq: 130.925 (Below FL 195). Between 7 NM from OLNEY and POTON: London ACC Freq: 127.105 (FL 215 and above); Freq: 130.925 (Below FL 215 to FL 165); Freq: 119.780 (Below FL 165).
△ OLNEY	520740.22N 0004403.32W		DTY R102 14.4 NM 600 FT			
(RNAV 5)	- /102°	14.4 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 127.105 (FL 195 and above); Freq: 130.925 (Below FL 195).
△ DAVENTRY DME (DTY)	521048.51N 0010649.64W					Intersection with L10 and M605.
(RNAV 5)	- /135°	14.9 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 129.205 (FL 225 and above); Freq: 130.925 (Below FL 225).
△ UNGAP	522129.49N 0012338.97W		HON R089 9.9 NM 435 FT			Extremity of L608.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L610						
△ RAPIX	512638.39N 0020000.00E					Westbound route only. FIR/UIR Boundary. For continuation see AIP Belgium.
(RNAV 5)	279°/ -	4.8 NM	FL 460 / FL 115	even FL 430 / FL 120		FL 460/FL 195 Class C, FL 195/FL 115 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 118.480 (Below FL 245 to FL 215); Freq: 135.425 (Below FL 215).
△ SUNUP	512731.48N 0015226.63E					
(RNAV 5)	279°/ -	10.0 NM	FL 460 / FL 115	even FL 430 / FL 120		FL 460/FL 195 Class C, FL 195/FL 115 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 118.480 (Below FL 245 to FL 215); Freq: 135.425 (Below FL 215).
△ TEBRA	512920.30N 0013643.00E					
(RNAV 5)	278°/ -	18.1 NM	FL 460 / FL 115	even FL 430 / FL 120		FL 460/FL 195 Class C, FL 195/FL 115 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 125); Freq: 135.425 (Below FL 125).
△ KOPUL	513231.76N 0010813.84E		DET R053 24.8 NM 645 FT			
(RNAV 5)	278°/ -	6.6 NM	FL 460 / FL 115	even FL 430 / FL 120		FL 460/FL 195 Class C, FL 195/FL 115 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 125); Freq: 135.425 (Below FL 125).
△ UNSAD	513340.24N 0005745.91E					
(RNAV 5)	278°/ -	12.5 NM	FL 460 / FL 115	even FL 430 / FL 120		FL 460/FL 195 Class C, FL 195/FL 115 Class A. Between UNSAD and 7 NM from UNSAD: London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 125); Freq: 135.425 (Below FL 125). Between 7 NM from UNSAD and NILON: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ NILON	513546.46N 0003803.93E					Intersection with M40.
(RNAV 5)	278°/ -	1.9 NM	FL 460 / FL 115	even FL 430 / FL 120		FL 460/FL 195 Class C, FL 195/FL 115 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).
△ GILDA	513605.68N 0003501.04E					Intersection with L620 and M14.
(RNAV 5)	278°/ -	16.4 NM	FL 460 / FL 115	even FL 430 / FL 120		FL 460/FL 195 Class C, FL 195/FL 115 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).
△ LAMBOURNE DME (LAM)	513845.69N 0000906.13E					Intersection with L179 and (U)N57.
(RNAV 5)	293°/ -	23.4 NM	FL 460 / FL 115	even FL 430 / FL 120		FL 460/FL 195 Class C, FL 195/FL 115 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155).
△ HEMEL	514820.00N 0002509.78W					Extremity of L610. Intersection with T420.
Route Remarks: RAPIX - LAM CDR H24. Rest of L610 - PERM. See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L612						
△ XAMAB	501216.25N 0001552.83E					Eastbound route only btn MID and XAMAB. FIR Boundary. Extremity of L612.
(RNAV 5)	- /145°	12.2 NM	FL 245 / FL 105		odd FL 230 / FL 210	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 135.055 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ HAWKE	502226.57N 0000524.77E					Intersection with M189.
(RNAV 5)	- /145°	5.6 NM	FL 245 / FL 105		odd FL 230 / FL 210	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 135.055 (All Levels).
△ BENBO	502704.76N 0000036.71E					Intersection with Y47.
(RNAV 5)	- /145°	18.1 NM	FL 245 / FL 105		odd FL 230 / FL 210	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 135.055 (FL 175 and above); Freq: 133.180 (Below FL 175).
△ BOGNA	504207.00N 0001505.57W		GWC R115 21.3 NM 122 FT			
(RNAV 5)	- /145°	25.5 NM	FL 245 / FL 65		odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A. London ACC Freq: 135.055 (FL 175 and above); Freq: 133.180 (Below FL 175).
△ MIDHURST DME (MID)	510314.23N 0003730.01W					
(RNAV 5)	337°/157°	25.8 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between 5 NM before MID and MID: London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175). Between WOD and 5 NM before MID: London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 175); Freq: 129.080 (Below FL 175 to FL 105); Freq: 134.125 (Below FL 105).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ WOODLEY NDB (WOD)	512710.02N 0005243.68W					Eastbound route only btn GOW and WOD. Intersection with M605.
(RNAV 5)	- /143°	12.0 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between 10 NM before WOD and WOD: London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155 to FL 135); Freq: 134.125 (Below FL 135). Between COWLY and 10 NM before WOD: London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 155); Freq: 119.780 (Below FL 155).
△ COWLY	513657.58N 0010353.72W					Intersection with Q41.
(RNAV 5)	- /153°	24.2 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between COWLY and abm SILVA: London ACC Freq: 132.165 (FL 215 and above); Freq: 130.925 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125). Between abm SILVA and EMKUK: London ACC Freq: 134.390 (FL 215 and above); Freq: 130.925 (Below FL 215).
△ EMKUK	515837.47N 0012114.72W					Intersection with Y321.
(RNAV 5)	- /153°	6.1 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 134.390 (FL 225 and above); Freq: 130.925 (Below FL 225).
△ IXURA	520405N 0012540W					
(RNAV 5)	- /152°	19.4 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 134.390 (FL 225 and above); Freq: 130.925 (Below FL 225).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ HONILEY VOR/DME (HON)	522124.04N 0013949.41W					Intersection with L8, L15, L608, N859 & P155.
(RNAV 5)	- /157°	51.1 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between HON and abm Birmingham: London ACC Freq: 134.390 (FL 215 and above); Freq: 130.925 (Below FL 215). Between abm Birmingham and abm STAFA: London ACC Freq: 134.390 (FL 195 and above); Scottish ACC Freq: 134.430 (Below FL 195). Between abm STAFA and LISTO: Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 134.430 (Below FL 195).
△ LISTO	530835.93N 0021156.54W		POL R185 36.2 NM 1438 FT			Intersection with P18.
(RNAV 5)	- /157°	7.1 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 134.430 (Below FL 195).
△ LOVEL	531506.00N 0021627.98W					
(RNAV 5)	- /157°	14.3 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between LOVEL and abm MCT: Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 134.430 (Below FL 195). Between abm MCT and BARTN: Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ BARTN	532814.17N 0022541.11W		POL R215 20.1 NM 1438 FT			
(RNAV 5)	- /157°	10.2 NM	FL 245 / FL 65		odd FL 230 / FL 150	FL 245/FL 195 Class C, FL 195/FL 65 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ CROFT	533736.89N 0023219.85W		WAL R056 25.6 NM 55 FT			Intersection with P16.
(RNAV 5)	- /157°	9.6 NM	FL 245 / FL 65		odd FL 230 / FL 150	FL 245/FL 195 Class C, FL 195/FL 65 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ CALDA	534627.00N 0023838.38W					
(RNAV 5)	- /157°	8.9 NM	FL 245 / FL 65		odd FL 230 / FL 150	FL 245/FL 195 Class C, FL 195/FL 65 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ OBUNI	535440N 0024433W					
(RNAV 5)	- /157°	6.0 NM	FL 245 / FL 95		odd FL 230 / FL 150	FL 245/FL 195 Class C, FL 195/FL 95 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ VAMEB	540010N 0024832W					
(RNAV 5)	- /157°	15.4 NM	FL 255 / FL 145		odd FL 250 / FL 150	FL 255/FL 195 Class C, FL 195/FL 145 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ LAKEY	541420.00N 0025852.38W					
(RNAV 5)	- /157°	17.0 NM	FL 255 / FL 95		odd FL 250 / FL 110	FL 255/FL 195 Class C, FL 195/FL 145 Class A. Scottish ACC Freq: 124.825 (All Levels).
△ ASCOM	542953.74N 0031022.88W					
(RNAV 5)	- /157°	14.7 NM	FL 255 / FL 95		odd FL 250 / FL 110	FL 255/FL 195 Class C, FL 195/FL 145 Class A. Scottish ACC Freq: 124.825 (All Levels).
△ DEAN CROSS DME (DCS)	544318.88N 0032026.30W					Intersection with N57 and N864.
(RNAV 5)	- /152°	18.0 NM	FL 255 / FL 95		odd FL 250 / FL 110	FL 255/FL 195 Class C, FL 195/FL 95 Class A. (Variable lower limit; see Route Remarks) Scottish ACC Freq: 124.825 (All Levels).
△ BEBNI	545905.82N 0033514.22W					
(RNAV 5)	- /152°	16.3 NM	FL 255 / FL 85		odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 124.825 (All Levels).
△ NAVSO	551322.02N 0034848.63W					
(RNAV 5)	- /152°	18.7 NM	FL 255 / 6000 FT ALT		odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/ALT 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ ELBUS	552943.28N 0040435.87W					
(RNAV 5)	- /151°	11.8 NM	FL 255 / 6000 FT ALT		odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/ALT 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).
△ LUSIV	554001.54N 0041440.50W		GOW R152 14.0 NM 46 FT			
(RNAV 5)	- /151°	3.3 NM	FL 255 / 6000 FT ALT		odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/ALT 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).
△ FENIK	554254.65N 0041730.91W		GOW R152 10.7 NM 46 FT			
(RNAV 5)	- /151°	10.7 NM	FL 255 / 6000 FT ALT		odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/ALT 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).
△ GLASGOW DME (GOW)	555213.81N 0042644.60W					Intersection with L602 and N560. Extremity of L612.
Route Remarks: Variable lower limit: Daily from 0700-2000 (0600-1900) between BEBNI and DCS. See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L613						
△ SOVAT	504645.67N 0012800.00E					Westbound route only. FIR/UIR Boundary. For continuation see AIP France.
(RNAV 5)	317°/ -	22.9 NM	FL 465 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 134.905 (Below FL 305 to FL 195); Freq: 135.325 (Below FL 195).
△ SANDY	510350.81N 0010403.13E		DET R128 22.9 NM 645 FT			Intersection with L15, UN57 and UN601.
(RNAV 5)	323°/ -	70.7 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. Between SANDY and abm DET: London ACC Freq: 127.430 (FL 305 and above); Freq: 134.905 (Below FL 305). Between abm DET and STOAT: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.165 (Below FL 305).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ STOAT	520133.22N 0000115.37W					
(RNAV 5)	330°/ -	19.3 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 127.880 (FL 285 and above); Freq: 127.105 (Below FL 285).
△ MOGLI	521830.00N 0001608.63W					
(RNAV 5)	330°/ -	48.0 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 127.880 (FL 285 and above); Freq: 127.105 (Below FL 285).
△ BETAX	530032.89N 0005402.72W					
(RNAV 5)	330°/ -	28.1 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285); Scottish ACC Freq: 133.800 (Below FL 285).
△ MAMUL	532505.20N 0011648.45W					Intersection with UY250.
(RNAV 5)	330°/ -	21.9 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285); Scottish ACC Freq: 133.800 (Below FL 285).
△ HALIF	534406.31N 0013450.10W					
(RNAV 5)	317°/ -	23.1 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285); Scottish ACC Freq: 133.800 (Below FL 285).
△ LEHOC	540108.08N 0020108.08W					FRA Entry Point. Extremity of L613.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L620						
△ DAWLY	503427.31N 0032750.23W					Extremity of L620.
(RNAV 5)	073°/253°	28.4 NM	FL 245 / FL 195	odd FL 230 / FL 210	even FL 240 / FL 200	Class C. London ACC Freq: 126.080 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ BRIPO	504227.47N 0024500.00W					
(RNAV 5)	073°/253°	9.2 NM	FL 245 / FL 195	odd FL 230 / FL 210	even FL 240 / FL 200	Class C. London ACC Freq: 126.080 (All Levels).
△ GIBSO	504459.08N 0023107.33W					FRA Entry/Exit Point. Intersection with N16.
(RNAV 5)	073°/254°	11.1 NM	FL 460 / FL 195	odd FL 450 / FL 210	even FL 430 / FL 200	Class C. London ACC Freq: 128.815 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ BEVUP	504800N 0021420W					
(RNAV 5)	074°/254°	10.1 NM	FL 460 / FL 135	odd FL 450 / FL 150	even FL 430 / FL 140	FL 460/FL 195 Class C, FL 195/FL 135 Class A. London ACC Freq: 128.815 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ ABKIM	505043N 0015858W					
(RNAV 5)	074°/254°	25.1 NM	FL 460 / FL 95	odd FL 450 / FL 110	even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. Between ABKIM and 6 NM from SAM: London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305). Between 6 NM from SAM and SAM: London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305 to FL 155); Freq: 129.080 (Below FL 155 to FL 105); Freq: 134.125 (Below FL 105).
△ SOUTHAMPTON DME (SAM)	505718.90N 0012042.20W					Intersection with M140, N63, N621, N866, Q41 and Y8.
(RNAV 5)	076°/257°	14.0 NM	FL 460 / FL 85	odd FL 450 / FL 90	even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305 to FL 155); Freq: 129.080 (Below FL 155 to FL 105); Freq: 134.125 (Below FL 105).
△ HAZEL	510019.03N 0005904.06W		SAM R077 14.0 NM 64 FT			
(RNAV 5)	077°/257°	2.6 NM	FL 460 / FL 85	odd FL 450 / FL 90	even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 129.080 (Below FL 175 to FL 105); Freq: 134.125 (Below FL 105).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ NIBDA	510052.20N 0005501.48W					Intersection with N14.
(RNAV 5)	077°/257°	6.3 NM	FL 460 / FL 85	odd FL 450 / FL 90	even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175).
△ NOVMA	510211.79N 0004514.92W		MID R257 5.0 NM 233 FT			
(RNAV 5)	077°/257°	5.0 NM	FL 460 / FL 85	odd FL 450 / FL 90	even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175).
△ MIDHURST DME (MID)	510314.23N 0003730.01W					Westbound route only btn CLN and MID.
(RNAV 5)	- /233°	56.1 NM	FL 460 / FL 245		even FL 430 / FL 260	Class C. Between GILDA and 16 NM from MID: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305). Between 16 NM from MID and MID: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305).
△ GILDA	513605.68N 0003501.04E					Intersection with L610.
(RNAV 5)	- /233°	2.9 NM	FL 460 / FL 245		even FL 430 / FL 260	Class C. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305).
△ SIRGO	513745.56N 0003847.03E					Intersection with L179.
(RNAV 5)	- /233°	6.6 NM	FL 460 / FL 245		even FL 430 / FL 260	Class C. London ACC Freq: 128.160 (All Levels).
△ MANGO	514133.88N 0004725.58E					
(RNAV 5)	- /233°	16.3 NM	FL 460 / FL 245		even FL 430 / FL 260	Class C. Between CLN and 9 NM from CLN: London ACC Freq: 133.940 (All Levels). Between 9 NM from CLN and MANGO: London ACC Freq: 128.160 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ CLACTON VOR/DME (CLN)	515054.50N 0010851.32E					Eastbound route only btn CLN and REDFA.
(RNAV 5)	070°/ -	52.2 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between CLN and 10 NM from CLN: London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 121.230 (Below FL 155). Between 10 NM from CLN and REDFA: London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ REDFA	520652.75N 0022916.81E					FIR/UIR Boundary. For continuation see AIP Netherlands.
Route Remarks: DAWLY - BRIPO CDR H24. Rest of L620 - PERM. See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
L722						
△ SANDY	510350.81N 0010403.13E		DET R128 22.9 NM 645 FT			Extremity of L722.
(RNAV 5)	287°/107°	31.5 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 275); Freq: 134.905 (Below FL 275).
△ HABCI	511401.12N 0001644.96E					Westbound route only btn HABCI and ICTAM.
(RNAV 5)	287°/ -	57.0 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. Between HABCI and abm OCK: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305). Between abm OCK and ICTAM: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305).
△ ICTAM	513137.37N 0010948.12W					Extremity of L722.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L975						
△ GOLES	533629.08N 0010500.37W		POL R102 37.3 NM 1438 FT			Extremity of L975. Intersection with Y70.
(RNAV 5)	260°/080°	5.7 NM	FL 245 / FL 65	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 65 Class A. Scottish ACC Freq: 133.800 (All Levels).
△ ARPUB	533534N 0011428W					
(RNAV 5)	260°/080°	2.2 NM	FL 245 / FL 55	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 55 Class A. Scottish ACC Freq: 133.800 (All Levels).
△ UPTON	533513.00N 0011802.58W		POL R107 30.2 NM 1438 FT			
(RNAV 5)	260°/080°	9.4 NM	FL 245 / FL 55	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 55 Class A. Scottish ACC Freq: 133.800 (All Levels).
△ UNIGO	533340N 0013339W					
(RNAV 5)	260°/080°	12.1 NM	FL 245 / 3500 FT ALT	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/Alt 3500 FT Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ DESIG	533138.13N 0015333.70W		POL R149 15.0 NM 1438 FT			Intersection with L70 and L603.
(RNAV 5)	260°/080°	2.5 NM	FL 245 / FL 55	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 55 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ DENBY	533112.53N 0015740.39W		POL R159 14.4 NM 1438 FT			
(RNAV 5)	260°/079°	7.7 NM	FL 245 / FL 55	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 55 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ SONEX	532952.70N 0021020.86W		POL R189 15.0 NM 1438 FT			
(RNAV 5)	259°/079°	9.3 NM	FL 245 / FL 55	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 55 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ BARTN	532814.17N 0022541.11W		POL R215 20.1 NM 1438 FT			Intersection with P17.
(RNAV 5)	259°/079°	8.2 NM	FL 245 / FL 55	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 55 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ ASMIM	532645.75N 0023910.71W		WAL R079 17.6 NM 55 FT			
(RNAV 5)	259°/079°	17.6 NM	FL 245 / FL 55	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 55 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ WALLASEY VOR/DME (WAL)	532330.97N 0030804.06W					Eastbound route only btn LIFFY and WAL. Intersection with L10, L151, M146, N862 and Y53.
(RNAV 5)	- /094°	17.1 NM	FL 245 / FL 85		odd FL 230 / FL 90	Class C. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ MALUD	532448.17N 0033630.30W		WAL R275 17.1 NM 55 FT			Intersection with L15.
(RNAV 5)	- /094°	12.9 NM	FL 245 / FL 85		odd FL 230 / FL 90	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ ROLEX	532542.14N 0035803.85W					
(RNAV 5)	- /094°	13.1 NM	FL 245 / FL 125		odd FL 230 / FL 130	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ LYNAS	532633.02N 0042000.00W					
(RNAV 5)	- /094°	10.9 NM	FL 245 / FL 145		odd FL 230 / FL 150	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ NATKO	532711.99N 0043806.92W					
(RNAV 5)	- /094°	8.0 NM	FL 245 / FL 145		odd FL 230 / FL 150	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ GINIS	532738.95N 0045128.61W					
(RNAV 5)	- /094°	11.0 NM	FL 245 / FL 125		odd FL 230 / FL 130	Class C. ATS delegated to Dublin ACC Freq: 129.180.
△ IDEXA	532814N 0050951W					
(RNAV 5)	- /093°	12.1 NM	FL 245 / FL 45		odd FL 230 / FL 50	Class C. ATS delegated to Dublin ACC Freq: 129.180. Dublin ATIS Freq: 124.530.
△ LIFFY	532848.28N 0053000.00W					FIR Boundary. For continuation see AIP Ireland.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L980						
△ VEXEN	500821.98N 0014934.38W					Eastbound route only btn VEXEN and MID. Extremity of L980.
(RNAV 5)	039°/ -	9.5 NM	FL 460 / FL 105	even FL 430 / FL 260 odd FL 230 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345 to FL 225); Freq: 129.430 (Below FL 225).
△ DOMUT	501542.57N 0014008.65W		MID R219 62.1 NM 233 FT			
(RNAV 5)	039°/ -	20.2 NM	FL 460 / FL 105	even FL 430 / FL 260 odd FL 230 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345).
△ KATHY	503113.59N 0012000.23W		SAM R178 26.1 NM 64 FT			Intersection with L89.
(RNAV 5)	039°/ -	9.5 NM	FL 460 / FL 105	even FL 430 / FL 260 odd FL 230 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345).
△ ABSAV	503828.94N 0011029.05W					
(RNAV 5)	039°/ -	14.0 NM	FL 460 / FL 105	even FL 430 / FL 260 odd FL 230 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between ABSAV and 4 NM from ABSAV: London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345 to FL 125); Freq: 133.180 (Below FL 125). Between 4 NM from ABSAV and AVANT: London ACC Freq: 132.840 (FL 305 and above); Freq: 134.440 (Below FL 305 to FL 255); Freq: 127.830 (Below FL 255 to FL 125); Freq: 133.180 (Below FL 125).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ AVANT	504912.00N 0005618.05W		GWC R252 7.2 NM 122 FT			
(RNAV 5)	039°/ -	18.4 NM	FL 460 / FL 105	even FL 430 / FL 260 odd FL 230 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between AVANT and 7 NM from AVANT: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 255); Freq: 134.440 (Below FL 255 to FL 175); Freq: 133.180 (Below FL 175). Between 7 NM from AVANT and MID: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175).
△ MIDHURST DME (MID)	510314.23N 0003730.01W					Westbound route only btn XAMAN and MID.
(RNAV 5)	- /218°	46.0 NM	FL 460 / FL 245		even FL 430 / FL 260	Class C. Between LAM and 29 NM from LAM: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305). Between 29 NM from LAM and 34 NM from LAM: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305). Between 34 NM from LAM and MID: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305).
△ LAMBOURNE DME (LAM)	513845.69N 0000906.13E					Intersection with L179 and L610.
(RNAV 5)	- /262°	11.0 NM	FL 460 / FL 95		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ EVNAS	514004.25N 0002638.37E					
(RNAV 5)	- /262°	1.6 NM	FL 460 / FL 95		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).
△ WESUL	514015.29N 0002909.27E					Intersection with M14.
(RNAV 5)	- /262°	7.4 NM	FL 460 / FL 95		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).
△ BRASO	514106.57N 0004100.03E		LAM R082 20.0 NM 241 FT			
(RNAV 5)	- /262°	4.0 NM	FL 460 / FL 95		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).
△ MANGO	514133.88N 0004725.58E					
(RNAV 5)	- /262°	2.2 NM	FL 460 / FL 95		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).
△ LIVSU	514148.74N 0005057.72E					
(RNAV 5)	- /262°	3.8 NM	FL 460 / FL 95		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 125); Freq: 135.425 (Below FL 125).
△ SABER	514213.76N 0005658.19E		LAM R082 30.0 NM 241 FT			Intersection with M40.
(RNAV 1)	- /262°	5.0 NM	FL 460 / FL 95		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 125); Freq: 135.425 (Below FL 125).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ TRIPO	514246.54N 0010457.56E		CLN R195 8.5 NM 100 FT			
(RNAV 1)	- /262°	12.9 NM	FL 460 / FL 95		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 125); Freq: 135.425 (Below FL 125).
△ JACKO	514408.65N 0012536.00E					
(RNAV 1)	- /262°	6.9 NM	FL 460 / FL 95		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 125); Freq: 135.425 (Below FL 125).
△ LOGAN	514451.32N 0013642.58E		CLN R108 18.3 NM 100 FT			
(RNAV 1)	- /263°	22.9 NM	FL 460 / FL 95		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 118.480 (Below FL 245 to FL 215); Freq: 135.425 (Below FL 215).
△ XAMAN	514704.77N 0021326.94E					FIR/UIR Boundary. For continuation see AIP Netherlands.
Route Remarks: Due to Brest ACC operational requirements, the cruising level allocation between VEXEN and MID above FL 245 is inappropriate to the MAG Track. See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L982						
△ ORIST	500000N 0015042W					Eastbound route only. FIR/UIR Boundary. Extremity of L982.
(RNAV 1)	026°/ -	8.3 NM	FL 460 / FL 125	odd FL 450 / FL 130		FL 460/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345 to FL 225); Freq: 129.430 (Below FL 225).
△ ERGUM	500725.13N 0014449.66W					
(RNAV 1)	039°/ -	11.1 NM	FL 460 / FL 105	odd FL 450 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ ROXOG	501558.29N 0013344.41W					
(RNAV 1)	039°/ -	18.5 NM	FL 460 / FL 105	odd FL 450 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345).
△ VASUX	503009.23N 0011516.99W					Intersection with (U)N867.
(RNAV 1)	039°/ -	12.2 NM	FL 460 / FL 105	odd FL 450 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.440 (FL 185 and above); Freq: 127.830 (Below FL 185).
△ DISVO	503931.38N 0010257.16W					
(RNAV 1)	050°/ -	14.5 NM	FL 460 / FL 105	odd FL 450 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.440 (FL 185 and above); Freq: 127.830 (Below FL 185).
△ TELTU	504839.92N 0004517.69W					Extremity of L982.
Route Remarks: CDR H24.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L989						
△ BODSO	530308.25N 0020540.71E					Westbound route only. Extremity of L989. Intersection with Y70.
(RNAV 5)	- /255°	15.1 NM	FL 245 / FL 175		even FL 240 / FL 180	FL 245/FL 195 Class C, FL 195/FL 175 Class A. London ACC Freq: 128.130 (All Levels).
△ SOPEK	530631.88N 0023000.00E					Extremity of L989.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M8						
△ SUBIP	502644N 0005306E					Westbound route only. FIR Boundary. Extremity of M8.
(RNAV 5)	285°/ -	9.1 NM	FL 245 / FL 95	even FL 240 / FL 100		FL 245/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.430 (FL 145 and above); Freq: 135.325 (Below FL 145).
△ ELDAX	502918.36N 0003930.42E					Intersection with N20.
(RNAV 5)	294°/ -	13.1 NM	FL 245 / FL 95	even FL 240 / FL 100		FL 245/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 135.055 (All Levels).
△ WAFFU	503456.89N 0002059.29E					Extremity of M8. Intersection with Y8.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M14						
△ GILDA	513605.68N 0003501.04E					Westbound route only. Extremity of M14.
(RNAV 5)	317°/ -	2.5 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305).
△ FERIT	513759.23N 0003221.20E					
(RNAV 5)	317°/ -	3.0 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305).
△ WESUL	514015.29N 0002909.27E					
(RNAV 5)	317°/ -	28.5 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305).
△ STOAT	520133.22N 0000115.37W					Extremity of M14. Intersection with L613.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M16						
△ DOLAS	525842.96N 0010003.43E					Eastbound route only. Extremity of M16. Intersection with L603.
(RNAV 5)	- /100°	68.7 NM	FL 460 / FL 285		odd FL 450 / FL 290	Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355).
△ NAPEX	531222.64N 0005139.78W					
(RNAV 5)	- /099°	28.2 NM	FL 460 / FL 285		odd FL 450 / FL 290	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335).
△ XAPOS	531728.59N 0013751.25W					
(RNAV 5)	- /099°	23.1 NM	FL 460 / FL 285		odd FL 450 / FL 290	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335).
△ MANCHESTER DME (MCT)	532125.29N 0021544.24W					
(RNAV 5)	- /093°	31.4 NM	FL 460 / FL 285		odd FL 450 / FL 290	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335).
△ WALLASEY VOR/DME (WAL)	532330.97N 0030804.06W					Extremity of M16.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M17						
△ NICXI	520046.40N 0050317.78W					Westbound route only. Extremity of M17.
(RNAV 5)	334°/ -	8.8 NM	FL 245 / FL 155	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).
△ PEMOB	520837.77N 0050941.13W					
(RNAV 5)	334°/ -	17.6 NM	FL 245 / FL 155	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ LEMGU	522421.56N 0052236.38W					
(RNAV 5)	334°/ -	10.0 NM	FL 245 / FL 155	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).
△ VATRY	523316N 0053000W					FIR/UIR Boundary. For continuation see AIP Ireland.
Route Remarks: CDR H24. See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M40						
△ UMBUR	512733.00N 0000708.17E					Westbound route only. Extremity of M40.
(RNAV 5)	- /245°	11.0 NM	FL 245 / FL 95		even FL 240 / FL 100	FL 245/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 132.605 (FL 215 and above); Freq: 127.955 (Below FL 215 to FL 175); Freq: 123.905 (Below FL 175).
△ IPKUS	513152.43N 0002318.58E					
(RNAV 5)	- /246°	10.0 NM	FL 245 / FL 95		even FL 240 / FL 100	FL 245/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 129.605 (FL 175 and above); Freq: 123.905 (Below FL 175).
△ NILON	513546.46N 0003803.93E					
(RNAV 5)	- /246°	4.6 NM	FL 460 / FL 95		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).
△ TERKO	513732.46N 0004448.08E					
(RNAV 5)	- /237°	8.9 NM	FL 460 / FL 95		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ SABER	514213.76N 0005658.19E		LAM R082 30.0 NM 241 FT			Intersection with L980.
(RNAV 1)	- /250°	36.8 NM	FL 460 / FL 275		even FL 430 / FL 280	Class C. London ACC Freq: 128.160 (All Levels).
△ IDESI	515351.74N 0015308.08E					Intersection with P49 and Y6.
(RNAV 1)	- /266°	16.2 NM	FL 460 / FL 85		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 118.480 (Below FL 245 to FL 215); Freq: 135.425 (Below FL 215).
△ RINIS	515429.66N 0021920.82E					FIR/UIR Boundary. For continuation see AIP Netherlands.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M79						
△ EMLON	531220.44N 0023000.00E					Westbound route only. Extremity of M79.
(RNAV 5)	300°/ -	94.5 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355).
△ TENDO	540144.00N 0001446.72E					FRA Entry Point. Extremity of M79.
Route Remarks: CDR H24.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
M84						
△ KONAN	510750.75N 0020000.00E					Eastbound route only. Intersection with UL607 (see AIP Belgium). FIR/UIR Boundary. Extremity of M84.
(RNAV 5)	- /126°	29.8 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between ABTUM and 7 NM from ABTUM: London ACC Freq: 127.430 (FL 315 and above); Freq: 134.905 (Below FL 315 to FL 195); Freq: 120.530 (Below FL 195 to FL 135); Freq: 135.325 (Below FL 135). Between 7 NM from ABTUM and KONAN: London ACC Freq: 127.430 (FL 315 and above); Freq: 134.905 (Below FL 315 to FL 135); Freq: 135.325 (Below FL 135).
△ ABTUM	512603.66N 0012228.98E					
(RNAV 5)	- /176°	12.7 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 125); Freq: 135.425 (Below FL 125).
△ NONVA	513846.45N 0012144.31E					
(RNAV 5)	- /145°	10.7 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 125); Freq: 135.425 (Below FL 125).
△ EVMEK	514740.93N 0011217.66E					
(RNAV 5)	- /145°	3.9 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 121.230 (Below FL 155).
△ CLACTON VOR/DME (CLN)	515054.50N 0010851.32E					
(RNAV 5)	- /063°	16.0 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 124.930 (FL 155 and above); Freq: 121.230 (Below FL 155).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ TOVGU	514403.18N 0004537.55E					Intersection with M604.
(RNAV 5)	- /063°	19.6 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 129.605 (FL 175 and above); Freq: 123.905 (Below FL 175).
△ ODUKU	513531.78N 0001715.47E					Extremity of M84.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M85						
△ ITVIP	511713.75N 0010312.30E					Southbound route only. Extremity of M85. Intersection with L10 and Q70.
(RNAV 5)	- /161°	33.6 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 129.605 (All Levels).
△ DAGGA	514919.37N 0004739.00E		CLN R262 13.2 NM 100 FT			Extremity of M85.
Route Remarks: CDR H24.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M87						
△ UMTUM	511227.30N 0010102.78E					Eastbound route only. Extremity of M87. Intersection with L9.
(RNAV 1)	- /127°	19.0 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195).
△ EKNIV	512425.62N 0003731.08E					Intersection with M91.
(RNAV 1)	- /169°	11.0 NM	FL 245 / FL 65		odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A. London ACC Freq: 129.605 (FL 175 and above); Freq: 118.825 (Below FL 175 to FL 105); Freq: 120.530 (Below FL 105).
△ SODVU	513515.48N 0003446.80E					

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
(RNAV 1)	- /098°	7.1 NM	FL 245 / FL 65		odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A. London ACC Freq: 129.605 (FL 175 and above); Freq: 118.825 (Below FL 175 to FL 105); Freq: 120.530 (Below FL 105).
△ SOQQA	513623.75N 0002328.43E					Extremity of M87.

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
M91						
△ IRKUN	505516N 0012800E					Westbound route only btn IRKUN and LYD. FIR Boundary. Extremity of M91.
(RNAV 5)	280°/ -	22.8 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.905 (FL 195 and above); Freq: 135.325 (Below FL 195).
△ LYDD DME (LYD)	505958.87N 0005243.18E					Eastbound route only between EKNIV and LYD.
(RNAV 5)	- /155°	16.2 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195).
△ EMKAD	511449.88N 0004233.94E					
(RNAV 5)	- /160°	10.1 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195).
△ EKNIV	512425.62N 0003731.08E					Extremity of M91.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M140						
△ OXLOW	510154.80N 0020000.00W					FRA Entry/Exit Point. Extremity of M140.
(RNAV 5)	099°/280°	25.3 NM	FL 460 / FL 245	odd FL 450 / FL 250	even FL 430 / FL 260	Class C. London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ SOUTHAMPTON DME (SAM)	505718.90N 0012042.20W					Eastbound route only btn SAM and DVR.
(RNAV 5)	081°/ -	53.1 NM	FL 460 / FL 245	odd FL 450 / FL 250		Class C. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 275); Freq: 134.440 (Below FL 275).
△ ROKKE	510411.95N 0000241.82E					
(RNAV 5)	082°/ -	20.0 NM	FL 460 / FL 245	odd FL 450 / FL 250		Class C. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 275); Freq: 134.440 (Below FL 275).
△ PENUX	510632N 0003412E					
(RNAV 5)	082°/ -	30.0 NM	FL 460 / FL 245	odd FL 450 / FL 250		Class C. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 275); Freq: 134.905 (Below FL 275).
△ DOVER DME (DVR)	510945.44N 0012132.71E					Extremity of M140.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M142						
△ OXLOW	510154.80N 0020000.00W					FRA Exit Point. Eastbound route only. Extremity of M142.
(RNAV 1)	087°/ -	77.5 NM	FL 460 / FL 245	odd FL 450 / FL 250		Class C. Between OXLOW and abm VOUGA: London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305). Between abm VOUGA and ROKKE: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ ROKKE	510411.95N 0000241.82E					Extremity of M142. Intersection with M140.

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
M144						
△ PENIL	533657.47N 0033948.72W		WAL R306 23.2 NM 55 FT			Westbound route only. Extremity of M144.
(RNAV 1)	274°/ -	10.1 NM	FL 460 / FL 75	even FL 430 / FL 80		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ BABRA	533739.37N 0035642.63W					
(RNAV 1)	274°/ -	5.4 NM	FL 460 / FL 115	even FL 430 / FL 120		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ GIGTO	533801.06N 0040550.62W					
(RNAV 1)	274°/ -	7.6 NM	FL 460 / FL 115	even FL 430 / FL 120		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ UNDUX	533830.25N 0041838.76W					
(RNAV 1)	274°/ -	5.1 NM	FL 460 / FL 155	even FL 430 / FL 160		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ SOPAX	533848.89N 0042708.06W					
(RNAV 1)	274°/ -	13.9 NM	FL 460 / FL 145	even FL 430 / FL 160		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ RAMOX	533936.72N 0045022.41W					
(RNAV 1)	274°/ -	11.0 NM	FL 460 / FL 115	even FL 430 / FL 120		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285 to FL 245). ATS delegated to Dublin ACC Freq: 129.180 (Below FL 245).
△ OGTUG	534012N 0050850W					
(RNAV 1)	274°/ -	12.6 NM	FL 460 / FL 75	even FL 430 / FL 80		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285 to FL 245). ATS delegated to Dublin ACC Freq: 129.180 (Below FL 245).
△ BAGSO	534047.96N 0053000.00W					FIR/UIR Boundary. Extremity of M144.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M145						
△ BAGSO	534047.96N 0053000.00W					Westbound route only. FIR/UIR Boundary. Extremity of M145.
(RNAV 1)	- /252°	13.6 NM	FL 460 / FL 75		even FL 430 / FL 80	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285 to FL 245). ATS delegated to Dublin ACC Freq: 129.180 (Below FL 245).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
△ RIMVU	534511.14N 0050824.68W					
(RNAV 1)	- /274°	11.0 NM	FL 460 / FL 115		even FL 430 / FL 120	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285 to FL 245). ATS delegated to Dublin ACC Freq: 129.180 (Below FL 245).
△ SITKU	534435.77N 0044954.26W					
(RNAV 1)	- /274°	13.8 NM	FL 460 / FL 155		even FL 430 / FL 160	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ LANVA	534347.86N 0042637.51W					
(RNAV 1)	- /274°	12.8 NM	FL 460 / FL 115		even FL 430 / FL 120	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ LELDO	534259.53N 0040507.00W					Extremity of M145.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
M146						
△ WALLASEY VOR/DME (WAL)	532330.97N 0030804.06W					Westbound route only. Extremity of M146.
(RNAV 1)	314°/ -	16.0 NM	FL 460 / FL 75	even FL 430 / FL 80		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ AGLIL	533441.99N 0032711.30W					
(RNAV 1)	305°/ -	7.4 NM	FL 460 / FL 75	even FL 430 / FL 80		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ DIGMA	533859.86N 0033723.50W					
(RNAV 1)	305°/ -	23.7 NM	FL 460 / FL 75	even FL 430 / FL 80		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ ERDUV	535234.66N 0041008.23W					Intersection with Z198.
(RNAV 1)	305°/ -	6.7 NM	FL 460 / FL 75	even FL 430 / FL 80		Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ LUSOD	535622.70N 0041926.37W					FRA Entry Point.
(RNAV 1)	305°/ -	8.4 NM	FL 255 / FL 75	even FL 240 / FL 80		Class C. Scottish ACC Freq: 133.050 (All Levels).
△ PEPEG	540106.49N 0043105.30W					
(RNAV 1)	313°/ -	38.8 NM	FL 255 / FL 75	even FL 240 / FL 80		Between PEPEG and 540703N 0044207W: Class C. Between 540703N 0044207W and ROBOP: FL 255/FL 195 Class C, FL 195/FL 75 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ ROBOP	542708.56N 0052005.35W					Intersection with M147.
(RNAV 1)	315°/ -	5.7 NM	FL 255 / FL 75	even FL 240 / FL 80		FL 255/FL 195 Class C, FL 195/FL 75 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ IPSET	543105.63N 0052708.92W					Extremity of M146. Intersection with P6.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M147						
△ UVPOK	535939.61N 0041235.26W					Westbound route only. Extremity of M147.
(RNAV 1)	306°/ -	9.8 NM	FL 255 / FL 195	even FL 240 / FL 200		Class C. Scottish ACC Freq: 123.775 (All Levels).
△ NOPKI	540515.93N 0042608.29W					
(RNAV 1)	305°/ -	8.8 NM	FL 255 / FL 135	even FL 240 / FL 140		Class C. Scottish ACC Freq: 123.775 (All Levels).
△ MATUT	541017.23N 0043821.89W					
(RNAV 1)	305°/ -	29.7 NM	FL 255 / FL 135	even FL 240 / FL 140		FL 255/FL 195 Class C, FL 195/FL 135 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ ROBOP	542708.56N 0052005.35W					Intersection with M146.
(RNAV 1)	336°/ -	22.5 NM	FL 255 / FL 75	even FL 240 / FL 80		FL 255/FL 195 Class C, FL 195/FL 75 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ MAGEE	544729.53N 0053630.02W		BEL R071 23.0 NM 221 FT			Extremity of M147.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M148						
△ NINEB	540344.27N 0040741.84W					Westbound route only. Extremity of M148.
(RNAV 1)	306°/ -	9.8 NM	FL 255 / FL 195	even FL 240 / FL 200		Class C. Scottish ACC Freq: 123.775 (All Levels).
△ MASOP	540921.02N 0042115.26W					
(RNAV 1)	306°/ -	8.8 NM	FL 255 / FL 135	even FL 240 / FL 140		Class C. Scottish ACC Freq: 123.775 (All Levels).
△ IDGAS	541422.81N 0043329.47W					
(RNAV 1)	305°/ -	21.2 NM	FL 255 / FL 135	even FL 240 / FL 140		FL 255/FL 195 Class C, FL 195/FL 135 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ IBTES	542625.20N 0050315.12W					
(RNAV 1)	306°/ -	7.1 NM	FL 255 / FL 75	even FL 240 / FL 80		FL 255/FL 195 Class C, FL 195/FL 75 Class D. Scottish ACC Freq: 123.775 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ LIMKA	543026.50N 0051311.22W					
(RNAV 1)	323°/ -	21.8 NM	FL 255 / FL 75	even FL 240 / FL 80		FL 255/FL 195 Class C, FL 195/FL 75 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ MAGEE	544729.53N 0053630.02W		BEL R071 23.0 NM 221 FT			Extremity of M148.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M183						
△ COMPTON VOR/DME (CPT)	512929.66N 0011310.89W					Extremity of M183. Intersection with N859, Q63 and Y321.
(RNAV 5)	019°/200°	22.8 NM	FL 245 / FL 85	odd FL 230 / FL 90	even FL 240 / FL 100	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between CPT and 5 NM north of CPT: London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 155); Freq: 134.125 (Below FL 155). Between 5 NM north of CPT and SILVA: London ACC Freq: 132.165 (FL 215 and above); Freq: 121.030 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ SILVA	515051.34N 0010019.40W					Westbound route only btn BKY and SILVA. Intersection with M605.
(RNAV 5)	- /257°	35.6 NM	FL 245 / FL 85		even FL 240 / FL 100	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between NUGBO and 5 NM west of NUGBO: London ACC Freq: 130.925 (FL 155 and above); Freq: 129.280 (Below FL 155). Between 5 NM west of NUGBO and 10 NM east of SILVA: London ACC Freq: 127.105 (FL 215 and above); Freq: 130.925 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125). Between 10 NM east of SILVA and SILVA: London ACC Freq: 132.605 (FL 215 and above); Freq: 121.030 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125).
△ NUGBO	515821.96N 0000412.09W		BKY R257 5.0 NM 486 FT			
(RNAV 5)	- /257°	5.0 NM	FL 245 / FL 85		even FL 240 / FL 100	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 130.925 (FL 155 and above); Freq: 129.280 (Below FL 155).
△ BARKWAY DME (BKY)	515923.17N 0000342.87E					Eastbound route only btn BKY and REDFA.
(RNAV 5)	083°/ -	4.3 NM	FL 460 / FL 135	odd FL 450 / FL 150		FL 460/FL 195 Class C, FL 195/FL 135 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 245); Freq: 124.930 (Below FL 245 to FL 155); Freq: 129.280 (Below FL 155).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ ADMIS	515948.54N 0001035.56E					
(RNAV 5)	083°/ -	35.4 NM	FL 460 / FL 135	odd FL 450 / FL 150		FL 460/FL 195 Class C, FL 195/FL 135 Class A. Between ADMIS and 5 NM east of ADMIS: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 245); Freq: 124.930 (Below FL 245 to FL 155); Freq: 129.280 (Below FL 155). Between 5 NM east of ADMIS and 20 NM west of TEDSA: London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 129.280 (Below FL 155). Between 20 NM west of TEDSA and 5 NM west of TEDSA: London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 119.780 (Below FL 155). Between 5 NM west of TEDSA and TEDSA: London ACC Freq: 133.940 (FL 215 and above); Freq: 124.930 (Below FL 215 to FL 155); Freq: 121.230 (Below FL 155).
△ TEDSA	520303.10N 0010739.03E					
(RNAV 5)	083°/ -	25.4 NM	FL 460 / FL 135	odd FL 450 / FL 150		FL 460/FL 195 Class C, FL 195/FL 135 Class A. London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ SONDO	520505.92N 0014842.35E					
(RNAV 5)	084°/ -	17.0 NM	FL 460 / FL 135	odd FL 450 / FL 150		FL 460/FL 195 Class C, FL 195/FL 135 Class A. London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ SONOG	520619.71N 0021610.08E					
(RNAV 5)	084°/ -	8.1 NM	FL 460 / FL 135	odd FL 450 / FL 150		FL 460/FL 195 Class C, FL 195/FL 135 Class A. London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ REDFA	520652.75N 0022916.81E					FIR/UIR Boundary. Extremity of M183. Intersection with (U)L620 (see AIP Netherlands).
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
M184						
△ KOTEM	500000.00N 0010313.83W					Eastbound route only. FIR Boundary. For continuation see AIP France.
(RNAV 1)	004°/ -	20.2 NM	FL 245 / FL 125	even FL 240 / FL 200		FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 134.440 (FL 185 and above); Freq: 127.830 (Below FL 185).
△ PILIP	502003.05N 0010026.13W					
(RNAV 1)	004°/ -	22.3 NM	FL 245 / FL 125	even FL 240 / FL 200		FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 134.440 (FL 185 and above); Freq: 127.830 (Below FL 185).
△ NELKO	504214.18N 0005717.79W					
(RNAV 1)	004°/ -	7.0 NM	FL 245 / FL 125	even FL 240 / FL 200		FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 134.440 (FL 185 and above); Freq: 127.830 (Below FL 185).
△ AVANT	504912.00N 0005618.05W		GWC R252 7.2 NM 122 FT			Intersection with L980.
(RNAV 1)	017°/ -	62.3 NM	FL 245 / FL 175	even FL 240 / FL 180		FL 245/FL 195 Class C, FL 195/FL 175 Class A. Between AVANT and 10 NM north of AVANT: London ACC Freq: 134.440 (All Levels). Between 10 NM north of AVANT and 20 NM south of HEMEL: London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215). Between 20 NM south of HEMEL and HEMEL: London ACC Freq: 132.605 (FL 215 and above); Freq: 127.955 (Below FL 215).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ HEMEL	514820.00N 0002509.78W					Extremity of M184. Intersection with T420.
Route Remarks: KOTEM - AVANT FL 195 and above CDR, below FL 195 unavailable for Flight Planning but may be used tactically H24. Rest of M184 - PERM. Due to ATC operational requirements, the cruising level allocation for the entire route is inappropriate to the MAG Track. See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M185						
△ LUGIS	500000.00N 0005220.10W					Eastbound route only btn LUGIS and MID. FIR Boundary. For continuation see AIP France.
(RNAV 1)	004°/ -	19.5 NM	FL 245 / FL 125	even FL 240 / FL 200		Class C. London ACC Freq: 134.440 (All Levels).
△ ADLOG	501925.00N 0004933.40W					
(RNAV 1)	004°/ -	17.7 NM	FL 245 / FL 125	even FL 240 / FL 200		Class C. London ACC Freq: 134.440 (All Levels).
△ DESNA	503700.00N 0004700.31W					
(RNAV 1)	004°/ -	11.7 NM	FL 245 / FL 125	even FL 240 / FL 140		FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 134.440 (All Levels).
△ TELTU	504839.92N 0004517.69W					
(RNAV 5)	017°/ -	15.4 NM	FL 245 / FL 85	odd FL 230 / FL 90		FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215).
△ MIDHURST DME (MID)	510314.23N 0003730.01W					
(RNAV 5)	025°/205°	12.0 NM	FL 245 / FL 85	odd FL 230 / FL 90	even FL 240 / FL 100	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ MODMI	511400.99N 0002909.99W					Eastbound route only btn MODMI and BPK.
(RNAV 5)	018°/ -	4.5 NM	FL 245 / FL 85	odd FL 230 / FL 90		FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175).
△ OCKHAM DME (OCK)	511818.17N 0002649.86W					Intersection with Q3.
(RNAV 5)	024°/ -	25.4 NM	FL 245 / FL 85	odd FL 230 / FL 90		FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between OCK and 11 NM from OCK: London ACC Freq: 132.165 (FL 215 and above); Freq: 127.955 (Below FL 215 to FL 155); Freq: 120.530 (Below FL 155). Between 11 NM from OCK and KOBBI: London ACC Freq: 132.605 (FL 215 and above); Freq: 127.955 (Below FL 215 to FL 115); Freq: 118.825 (Below FL 115).
△ KOBBI	514113.77N 0000918.34W					Intersection with M197.
(RNAV 5)	024°/ -	4.2 NM	FL 245 / FL 85	odd FL 230 / FL 90		FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.605 (FL 215 and above); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115).
△ BROOKMANS PARK DME (BPK)	514459.05N 0000624.25W					Extremity of M185.

Route Remarks:
LUGIS - DESNA FL 195 and above CDR, below FL 195 unavailable for Flight Planning but may be used tactically H24.
Rest of M185 - PERM.

Due to ATC operational requirements, the cruising level allocation between LUGIS and TELTU is inappropriate to the MAG Track.

See also ENR 1.1, paragraph 1.1.3.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M189						
△ NEVIL	500000.00N 0002205.64W					FIR Boundary. Extremity of M189. Intersection with G27 (see AIP France).
(RNAV 5)	037°/217°	11.4 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 135.055 (All Levels).
△ OSPOL	500900.00N 0001107.84W					
(RNAV 5)	037°/217°	17.1 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 135.055 (All Levels).
△ HAWKE	502226.57N 0000524.77E					Intersection with L612.
(RNAV 5)	037°/217°	16.0 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 135.055 (FL 175 and above); Freq: 133.180 (Below FL 175).
△ WAFFU	503456.89N 0002059.29E					Intersection with M605 and Y8.
(RNAV 5)	037°/217°	11.2 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 135.055 (All Levels).
△ HASTY	504342.46N 0003200.37E					
(RNAV 5)	037°/217°	20.9 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.905 (All Levels).
△ LYDD DME (LYD)	505958.87N 0005243.18E					Intersection with Y803.
(RNAV 5)	060°/240°	8.1 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.905 (FL 195 and above); Freq: 120.180 (Below FL 195).
△ SANDY	510350.81N 0010403.13E		DET R128 22.9 NM 645 FT			
(RNAV 5)	060°/240°	12.5 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80	FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195 to FL 135); Freq: 135.325 (Below FL 135).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ DOVER DME (DVR)	510945.44N 0012132.71E					Intersection with L9 and L18.
(RNAV 5)	002°/182°	34.5 NM	FL 245 / FL 85	odd FL 230 / FL 90	even FL 240 / FL 100	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between DVR and 20 NM north of DVR: London ACC Freq: 134.905 (All Levels). Between 20 NM north of DVR and JACKO: London ACC Freq: 128.160 (All Levels).
△ JACKO	514408.65N 0012536.00E					
(RNAV 5)	301°/121°	12.4 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 128.160 (All Levels).
△ CLACTON VOR/DME (CLN)	515054.50N 0010851.32E					Eastbound route only btn GASBA and CLN.
(RNAV 5)	- /085°	12.4 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 124.930 (FL 155 and above); Freq: 121.230 (Below FL 155).
△ GASBA	515010.40N 0004852.85E					Extremity of M189.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
M195						
△ LORKU	495618.10N 0022215.64W					Westbound route only. UIR Boundary. Extremity of M195.
(RNAV 5)	- /211°	21.8 NM	FL 460 / FL 245		odd FL 450 / FL 250	Class C. London ACC Freq: 129.430 (All Levels).
△ MARUK	501446.56N 0020420.41W					Intersection with N621.
(RNAV 1)	- /212°	20.2 NM	FL 460 / FL 195		odd FL 450 / FL 210	Class C. London ACC Freq: 129.430 (All Levels).
△ IBNID	503143.71N 0014708.46W					
(RNAV 1)	- /212°	30.6 NM	FL 460 / FL 55		odd FL 450 / FL 130	FL 460/FL 195 Class C, FL 195/FL 55 Class A. London ACC Freq: 129.430 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△	SOUTHAMPTON DME (SAM)	505718.90N 0012042.20W					Extremity of M195.
Route Remarks: MARUK - LORKU CDR H24. Rest of M195 - PERM. Due to ATC operational requirements, the cruising level allocation for the entire route is inappropriate to the MAG Track.							

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M197							
△	ENHAQ	512422.69N 0014313.40W					FRA Entry/Exit Point. Extremity of M197.
(RNAV 5)		070°/250°	22.1 NM	FL 460 / FL 245	odd FL 450 / FL 250	even FL 430 / FL 260	Class C. London ACC Freq: 134.460 (All Levels).
△	ICTAM	513137.37N 0010948.12W					Eastbound route only btn ICTAM and REDFA. Intersection with Q63 and Q295.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
(RNAV 5)	074°/ -	36.2 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between ICTAM and 6 NM from ICTAM: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155 to FL 135); Freq: 134.125 (Below FL 135). Between 6 NM from ICTAM and 18 NM from ICTAM: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 119.780 (Below FL 155). Between 18 NM from ICTAM and 25 NM from ICTAM: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 119.780 (Below FL 155). Between 25 NM from ICTAM and IPRIL: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 175); Freq: 135.805 (Below FL 175 to FL 155); Freq: 119.780 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115).
△ IPRIL	514028.81N 0001335.35W					
(RNAV 5)	073°/ -	2.8 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ KOBBI	514113.77N 0000918.34W					
(RNAV 5)	074°/ -	31.0 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between KOBBI and 10 NM from KOBBI: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115). Between 10 NM from KOBBI and BRAIN: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).
△ BRAIN	514839.91N 0003906.00E		BKY R114 24.4 NM 486 FT			Intersection with P44 and Q295.
(RNAV 1)	074°/ -	6.3 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).
△ GASBA	515010.40N 0004852.85E					
(RNAV 1)	072°/ -	33.5 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between GASBA and 20 NM from GASBA: London ACC Freq: 133.940 (FL 245 and above); Freq: 134.440 (Below FL 245 to FL 185); Freq: 124.930 (Below FL 185 to FL 155); Freq: 121.230 (Below FL 155). Between 20 NM from GASBA and RATLO: London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ RATLO	515929.13N 0014055.18E					
(RNAV 1)	074°/ -	30.8 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

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

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M604						
△ LYDD DME (LYD)	505958.87N 0005243.18E					Eastbound route only. Intersection with M189. Extremity of M604.
(RNAV 5)	- /148°	21.1 NM	FL 460 / FL 85		odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 275); Freq: 134.905 (Below FL 275 to FL 195); Freq: 120.530 (Below FL 195).
△ DETLING DME (DET)	511814.41N 0003550.19E					
(RNAV 5)	012°/ -	5.0 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 275); Freq: 134.905 (Below FL 275 to FL 195); Freq: 120.530 (Below FL 195).
△ FRANE	512306.00N 0003739.40E		DET R012 5.0 NM 645 FT			
(RNAV 5)	012°/ -	11.8 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).
△ SPEAR	513433.79N 0004200.57E		DET R012 16.8 NM 645 FT			
(RNAV 5)	012°/ -	9.8 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ TOVGU	514403.18N 0004537.55E					
(RNAV 5)	012°/ -	5.4 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).
△ DAGGA	514919.37N 0004739.00E		CLN R262 13.2 NM 100 FT			Intersection with P44.
(RNAV 5)	040°/ -	1.1 NM	FL 460 / FL 105	odd FL 450 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).
△ GASBA	515010.40N 0004852.85E					Intersection with M197.
(RNAV 5)	040°/ -	2.2 NM	FL 460 / FL 105	odd FL 450 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 121.230 (Below FL 155).
△ PAAVO	515149.03N 0005115.76E					Intersection with Q295.
(RNAV 5)	040°/ -	15.1 NM	FL 460 / FL 105	odd FL 450 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 121.230 (Below FL 155).
△ TEDSA	520303.10N 0010739.03E					Intersection with M183.
(RNAV 5)	035°/ -	5.1 NM	FL 460 / FL 105	odd FL 450 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ LAPRA	520707.18N 0011236.45E					
(RNAV 5)	038°/ -	17.0 NM	FL 460 / FL 245	odd FL 450 / FL 250		Class C. London ACC Freq: 133.940 (All Levels).
△ BANEM	522008.11N 0013019.26E					
(RNAV 5)	044°/ -	20.1 NM	FL 460 / FL 245	odd FL 450 / FL 250		Class C. London ACC Freq: 133.940 (All Levels).
△ EFMIH	523406.42N 0015353.84E					
(RNAV 5)	044°/ -	36.3 NM	FL 460 / FL 245	odd FL 450 / FL 250		Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ BEKMO	525910.21N 0023710.22E					
(RNAV 5)	024°/ -	20.2 NM	FL 460 / FL 245	odd FL 450 / FL 250		Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355).
△ GIVPO	531709.77N 0025209.02E					FRA Entry Point. Extremity of M604.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M605						
△ XIDIL	502106.15N 0003829.37E					Eastbound route only btn SFD and XIDIL. FIR Boundary. For continuation see AIP France.
(RNAV 5)	- /140°	9.2 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 135.055 (All Levels).
△ HARDY	502815.75N 0002928.04E		SFD R140 22.4 NM 289 FT			
(RNAV 5)	- /139°	8.6 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 135.055 (All Levels).
△ WAFFU	503456.89N 0002059.29E					Intersection with M189.
(RNAV 5)	- /139°	13.8 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 135.055 (FL 175 and above); Freq: 133.180 (Below FL 175).
△ SEAFORD VOR/DME (SFD)	504538.48N 0000718.89E					
(RNAV 5)	317°/136°	56.2 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ WOODLEY NDB (WOD)	512710.02N 0005243.68W					Intersection with L612.
(RNAV 5)	348°/168°	7.7 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155 to FL 135); Freq: 134.125 (Below FL 135).
△ BENSU	513444.26N 0005508.45W					Intersection with Q70.
(RNAV 5)	348°/168°	16.5 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.165 (FL 215 and above); Freq: 130.925 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125).
△ SILVA	515051.34N 0010019.40W					Intersection with Q41.
(RNAV 5)	348°/168°	9.1 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.165 (FL 195 and above); Freq: 130.925 (Below FL 195).
△ FINMA	515947.21N 0010313.34W		DTY R168 11.3 NM 600 FT			Intersection with L15.
(RNAV 5)	348°/168°	11.3 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.165 (FL 195 and above); Freq: 130.925 (Below FL 195).
△ DAVENTRY DME (DTY)	521048.51N 0010649.64W					Intersection with Y53 and Y250.
(RNAV 5)	326°/146°	40.6 NM	FL 245 / FL 65	even FL 240 / FL 80	odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A. Between DTY and abm Birmingham: London ACC Freq: 129.205 (FL 195 and above); Freq: 130.925 (Below FL 195). Between abm Birmingham and PEDIG: London ACC Freq: 134.390 (FL 195 and above); Scottish ACC Freq: 134.430 (Below FL 195).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ PEDIG	524447.59N 0014309.97W		WAL R127 64.2 NM 55 FT			
(RNAV 5)	346°/166°	61.5 NM	FL 245 / FL 75	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. Between PEDIG and abm TNT: London ACC Freq: 134.390 (FL 195 and above); Scottish ACC Freq: 134.430 (Below FL 195). Between abm TNT and 533328N 0020149W: Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 134.430 (Below FL 195). Between 533328N 0020149W and POL: Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ POLE HILL VOR/DME (POL)	534437.60N 0020611.83W					Extremity of M605.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M733						
△ SUBIP	502644N 0005306E					Northbound route only. FIR Boundary. Extremity of M733.
(RNAV 5)	318°/ -	7.8 NM	FL 245 / FL 175	even FL 240 / FL 180		FL 245/FL 195 Class C, FL 195/FL 175 Class A. London ACC Freq: 128.430 (All Levels).
△ BANVA	503242N 0004512E					
(RNAV 5)	318°/ -	19.3 NM	FL 245 / FL 175	even FL 240 / FL 180		FL 245/FL 195 Class C, FL 195/FL 175 Class A. London ACC Freq: 128.430 (All Levels).
△ UNDUG	504723.71N 0002530.03E		MAY R138 18.0 NM 384 FT			
(RNAV 5)	318°/ -	18.0 NM	FL 245 / FL 175	even FL 240 / FL 180		FL 245/FL 195 Class C, FL 195/FL 175 Class A. London ACC Freq: 128.430 (All Levels).
△ MAYFIELD DME (MAY)	510101.86N 0000658.04E					Extremity of M733.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M868						
△ TRENT DME (TNT)	530314.23N 0014011.90W					Eastbound route only. Extremity of M868.
(RNAV 5)	339°/ -	7.2 NM	FL 245 / FL 85	odd FL 230 / FL 90		FL 245/FL 195 Class C, FL 195/FL 85 Class A. Dual designation with N57 btn TNT and TIPIL. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 119.530 (Below FL 195).
△ TIPIL	531000.00N 0014423.13W					
(RNAV 5)	013°/ -	11.8 NM	FL 245 / FL 85	odd FL 230 / FL 90		FL 245/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 119.530 (Below FL 195).
△ EVSON	532127N 0013949W					
(RNAV 5)	041°/ -	6.8 NM	FL 245 / FL 85	odd FL 230 / FL 90		FL 245/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 133.800 (All Levels).
△ ADELU	532630.48N 0013212.64W					Extremity of M868. Intersection with L60.
Route Remarks: Due to ATC operational requirements, the cruising level allocation between TNT and TIPIL is inappropriate to the MAG Track.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M981						
△ GODOS	531456.55N 0032546.79E					Eastbound route only. FIR/UIR Boundary. Extremity of M981.
(RNAV 5)	- /120°	18.3 NM	FL 255 / FL 175		odd FL 250 / FL 190	FL 255/FL 195 Class C, FL 195/FL 175 Class A. Scottish ACC Freq: 121.325 (FL 245 and above). ATS delegated to Amsterdam ACC below FL 245.
△ ROXAT	532449.03N 0030000.00E					Extremity of M981.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
M982						
△ TOPPA	532408.99N 0033341.01E					Eastbound route only. FIR/UIR Boundary. Extremity of M982.
(RNAV 5)	- /137°	20.6 NM	FL 255 / FL 175		odd FL 250 / FL 190	FL 255/FL 195 Class C, FL 195/FL 175 Class A. Scottish ACC Freq: 121.325 (FL 245 and above). ATS delegated to Amsterdam ACC below FL 245.
△ ROKAN	533947.50N 0031119.84E					Extremity of M982.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
N6						
△ PILIP	502003.05N 0010026.13W					Eastbound route only. Extremity of N6.
(RNAV 1)	018°/ -	17.9 NM	FL 245 / FL 125	even FL 240 / FL 140		Class C. London ACC Freq: 134.440 (All Levels).
△ TIGGY	503700.54N 0005130.10W					
(RNAV 1)	018°/ -	12.3 NM	FL 245 / FL 125	even FL 240 / FL 140		FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 134.440 (All Levels).
△ TELTU	504839.92N 0004517.69W					Extremity of N6. Intersection with M185.
Route Remarks: PILIP – TIGGY FL 195 and above CDR, below FL 195 unavailable for Flight Planning but may be used tactically H24. Rest of N6 - PERM. Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
N12						
△ EVTOL	521101.34N 0053114.02W					Westbound route only. Extremity of N12.
(RNAV 5)	347°/ -	7.1 NM	FL 245 / FL 155	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ KOPUL	513231.76N 0010813.84E		DET R053 24.8 NM 645 FT			
(RNAV 5)	268°/ -	6.0 NM	FL 460 / FL 135	even FL 430 / FL 140		FL 460/FL 195 Class C, FL 195/FL 135 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245).
△ IDITU	513224.79N 0005837.35E					
(RNAV 5)	268°/ -	22.1 NM	FL 460 / FL 135	even FL 430 / FL 140		FL 460/FL 195 Class C, FL 195/FL 135 Class A. Between IDITU and 5 NM from IDITU: London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245). Between 5 NM from IDITU and IPKUS: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 175); Freq: 123.905 (Below FL 175).
△ IPKUS	513152.43N 0002318.58E					Intersection with M40.
(RNAV 5)	270°/ -	58.1 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. Between IPKUS and 20 NM from ICTAM: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305). Between 20 NM from ICTAM and ICTAM: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305).
△ ICTAM	513137.37N 0010948.12W					Intersection with L179, M197 and T421.
(RNAV 5)	224°/045°	3.0 NM	FL 460 / FL 85	even FL 430 / FL 100	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 134.125 (Below FL 155).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ COMPTON VOR/DME (CPT)	512929.66N 0011310.89W					Intersection with (U)L9, (U)N859, and Y321.
(RNAV 1)	289°/108°	4.8 NM	FL 460 / FL 65	even FL 430 / FL 80	odd FL 450 / FL 250	FL 460/FL 195 Class C, FL 195/FL 65 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 134.125 (Below FL 155).
△ HEKXA	513103.61N 0012026.55W					
(RNAV 1)	288°/108°	12.4 NM	FL 460 / FL 65	even FL 430 / FL 80	odd FL 450 / FL 250	FL 460/FL 195 Class C, FL 195/FL 65 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 133.600 (Below FL 305 to FL 265); Freq: 134.755 (Below FL 265 to FL 115); Freq: 134.125 (Below FL 115).
△ SAWPE	513504.67N 0013916.42W					FRA Entry/Exit Point. Westbound route only btn SAWPE and CONKO.
(RNAV 1)	276°/ -	9.0 NM	FL 245 / FL 65	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 65 Class A. London ACC Freq: 134.755 (All Levels).
△ ASHUM	513607.25N 0015336.46W					
(RNAV 1)	276°/ -	6.0 NM	FL 245 / FL 65	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 65 Class A. London ACC Freq: 134.755 (All Levels).
△ CONKO	513648.00N 0020310.18W					
(RNAV 1)	276°/096°	14.2 NM	FL 245 / FL 75	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. Between CONKO and the eastern boundary of Cotswold CTA 3 (513723N 0021138W): London ACC Freq: 134.755 (All Levels). Between the eastern boundary of Cotswold CTA 3 (513723N 0021138W) and OZZIL: 0600 - 2300 (0500-2200) London ACC Freq: 134.755 (Above FL 135); Bristol APP Freq: 125.655 (FL 135 and below). 2300 - 0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ OZZIL	513821.34N 0022549.17W					Intersection with N80.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
(RNAV 1)	276°/095°	12.0 NM	FL 245 / FL 75	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. Between OZZIL and the western boundary of Cotswold CTA 3 (513921N 0024049W): 0600 - 2300 (0500-2200) London ACC Freq: 134.755 (Above FL 135); Bristol APP Freq: 125.655 (FL 135 and below). 2300 - 0600 (2200-0500) London ACC Freq: 134.755 (All Levels). Between the western boundary of Cotswold CTA 3 (513921N 0024049W) and ICCIN: 0600 - 2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300 - 0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ ICCIN	513936.80N 0024458.74W					
(RNAV 1)	276°/096°	18.4 NM	FL 245 / FL 95	even FL 240 / FL 100	odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 95 Class A. 0600 - 2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300 - 0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ ETNAH	514126.45N 0031423.74W					
(RNAV 1)	276°/095°	12.3 NM	FL 245 / FL 95	even FL 240 / FL 100	odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 95 Class A. 0600 - 2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300 - 0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ ZIPWE	514235.40N 0033400.70W					Eastbound route only btn AGCAT and ZIPWE.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
(RNAV 1)	- /102°	4.3 NM	FL 245 / FL 95		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 95 Class A. 0600 - 2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300 - 0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ EGRUF	514327.72N 0034042.18W					
(RNAV 1)	- /102°	8.0 NM	FL 245 / FL 125		odd FL 230 / FL 130	FL 245/FL 195 Class C, FL 195/FL 125 Class A. 0600 - 2300 (0500-2200) London ACC Freq: 129.380 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300 - 0600 (2200-0500) London ACC Freq: 129.380 (All Levels).
△ AXNEF	514505.23N 0035319.14W					
(RNAV 1)	- /102°	5.3 NM	FL 245 / FL 145		odd FL 230 / FL 150	FL 245/FL 195 Class C, FL 195/FL 145 Class A. 0600 - 2300 (0500-2200) London ACC Freq: 129.380 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300 - 0600 (2200-0500) London ACC Freq: 129.380 (All Levels).
△ AMWAB	514608.52N 0040136.69W					
(RNAV 1)	- /102°	9.8 NM	FL 245 / FL 155		odd FL 230 / FL 170	FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).
△ BAJJA	514805.01N 0041705.77W					
(RNAV 1)	- /102°	17.6 NM	FL 245 / FL 155		odd FL 230 / FL 170	FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).
△ AGCAT	515128.74N 0044454.82W					Extremity of partition of Q63.
(RNAV)						ROUTE BREAK - THIS ATS ROUTE IS NOT CONTINUOUS.
△ NICXI	520046.40N 0050317.78W					Westbound route only btn NICXI and VATRY. Extremity of partition of Q63.
(RNAV 5)	311°/ -	16.3 NM	FL 245 / FL 155	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ IDESI	515351.74N 0015308.08E					Intersection with P49.
(RNAV 5)	331°/ -	29.8 NM	FL 460 / FL 165	even FL 430 / FL 180		FL 460/FL 195 Class C, FL 195/FL 165 Class A. Between IDESI and 10 NM north of IDESI: London ACC Freq: 128.160 (FL 245 and above); Freq: 118.480 (Below FL 245 to FL 215); Freq: 135.425 (Below FL 215). Between 10 NM north of IDESI and BANEM: London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ BANEM	522008.11N 0013019.26E					Extremity of Y6.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
Y8						
△ KUNAV	503054N 0010356E					Westbound route only btn KUNAV and WAFFU. FIR Boundary. Extremity of Y8.
(RNAV 5)	277°/ -	12.1 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.430 (FL 145 and above); Freq: 134.125 (Below FL 145).
△ BANVA	503242N 0004512E					
(RNAV 5)	277°/ -	15.6 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. Between BANVA and 10 NM east of WAFFU: London ACC Freq: 128.430 (FL 145 and above); Freq: 134.125 (Below FL 145). Between 10 NM east of WAFFU and WAFFU: London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295 to FL 175); Freq: 134.125 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	**Route Usage Notes**					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
△ WAFFU	503456.89N 0002059.29E					
(RNAV 5)	290°/110°	45.3 NM	FL 460 / FL 95	even FL 430 / FL 100	odd FL 230 / FL 110	FL 460/FL 195 Class C, FL 195/FL 95 Class A. Between GWC and 5 NM east of GWC: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 255); Freq: 134.440 (Below FL 255 to FL 175); Freq: 134.125 (Below FL 175). Between 5 NM east of GWC and 20 NM east of GWC: London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295 to FL 175); Freq: 134.125 (Below FL 175). Between 20 NM east of GWC and WAFFU: London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295 to FL 175); Freq: 134.125 (Below FL 175).
△ GOODWOOD DME (GWC)	505118.79N 0004524.25W					
(RNAV 5)	284°/104°	23.1 NM	FL 460 / FL 75	even FL 430 / FL 80	odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 75 Class A. Between SAM and 8 NM west of GWC: London ACC Freq: 132.840 (FL 305 and above); Freq: 134.440 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 134.125 (Below FL 175). Between 8 NM west of GWC and GWC: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 255); Freq: 134.440 (Below FL 255 to FL 175); Freq: 134.125 (Below FL 175).
△ SOUTHAMPTON DME (SAM)	505718.90N 0012042.20W					Extremity of Y8. Intersection with L620, M140 and N19.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Airspace Restrictions - Manned and Unmanned Aircraft Systems (UAS)

Unless otherwise stated either in the remarks section or associated SI the Navigational restrictions listed below with an identification which starts with "EGD", "EGP" or "EGR" are applicable to **both** manned **and** unmanned aircraft systems. Restrictions listed below with an identification which starts with "EGRnU" are applicable to **Unmanned Aircraft Systems only**, where 'n' denotes a number related to its location.

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).

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
Danger Area		
EGD001 TREVOSE HEAD 501918N 0053042W - 502400N 0053900W - 503200N 0053400W - 503930N 0052400W - 504300N 0051230W - 503830N 0050430W - 501918N 0053042W	Upper limit: 1000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives. Service: SUACS: Culdrose APP on 134.055 when open; at other times SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552415. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.
EGD003 PLYMOUTH 501001N 0034740W - 500339N 0033430W - 494105N 0034912W - 493719N 0040938W - 501001N 0034740W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD003Z1 PLYMOUTH FBZ 501038N 0034857W - 501055N 0034824W - 501102N 0034743W - 501057N 0034701W - 500414N 0033308W - 500335N 0033252W - 494125N 0034719W - 493658N 0041132W - 501038N 0034857W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD003Z2 PLYMOUTH FBZ 501304N 0035405W - 501433N 0035123W - 501508N 0034756W - 501442N 0034425W - 500636N 0032741W - 500317N 0032619W - 494248N 0033944W - 493556N 0041705W - 493758N 0041735W - 501304N 0035405W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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**
EGD004 PLYMOUTH 500339N 0033430W - 500103N 0032910W - 494653N 0031655W - 494105N 0034912W - 500339N 0033430W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD004Z1 PLYMOUTH FBZ 500415N 0033547W - 500433N 0033515W - 500440N 0033433W - 500435N 0033351W - 500143N 0032758W - 494709N 0031523W - 494044N 0035106W - 500415N 0033547W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD004Z2 PLYMOUTH FBZ 500639N 0034057W - 500811N 0033815W - 500846N 0033446W - 500820N 0033115W - 500424N 0032311W - 494814N 0030915W - 493943N 0035639W - 494141N 0035710W - 500639N 0034057W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD005A PREDANNACK A circle, 3 NM radius, centred at 500007N 0051354W	Upper limit: 8000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS). Service: SUACS: Culdrose APP on 134.055 when open; at other times SUAAIS: Swanwick Mil via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552201. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.
EGD005B PREDANNACK CORRIDOR 500208N 0051722W - 495818N 0052242W - 495124N 0051200W - 495629N 0050728W - 495809N 0051024W thence clockwise by the arc of a circle radius 3 NM centred on 500007N 0051354W to 500208N 0051722W	Upper limit: 8000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS). Service: SUACS: Culdrose APP on 134.055 when open; at other times SUAAIS: Swanwick Mil via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552201. SUA Authority: DAATM (HQ Navy). 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
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 (UAS) / 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD006AZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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 (UAS) / 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 (UAS) / 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 (UAS) / 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD007AZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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 (UAS) / 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD007BZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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
EGD007C FOWEY INNER 501733N 0044334W - 501801N 0043643W - 501202N 0044623W - 501244N 0044659W - 501414N 0044441W - 501647N 0044447W - 501733N 0044334W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD008A PLYMOUTH 495654N 0045629W - 493715N 0041003W - 492745N 0050000W - 495124N 0050000W - 495654N 0045629W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD008AZ1 PLYMOUTH FBZ 495729N 0045747W - 495747N 0045716W - 495755N 0045637W - 495752N 0045556W - 493736N 0040805W - 492727N 0050132W - 495136N 0050133W - 495729N 0045747W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD008AZ2 PLYMOUTH FBZ 500120N 0050026W - 500200N 0045709W - 500142N 0045343W - 494036N 0040355W - 493838N 0040235W - 492616N 0050740W - 495223N 0050744W - 495950N 0050259W - 500120N 0050026W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD008B PLYMOUTH 494740N 0043430W - 494438N 0040446W - 493719N 0040938W - 493715N 0041003W - 494740N 0043430W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / 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.

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**
EGD008BZ1 PLYMOUTH FBZ 494821N 0043545W - 494842N 0043448W - 494535N 0040410W - 494519N 0040335W - 494455N 0040315W - 494427N 0040313W - 493740N 0040743W - 493653N 0041159W - 494701N 0043548W - 494742N 0043608W - 494821N 0043545W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD008BZ2 PLYMOUTH FBZ 495106N 0044044W - 495252N 0043601W - 494923N 0040147W - 494803N 0035852W - 494601N 0035709W - 494342N 0035659W - 493905N 0040005W - 493526N 0041946W - 494427N 0044100W - 494748N 0044241W - 495106N 0044044W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD008C PLYMOUTH 501140N 0042931W thence anti-clockwise by the arc of a circle radius 16.5 NM centred on 501904N 0040633W to 500623N 0035008W - 494438N 0040446W - 494740N 0043430W - 495654N 0045629W - 500000N 0045430W - 500726N 0044228W - 501140N 0042931W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 22,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD008CZ1 PLYMOUTH FBZ 501217N 0042816W thence anti-clockwise by the arc of a circle radius 15.5 NM centred on 501904N 0040633W to 500724N 0035041W - 500722N 0034942W - 500714N 0034914W - 500651N 0034841W - 500615N 0034831W - 494355N 0040334W - 494336N 0040429W - 494643N 0043504W - 495615N 0045748W - 495657N 0045808W - 500034N 0045549W - 500815N 0044323W - 501239N 0042957W - 501241N 0042919W - 501233N 0042843W - 501217N 0042816W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD008CZ2 PLYMOUTH FBZ 501638N 0043128W - 501641N 0042758W - 501550N 0042459W - 501434N 0042303W thence anti-clockwise by the arc of a circle radius 11.5 NM centred on 501904N 0040633W to 501128N 0035306W - 501120N 0034812W - 501032N 0034531W - 500842N 0034252W - 500545N 0034205W - 494104N 0035845W - 493926N 0040323W - 494254N 0043719W - 495341N 0050302W - 495708N 0050442W - 500252N 0050103W - 501133N 0044701W - 501638N 0043128W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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
EGD009A WEMBURY 501904N 0040633W - 501001N 0034740W - 500623N 0035008W thence clockwise by the arc of a circle radius 16.5 NM centred on 501904N 0040633W to 501140N 0042931W - 501904N 0040633W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC – Manageable. Vertical Limit 22,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD009AZ1 WEMBURY FBZ 501136N 0043112W - 501222N 0043047W - 502005N 0040651W - 502002N 0040558W - 501036N 0034618W - 500956N 0034601W - 500547N 0034851W thence clockwise by the arc of a circle radius 17.5 NM centred on 501904N 0040633W to 501136N 0043112W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD009AZ2 WEMBURY FBZ 501134N 0043757W - 501516N 0043540W - 502410N 0040804W - 502355N 0040340W - 501258N 0034050W - 500936N 0033928W - 500353N 0034321W - 500259N 0034422W thence clockwise by the arc of a circle radius 21.5 NM centred on 501904N 0040633W to 501134N 0043757W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD009B WEMBURY 501342N 0042309W - 501951N 0041015W thence clockwise by the arc of a circle radius 2.5 NM centred on 501904N 0040633W to 501735N 0040325W - 501904N 0040633W - 501342N 0042309W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC – Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / 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: Plymouth Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.
EGD009BZ1 WEMBURY FBZ 502029N 0041133W thence clockwise by the arc of a circle radius 3.5 NM centred on 501904N 0040633W to 501637N 0040239W - 501634N 0040353W - 501754N 0040642W - 501238N 0042259W - 501251N 0042409W - 501330N 0042448W - 501416N 0042434W - 502029N 0041133W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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**
EGD009BZ2 WEMBURY FBZ 502311N 0041620W thence clockwise by the arc of a circle radius 7.5 NM centred on 501904N 0040633W to 501227N 0040105W - 501243N 0040616W - 501314N 0040720W - 500822N 0042220W - 500925N 0042810W - 501243N 0043122W - 501632N 0043015W - 502311N 0041620W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD011A OKEHAMPTON 504226N 0040146W - 504311N 0035854W - 503937N 0035613W - 503725N 0035712W - 503744N 0035801W - 503729N 0040101W - 504019N 0040341W - 504226N 0040146W	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 (UAS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01837-657210. SI 1980/949. UAS BVLOS will not be conducted above 10,000 FT ALT. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD011AZ1 OKEHAMPTON FBZ 504416N 0035855W - 504358N 0035745W - 503942N 0035433W - 503655N 0035547W - 503634N 0035617W - 503624N 0035658W - 503627N 0035742W - 503642N 0035822W - 503627N 0040117W - 503643N 0040207W - 504002N 0040515W - 504035N 0040516W - 504314N 0040252W - 504416N 0035855W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD011B WILLSWORTHY 504019N 0040341W - 503729N 0040101W - 503726N 0040136W - 503550N 0040444W - 503747N 0040558W - 504019N 0040341W	Upper limit: 24100 FT ALT Lower limit: SFC	AMC – Manageable above 4500 FT ALT. Vertical Limit 4500 FT ALT. Vertical Limit OCNL notified to 24,100 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01837-657210. SI 1980/950. UAS BVLOS will not be conducted above 4500 FT ALT. 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
EGD011BZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS). 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.
EGD011CZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS) / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 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**
EGD012Z1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD013Z2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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	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 (UAS) / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 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 (UAS). 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 (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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
EGD017Z2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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	Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 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 (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD023Z2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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: 20000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 15000 FT ALT. Vertical Limit OCNL notified to altitudes up to 20,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUACS not available during notified operating hours. SUAAIS: Plymouth Military on 124.155 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. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0800-2359 (0700-2359), Fri 0800-1600 (0700-1500); and as activated by NOTAM.
EGD026Z1 LULWORTH FBZ 504129N 0021212W - 504119N 0020724W - 504101N 0020641W - 504001N 0020555W - 503742N 0020620W - 503710N 0020629W - 503543N 0020327W - 503048N 0015911W - 503024N 0015908W - 502611N 0020113W - 502400N 0020821W following the line of latitude to - 502400N 0021530W - 502422N 0021619W - 502916N 0021856W - 503014N 0021831W - 503201N 0021758W - 503555N 0021745W - 503722N 0021616W - 503828N 0021558W - 503854N 0021519W - 503913N 0021311W - 504054N 0021311W - 504129N 0021212W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 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**
EGD031Z1 PORTLAND FBZ 503726N 0015703W - 503726N 0015556W - 503651N 0015501W - 502935N 0015501W - 502900N 0015556W following the line of latitude to - 502900N 0020121W - 502913N 0020201W - 502936N 0020227W - 503005N 0020234W - 503024N 0020225W - 503400N 0020534W - 503440N 0020525W - 503524N 0020417W - 503617N 0020214W - 503628N 0020050W - 503726N 0015703W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD031Z2 PORTLAND FBZ 504126N 0015816W - 504126N 0015320W - 503830N 0014844W - 502756N 0014845W - 502500N 0015321W following the line of latitude to - 502500N 0020250W - 502605N 0020611W - 502801N 0020823W - 502927N 0020846W - 503314N 0021204W - 503632N 0021121W - 503829N 0020818W - 504002N 0020443W - 504018N 0020240W - 504126N 0015816W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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 (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 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.
EGD036Z1 PORTSMOUTH FBZ 503030N 0011204W - 503017N 0011109W - 502947N 0011034W - 500000N 0010953W following the line of latitude to - 500000N 0014434W - 500644N 0014337W - 503020N 0011301W - 503030N 0011204W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD036Z2 PORTSMOUTH FBZ 503441N 0011150W - 503338N 0010712W - 503105N 0010420W - 500000N 0010341W following the line of latitude to - 500000N 0015048W - 500819N 0014938W - 503351N 0011633W - 503441N 0011150W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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
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 (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 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.
EGD037Z1 PORTSMOUTH FBZ 503800N 0003915W - 503746N 0003833W - 503020N 0003041W - 502947N 0003038W - 502917N 0003102W - 502900N 0003147W following the line of latitude to - 502900N 0011151W - 502919N 0011238W - 502950N 0011301W - 503025N 0011254W - 503749N 0010310W - 503800N 0010232W following the line of latitude to - 503800N 0003915W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD037Z2 PORTSMOUTH FBZ 504200N 0003741W - 504050N 0003413W - 503138N 0002430W - 502853N 0002417W - 502626N 0002620W - 502500N 0003003W following the line of latitude to - 502500N 0011341W - 502634N 0011732W - 502912N 0011928W - 503206N 0011852W - 504104N 0010705W - 504200N 0010355W following the line of latitude to - 504200N 0003741W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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 (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 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**
EGD038Z1 PORTSMOUTH FBZ 503100N 0004921W - 503025N 0004826W - 500000N 0004827W following the line of latitude to - 500000N 0011259W - 502937N 0011342W - 502958N 0011331W - 503049N 0011222W - 503100N 0011145W following the line of latitude to - 503100N 0004921W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD038Z2 PORTSMOUTH FBZ 503500N 0004645W - 503204N 0004210W - 500000N 0004215W following the line of latitude to - 500000N 0011911W - 503017N 0011959W - 503159N 0011902W - 503404N 0011615W - 503500N 0011307W following the line of latitude to - 503500N 0004645W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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 (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 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.
EGD039Z1 PORTSMOUTH FBZ 503100N 0003150W - 503046N 0003109W - 503015N 0003035W - 502957N 0003026W - 500000N 0003027W following the line of latitude to - 500000N 0005133W - 503025N 0005134W - 503100N 0005039W following the line of latitude to - 503100N 0003150W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD039Z2 PORTSMOUTH FBZ 503500N 0003017W - 503351N 0002652W - 503201N 0002452W - 503033N 0002410W - 500000N 0002415W following the line of latitude to - 500000N 0005745W - 503204N 0005750W - 503500N 0005315W following the line of latitude to - 503500N 0003017W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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
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 (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 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.
EGD040Z1 PORTSMOUTH FBZ 503051N 0003158W - 503038N 0003059W - 501404N 0001336W - 501325N 0001339W - 500000N 0002957W following the line of latitude to - 500000N 0003333W - 503008N 0003334W - 503040N 0003257W - 503051N 0003158W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD040Z2 PORTSMOUTH FBZ 503500N 0003209W - 503500N 0003132W - 503357N 0002657W - 501513N 0000718W - 501158N 0000730W - 500000N 0002205W following the line of latitude to - 500000N 0003945W - 503127N 0003950W - 503406N 0003646W - 503500N 0003209W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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 (UAS). 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
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 (UAS). 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.

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**
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. ASM Protocols apply. 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.
EGD064AZ1 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. 5 NM FPL Buffer.
EGD064B SOUTH WEST COMPLEX 511616N 0061643W - 511207N 0052532W - 510624N 0052510W - 503012N 0054335W - 502838N 0060046W - 511616N 0061643W	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. 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.
EGD064BZ1 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. 5 NM FPL Buffer.
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. ASM Protocols apply. 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.
EGD064CZ1 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. 5 NM FPL Buffer.

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
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 (UAS). 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 (UAS). 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.
EGD113AZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS). 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.
EGD113BZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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**
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 (UAS). 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.
EGD115AZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS). 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.
EGD115BZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD117 PENDINE 513510N 0042400W - 513629N 0043752W - 513958N 0043743W - 514515N 0043300W - 514524N 0042517W - 514445N 0042400W - 513510N 0042400W	Upper limit: 27000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 23,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 27,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information: Range Control, Tel: 01994-452240. SI 1973/1627. 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
EGD117Z1 PENDINE FBZ 514614N 0043329W - 514625N 0042444W - 514523N 0042242W - 514458N 0042223W - 513457N 0042224W - 513433N 0042241W - 513416N 0042313W - 513409N 0042354W - 513533N 0043842W - 513608N 0043929W - 514014N 0043919W - 514558N 0043412W - 514614N 0043329W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD118 PEMBREY 514625N 0042400W thence clockwise by the arc of a circle radius 3.5 NM centred on 514313N 0042144W to 514001N 0042400W - 514625N 0042400W	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 12,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft Systems (UAS) / Electronic/Optical Hazards. Service: SUACS / SUAAIS: Pembrey Range on 122.755 when open; at other times London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01554-892205. Associated aircraft operations outside area boundary; 122.755 is a common channel also used by Holbeach and Donna Nook AWRs. Ensure crossing clearance request is specific to Pembrey AWR. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0900-1600 (0800-1600), Fri 0900-1400 (0800-1300); and as activated by NOTAM.
EGD118Z1 PEMBREY FBZ 514711N 0042508W thence clockwise by the arc of a circle radius 4.5 NM centred on 514313N 0042144W to 513915N 0042508W - 513944N 0042536W - 514641N 0042537W - 514711N 0042508W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD119 BRIDGWATER BAY A circle, 4 NM radius, centred at 511224N 0031353W	Upper limit: 5000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives. Service: SUAAIS: Yeovilton APP on Channel 127.355 when open; at other times London Information on 124.750 MHz. Contact: RNAS Yeovilton Air Operations, Tel: 01935-455497. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.
EGD120 BOSCOMBE DOWN 511052N 0014802W - 511059N 0014641W - 511044N 0014308W - 511105N 0014228W thence clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510844N 0014110W - 510801N 0014248W - 510730N 0014248W - 510646N 0014409W - 510746N 0014819W thence clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511052N 0014802W	Upper limit: 2500 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. This Danger Area is contained within the extant Boscombe Down ATZ; all regulations associated with flight within an ATZ remain applicable. Upper limit is expressed by reference to height, based on Boscombe Down QFE (identical to ATZ upper limit). SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

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**
EGD122A WESSEX WEST 511329N 0021149W - 511106N 0020713W - 511006N 0015702W - 510125N 0015702W - 505938N 0020714W - 510120N 0021149W - 511329N 0021149W	Upper limit: FL160 Lower limit: FL80	Activity: Unmanned Aircraft System (UAS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. Pilots will be required to comply with ATC instructions whilst crossing EGD122A and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD122B WESSEX CENTRAL 511059N 0014641W - 511044N 0014308W - 510357N 0014230W - 510125N 0015702W - 511006N 0015702W - 511059N 0014641W	Upper limit: FL160 Lower limit: FL80	Activity: Unmanned Aircraft System (UAS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. Pilots will be required to comply with ATC instructions whilst crossing EGD122B and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD122C WESSEX EAST 511335N 0013725W - 511236N 0013044W - 510527N 0013342W - 510357N 0014230W - 511044N 0014308W - 511233N 0013942W - 511247N 0013759W - 511335N 0013725W	Upper limit: FL160 Lower limit: FL80	Activity: Unmanned Aircraft System (UAS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. Pilots will be required to comply with ATC instructions whilst crossing EGD122C and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD123 IMBER 511724N 0020107W - 511339N 0015746W - 511348N 0015705W - 511023N 0015325W - 511006N 0015702W - 511106N 0020713W - 511329N 0021149W - 511516N 0020939W - 511705N 0020312W - 511724N 0020107W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC Manageable. Vertical Limit 3000 FT ALT H24. Vertical Limit 23,000 FT ALT Mon-Thu 0800-2359 (0700-2300), Fri 0800-1730 (0700-1630). Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUACS: Boscombe Down ATC on 126.705 when open; SUAAIS: Salisbury Information on 122.755 when open; at other times SUAAIS via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: SPTA Air Operations, Tel: 01980-674710 or 674730 when open. SI 1963/1293, SI 1981/1882. Aircraft approved into Danger Areas out of hours are to make blind calls on VHF 122.755. This is a common channel also used by Pembrey, Holbeach and Donna Nook AWRs - ensure calls are specific to SPTA Danger Areas. SUA Authority: DAATM (DIO). Hours: See above.
EGD123Z1 IMBER FBZ 511827N 0020058W - 511811N 0015959W - 511450N 0015700W - 511438N 0015604W - 511044N 0015152W - 511012N 0015148W - 510944N 0015209W - 510925N 0015249W - 510905N 0015704W - 511009N 0020753W - 511258N 0021319W - 511346N 0021328W - 511604N 0021040W - 511802N 0020343W - 511827N 0020058W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD124 LAVINGTON A circle, 1.5 NM radius, centred at 511527N 0015812W	Upper limit: UNL Lower limit: SFC	AMC Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUACS: Boscombe Down ATC on 126.705 when open; SUAAIS: Salisbury Information on 122.755 when open; at other times SUAAIS via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: SPTA Air Operations, Tel: 01980-674710. SI 1981/1882. Aircraft approved into Danger Areas out of hours are to make blind calls on VHF 122.755. This is a common channel also used by Pembrey, Holbeach and Donna Nook AWRs - ensure calls are specific to SPTA Danger Areas. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD124Z1 LAVINGTON FBZ A circle, 2.5 NM radius, centred at 511527N 0015812W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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**
EGD125 LARKHILL 511828N 0015004W - 511059N 0014641W - 511023N 0015325W - 511348N 0015705W - 511339N 0015746W - 511724N 0020107W - 511807N 0015635W - 511828N 0015004W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC Manageable. Vertical Limit 3000 FT ALT H24. Vertical Limit 23,000 FT ALT Mon-Thu 0800-2359 (0700-2300), Fri 0800-1730 (0700-1630). Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUACS: Boscombe Down ATC on 126.705 when open; SUAAIS: Salisbury Information on 122.755 when open; at other times SUAAIS via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: SPTA Air Operations, Tel: 01980-674710 or 674730. SI 1965/1327, SI 1981/1882. Aircraft approved into Danger Areas out of hours are to make blind calls on VHF 122.755. This is a common channel also used by Pembrey, Holbeach and Donna Nook AWRs - ensure calls are specific to SPTA Danger Areas. SUA Authority: DAATM (DIO). Hours: See above.
EGD125Z1 LARKHILL FBZ 511819N 0020152W - 511906N 0015651W - 511930N 0014938W - 511905N 0014841W - 511103N 0014504W - 511037N 0014510W - 511015N 0014532W - 511001N 0014607W - 510921N 0015339W - 510935N 0015429W - 511236N 0015743W - 511235N 0015747W - 511251N 0015852W - 511707N 0020241W - 511735N 0020244W - 511801N 0020226W - 511819N 0020152W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD126 BULFORD 511621N 0013746W - 511525N 0013606W - 511247N 0013759W - 511233N 0013942W - 511044N 0014308W - 511059N 0014641W - 511351N 0014759W thence clockwise by the arc of a circle radius 5 NM centred on 510912N 0014504W to 511354N 0014225W - 511621N 0013746W	Upper limit: FL90 Lower limit: SFC	Vertical Limit 1400 FT ALT H24. Vertical Limit OCNL notified up to FL 90 by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (UAS). Service: SUACS: Boscombe Down ATC on 126.705 when open; SUAAIS: Salisbury Information on 122.755 when open; at other times SUAAIS via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: SPTA Air Operations, Tel: 01980-674710 or 01980-674730 or Boscombe Down ATC, Tel: 01980-663246. SI 1970/1282, SI 1981/1882. Aircraft approved into Danger Areas out of hours are to make blind calls on VHF 122.755. This is a common channel also used by Pembrey, Holbeach and Donna Nook AWRs - ensure calls are specific to SPTA Danger Areas. SUA Authority: DAATM (DIO). Hours: See above.

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
EGD127 PORTON 510552N 0014315W - 510632N 0014435W - 510730N 0014248W - 510801N 0014248W - 511012N 0013750W - 510752N 0013650W - 510703N 0013843W - 510552N 0014315W	Upper limit: 12000 FT ALT Lower limit: SFC	Vertical Limit 12,000 FT ALT 0600-1800 (0500-1700). Vertical Limit 8000 FT ALT 1800-0600 (1700-0500). Vertical Limit OCNL notified to altitudes up to 12,000 FT ALT by NOTAM. Activity: Para Dropping / Ordnance, Munitions and Explosives / Electronic/optical hazards / Unmanned Aircraft System (UAS). Service: SUACS / SUAAIS: Boscombe Down Zone on 126.705 when open; at other times London Information on 124.750 MHz. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. SI 1977/1611. SUA Authority: DAATM (DIO). Hours: H24
EGD128 EVERLEIGH 511852N 0014215W - 511621N 0013746W - 511354N 0014225W thence anti-clockwise by the arc of a circle radius 5 NM centred on 510912N 0014504W to 511351N 0014759W - 511828N 0015004W - 511852N 0014215W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC Manageable Vertical Limit 1400 FT ALT H24 Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (UAS). Service: SUACS: Boscombe Down ATC on 126.705 when open; SUAAIS: Salisbury Information on 122.755 when open; at other times SUAAIS via London Information on 124.750 MHz. Contact: Pre-flight information: SPTA Air Operations, Tel: 01980-674710 or 674730. SI 1981/1882. Aircraft approved into Danger Areas out of hours are to make blind calls on VHF 122.755. This is a common channel also used by Pembrey, Holbeach and Donna Nook AWRs - ensure calls are specific to SPTA Danger Areas. SUA Authority: DAATM (DIO). Hours: See above.
EGD128Z1 EVERLEIGH FBZ 511925N 0015057W - 511953N 0014203W - 511945N 0014126W - 511657N 0013627W - 511633N 0013610W - 511607N 0013611W - 511543N 0013629W - 511257N 0014144W - 511252N 0014234W thence anti-clockwise by the arc of a circle radius 4 NM centred on 510912N 0014504W to 511246N 0014757W - 511307N 0014918W - 511839N 0015148W - 511925N 0015057W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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**
EGD129 WESTON-ON-THE-GREEN A circle, 2 NM radius, centred at 515246N 0011320W	Upper limit: FL120 Lower limit: SFC	Activity: Para Dropping. Service: SUAAIS: Brize Zone on 119.005. SUACS: Oxford Approach on 125.090 MHz. Contact: Pre-flight information / Booking: Brize Norton, Tel: 01993-895147. Parachuting activity up to FL 135 may be conducted with London Control (Swanwick) permission. Regular activity SR-SS to FL 85 described in ENR 5.5. SUA Authority: DAATM (HQ Air). Hours: Mon-Fri SR-SS and as activated by NOTAM.
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 (UAS). 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 (UAS). 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 (UAS). 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
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 (UAS). 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.
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 (UAS) / 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.
EGD136Z1 SHOEBURYNESS FBZ 513309N 0004857E - 513044N 0005235E - 513008N 0005243E - 512934N 0005217E - 512916N 0005125E - 512931N 0004630E - 512946N 0004551E - 513010N 0004527E - 513038N 0004522E - 513245N 0004638E - 513311N 0004707E - 513319N 0004810E - 513309N 0004857E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS) / 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.

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**
EGD138AZ1 SHOEBURYNESS FBZ 514100N 0011642E - 514040N 0011730E - 514007N 0011753E - 513932N 0011743E - 513919N 0011723E - 513627N 0011304E - 513614N 0011230E following the line of latitude to - 513614N 0005503E - 513640N 0005411E - 513720N 0005355E - 513757N 0005422E - 514054N 0010318E - 514057N 0010329E - 514100N 0010348E following the line of latitude to - 514100N 0011642E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS) / 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.
EGD138BZ1 SHOEBURYNESS FBZ 514300N 0011939E - 514241N 0012028E - 514208N 0012052E - 514132N 0012042E - 513910N 0011710E - 513900N 0011633E following the line of latitude to - 513900N 0010326E - 513927N 0010233E - 514009N 0010219E - 514044N 0010248E - 514054N 0010318E - 514257N 0011055E - 514300N 0011114E following the line of latitude to - 514300N 0011939E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS) / 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.
EGD138CZ1 SHOEBURYNESS FBZ 513859N 0005729E - 513846N 0005844E - 513646N 0010033E - 513558N 0010012E - 513440N 0005636E - 513451N 0005522E - 513648N 0005311E - 513740N 0005331E - 513859N 0005729E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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
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 (UAS) / 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.
EGD138DZ1 SHOEBURYNESS FBZ 513814N 0011235E - 513750N 0011327E - 513711N 0011344E - 513641N 0011326E - 513627N 0011304E - 512903N 0005336E - 512859N 0005303E - 512911N 0005046E - 512921N 0005016E - 513152N 0004630E - 513226N 0004627E - 513245N 0004638E - 513424N 0004829E - 513505N 0004842E - 513553N 0004839E - 513618N 0004857E - 513750N 0005149E - 513759N 0005229E - 513800N 0005303E - 513756N 0005408E - 513814N 0005511E following the line of latitude to - 513814N 0011235E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS). 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 (UAS). 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 (UAS) / 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 (UAS). 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. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / 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.
EGD201AZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / 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.
EGD201BZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD201C ABERPORTH 525019N 0045319W - 524500N 0044018W following the line of latitude to - 524500N 0045319W - 525019N 0045319W	Upper limit: UNL Lower limit: FL145	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / 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. 1 NM FPL Buffer.
EGD201CZ2 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. 5 NM FPL Buffer.

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. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / 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. 1 NM FPL Buffer.
EGD201DZ2 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. 5 NM FPL Buffer.
EGD201F ABERPORTH 521236N 0052244W - 521000N 0050822W - 520903N 0050057W - 520840N 0043847W - 520612N 0044900W - 520816N 0051829W - 521236N 0052244W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / 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.
EGD201FZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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
EGD201G ABERPORTH 524417N 0053000W - 523427N 0052148W - 522013N 0052151W - 521307N 0051616W - 521000N 0050822W - 521236N 0052244W - 522000N 0053000W - 524417N 0053000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / 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.
EGD201GZ1 ABERPORTH FBZ 524523N 0053000W - 524503N 0052847W - 523441N 0052010W - 522026N 0052013W - 521348N 0051500W - 521039N 0050658W - 520956N 0050638W - 520915N 0050708W - 520856N 0050814W - 521145N 0052347W - 521921N 0053116W - 522000N 0053000W - 524523N 0053000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD201H ABERPORTH 523000N 0051806W following the line of latitude to - 523000N 0041200W - 521600N 0041200W - 521000N 0042942W - 520848N 0042904W - 520702N 0043810W - 520840N 0043847W - 520903N 0050057W - 523000N 0051806W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / 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.
EGD201HZ1 ABERPORTH FBZ 523100N 0051832W following the line of latitude to - 523100N 0041119W - 523025N 0041022W - 521544N 0041022W - 521515N 0041050W - 520932N 0042745W - 520843N 0042719W - 520759N 0042756W - 520601N 0043800W - 520603N 0043840W - 520616N 0043916W - 520636N 0043940W - 520741N 0044005W - 520804N 0050127W - 520821N 0050212W - 522947N 0051945W - 523018N 0051943W - 523045N 0051916W - 523100N 0051832W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD201HZ2 ABERPORTH FBZ 523500N 0052014W following the line of latitude to - 523500N 0040837W - 523204N 0040349W - 521438N 0040352W - 521217N 0040608W - 520708N 0042120W - 520440N 0042324W - 520157N 0043719W - 520210N 0044041W - 520312N 0044338W - 520346N 0044420W - 520406N 0050324W - 520535N 0050712W - 522855N 0052622W - 523131N 0052611W - 523344N 0052357W - 523500N 0052014W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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**
EGD201J ABERPORTH 530300N 0053000W following the line of latitude to - 530300N 0045319W - 524500N 0045319W following the line of latitude to - 524500N 0044018W - 523316N 0041200W - 523000N 0041200W following the line of latitude to - 523000N 0051806W - 524417N 0053000W - 530300N 0053000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / 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.
EGD201JZ1 ABERPORTH FBZ 530400N 0053000W following the line of latitude to - 530400N 0045238W - 530325N 0045140W - 524600N 0045140W following the line of latitude to - 524600N 0043948W - 523357N 0041044W - 523331N 0041022W - 522935N 0041022W - 522900N 0041120W following the line of latitude to - 522900N 0051833W - 522918N 0051921W - 524205N 0053000W - 530400N 0053000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD201JZ2 ABERPORTH FBZ 530800N 0053000W following the line of latitude to - 530800N 0044956W - 530506N 0044501W - 525000N 0044504W following the line of latitude to - 525000N 0043746W - 523641N 0040541W - 523430N 0040348W - 522756N 0040350W - 522500N 0040837W following the line of latitude to - 522500N 0052031W - 522632N 0052424W - 523316N 0053000W - 530800N 0053000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD201K ABERPORTH 522000N 0053000W - 520816N 0051829W - 521038N 0053000W - 522000N 0053000W	Upper limit: FL145 Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / 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. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201KZ1 ABERPORTH FBZ 522104N 0053000W - 522048N 0052853W - 521307N 0052120W - 520831N 0051650W - 520753N 0051654W - 520724N 0051732W - 520713N 0051831W - 520947N 0053101W - 521019N 0053137W - 521910N 0053138W - 522000N 0053000W - 522104N 0053000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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
EGD202A WEST WALES 521250N 0042121W - 521600N 0041200W - 521545N 0040958W - 520135N 0041430W - 520019N 0042519W - 521250N 0042121W	Upper limit: FL100 Lower limit: FL60	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). 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. Pilots will be required to comply with ATC instructions whilst crossing EGD202A and will be provided with an appropriate Flight Information Service. Pilots who may be unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD202AZ1 WEST WALES FBZ 521703N 0041216W - 521639N 0040859W - 521558N 0040814W - 520105N 0041300W - 520040N 0041343W - 515917N 0042525W - 515926N 0042611W - 515947N 0042645W - 520016N 0042659W - 521315N 0042253W - 521336N 0042227W - 521703N 0041216W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD202B WEST WALES 521250N 0042121W - 521600N 0041200W - 521433N 0040004W - 520320N 0040343W - 520545N 0042336W - 521250N 0042121W	Upper limit: FL225 Lower limit: FL100	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). 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. Pilots will be required to comply with ATC instructions whilst crossing EGD202B and will be provided with an appropriate Flight Information Service. Pilots who may be unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD202BZ1 WEST WALES FBZ 521703N 0041216W - 521527N 0035905W - 521446N 0035820W - 520244N 0040216W - 520216N 0040323W - 520451N 0042434W - 520532N 0042519W - 521315N 0042253W - 521336N 0042227W - 521703N 0041216W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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**
EGD202C WEST WALES 521433N 0040004W - 521047N 0033002W - 520721N 0033015W - 520501N 0033532W - 520211N 0034019W - 520030N 0034053W - 520320N 0040343W - 521433N 0040004W	Upper limit: FL225 Lower limit: FL100	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). 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. Pilots will be required to comply with ATC instructions whilst crossing EGD202C and will be provided with an appropriate Flight Information Service. Pilots who may be unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD202CZ1 WEST WALES FBZ 521537N 0040024W - 521141N 0032907W - 521107N 0032823W - 520705N 0032839W - 520640N 0032900W - 520415N 0033430W - 520141N 0033850W - 515954N 0033926W - 515926N 0034033W - 520226N 0040441W - 520307N 0040526W - 521509N 0040132W - 521537N 0040024W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD202D WEST WALES 520840N 0043847W - 520702N 0043810W - 520848N 0042904W - 521000N 0042942W - 521250N 0042121W - 520019N 0042519W - 515840N 0043902W - 520555N 0044130W thence clockwise by the arc of a circle radius 5 NM centred on 520653N 0043334W to 520801N 0044128W - 520840N 0043847W	Upper limit: FL125 Lower limit: SFC	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). 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. Pilots will be required to comply with ATC instructions whilst crossing EGD202D and will be provided with an appropriate Flight Information Service. Pilots who may be unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD202DZ1 WEST WALES FBZ 520927N 0043743W - 520906N 0043717W - 520818N 0043659W - 520927N 0043107W - 521002N 0043125W - 521042N 0043100W - 521351N 0042143W - 521349N 0042046W - 521328N 0042001W - 521256N 0041940W - 515950N 0042349W - 515924N 0042431W - 515736N 0043922W - 515804N 0044029W - 520543N 0044307W thence clockwise by the arc of a circle radius 6 NM centred on 520653N 0043334W to 520830N 0044256W - 520852N 0044225W - 520940N 0043903W - 520939N 0043820W - 520927N 0043743W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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 (UAS). 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
EGD203Z1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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	AMC - Manageable Activity: Ordnance, Munitions and Explosives / High Energy Manoeuvres / Unmanned Aircraft System (UAS) / 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. 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.
EGD207Z1 HOLBEACH FBZ 525421N 0000455E thence clockwise by the arc of a circle radius 7.5 NM centred on 525000N 0001500E to 525313N 0002610E - 525242N 0002608E - 524746N 0002111E - 524730N 0002026E following the line of latitude to - 524730N 0001134E - 524746N 0001049E - 525344N 0000453E - 525421N 0000455E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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
EGD207Z2 HOLBEACH FBZ 525533N 0000137W thence clockwise by the arc of a circle radius 11.5 NM centred on 525000N 0001500E to 525357N 0003249E - 525131N 0003240E - 524448N 0002555E - 524330N 0002210E following the line of latitude to - 524330N 0000950E - 524448N 0000603E - 525242N 0000148W - 525533N 0000137W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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 (UAS). 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 (UAS). 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 (UAS) / 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

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
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 (UAS) / 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.
EGD217B LLANBEDR 525306N 0040947W - 525028N 0040939W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 524617N 0040510W - 524333N 0040503W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 525306N 0040947W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS) / 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.
EGD217C LLANBEDR 524942N 0041102W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 524617N 0040510W - 524603N 0040510W - 523933N 0041231W - 524222N 0041917W - 524942N 0041102W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS) / 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.
EGD217D LLANBEDR 524222N 0041917W - 523933N 0041231W - 523526N 0041712W - 523816N 0042359W - 524222N 0041917W	Upper limit: 6000 FT ALT Lower limit: 2000 FT ALT	Activity: Unmanned Aircraft System (UAS) / 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.
EGD217E LLANBEDR 525307N 0040530W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 524333N 0040503W - 525307N 0040530W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS) / 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.
EGD217F LLANBEDR 525306N 0040947W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 525307N 0040530W - 525022N 0040522W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 525028N 0040939W - 525306N 0040947W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS) / 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
EGD217G 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: 6000 FT ALT Lower limit: 2000 FT ALT	Activity: Unmanned Aircraft System (UAS) / 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.
EGD217H LLANBEDR 525306N 0040947W - 525028N 0040939W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 524617N 0040510W - 524333N 0040503W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 525306N 0040947W	Upper limit: 6000 FT ALT Lower limit: 2000 FT ALT	Activity: Unmanned Aircraft System (UAS) / 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.
EGD217I LLANBEDR 524942N 0041102W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 524617N 0040510W - 524603N 0040510W - 523933N 0041231W - 524222N 0041917W - 524942N 0041102W	Upper limit: 6000 FT ALT Lower limit: 2000 FT ALT	Activity: Unmanned Aircraft System (UAS) / 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.
EGD217J LLANBEDR 525307N 0040530W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 524333N 0040503W - 525307N 0040530W	Upper limit: 6000 FT ALT Lower limit: 2000 FT ALT	Activity: Unmanned Aircraft System (UAS) / 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.
EGD217K LLANBEDR 525306N 0040947W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 525307N 0040530W - 525022N 0040522W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 525028N 0040939W - 525306N 0040947W	Upper limit: 6000 FT ALT Lower limit: 2000 FT ALT	Activity: Unmanned Aircraft System (UAS) / 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.
EGD218A FAIRFORD 514815N 0013543W - 514016N 0013518W - 513958N 0014917W - 514110N 0015928W - 514744N 0015952W - 514815N 0013543W	Upper limit: FL95 Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Brize Radar on 124.280. SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: HN Activated by NOTAM. Only available HN.

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
EGD218AZ1 FAIRFORD FBZ 514915N 0013506W - 514841N 0013407W - 513953N 0013341W - 513916N 0013435W - 513858N 0014925W - 514015N 0020019W - 514047N 0020103W - 514806N 0020130W - 514843N 0020035W - 514915N 0013506W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD218B FAIRFORD 520518N 0020404W - 514803N 0014539W - 514749N 0015601W - 514901N 0020407W - 515342N 0022132W - 520518N 0020404W	Upper limit: FL240 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Below FL180 Brize Radar on channel 124.280. At/ above FL180 Swanwick Mil on 128.700 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: HN Activated by NOTAM.
EGD218BZ1 FAIRFORD FBZ 520620N 0020443W - 520615N 0020309W - 514806N 0014347W - 514704N 0014439W - 514649N 0015611W - 514804N 0020438W - 515259N 0022256W - 515359N 0022317W - 520620N 0020443W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD218C FAIRFORD 521533N 0021510W - 520518N 0020404W - 515342N 0022132W - 515701N 0023402W - 520117N 0023842W - 521533N 0021510W	Upper limit: FL660 Lower limit: FL180	AMC - Manageable. ASM Protocols apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil on 128.700 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: HN Activated by NOTAM.
EGD218CZ1 FAIRFORD FBZ 521636N 0021545W - 521630N 0021414W - 520534N 0020225W - 520452N 0020230W - 515247N 0022042W - 515239N 0022142W - 515613N 0023507W - 520102N 0024022W - 520145N 0024015W - 521636N 0021545W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD218D FAIRFORD 523258N 0023414W - 521533N 0021510W - 520117N 0023842W - 521342N 0025221W - 522607N 0025118W - 523258N 0023414W	Upper limit: FL660 Lower limit: FL200	AMC - Manageable. ASM Protocols apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil on 128.700 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: HN 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**
EGD218DZ1 FAIRFORD FBZ 523402N 0023434W - 523352N 0023315W - 521549N 0021329W - 521506N 0021336W - 520015N 0023806W - 520020N 0023937W - 521325N 0025400W - 522640N 0025253W - 523402N 0023434W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219A RPAS CORRIDOR 523258N 0023414W - 521159N 0010428W - 515150N 0015658W - 515342N 0022132W - 520518N 0020404W - 521533N 0021510W - 523258N 0023414W	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil 128.700 MHz and 252.875 MHz. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD219AZ1 RPAS CORRIDOR FBZ 523402N 0023434W - 523356N 0023347W - 521248N 0010326W - 521221N 0010253W - 521147N 0010248W - 521117N 0010313W - 515048N 0015636W - 515243N 0022157W - 515259N 0022256W - 515359N 0022317W - 520524N 0020608W - 521500N 0021631W - 523246N 0023558W - 523335N 0023542W - 523402N 0023434W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219B RPAS CORRIDOR 521159N 0010428W - 515209N 0002013E - 511010N 0020000E - 510700N 0020000E - 510000N 0012800E - 504741N 0012800E - 512521N 0000155W - 515150N 0015658W - 521159N 0010428W	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil 128.250 MHz and 275.625 MHz. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD219BZ1 RPAS CORRIDOR FBZ 521305N 0010438W - 515303N 0002058E - 511123N 0020000E - 510700N 0020000E - 510000N 0012800E - 504629N 0012800E - 512428N 0000238W - 515059N 0015757W - 515126N 0015831W - 515200N 0015837W - 515231N 0015813W - 521305N 0010438W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219C RPAS CORRIDOR 520402N 0024142W - 520117N 0023842W - 515701N 0023402W - 515342N 0022132W - 515150N 0015658W - 504056N 0030505W - 504551N 0031812W - 502653N 0035344W - 495214N 0054210W - 494259N 0054242W - 494501N 0080000W - 501459N 0080000W - 501305N 0054702W - 504346N 0041101W - 505821N 0034349W - 520402N 0024142W	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil 135.150 MHz and 278.600 MHz. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area 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
EGD219CZ1 RPAS CORRIDOR FBZ 520503N 0024120W - 520449N 0024036W - 520151N 0023721W - 515749N 0023258W - 515440N 0022106W - 515248N 0015622W - 515230N 0015541W - 515202N 0015520W - 515132N 0015523W - 504004N 0030404W - 503952N 0030519W - 504438N 0031803W - 502603N 0035252W - 495136N 0054039W - 494232N 0054112W - 494158N 0054208W - 494401N 0080000W - 501559N 0080000W - 501405N 0054723W - 504436N 0041153W - 505900N 0034502W - 520446N 0024253W - 520502N 0024210W - 520503N 0024120W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219D RPAS CORRIDOR 541133N 0032854E - 540746N 0040240E - 540539N 0040158E - 530557N 0031042E - 524840N 0021314E - 523658N 0001000E - 521159N 0010428W - 522555N 0020321W - 530539N 0000624W - 531758N 0020208E - 530822N 0020426E - 532053N 0024556E - 541133N 0032854E	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. ASM Protocols Apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil 135.075 MHz and 270.050 MHz. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD219DZ1 RPAS CORRIDOR FBZ 541236N 0032839E - 540840N 0040341E - 540758N 0040428E - 540519N 0040335E - 530512N 0031156E - 524742N 0021345E - 523601N 0001033E - 521100N 0010359W - 521058N 0010443W - 522505N 0020422W - 522533N 0020456W - 522607N 0020501W - 522638N 0020434W - 530637N 0000657W - 531901N 0020235E - 531831N 0020341E - 530953N 0020545E - 532138N 0024441E - 541218N 0032738E - 541236N 0032839E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219E RPAS CORRIDOR 550713N 0032945E - 542838N 0040016E - 540954N 0040323E - 540746N 0040240E - 541327N 0031125E - 550713N 0032945E	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil 135.075 MHz and 270.050 MHz. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD219EZ1 RPAS CORRIDOR FBZ 550815N 0033007E - 550755N 0033106E - 542854N 0040157E - 540951N 0040506E - 540710N 0040412E - 540642N 0040302E - 541233N 0031024E - 541306N 0030946E - 541330N 0030941E - 550744N 0032809E - 550810N 0032859E - 550815N 0033007E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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**
EGD219F RPAS CORRIDOR 574624N 0034913E - 572157N 0042700E - 555234N 0025227E - 550713N 0032945E - 541327N 0031125E - 542038N 0031004E - 555336N 0015228E - 574624N 0034913E	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. ASM Protocols apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil on 135.075 MHz and 270.050 MHz south of 55 degrees north and from Swanwick Mil on 136.375 MHz and 251.250 MHz north of 55 degrees north. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD219FZ1 RPAS CORRIDOR FBZ 574713N 0034756E - 572108N 0042815E - 555232N 0025427E - 550720N 0033134E - 541254N 0031258E - 541224N 0031152E - 541233N 0031024E - 541306N 0030946E - 542021N 0030824E - 555323N 0015040E - 555352N 0015042E - 574713N 0034756E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219G RPAS CORRIDOR 564619N 0050000E - 554346N 0050000E - 550313N 0042135E - 540954N 0040323E - 542838N 0040016E - 550713N 0032945E - 551315N 0033144E - 564619N 0050000E	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil on 135.075 MHz and 270.050 MHz south of 55 degrees north and from Swanwick Mil on 136.375 MHz and 251.250 MHz north of 55 degrees north. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD219GZ1 RPAS CORRIDOR FBZ 564719N 0050000E - 554141N 0050000E - 550253N 0042314E - 540921N 0040455E - 540853N 0040356E - 540856N 0040240E - 540926N 0040145E - 542823N 0035835E - 550705N 0032756E - 551335N 0033004E - 564719N 0045855E - 564719N 0050000E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219H RPAS CORRIDOR 610000N 0073143W - 581543N 0055534W - 561337N 0044446W - 553714N 0023450W - 535608N 0021918W - 522603N 0020353W - 523258N 0023414W - 522607N 0025118W - 521902N 0025154W - 535306N 0030946W - 551801N 0032431W - 555211N 0052852W - 580650N 0064941W - 610000N 0083622W - 610000N 0073143W	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. ASM Protocols apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil on 128.700 MHz and 252.875 MHz south of 53 degrees north and from Swanwick Mil on 127.450 MHz and 282.125 MHz north of 53 degrees north. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area 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
EGD219HZ1 RPAS CORRIDOR FBZ 610000N 0072934W - 581600N 0055345W - 561420N 0044317W - 553800N 0023338W - 553734N 0023307W - 535614N 0021737W - 522553N 0020213W - 522524N 0020234W - 522506N 0020314W - 522501N 0020404W - 523152N 0023401W - 522533N 0024943W - 521835N 0025018W - 521802N 0025113W - 521801N 0025229W - 521832N 0025327W - 535300N 0031127W - 551723N 0032609W - 555128N 0053020W - 580631N 0065129W - 610000N 0083832W - 610000N 0072934W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD220A MARHAM A circle, 5 NM radius, centred at 523854N 0003302E	Upper limit: FL105 Lower limit: SFC	Activity: Unmanned Aircraft System (UAS). Service: SUACS. Marham ATC on 124.155. SUAAIS: London Information on 124.600 MHz. Contact: Marham ATC, Tel: 01760-337261. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD220B MARHAM A circle, 5 NM radius, centred at 523854N 0003302E	Upper limit: FL195 Lower limit: FL105	Activity: Unmanned Aircraft System (UAS). Service: SUACS. Marham ATC on 124.155. SUAAIS: London Information on 124.600 MHz. Contact: Marham ATC, Tel: 01760-337261. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD304 UPPER HULME A circle, 1.5 NM radius, centred at 530951N 0015730W	Upper limit: 3500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Manchester APP on 118.580 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01785-763134. SI 1985/1082. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD305 BECKINGHAM 530554N 0004134W - 530542N 0004034W - 530427N 0004044W - 530428N 0004205W - 530534N 0004217W - 530554N 0004134W	Upper limit: 1500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 07769-730481. 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
EGD307 DONNA NOOK 532331N 0001354E - 532932N 0000503E thence clockwise by the arc of a circle radius 5 NM centred on 532830N 0001315E to 532331N 0001354E	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 20,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / High Energy Manoeuvres / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUACS: Donna Nook Range on 122.755 when open. SUAAIS: Donna Nook Range on 122.755 when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01507-359126. Associated aircraft operations outside area boundary. 122.755 is a common channel also used by Holbeach and Pembrey AWRs. Ensure crossing clearance request is specific to Donna Nook AWR. SI 1939/451. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0900-1630 (0800-1530), Fri 0900-1500 (0800-1400). September-April inclusive Mon, Wed 1630-2200 (1530-2100); and as Activated by NOTAM.
EGD307Z1 DONNA NOOK FBZ 532928N 0000320E - 532902N 0000333E - 532242N 0001253E - 532231N 0001334E thence anti-clockwise by the arc of a circle radius 6 NM centred on 532830N 0001315E to 532928N 0000320E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD307Z2 DONNA NOOK FBZ 532855N 0000328W thence clockwise by the arc of a circle radius 10 NM centred on 532830N 0001315E to 531833N 0001148E - 531930N 0000841E - 532657N 0000217W - 532855N 0000328W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD314 HARPUR HILL A circle, 0.5 NM radius, centred at 531343N 0015528W	Upper limit: 2900 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives. Service: SUAAIS: Manchester APP on 118.580 MHz. Contact: HSE (The Health and Safety Executive), Tel: 0203-028 2000. SUA Authority: DAATM (DIO). Hours: Mon-Fri 0800-1900 (0700-1800).
EGD323A SOUTHERN COMPLEX 551710N 0001428E - 550143N 0011753E - 543102N 0003132W - 544841N 0005456W - 545744N 0005457W - 551710N 0001428E	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.

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
EGD323AZ1 SOUTHERN COMPLEX FBZ 551810N 0001448E - 550231N 0011903E - 550201N 0011937E - 550126N 0011938E - 550056N 0011905E - 542958N 0003119W - 543008N 0003231W - 544820N 0005640W - 545801N 0005641W - 545830N 0005610W - 551805N 0001348E - 551810N 0001408E - 551810N 0001448E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323AZ2 SOUTHERN COMPLEX FBZ 552208N 0001223E - 552211N 0001607E - 550542N 0012342E - 550315N 0012632E - 550018N 0012636E - 545749N 0012353E - 542546N 0003027W - 542634N 0003628W - 544658N 0010334W - 545909N 0010338W - 550134N 0010102W - 552208N 0001223E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323B SOUTHERN COMPLEX 550143N 0011753E - 545059N 0020010E - 541451N 0001028W - 543102N 0003132W - 550143N 0011753E	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.
EGD323BZ1 SOUTHERN COMPLEX FBZ 550243N 0011814E - 545146N 0020120E - 545117N 0020153E - 545041N 0020154E - 545012N 0020121E - 541348N 0001016W - 541357N 0001127W - 543048N 0003323W - 543143N 0003302W - 550242N 0011729E - 550243N 0011814E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323BZ2 SOUTHERN COMPLEX FBZ 550641N 0011553E - 550643N 0011938E - 545456N 0020602E - 545228N 0020848E - 544932N 0020849E - 544703N 0020604E - 540935N 0000926W - 541024N 0001524W - 542853N 0003931W - 543103N 0004020W - 543314N 0003928W - 543459N 0003706W - 550641N 0011553E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323C SOUTHERN COMPLEX 545059N 0020010E - 544532N 0022109E - 540644N 0000002W - 541451N 0001028W - 545059N 0020010E	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.

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**
EGD323CZ1 SOUTHERN COMPLEX FBZ 545159N 0020032E - 544619N 0022220E - 544549N 0022253E - 544514N 0022253E - 544444N 0022220E - 540541N 0000010E - 540551N 0000101W - 541437N 0001219W - 541532N 0001157W - 545159N 0015947E - 545159N 0020032E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323CZ2 SOUTHERN COMPLEX FBZ 545559N 0015818E - 545558N 0020202E - 544928N 0022703E - 544659N 0022948E - 544403N 0022947E - 544135N 0022701E - 540127N 0000058E - 540217N 0000458W - 541342N 0001941W - 541817N 0001751W - 545559N 0015818E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323D SOUTHERN COMPLEX 544532N 0022109E - 543948N 0024252E - 543143N 0025434E - 541738N 0030110E - 533813N 0003557E - 540644N 0000002W - 544532N 0022109E	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.
EGD323DZ1 SOUTHERN COMPLEX FBZ 544631N 0022047E - 544631N 0022132E - 544039N 0024345E - 544031N 0024404E - 543216N 0025600E - 543205N 0025611E - 541738N 0030256E - 541727N 0030254E - 541653N 0030226E - 533711N 0003614E - 533714N 0003541E - 533719N 0003459E - 540619N 0000137W - 540645N 0000146W - 540711N 0000136W - 540732N 0000107W - 544631N 0022047E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323DZ2 SOUTHERN COMPLEX FBZ 545031N 0021918E - 545031N 0022302E - 544352N 0024813E - 543405N 0030222E - 541709N 0031013E - 541349N 0030729E - 533256N 0003652E - 533348N 0003100E - 540437N 0000757W - 540648N 0000844W - 540858N 0000752W - 541043N 0000530W - 545031N 0021918E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323E SOUTHERN COMPLEX 541738N 0030110E - 541733N 0030112E - 535535N 0025714E - 532807N 0024241E - 533813N 0003557E - 541738N 0030110E	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.

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
EGD323EZ1 SOUTHERN COMPLEX FBZ 541839N 0030049E - 541838N 0030134E - 541827N 0030214E - 541807N 0030243E - 541738N 0030256E - 535523N 0025854E - 532728N 0024406E - 532704N 0024303E - 533714N 0003541E - 533719N 0003459E - 533749N 0003422E - 533823N 0003412E - 533858N 0003443E - 541839N 0030049E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323EZ2 SOUTHERN COMPLEX FBZ 542239N 0025926E - 542237N 0030310E - 542140N 0030632E - 542000N 0030855E - 541757N 0030951E - 535433N 0030533E - 532452N 0024944E - 532254N 0024430E - 533327N 0003211E - 533545N 0002808E - 533902N 0002712E - 534159N 0002946E - 542239N 0025926E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323F SOUTHERN COMPLEX 545744N 0005457W - 544841N 0005456W - 542402N 0005518W - 544229N 0011251W - 545210N 0010815W - 545513N 0010343W - 545744N 0005457W	Upper limit: FL660 Lower limit: FL150	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.
EGD323FZ1 SOUTHERN COMPLEX FBZ 545845N 0005519W - 545844N 0005425W - 545827N 0005339W - 545800N 0005313W - 544840N 0005312W - 542341N 0005336W - 542315N 0005411W - 542302N 0005455W - 542303N 0005549W - 542318N 0005630W - 542331N 0005645W - 544211N 0011431W - 544234N 0011436W - 545232N 0010952W - 545244N 0010941W - 545557N 0010455W - 545604N 0010439W - 545845N 0005519W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323FZ2 SOUTHERN COMPLEX FBZ 550247N 0005649W - 550240N 0005218W - 550118N 0004828W - 545902N 0004616W - 544839N 0004618W - 542217N 0004646W - 541937N 0005023W - 541847N 0005602W - 542008N 0010123W - 544055N 0012112W - 544251N 0012136W - 545434N 0011605W - 545914N 0010910W - 550247N 0005649W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323G SOUTHERN COMPLEX 544841N 0005456W - 543102N 0003132W - 542402N 0005518W - 544841N 0005456W	Upper limit: FL660 Lower limit: FL150	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.

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**
EGD323GZ1 SOUTHERN COMPLEX FBZ 544944N 0005458W - 544932N 0005354W - 543127N 0002956W - 543101N 0002947W - 543035N 0002957W - 543014N 0003026W - 542302N 0005455W - 542303N 0005549W - 542318N 0005630W - 542331N 0005645W - 542347N 0005701W - 544900N 0005640W - 544931N 0005601W - 544944N 0005458W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323GZ2 SOUTHERN COMPLEX FBZ 545019N 0010334W - 545254N 0010019W - 545355N 0005505W - 545259N 0004947W - 543310N 0002333W - 543059N 0002245W - 542849N 0002337W - 542704N 0002559W - 541900N 0005325W - 541906N 0005754W - 542029N 0010142W - 542246N 0010352W - 545019N 0010334W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323H SOUTHERN COMPLEX 543102N 0003132W - 541451N 0001028W - 540726N 0003547W - 542402N 0005518W - 543102N 0003132W	Upper limit: FL660 Lower limit: FL150	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.
EGD323HZ1 SOUTHERN COMPLEX FBZ 543202N 0003127W - 543158N 0003052W - 543146N 0003021W - 541516N 0000853W - 541450N 0000843W - 541424N 0000854W - 541403N 0000922W - 540628N 0003518W - 540626N 0003555W - 540631N 0003631W - 540644N 0003701W - 542331N 0005645W - 542347N 0005701W - 542410N 0005700W - 542430N 0005652W - 542450N 0005624W - 543200N 0003202W - 543202N 0003127W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323HZ2 SOUTHERN COMPLEX FBZ 543618N 0003237W - 543529N 0002635W - 541559N 0000115W - 541125N 0000306W - 540208N 0003450W - 540304N 0004059W - 542304N 0010432W - 542727N 0010239W - 543618N 0003237W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323J SOUTHERN COMPLEX 541451N 0001028W - 540644N 0000002W - 535908N 0002606W - 540726N 0003547W - 541451N 0001028W	Upper limit: FL660 Lower limit: FL150	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.

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
EGD323JZ1 SOUTHERN COMPLEX FBZ 541552N 0001022W - 541547N 0000947W - 541535N 0000917W - 540709N 0000133E - 540643N 0000143E - 540617N 0000132E - 540556N 0000103E - 535810N 0002537W - 535807N 0002613W - 535813N 0002649W - 535825N 0002719W - 540703N 0003724W - 540729N 0003732W - 540754N 0003721W - 540814N 0003653W - 541549N 0001057W - 541552N 0001022W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323JZ2 SOUTHERN COMPLEX FBZ 542007N 0001130W - 541917N 0000531W - 540751N 0000910E - 540317N 0000718E - 535350N 0002509W - 535446N 0003117W - 540629N 0004459W - 541053N 0004304W - 542007N 0001130W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323K SOUTHERN COMPLEX 540644N 0000002W - 533813N 0003557E - 534331N 0000805W - 535908N 0002606W - 540644N 0000002W	Upper limit: FL660 Lower limit: FL150	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.
EGD323KZ1 SOUTHERN COMPLEX FBZ 540745N 0000004E - 540740N 0000039E - 540728N 0000109E - 533834N 0003737E - 533756N 0003739E - 533726N 0003706E - 533711N 0003614E - 533714N 0003541E - 534235N 0000844W - 534248N 0000918W - 535845N 0002742W - 535910N 0002750W - 535936N 0002739W - 535956N 0002711W - 540742N 0000031W - 540745N 0000004E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323KZ2 SOUTHERN COMPLEX FBZ 541200N 0000102W - 541110N 0000456E - 533956N 0004416E - 533650N 0004426E - 533413N 0004136E - 533301N 0003648E - 533901N 0001306W - 535811N 0003515W - 540235N 0003320W - 541200N 0000102W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323L SOUTHERN COMPLEX 552430N 0004952E - 550944N 0014759E - 550143N 0011753E - 551710N 0001428E - 552430N 0004952E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.

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**
EGD323LZ1 SOUTHERN COMPLEX FBZ 552530N 0004936E - 552529N 0005016E - 551031N 0014910E - 551002N 0014943E - 550926N 0014943E - 550857N 0014910E - 550043N 0011817E - 550043N 0011732E - 551622N 0001318E - 551653N 0001243E - 551730N 0001244E - 551758N 0001319E - 551805N 0001348E - 552530N 0004936E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323LZ2 SOUTHERN COMPLEX FBZ 552931N 0004829E - 552927N 0005151E - 551257N 0015641E - 550632N 0015642E - 545644N 0011953E - 545642N 0011608E - 551352N 0000537E - 552040N 0000551E - 552931N 0004829E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323M SOUTHERN COMPLEX 550944N 0014759E - 545840N 0022938E - 545059N 0020010E - 550143N 0011753E - 550944N 0014759E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.
EGD323MZ1 SOUTHERN COMPLEX FBZ 551044N 0014821E - 545926N 0023053E - 545851N 0023126E - 545813N 0023117E - 545750N 0023039E - 544959N 0020032E - 544959N 0015948E - 550055N 0011643E - 550124N 0011609E - 550159N 0011608E - 550229N 0011641E - 551044N 0014736E - 551044N 0014821E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323MZ2 SOUTHERN COMPLEX FBZ 551443N 0014603E - 551443N 0014952E - 550234N 0023538E - 550005N 0023820E - 545709N 0023817E - 545443N 0023530E - 544600N 0020203E - 544559N 0015820E - 545743N 0011205E - 550010N 0010914E - 550306N 0010909E - 550536N 0011152E - 551443N 0014603E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323N SOUTHERN COMPLEX 545840N 0022938E - 544951N 0023752E - 544532N 0022109E - 545059N 0020010E - 545840N 0022938E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.

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
EGD323NZ1 SOUTHERN COMPLEX FBZ 545946N 0022939E - 545926N 0023053E - 545009N 0023933E - 544944N 0023937E - 544920N 0023923E - 544902N 0023853E - 544432N 0022132E - 544432N 0022047E - 545011N 0015859E - 545041N 0015826E - 545116N 0015826E - 545146N 0015859E - 545946N 0022939E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323NZ2 SOUTHERN COMPLEX FBZ 550401N 0022912E - 550246N 0023540E - 545117N 0024620E - 544913N 0024637E - 544715N 0024527E - 544543N 0024301E - 544032N 0022300E - 544032N 0021918E - 544701N 0015419E - 544929N 0015132E - 545226N 0015130E - 545454N 0015414E - 550401N 0022912E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323P SOUTHERN COMPLEX 544951N 0023752E - 543143N 0025434E - 543948N 0024252E - 544532N 0022109E - 544951N 0023752E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.
EGD323PZ1 SOUTHERN COMPLEX FBZ 545055N 0023746E - 545040N 0023904E - 543205N 0025611E - 543143N 0025621E - 543106N 0025605E - 543040N 0025459E - 543047N 0025341E - 543859N 0024148E - 544444N 0021959E - 544514N 0021926E - 544549N 0021926E - 544619N 0021959E - 545055N 0023746E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323PZ2 SOUTHERN COMPLEX FBZ 545513N 0023726E - 545356N 0024353E - 543221N 0030342E - 542838N 0030205E - 542630N 0025638E - 542702N 0025007E - 543543N 0023732E - 544135N 0021517E - 544403N 0021232E - 544700N 0021231E - 544928N 0021517E - 545513N 0023726E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323Q SOUTHERN COMPLEX 553347N 0013625E - 553150N 0015622E - 551616N 0021300E - 550944N 0014759E - 552430N 0004952E - 553347N 0013625E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.

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**
EGD323QZ1 SOUTHERN COMPLEX FBZ 553448N 0013629E - 553247N 0015703E - 553232N 0015740E - 551646N 0021431E - 551635N 0021442E - 551611N 0021447E - 551546N 0021434E - 551527N 0021404E - 550844N 0014822E - 550844N 0014736E - 552342N 0004840E - 552413N 0004806E - 552450N 0004808E - 552520N 0004846E - 553446N 0013603E - 553448N 0013629E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323QZ2 SOUTHERN COMPLEX FBZ 553855N 0013540E - 553634N 0015946E - 553521N 0020254E - 551656N 0022231E - 551239N 0022011E - 550445N 0014954E - 550444N 0014607E - 552116N 0004055E - 552803N 0004117E - 553855N 0013540E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323R SOUTHERN COMPLEX 551616N 0021300E - 545840N 0022938E - 550944N 0014759E - 551616N 0021300E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). 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. Not available Sat/Sun/PH.
EGD323RZ1 SOUTHERN COMPLEX FBZ 551720N 0021255E - 551706N 0021410E - 551646N 0021431E - 545851N 0023126E - 545813N 0023117E - 545750N 0023039E - 545743N 0023009E - 545738N 0022924E - 550857N 0014647E - 550926N 0014614E - 551001N 0014614E - 551031N 0014647E - 551720N 0021255E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323RZ2 SOUTHERN COMPLEX FBZ 552137N 0021232E - 552022N 0021903E - 545751N 0024015E - 545237N 0023137E - 550631N 0013917E - 551255N 0013914E - 552137N 0021232E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD324A WADDINGTON LOW A circle, 5 NM radius, centred at 530958N 0003126W	Upper limit: FL105 Lower limit: SFC	Activity: Unmanned Aircraft System (UAS) / High Energy Manoeuvres. Service: SUACS: Waddington ATC on 119.505. SUAAIS: London Information on 124.600 MHz. Contact: Waddington ATC, Tel: 01522-727451/727452. High energy manoeuvres related to display flying training only. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD324B WADDINGTON MEDIUM 531343N 0004324W - 530818N 0001452W - 525556N 0002123W - 530120N 0004950W - 531343N 0004324W	Upper limit: FL195 Lower limit: FL105	Activity: Unmanned Aircraft System (UAS). Service: SUACS: Waddington ATC on 119.505. SUAAIS: London Information on 124.600 MHz. Contact: Waddington ATC, Tel: 01522-727451/727452. 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
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 (UAS). 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.
EGD402AZ1 LUCE BAY (N) FBZ 550433N 0050530W - 550431N 0050449W - 550422N 0050358W - 545700N 0045658W following the line of latitude to - 545700N 0044716W - 545644N 0044628W - 544702N 0043650W - 544623N 0043658W - 544554N 0043746W - 544548N 0043854W - 544922N 0045051W - 544948N 0045120W - 545037N 0045127W - 545114N 0045219W - 545111N 0045307W - 544935N 0045507W - 544556N 0045445W - 544248N 0045211W - 544057N 0044929W - 544003N 0044543W - 543930N 0044507W - 543851N 0044512W - 543821N 0044556W - 543712N 0045402W - 543729N 0045507W - 545756N 0051353W - 545823N 0051355W - 550251N 0051038W - 550306N 0051014W - 550433N 0050530W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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**
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.
EGD402BZ1 LUCE BAY (N) FBZ 550433N 0050530W - 550352N 0045334W - 550335N 0045250W - 545614N 0044559W - 545543N 0044601W - 545516N 0044629W - 545500N 0044717W following the line of latitude to - 545500N 0045829W - 545517N 0045918W - 550318N 0050654W - 550351N 0050652W - 550418N 0050622W - 550433N 0050530W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD402C LUCE BAY (N) A circle, 3000 FT radius, centred at 545659N 0045752W	Upper limit: 4000 FT ALT Lower limit: SFC	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	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / 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.

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
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 (UAS) / 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD405 KIRKCUDBRIGHT 544647N 0040349W - 544744N 0040214W - 544828N 0040040W - 544818N 0035705W - 544710N 0035630W - 543800N 0034806W - 543302N 0035720W - 543315N 0041341W - 543537N 0041514W - 544647N 0040349W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 15,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: Kirkcudbright Range TSO, Tel: 01412-248500. DTSO 01412-248501. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD405Z1 KIRKCUDBRIGHT FBZ 544930N 0040113W - 544916N 0035625W - 544853N 0035535W - 544733N 0035454W - 543810N 0034618W - 543730N 0034630W - 543202N 0035641W - 543215N 0041415W - 543237N 0041506W - 543528N 0041659W - 543556N 0041655W - 544724N 0040512W - 544828N 0040324W - 544930N 0040113W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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**
EGD406A ESKMEALS 542057N 0032747W thence clockwise by the arc of a circle radius 2 NM centred on 541900N 0032705W to 541701N 0032723W - 540634N 0033920W thence clockwise by the arc of a circle radius 15 NM centred on 541900N 0032505W to 542357N 0034917W - 542846N 0033842W - 542057N 0032747W	Upper limit: 80000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 50,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 80,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Balloons / Electronic/Optical Hazards. Service: SUAAIS: London Information on 125.475 MHz. Contact: Pre-flight information: Eskmeals Range, Tel: 01229-712245/ 712233. Aircraft following the west coast may proceed through the Danger Area at a height not below 2000 FT but it is essential that they remain east of the main railway line paralleling the coast while within the Danger Area. SI 1982/1180. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD406AZ1 ESKMEALS FBZ 542948N 0033912W - 542943N 0033749W - 542200N 0032702W thence clockwise by the arc of a circle radius 3 NM centred on 541900N 0032705W to 541602N 0032628W - 540541N 0033818W - 540530N 0033940W thence clockwise by the arc of a circle radius 16 NM centred on 541900N 0032505W to 542434N 0035043W - 542948N 0033912W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD406B ESKMEALS 541913N 0035042W thence anti-clockwise by the arc of a circle radius 15 NM centred on 541900N 0032505W to 541049N 0034630W - 540804N 0035336W thence clockwise by the arc of a circle radius 20 NM centred on 541900N 0032505W to 541916N 0035914W - 541913N 0035042W	Upper limit: 80000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 50,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 80,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Balloons / Electronic/Optical Hazards. Service: SUAAIS: London Information on 125.475 MHz. Contact: Pre-flight information: Eskmeals Range, Tel: 01229-712245/ 712233. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD406BZ1 ESKMEALS FBZ 542016N 0035948W - 542013N 0035003W - 541939N 0034858W thence anti-clockwise by the arc of a circle radius 14 NM centred on 541900N 0032505W to 541104N 0034443W - 541014N 0034455W - 540659N 0035318W - 540712N 0035439W thence clockwise by the arc of a circle radius 21 NM centred on 541900N 0032505W to 541946N 0040055W - 542016N 0035948W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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
EGD406C ESKMEALS 541916N 0035914W thence anti-clockwise by the arc of a circle radius 20 NM centred on 541900N 0032505W to 540804N 0035336W - 541027N 0040844W thence clockwise by the arc of a circle radius 27 NM centred on 541900N 0032505W to 541413N 0041025W - 541916N 0035914W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Balloons / Electronic/Optical Hazards. Service: SUAAIS: London Information on 125.475 MHz. Contact: Pre-flight information: Eskmeals Range, Tel: 01229-712245/ 712233. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD406CZ1 ESKMEALS FBZ 542016N 0035948W - 542016N 0035848W - 541951N 0035730W thence anti-clockwise by the arc of a circle radius 19 NM centred on 541900N 0032505W to 540805N 0035133W - 540721N 0035223W - 540659N 0035318W - 540933N 0040935W - 540953N 0041012W thence clockwise by the arc of a circle radius 28 NM centred on 541900N 0032505W to 541419N 0041210W - 541450N 0041150W - 542016N 0035948W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS). 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 (UAS). 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.

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**
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 (UAS). 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. ASM Protocols apply. 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.
EGD412Z1 STAXTON FBZ 552604N 0005947E - 552551N 0010110E - 550413N 0012247E - 550336N 0012241E - 544457N 0005600E - 544445N 0005518E following the line of latitude to - 544445N 0000943W - 544500N 0001030W - 545738N 0002439W - 545802N 0002446W - 545826N 0002436W - 545846N 0002411W - 552604N 0005947E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS). 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 (UAS). 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).

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
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 (UAS). 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 (UAS). 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.
EGD509Z1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS). 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.
EGD510AZ1 SPADEADAM FBZ 551600N 0025222W - 551537N 0025127W - 550111N 0024303W - 550033N 0024326W - 550010N 0024426W - 550014N 0024537W - 550830N 0030137W - 550911N 0030149W - 551544N 0025517W - 551600N 0025428W following the line of latitude to - 551600N 0025222W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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**
EGD510AZ2 SPADEADAM FBZ 551959N 0025006W - 551806N 0024532W - 550109N 0023543W - 545757N 0023740W - 545605N 0024237W - 545621N 0024830W - 550627N 0030806W - 550956N 0030906W - 551839N 0030025W - 551959N 0025621W following the line of latitude to - 551959N 0025006W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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 (UAS). 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.
EGD510BZ1 SPADEADAM FBZ 551600N 0025321W following the line of latitude to - 551600N 0023933W - 551553N 0023900W - 550535N 0021627W - 550523N 0021612W - 550437N 0021538W - 550430N 0021535W - 550154N 0021451W - 550116N 0021531W - 545902N 0022727W - 545900N 0022744W following the line of latitude to - 545900N 0024254W - 545908N 0024331W - 550032N 0024613W - 550045N 0024628W - 551455N 0025443W - 551523N 0025436W - 551547N 0025406W - 551600N 0025321W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD510BZ2 SPADEADAM FBZ 551959N 0023822W - 551926N 0023534W - 550823N 0021124W - 550722N 0021006W - 550539N 0020851W - 550104N 0020735W - 545755N 0021056W - 545508N 0022549W - 545501N 0022711W following the line of latitude to - 545501N 0024413W - 545541N 0024713W - 545755N 0025132W - 545900N 0025246W - 551433N 0030153W - 551656N 0030115W - 551854N 0025848W - 551959N 0025502W following the line of latitude to - 551959N 0023822W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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
EGD510C SPADEADAM A circle, 1.5 NM radius, centred at 550243N 0023526W	Upper limit: 18000 FT ALT Lower limit: SFC	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.
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 (UAS). 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.
EGD512AZ1 OTTERBURN FBZ 551958N 0022319W - 551954N 0022236W - 551622N 0021312W - 551514N 0020148W - 551447N 0020102W - 551410N 0020050W - 551335N 0020119W - 550953N 0021246W - 550955N 0021348W - 551540N 0022726W - 551624N 0022743W - 551937N 0022436W - 551952N 0022401W - 551958N 0022319W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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. ASM Protocols apply. 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 (UAS). 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.

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**
EGD512BZ1 OTTERBURN FBZ 552522N 0021259W - 551745N 0020158W - 551410N 0020050W - 551335N 0020119W - 551315N 0020220W - 551428N 0021432W - 551820N 0022447W - 551905N 0022507W - 552254N 0022128W - 552529N 0021417W - 552522N 0021259W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / 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.
EGD513AZ1 DRURIDGE BAY FBZ 552100N 0002232W - 552044N 0002144W - 552017N 0002115W - 551945N 0002114W - 550116N 0003843W - 550100N 0003933W following the line of latitude to - 550100N 0010037W - 550127N 0010134W - 552001N 0010828W - 552027N 0010817W - 552048N 0010747W - 552100N 0010704W following the line of latitude to - 552100N 0002232W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD513AZ2 DRURIDGE BAY FBZ 552459N 0002041W - 552341N 0001639W - 552125N 0001417W - 551846N 0001412W - 545821N 0003333W - 545701N 0003744W following the line of latitude to - 545701N 0010305W - 545914N 0010751W - 552004N 0011539W - 552216N 0011443W - 552401N 0011214W - 552459N 0010839W following the line of latitude to - 552459N 0002041W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / 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.
EGD513BZ1 DRURIDGE BAY FBZ 554500N 0000803E - 554434N 0000901E - 551954N 0001850E - 551917N 0001821E - 550100N 0003933W following the line of latitude to - 550100N 0004043W - 550131N 0004138W - 550211N 0004148W - 551900N 0002556W following the line of latitude to - 551900N 0010717W - 551927N 0010815W - 554415N 0011737W - 554500N 0011634W following the line of latitude to - 554500N 0000803E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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
EGD513BZ2 DRURIDGE BAY FBZ 554859N 0001032E - 554648N 0001523E - 551927N 0002611E - 551625N 0002345E - 545701N 0003744W following the line of latitude to - 545701N 0004333W - 545936N 0004809W - 550254N 0004902W - 551501N 0003740W following the line of latitude to - 551501N 0010946W - 551714N 0011435W - 554403N 0012447W - 554615N 0012352W - 554801N 0012121W - 554859N 0011743W following the line of latitude to - 554859N 0001032E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / 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.
EGD513CZ1 DRURIDGE BAY FBZ 555100N 0000537E - 555034N 0000635E - 551954N 0001850E - 551917N 0001821E - 550100N 0003933W following the line of latitude to - 550100N 0010037W - 550127N 0010134W - 555001N 0011949W - 555027N 0011938W - 555048N 0011908W - 555100N 0011824W following the line of latitude to - 555100N 0000537E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD513CZ2 DRURIDGE BAY FBZ 555459N 0000806E - 555249N 0001258E - 551927N 0002611E - 551625N 0002345E - 545701N 0003744W following the line of latitude to - 545701N 0010305W - 545914N 0010751W - 555003N 0012705W - 555215N 0012610W - 555401N 0012338W - 555459N 0012001W following the line of latitude to - 555459N 0000806E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / 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.

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**
EGD514Z1 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. 5 NM FPL Buffer.
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 (UAS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01412-248123. SUA Authority: DAATM (DIO). 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 (UAS). Service: SUAAIS: Leuchars APP on 126.505. Contact: Pre-flight information / Booking: Range TSO, Tel: 01313-103426. SI 1973/1428. 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. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / 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.
EGD613AZ1 CENTRAL COMPLEX FBZ 574525N 0002631E - 574508N 0002752E - 571943N 0005051E - 571854N 0005016E - 564626N 0013532W - 564623N 0013630W - 564650N 0013737W - 571455N 0014814W - 571533N 0014738W - 574525N 0002631E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD613AZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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
EGD613B CENTRAL COMPLEX 571940N 0004851E - 565256N 0011225E - 564725N 0013559W - 571940N 0004851E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / 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.
EGD613BZ1 CENTRAL COMPLEX FBZ 572045N 0004851E - 572027N 0005012E - 565316N 0011409E - 565247N 0011420E - 565208N 0011341E - 565157N 0011247E - 564623N 0013630W - 564650N 0013737W - 564733N 0013753W - 564811N 0013718W - 572045N 0004851E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD613BZ2 CENTRAL COMPLEX FBZ 572443N 0004724E - 572230N 0005634E - 565246N 0012239E - 564804N 0011753E - 564206N 0014256W - 565019N 0014640W - 572443N 0004724E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD613C CENTRAL COMPLEX 565256N 0011225E - 561750N 0012507W - 564725N 0013559W - 565256N 0011225E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / 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.
EGD613CZ1 CENTRAL COMPLEX FBZ 565357N 0011300E - 565335N 0011352E - 565316N 0011409E - 565247N 0011420E - 565208N 0011341E - 561645N 0012505W - 561701N 0012617W - 561726N 0012648W - 564733N 0013753W - 564811N 0013718W - 564823N 0013625W - 565357N 0011300E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD613CZ2 CENTRAL COMPLEX FBZ 565212N 0014048W - 565805N 0011948E - 564947N 0012253E - 561219N 0012531W - 561431N 0013303W - 564836N 0014542W - 565212N 0014048W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD613D CENTRAL COMPLEX 565256N 0011225E - 560344N 0015411E - 560509N 0002907W - 561750N 0012507W - 565256N 0011225E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / 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**
EGD613DZ1 CENTRAL COMPLEX FBZ 565356N 0011202E - 565357N 0011300E - 565335N 0011352E - 560356N 0015600E - 560324N 0015556E - 560258N 0015525E - 560244N 0015435E - 560409N 0002928W - 561701N 0012617W - 561726N 0012648W - 561802N 0012701W - 561838N 0012619W - 565356N 0011202E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD613DZ2 CENTRAL COMPLEX FBZ 565818N 0011229E - 565651N 0011907E - 560318N 0020423E - 555839N 0015851E - 560009N 0003053W - 561426N 0013400W - 562106N 0013410W - 565818N 0011229E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD701A HEBRIDES 573347N 0074803W - 572253N 0072531W - 572324N 0072233W - 572147N 0072116W - 571056N 0072253W - 571034N 0073131W - 570200N 0073421W thence clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573347N 0074803W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701AZ1 HEBRIDES FBZ 573447N 0074848W - 573447N 0074721W - 572401N 0072504W - 572428N 0072226W - 572409N 0072108W - 572157N 0071923W - 571029N 0072106W - 570958N 0072204W - 570938N 0072958W - 570123N 0073242W - 570055N 0073406W thence clockwise by the arc of a circle radius 20 NM centred on 572004N 0072347W to 573447N 0074848W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701AZ2 HEBRIDES FBZ 573848N 0075129W - 573845N 0074426W - 572831N 0072317W - 572844N 0072159W - 572708N 0071527W - 572236N 0071153W - 570842N 0071400W - 570606N 0071848W - 570554N 0072345W - 565904N 0072602W - 565636N 0073235W thence clockwise by the arc of a circle radius 24 NM centred on 572004N 0072347W to 573848N 0075129W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD701B HEBRIDES 570200N 0073421W - 565713N 0073556W - 571703N 0092047W - 574801N 0092039W - 574514N 0083032W - 574224N 0080606W - 573347N 0074803W thence anti-clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 570200N 0073421W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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
EGD701BZ1 HEBRIDES FBZ 575312N 0092352W - 575010N 0082902W - 574659N 0080143W - 573659N 0074047W - 573227N 0073547W thence anti-clockwise by the arc of a circle radius 14 NM centred on 572004N 0072347W to 570609N 0072551W - 570144N 0072508W - 565403N 0072743W - 565144N 0073503W - 571249N 0092631W - 571526N 0093000W - 575014N 0093000W - 575312N 0092352W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD701BZ2 HEBRIDES FBZ 573803N 0100000W following the line of latitude to - 573803N 0092042W - 573703N 0092042W - 573703N 0100000W - 573803N 0100000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. Flow Management.
EGD701BZ3 HEBRIDES FBZ 574902N 0092047W - 574613N 0083014W - 574319N 0080514W - 573423N 0074631W - 573400N 0074612W - 573335N 0074612W - 573312N 0074629W thence anti-clockwise by the arc of a circle radius 18 NM centred on 572004N 0072347W to 570251N 0073309W - 570212N 0073225W - 565649N 0073412W - 565628N 0073440W - 565615N 0073522W - 565612N 0073611W - 571609N 0092139W - 571623N 0092213W - 571647N 0092238W - 574814N 0092231W - 574832N 0092217W - 574854N 0092145W - 574902N 0092047W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701C HEBRIDES 574801N 0092039W - 575639N 0081032W - 575154N 0074532W - 573809N 0073422W thence anti-clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573347N 0074803W - 574224N 0080606W - 574514N 0083032W - 574801N 0092039W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701CZ1 HEBRIDES FBZ 575741N 0081025W - 575246N 0074432W - 575229N 0074358W - 573821N 0073230W - 573755N 0073230W - 573732N 0073251W - 573715N 0073326W thence anti-clockwise by the arc of a circle radius 18 NM centred on 572004N 0072347W to 573248N 0074717W - 573246N 0074844W - 574128N 0080658W - 574415N 0083050W - 574704N 0092131W - 574737N 0092231W - 574814N 0092231W - 574832N 0092217W - 574854N 0092145W - 575741N 0081025W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701CZ2 HEBRIDES FBZ 580150N 0080956W - 575615N 0074032W - 575450N 0073743W - 573357N 0072052W thence anti-clockwise by the arc of a circle radius 14 NM centred on 572004N 0072347W to 572629N 0074646W - 573748N 0081028W - 574018N 0083201W - 574328N 0092925W - 575153N 0093032W - 580150N 0080956W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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**
EGD701D HEBRIDES 571703N 0092047W - 565801N 0074000W - 564302N 0074000W - 565603N 0090000W - 571703N 0092047W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701DZ1 HEBRIDES FBZ 571805N 0092044W - 565851N 0073850W - 565820N 0073810W - 564256N 0073811W - 564242N 0073817W - 564222N 0073834W - 564206N 0073916W - 564201N 0074007W - 565508N 0090044W - 565520N 0090122W - 571647N 0092238W - 571706N 0092238W - 571727N 0092234W - 571755N 0092150W - 571805N 0092044W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701DZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701EZ1 HEBRIDES FBZ 582959N 0094135W following the line of latitude to - 582959N 0084900W - 575001N 0071329W - 574933N 0071306W - 574901N 0071311W - 574839N 0071341W - 574031N 0073621W - 574027N 0073710W - 574034N 0073758W - 574052N 0073835W - 575106N 0074656W - 575537N 0081039W - 575306N 0083143W - 580355N 0085510W - 582829N 0094245W - 582905N 0094259W - 582939N 0094233W - 582959N 0094135W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701EZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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
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. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701FZ1 HEBRIDES FBZ 593100N 0100030W - 593100N 0095926W - 584801N 0074801W - 582547N 0070636W - 574901N 0071311W - 574839N 0071341W - 574830N 0071407W - 574822N 0071445W - 574826N 0071547W - 582759N 0085018W following the line of latitude to - 582759N 0100047W - 582835N 0100154W - 593016N 0100158W - 593044N 0100125W - 593100N 0100030W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701FZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701GZ1 HEBRIDES FBZ 582959N 0100047W following the line of latitude to - 582959N 0094014W - 580523N 0085236W - 575445N 0082935W - 575413N 0082916W - 575340N 0082931W - 575316N 0083017W - 574714N 0091847W - 571645N 0091856W - 571616N 0091930W - 571601N 0092026W - 571604N 0092110W - 571609N 0092139W - 573221N 0100128W - 573246N 0100151W - 582924N 0100154W - 582959N 0100047W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701GZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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**
EGD701H HEBRIDES 573301N 0100000W - 571703N 0092047W - 565603N 0090000W - 571500N 0100000W - 573301N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701HZ1 HEBRIDES FBZ 573402N 0100022W - 573359N 0095919W - 571742N 0091921W - 565614N 0085806W - 565534N 0085818W - 565506N 0085911W - 565502N 0090009W - 565508N 0090044W - 571416N 0100121W - 571444N 0100150W - 573317N 0100151W - 573346N 0100118W - 573402N 0100022W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701HZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD701I HEBRIDES 571500N 0100000W - 565603N 0090000W - 564302N 0074000W - 563510N 0074307W - 563524N 0083728W - 564548N 0100000W - 571500N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701IZ1 HEBRIDES FBZ 571600N 0100030W - 571600N 0095931W - 565659N 0085916W - 564353N 0073847W - 564318N 0073811W - 564256N 0073811W - 563436N 0074129W - 563409N 0074230W - 563424N 0083741W - 564454N 0100101W - 564527N 0100149W - 571516N 0100150W - 571544N 0100121W - 571600N 0100030W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701IZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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
EGD701J HEBRIDES 564548N 0100000W - 563524N 0083728W - 563510N 0074307W - 560339N 0074415W - 563523N 0100000W - 564548N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701JZ1 HEBRIDES FBZ 564650N 0100001W - 563623N 0083715W - 563609N 0074220W - 563533N 0074117W - 560333N 0074228W - 560315N 0074234W - 560255N 0074300W - 560240N 0074340W - 560238N 0074433W - 563434N 0100111W - 563504N 0100149W - 564602N 0100149W - 564626N 0100128W - 564643N 0100049W - 564650N 0100001W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701JZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701KZ1 HEBRIDES FBZ 563624N 0095945W - 560428N 0074310W - 560408N 0074238W - 560346N 0074228W - 560333N 0074228W - 560315N 0074234W - 555020N 0075848W - 555007N 0075934W following the line of latitude to - 555007N 0080359W - 562545N 0100117W - 562614N 0100148W - 563538N 0100149W - 563604N 0100123W - 563621N 0100038W - 563624N 0095945W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701KZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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**
EGD701L HEBRIDES 562630N 0100000W - 560435N 0084640W - 560530N 0100000W - 562630N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701LZ1 HEBRIDES FBZ 562731N 0095935W - 560517N 0084516W - 560439N 0084447W - 560359N 0084507W - 560334N 0084606W - 560431N 0100045W - 560506N 0100147W - 562646N 0100148W - 562713N 0100120W - 562730N 0100032W - 562731N 0095935W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701LZ2 HEBRIDES FBZ 563214N 0100018W - 560703N 0083612W - 555928N 0083956W - 560033N 0100347W - 560327N 0100855W - 562919N 0100901W - 563214N 0100018W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701MZ1 HEBRIDES FBZ 560630N 0100020W - 560534N 0084611W - 555207N 0080303W following the line of latitude to - 555207N 0075916W - 555132N 0075814W - 553935N 0075814W - 553900N 0075916W following the line of latitude to - 553900N 0092522W - 554424N 0100102W - 554456N 0100146W - 560542N 0100147W - 560605N 0100131W - 560621N 0100100W - 560630N 0100020W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701MZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701NZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701O HEBRIDES 570000N 0120000W - 562630N 0100000W - 560530N 0100000W - 563148N 0114510W - 564357N 0120000W - 570000N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701OZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701P HEBRIDES 572125N 0120000W - 565038N 0104118W - 564548N 0100000W - 562630N 0100000W - 570000N 0120000W - 572125N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701PZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.

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**
EGD701Q HEBRIDES 572125N 0120000W - 571500N 0100000W - 564548N 0100000W - 565038N 0104118W - 572125N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701QZ1 HEBRIDES FBZ 575200N 0123651W - 574407N 0100000W - 571525N 0095048W - 564324N 0095055W - 564025N 0095742W - 564545N 0104309W - 570000N 0123637W - 571013N 0130359W - 575200N 0123651W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701R HEBRIDES 580135N 0120000W - 573301N 0100000W - 571500N 0100000W - 572125N 0120000W - 580135N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701RZ1 HEBRIDES FBZ 583418N 0120535W - 580454N 0100000W - 573324N 0095043W - 571408N 0095048W - 570000N 0100000W following the line of latitude to - 570000N 0123606W - 570957N 0125316W - 581659N 0125456W - 583418N 0120535W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701S HEBRIDES 584514N 0120000W - 582859N 0100000W - 573301N 0100000W - 580135N 0120000W - 584514N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701SZ1 HEBRIDES FBZ 591639N 0121319W - 585900N 0100000W - 582924N 0095028W - 573237N 0095043W - 570107N 0100000W - 573819N 0123608W - 575243N 0125419W - 585906N 0125603W - 591639N 0121319W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.

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
EGD701T HEBRIDES 593000N 0120000W following the line of latitude to - 593000N 0100000W - 582859N 0100000W - 584514N 0120000W - 593000N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701TZ1 HEBRIDES FBZ 595856N 0122350W following the line of latitude to - 595856N 0100000W - 593026N 0095011W - 582834N 0095029W - 575859N 0100000W - 581926N 0123130W - 583502N 0125524W - 594146N 0125714W - 595856N 0122350W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701U HEBRIDES 590000N 0130000W - 593000N 0120000W - 584514N 0120000W - 585236N 0130000W - 590000N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701UZ1 HEBRIDES FBZ 595856N 0122311W following the line of latitude to - 595856N 0114816W - 594855N 0110234W - 583058N 0110442W - 581347N 0114706W - 582635N 0133107W - 584216N 0135536W - 590535N 0135613W - 591620N 0134749W - 595856N 0122311W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701V HEBRIDES 585236N 0130000W - 584514N 0120000W - 580135N 0120000W - 581454N 0130000W - 585236N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701VZ1 HEBRIDES FBZ 592353N 0131400W - 591054N 0112742W - 585502N 0110404W - 574549N 0110552W - 572851N 0115433W - 575123N 0133554W - 580554N 0135439W - 590619N 0135614W - 592353N 0131400W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.

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. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701WZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701X HEBRIDES 573126N 0130000W - 572125N 0120000W - 564357N 0120000W - 573126N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701XZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
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. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / 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.
EGD701YZ1 HEBRIDES FBZ 573913N 0073413W - 573853N 0073256W - 572336N 0072042W - 572311N 0072042W - 572248N 0072102W - 572231N 0072137W - 572151N 0072525W - 572158N 0072623W - 573311N 0074934W - 573333N 0074954W - 573358N 0074955W - 573422N 0074937W thence clockwise by the arc of a circle radius 20 NM centred on 572004N 0072347W to 573913N 0073413W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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
EGD701YZ2 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 23.999999999936406 NM centred on 572004N 0072347W to 574321N 0073409W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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 (UAS). 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 (UAS) / 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.
EGD703Z1 TAIN FBZ 580801N 0033741W - 580759N 0033609W - 580323N 0032807W - 575159N 0032808W - 575124N 0032913W - 575124N 0033020W - 574959N 0034528W - 574400N 0035405W - 574400N 0040328W - 574420N 0040424W - 575130N 0041009W - 575207N 0040955W - 580408N 0034552W - 580801N 0033741W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD704 HEBRIDES 573727N 0071811W - 573143N 0071055W - 572625N 0072457W - 573305N 0073017W - 573727N 0071811W	Upper limit: 10000 FT ALT Lower limit: SFC	Activity: Target Towing / Unmanned Aircraft System (UAS) / 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 (UAS). 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. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD712AZ1 NORTHERN COMPLEX FBZ 585303N 0052725W - 585302N 0052626W - 585246N 0052535W - 585220N 0052505W - 581257N 0052150W - 581230N 0052215W - 581212N 0052303W - 581209N 0052400W - 581831N 0055356W - 581859N 0055435W - 584446N 0055707W - 584517N 0055633W - 585303N 0052725W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD712AZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD712B NORTHERN COMPLEX 591444N 0035801W - 590716N 0033308W - 580412N 0044247W - 581310N 0052344W - 585202N 0052659W - 591444N 0035801W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD712BZ1 NORTHERN COMPLEX FBZ 591544N 0035825W - 591543N 0035727W - 590802N 0033149W - 590743N 0033121W - 590720N 0033110W - 590656N 0033116W - 580323N 0044129W - 580308N 0044251W - 581221N 0052458W - 581250N 0052536W - 585217N 0052856W - 585248N 0052822W - 591544N 0035825W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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
EGD712BZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD712C NORTHERN COMPLEX 590716N 0033308W - 584654N 0022720W - 574827N 0033350W - 580412N 0044247W - 590716N 0033308W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD712CZ1 NORTHERN COMPLEX FBZ 590817N 0033315W - 590814N 0033231W - 584739N 0022600W - 584720N 0022533W - 584657N 0022522W - 584633N 0022530W - 574737N 0033235W - 574723N 0033356W - 580322N 0044353W - 580341N 0044426W - 580405N 0044441W - 580431N 0044437W - 590757N 0033437W - 590811N 0033400W - 590817N 0033315W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD712CZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD712DZ1 NORTHERN COMPLEX FBZ 584758N 0022701W - 583703N 0015258W - 583632N 0015229W - 573931N 0020437W - 573900N 0020541W following the line of latitude to - 573900N 0025845W - 574743N 0033521W - 574834N 0033552W - 584747N 0022833W - 584758N 0022701W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD712DZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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**
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. ASM Protocols apply. 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.
EGD713Z1 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: As Per AUP / UUP	For IFR planning purposes only. 5 NM FPL Buffer.
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.
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.

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
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 (UAS) / 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.
EGD801Z1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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 (UAS) / 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.
EGD802Z1 CAPE WRATH (SOUTH EAST) FBZ 584600N 0050048W following the line of latitude to - 584600N 0042912W - 584525N 0042805W - 583411N 0042805W - 582955N 0043548W - 582815N 0043829W - 582604N 0044256W - 582554N 0044323W - 582540N 0044510W - 582548N 0044606W - 582627N 0044725W - 582705N 0044739W - 583100N 0044903W following the line of latitude to - 583100N 0050047W - 583135N 0050154W - 584525N 0050155W - 584600N 0050048W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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**
EGD802Z2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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 (UAS) / 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.
EGD803Z1 GARVIE ISLAND FBZ A circle, 5.00 NM radius, centred at 583705N 0045220W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD803Z2 GARVIE ISLAND FBZ A circle, 9 NM radius, centred at 583705N 0045220W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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 (UAS) / 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.
EGD809CZ1 MORAY FIRTH (CENTRAL) FBZ 585100N 0014434W - 585020N 0014325W - 582530N 0014901W - 582500N 0015006W following the line of latitude to - 582500N 0024141W - 582542N 0024249W - 585031N 0023501W - 585100N 0023356W following the line of latitude to - 585100N 0014434W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD809CZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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
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 (UAS) / 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.
EGD809NZ1 MORAY FIRTH (NORTH) FBZ 592400N 0014111W - 592325N 0014003W - 590456N 0014004W - 584930N 0014337W - 584900N 0014442W following the line of latitude to - 584900N 0023407W - 584942N 0023517W - 585825N 0023229W - 592348N 0015244W - 592400N 0015157W following the line of latitude to - 592400N 0014111W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD809NZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (UAS) / 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.
EGD809SZ1 MORAY FIRTH (SOUTH) FBZ 582700N 0014958W - 582620N 0014850W - 574931N 0015653W - 574900N 0015757W following the line of latitude to - 574900N 0022450W - 574921N 0022547W - 581623N 0024542W - 582631N 0024234W - 582700N 0024130W following the line of latitude to - 582700N 0014958W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD809SZ2 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: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGD901 FAST JET AREA NORTH 594000N 0013000W - 591000N 0010000W - 580215N 0000948E - 574700N 0010000W - 574000N 0013100W following the line of latitude to - 574000N 0025821W - 581920N 0055243W - 595000N 0060149W - 594000N 0013000W	Upper limit: FL550 Lower limit: FL245	AMC - Manageable. ASM Protocols apply. 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.
EGD901Z1 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: As Per AUP / UUP	For IFR planning purposes only. 5 NM FPL Buffer.
EGD902A SAXAVORD A circle, 0.75 NM radius, centred at 604906N 0004612W	Upper limit: 3000 FT ALT Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902B SAXAVORD 610000N 0010600W following the line of latitude to - 610000N 0002500W - 604600N 0002500W following the line of latitude to - 604600N 0010600W - 610000N 0010600W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902BZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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.
EGD902CZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD902D SAXAVORD 610000N 0013000W - 604600N 0010600W - 604000N 0010600W - 604805N 0013000W - 610000N 0013000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902DZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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.
EGD902EZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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.
EGD902FZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD902G SAXAVORD 610000N 0013000W following the line of latitude to - 610000N 0010600W - 604600N 0010600W - 610000N 0013000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGD902GZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
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.
EGD902HZ1 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: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

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

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR095 SARK A circle, 3 NM radius, centred at 492546N 0022145W	Upper limit: 2374 FT ALT Lower limit: SFC	Flight is not permitted except in conformity with any permission granted by or on behalf of the Channel Islands Director of Civil Aviation. The Island of Sark is within Bailiwick of Guernsey territorial waters although within the Brest FIR. Guernsey SI 1985/21. Contact: Refer to Statutory Instrument.
EGR101 ALDERMASTON A circle, 1.5 NM radius, centred at 512203N 0010847W	Upper limit: 2400 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Aldermaston, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR104 BURGHFIELD A circle, 1 NM radius, centred at 512424N 0010125W	Upper limit: 2400 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Burghfield, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR105 HIGHGROVE HOUSE A circle, 1.5 NM radius, centred at 513720N 0021050W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Service; any aircraft flying in the service of the Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Gloucestershire Constabulary Royalty Household Protection Group; any aircraft either operated by a member of the Royal Family, or landing in the grounds of Highgrove House at the invitation of the person in charge of the household there, provided that the Gloucestershire Constabulary Royalty Household Protection Group has been informed in advance of such intended flight or landing. SI 907/2018. Contact: Refer to Statutory Instrument.
EGR106 RAYMILL HOUSE, LACOCK A circle, 1 NM radius, centred at 512523N 0020646W	Upper limit: 1600 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Services; any aircraft flying in the service of Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight. Flying in accordance with an agreed exemption issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department. SI 703/2021. Contact: Refer to Statutory Instrument.
EGR107 BELMARSH 513020N 0000529E thence clockwise by the arc of a circle radius 0.5 NM centred on 512951N 0000541E to 512943N 0000454E - 513020N 0000529E	Upper limit: 2000 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter for the purpose of carrying out an IFR approach to London/City Airport for cloud break purposes. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 as amended by SI 1993/2123. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.

ENR 5.1 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
EGR153 HINKLEY POINT A circle, 2 NM radius, centred at 511233N 0030749W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hinkley Point, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. Flight permitted by a helicopter flying within the Bridgewater Bay Danger Area with the permission of the person in charge of that Area and in accordance with any conditions to which that permission is subject which remains at least 1 NM from the position given at column 1 for Hinkley Point. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR154 OLDBURY A circle, 2 NM radius, centred at 513852N 0023415W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Oldbury, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR155 BERKELEY A circle, 2 NM radius, centred at 514134N 0022936W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Berkeley, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
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

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
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
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.

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**
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.
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

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
EGR220 ANMER HALL A circle, 1.5 NM radius, centred at 525003N 0003447E	Upper limit: 2000 FT ALT Lower limit: SFC	Flight Permitted by: any aircraft operated by or on behalf of a Police Air Support Unit; any aircraft operated by or on behalf of an Emergency Medical Service; any aircraft operated by or on behalf of the Maritime and Coastguard Agency; any aircraft operated by or on behalf of the King's Helicopter Flight; any aircraft operated by or on behalf of a member of the Royal Family; any aircraft flying in accordance with the permission of the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit; any aircraft landing in the grounds of Anmer Hall at the invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been informed in advance of such intended landing. SI 265/2025. Contact: Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit: SandringhamSCR@norfolk.police.uk
EGR311 CAPENHURST A circle, 2 NM radius, centred at 531550N 0025708W	Upper limit: 2200 FT ALT Lower limit: SFC	SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR312 SPRINGFIELDS A circle, 2 NM radius, centred at 534634N 0024815W	Upper limit: 2100 FT ALT Lower limit: SFC	Flight permitted at not less than 1670 FT above mean sea level for the purpose of landing at Blackpool Airport. Flight permitted in airspace lying south of a straight line drawn from 534644N 0024454W to 534513N 0025044W for the purpose of landing at or taking off from Warton Aerodrome. Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Springfields, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR315 FULL SUTTON A circle, 2 NM radius, centred at 535837N 0005224W	Upper limit: 2000 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 and SI 1991/1679. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
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.

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**
EGR322 WYLFA A circle, 2 NM radius, centred at 532458N 0042852W	Upper limit: 2100 FT ALT Lower limit: SFC	Flight permitted at a height of not less than 2000 FT above ground level whilst operating under and in accordance with a clearance from the air traffic control unit at RAF Valley. Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Wylfa, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR323 NORTH WEST TRANSIT CORRIDOR 533124N 0023102W - 532056N 0023103W - 532141N 0023000W - 531255N 0023000W - 531050N 0022814W following the line of latitude to - 531050N 0023224W - 531130N 0023744W - 532708N 0023744W - 533011N 0024123W - 533124N 0023102W	Upper limit: 1500 FT ALT Lower limit: SFC	Flight permitted by any aircraft - (a) flying in accordance with the following criteria - (i) at a speed which according to its airspeed indicator is 140 KT or less; (ii) in-flight visibility of 5 KM or more; (iii) mandatory use of the Manchester or Liverpool atmospheric pressure setting QNH (a); and (iv) a maximum certificated take-off mass (MCTOM) of up to 40,000 KG. (b) Restriction (a)(ii) does not apply to any aircraft operated by or on behalf of - (i) the National Police Air Service; (ii) the Helicopter Emergency Medical Service; (iii) The King's Helicopter Flight; or (iv) the Maritime and Coastguard Agency for the purpose of search and rescue only. (c) The restrictions listed in paragraph (a) do not apply to unmanned aerial systems flying in accordance with visual line of sight below 400 FT AGL, or those operating with the authorisation of the Civil Aviation Authority. (d) aircraft where flying is already prohibited by the Air Navigation (Restriction of Flying) (Prisons and Young Offender Institutions) (England and Wales) Regulations 2023(a), remain prohibited. SI 2024/1199 SI 2025/314 Exemptions to be sought via NATS Non-Standard Flight (NSF) application online.
EGR413 SELLAFIELD A circle, 2 NM radius, centred at 542505N 0032944W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Sellafield, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
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.

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
EGR444 HEYSHAM A circle, 2 NM radius, centred at 540147N 0025452W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Heysham, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. Microlight access to Middleton Sands obtained from BMAA head office. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR445 BARROW IN FURNESS A circle, 0.5 NM radius, centred at 540635N 0031410W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Barrow in Furness, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR446 HARTLEPOOL A circle, 2 NM radius, centred at 543807N 0011049W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hartlepool, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. Flight at a height of not less than 1800 FT amsl whilst conducting an instrument approach procedure at Teesside International Airport. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR504 SHOTTS A circle, 2 NM radius, centred at 554950N 0034935W	Upper limit: 2800 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 and SI 1991/1679. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR515 HUNTERSTON A circle, 2 NM radius, centred at 554317N 0045338W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hunterston, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
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
EGR1U001A 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
EGR1U001B 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
EGR1U001C 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
EGR1U001D 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
EGR1U001E 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
EGR1U003A 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
EGR1U003B 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
EGR1U003C 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
EGR1U003D 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
EGR1U003E 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
EGR1U004A 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

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
EGR1U004B 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
EGR1U004C 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
EGR1U005A 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
EGR1U005B 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
EGR1U005C 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
EGR1U006A 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
EGR1U006B 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
EGR1U006C 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
EGR1U007A 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
EGR1U007B 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
EGR1U007C 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
EGR1U007D 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

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
EGR1U007E 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
EGR1U008 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.
EGR1U009A 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
EGR1U009B 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
EGR1U009C 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
EGR1U009F 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
EGR1U009G 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
EGR1U010A 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
EGR1U010B 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
EGR1U010C 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

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
EGR1U010D 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
EGR1U010E 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
EGR1U011A 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
EGR1U011B 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
EGR1U011C 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
EGR1U012A 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
EGR1U012B 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
EGR1U012C 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
EGR1U012D 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
EGR1U012E 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
EGR1U013A 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

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
EGR1U013B 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
EGR1U013C 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
EGR1U013D 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
EGR1U013E 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
EGR1U013F 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
EGR1U013H 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
EGR1U013J 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
EGR1U014A 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.
EGR1U014B 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.
EGR1U014C 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.
EGR1U014D 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.

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
EGR1U014E 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.
EGR1U015A 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
EGR1U015B 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
EGR1U015C 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
EGR1U016A 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
EGR1U016B 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
EGR1U016C 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
EGR1U016D 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
EGR1U016E 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
EGR1U017A 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
EGR1U017B 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

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**
EGR1U017C 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
EGR1U018A 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
EGR1U018B 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
EGR1U018C 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
EGR1U019A 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
EGR1U020A 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
EGR1U020B 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
EGR1U020C 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
EGR1U021A 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
EGR1U021B 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
EGR1U021C 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

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
EGR1U022A 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
EGR1U022B 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
EGR1U022C 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
EGR1U022D 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
EGR1U022E 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
EGR1U022G 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
EGR1U023A 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
EGR1U023B 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
EGR1U023C 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
EGR1U024A 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

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
EGR1U024B 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
EGR1U024C 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
EGR1U024D 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
EGR1U024E 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
EGR1U024F 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
EGR1U024G 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
EGR1U025A 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
EGR1U025B 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
EGR1U025C 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
EGR1U025D 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
EGR1U025E 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

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
EGR1U026A 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
EGR1U026B 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
EGR1U026C 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
EGR1U027A 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
EGR1U027B 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
EGR1U027C 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
EGR1U027D 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
EGR1U027E 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
EGR1U028A 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
EGR1U028B 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
EGR1U028C 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

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
EGR1U028D 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
EGR1U028E 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
EGR1U029A 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
EGR1U029B 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
EGR1U029C 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
EGR1U030A 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
EGR1U030B 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
EGR1U030C 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
EGR1U031A 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
EGR1U031B 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
EGR1U031C 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

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
EGR1U032A 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
EGR1U032B 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
EGR1U032C 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
EGR1U032D 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
EGR1U032E 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
EGR1U033A 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
EGR1U033B 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
EGR1U033C 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
EGR1U033D 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
EGR1U033E 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
EGR1U033F 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

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
EGR1U033G 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
EGR1U033H 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
EGR1U033J 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
EGR1U033K 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
EGR1U033L 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
EGR1U034A 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
EGR1U034B 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
EGR1U034C 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
EGR1U035A 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
EGR1U035B 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
EGR1U035C 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
EGR1U036A 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

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
EGR1U036B 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
EGR1U036C 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
EGR1U036D 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
EGR1U036E 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
EGR1U037A 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
EGR1U037B 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
EGR1U037C 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
EGR1U038A 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
EGR1U038B 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
EGR1U038C 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
EGR1U038D 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

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**
EGR1U038E 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
EGR1U039A 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
EGR1U039B 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
EGR1U039C 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
EGR1U039D 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
EGR1U039E 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
EGR1U040A 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
EGR1U040B 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
EGR1U040C 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
EGR1U041A 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
EGR1U041B 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

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
EGR1U041C 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
EGR1U042A 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
EGR1U042B 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
EGR1U042C 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
EGR1U043A 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
EGR1U045A 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
EGR1U046A 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
EGR1U047A 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
EGR1U048A 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
EGR1U048B 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
EGR1U048C 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
EGR1U048D 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

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
EGR1U048E 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
EGR1U048F 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
EGR1U048G 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
EGR1U049 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
EGR1U050 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
EGR1U051 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
EGR1U052 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
EGR1U053 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 - EGR1U043A) 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
EGR1U054 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
EGR1U055 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

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
EGR1U056 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
EGR1U057 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
EGR1U058 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
EGR1U059 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
EGR1U060 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
EGR1U061 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
EGR1U062 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
EGR1U063 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
EGR1U064 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
EGR1U065 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

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
EGR1U066 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
EGR1U067 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
EGR1U068 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
EGR1U069 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 - EGR1U039A) 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
EGR1U070 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
EGR1U071 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
EGR1U072 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
EGR1U073 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
EGR1U074 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
EGR1U075 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 - EGR1U043A) 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

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
EGR1U076 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
EGR1U077 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
EGR1U078 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.
EGR1U081 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
EGR1U082 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
EGR1U083 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.
EGR1U084 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
EGR1U086 NSA MOD 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 MOD CORSHAM. NSA MOD 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
EGR1U087 NSA HMNB 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 HMNB DEVONPORT (AREA 1). NSA HMNB 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

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
EGR1U088 NSA HMNB 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 HMNB DEVONPORT (AREA 2). NSA HMNB 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
EGR1U089 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
EGR1U090 NSA HMS EXCELLENT (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 HMS EXCELLENT (HORSEA ISLAND). NSA HMS EXCELLENT (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
EGR1U091 NSA TAUNTON (UKHO) 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 (UKHO). NSA TAUNTON (UKHO) 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
EGR1U092 NSA MOD 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 MOD OAKHANGER. NSA MOD OAKHANGER email: usafe-uk.a3@us.af.mil Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 399 FT AMSL
EGR1U093 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
EGR1U094 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: UKStratCom-RAR-Site34@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 17 FT AMSL
EGR1U095 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: UKStratCom-RAR-Site34@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 90 FT AMSL
EGR1U096 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

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
EGR1U097 NSA HMNB 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 HMNB PORTSMOUTH. NSA HMNB 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
EGR1U098 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: Army-RAR-Site11@MOD,gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 209 FT AMSL
EGR1U099 NSA HMS EXCELLENT (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 HMS EXCELLENT (WHALE ISLAND). NSA HMS EXCELLENT (WHALE 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: 43 FT AMSL
EGR1U101A 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
EGR1U102A 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
EGR1U102B 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
EGR1U102C 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
EGR1U102D 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
EGR1U102E 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
EGR1U103 NSA ABBEY WOOD 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 ABBEY WOOD. NSA ABBEY WOOD 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

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**
EGR1U104 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
EGR1U105 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
EGR1U107 NSA RAF 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 RAF CROUGHTON. NSA RAF CROUGHTON email: usafe-uk.a3@us.af.mil Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 460 FT AMSL
EGR1U108 NSA RAF 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 RAF FAIRFORD. NSA RAF FAIRFORD email: usafe-uk.a3@us.af.mil Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 351 FT AMSL
EGR1U109 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
EGR1U111 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
EGR1U112 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: UKStratCom-RAR-Site35@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 197 FT AMSL
EGR1U113 NSA RAF 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 RAF WELFORD. NSA RAF WELFORD email: usafe-uk.a3@us.af.mil Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 593 FT AMSL
EGR1U114A 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

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
EGR1U114B 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
EGR1U114C 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
EGR1U114D 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
EGR1U114E 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
EGR1U114F 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
EGR1U114G 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
EGR1U114H 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
EGR1U114J 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
EGR1U115A 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
EGR1U115B 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
EGR1U115C 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

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**
EGR1U116A 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
EGR1U116B 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
EGR1U116C 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
EGR1U116D 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
EGR1U116E 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
EGR1U116F 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
EGR1U116G 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
EGR1U116H 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
EGR1U116J 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
EGR1U117A 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
EGR1U117B 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

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
EGR1U117C 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
EGR1U118A 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
EGR1U118B 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
EGR1U118C 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
EGR1U119A 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
EGR1U119B 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
EGR1U119C 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
EGR1U120A 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
EGR1U120B 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
EGR1U120C 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
EGR1U120D 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

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
EGR1U120E 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
EGR1U120F 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
EGR1U120G 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
EGR1U121A 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
EGR1U121B 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
EGR1U121C 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
EGR1U122A 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
EGR1U122B 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
EGR1U122C 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
EGR1U123A 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
EGR1U123B 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

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
EGR1U123C 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
EGR1U124A 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
EGR1U124B 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
EGR1U124C 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
EGR1U125A 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
EGR1U125B 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
EGR1U125C 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
EGR1U126 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
EGR1U127A 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
EGR1U127B 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

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**
EGR1U127C 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
EGR1U127D 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
EGR1U127E 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
EGR1U127F 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
EGR1U127G 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
EGR1U128A 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
EGR1U128B 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
EGR1U128C 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
EGR1U128D 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
EGR1U128E 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

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
EGR1U128F 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
EGR1U128G 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
EGR1U128H 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
EGR1U128J 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
EGR1U129A 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
EGR1U129B 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
EGR1U129C 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
EGR1U130 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
EGR1U131 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
EGR1U132 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
EGR1U133 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**
EGR1U134 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
EGR1U135 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
EGR1U136 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
EGR1U137 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
EGR1U138A 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
EGR1U138B 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
EGR1U138C 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
EGR1U138D 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
EGR1U138E 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
EGR1U138F 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
EGR1U138G 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

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
EGR2U001A 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.
EGR2U001B 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.
EGR2U001C 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.
EGR2U002A 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
EGR2U002B 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
EGR2U002C 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
EGR2U003A 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
EGR2U003B 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
EGR2U003C 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
EGR2U004A 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
EGR2U004B 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

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
EGR2U004C 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
EGR2U004D 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
EGR2U004E 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
EGR2U005A 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
EGR2U005B 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
EGR2U005C 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
EGR2U005D 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
EGR2U005E 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
EGR2U006A 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
EGR2U006B 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
EGR2U006C 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

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
EGR2U006D 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
EGR2U006E 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
EGR2U006F 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
EGR2U006G 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
EGR2U007A 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
EGR2U007B 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
EGR2U007C 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
EGR2U007D 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
EGR2U007E 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
EGR2U008A 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
EGR2U008B 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

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
EGR2U008C 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
EGR2U008D 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
EGR2U008E 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
EGR2U008F 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.
EGR2U008G 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.
EGR2U009A 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
EGR2U009B 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
EGR2U009C 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
EGR2U010A 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
EGR2U010B 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

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
EGR2U010C 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
EGR2U011A 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
EGR2U011B 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
EGR2U011C 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
EGR2U011D 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
EGR2U011E 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
EGR2U011F 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
EGR2U011G 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
EGR2U012A 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
EGR2U012B 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
EGR2U012C 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

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
EGR2U012D 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
EGR2U012E 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
EGR2U013A 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
EGR2U013B 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
EGR2U013C 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
EGR2U014A 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
EGR2U014B 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
EGR2U014C 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
EGR2U015A 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
EGR2U015B 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
EGR2U015C 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

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
EGR2U015D 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
EGR2U015E 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
EGR2U016A 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
EGR2U016B 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
EGR2U016C 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
EGR2U016D 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
EGR2U016E 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
EGR2U016F 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
EGR2U016G 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
EGR2U016H 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
EGR2U016J 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

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
EGR2U016K 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
EGR2U016L 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
EGR2U018A 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
EGR2U018B 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
EGR2U018C 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
EGR2U019A 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
EGR2U019B 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
EGR2U019C 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
EGR2U019D 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
EGR2U019E 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
EGR2U019F 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

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
EGR2U019G 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
EGR2U020A 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
EGR2U020B 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
EGR2U020C 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
EGR2U022A 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
EGR2U022B 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
EGR2U022C 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
EGR2U022D 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
EGR2U022E 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
EGR2U024A 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
EGR2U024B 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

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
EGR2U024C 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
EGR2U025A 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
EGR2U025B 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
EGR2U025C 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
EGR2U025D 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
EGR2U025E 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
EGR2U026A 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
EGR2U026B 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
EGR2U026C 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
EGR2U027A 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
EGR2U027B 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

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
EGR2U027C 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
EGR2U028A 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
EGR2U028B 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
EGR2U028C 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
EGR2U028D 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
EGR2U028E 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
EGR2U029A 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
EGR2U029B 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
EGR2U029C 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
EGR2U030A 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
EGR2U030B 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

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
EGR2U030C 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
EGR2U031A 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
EGR2U031B 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
EGR2U031C 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
EGR2U031D 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
EGR2U031E 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
EGR2U031F 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
EGR2U031G 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
EGR2U032A 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
EGR2U032B 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
EGR2U032C 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

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
EGR2U033A 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
EGR2U034A 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
EGR2U034B 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
EGR2U034C 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
EGR2U035 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
EGR2U036 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
EGR2U037 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
EGR2U038 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
EGR2U039 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
EGR2U040 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
EGR2U041 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

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
EGR2U042 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
EGR2U043 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
EGR2U044 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
EGR2U045 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
EGR2U046 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
EGR2U047 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
EGR2U048 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
EGR2U049 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
EGR2U050 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 - EGR2U032A) 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
EGR2U051 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

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
EGR2U052 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
EGR2U053 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
EGR2U054 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
EGR2U055 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
EGR2U056 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 - EGR2U006A) 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
EGR2U057 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
EGR2U058 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
EGR2U059 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
EGR2U060 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
EGR2U061 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

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
EGR2U062 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
EGR2U063 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
EGR2U065 NSA RAF 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 RAF ALCONBURY. NSA RAF ALCONBURY email: usafe-uk.a3@us.af.mil Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 175 FT AMSL
EGR2U070 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
EGR2U072 NSA RAF 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 RAF FELTWELL. NSA RAF FELTWELL email: usafe-uk.a3@us.af.mil Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 69 FT AMSL
EGR2U073 NSA HEREFORD 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 HEREFORD. NSA HEREFORD email: STRATCOM-RAR-site31@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 567 FT AMSL
EGR2U074 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
EGR2U075 NSA RAF 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 RAF LAKENHEATH. NSA RAF LAKENHEATH email: usafe-uk.a3@us.af.mil Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 109 FT AMSL
EGR2U077 NSA RAF 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 RAF MILDENHALL. NSA RAF MILDENHALL email: usafe-uk.a3@us.af.mil Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 52 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
EGR2U078 NSA RAF 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 RAF MOLESWORTH. NSA RAF MOLESWORTH email: usafe-uk.a3@us.af.mil Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 296 FT AMSL
EGR2U081 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
EGR2U085 NSA RAF 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 RAF WYTON. NSA RAF WYTON email: UKStratCom-RAR-Site36@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 149 FT AMSL
EGR3U001A 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
EGR3U001B 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
EGR3U001C 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
EGR3U001D 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
EGR3U001E 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
EGR3U002A 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
EGR3U002B 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
EGR3U002C 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

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**
EGR3U003A 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
EGR3U003B 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
EGR3U003C 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
EGR3U003D 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
EGR3U003E 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
EGR3U004A BLACKPOOL A circle, 2.5 NM radius, centred at 534618N 0030143W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ and associated RPZs Active H24. UAS flight is not permitted unless permission has been granted by Blackpool ATC via Air Portal (https://app.airportal.aero). For additional contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U004B 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 and associated RPZs Active H24. UAS flight is not permitted unless permission has been granted by Blackpool ATC via Air Portal (https://app.airportal.aero). For additional contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U004C 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 and associated RPZs Active H24. UAS flight is not permitted unless permission has been granted by Blackpool ATC via Air Portal (https://app.airportal.aero). For additional contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U004D 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 and associated RPZs Active H24. UAS flight is not permitted unless permission has been granted by Blackpool ATC via Air Portal (https://app.airportal.aero). For additional contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U004E 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 and associated RPZs Active H24. UAS flight is not permitted unless permission has been granted by Blackpool ATC via Air Portal (https://app.airportal.aero). For additional contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U005A 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

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
EGR3U005B 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
EGR3U005C 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
EGR3U006A 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
EGR3U006B 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
EGR3U006C 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
EGR3U007A 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
EGR3U007B 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
EGR3U007C 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
EGR3U008A 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
EGR3U008B 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
EGR3U008C 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

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
EGR3U008D 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
EGR3U009A 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
EGR3U009B 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
EGR3U009C 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
EGR3U009D 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
EGR3U009E 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
EGR3U009F 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
EGR3U009G 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
EGR3U009H 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
EGR3U009J 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

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
EGR3U010A 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
EGR3U010B 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
EGR3U010C 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
EGR3U011A 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
EGR3U011B 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
EGR3U011C 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
EGR3U011D 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
EGR3U011E 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
EGR3U011F 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
EGR3U011G 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

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
EGR3U011H 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
EGR3U011J 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
EGR3U012A 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
EGR3U012B 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
EGR3U012C 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
EGR3U012D 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
EGR3U012E 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
EGR3U013A 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
EGR3U013B 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
EGR3U013C 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
EGR3U015A 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

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
EGR3U015B 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
EGR3U015C 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
EGR3U016A 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
EGR3U016B 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
EGR3U016C 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
EGR3U016D 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
EGR3U016E 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
EGR3U016F 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
EGR3U016G 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
EGR3U016H 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
EGR3U016J 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

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
EGR3U016K 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
EGR3U016L 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
EGR3U016M 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
EGR3U016N 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
EGR3U016P 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
EGR3U016Q 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
EGR3U016R 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
EGR3U016S 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
EGR3U016T 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
EGR3U016U SYERSTON RWY 33R 525857N 0005130W - 525841N 0005217W - 525938N 0005310W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525957N 0005226W - 525857N 0005130W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U016V 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
EGR3U016W 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
EGR3U016X 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
EGR3U016Y 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
EGR3U017A 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
EGR3U017B SANDTOFT RWY 04 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
EGR3U017C SANDTOFT RWY 22 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
EGR3U019A 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
EGR3U019B 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
EGR3U019C 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
EGR3U020A 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

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**
EGR3U020B 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
EGR3U020C 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
EGR3U020D 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
EGR3U020E 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
EGR3U020F 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
EGR3U020G 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
EGR3U020H 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
EGR3U020J 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
EGR3U020K 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
EGR3U021A 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
EGR3U021B 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

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
EGR3U021C 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
EGR3U021D 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
EGR3U021E 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
EGR3U022A 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
EGR3U022B 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
EGR3U022C 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
EGR3U022D 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
EGR3U022E 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
EGR3U023A 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
EGR3U023B 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
EGR3U023C 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

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
EGR3U024A 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
EGR3U024B 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
EGR3U024C 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
EGR3U025 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
EGR3U026 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
EGR3U027 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
EGR3U028 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
EGR3U029 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
EGR3U030 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
EGR3U031 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
EGR3U032 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

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
EGR3U033 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
EGR3U034 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
EGR3U035 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
EGR3U036 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
EGR3U037 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 EGR3U037 is contained within EGD324A (activated by NOTAM) SI 2023/1101 Site elevation: 163 FT AMSL
EGR3U038 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
EGR3U039 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
EGR3U040 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
EGR3U041 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
EGR3U042 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

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**
EGR3U043 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
EGR3U044 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
EGR3U045 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
EGR3U046 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
EGR3U047 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
EGR3U048 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
EGR3U049 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
EGR3U050 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
EGR3U051 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
EGR3U053 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

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
EGR3U055 NSA RAF 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 RAF DIGBY. NSA RAF 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
EGR4U001A 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
EGR4U001B 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
EGR4U001C 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
EGR4U002A 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
EGR4U002B 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
EGR4U002C 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
EGR4U002D 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
EGR4U002E 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
EGR4U003A BELFAST/CITY A circle, 2 NM radius, centred at 543705N 0055221W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGR4U003B 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
EGR4U003C 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
EGR4U004A 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
EGR4U004B 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
EGR4U004C 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
EGR4U004D 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
EGR4U004E 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
EGR4U004F 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
EGR4U004G 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
EGR4U006A 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
EGR4U006B WALNEY RWY 17 541032N 0031742W - 541040N 0031649W - 540949N 0031628W thence anti-clockwise by the arc of a circle radius 2 NM centred on 540752N 0031548W to 540939N 0031720W - 541032N 0031742W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR4U006C 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
EGR4U008A 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
EGR4U008B 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
EGR4U008C 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
EGR4U008D 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
EGR4U008E 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
EGR4U009A 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
EGR4U009B 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
EGR4U009C 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
EGR4U010A 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
EGR4U010B TOPCLIFFE RWY 02 540928N 0012421W - 540940N 0012512W - 541036N 0012434W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541024N 0012343W - 540928N 0012421W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR4U010C 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
EGR4U010D 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
EGR4U010E 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
EGR4U010F 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
EGR4U010G 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
EGR4U011A 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
EGR4U012 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
EGR4U013 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
EGR4U014 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
EGR4U015 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
EGR4U016 HMP HOLME HOUSE 543500N 0011748W - 543500N 0011715W - 543433N 0011658W - 543422N 0011718W - 543423N 0011748W - 543435N 0011809W - 543448N 0011809W - 543500N 0011748W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 39 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR4U017 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
EGR4U018 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
EGR4U019 NSA RAF 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 RAF FYLINGDALES. NSA RAF 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
EGR4U020 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
EGR4U021 NSA RAF 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 RAF MENWITH HILL. NSA RAF MENWITH HILL email: usafe-uk.a3@us.af.mil Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 781 FT AMSL
EGR4U022 NSA PALACE BARRACKS 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 PALACE BARRACKS. NSA PALACE BARRACKS 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
EGR4U023 NSA THIEPVAL BARRACKS 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 THIEPVAL BARRACKS. NSA THIEPVAL BARRACKS 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
EGR5U001A 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
EGR5U001B 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

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
EGR5U001C 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
EGR5U002A 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
EGR5U002B 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
EGR5U002C 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
EGR5U002D 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
EGR5U002E 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
EGR5U003A 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
EGR5U003B 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
EGR5U003C 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
EGR5U004A 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
EGR5U004B 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

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
EGR5U004C 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
EGR5U004D 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
EGR5U004E 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
EGR5U005A 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
EGR5U005B 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
EGR5U005C 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
EGR5U006A 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
EGR5U006B 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
EGR5U006C 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
EGR5U007A 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
EGR5U007B 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

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**
EGR5U007C 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
EGR5U008A 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
EGR5U008B 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
EGR5U008C 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
EGR5U009A 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
EGR5U010 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
EGR5U011 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
EGR6U001A 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
EGR6U001B 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
EGR6U001C 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
EGR6U001D 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

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
EGR6U001E 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
EGR6U002A 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
EGR6U003A 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
EGR6U004A 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
EGR6U004B 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
EGR6U004C 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
EGR6U005A 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
EGR6U005B 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
EGR6U005C 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
EGR6U005D 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
EGR6U005E 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
EGR6U005F 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

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**
EGR6U005G 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
EGR6U006A 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
EGR6U006B 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
EGR6U006C 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
EGR6U007A 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
EGR6U007B 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
EGR6U007C 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
EGR6U007D 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
EGR6U007E 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
EGR6U008 NSA HMNB 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 HMNB CLYDE. NSA HMNB CLYDE email: NAVYNBCC-NEPTUNEDNBO@mod.gov.uk; DESPSyA-SecurityAdviceCentre@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
EGR6U009 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

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
EGR7U001A 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
EGR7U001B 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
EGR7U001C 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
EGR7U001D 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
EGR7U001E 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
EGR7U001F 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
EGR7U001G 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
EGR7U002A 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
EGR7U002B 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
EGR7U002C 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
EGR7U003A 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

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
EGR7U003B 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
EGR7U003C 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
EGR7U003D 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
EGR7U003E 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
EGR7U005A 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
EGR7U005B 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
EGR7U005C 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
EGR7U005D 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
EGR7U005E 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
EGR7U006A 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
EGR7U006B 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

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
EGR7U006C 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
EGR7U006D 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
EGR7U006E 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
EGR7U006F 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
EGR7U006G 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
EGR7U006J 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
EGR8U001A 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.
EGR8U001B 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.
EGR8U001C 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.
EGR8U001D 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.
EGR8U001E 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.

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
EGR8U002A 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
EGR8U002B 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
EGR8U002C 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
EGR8U003A 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.
EGR8U003B 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.
EGR8U003C 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.
EGR8U003D 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.
EGR8U003E 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.
EGR9U003A 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
EGR9U004A 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
EGR9U005A 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
EGR9U006A 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

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
EGR9U007A 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
EGR9U008A 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
EGR9U008B 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
EGR9U008C 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
EGR9U008D 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
EGR9U008E 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
EGR9U008F 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
EGR9U008G 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
EGR9U009A 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
EGR9U010A 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
EGR9U011 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.
EGR9U012A 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

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
EGR9U012B 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
EGR9U012C 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

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 "EGRnU" are applicable to **Unmanned Aircraft Systems only**, where 'n' denotes a number related to its location.

Unmanned Aircraft Systems (UAS) - Data File

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

ENR 5.2 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
MTA NORTH WALES (NWMTA - NORTH LOW) FBZ 532314N 0051018W - 531957N 0033954W - 530903N 0031910W - 530658N 0031742W - 520730N 0032207W - 520506N 0032453W - 520400N 0032919W - 520434N 0033401W - 530939N 0052817W - 531145N 0052942W - 531401N 0052928W - 531600N 0052737W - 532314N 0051018W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
MTA NORTH WALES (NWMTA - SOUTH HIGH) 531234N 0052117W - 520911N 0033007W - 520149N 0033037W - 520911N 0043030W - 523827N 0051555W - 524529N 0052146W - 531224N 0052141W - 531234N 0052117W	Upper limit: FL660 Lower limit: FL285	AMC - Manageable. ASM Protocols apply. Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5. Remarks: Adjacent routes: UY124. The section of L18 between LANON and LIPGO that traverses the NWMTA (South) may only be used outside the hours of the NWMTA (South) activity, or at short notice as directed by ATC, when operations in EGD201B, EGD201C, EGD201D, EGD201H and EGD201J terminate earlier than published, and no military operations are taking place within the NWMTA (South). The authority for the tactical use of L18 in these circumstances is vested in the Military Airspace Manager at Swanwick (Mil). Hours: Activated by NOTAM.
MTA NORTH WALES (NWMTA - SOUTH HIGH) FBZ 531740N 0052338W - 531726N 0051749W - 521202N 0032313W - 521002N 0032156W - 520030N 0032236W - 515833N 0032414W - 515712N 0032703W - 515642N 0033031W - 520435N 0043437W - 523532N 0052241W - 524417N 0053000W - 531338N 0053000W - 531548N 0052807W - 531740N 0052338W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
MTA NORTH WALES (NWMTA - SOUTH LOW) 531234N 0052117W - 520911N 0033007W - 520149N 0033037W - 520911N 0043030W - 523827N 0051555W - 524529N 0052146W - 531224N 0052141W - 531234N 0052117W	Upper limit: FL285 Lower limit: FL195	AMC - Manageable. ASM Protocols apply. Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5. Remarks: Adjacent routes: M17, P16 and (U)Y124. The section of L18 between LANON and LIPGO that traverses the NWMTA (South) may only be used outside the hours of the NWMTA (South) activity, or at short notice as directed by ATC, when operations in EGD201B, EGD201C, EGD201D, EGD201H and EGD201J terminate earlier than published, and no military operations are taking place within the NWMTA (South). The authority for the tactical use of L18 in these circumstances is vested in the Military Airspace Manager at Swanwick (Mil). Hours: Activated by NOTAM.
MTA NORTH WALES (NWMTA - SOUTH LOW) FBZ 531740N 0052338W - 531726N 0051749W - 521202N 0032313W - 521002N 0032156W - 520030N 0032236W - 515833N 0032414W - 515712N 0032703W - 515642N 0033031W - 520435N 0043437W - 523532N 0052241W - 524417N 0053000W - 531338N 0053000W - 531548N 0052807W - 531740N 0052338W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

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
NAVIGATIONAL FLYING TRAINING SOUTH WEST APPROACHES 485000N 0080000W - 510000N 0080000W - 515459N 0061831W - 515500N 0052000W - 515410N 0051854W - then following the coastline to 513950N 0050440W - 513937N 0050443W following the line of latitude to - 513937N 0051830W - 513610N 0052408W thence anti-clockwise by the arc of a circle radius 18.1 NM centred on 514213N 0045647W to 512430N 0050220W - 512819N 0045543W thence anti-clockwise by the arc of a circle radius 11.34 NM centred on 513815N 0044700W to 513345N 0043019W - 513619N 0043800W - 513629N 0043752W - 513510N 0042400W - 514001N 0042400W thence anti-clockwise by the arc of a circle radius 3.5 NM centred on 514313N 0042144W to 514020N 0041833W - 514012N 0041749W - then following the coastline to 512942N 0034402W - 512900N 0034500W - 511500N 0034700W - 511447N 0034658W - then following the coastline to 500956N 0054002W - 501000N 0054000W - 500400N 0060000W - 495400N 0060000W following the line of latitude to - 495400N 0051200W - 492525N 0051200W - 485000N 0080000W	Upper limit: FL120 Lower limit: 500 FT ALT	Service: The aircraft will, wherever possible, be in receipt of a radar service from the most suitable Air Traffic Control Radar Unit. However, when conducting tactical training in the Southwest Approaches, aircraft will normally be operating independently beyond and below land-based radar coverage. Advisory Measures: Details of aircraft operations may be obtained on request from Culdrose Approach on 282.575 MHz or 134.055. Sponsor: 750 Sqn, RNAS Culdrose Tel: 01326-574121 Ext 7302/ 7267. Remarks: Four aircraft, operating in VMC or IMC at all levels. At times, due to the training nature and profiles of the exercises, the aircraft may be unable to comply with the Rules of the Air for avoiding collisions and/or the Semi-circular Rule. EGD064A, EGD064B and EGD064C (SOUTH WEST COMPLEX - 10,000 FT AMSL to FL 660) - The activation of EGD064A, EGD064B and EGD064C whose base level may occasionally be reduced to 5000 FT AMSL, will be promulgated by NOTAM, RN Navigation Flying Training will be conducted clear of EGD064A, EGD064B and EGD064C. Aircraft will operate on the Regional Pressure Setting or Standard Pressure Setting as appropriate. Note: Aircraft will operate over the sea and remain clear of controlled airspace unless under the control of appropriate authority. See Chart ENR 6-16 ROYAL NAVAL NAVIGATIONAL TRAINING FLYING - SOUTH WEST APPROACHES. 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-Fri 0700-1900 (0600-1800), other times by NOTAM.
TRA 001 515341N 0053338W - 515254N 0051413W - 514039N 0033449W - 513937N 0032926W - 502459N 0034351W - 501648N 0034450W following the line of latitude to - 501648N 0033332W - 494801N 0031025W - 485000N 0080000W - 510000N 0080000W - 510748N 0074601W - 504741N 0072114W - 510446N 0065224W - 512238N 0071903W - 512528N 0071351W - 512400N 0065305W - 514034N 0060027W - 515234N 0060431W - 515341N 0053338W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 002 512448N 0025147W - 512331N 0023410W - 512250N 0023406W - 511859N 0013913W - 511726N 0012843W - 511617N 0012057W - 510123N 0012711W - 504123N 0031845W - 511010N 0031341W - 511505N 0025335W - 512448N 0025147W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700), Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 003 531755N 0010606W - 530618N 0000428W - 531232N 0000108W - 525820N 0020321E - 525206N 0023000E - 524010N 0023000E - 523704N 0025356E - 522819N 0024644E - 522842N 0023414E - 523412N 0015410E - 522510N 0012816E - 522631N 0002729W - 530016N 0010043W - 531755N 0010606W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1800 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.

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
TRA 004 550806N 0043002W - 550603N 0041419W - 543019N 0032659W - 534103N 0031910W - 534150N 0033653W - 535358N 0040608W - 535522N 0040649W - 540248N 0035759W - 541618N 0043113W - 543138N 0050836W - 545121N 0050119W - 550250N 0045120W - 550806N 0043002W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 005 551735N 0025427W - 551724N 0024532W - 550049N 0015445W - 542156N 0020653W - 542156N 0021546W - 544628N 0023625W - 551735N 0025427W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0900-1700 (0800-1600). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 006 554053N 0021314E - 541108N 0032313E - 534412N 0030000E - 531608N 0030000E - 532000N 0023000E - 531139N 0023000E - 530815N 0020534E - 532204N 0000431E - 534114N 0010214W - 534312N 0011636W - 541152N 0014544W - 550000N 0013017W - 550000N 0004703W - 551710N 0001428E - 554053N 0021314E	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 007A 571946N 0014810W - 571437N 0020959W - 562341N 0031445W - 561400N 0033259W - 560700N 0032938W - 560700N 0025608W - 560008N 0024849W - 553805N 0025111W - 552606N 0023655W - 550637N 0013731W - 550218N 0014154W - 550101N 0012957W - 550000N 0013017W - 550000N 0005916W - 555000N 0011800W - 561750N 0012507W - 571946N 0014810W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Remarks: (1) TRA 007A does not include controlled airspace within AWY P18 during the published hours of P18 (see ENR 3.1). (2) TRA 007A does not include airspace within AWY N864 during weekend promulgated hours 0001 Sat to 2359 Sun. During this period, between PIPAR and ASNUD, the western extremity of TRA 007A reverts to the eastern boundary of N864. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 007B 574850N 0002223E - 571946N 0014810W - 561750N 0012507W - 555000N 0011800W - 550000N 0005916W - 550000N 0004703W - 551710N 0001428E - 554053N 0021314E - 574850N 0002223E	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 008A 572337N 0041404W - 575000N 0081500W - 595000N 0060200W - 594812N 0044730W - 591638N 0043000W - 573246N 0041254W - 573147N 0041203W - 572337N 0041404W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 008B 575757N 0001440E - 573708N 0012004W - 572758N 0011242W - 571542N 0020528W - 571940N 0020701W - 571838N 0021602W - 572130N 0022334W - 562948N 0032900W - 562000N 0034746W - 561400N 0040926W - 561235N 0041258W - 570638N 0035943W - 570621N 0035605W - 572144N 0035211W - 572337N 0041404W - 573147N 0041203W - 573246N 0041254W - 591638N 0043000W - 594812N 0044730W - 594000N 0013000W - 575757N 0001440E	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.

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
TRA 008C 552543N 0050000W - 553039N 0053655W - 554803N 0074000W - 564200N 0081500W - 575000N 0081500W - 572337N 0041404W - 572144N 0035211W - 570621N 0035605W - 570638N 0035943W - 570758N 0041754W - 560432N 0043253W - 560127N 0044028W - 560727N 0050308W - 561807N 0054423W - 564819N 0062031W - 564248N 0063539W - 563408N 0064847W - 562501N 0065609W - 560939N 0055411W - 555825N 0051042W - 555356N 0045343W - 555000N 0050000W - 552543N 0050000W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRAG ABOYNE AREA 571700N 0025300W - 571216N 0023532W - 565301N 0030005W - 565730N 0031500W - 571700N 0025300W	Upper limit: FL240 Lower limit: FL195	Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation. See ENR 1.1, paragraph 1.11.3 and 1.11.4. Hours: Activated by NOTAM.
TRAG NORTHERN IRELAND AREA 551010N 0065625W - 551010N 0064000W - 545000N 0064000W - 545000N 0071600W - 545617N 0071600W - 551010N 0065625W	Upper limit: FL240 Lower limit: FL195	Access requirements for gliders are specified in ENR 1.1, paragraph 1.11. Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation. See ENR 1.1, paragraph 1.11.3 and 1.11.4. Hours: Activated by NOTAM.
TRAG NORTHUMBRIA NORTH AREA 560600N 0023914W - 555500N 0020216W - 554600N 0015854W - 554600N 0024128W - 560600N 0023914W	Upper limit: FL240 Lower limit: FL195	Access requirements for gliders are specified in ENR 1.1, paragraph 1.11. Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation. See ENR 1.1, paragraph 1.11.3 and 1.11.4. Hours: Activated by NOTAM.
TRAG NORTHUMBRIA SOUTH AREA 554600N 0024128W - 554600N 0015854W - 552644N 0015147W - 551803N 0015434W - 552951N 0023046W - 553928N 0024211W - 554600N 0024128W	Upper limit: FL240 Lower limit: FL195	Access requirements for gliders are specified in ENR 1.1, paragraph 1.11. Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation. See ENR 1.1, paragraph 1.11.3 and 1.11.4. Hours: Activated by NOTAM.
TRAG PORTMOAK AREA 562926N 0034253W - 562223N 0032624W - 561200N 0032855W - 561200N 0040404W - 562144N 0040142W - 562408N 0035258W - 562926N 0034253W	Upper limit: FL240 Lower limit: FL195	Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation. See ENR 1.1, paragraph 1.11.3 and 1.11.4. Hours: Activated by NOTAM.
TRAG SCOTTISH UPPER AREA (NORTH) 574000N 0034148W - 574000N 0025518W - 572852N 0022517W - 571151N 0024717W - 571801N 0034732W - 574000N 0034148W	Upper limit: FL270 Lower limit: FL240	Access requirements for gliders are specified in ENR 1.1, paragraph 1.11. Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation. See ENR 1.1, paragraph 1.11.3 and 1.11.4. Hours: Activated by NOTAM.

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

Name Lateral Limits	Upper - lower Limit System/means of activation announcement/information for Civil Flights	Remarks and time of activity
1	2	3
AIAA VALLEY 532010N 0034500W - 532315N 0050000W - 531200N 0050000W - 530715N 0045319W - 524500N 0045319W following the line of latitude to - 524500N 0044018W - 523316N 0041200W following the line of latitude to - 523316N 0034500W - 532010N 0034500W	Upper limit: 6000 FT ALT Lower limit: 2000 FT ALT	Remarks: Considerable flying training, including, in addition to airfield arrival and departure procedures, exercises in stalling, spinning, aerobatics, steep turns and formation flying. Advisory Measures: Pilots crossing the area are advised to maintain constant vigilance and to request a radar service from Valley ATC or London Radar. Hours: Peak activity Mon-Thu 0800-1800 (0700-1700) and Fri 0800-1700 (0700-1600).
AIAA YEOVILTON 510900N 0030300W - 511200N 0025100W - 511200N 0021400W - 504400N 0021400W - 504400N 0030300W - 510900N 0030300W	Upper limit: 6000 FT ALT Lower limit: SFC	Remarks: Intensive helicopter instrument flying training. Night operations may be conducted by aircraft using reduced navigation and/or anti-collision lights. Advisory Measures: A LARS is available from Yeovilton ATC on Channel 127.355. Note: For aircraft in transit south of a line east to west through Dorchester, a LARS is available from Plymouth Military Radar on 124.155 but to avoid interference pilots should contact Plymouth Military south of 511000N. Hours: Peak activity Mon-Thu 0830-1700 (0730-1600) and Fri 0830-1600 (0730-1500).
ATA LAKENHEATH NORTH 525500N 0015000E - 524010N 0023000E - 523704N 0025356E - 522819N 0024644E - 522842N 0023414E - 523412N 0015410E - 523245N 0015000E - 525500N 0015000E	Upper limit: FL245 Lower limit: FL60	Autonomous operations are only permitted within ATAs above FL 195 when the overlying TRA is active. Remarks: Intense military air activity. Advisory Measures: Pilots are strongly advised to avoid the area. If this is not possible they should request a service from Swanwick Mil, at least 15 NM range from the edge of the area. Note: Live firing at flares in the sea regularly takes place below the vertical limits of the Aerial Tactics Area under 'Clear Range' procedures. The activity will NOT be subject to NOTAM action. Hours: Peak activity Mon-Thu 0700-2300 (0600-2200) and Fri 0700-1700 (0600-1600).
ATA LAKENHEATH SOUTH 523412N 0015410E - 522842N 0023414E - 522819N 0024644E - 521646N 0023717E - 521447N 0022653E - 521318N 0015241E - 521623N 0015000E - 523245N 0015000E - 523412N 0015410E	Upper limit: FL195 Lower limit: FL60	Remarks: Intense military air activity. Advisory Measures: Pilots are strongly advised to avoid the area. If this is not possible they should request a service from Swanwick Mil, at least 15 NM range from the edge of the area. Hours: Peak activity Mon-Thu 0700-2300 (0600-2200) and Fri 0700-1700 (0600-1600).

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

Name Lateral Limits	Upper - lower Limit System/means of activation announcement/information for Civil Flights	Remarks and time of activity
1	2	3
ATA VALLEY 531810N 0050753W - 531505N 0034316W - 530603N 0032604W - 520153N 0033037W - 520911N 0043030W - 523827N 0051555W - 524529N 0052146W - 531234N 0052117W - 531810N 0050753W	Upper limit: FL660 Lower limit: 6000 FT ALT	Military aircraft are to book in between FL 100 and FL 660. Autonomous operations requiring access to NWMTA airspace above FL 195 are to ensure that the NWMTA is active before entry. Remarks: All CAS is to be avoided. Users are to note that when the NWMTA North Low is not active, ATS Route Y124 may be activated. Intense military air activity, including air combat training manoeuvres and live air-to-air firing at towed targets over the sea. Advisory Measures: Pilots are strongly recommended to avoid the area; if this is not possible they should request a service from RAF Valley ATC or Swanwick Mil, at least 15 NM range from the edge of the area. Note: Live air-to-air firing at towed targets regularly takes place over the sea within the northern stub of EGD201H and EGD201J. Live firing under 'Clear Range' procedures but at least 20 NM out from the coastline, may take place both within and below portions of the Aerial Tactics Area. The activity will not be subject to NOTAM action but times can be obtained from RAF Valley Operations, Tel: 01407-762241 Ext 7404. Hours: Military flying is at its peak between Mon-Thu 0800-1800 (0700-1700); Fri 0800-1700 (0700-1600).
ATA WASH NORTH 533110N 0003300E - 531939N 0014857E - 531115N 0014049E - 531901N 0003300E - 533110N 0003300E	Upper limit: FL245 Lower limit: FL50	Autonomous operations are only permitted within ATAs above FL 195 when the overlying TRA is active. Remarks: Intense military air activity. Advisory Measures: Pilots are strongly advised to avoid the area. If this is not possible they should request a service from Swanwick Mil, at least 15 NM range from the edge of the area. Hours: Military flying is at its peak between 0700 to 2300 Mon to Thu and 0700 to 1700 Fri Winter (Summer 1hr earlier).
ATA WASH SOUTH 531901N 0003300E - 531115N 0014049E - 530000N 0013000E - 530000N 0010000E - 530500N 0003300E - 531901N 0003300E	Upper limit: FL175 Lower limit: FL50	Remarks: Intense military air activity. Advisory Measures: Pilots are strongly advised to avoid the area. If this is not possible they should request a service from Swanwick Mil, at least 15 NM range from the edge of the area. Hours: Military flying is at its peak between 0700 to 2300 Mon to Thu and 0700 to 1700 Fri Winter (Summer 1hr earlier).
ARA BOSCOMBE DOWN 512150N 0021917W - 511859N 0013913W - 511726N 0012843W - 511617N 0012057W - 510417N 0012559W - 510045N 0013054W - 504123N 0031845W - 511010N 0031341W - 511538N 0025120W - 511620N 0023328W thence anti-clockwise by the arc of a circle radius 9 NM centred on 512258N 0024309W to 511826N 0023045W - 511849N 0022009W thence anti-clockwise by the arc of a circle radius 15 NM centred on 512258N 0024309W to 512150N 0021917W but excluding Controlled Airspace.	Upper limit: FL195 Lower limit: FL50	Remarks: Considerable test flight activity. Test flight activity often requires the pilots to fly profiles which limit their ability to manoeuvre their aircraft in compliance with the Rules of the Air. Such flights will receive a radar service from Boscombe Down or Swanwick Military. Advisory Measures: Pilots entering the area are advised to call Boscombe Down on 126.705 to obtain information on test flight activity. Hours: Mon-Fri 0930-1730 (0830-1630).

ENR 6. EN-ROUTE CHARTS

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TEMPORARY RESERVED AREAS (GLIDING) in CLASS C AIRSPACE ABOVE FL240 in THE SCOTTISH ACC AREA
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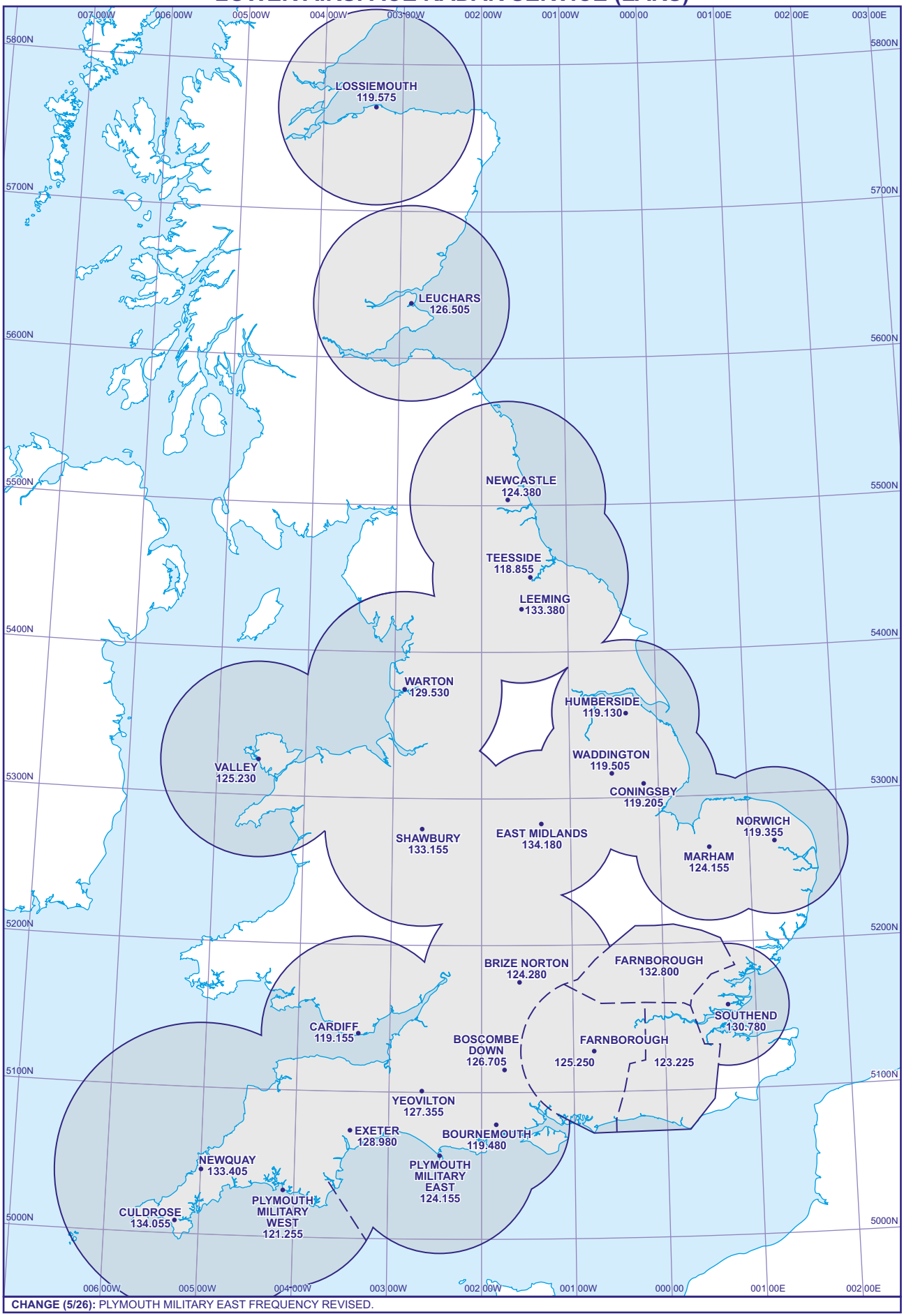
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LOWER AIRSPACE RADAR SERVICE (LARS)

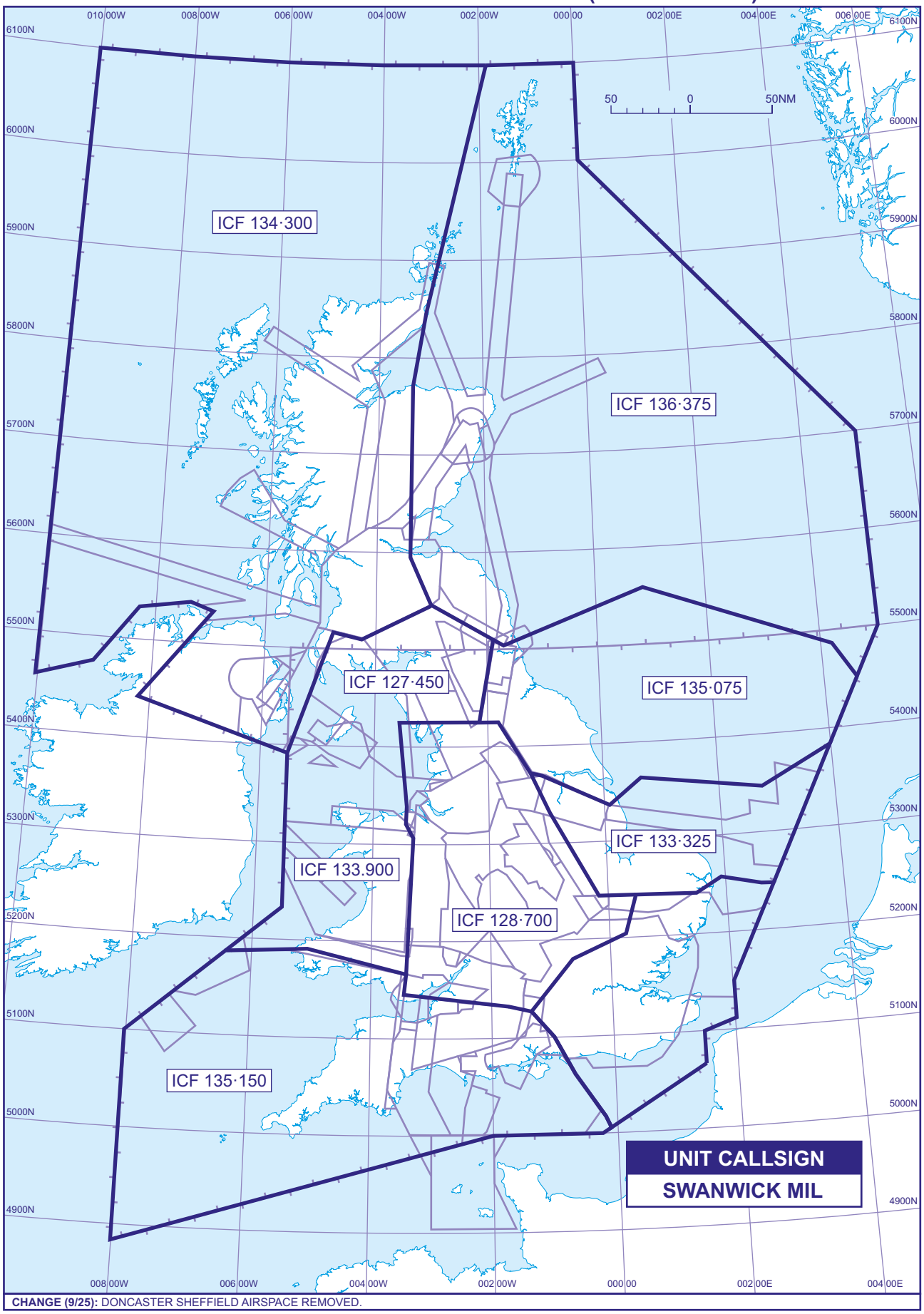


CHANGE (5/26): PLYMOUTH MILITARY EAST FREQUENCY REVISED.

AERO INFO DATE 27 FEB 26

ENR 6-11

RADAR SERVICE - FL100 AND ABOVE (OUTSIDE CAS)



CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 06 JUN 25

ENR 6-12

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.	
†§	**D008A**	♦ 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 124.155 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 124.155 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 124.155 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-SHIPSOOPS@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 124.155 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 124.155 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 124.155 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**	When notified.	§ London Information on 124.750 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
	§	**D110**	When notified.	§ London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 07570 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.	
‡†	✱§	**D125**	H24. See ENR 5.1 for Upper vertical limit change times.	
‡†	✱§	**D126**	H24.	Boscombe Down ATC on 126.705 when open; § Salisbury Information on 122.755 when open, at other times via London Information on 124.750 MHz. Pre-flight Information SPTA Air Operations ☎ 01980 674710 or 01980 674730.
	§	**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-C**	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 FL180 Brize Radar on 124.280, at/above FL180 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-N** / **D323P-R**	When notified.	§ London Information on 125.475 MHz. Booking - Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
	†§	**D324A**	When notified.	Waddington ATC on 119.505 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 an 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 Number 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	**Stixwold**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Stixwold, PPR.
R219	**Sandringham House**	Flight permitted by; any aircraft operated by or on behalf of a Police Air Support Unit; any aircraft operated by or on behalf of an Emergency Medical Service, any aircraft operated by or on behalf of the Maritime and Coastguard Agency, any aircraft 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 (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.
R413	**Sellafield**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Sellafield, PPR.
R431	**Magilaberry**	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R432	**Frankland/Durham**	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R444	**Heysham**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Heysham, PPR. For microlight access to Middleton Sands contact BMAA head office.
R445	**Barrow-in-Furness**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Barrow-in-Furness. PPR.
R446	**Hartlepool**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hartlepool. PPR. Flight at a height of not less than 1800FT AMSL whilst conducting an Instrument approach procedure at Durham Tees Valley Airport.
R504	**Shotts**	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R515	**Hunterston**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hunterston, PPR.
R516	**Torness**	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Torness, PPR.
R603	**Rosyth**	Flight permitted within the route notified as the Kelty Lane for the purpose of making an approach to land at, or departure from Edinburgh Airport.
R610A	**Highlands**	Not permanently active. Activation times promulgated via NOTAM.
R610B	**City of London**	When active, entry of non-participating aircraft is prohibited unless flying with an authorisation given 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

P611 Coulport/Faslane
P612 Scampton

Permanently Sited Lasers

Chalkdon 1 & 2	Visible (Site 1), Invisible (Site 2) beam is potentially hazardous to aircrew at right, 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.
Sibson Pershore	
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.
Drulim a Starraig	
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 tracks are as follows: 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, deconfliction 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	May-Jul and Oct-Feb
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 aredvised 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)**

Fort la Marchant 500 (OCNL 1500FT AGL) SFC

Les Landes 500 SFC

Crabbe 500 SFC

R095 2374 SFC

Scale 1:1,250,000

10 0 10 20 30 40 50NM

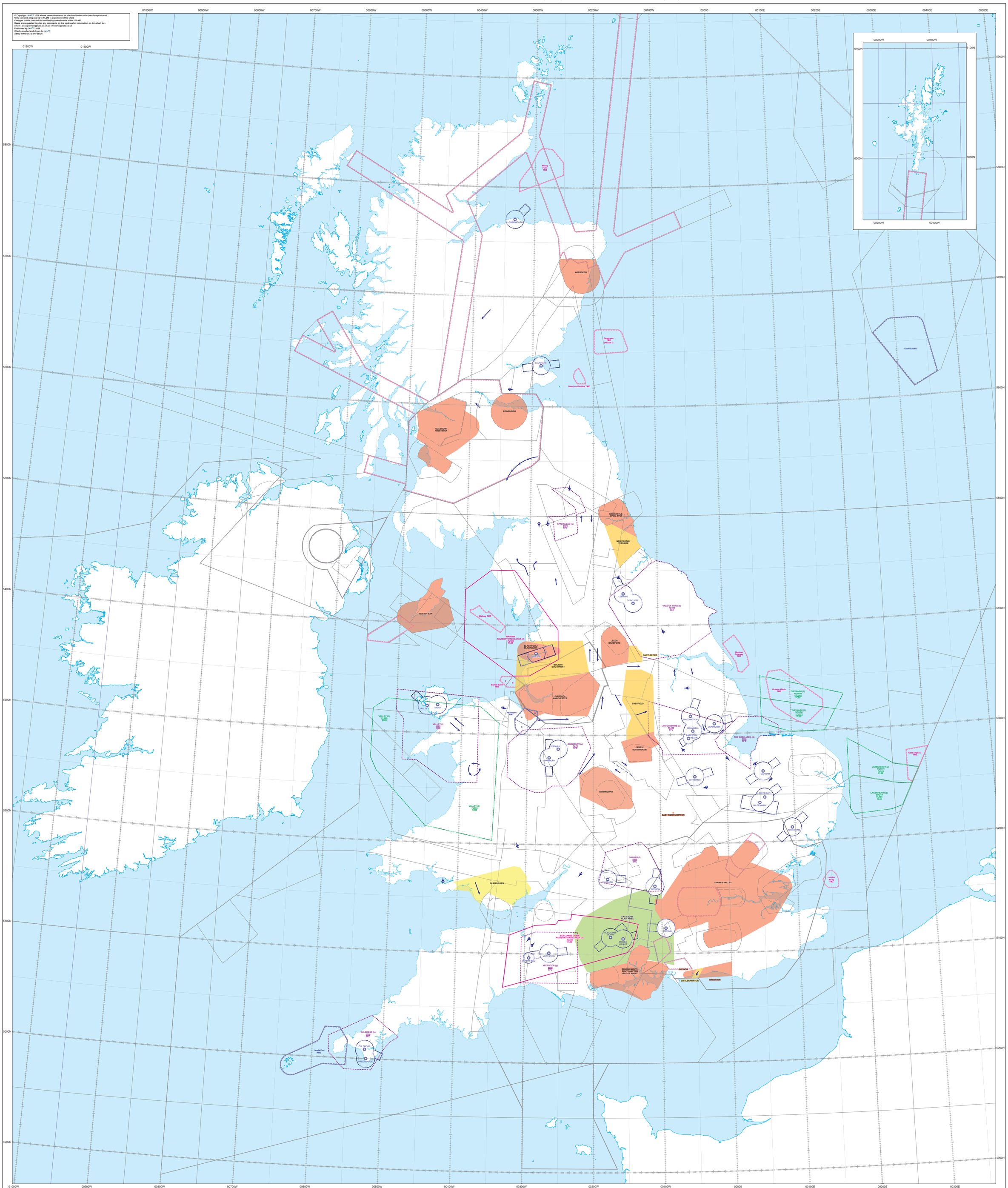
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Only selected airspace up to FL245 is depicted on this chart.
Changes to this chart will be notified by amendments to the UK AIP.
Pilots of military aircraft are warned that there are additional airspace restrictions applicable to them which are not 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 vfrcharts@nats.co.uk
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CHANGE (S/N): EGD012, EGD013, EGD014, EGD017, EGD021, EGD023, EGD026, EGD031, EGD038, EGD037, EGD038, EGD039, EGD040 PLYMOUTH MILITARY FREQUENCY REVISED.

AERO INFO DATE 27 FEB 26

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

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Only selected airspace up to FL245 is depicted on this chart.
Changes to this chart will be notified by amendments to the UK AIP.
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email:- aisoperator@nats.co.uk or vfrcharts@nats.co.uk
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Chart compiled and drawn by NATS
AERO INFO DATE 27 FEB 26



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 124.155 MHz but to avoid interference pilots should contact Plymouth Military south of 511000N.
h. CULDROSE*	× Mon-Thu 0830-1700 (0730-1600) and. Fri 0830-1630 (0730-1530).	LARS from Culdrose ATC on 134.055.
i. VALLEY	× Mon- Thu 0800-1800 (0700-1700) and Fri 0800-1700 (0700-1600).	Contact Valley ATC or London Radar.

× Peak activity takes place

See UK AIP ENR 5.2 for details of AIAAs.

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

Military Low Flying

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

Military aircraft are considered low flying when:

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

Military Aerodrome Traffic Zones (MATZs)

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

Directional Flow Over An Area

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

Directional Flow Through Choke Point

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

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

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

Avoidance Areas

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

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

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

Transit Areas

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

Aerial Tactics Areas

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

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

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

× Peak activity takes place

See UK AIP ENR 5.2 for details of ATAs.

The Salisbury Plain Area

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

Advisory Radio Area

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

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

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

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

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

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

See UK AIP ENR 5.2 for details of ARA.

Low Level Civil Aircraft Notification Procedure (CANP)

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

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

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

The types of air activity that should be notified include:

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

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

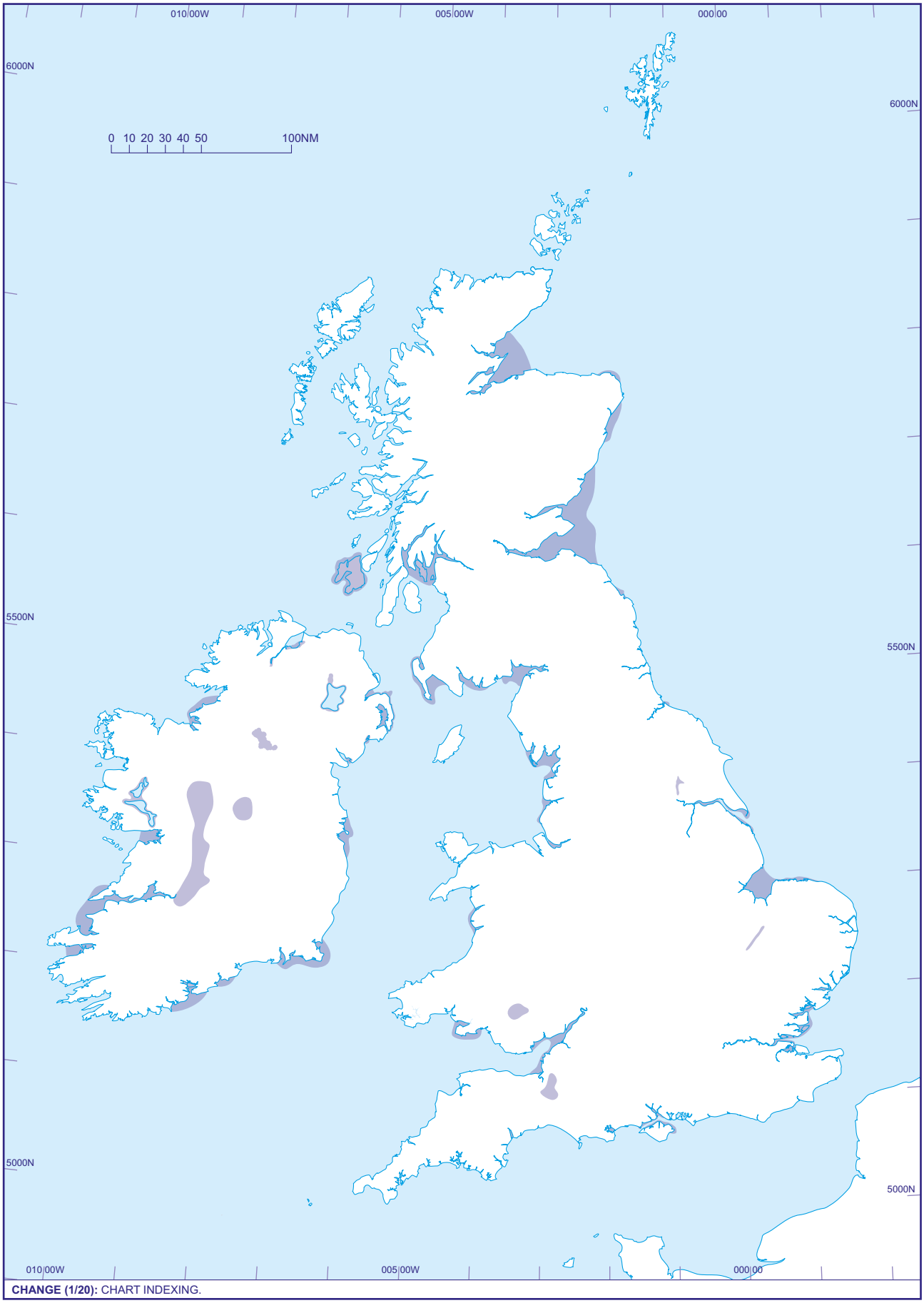
c. OTHER AERIAL ACTIVITIES
Tethered/captive balloons to a height greater than 200 feet (60 metres) AGL, kite flying - 5 or more kites from a specified site to a height greater than 200 feet (60 metres) AGL, aircraft operations from water, any other aerial activity likely to create an exceptional concentration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

Transponder Mandatory Zones (TMZ)

Radio Mandatory Zones (RMZ)

CHANGE (6/26): YEOVILTON AIAA PLYMOUTH MILITARY FREQUENCY REVISED.

BIRD CONCENTRATION AREAS OCTOBER - MARCH

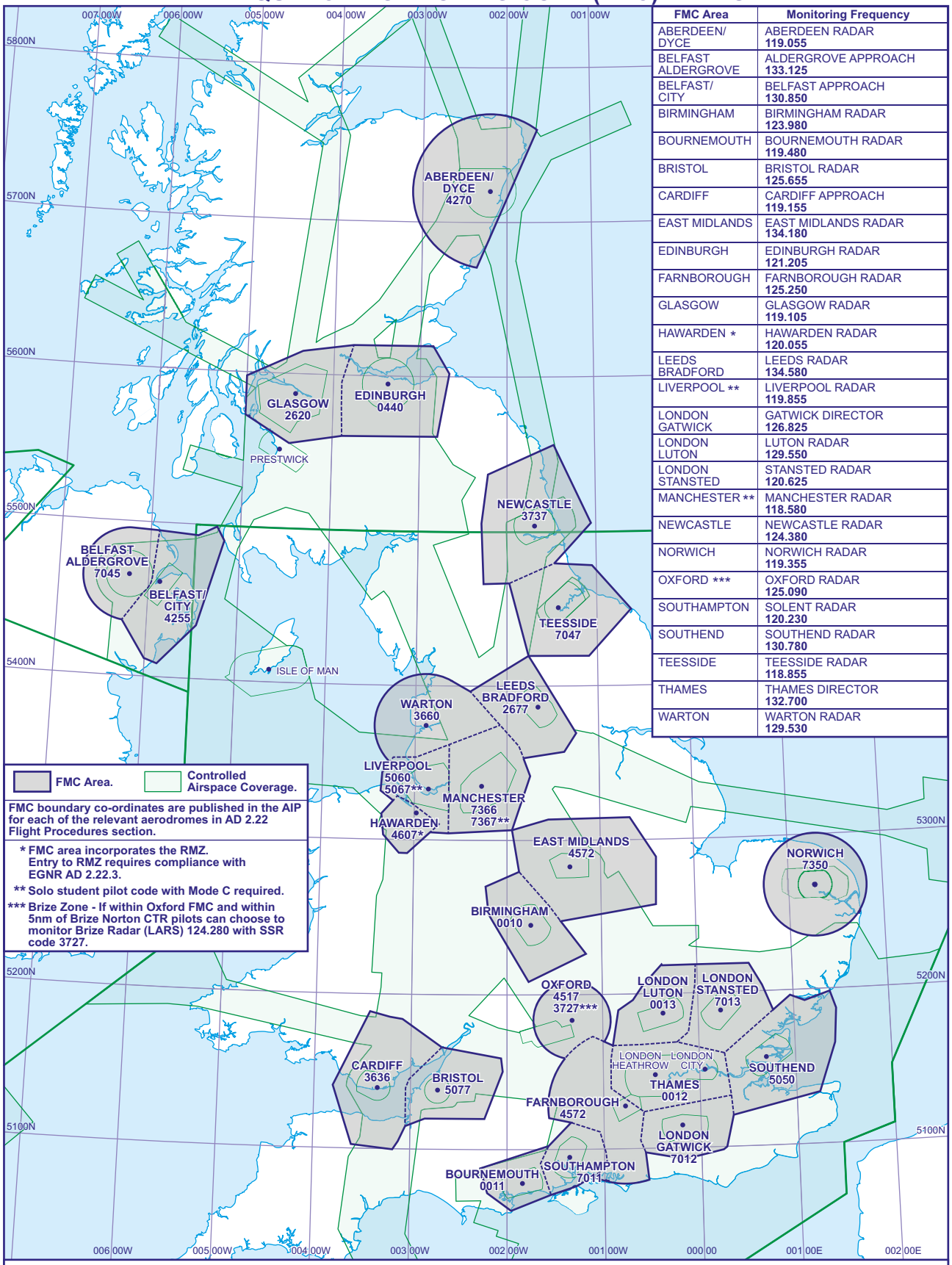


CHANGE (1/20): CHART INDEXING.

AERO INFO DATE 25 SEP 19

ENR 6-79

FREQUENCY MONITORING CODE (FMC) AREAS



FMC Area	Monitoring Frequency
ABERDEEN/ DYCE	ABERDEEN RADAR **119.055**
BELFAST ALDERGROVE	ALDERGROVE APPROACH **133.125**
BELFAST/ CITY	BELFAST APPROACH **130.850**
BIRMINGHAM	BIRMINGHAM RADAR **123.980**
BOURNEMOUTH	BOURNEMOUTH RADAR **119.480**
BRISTOL	BRISTOL RADAR **125.655**
CARDIFF	CARDIFF APPROACH **119.155**
EAST MIDLANDS	EAST MIDLANDS RADAR **134.180**
EDINBURGH	EDINBURGH RADAR **121.205**
FARNBOROUGH	FARNBOROUGH RADAR **125.250**
GLASGOW	GLASGOW RADAR **119.105**
HAWARDEN *	HAWARDEN RADAR **120.055**
LEEDS BRADFORD	LEEDS RADAR **134.580**
LIVERPOOL **	LIVERPOOL RADAR **119.855**
LONDON GATWICK	GATWICK DIRECTOR **126.825**
LONDON LUTON	LUTON RADAR **129.550**
LONDON STANSTED	STANSTED RADAR **120.625**
MANCHESTER **	MANCHESTER RADAR **118.580**
NEWCASTLE	NEWCASTLE RADAR **124.380**
NORWICH	NORWICH RADAR **119.355**
OXFORD ***	OXFORD RADAR **125.090**
SOUTHAMPTON	SOLENT RADAR **120.230**
SOUTHEND	SOUTHEND RADAR **130.780**
TEESSIDE	TEESSIDE RADAR **118.855**
THAMES	THAMES DIRECTOR **132.700**
WARTON	WARTON RADAR **129.530**

1. Pilots operating in the vicinity of, but intending to remain outside controlled airspace within the areas defined above and maintaining a listening watch only on appropriate monitoring frequency are encouraged to select the appropriate SSR code.
2. Selection of SSR code does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances. Pilots remain responsible for their own navigation, separation and terrain clearance and are expected to remain clear of the controlled airspace at all times.
3. Whilst squawking the code pilots should be aware that ATC may make blind transmissions in order to ascertain a particular aircrafts intentions/route.
4. When a pilot ceases to maintain a listening watch, the code shall be deselected.

CHANGE (5/26): BRISTOL RADAR FREQUENCY REVISED.

AERO INFO DATE 27 FEB 26

EGPD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

EGPD AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPD5506) 16/APPROACH 34/ TAKE-OFF	BG CHIMNEY	571302.52N 0021246.17W	262 FT	26 FT	No	
(EGPD14320) 16/APPROACH 34/ TAKE-OFF	LLZ 34	571249.49N 0021222.22W	231 FT	8 FT	Yes Red	
(EGPD14438) 16/APPROACH 34/ TAKE-OFF	NFM 34	571246.78N 0021221.43W	227 FT	5 FT	No	
(EGPD14326) 32/APPROACH 14/ TAKE-OFF	GP MAST 34	571152.10N 0021132.95W	234 FT	34 FT	Yes Marked Red	
(EGPD5957) 34/APPROACH 16/ TAKE-OFF	BEAM SENSOR 2	571130.97N 0021131.23W	242 FT	7 FT	No	
(EGPD14439) 34/APPROACH 16/ TAKE-OFF	NFM 16	571127.47N 0021122.89W	238 FT	5 FT	No	
(EGPD14318) 34/APPROACH 16/ TAKE-OFF	LLZ 16	571125.22N 0021120.03W	243 FT	11 FT	Yes Red	

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPD13613) 34/APPROACH 16/ TAKE-OFF	TREE	571021.18N 0021012.55W	400 FT	72 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPD13251)	HV PYLON	571607.84N 0020913.11W	649 FT	152 FT	No	
(EGPD13466)	MAST	571020.91N 0021423.98W	1028 FT	163 FT	Yes Red	
(EGPD13684)	MAST	570948.32N 0020857.30W	642 FT	217 FT	Yes Flashing Red	

EGPD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 24 hours.
4	Trend forecast Interval of issuance	TREND 30 minutes.
5	Briefing/consultation provided	Self-briefing/Telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English
7	Charts and other information available for briefing or consultation	Available on the Met Office website, www.metoffice.gov.uk/aviation.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	ABERDEEN/DYCE
10	Additional information (limitation of service, etc.)	

EGPD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	046.47°	477 x 46 M	RWY surface: Asphalt	571214.78N 0021205.92W 163.6 FT	THR 203.9 FT	
23	226.48°	477 x 46 M	RWY surface: Asphalt	571225.40N 0021145.34W 163.6 FT	THR 189.0 FT	
14	139.13°	581 x 36 M	RWY surface: Asphalt	571211.28N 0021203.18W 163.6 FT	THR 202.5 FT	
32	319.13°	581 x 36 M	RWY surface: Asphalt	571157.08N 0021140.54W 163.6 FT	THR 196.6 FT	
16	158.17°	1953 x 46 M	RWY surface: Asphalt, Grooved PCN 56/F/B/X/T	571238.05N 0021215.00W 163.6 FT	THR 204.6 FT TDZ 204.6 FT	

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
34	338.18°	1953 x 46 M	RWY surface: Asphalt, Grooved PCN 56/F/B/X/T	571139.43N 0021131.74W 163.6 FT	THR 215.4 FT TDZ 215.4 FT	
36	359.00°	260 x 36 M	RWY surface: Asphalt	571216.36N 0021206.24W 163.6 FT	THR 202.3 FT	

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

EGPD AD 2.13 DECLARED DISTANCES

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

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

EGPD AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EGPD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 16: 571227.82N 0021159.28W (LGTD); Runway 34: 571144.99N 0021141.88W (LGTD); 571227.13N 0021152.81W (LGTD).
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Uninterruptable Power Supply and generator / Immediate.
5	Remarks	Apron floodlighting on Stands 1-17 and Stands 30-31.

EGPD AD 2.16 HELICOPTER LANDING AREA

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: 2215 FT ALT 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. ATZ 2000 FT AAL.

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.

EGAA — BELFAST ALDERGROVE

EGAA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAA — BELFAST ALDERGROVE

EGAA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 543927N Long: 0061257W Mid Point of Runway 07/25
2	Direction and distance from city	11.5 NM NW of Belfast.
3	Elevation / Reference temperature / Mean Low Temperature	268 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	185 FT
5	Magnetic Variation / Annual Change	1.18°W (2027) / 0.20°E
6	AD Administration Address Telephone E-mail address	BELFAST INTERNATIONAL AIRPORT LTD. Belfast International Airport, Belfast BT29 4AB. 028-9448 4313 (Airport Duty Manager) 077-0320 3167 (Mobile) 079-2087 7721 (NATS ATC, Mon-Fri 0900-1700 (0800-1600)) bfsadm@bfs.aero (Airport Duty Manager) bfsatc@nats.co.uk (NATS ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	38X Aldergrove Flying Station – Use of the Military Apron is strictly PPR only and is to be coordinated through Aldergrove Air Ops, Tel: 07971-927704. Operating Hours: Mon-Fri 0800-1700 (0700-1600). Email: ALG-AirOps@mod.gov.uk.

EGAA AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24 Tel: 028-9448 4323
3	Health and sanitation	Port Health on call.
4	AIS Briefing Office	H24 (self briefing).
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	AVGAS 100LL: 0900-1700 (0800-1600). AVTUR JET A-1: H24 (North Air and Global Trek Aviation).
9	Handling	HAE, Swissport and Global Trek Aviation: H24. EAC: 0900-1700 (0800-1600). Woodgate Executive Air Charter (UK) Ltd: 0900-2000 (0800-1900); and by prior arrangement. Jet Assist: H24 by prior arrangement.
10	Security	H24
11	De-icing	As required.
12	Remarks	Fuelling: Woodgate Executive Air Charter H24 fuel callout, Tel: 028-9442 2478.

EGAA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	A range of cargo handling equipment is available up to B747-400 and AN124 aircraft. Full details may be established with the relevant ground handling agents noted at paragraph 7 of this section.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL W80
3	Fuelling facilities/capacity	
4	De-icing facilities	Available from: HAE and Swissport.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Limited for light aircraft only.

7	Remarks	Designated handling agents are: Commercial Aircraft: HAE Tel: 028-9445 9449; Fax: 028-9445 9905. Swissport: Tel: 028-9448 4608; Fax: 028-9442 2010. General Aviation and Private Jet Aircraft: EAC: Tel: 028-9448 4938; Tel: 028-9442 2478 (call out); Fax: 028-9445 2649; 0900-1700. Jet Assist: Tel 028-9442 2646 (24 HR); Fax: +44 28-9442 2640. Email: ops@jetassist.co.uk VIP/Military/Ferry/Tech stops: Global Trek Aviation: Tel: 028-9445 4546, 07479-202260 (Mobile); Email: bfs@globaltrekaviation.com; Website: www.globaltrekaviation.com AVGAS 100LL purchased from Woodgate Air Charter can only be made using cash or credit card. Air BP carnet not accepted.

EGAA AD 2.5 PASSENGER FACILITIES

1	Hotels	On Airport.
2	Restaurants	Buffets.
3	Transportation	Buses, Taxis and car hire. Nearest railway station Antrim, 7 miles.
4	Medical facilities	Limited first aid.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	In Terminal.
7	Remarks	

EGAA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Category 8 and 9 available on request. 24 hours prior notice required.
2	Rescue equipment	Air bags and inflation equipment for 15 and 26 tonnes lifting capacity. 2000 x 1000 mm Synthetic Roadway Panel. NLG Turnable Assembly 30 Tonne capacity, Sledge movement system. De-Bogging/Hauling Kit (50 tonne).
3	Capability for removal of disabled aircraft	50,000 kg. Contact 028-9448 4313 (Airport Duty Manager) H24. National airlines and/or the larger independent airlines should plan to fly in appropriate salvage equipment and should be part of the airline pooling arrangement or have other recovery procedures in place. Operators of smaller aircraft or GA aircraft will be required to use the assistance of Executive Air Charter (if they are unable to remove the aircraft themselves) and will be charged accordingly.
4	Remarks	

EGAA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 2.20, Paragraph 6, for Runway 17/35 winter sweeping priority.
3	Remarks	

AERODROME CHART - ICAO

ARP 543927N 0061257W

AD ELEV 268FT

BELFAST ALDERGROVE
EGAA

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

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

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	**454**
HEIGHTS IN FEET ABOVE AD	(186)

VAR 1.2°W - 2027
N
Annual Rate of Change 0.20°E

Hot Spots

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

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

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

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

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

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

I-AG 109.90°
543903.17N 0061425.19W

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

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

I-FT 110.90°
543827.99N 0061309.03W

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

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

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

Radar
Terminal Building
Cargo Centre
General Aviation Apron
Twy A
Twy B
Twy C
Twy D
Twy F
Twy J
Twy L
Disused
Delta Apron
Anemometer
ILS GP
PAPI (3°) MEHT 74
PAPI (3°) MEHT 55
PAPI (3°) MEHT 57
PAPI (3°) MEHT 47
Fire Station
Control Tower
Anemometer
Apron Echo
Apron DA1
Apron DA2
VDF
Radar
2780m x 45m
1891m x 45m
066°M
163°M
246°M
343°M
HS1
HS2
C1
C2
D1
D2
J1
J2
A1
A2
A3
B
E
F1
H
225
207
218
264
215
224
245
292 (24)
274 (6)
295 (27)
282 (14)
272 (9)
277 (9)
454 (186)
311 (43)
433 (165)

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

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

CHANGE (5/26): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

AERO INFO DATE 04 MAR 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

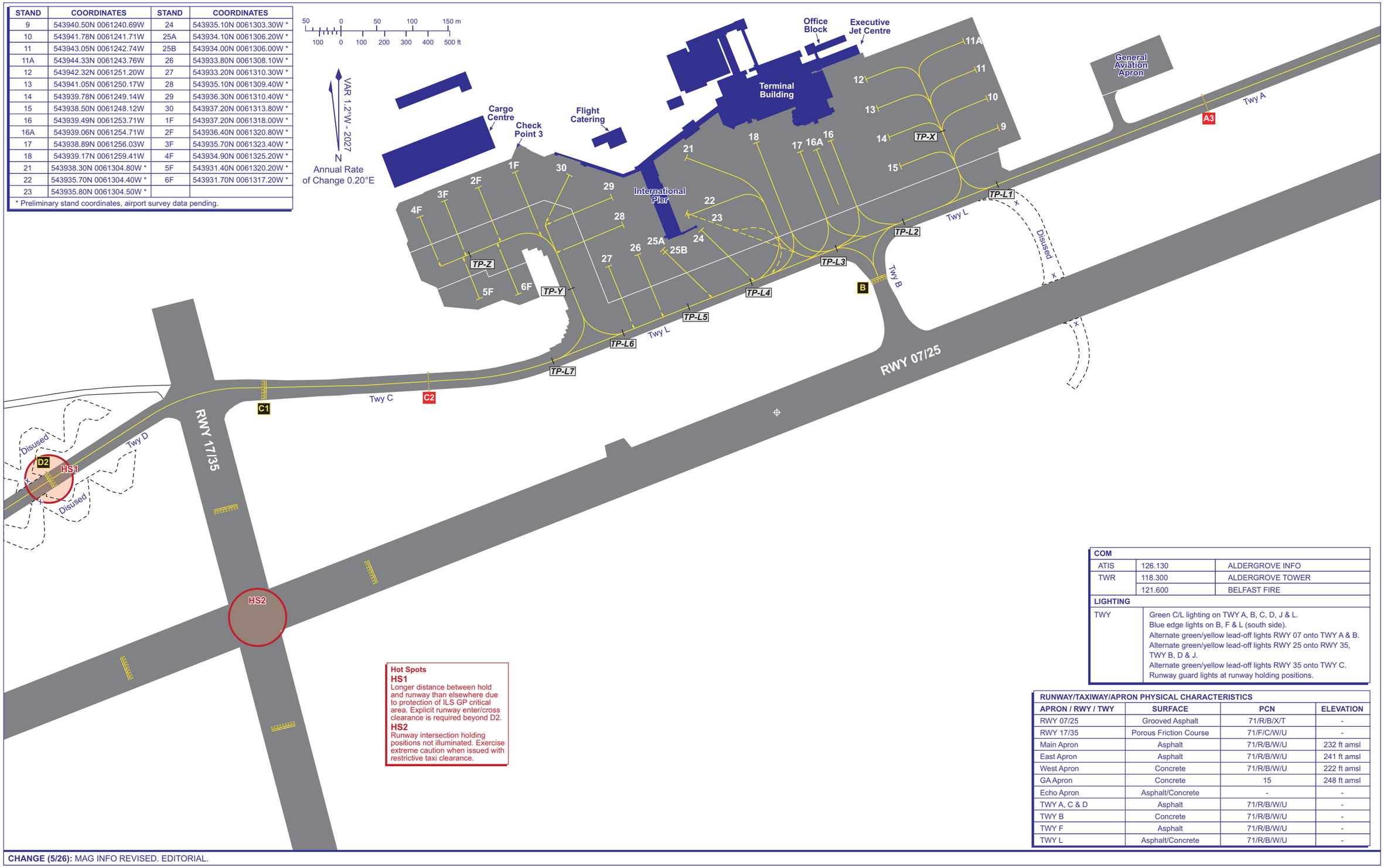
ARP 543927N 0061257W

AD ELEV 268FT

BELFAST ALDERGROVE
EGAA

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

* Preliminary stand coordinates, airport survey data pending.



Hot Spots

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

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

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

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

CHANGE (5/26): MAG INFO REVISED. EDITORIAL.

AERO INFO DATE 04 MAR 26

EGAC — BELFAST/CITY

EGAC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAC — BELFAST/CITY

EGAC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 543705N Long: 0055221W Mid point of Runway 04/22
2	Direction and distance from city	East side of Belfast Docks.
3	Elevation / Reference temperature / Mean Low Temperature	15 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	184 FT
5	Magnetic Variation / Annual Change	1.04°W (2027) / 0.20°E
6	AD Administration Address Telephone Telefax AFS SITA	BELFAST CITY AIRPORT LTD. Belfast City Airport, Sydenham Bypass, Belfast BT3 9JH, Northern Ireland. +44 28-9093 9093 (Administration) +44 28-9093 9094 (Administration) EGACZTZX (ATC) Ground Ops: BHDAPXH.
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGAC AD 2.3 OPERATIONAL HOURS

1	AD Administration	0630-2130 (0530-2030) To cover the possibility of an aircraft which departs within 15 minutes of normal aerodrome closing time having to return, the aerodrome operator will normally retain sufficient services and equipment for 15 minutes after the actual time of departures.
2	Customs and immigration	Subject to notified movements
3	Health and sanitation	As AD Hours.
4	AIS Briefing Office	0630-2130 (0530-2030)
5	ATS Reporting Office (ARO)	0630-2130 (0530-2030)
6	MET Briefing Office	0630-2130 (0530-2030)
7	ATS	0630-2130 (0530-2030). See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	0530-2145 (0430-2045)
10	Security	H24
11	De-icing	As AD hours by arrangement.
12	Remarks	Operational Hours: Aerodrome closes at 2130 (2030). Aerodrome operational hours may be extended for scheduled flights by prior arrangement. Requests for extension of aerodrome hours must be made to the Airport Duty Manager, Tel: +44 28-9093 5053. Positioning and non-scheduled flights will not be accepted after 2130 (2030).

EGAC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full.
2	Fuel and oil types	AVTUR JET-A1 BP Aero Engine oils; Piston Type Engines; 80 - US Quarts, D80 - US Quarts - 205 lt Barrels, D100 - US Quarts - 205 lt Barrels
3	Fuelling facilities/capacity	
4	De-icing facilities	Contact based airlines.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Contact based airlines.

7	Remarks	Mandatory handling for all aircraft. Swissport Tel: 028-9093 5038. Cargo: Worldwide Flight Services (WFS) Tel: 028-9093 5191. FBO: Jet Assist Tel: 028-9692 2668; 028-9692 2669; Email: belfastcityops@jetassist.co.uk.

EGAC AD 2.5 PASSENGER FACILITIES

1	Hotels	Available within 10 minutes drive.
2	Restaurants	Snack/coffee bars. Buffet.
3	Transportation	Buses, car hire and taxis. Nearest railway station 100 M.
4	Medical facilities	Limited facilities. Defibrillator located in the terminal building.
5	Bank and Post Office	Burea de change. Cash dispensers in the teminal.
6	Tourist Office	Tourist Information Centre in Terminal Building.
7	Remarks	

EGAC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 Higher category is not available.
2	Rescue equipment	1 - 4 x 4 Cobra Fire Fighting Appliance, 2 - 6 x 6 Fire Fighting Appliances, 10 x Inflatable matting.
3	Capability for removal of disabled aircraft	Contact: Tel: +44 28-9093 5027 (Airfield Operations)
4	Remarks	

EGAC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Chemical de-icing. 3 snow ploughs. 2 brush blowers. 2 surface de-icing rigs.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Snow Co-ordinating Officer, Tel: 07850-928015.

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**
(EGAC13955) 04/APPROACH	TREE	543633.20N 0055312.98W	71 FT	72 FT	No	Victoria Park
(EGAC13990) 04/APPROACH 22/ TAKE-OFF	TREE	543632.81N 0055304.86W	67 FT	67 FT	No	Victoria Park
(EGAC13984) 04/APPROACH 22/ TAKE-OFF	TREE	543632.52N 0055305.74W	64 FT	66 FT	No	Victoria Park
(EGAC14047) 04/APPROACH 22/ TAKE-OFF	TREE	543632.51N 0055253.53W	42 FT	37 FT	No	Victoria Park
(EGAC13983) 04/APPROACH 22/ TAKE-OFF	TREE	543632.38N 0055306.38W	67 FT	69 FT	No	Victoria Park
(EGAC14051) 04/APPROACH	TREE	543632.20N 0055252.92W	51 FT	46 FT	No	Victoria Park
(EGAC14059) 04/APPROACH	TREE	543631.99N 0055251.32W	59 FT	54 FT	No	Victoria Park
(EGAC14068) 04/APPROACH 22/ TAKE-OFF	TREE	543631.87N 0055249.42W	61 FT	56 FT	No	Victoria Park
(EGAC14035) 04/APPROACH 22/ TAKE-OFF	TREE	543631.51N 0055255.46W	51 FT	54 FT	No	Victoria Park
(EGAC14034) 04/APPROACH 22/ TAKE-OFF	TREE	543630.81N 0055255.71W	59 FT	61 FT	No	Victoria Park
(EGAC14042) 04/APPROACH 22/ TAKE-OFF	TREE	543630.72N 0055254.92W	56 FT	59 FT	No	Victoria Park
(EGAC14033) 04/APPROACH 22/ TAKE-OFF	TREE	543630.72N 0055256.28W	61 FT	64 FT	No	Victoria Park
(EGAC13976) 04/APPROACH 22/ TAKE-OFF	TREE	543630.63N 0055309.00W	64 FT	65 FT	No	Victoria Park
(EGAC13987) 04/APPROACH 22/ TAKE-OFF	TREE	543629.26N 0055308.22W	75 FT	77 FT	No	Victoria Park
(EGAC11280) 04/APPROACH 22/ TAKE-OFF	HV PYLON	543614.22N 0055327.38W	95 FT	84 FT	Yes Red	Sydenham Bypass, Oval
(EGAC9050) 04/APPROACH 22/ TAKE-OFF	HV PYLON	543606.97N 0055316.85W	127 FT	120 FT	Yes Red	South of Oval

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**
(EGAC10808)	MAST	543912.90N 0055727.34W	1306 FT	130 FT	Yes Red	Collinward, North of Cave Hill
(EGAC6401)	CAIRN	543850.13N 0055651.45W	1172 FT	78 FT	No	Cave Hill
(EGAC11644)	TREE	543828.77N 0054827.06W	418 FT	56 FT	No	Creightons Green Road
(EGAC10809)	MAST	543828.44N 0055851.26W	1404 FT	178 FT	Yes Red	Squires Hill, West of Cave Hill
	CRANE	543810.25N 0055222.32W	256 FT	241 FT	Yes Red	D3 Quay
	CRANE	543803.06N 0055229.16W	256 FT	241 FT	Yes Red	D3 Quay
	CRANE	543802.35N 0055214.98W	202 FT	187 FT	Yes Red	D3 Quay
	CRANE	543758N 0055214W	202 FT	187 FT	Yes Red	D3 Quay
	CRANE	543758.44N 0055237.65W	256 FT	241 FT	Yes Red	D3 Quay
(EGAC13358)	WINDTURBINE SHIP CRANE	543741.66N 0055256.86W	459 FT	460 FT	Yes Red	Ship crane at Harbour D1 Wind Turbine Assembly Area
	CRANE	543738N 0055239W	243 FT	228 FT	Yes Red	D3 Quay

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	CRANE	543736.63N 0055243.77W	243 FT	227 FT	Yes Red	D3 Quay
(EGAC13024)	TREE	543736.06N 0055057.63W	148 FT	83 FT	No	Airport Eastern Boundary
(EGAC11211)	MAST	543728.93N 0054828.49W	813 FT	166 FT	Yes Red	Ballykeel
(EGAC14275)	TREE	543726.74N 0055142.54W	67 FT	56 FT	No	Airport Eastern Boundary
(EGAC6611)	GP22 MAST	543723.97N 0055206.68W	46 FT	36 FT	Yes Red	Airfield
(EGAC11212)	MAST	543719.42N 0054734.23W	754 FT	138 FT	Yes Red	East of Ballykeel
(EGAC8303)	NDB	543716.09N 0055218.87W	58 FT	41 FT	No	Airfield
(EGAC8599)	MAST	543711.86N 0054949.61W	724 FT	160 FT	Yes Red	North of Stormont
(EGAC8695)	FLOODLIGHT	543710.53N 0055204.01W	22 FT	11 FT	No	Airport Eastern Boundary
(EGAC8598)	MAST	543710.35N 0054926.22W	742 FT	144 FT	Yes Red	North of Stormont
(EGAC12000)	DOCK CRANE	543710.12N 0055337.96W	353 FT	344 FT	Yes Red	Belfast Docks
(EGAC11210)	MAST	543702.89N 0054837.93W	733 FT	142 FT	Yes Red	South of Ballvkeel
(EGAC8593)	MAST	543700.15N 0054457.67W	834 FT	136 FT	Yes Red	Northeast of Dundonald
(EGAC8594)	MAST	543657.96N 0054501.21W	817 FT	118 FT	Yes Red	Northeast of Dundonald
(EGAC8356)	GP04 MAST	543654.09N 0055244.46W	64 FT	50 FT	Yes Red	Airfield
(EGAC8608)	MAST	543639.80N 0060105.15W	1702 FT	151 FT	Yes Red	Divis
(EGAC11171)	HW MINI CRANE	543633.00N 0055349.41W	355 FT	347 FT	Yes Red	Harland and Wolff Crane
(EGAC14356)	MAST	543628.25N 0060028.35W	1696 FT	512 FT	Yes Red	Black Mountain
(EGAC14357)	MAST	543627.04N 0060033.58W	1691 FT	508 FT	Yes Red	Black Mountain
(EGAC13798)	BUILDING LADDER	543617.22N 0055512.59W	245 FT	238 FT	Yes Red	Donegall Quay
(EGAC11168)	HW MINI CRANE	543615.55N 0055415.12W	324 FT	316 FT	Yes Red	Harland and Wolff Crane
(EGAC11194)	BG MAST	543542.40N 0055554.46W	310 FT	300 FT	Yes Red	Bedford Street
	CRANE	543531.04N 0055555.08W	347 FT	334 FT	Yes Steady red	Dublin Road, Belfast.
(EGAC2234)	INDUSTRIAL CHIMNEY	543516.23N 0055634.25W	358 FT	315 FT	No	Belfast City Hospital
(EGAC8605)	MAST	543513.38N 0060119.43W	1747 FT	770 FT	Yes Red	Black Hill Quarry

EGAC 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.
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	BELFAST/CITY
10	Additional information (limitation of service, etc.)	Unverified automatic MET observations are available on ATIS (124.580 MHz) or by telephone on +44 28-9093 5124 outside of aerodrome/ATC hours.

EGAC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
04	034.76°	1829 x 45 M	RWY surface: Asphalt, Grooved PCN 69/F/D/W/T	543643.34N 0055247.14W 184.2 FT	THR 13.1 FT TDZ 15.3 FT	
22	214.77°	1829 x 45 M	RWY surface: Asphalt, Grooved PCN 69/F/D/W/T	543729.48N 0055151.95W 184.2 FT	THR 12.1 FT TDZ 13.5 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
	200 x 150 M	1949 x 300 M				RWY 04 Threshold displaced by 91 M. Has 7.5 M wide shoulders. OFZ: Yes.
	150 x 150 M	1949 x 300 M				RWY 22 Has 7.5 M wide shoulders. OFZ: Yes.

EGAC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	1829 M	2029 M	1829 M	1737 M	
22	1767 M	1917 M	1767 M	1767 M	

EGAC 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
04	One crossbar 289 M from threshold. 413 M Light intensity high	Green Light intensity high Uni-directional With elevated wingbars	PAPI Left/3° 43 FT 250 M		Colour coded 15 M spacing Light intensity high	HI elevated bi-directional with LI omni-directional component	Red		EDGE: Prior to Runway 04 displaced painted threshold, these lights show red in the direction of the approach.
22	Coded with five crossbars. 914 M Light intensity high	Green Light intensity high Uni-directional With flush wingbars	PAPI Left/3° 53 FT 317 M		Colour coded 15 M spacing Light intensity high	HI elevated bi-directional with LI omni-directional component	Red		

AERODROME CHART - ICAO

ARP 543705N 0055221W

AD ELEV 15FT

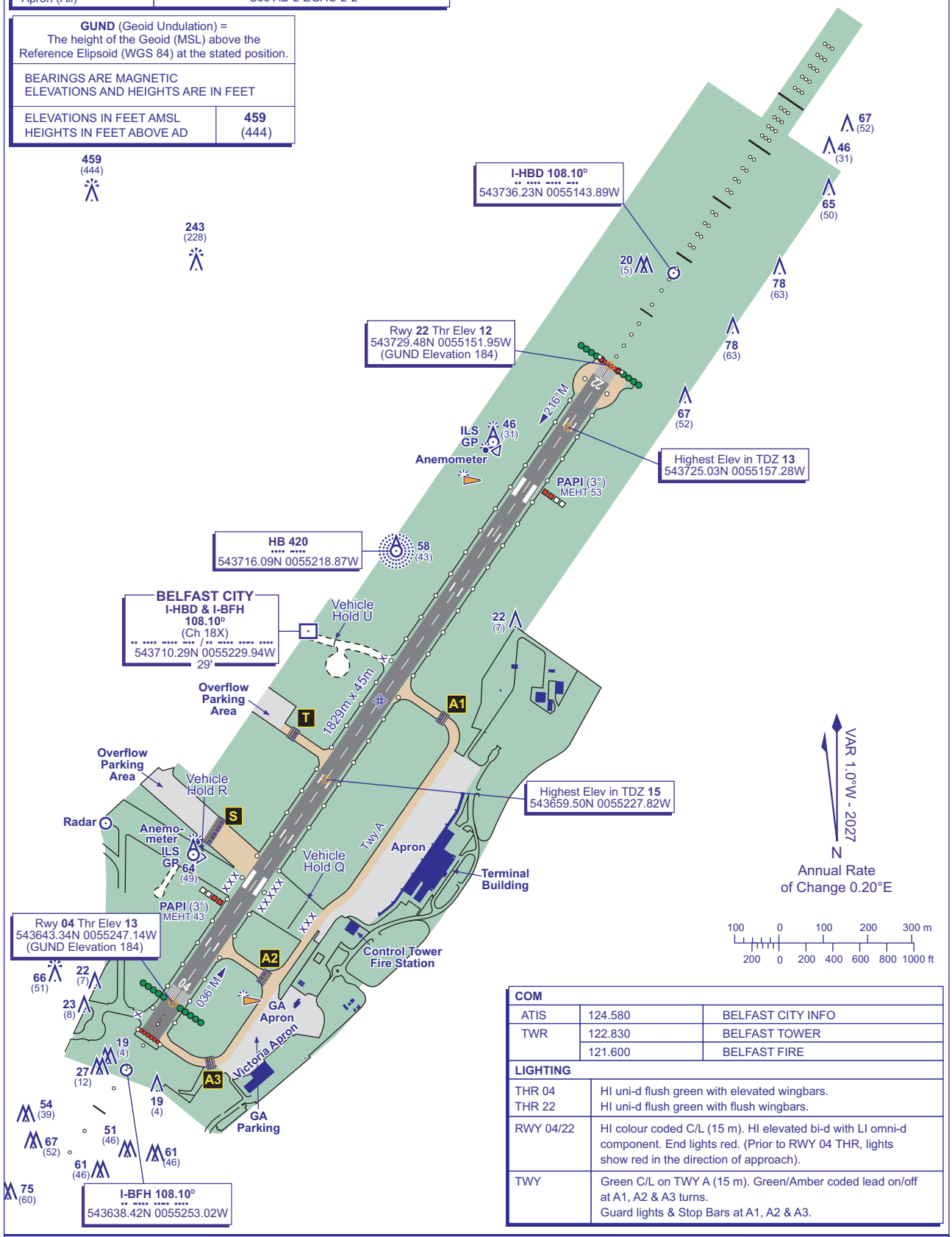
BELFAST CITY
EGAC

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCN**
RWY 04/22	Grooved Asphalt	69/F/D/W/T
TWY A	Asphalt	50/F/D/W/T
Apron (All)	*See AD 2-EGAC-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	**459** (444)



COM		
ATIS	124.580	BELFAST CITY INFO
TWR	122.830	BELFAST TOWER
	121.600	BELFAST FIRE

LIGHTING	
THR 04 THR 22	HI uni-d flush green with elevated wingbars. HI uni-d flush green with flush wingbars.
RWY 04/22	HI colour coded C/L (15 m). HI elevated bi-d with LI omni-d component. End lights red. (Prior to RWY 04 THR, lights show red in the direction of approach).
TWY	Green C/L on TWY A (15 m). Green/Amber coded lead on/off at A1, A2 & A3 turns. Guard lights & Stop Bars at A1, A2 & A3.

CHANGE (5/26): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

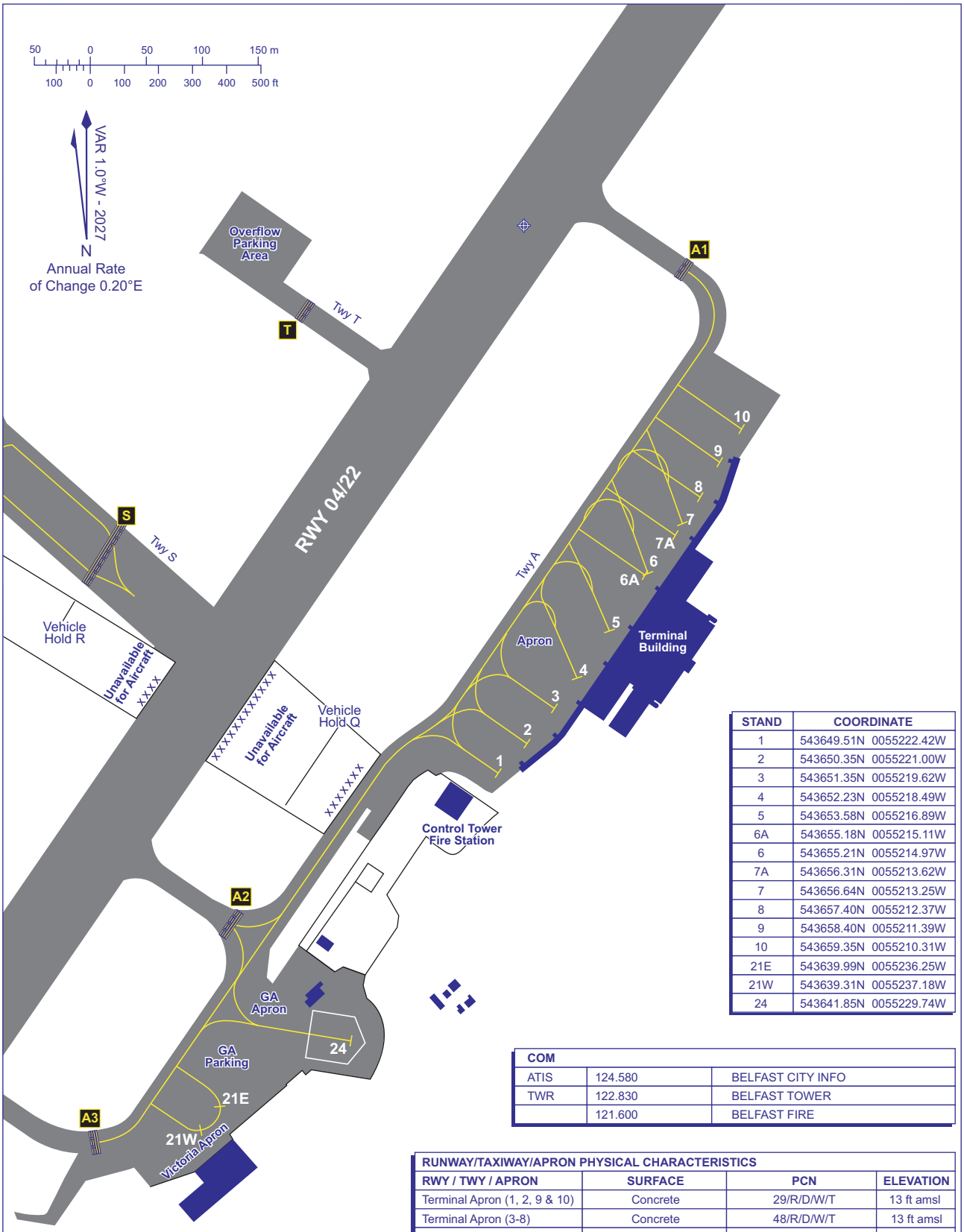
AERO INFO DATE 04 MAR 26

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 543705N 0055221W

AD ELEV 15FT

BELFAST/CITY
EGAC



STAND	COORDINATE
1	543649.51N 0055222.42W
2	543650.35N 0055221.00W
3	543651.35N 0055219.62W
4	543652.23N 0055218.49W
5	543653.58N 0055216.89W
6A	543655.18N 0055215.11W
6	543655.21N 0055214.97W
7A	543656.31N 0055213.62W
7	543656.64N 0055213.25W
8	543657.40N 0055212.37W
9	543658.40N 0055211.39W
10	543659.35N 0055210.31W
21E	543639.99N 0055236.25W
21W	543639.31N 0055237.18W
24	543641.85N 0055229.74W

COM		
ATIS	124.580	BELFAST CITY INFO
TWR	122.830	BELFAST TOWER
	121.600	BELFAST FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	ELEVATION
Terminal Apron (1, 2, 9 & 10)	Concrete	29/R/D/W/T	13 ft amsl
Terminal Apron (3-8)	Concrete	48/R/D/W/T	13 ft amsl
Victoria Apron (21)	Concrete	30/R/D/W/T	10 ft amsl
GA Apron (24)	Concrete	39/R/D/W/T	-
RWY	*See AD 2-EGAC-2-1*		
TWY (All)			

CHANGE (5/26): MAG INFO REVISED. EDITORIAL.

AERO INFO DATE 04 MAR 26

EGPL — BENBECULA

EGPL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPL — BENBECULA

EGPL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 572850N Long: 0072150W Mid point of Runway 06/24
2	Direction and distance from city	West side of Isle of Benbecula
3	Elevation / Reference temperature / Mean Low Temperature	19 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	188 FT
5	Magnetic Variation / Annual Change	2.11°W (2027) / 0.22°E
6	AD Administration Address Telephone Telefax	HIAL Benbecula Aerodrome, Balivanich, Western Isles, HS7 5LA. 01870-602051 (Administration) 01870-604804 (ATC) 01870-604818 (MET/AD Info) 0141-8427455 (Loganair Operations - Glasgow) 01870-604826 (ATC) 01870-602278 (AD/Administration) 01870-602931 (RFFS)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGPL AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0830-1630 (0730-1530); Sat 0830-0915 (0730-0815), 1045-1245 (0945-1145); Sun 1645-1800 (1545-1700). See remarks.
2	Customs and immigration	By arrangement, 48 HR notice required.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	By telephone to Aberdeen MET Office.
7	ATS	See AD 2.18.
8	Fuelling	
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	As AD Hours.
12	Remarks	This aerodrome is PPR. 3 hours notice by Tel: 01870-602051 or Fax: 01870-604826. Please see current NOTAMs for any changes to published Operational Hours.

EGPL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with Loganair, Tel: 01870-602310, email: bebcs@loganair.co.uk.
2	Fuel and oil types	
3	Fuelling facilities/capacity	
4	De-icing facilities	By arrangement with Loganair, Tel: 01870-602310, email: bebcs@loganair.co.uk.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	Limited aircraft handling is provided by Loganair, Tel: 01870-602310.

EGPL AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	Terminal café.
3	Transportation	Taxis, Car hire and Buses.
4	Medical facilities	Limited first aid, local doctors and ambulance available.
5	Bank and Post Office	Bank and Post Office close by in Balivanich.
6	Tourist Office	
7	Remarks	

EGPL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A4 RFF Category 5: Mon - Sat 1000-1200 (0900-1100); Sun 1645-1800 (1545-1700), and additionally by prior arrangement. RFF Category 6 accepted under remission, by prior arrangement.
2	Rescue equipment	Limited water rescue facilities are available for Runway 06/24 during published opening hours and special/on call openings, subject to serviceability of equipment and times when the weather conditions and sea state are conducive to search operations. Contact: 01870-604820.
3	Capability for removal of disabled aircraft	Limited. Contact: 01870-604820.
4	Remarks	Any request for RFF Category higher than RFF Category 4 subject to additional charge.

EGPL AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, chemical de-icing.
2	Clearance priorities	Standard, see AD 1.2.2.
3	Remarks	Contact: 01870-604804, Runway 06/24 de-iced with Potassium Formate as required.

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

1	Apron surface and strength	APRON Surface: Concrete PCN 30/R/B/W/T (108 x 120 M).
2	Taxiway width, surface and strength	Taxiway MAIN TAXIWAY: 15 M Surface: Concrete PCN 30/R/B/W/T
3	Altimeter checkpoint location and elevation	Apron 19 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGPL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Runway marking aid(s): 06/24: Runway threshold, Runway designators, runway centre-line. Taxiway marking aid(s): Yellow centre-line
3	Stop bars and runway guard lights (if any)	3 RWY guard lights and illuminated signs RWY 06 Hold Alpha.
4	Other runway protection measures	
5	Remarks	WDIs RWY 06 THR: 572835.45N 0072213.82W (LGTD); RWY 24: 572858.83N 0072111.44W (LGTD) and 572903.28N 0072136.05W.

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° 30 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		CL: Lights LED. EDGE: Lights LED.
21	Coded centre-line with three crossbars. 420 M Light intensity high	Green wingbars	PAPI Left/3° 48 FT 229 M		30 M spacing. Colour coded. Light intensity high	HI elev bi-directional with LI omni-directional component	Stop end Red Light intensity high		CL: Lights LED. EDGE: Lights LED.

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: 2584 FT ALT Lower limit: SFC	G	BIGGIN 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. ATZ 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	134.805 DOC 25 NM/4,000 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	134.805 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
	BIGGIN GROUND	121.630 DOC 5 NM/100 FT.			When directed by ATC; Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	
ATIS	BIGGIN 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.

AERODROME CHART - ICAO

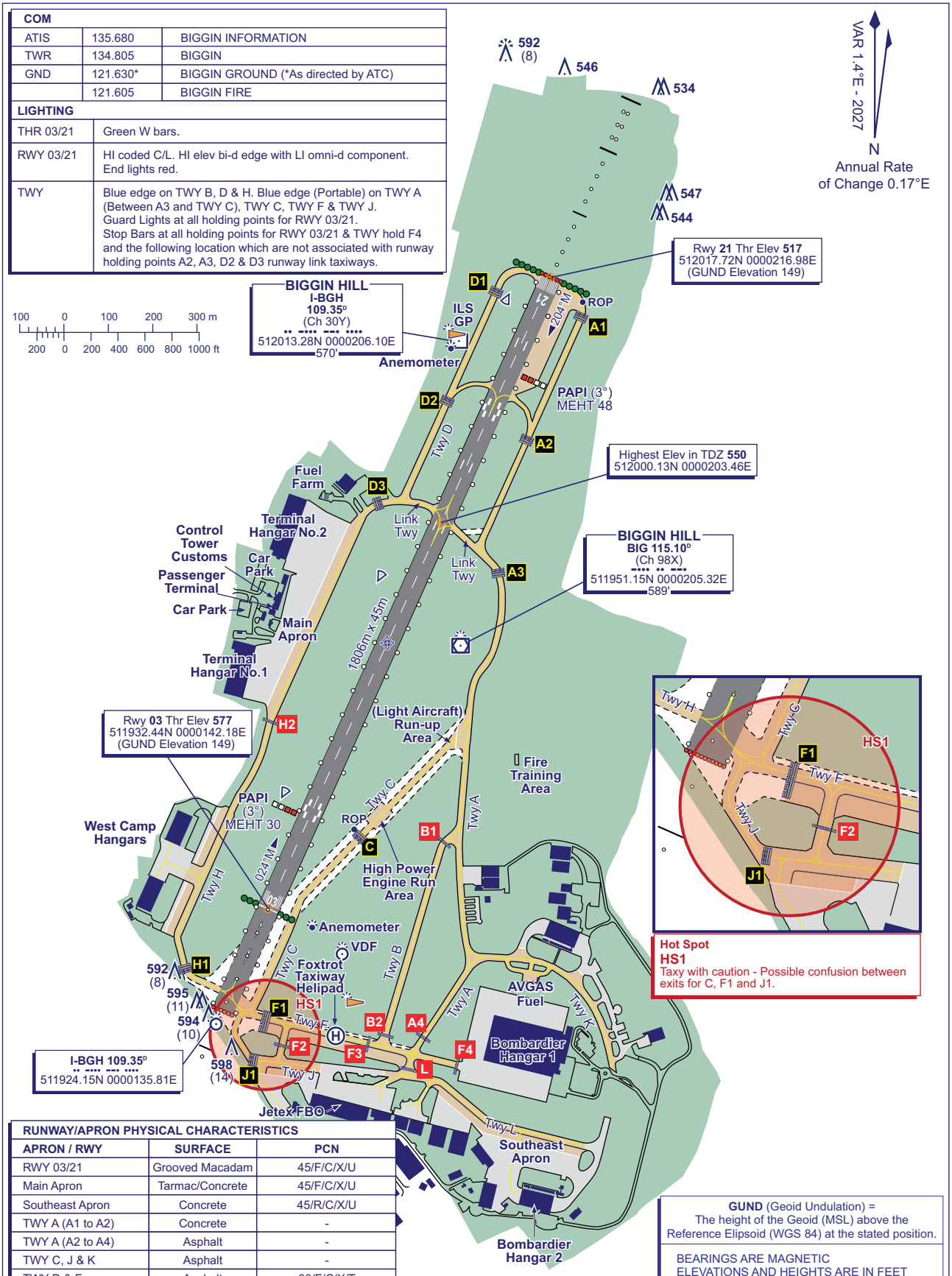
ARP 511951N 0000157E

AD ELEV 584FT

BIGGIN HILL
EGKB

COM		
ATIS	135.680	BIGGIN INFORMATION
TWR	134.805	BIGGIN
GND	121.630*	BIGGIN GROUND (*As directed by 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.



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

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 (5/26): PAPI MEHT.

AERO INFO DATE 18 FEB 26

AD 2-EGKB-2-1

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EGBB — BIRMINGHAM

EGBB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBB — BIRMINGHAM

EGBB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 522714N Long: 0014453W Centre point of Runway intersection with Taxiways Lima/Tango.
2	Direction and distance from city	5.5 NM ESE of Birmingham.
3	Elevation / Reference temperature / Mean Low Temperature	339 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	162 FT
5	Magnetic Variation / Annual Change	0.72°E (2027) / 0.18°E
6	AD Administration Address Telephone AFS E-mail address	BIRMINGHAM AIRPORT. Birmingham Airport, Birmingham B26 3QJ. 0871-222 0072 (General Enquiries) 07890-423014 (Airfield Duty Manager) 0121-767 1260 (ATC ATIS) 0121-767 1210 (ATC Watch Manager) EGBBYDYX ADM@birminghamairport.co.uk (Airfield Duty Manager)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All calls to ATC will be recorded.

EGBB AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Refer to NOTAM/AIP Supplements.

EGBB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Dedicated cargo aircraft handling agents and transit sheds available.
2	Fuel and oil types	AVTUR JET A-1. 100, W80 and W100.
3	Fuelling facilities/capacity	Fuel delivery by bowser.
4	De-icing facilities	By arrangement with handling agents.
5	Hangar space for visiting aircraft	Yes, by arrangement with XLR Executive Jet Centres.
6	Repair facilities for visiting aircraft	Maintenance and repair by arrangement.
7	Remarks	Ground handling mandatory for all aircraft. Aircraft handling agencies are: Blue City: Tel: 0121-782 9300; Email: handling@bluecityaviation.co.uk Signature: Tel: 0121-782 1999; Email: bhx@signatureflight.co.uk Swissport: Tel: 0121-767 7772; Email: bhx.ops@swissport.com XLR Executive Jet Centres: Tel: 0121-663 1450; Email: jetcentre@xlrbirmingham.com

EGBB AD 2.5 PASSENGER FACILITIES

1	Hotels	Available on site.
2	Restaurants	Available on site.
3	Transportation	Buses, taxis, trains and hire cars. Nearest railway station, Birmingham International.
4	Medical facilities	First aid treatment & emergency service response.
5	Bank and Post Office	Bureau de Change & Post Office on site.
6	Tourist Office	
7	Remarks	

EGBB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A9 RFF Category 10 aircraft accepted under remission.
2	Rescue equipment	Details available on request from aerodrome.
3	Capability for removal of disabled aircraft	Airlines must have a confirmed contract for aircraft recovery. Aircraft recovery arrangements must be submitted to Birmingham Airport Limited. Tel: 07890-423014 (Airfield Duty Manager). E-mail: ADM@birminghamairport.co.uk.
4	Remarks	

EGBB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical - Chemical de-icing.
2	Clearance priorities	Standard. See AD 2.1.2.
3	Remarks	ATC snow state and clearance programme. Snow Control 0121-767 7152.

AERODROME CHART - ICAO

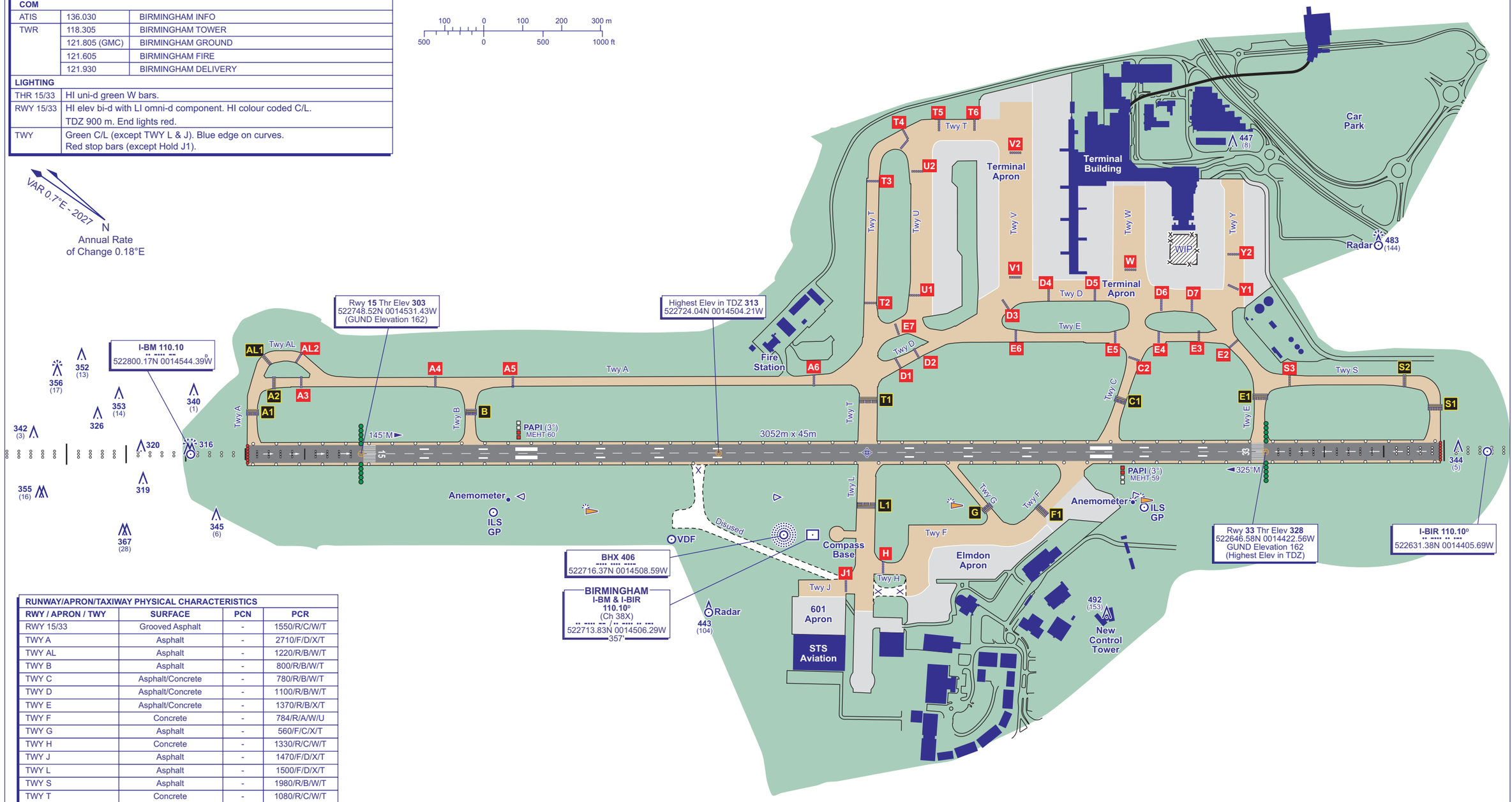
ARP 522714N 0014453W

AD ELEV 339FT

BIRMINGHAM
EGBB

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

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



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

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**492** (153)

CHANGE (5/26): MAG INFO REVISED. RWY HEADINGS.

AERO INFO DATE 18 FEB 26

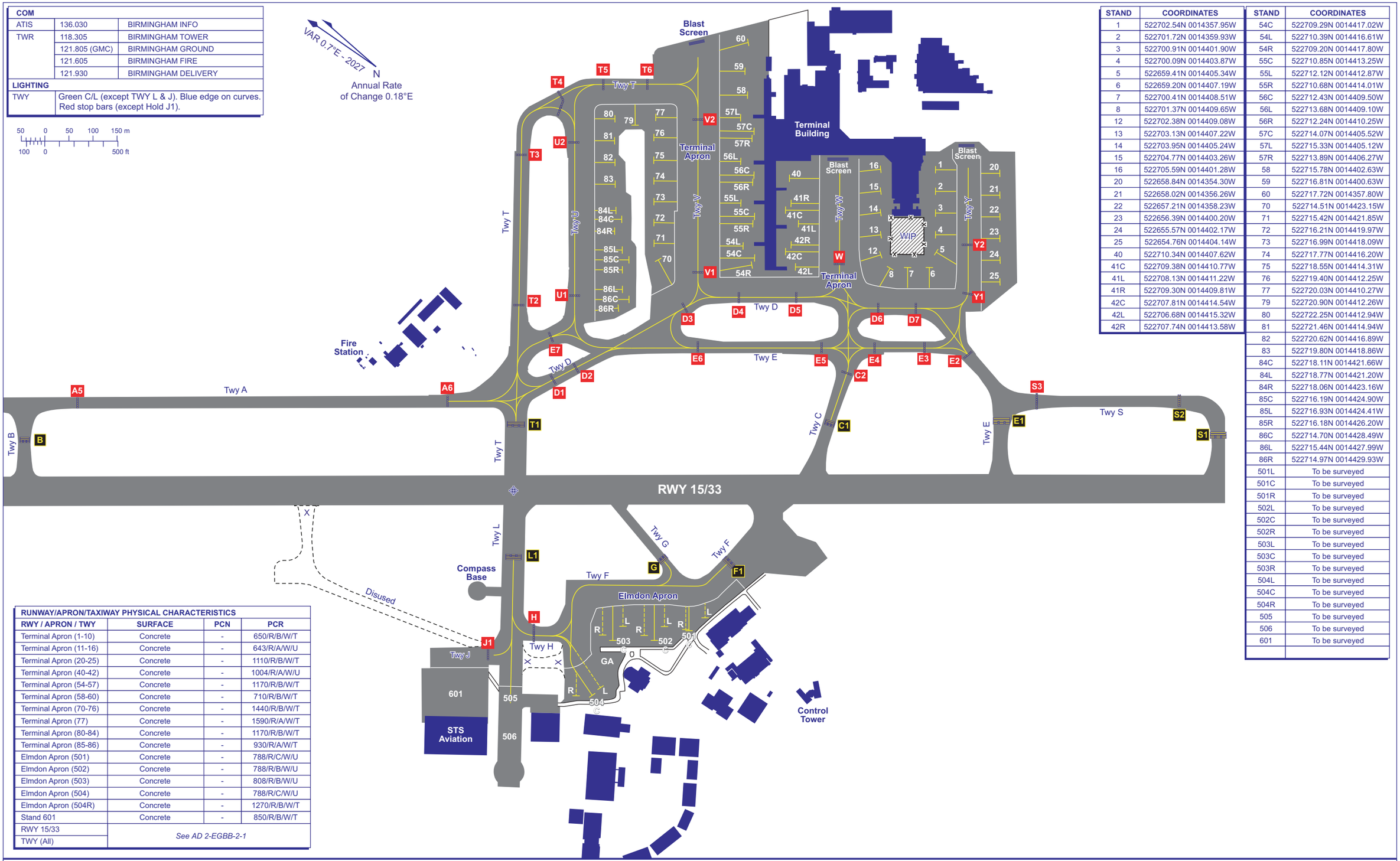
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 522714N 0014453W

AD ELEV 339FT

BIRMINGHAM
EGBB

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



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

STAND	COORDINATES	STAND	COORDINATES
1	522702.54N 0014357.95W	54C	522709.29N 0014417.02W
2	522701.72N 0014359.93W	54L	522710.39N 0014416.61W
3	522700.91N 0014401.90W	54R	522709.20N 0014417.80W
4	522700.09N 0014403.87W	55C	522710.85N 0014413.25W
5	522659.41N 0014405.34W	55L	522712.12N 0014412.87W
6	522659.20N 0014407.19W	55R	522710.68N 0014414.01W
7	522700.41N 0014408.51W	56C	522712.43N 0014409.50W
8	522701.37N 0014409.65W	56L	522713.68N 0014409.10W
12	522702.38N 0014409.08W	56R	522712.24N 0014410.25W
13	522703.13N 0014407.22W	57C	522714.07N 0014405.52W
14	522703.95N 0014405.24W	57L	522715.33N 0014405.12W
15	522704.77N 0014403.26W	57R	522713.89N 0014406.27W
16	522705.59N 0014401.28W	58	522715.78N 0014402.63W
20	522658.84N 0014354.30W	59	522716.81N 0014400.63W
21	522658.02N 0014356.26W	60	522717.72N 0014357.80W
22	522657.21N 0014358.23W	70	522714.51N 0014423.15W
23	522656.39N 0014400.20W	71	522715.42N 0014421.85W
24	522655.57N 0014402.17W	72	522716.21N 0014419.97W
25	522654.76N 0014404.14W	73	522716.99N 0014418.09W
40	522710.34N 0014407.62W	74	522717.77N 0014416.20W
41C	522709.38N 0014410.77W	75	522718.55N 0014414.31W
41L	522708.13N 0014411.22W	76	522719.40N 0014412.25W
41R	522709.30N 0014409.81W	77	522720.03N 0014410.27W
42C	522707.81N 0014414.54W	79	522720.90N 0014412.26W
42L	522706.68N 0014415.32W	80	522722.25N 0014412.94W
42R	522707.74N 0014413.58W	81	522721.46N 0014414.94W
		82	522720.62N 0014416.89W
		83	522719.80N 0014418.86W
		84C	522718.11N 0014421.66W
		84L	522718.77N 0014421.20W
		84R	522718.06N 0014423.16W
		85C	522716.19N 0014424.90W
		85L	522716.93N 0014424.41W
		85R	522716.18N 0014426.20W
		86C	522714.70N 0014428.49W
		86L	522715.44N 0014427.99W
		86R	522714.97N 0014429.93W
		501L	To be surveyed
		501C	To be surveyed
		501R	To be surveyed
		502L	To be surveyed
		502C	To be surveyed
		502R	To be surveyed
		503L	To be surveyed
		503C	To be surveyed
		503R	To be surveyed
		504L	To be surveyed
		504C	To be surveyed
		504R	To be surveyed
		505	To be surveyed
		506	To be surveyed
		601	To be surveyed

CHANGE (5/26): MAG INFO REVISED.

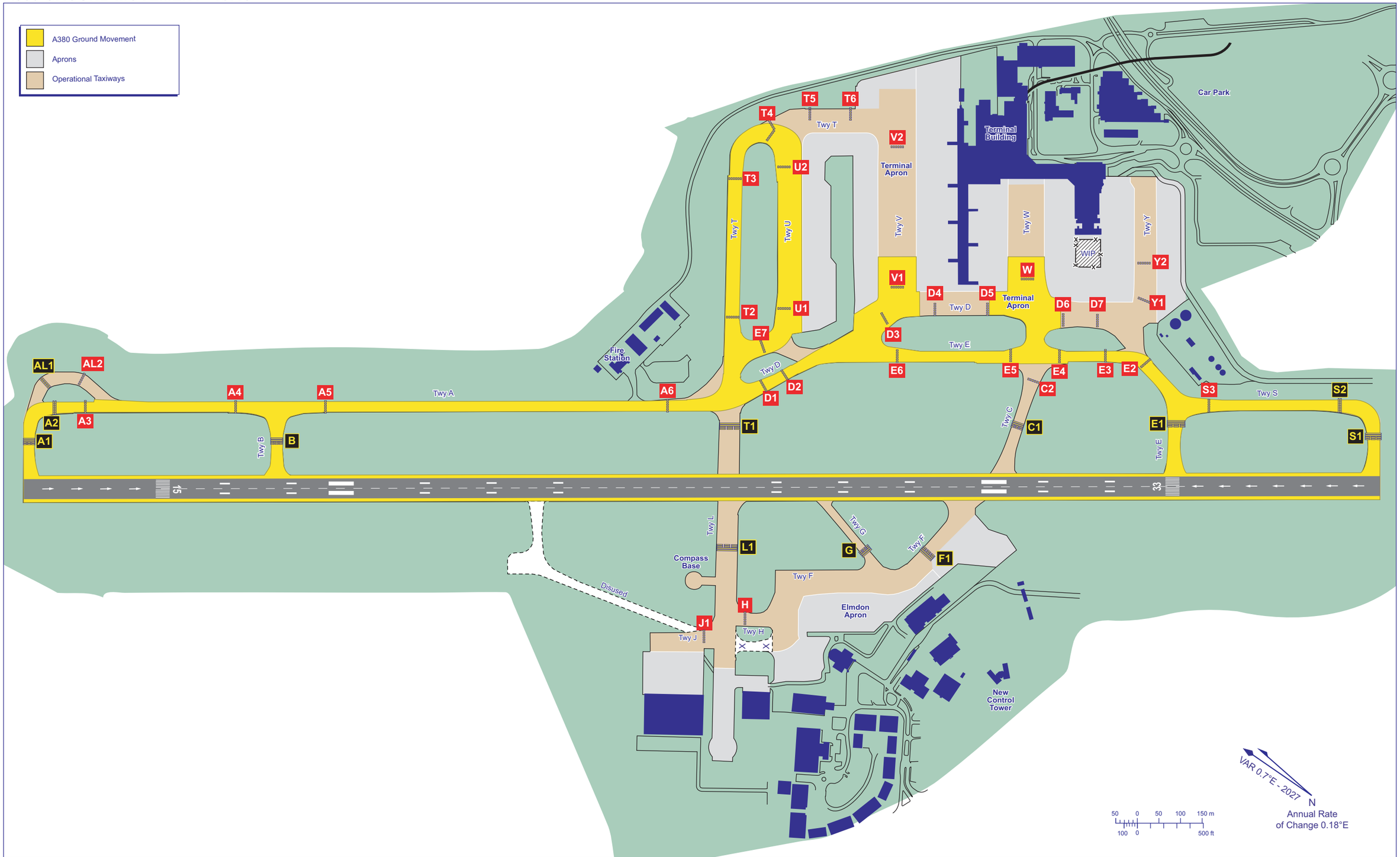
AERO INFO DATE 04 MAR 26

AERODROME CHART
A380 GROUND MOVEMENT - ICAO

ARP 522714N 0014453W

AD ELEV 339FT

BIRMINGHAM
EGBB



CHANGE (5/26): MAG INFO REVISED.

AERO INFO DATE 18 FEB 26

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EGHH — BOURNEMOUTH

EGHH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHH — BOURNEMOUTH

EGHH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 504648N Long: 0015033W Mid point of Runway 08/26.
2	Direction and distance from city	3.5 NM NNE of Bournemouth.
3	Elevation / Reference temperature / Mean Low Temperature	38 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	155 FT
5	Magnetic Variation / Annual Change	0.83°E (2027) / 0.17°E
6	AD Administration Address Telephone Web address	BOURNEMOUTH INTERNATIONAL AIRPORT LTD. Bournemouth International Airport, Christchurch, Dorset BH23 6SE. 01202-364170 (Airport Duty Manager) www.bournemouthairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGHH AD 2.3 OPERATIONAL HOURS

1	AD Administration	Oct-Mar 0800-2000 (0700-1900); Apr-Sep 0630-2130 (0530-2030). Outside of these hours, by prior arrangement. Contact the Aerodrome Duty Manager on 01202-364170. Refer to AD 2.20 item 1.
2	Customs and immigration	As AD hours.
3	Health and sanitation	As AD hours.
4	AIS Briefing Office	Not available.
5	ATS Reporting Office (ARO)	Not available.
6	MET Briefing Office	Not available.
7	ATS	As AD hours. See also AD 2.18. See also AD 2.20 para 4 Warnings.
8	Fuelling	0630-2130 (0530-2030) by arrangement with Bournemouth Airport Fuelling: Email: fuel@bournemouthairport.com Tel: 01202-364217 Fax: 01202-364219 Out of Hours by prior arrangement – subject to out of hours fees per hour or part thereof.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	As AD hours.
12	Remarks	PPR for all aircraft. Refer to AD 2.20 item 1.

EGHH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full. By prior arrangement through Bournemouth Airport Handling. Nearest railway siding, Christchurch 3 NM.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	Mobile bowser supply of AVTUR JET A-1 / AVGAS 100LL on request with Bournemouth Airport Fuelling.
4	De-icing facilities	Available by arrangement through appointed handling agents, Bournemouth Airport Handling or XLR Jet Centre.
5	Hangar space for visiting aircraft	Available by prior arrangement only.
6	Repair facilities for visiting aircraft	Full up to 5700 KG AUW.

7	Remarks	All aircraft that use the Eastern or Western aprons and/or the terminal facilities are required to be handled by an approved handling agent. The airports approved handling agents are: Bournemouth Airport Handling (Charter/Scheduled): Tel: 01202-364252; Email: infodesk@bournemouthairport.com XLR Jet Centre. (Executive): Tel: 01202-364401; Email: jetcentre@xlrbournemouth.com Bliss Aviation Handling Ltd (General Aviation): Tel: 01202-590888; Email: info@blissaviation.com

EGHH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel 1 mile.
2	Restaurants	Cafeteria, Restaurant, Buffet and Bar.
3	Transportation	Bus service; Taxis; Nearest railway station, Christchurch 3 NM.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	
6	Tourist Office	Terminal Building.
7	Remarks	

EGHH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	Promulgated Category A7: 0630-2130 (0530-2030). Outside of promulgated HR, the RFF category provided will be as required for the specific aircraft type. RFF Category 8 provided with RFF Category 7 under remission. Category 9 available on request and by prior arrangement, minimum 24 HR notice required.
2	Rescue equipment	As detailed for Category 9.
3	Capability for removal of disabled aircraft	10,000 KG MTWA. Contact OPS Tel: 01202-364155. The registered owner or aircraft operator retains complete responsibility for the removal of the disabled aircraft. All aircraft operators at BOH are required to have aircraft recovery plans.
4	Remarks	

EGHH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard, See AD 1.2.2.
3	Remarks	Braking action assessment by pilot report. Latest information from ATC, Tel: 01202-364150.

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt PCN 46/F/B/X/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway BRAVO: 23 M Surface: Asphalt PCN 46/F/B/X/U Taxiway CHARLIE: 16 M Surface: Asphalt PCN 46/F/B/X/U

		Taxiway DELTA: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway ECHO: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway GOLF: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway MIKE: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway NOVEMBER: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway ROMEO: 23 M Surface: Asphalt PCN 46/F/B/Y/U Taxiway TANGO: 23 M Surface: Concrete and asphalt PCN 46/F/B/X/U Taxiway WHISKEY: 16 M Surface: Asphalt PCN 46/F/B/X/U →
3	Altimeter checkpoint location and elevation	Apron 34 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway Bravo available only at the discretion of the Airport Authority when operationally required for Code D or Code E aircraft movements.

EGHH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Restricted to B737-800 size of aircraft or smaller on apron stands. Unrestricted on remote stands. All apron stands are nose in/push back stands. Stands 1R and 3R are available for larger aircraft at the airport authority's discretion. All stands must be used under marshalling guidance that will provide stop information to pilots. Aircraft may, at times, be required to park off the painted stand guidance lines, to ensure adequate wingtip clearance.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08/26: Taxi-holding position, runway designation, runway threshold, runway centre-line, fixed distance markings. Taxiway light(s): Green centre-line lighting on Taxiway A, B, R and T. Other taxiways have blue edge lighting. Taxiway W has centre-line and edge reflectors.
3	Stop bars and runway guard lights (if any)	Red stop bars on holding points A, B1, B2, C, D, E, G1, G4, M, N, R and T →
4	Other runway protection measures	
5	Remarks	The portion of Taxiway Golf between holding points Golf 2 and Golf 3, is within the instrument strip. Obstacle marking. WDI: 504639.35N 0015048.29W, 504642.53N 0015008.47W and 504658.98N 0014953.62W (LGTD). Pilots are advised that holding points A and N infringe the glidepath critical area. Taxiing A and N delays possible.

EGHH AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHH3366) 26/APPROACH 08/ TAKE-OFF	TREE	504712.22N 0014831.37W	148 FT	113 FT	No	
(EGHH3236) 26/APPROACH	TREE	504711.62N 0014855.51W	112 FT	74 FT	No	
(EGHH3106) 26/APPROACH	TREE	504711.23N 0014902.15W	126 FT	82 FT	No	
(EGHH1405) 26/TAKE-OFF	TREE	504640.88N 0015146.75W	81 FT	44 FT	No	
(EGHH1314) 08/APPROACH	TREE	504640.38N 0015215.27W	127 FT	88 FT	No	
(EGHH1520) 26X/TAKE-OFF	ROAD	504636.98N 0015134.39W	53 FT	15 FT	No	
(EGHH1517) 26X/TAKE-OFF	TREE	504636.55N 0015134.60W	49 FT	11 FT	No	
(EGHH1423) 26/TAKE-OFF 26X/ TAKE-OFF	TREE	504635.25N 0015146.29W	80 FT	43 FT	No	
(EGHH1283) 08/APPROACH	PYLON	504631.69N 0015232.91W	120 FT	84 FT	Yes Red	
(EGHH1250) 08/APPROACH	PYLON	504629.55N 0015245.59W	135 FT	98 FT	Yes Red	
(EGHH1222) 08/APPROACH	PYLON	504628.55N 0015307.94W	147 FT	113 FT	No	
(EGHH1140) 08/APPROACH	PYLON	504623.91N 0015419.39W	150 FT	109 FT	No	
(EGHH1127) 08/APPROACH	PYLON	504622.91N 0015435.66W	156 FT	114 FT	No	
(EGHH3267) 26/APPROACH 08/ TAKE-OFF	TREE	504707.32N 0014852.55W	108 FT	65 FT	No	
(EGHH2691) 26/APPROACH	TREE	504705.59N 0014919.84W	69 FT	35 FT	No	
(EGHH2479) 26/APPROACH	TREE	504704.38N 0014929.48W	52 FT	20 FT	No	
(EGHH3623) 26/APPROACH 08/ TAKE-OFF	ANEMOMETER	504650.85N 0014951.40W	66 FT	33 FT	Yes Solid Red	
(EGHH3619) 08/APPROACH 26/ TAKE-OFF	ANEMOMETER	504648.46N 0015054.26W	70 FT	33 FT	Yes Solid Red	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHH2750)	TREE	504903.04N 0014917.32W	236 FT	63 FT	No	
(EGHH1240)	TREE	504834.63N 0015249.09W	274 FT	192 FT	No	
(EGHH2519)	TREE	504823.52N 0014927.10W	198 FT	85 FT	No	
(EGHH3491)	TREE	504814.24N 0014413.33W	330 FT	99 FT	No	
(EGHH1128)	PYLON	504802.36N 0015434.46W	266 FT	156 FT	No	
(EGHH1181)	TREE	504650.05N 0015329.95W	192 FT	147 FT	No	
(EGHH1055)	MAST	504525.45N 0015620.12W	362 FT	159 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**
(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, 504640.70N 0015024.15W, 504648.46N 0015054.26W (LGTD), 504650.85N 0014951.40W (LGTD).
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: 2038 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. Airspace Classification D/G refer to Section ENR 1.4 for Notifications. ATZ 2000 FT AAL.

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	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
		125.605 DOC 25 NM/4,000 FT.			0630-2130 (0530-2030).	
RADAR	BOURNEMOUTH DIRECTOR	118.655 Not continuously monitored. DOC 25 NM/ 10,000 FT.			As directed by ATC.	
	BOURNEMOUTH RADAR	119.480 DOC 50 NM/ 10,000 FT.			0630-2130 (0530-2030). Outside of promulgated ATS hours for prearranged flights.	
ATIS	BOURNEMOUTH INFORMATION	133.730 DOC 50 NM/ 20,000 FT.			0620-2120 (0520-2020).	
OTHER	BOURNEMOUTH FIRE	121.605 Non-ATS channel. 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.

AERODROME CHART - ICAO

ARP 504648N 0015033W

AD ELEV 38FT

BOURNEMOUTH
EGHH

AERO INFO DATE 24 FEB 26

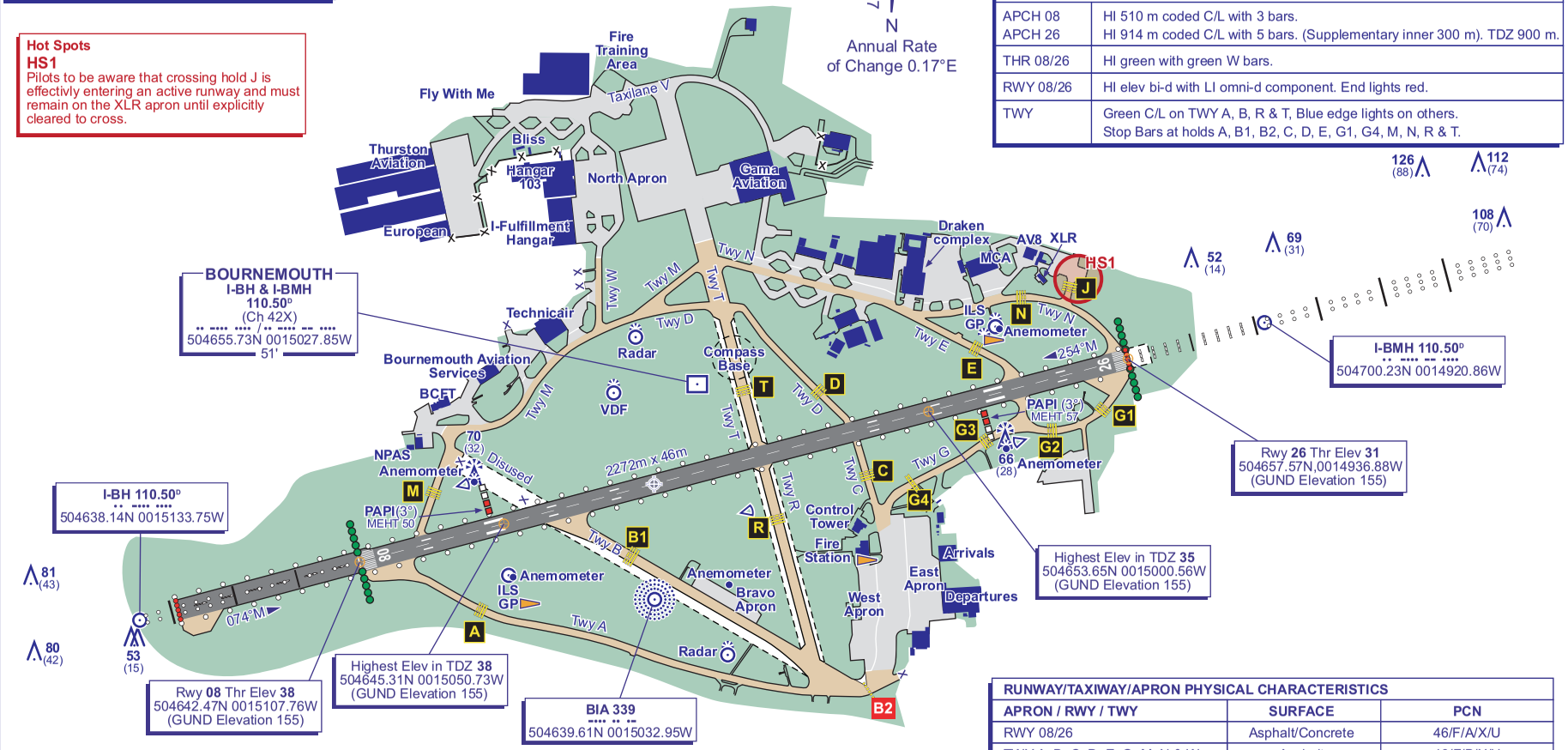
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**126** (88)

Hot Spots
HS1
Pilots to be aware that crossing hold J is effectivly entering an active runway and must remain on the XLR apron until explicitly cleared to cross.

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

VAR 0.8°E - 2027
N
Annual Rate of Change 0.17°E

COM		
ATIS	133.730	BOURNEMOUTH INFO
TWR	125.605	BOURNEMOUTH TOWER
	121.705 (GMC)	BOURNEMOUTH GROUND
	121.605	BOURNEMOUTH FIRE
OTHER	125.605 (A/G)	BOURNEMOUTH RADIO
LIGHTING		
APCH 08 APCH 26	HI 510 m coded C/L with 3 bars. HI 914 m coded C/L with 5 bars. (Supplementary inner 300 m). TDZ 900 m.	
THR 08/26	HI green with green W bars.	
RWY 08/26	HI elev bi-d with LI omni-d component. End lights red.	
TWY	Green C/L on TWY A, B, R & T, Blue edge lights on others. Stop Bars at holds A, B1, B2, C, D, E, G1, G4, M, N, R & T.	



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 08/26	Asphalt/Concrete	46/F/A/X/U
TWY A, B, C, D, E, G, M, N & W	Asphalt	46/F/B/X/U
TWY R	Asphalt	46/F/B/Y/U
TWY T	Concrete/Asphalt	46/F/B/X/U
Taxilane V	Asphalt	46/F/B/X/U
Apron (All)	*See AD 2-EGHH-2-2 & 2-3*	

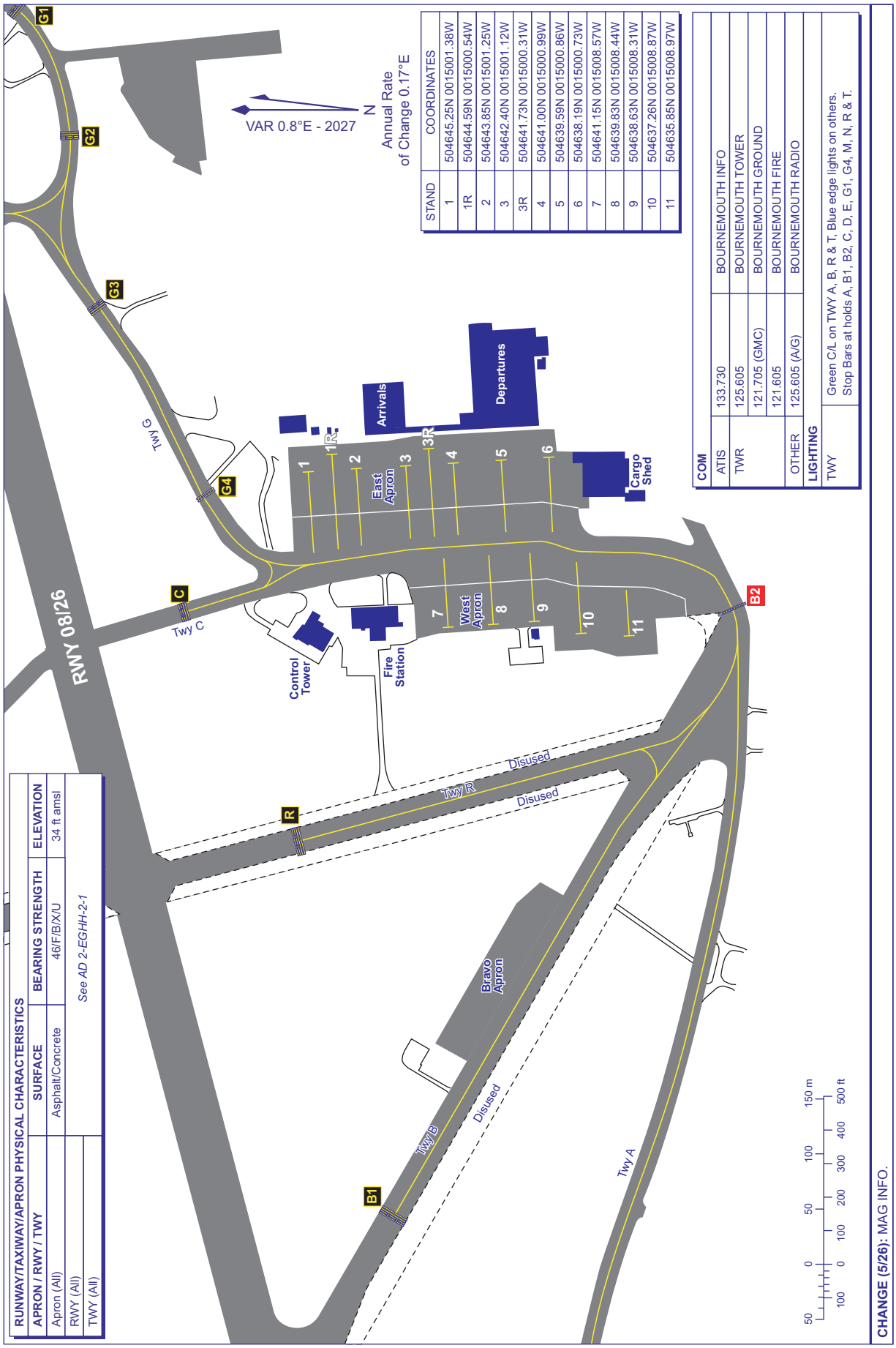
CHANGE (5/26): TWO LIT ANEMOMETERS ADDED. OBSTACLES. NORTH APRON EDITORIAL. RWY 26 TDZ MARKING PAIR REMOVED. MAG INFO. RWY HEADINGS.

BOURNEMOUTH EGHH

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD ELEV 38FT

ARP 504648N 0015033W



STAND	COORDINATES
1	504645.25N 0015001.38W
1R	504644.59N 0015000.54W
2	504643.85N 0015001.25W
3	504642.40N 0015001.12W
3R	504641.73N 0015000.31W
4	504641.00N 0015000.99W
5	504639.59N 0015000.86W
6	504638.19N 0015000.73W
7	504641.15N 0015008.57W
8	504639.83N 0015008.44W
9	504638.63N 0015008.31W
10	504637.26N 0015008.87W
11	504635.85N 0015008.97W

COM		
ATIS	133.730	BOURNEMOUTH INFO
TWR	125.605	BOURNEMOUTH TOWER
	121.705 (GMC)	BOURNEMOUTH GROUND
	121.605	BOURNEMOUTH FIRE
OTHER	125.605 (A/G)	BOURNEMOUTH RADIO

LIGHTING	
TWY	Green C/L on TWY A, B, R & T, Blue edge lights on others. Stop Bars at holds A, B1, B2, C, D, E, G1, G4, M, N, R & T.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
Apron (All)	Asphalt/Concrete	46/F/B/X/U	34 ft amsl
RWY (All)	See AD 2-EGHH-2-1		
TWY (All)			

CHANGE (5/26): MAG INFO.

AERO INFO DATE 25 FEB 26

BOURNEMOUTH EGHH

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 504648N 0015033W

AD ELEV 38FT

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
Apron (All)	Asphalt/Concrete	46/F/B/X/U	34 ft amsl
RWY (All)	See AD 2-EGHH-2-1		
TWY (All)			

STAND	COORDINATES
21	504709.28N 0015033.13W
21R	504709.40N 0015034.29W
22	504710.71N 0015033.73W
23	504712.13N 0015034.33W
23L	504711.67N 0015035.24W
25	To be surveyed

COM		
ATIS	133.730	BOURNEMOUTH INFO
TWR	125.605	BOURNEMOUTH TOWER
	121.705 (GMC)	BOURNEMOUTH GROUND
	121.605	BOURNEMOUTH FIRE
OTHER	125.605 (A/G)	BOURNEMOUTH RADIO

LIGHTING	
TWY	Green C/L on TWY A, B, R & T, Blue edge lights on others. Stop Bars at holds A, B1, B2, C, D, E, G1, G4, M, N, R & T.

Gama Aviation

Taxilane V

Taxilane T

25

23

23L

22

North Apron

21R

21

Fire Training Area

Taxilane W

North Apron

Taxilane V

Hangar 103

Bliss

Fly With Me

Thurston Aviation

European

I-Fulfillment Hangar

Technicair

Twy N

Twy T

Twy M

Twy D

Twy W

Twy M

VAR 0.8°E - 2027

N

Annual Rate of Change 0.17°E

50 0 100 0 50 100 200 300 400 500 ft

150 m

CHANGE (5/26): NORTH APRON STAND COORDINATES. MAG INFO.

AERO INFO DATE 25 FEB 26

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EGGD — BRISTOL

EGGD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGGD — BRISTOL

EGGD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512258N Long: 0024309W Mid point of Runway 09/27.
2	Direction and distance from city	7 NM SW of Bristol.
3	Elevation / Reference temperature / Mean Low Temperature	622 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	164 FT
5	Magnetic Variation / Annual Change	0.49°E (2027) / 0.18°E
6	AD Administration Address Telephone Telefax	BRISTOL AIRPORT LTD Bristol Airport, Bristol, BS48 3DY. 01275-473712 (ATC/TWR) 01275-473713 (ATC/TWR) 01275-473714 (ATC/TWR) 01275-474800 01275-474482 (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGGD AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24 Subject to notified movements
3	Health and sanitation	
4	AIS Briefing Office	H24 Self-briefing.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	H24 Self-briefing.
7	ATS	H24 See also AD 2.18.
8	Fuelling	AVTUR JET A-1: 0500-2359 (H24); and by arrangement. Sustainable Aviation Fuel: Available by arrangement from Centreline, Tel: 01174-502763.
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Between 2300-0700 (2200-0600) Prior Permission Required. A night surcharge will apply to all landings between 2200-0700 (2100-0600).

EGGD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1
3	Fuelling facilities/capacity	Up to 1600 lt/Minute.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited. For light aircraft only on the southside.
6	Repair facilities for visiting aircraft	Limited for light aircraft.

7	Remarks	Oxygen available on request. Mandatory handling for all aircraft. Handling agencies are: Centreline: Tel: 01174-502763; Channel: 131.965. DHL: Tel: 01275-473554 or 01275-473629. Swissport: Tel: 01275-472776; Fax: 01275-474514. Due to limited General Aviation parking facilities on the south side of the aerodrome, no further aircraft are to be based without prior permission from the appropriate mandated handling agent. PPR for all non-based aircraft requiring overnight parking on the south side of the aerodrome from the appropriate mandated handling agent.

EGGD AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel on aerodrome.
2	Restaurants	Restaurant, Cocktail bar
3	Transportation	Buses, taxis, trains. Nearest railway station Bristol Temple Meads 7 NM.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de change.
6	Tourist Office	
7	Remarks	

EGGD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A8 RFF Category 9 accepted under remission.
2	Rescue equipment	1x Fire Command Vehicle, 1x Major Foam Appliance, 4x Major Foam Appliances with Extending Boom Technology.
3	Capability for removal of disabled aircraft	120,000 KG MTWA (if tow bar available and aircraft can be rolled). Full list of equipment available from RFFS. Contact: 01275-473690 (Watch Room).
4	Remarks	

EGGD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Runway 09/27. Taxiway A, B, G, Z. Apron.
3	Remarks	Runway de-iced/anti-iced with KFOR/NAAC.

EGGD 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 three crossbars. 480 M Light intensity high	Green Light intensity high Uni-directional with wingbars	PAPI Left/3° 54 FT 347 M In relation to aircraft approach, B787-800 wheel to eye clearance over threshold is 6.75 M. A330 wheel clearance over threshold is 5.51 M.		Colour coded 15 M Light intensity high	Elev bi-directional with omni-directional component 60 M Light intensity high	Uni-directional Red		EDGE: Yellow runway lights for final 600 M in take-off/landing direction.
27	Coded centre-line with three crossbars. Supplementary lights inner 300 M. 570 M Light intensity high	Green Light intensity high Uni-directional with wingbars	PAPI Left/3° 57 FT 319 M In relation to aircraft approach, B787-800 wheel to eye clearance over threshold is 5.54 M.	900 M	Colour coded 15 M Light intensity high	Elev bi-directional with omni-directional component 60 M Light intensity high	Uni-directional Red		EDGE: Yellow runway lights for final 600 M in take-off/landing direction.

EGGD 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: East 512253.74N 0024240.68W, West 512300.90N 0024341.26W.
3	TWY edge and centre line lighting	CL: Green centre-line lighting on taxiways A, B, G and Z. EDGE: Blue edge lighting on taxiways A, B, D, F, H, J and Z.
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Obstacle lighting. Apron floodlights.

EGGD AD 2.16 HELICOPTER LANDING AREA

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EGGD 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
BRISTOL CTR A circle, 5 NM radius, centred at 512258N 0024309W	Upper limit: FL105 Lower limit: SFC	D	BRISTOL 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.
BRISTOL ATZ A circle, 2.5 NM radius, centred at 512258N 0024309W on longest notified runway (09/27)	Upper limit: 2622 FT ALT Lower limit: SFC	D	BRISTOL RADAR English	6000 FT		ATZ 2000 FT AAL.

EGGD 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	BRISTOL RADAR	125.655 DOC 60 NM/ 15,000 FT.			H24	ATZ hours coincident with Radar hours. For aircraft requesting to join, transit or fly within 10 NM of Bristol CAS.
		136.080 DOC 60 NM/ 15,000 FT.			When directed by ATC.	
TWR	BRISTOL DELIVERY	121.930 Available as directed by ATC. DOC 2 NM/GND.			When directed by ATC.	
	BRISTOL GROUND	121.930 DOC 2 NM/GND. As notified by ATIS.			Vary according to traffic demand.	
	BRISTOL TOWER	133.855 DOC 25 NM/4000 FT.			H24	
		136.080 DOC 60 NM/ 15,000 FT.			When directed by ATC.	
RADAR	BRISTOL DIRECTOR	136.080 Available as directed by ATC. DOC 60 NM/ 15,000 FT.			H24	
ATIS	BRISTOL INFORMATION	126.030			H24	Available by Telephone: 01275-475686 (H24).
OTHER	BRISTOL FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGGD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

EGGD AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

   These applications must include the following information:

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

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

f) Due to limited aircraft stand availability, aircraft wishing to divert to Bristol Airport will be required to ‘fuel and go’ unless aircraft is AOG (Aircraft On Ground). All diversions are approved by the Airport Duty Manager.
g) High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
h) Local airside procedures and requirements are available from the Airside Ops webpage: www.bristolairport.co.uk/airside.

2 GROUND MOVEMENT

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

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

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

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

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

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

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

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

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

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

3 CAT II/III OPERATIONS

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

4 WARNINGS

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

2 PROCEDURE FOR OUTBOUND AIRCRAFT

a) Aircraft Outbound via the ATS Route Network

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

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

b) Aircraft Outbound to the FIR

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

3 SPECIAL VFR FLIGHTS

a) Pilots operating on a Special VFR clearance may be given a radar service whilst within the Bristol CTR/CTA if, due to the traffic situation, ATC considers it advisable. It is the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles and to ensure that he is able to comply with the requirements of SERA.3105 Minimum Heights, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.

4 HOLDING

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

5 VISUAL REFERENCE POINTS (VRP)

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

6 RADIO COMMUNICATIONS FAILURE PROCEDURE

a) In the event of complete radio communication failure in an aircraft the pilot will adopt the appropriate procedure notified at ENR 1.1.3. The route to be followed when leaving the CTR/CTA in accordance with this procedure is as follows:

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

7 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Bristol controlled airspace, within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Bristol Radar channel, 125.655, are encouraged to select SSR code 5077.

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

b) Selection of 5077 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the controlled airspace at all times.
c) Whilst squawking 5077 pilots should be aware that Bristol Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 5077 shall be deselected.

EGGD AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGGD AD 2.24 CHARTS RELATED TO AN AERODROME

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

AERODROME CHART - ICAO

ARP 512258N 0024309W **AD ELEV 622FT**

BRISTOL
EGGD

AERO INFO DATE 18 FEB 26

LIGHTING	
APCH 09 APCH 27	HI 480 m coded C/L with 3 bars. HI 570 m coded C/L with 3 bars. Supplementary inner 300 m.
THR 09/27	HI green uni-d with W bars.
RWY 09/27	HI elev bi-d with LI omni-d component (last 600 m yellow). HI colour coded C/L. End lights red.
TWY	TWYs A, B, G & Z green C/L. TWYs A, B, D, F, H, J & Z blue edge. Stopbars at holds AX, BX, DX, FX, GX, HX, JX, G2-G3 & Z1-Z4.

VAR 0.5°E - 2027
N
Annual Rate of Change 0.18°E

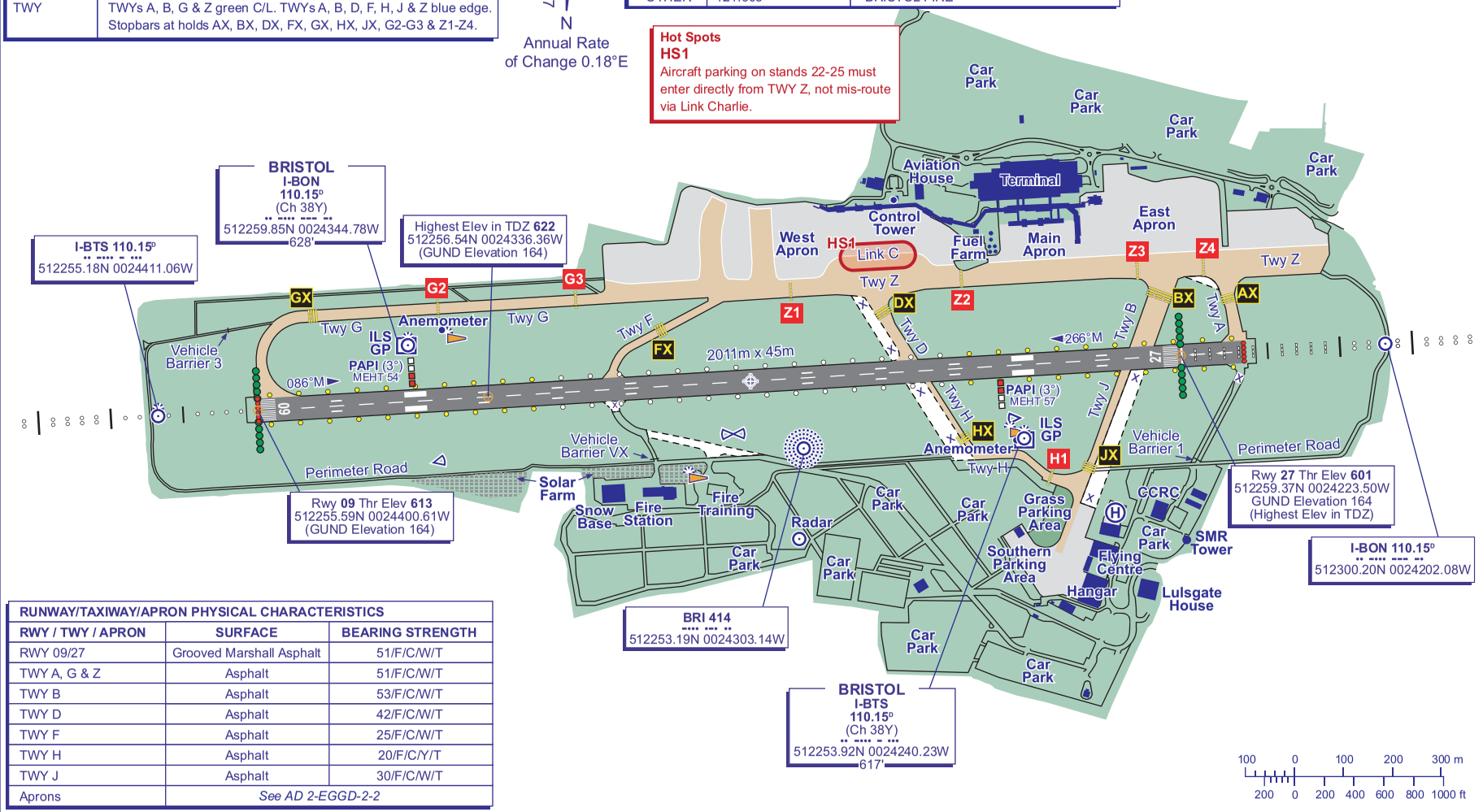
COM		
ATIS	126.030	BRISTOL INFO
TWR	133.855 136.080 (as directed)	BRISTOL TOWER
	121.930 (as directed)	BRISTOL DELIVERY
	121.930 (as directed)	BRISTOL GROUND
OTHER	121.605	BRISTOL FIRE

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 **622**

Hot Spots
HS1
Aircraft parking on stands 22-25 must enter directly from TWY Z, not mis-route via Link Charlie.



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**BEARING STRENGTH**
RWY 09/27	Grooved Marshall Asphalt	51/F/C/W/T
TWY A, G & Z	Asphalt	51/F/C/W/T
TWY B	Asphalt	53/F/C/W/T
TWY D	Asphalt	42/F/C/W/T
TWY F	Asphalt	25/F/C/W/T
TWY H	Asphalt	20/F/C/Y/T
TWY J	Asphalt	30/F/C/W/T
Aprons	*See AD 2-EGGD-2-2*	

CHANGE (5/26): TOWER & FIRE COMM FREQUENCIES. MAG INFO.

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 512258N 0024309W

AD ELEV 622FT

BRISTOL
EGGD

AERO INFO DATE 18 FEB 26

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
Main Apron	Concrete/Asphalt	51/R/C/W/T 51/F/C/W/T
East Apron	Concrete/Asphalt	51/R/C/W/T 51/F/C/W/T
West Apron & Link C	Concrete	51/R/C/W/T
Southern Parking Area	Asphalt	30/F/C/W/T
RWY 09/27	*See AD 2-EGGD-2-1*	
TWY (All)		

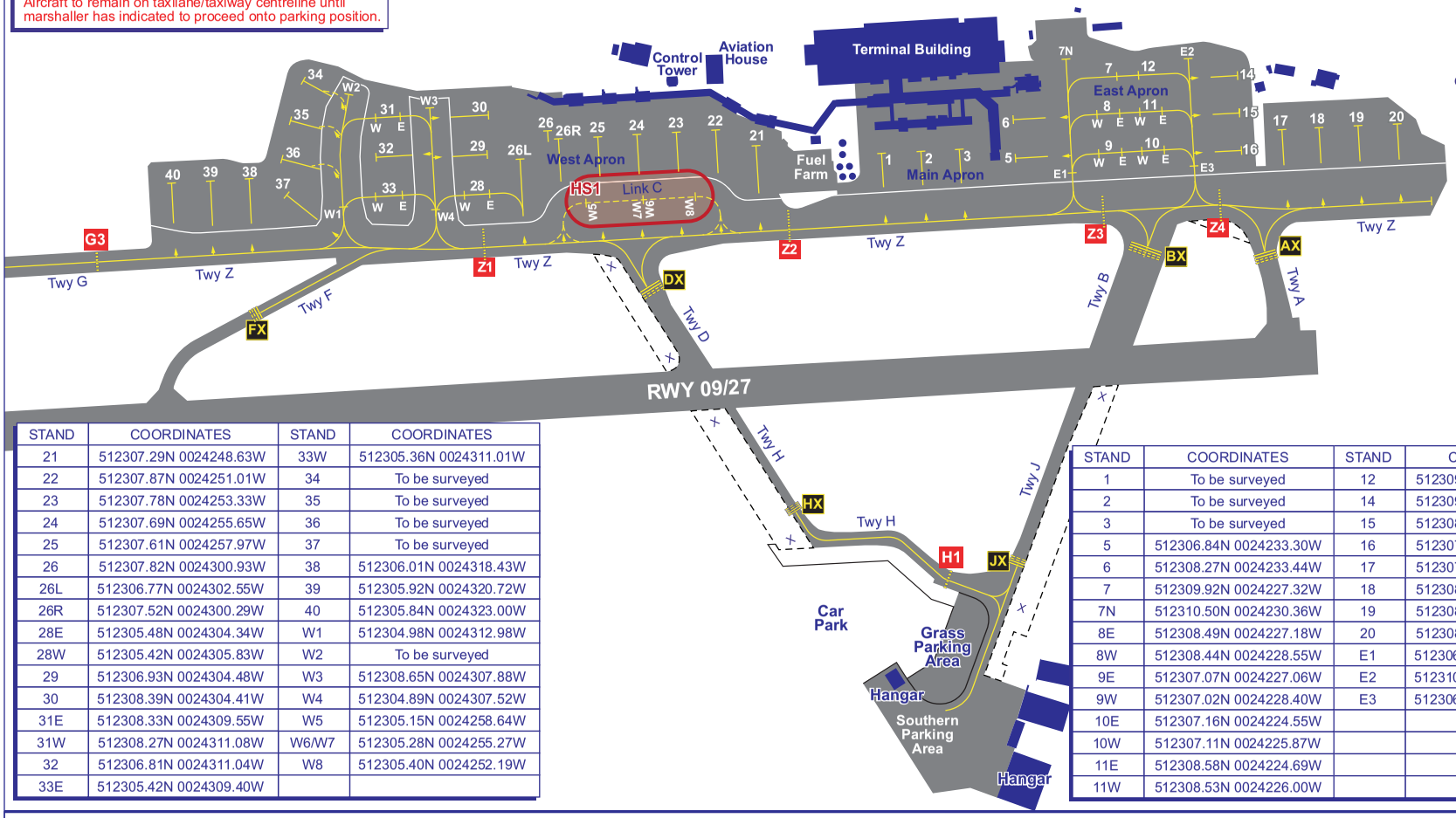
COM		
ATIS	126.030	BRISTOL INFO
TWR	133.855 136.080 (as directed)	BRISTOL TOWER
	121.930 (as directed)	BRISTOL DELIVERY
	121.930 (as directed)	BRISTOL GROUND
OTHER	121.605	BRISTOL FIRE

CAUTION
Aircraft to remain on taxilane/taxiway centreline until marshaller has indicated to proceed onto parking position.

Hot Spots
HS1
Aircraft parking on stands 22-25 must enter directly from TWY Z, not mis-route via Link Charlie.

50 0 50 100 150 m
0 500 ft

VAR 0.5°E - 2027
N
Annual Rate of Change 0.18°E

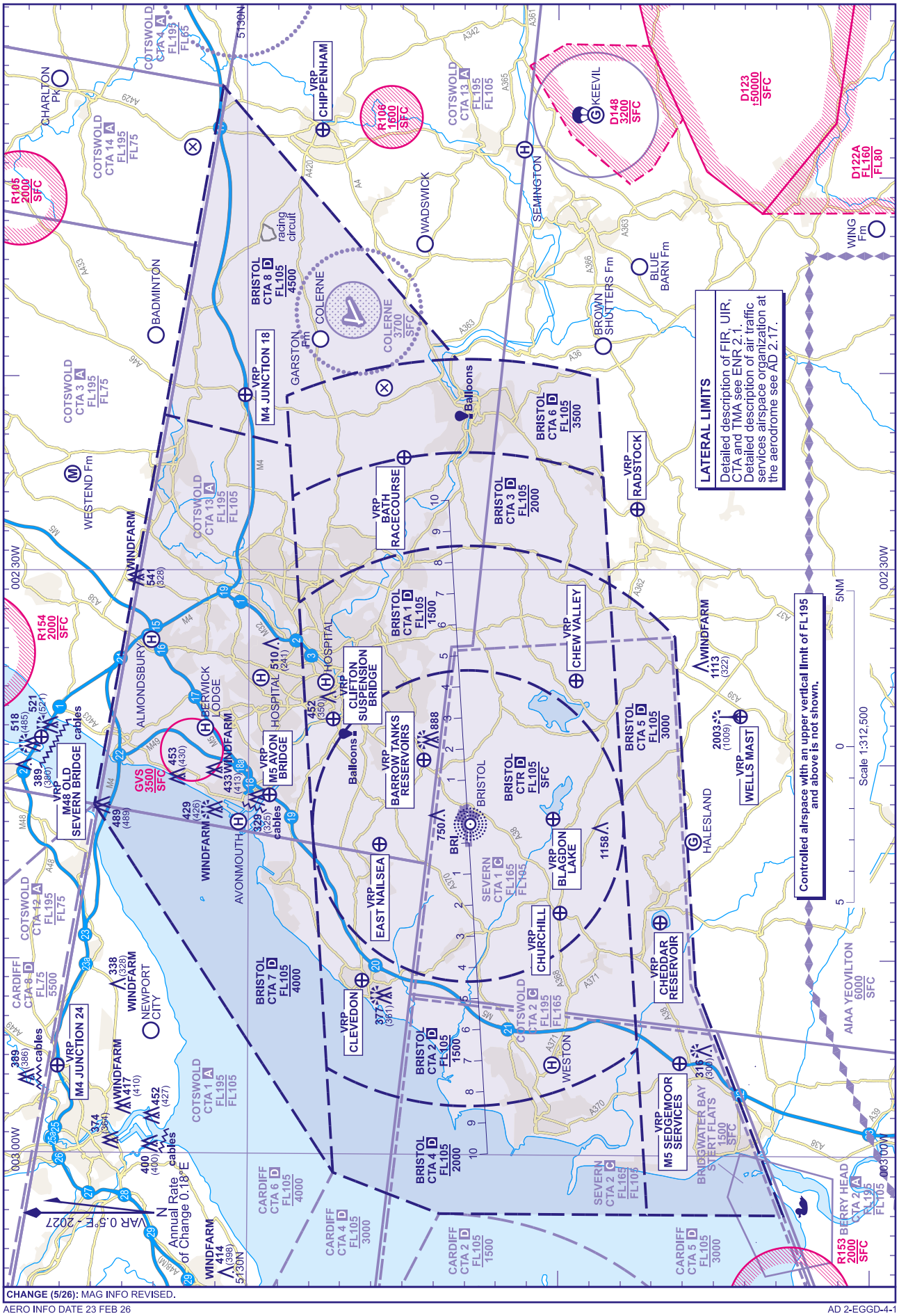


STAND	COORDINATES	STAND	COORDINATES
21	512307.29N 0024248.63W	33W	512305.36N 0024311.01W
22	512307.87N 0024251.01W	34	To be surveyed
23	512307.78N 0024253.33W	35	To be surveyed
24	512307.69N 0024255.65W	36	To be surveyed
25	512307.61N 0024257.97W	37	To be surveyed
26	512307.82N 0024300.93W	38	512306.01N 0024318.43W
26L	512306.77N 0024302.55W	39	512305.92N 0024320.72W
26R	512307.52N 0024300.29W	40	512305.84N 0024323.00W
28E	512305.48N 0024304.34W	W1	512304.98N 0024312.98W
28W	512305.42N 0024305.83W	W2	To be surveyed
29	512306.93N 0024304.48W	W3	512308.65N 0024307.88W
30	512308.39N 0024304.41W	W4	512304.89N 0024307.52W
31E	512308.33N 0024309.55W	W5	512305.15N 0024258.64W
31W	512308.27N 0024311.08W	W6/W7	512305.28N 0024255.27W
32	512306.81N 0024311.04W	W8	512305.40N 0024252.19W
33E	512305.42N 0024309.40W		

STAND	COORDINATES	STAND	COORDINATES
1	To be surveyed	12	512309.92N 0024226.04W
2	To be surveyed	14	512309.99N 0024220.12W
3	To be surveyed	15	512308.57N 0024219.98W
5	512306.84N 0024233.30W	16	512307.16N 0024219.85W
6	512308.27N 0024233.44W	17	512307.92N 0024217.78W
7	512309.92N 0024227.32W	18	512308.01N 0024215.50W
7N	512310.50N 0024230.36W	19	512308.09N 0024213.21W
8E	512308.49N 0024227.18W	20	512308.18N 0024210.92W
8W	512308.44N 0024228.55W	E1	512306.33N 0024229.97W
9E	512307.07N 0024227.06W	E2	512310.54N 0024223.18W
9W	512307.02N 0024228.40W	E3	512306.60N 0024222.81W
10E	512307.16N 0024224.55W		
10W	512307.11N 0024225.87W		
11E	512308.58N 0024224.69W		
11W	512308.53N 0024226.00W		

CHANGE (5/26): TOWER & FIRE COMM FREQUENCIES. MAG INFO.

CONTROL ZONE AND CONTROL AREA CHART — BRISTOL



CHANGE (5/26): MAG INFO REVISED.

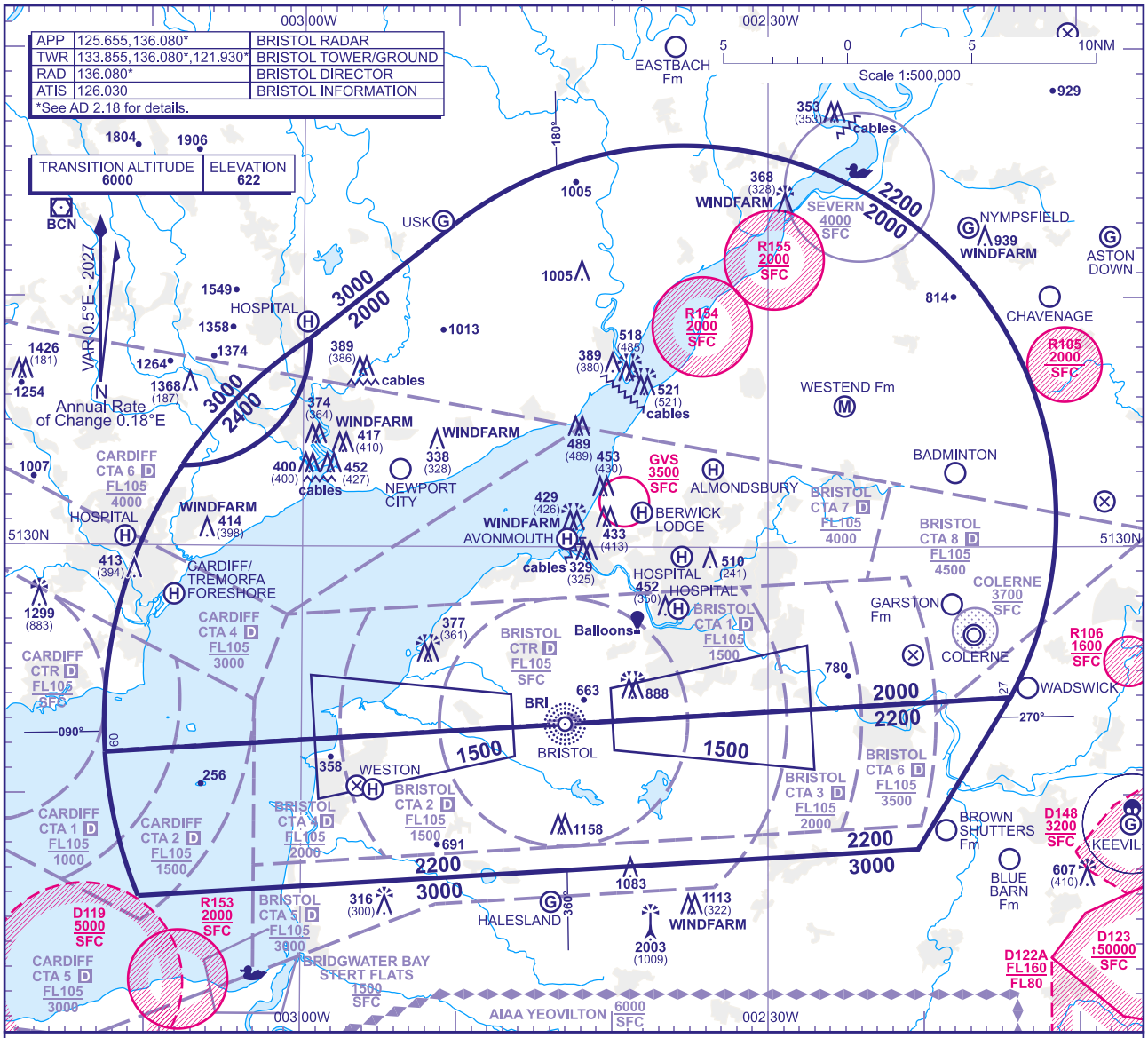
AERO INFO DATE 23 FEB 26

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2003
HEIGHTS IN FEET AGL (1009)

BRISTOL



MINIMUM INITIAL ALTITUDE

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

a) **2000** in the sector defined by the lateral limits; 513822N 0025935W - 514259N 0025015W thence clockwise by an arc of a circle radius 15NM centred on 513110N 0023527W to 512356N 0021426W - 512140N 0031237W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 513315N 0030744W thence anticlockwise by an arc of a circle radius 5NM centred on 513813N 0030737W to 513822N 0025935W.

b) **2200** in the sector defined by the lateral limits; 512140N 0031237W - 512356N 0021426W - 511751N 0022022W - 511553N 0031024W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 512140N 0031237W.

c) **2400** in the sector defined by the lateral limits; 513315N 0030744W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W - 513822N 0025935W thence clockwise by an arc of a circle radius 5NM centred on 513813N 0030737W - 513315N 0030744W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

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

a) within 5NM of the aircraft*, and

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

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

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) BRI**†.

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) BRI**†.

† 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 NDB(L) BRI.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an Intercept of 40 degrees or less and is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (5/26): MAG INFO REVISED. TWR/APP FREQUENCIES REVISED.

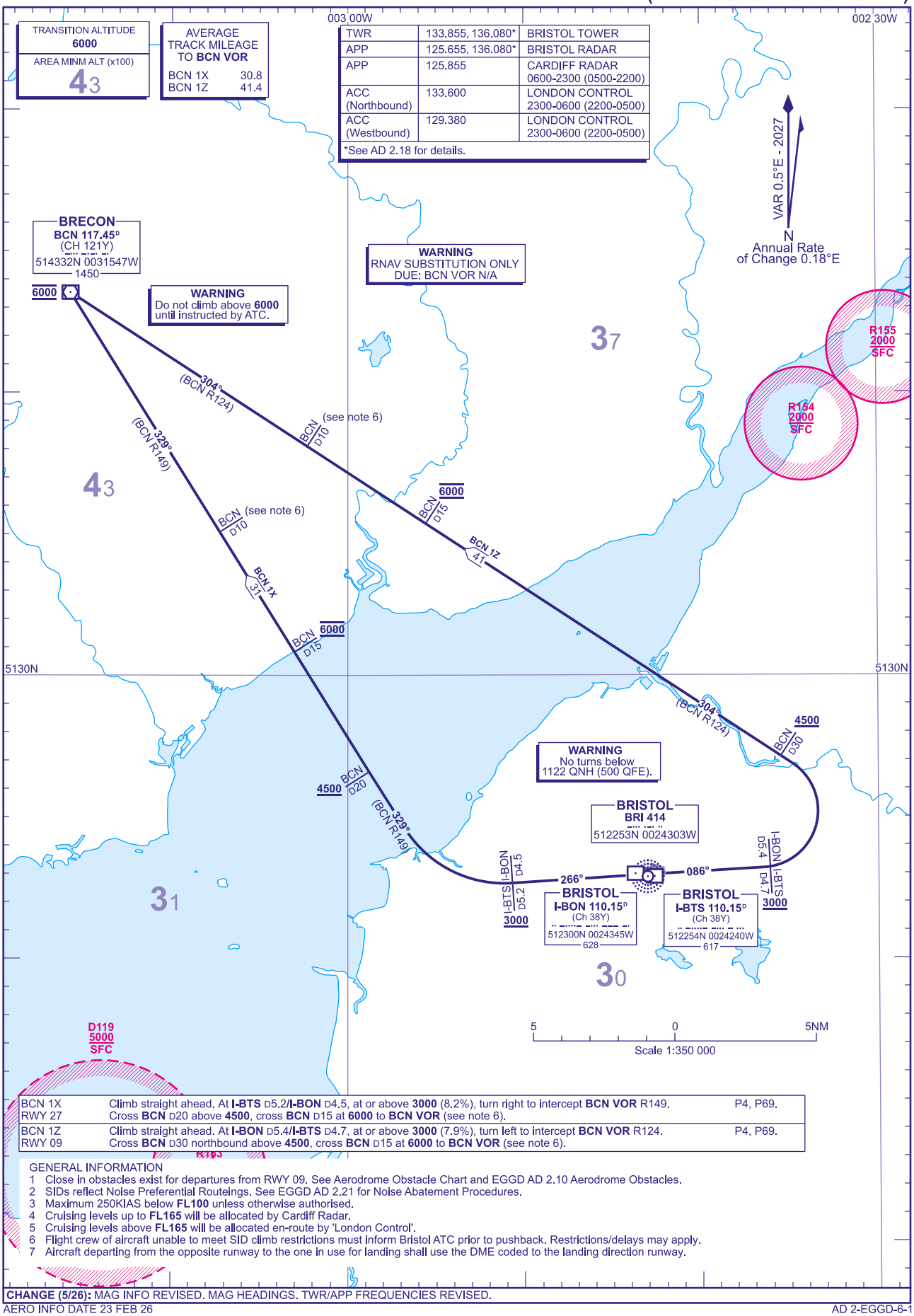
AERO INFO DATE 23 FEB 26

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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

BRISTOL
BCN 1X 1Z
(RNAV SUBSTITUTION ONLY)



BCN 1X RWY 27	Climb straight ahead. At **I-BTS** D5.2/**I-BON** D4.5, at or above **3000** (8.2%), turn right to intercept **BCN VOR** R149. Cross **BCN** D20 above **4500**, cross **BCN** D15 at **6000** to **BCN VOR** (see note 6).	P4, P69.
BCN 1Z RWY 09	Climb straight ahead. At **I-BON** D5.4/**I-BTS** D4.7, at or above **3000** (7.9%), turn left to intercept **BCN VOR** R124. Cross **BCN** D30 northbound above **4500**, cross **BCN** D15 at **6000** to **BCN VOR** (see note 6).	P4, P69.

GENERAL INFORMATION
1 Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGGD AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGGD AD 2.21 for Noise Abatement Procedures.
3 Maximum 250KIAS below **FL100** unless otherwise authorised.
4 Cruising levels up to **FL165** will be allocated by Cardiff Radar.
5 Cruising levels above **FL165** will be allocated en-route by 'London Control'.
6 Flight crew of aircraft unable to meet SID climb restrictions must inform Bristol ATC prior to pushback. Restrictions/delays may apply.
7 Aircraft departing from the opposite runway to the one in use for landing shall use the DME coded to the landing direction runway.

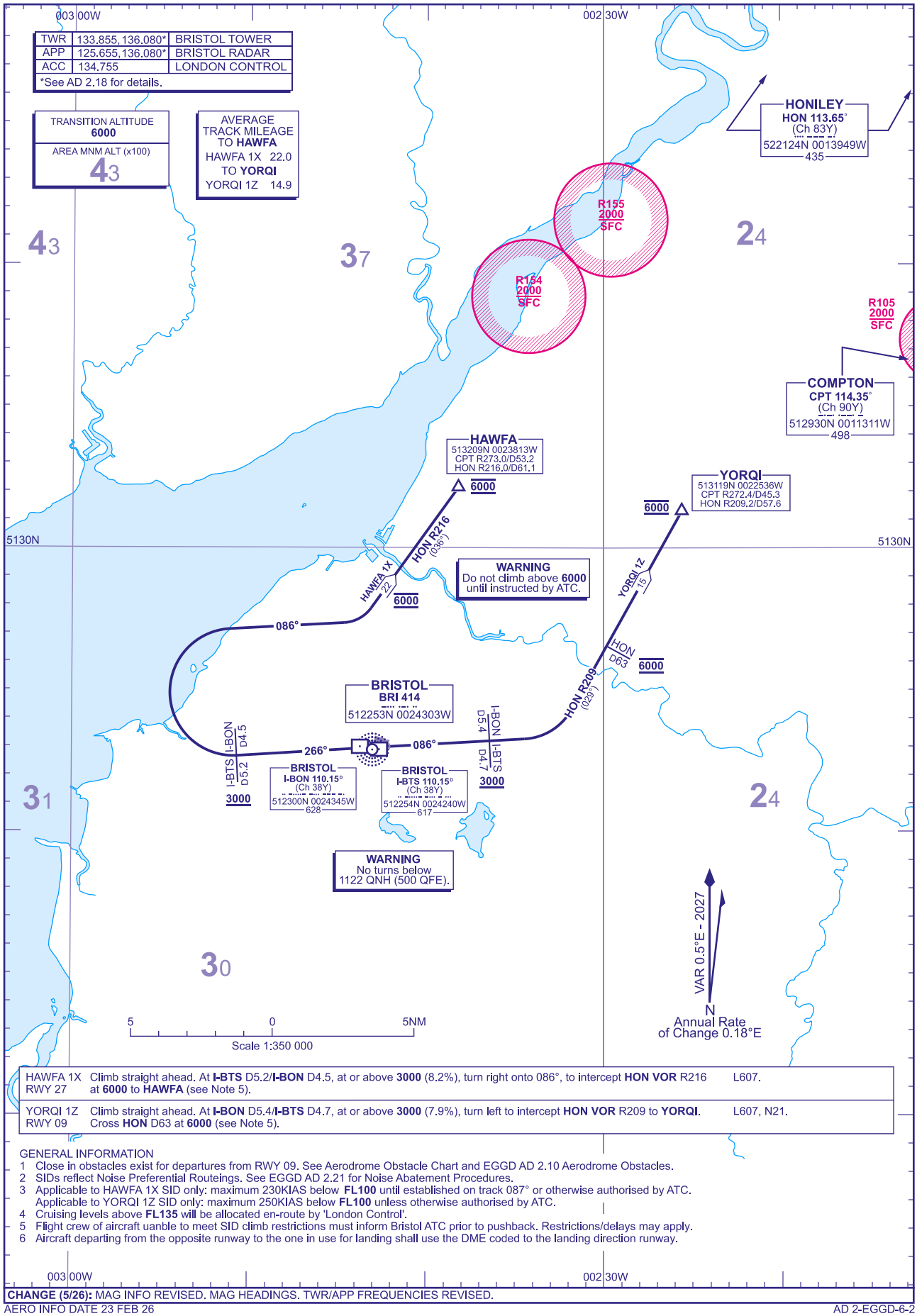
CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. TWR/APP FREQUENCIES REVISED.

AERO INFO DATE 23 FEB 26

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

BRISTOL
HAWFA 1X YORQI 1Z



HAWFA 1X RWY 27	Climb straight ahead. At **I-BTS** D5.2/**I-BON** D4.5, at or above **3000** (8.2%), turn right onto 086°, to intercept **HON VOR** R216 at **6000** to **HAWFA** (see Note 5).	L607.
YORQI 1Z RWY 09	Climb straight ahead. At **I-BON** D5.4/**I-BTS** D4.7, at or above **3000** (7.9%), turn left to intercept **HON VOR** R209 to **YORQI**. Cross **HON** D63 at **6000** (see Note 5).	L607, N21.

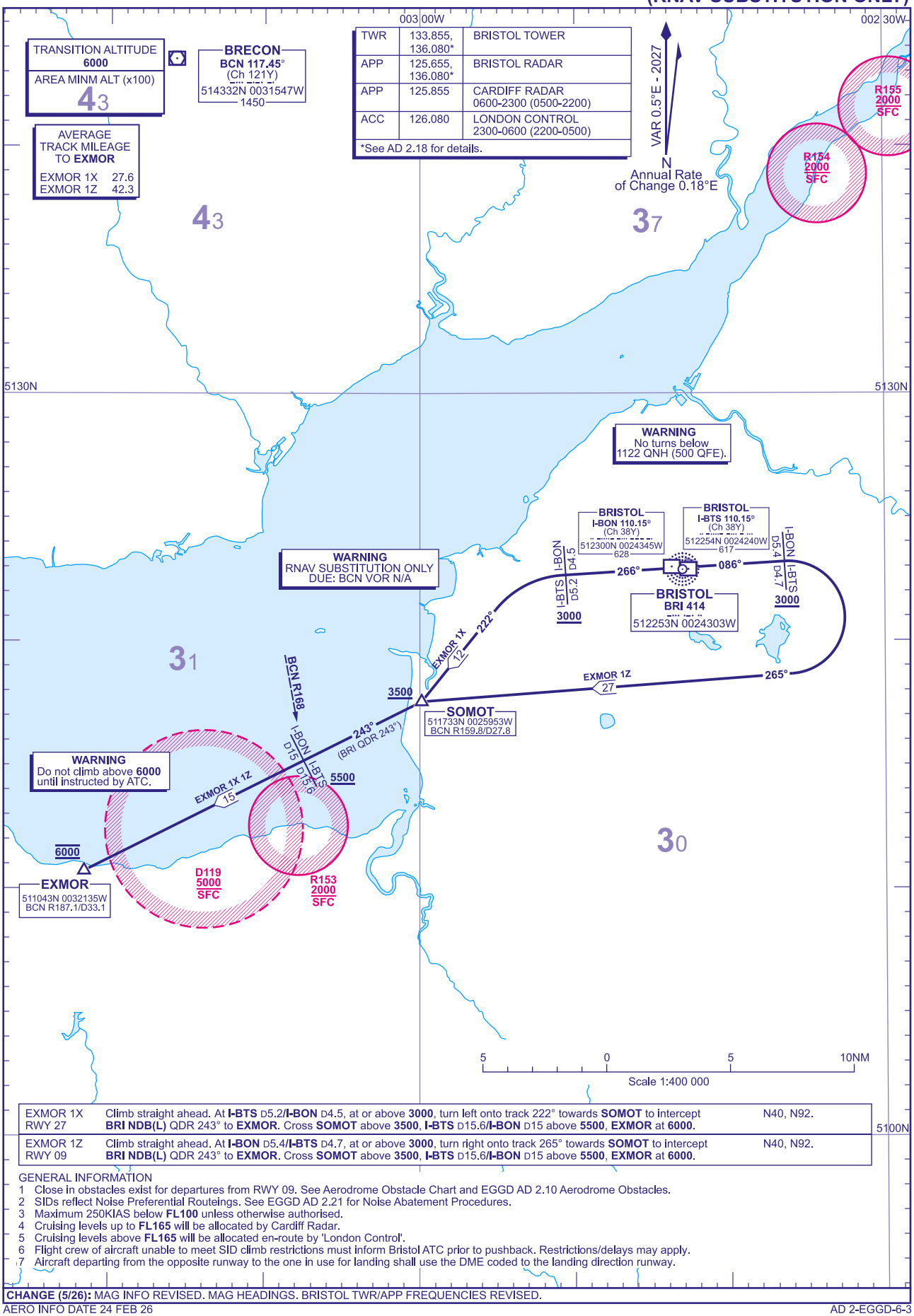
GENERAL INFORMATION
1 Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGGD AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGGD AD 2.21 for Noise Abatement Procedures.
3 Applicable to HAWFA 1X SID only: maximum 230KIAS below **FL100** until established on track 087° or otherwise authorised by ATC.
Applicable to YORQI 1Z SID only: maximum 250KIAS below **FL100** unless otherwise authorised by ATC.
4 Cruising levels above **FL135** will be allocated en-route by 'London Control'.
5 Flight crew of aircraft uanble to meet SID climb restrictions must inform Bristol ATC prior to pushback. Restrictions/delays may apply.
6 Aircraft departing from the opposite runway to the one in use for landing shall use the DME coded to the landing direction runway.

CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. TWR/APP FREQUENCIES REVISED.
AERO INFO DATE 23 FEB 26
AD 2-EGGD-6-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

BRISTOL
EXMOR 1X 1Z
(RNAV SUBSTITUTION ONLY)



EXMOR 1X RWY 27	Climb straight ahead. At **I-BTS** D5.2/**I-BON** D4.5, at or above **3000**, turn left onto track 222° towards **SOMOT** to intercept **BRI NDB(L)** QDR 243° to **EXMOR**. Cross **SOMOT** above **3500**, **I-BTS** D15.6/**I-BON** D15 above **5500**, **EXMOR** at **6000**.	N40, N92.
EXMOR 1Z RWY 09	Climb straight ahead. At **I-BON** D5.4/**I-BTS** D4.7, at or above **3000**, turn right onto track 265° towards **SOMOT** to intercept **BRI NDB(L)** QDR 243° to **EXMOR**. Cross **SOMOT** above **3500**, **I-BTS** D15.6/**I-BON** D15 above **5500**, **EXMOR** at **6000**.	N40, N92.

GENERAL INFORMATION
1 Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGGD AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGGD AD 2.21 for Noise Abatement Procedures.
3 Maximum 250KIAS below **FL100** unless otherwise authorised.
4 Cruising levels up to **FL165** will be allocated by Cardiff Radar.
5 Cruising levels above **FL165** will be allocated en-route by 'London Control'.
6 Flight crew of aircraft unable to meet SID climb restrictions must inform Bristol ATC prior to pushback. Restrictions/delays may apply.
7 Aircraft departing from the opposite runway to the one in use for landing shall use the DME coded to the landing direction runway.

CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. BRISTOL TWR/APP FREQUENCIES REVISED.

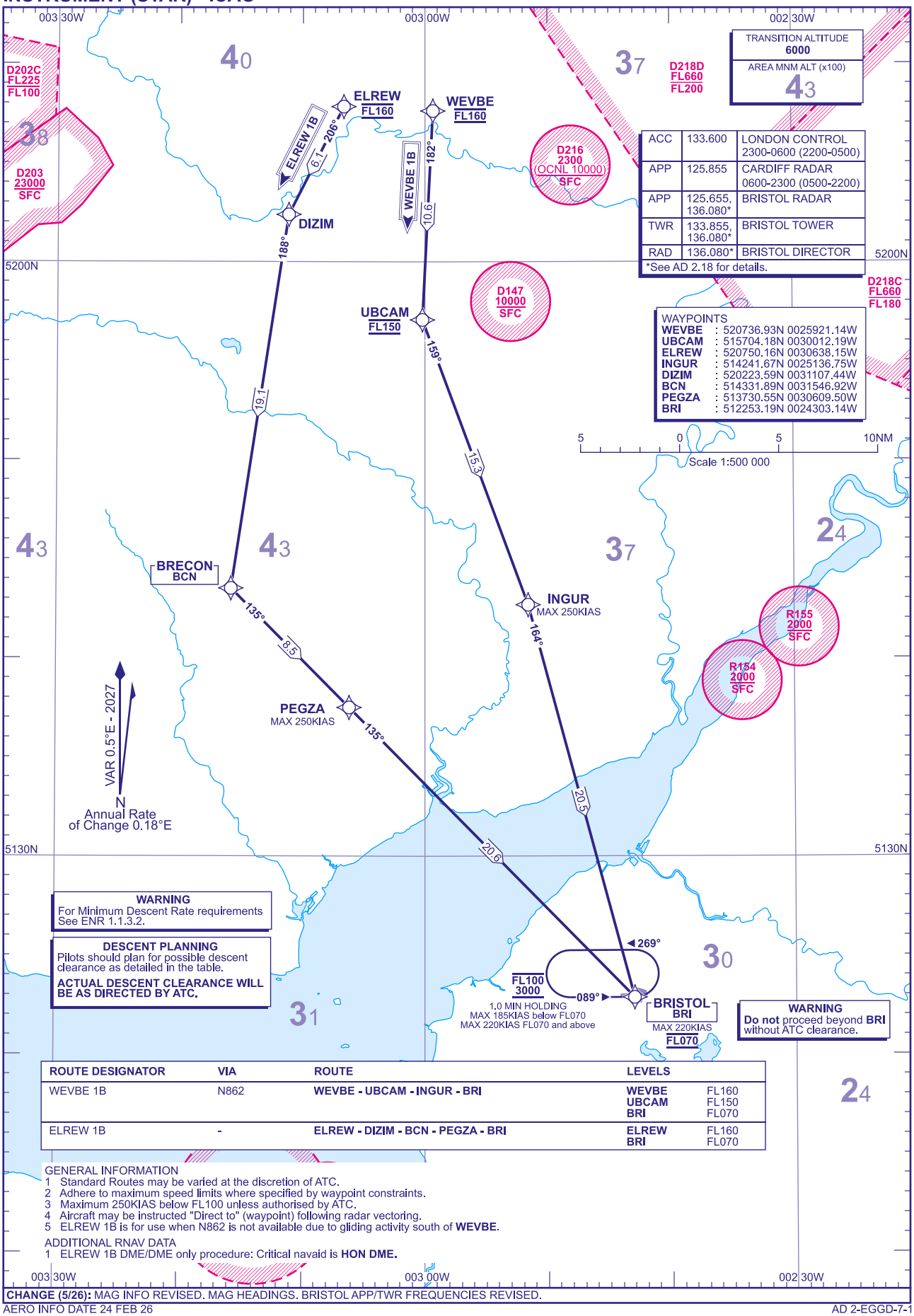
AERO INFO DATE 24 FEB 26

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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

BRISTOL
WEVBE 1B ELREW 1B



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
WEVBE 1B	N862	WEVBE - UBCAM - INGUR - BRI	WEVBE UBCAM BRI	FL160 FL150 FL070
ELREW 1B	-	ELREW - DIZIM - BCN - PEGZA - BRI	ELREW BRI	FL160 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 ELREW 1B is for use when N862 is not available due to gliding activity south of **WEVBE**.

ADDITIONAL RNAV DATA
1 ELREW 1B DME/DME only procedure: Critical navaid is **HON DME.**

CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. BRISTOL APP/TWR FREQUENCIES REVISED.

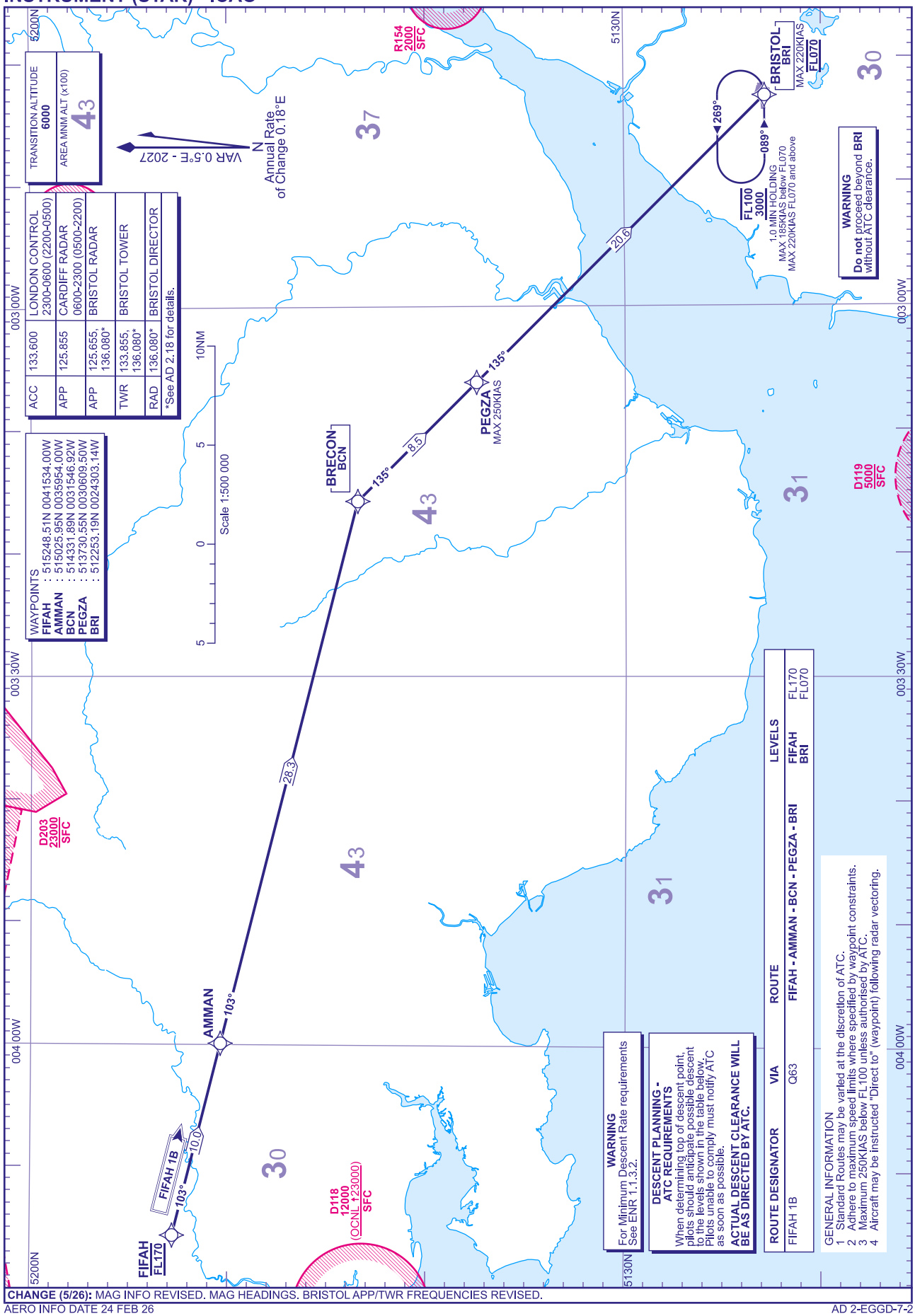
AERO INFO DATE 24 FEB 26

AD 2-EGGD-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

BRISTOL FIFAH 1B



CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. BRISTOL APP/TWR FREQUENCIES REVISED.

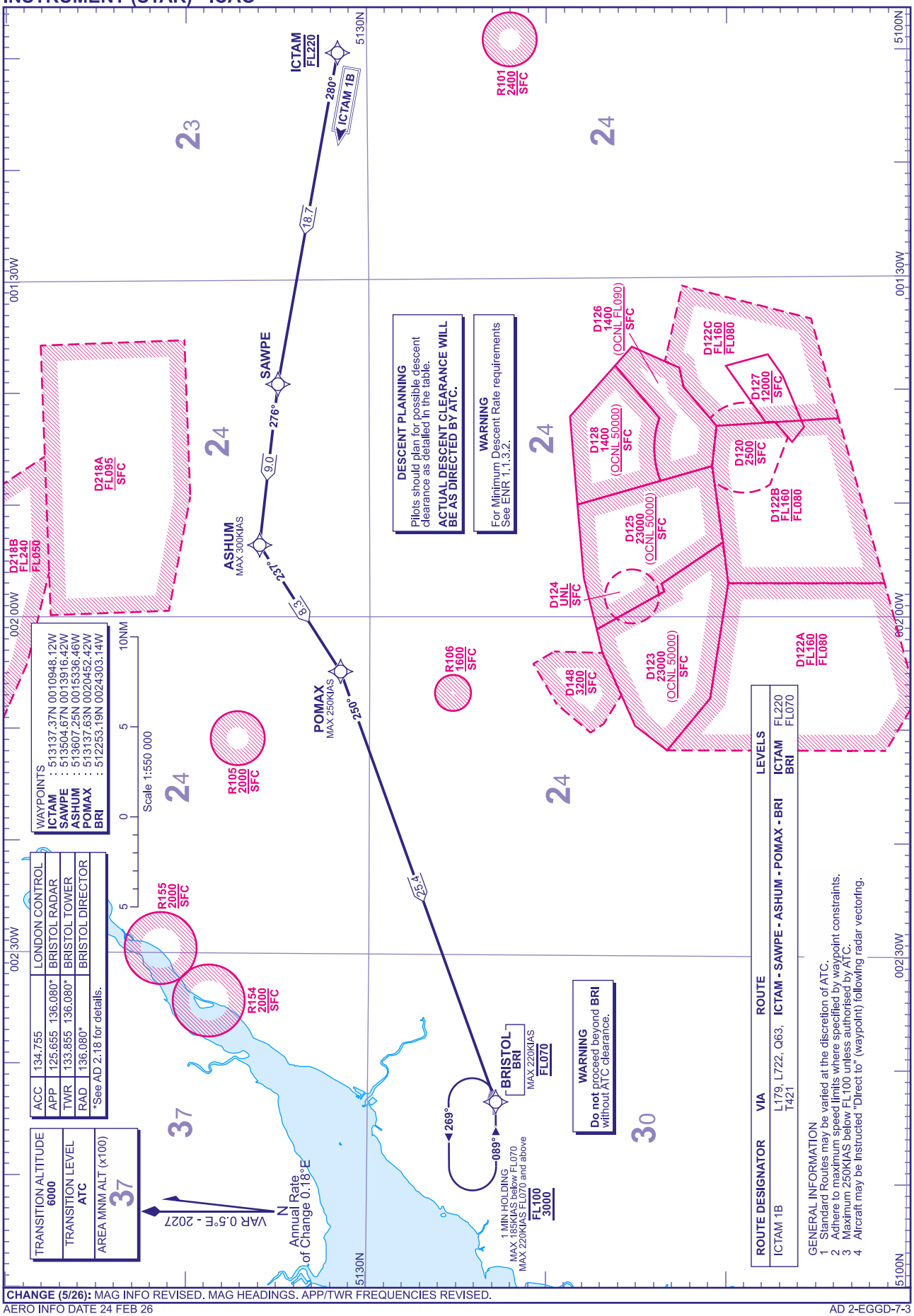
AERO INFO DATE 24 FEB 26

AD 2-EGGD-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

BRISTOL ICTAM 1B



CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. APP/TWR FREQUENCIES REVISED.

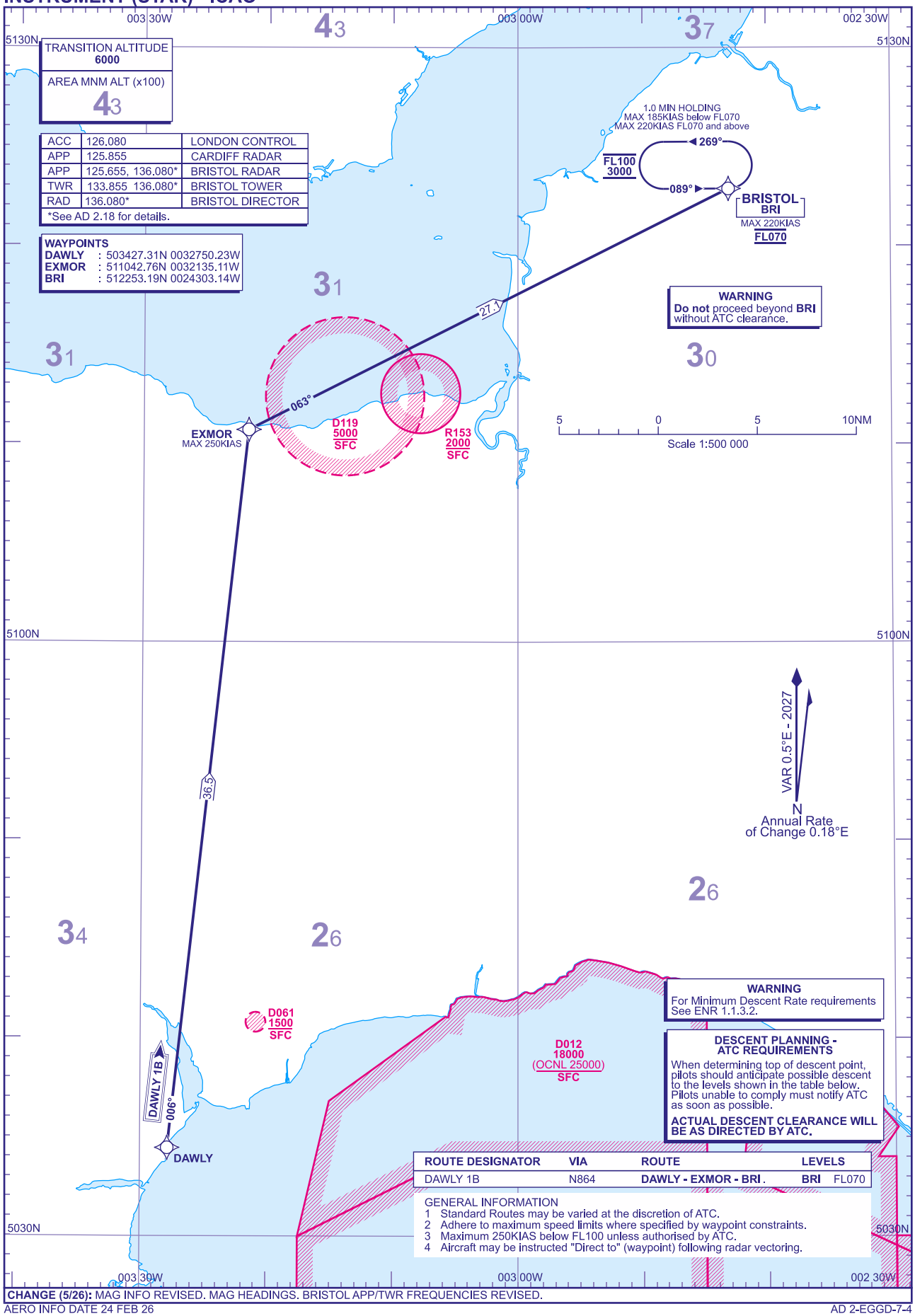
AERO INFO DATE 24 FEB 26

AD 2-EGGD-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

BRISTOL DAWLY 1B



CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. BRISTOL APP/TWR FREQUENCIES REVISED.

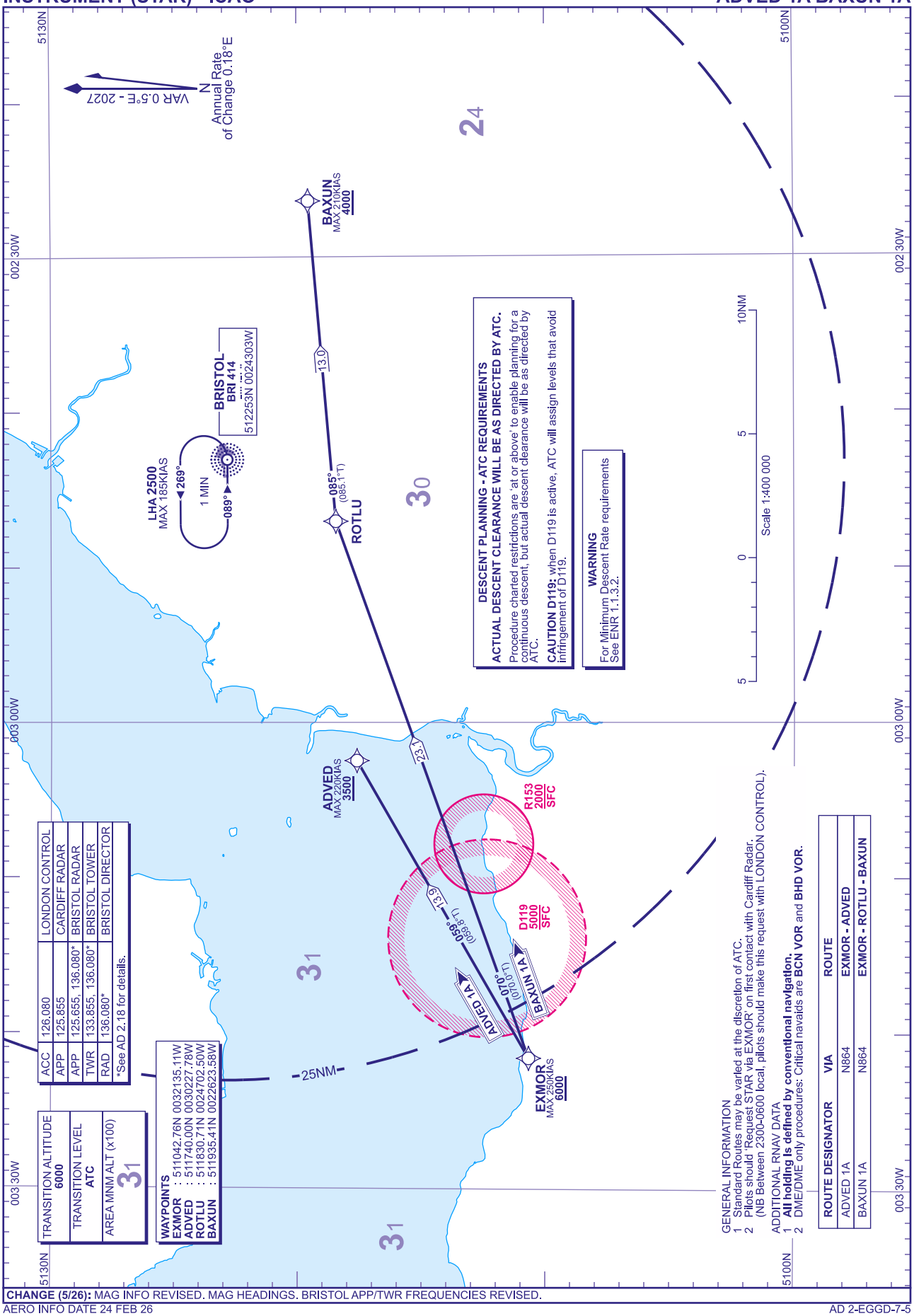
AERO INFO DATE 24 FEB 26

AD 2-EGGD-7-4

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

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

BRISTOL
RWY 09/27
ADVED 1A BAXUN 1A



CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. BRISTOL APP/TWR FREQUENCIES REVISED.

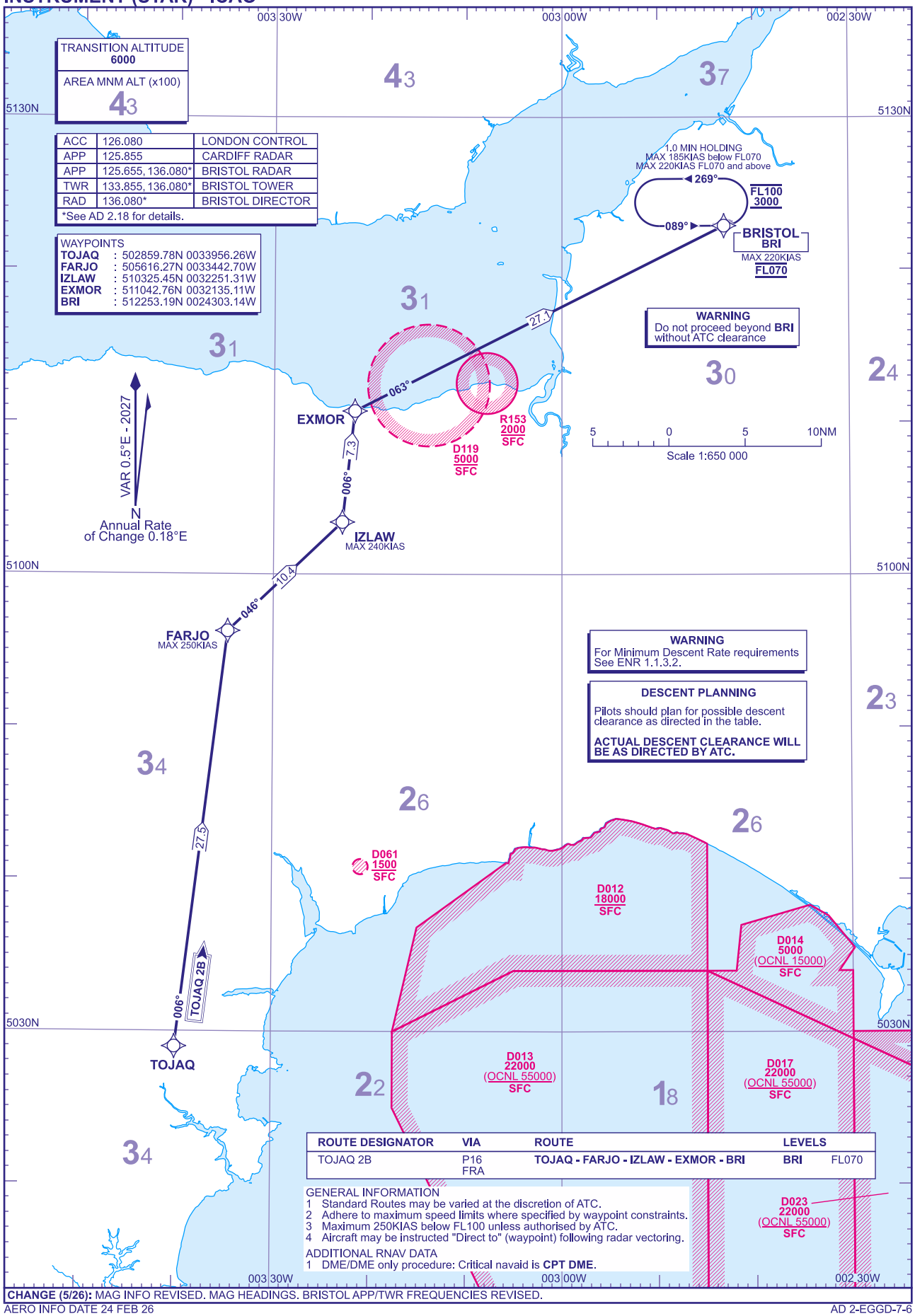
AERO INFO DATE 24 FEB 26

AD 2-EGGD-7-5

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

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

BRISTOL TOJAQ 1B



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
TOJAQ 2B	P16 FRA	TOJAQ - FARJO - IZLAW - EXMOR - BRI	BRI	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.

ADDITIONAL RNAV DATA
1 DME/DME only procedure: Critical navaid is **CPT DME**.

CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. BRISTOL APP/TWR FREQUENCIES REVISED.

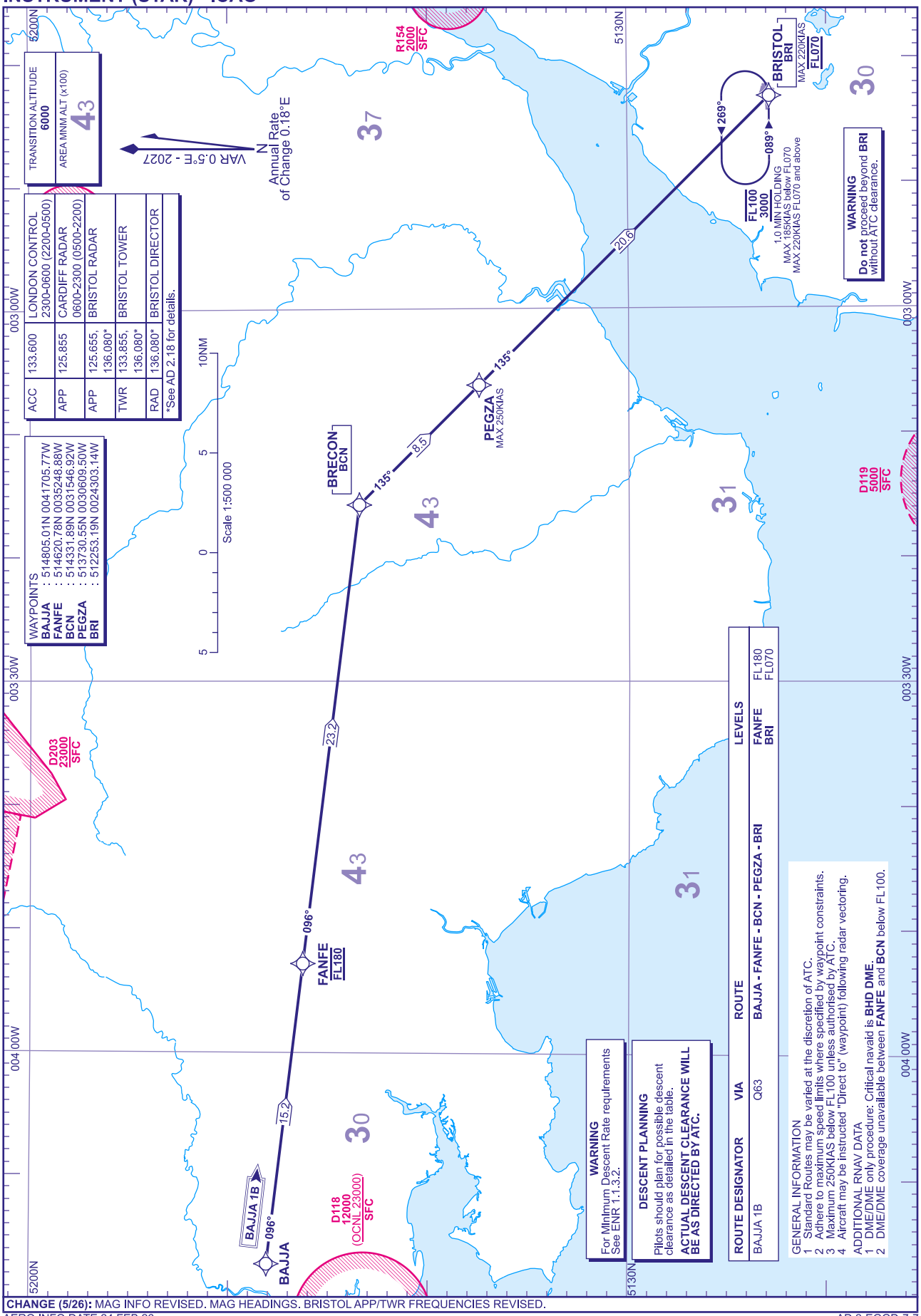
AERO INFO DATE 24 FEB 26

AD 2-EGGD-7-6

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

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

BRISTOL BAJJA 1B



CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. BRISTOL APP/TWR FREQUENCIES REVISED.

AERO INFO DATE 24 FEB 26

AD 2-EGGD-7-7

I

Standard Instrument Arrival Coding Tables

BRISTOL WEVBE 1B

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
WEVBE1B	001	IF	WEVBE	520736.93N 0025921.14W	N	-	-	-	-	FL160	-	RNAV5
WEVBE1B	002	TF	UBCAM	515704.18N 0030012.19W	N	182° (182.9°)	0.5	10.6	LEFT	FL150	-	RNAV5
WEVBE1B	003	TF	INGUR	514241.67N 0025136.75W	N	159° (159.6°)	0.5	15.3	RIGHT	-	-250	RNAV5
WEVBE1B	004	TF	BRI	512253.19N 0024303.14W	N	164° (164.9°)	0.5	20.5	-	FL070	-220	RNAV5

BRISTOL ELREW 1B

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
ELREW1B	001	IF	ELREW	520750.16N 0030638.15W	N	-	-	-	-	FL160	-	RNAV5
ELREW1B	002	TF	DIZIM	520223.59N 0031107.44W	N	206° (207.0°)	0.5	6.1	LEFT	-	-	RNAV5
ELREW1B	003	TF	BCN	514331.89N 0031546.92W	N	188° (188.7°)	0.5	19.1	LEFT	-	-	RNAV5
ELREW1B	004	TF	PEGZA	513730.55N 0030609.50W	N	135° (135.1°)	0.5	8.5	-	-	-250	RNAV5
ELREW1B	005	TF	BRI	512253.19N 0024303.14W	N	135° (135.2°)	0.5	20.6	-	FL070	-220	RNAV5

BRISTOL FIFAH 1B

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
FIFAH1B	001	IF	FIFAH	515248.51N 0041534.00W	N	-	-	-	-	FL170	-	RNAV5
FIFAH1B	002	TF	AMMAN	515025.95N 0035954.00W	N	103° (103.7°)	0.5	10.0	-	-	-	RNAV5
FIFAH1B	003	TF	BCN	514331.89N 0031546.92W	N	103° (103.9°)	0.5	28.3	RIGHT	-	-	RNAV5
FIFAH1B	004	TF	PEGZA	513730.55N 0030609.50W	N	135° (135.1°)	0.5	8.5	-	-	-250	RNAV5
FIFAH1B	005	TF	BRI	512253.19N 0024303.14W	N	135° (135.2°)	0.5	20.6	-	FL070	-220	RNAV5

BRISTOL ICTAM 1B

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
ICTAM1B	001	IF	ICTAM	513137.37N 0010948.12W	N	-	-	-	-	FL220	-	RNAV5
ICTAM1B	002	TF	SAWPE	513504.67N 0013916.42W	N	280° (280.8°)	0.5	18.7	-	-	-	RNAV5
ICTAM1B	003	TF	ASHUM	513607.25N 0015336.46W	N	276° (276.8°)	0.5	9.0	LEFT	-	-300	RNAV5
ICTAM1B	004	TF	POMAX	513137.63N 0020452.42W	N	237° (237.5°)	0.5	8.3	RIGHT	-	-250	RNAV5
ICTAM1B	005	TF	BRI	512253.19N 0024303.14W	N	250° (250.1°)	0.5	25.4	-	FL070	-220	RNAV5

CHANGE (5/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 24 FEB 26

Standard Instrument Arrival Coding Tables

BRISTOL DAWLY 1B

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
DAWLY1B	001	IF	DAWLY	503427.31N 0032750.23W	N	-	-	-	-	-	-	RNAV5
DAWLY1B	002	TF	EXMOR	511042.76N 0032135.11W	N	006° (006.2°)	0.5	36.5	RIGHT	-	-250	RNAV5
DAWLY1B	003	TF	BRI	512253.19N 0024303.14W	N	063° (063.0°)	0.5	27.1	-	FL070	-220	RNAV5

BRISTOL Runway 09 ADVED 1A

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
ADVED1A	001	IF	EXMOR	511042.76N 0032135.11W	N	-	-	-	-	6000	-250	RNAV1
ADVED1A	002	TF	ADVED	511740.00N 0030227.78W	N	059° (059.8°)	0.5	13.9	-	3500	-220	RNAV1

BRISTOL Runway 27 BAXUN 1A

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
BAXUN1A	001	IF	EXMOR	511042.76N 0032135.11W	N	-	-	-	-	6000	-250	RNAV1
BAXUN1A	002	TF	ROTLU	511830.71N 0024702.50W	N	070° (070.0°)	0.5	23.1	RIGHT	-	-250	RNAV1
BAXUN1A	003	TF	BAXUN	511935.41N 0022623.58W	N	085° (085.1°)	0.5	13.0	-	4000	-210	RNAV1

BRISTOL TOJAQ 2B

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
TOJAQ2B	001	IF	TOJAQ	502859.78N 0033956.26W	N	-	-	-	-	-	-	RNAV1
TOJAQ2B	002	TF	FARJO	505616.27N 0033442.70W	N	006° (006.9°)	0.5	27.5	RIGHT	-	-250	RNAV1
TOJAQ2B	003	TF	IZLAW	510325.45N 0032251.31W	N	046° (046.2°)	0.5	10.4	LEFT	-	-240	RNAV1
TOJAQ2B	004	TF	EXMOR	511042.76N 0032135.11W	N	006° (006.3°)	0.5	7.3	RIGHT	-	-240	RNAV1
TOJAQ2B	005	TF	BRI	512253.19N 0024303.14W	N	063° (063.0°)	0.5	27.1	-	FL070	-220	RNAV1

BRISTOL BAJJA 1B

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
BAJJA1B	001	IF	BAJJA	514805.01N 0041705.77W	N	-	-	-	-	-	-	RNAV1
BAJJA1B	002	TF	FANFE	514620.78N 0035248.88W	N	096° (096.4°)	0.5	15.2	-	FL180	-	RNAV1
BAJJA1B	003	TF	BCN	514331.89N 0031546.92W	N	096° (096.7°)	0.5	23.2	RIGHT	-	-	RNAV1
BAJJA1B	004	TF	PEGZA	513730.55N 0030609.50W	N	135° (135.1°)	0.5	8.5	-	-	-250	RNAV1
BAJJA1B	005	TF	BRI	512253.19N 0024303.14W	N	135° (135.2°)	0.5	20.6	-	FL070	-220	RNAV1

CHANGE (5/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 24 FEB 26

RNAV Hold Coding Tables

BRISTOL BRI Hold

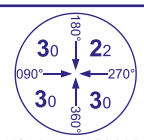
Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BRI	-	-	BRI	512253.19N 0024303.14W	Y	089° (089.6°)	0.5	1 MIN	LEFT	-FL100 +3000	-185* -220**	RNAV1/ RNAV5

* below FL070
** FL070 and above

CHANGE (5/26): MAG VAR. MAG HEADING.
AERO INFO DATE 23 FEB 26

INSTRUMENT APPROACH CHART - ICAO

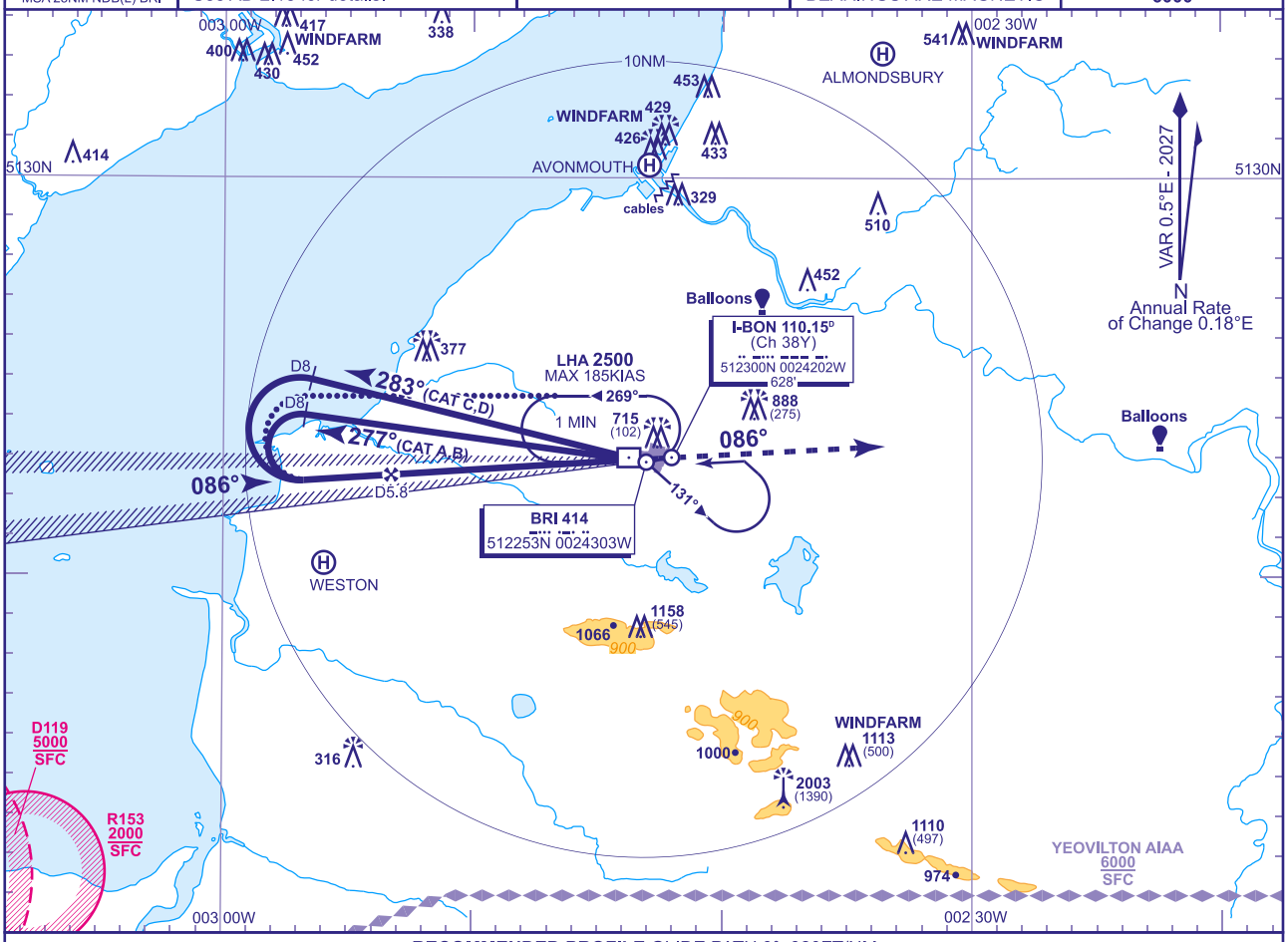
BRISTOL ILS/DME/NDB(L) RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BRI

TWR 133.855, 136.080*	BRISTOL TOWER	AD ELEVATION	622
APP 125.655, 136.080*	BRISTOL RADAR	THR ELEVATION	613
RAD 136.080*	BRISTOL DIRECTOR	OBSTACLE ELEVATION	
ATIS 126.030	BRISTOL INFORMATION	2003 AMSL (1390) (ABOVE THR)	
*See AD 2.18 for details.		BEARINGS ARE MAGNETIC	

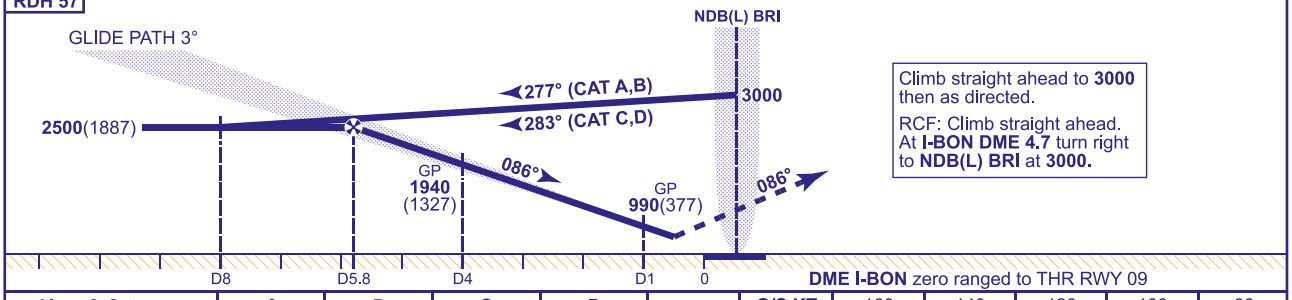
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-BON	5	4	3	2	1
ALT(HGT)	**2260**(1647)	**1940**(1327)	**1620**(1007)	**1310**(697)	**990**(377)

RDH 57



Climb straight ahead to **3000** then as directed.

RCF: Climb straight ahead. At **I-BON DME 4.7** turn right to **NDB(L) BRI** at **3000.**

Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**770**(157)	**780**(167)	**790**(177)	**800**(187)
VM(C)OCA (OCH AAL)	Total Area	**1050**(428)	**1190**(568)	**1460**(838)	**1560**(938)
	North of RWY 09/27	**1050**(428)	**1190**(568)	**1290**(668)	**1320**(698)

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

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead NDB(L) BRI at **3000** in holding pattern, turn left and descend on the extended outbound leg to **2500**. At I-BON DME 8 turn left to intercept LOC inbound. Then continue as for basic procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-BON
Advise ATC. Radar Ranges will be provided at 8NM outbound and at 6NM and 4NM inbound (See note 5).

NOTES
1 Lowest altitude to commence procedure from hold is **2500**.
2 Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).
3 Below CAT I minima, Glide Path anomalies may be observed.
4 GP Fluctuations may be experienced when taxiing aircraft are transiting through the Sensitive Area.
5 ATC unable to provide Radar Ranges when operating SSR only.

CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. APP/TWR FREQUENCIES REVISED.

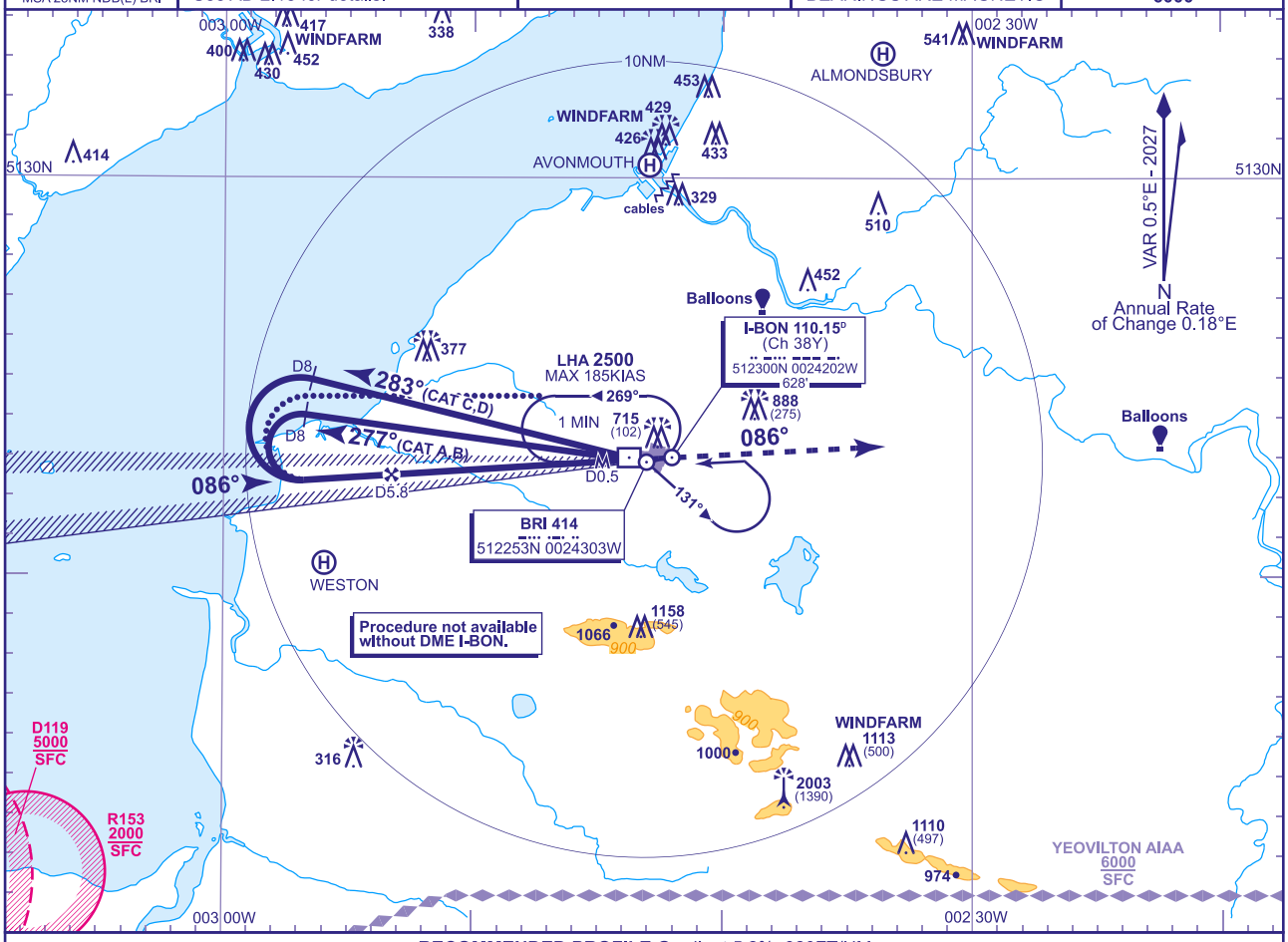
AERO INFO DATE 09 MAR 26
AD 2-EGGD-8-1

INSTRUMENT APPROACH CHART - ICAO

BRISTOL LOC/DME/NDB(L) RWY 09
(ACFT CAT A,B,C,D)

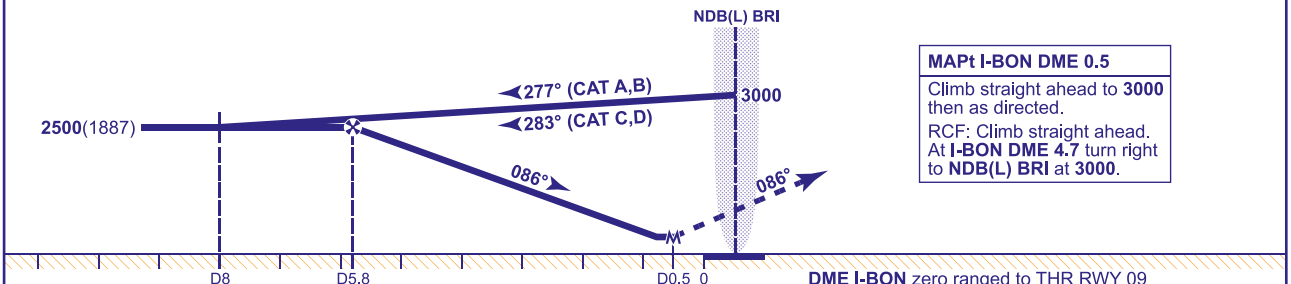
TWR	133.855, 136.080*	BRISTOL TOWER	AD ELEVATION	622
APP	125.655, 136.080*	BRISTOL RADAR	THR ELEVATION	613
RAD	136.080*	BRISTOL DIRECTOR	OBSTACLE ELEVATION 2003 AMSL (1390) (ABOVE THR)	
ATIS	126.030	BRISTOL INFORMATION		
*See AD 2.18 for details.			BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000

MSA 25NM NDB(L) BRI: 30 (090°–180°), 22 (180°–270°), 30 (270°–360°), 30 (360°–090°)



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-BON	5	4	3	2	1
ALT(HGT)	**2260**(1647)	**1940**(1327)	**1620**(1007)	**1310**(697)	**990**(377)



MAPt I-BON DME 0.5
Climb straight ahead to **3000** then as directed.
RCF: Climb straight ahead. At **I-BON DME 4.7** turn right to **NDB(L) BRI** at **3000**.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**900**(287)	**900**(287)	**900**(287)	**900**(287)
VM(C)OCA (OCH AAL)	Total Area	**1050**(428)	**1190**(568)	**1460**(838)	**1560**(938)
	North of RWY 09/27	**1050**(428)	**1190**(568)	**1290**(668)	**1320**(698)

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

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead NDB(L) BRI at **3000** in holding pattern, turn left and descend on the extended outbound leg to **2500**. At I-BON DME 8 turn left to intercept LOC inbound. Then continue as for basic procedure.

NOTES **1** Lowest altitude to commence procedure from hold is **2500**.
2 Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).

CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. APP/TWR FREQUENCIES REVISED.

AERO INFO DATE 09 MAR 26
AD 2-EGGD-8-2

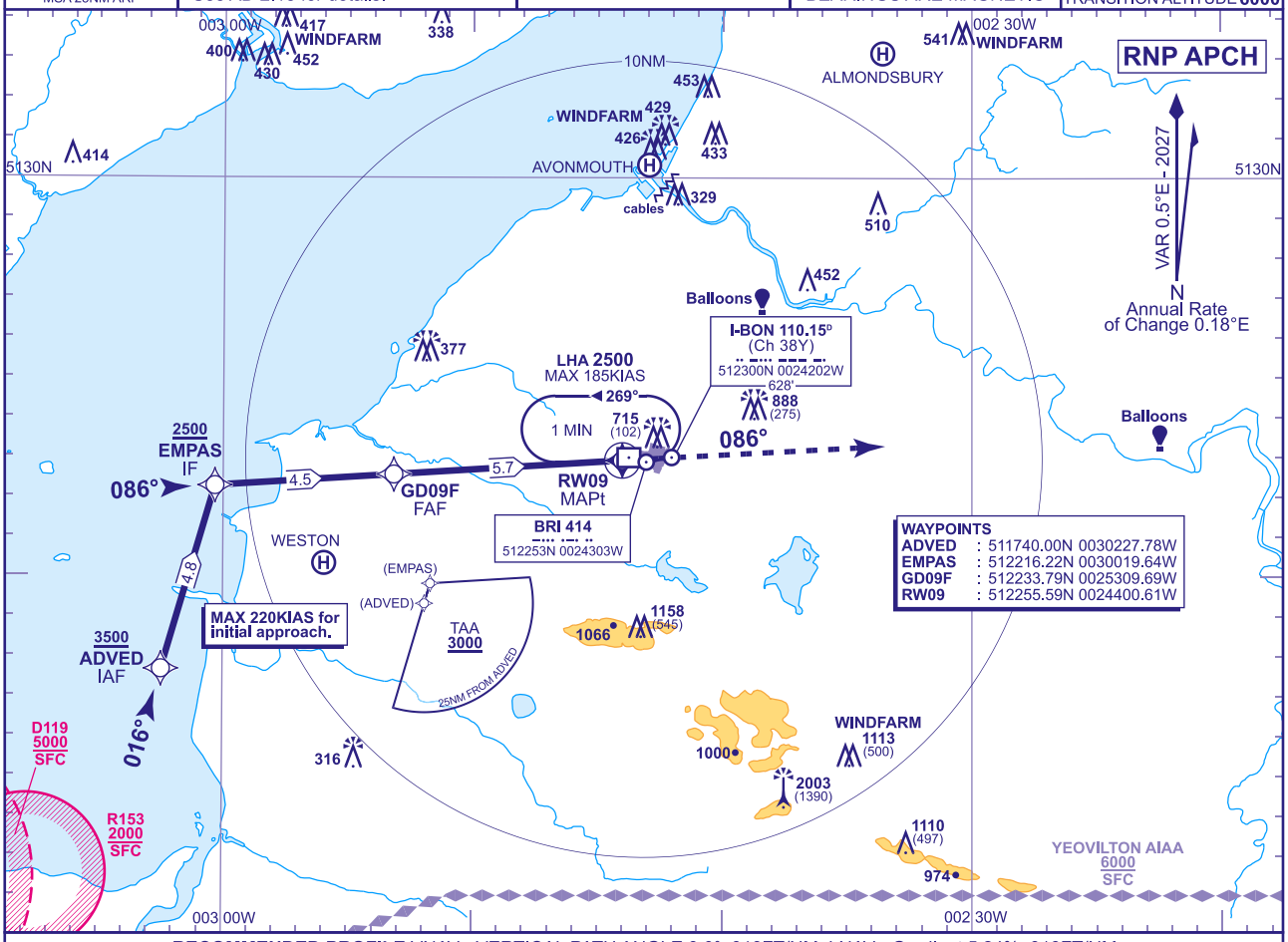
INSTRUMENT APPROACH CHART - ICAO

BRISTOL
RNP
RWY 09
(ACFT CAT A,B,C,D)

TWR 133.855, 136.080*	BRISTOL TOWER	AD ELEVATION	622
APP 125.655, 136.080*	BRISTOL RADAR	THR ELEVATION	613
RAD 136.080*	BRISTOL DIRECTOR	OBSTACLE ELEVATION	
ATIS 126.030	BRISTOL INFORMATION	2003 AMSL (1390) (ABOVE THR)	
*See AD 2.18 for details.		BEARINGS ARE MAGNETIC	

30 MSA 25NM ARP

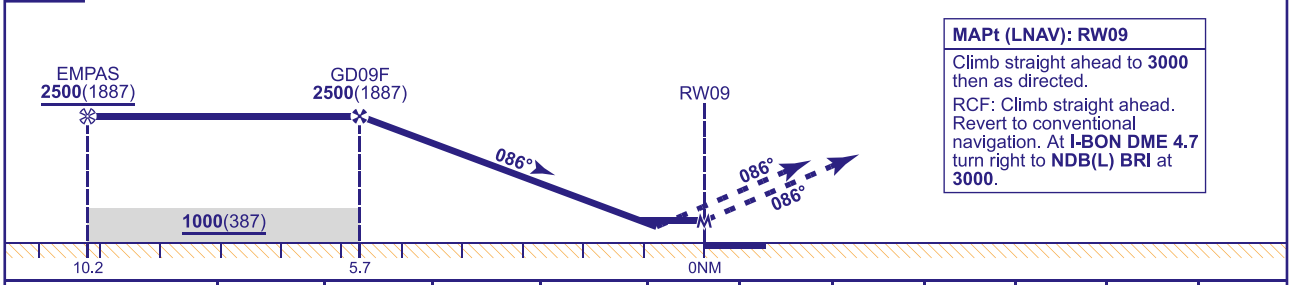
MIN TEMP -10°C
TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0°, 318FT/NM, LNAV - Gradient 5.24%, 318FT/NM

NM to RW09	5	4	3	2	1
ALT(HGT)	**2270**(1657)	**1950**(1337)	**1630**(1017)	**1310**(697)	**990**(377)

TCH 57



MAPt (LNAV): RW09
Climb straight ahead to **3000** then as directed.
RCF: Climb straight ahead. Revert to conventional navigation. At **I-BON DME 4.7** turn right to **NDB(L) BRI** at **3000**.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	**910**(297)	**910**(297)	**910**(297)	**910**(297)		FT/MIN	850	740	640	530	420
	LNAV	**910**(297)	**910**(297)	**910**(297)	**910**(297)							
VM(C)OCA (OCH AAL)	Total Area	**1050**(428)	**1190**(568)	**1460**(838)	**1560**(938)							
	North of RWY 09/27	**1050**(428)	**1190**(568)	**1290**(668)	**1320**(698)							

NOTES **1** Pilots should 'Request RNP Approach' on first contact with Bristol Radar.

CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. APP/TWR FREQUENCIES REVISED.

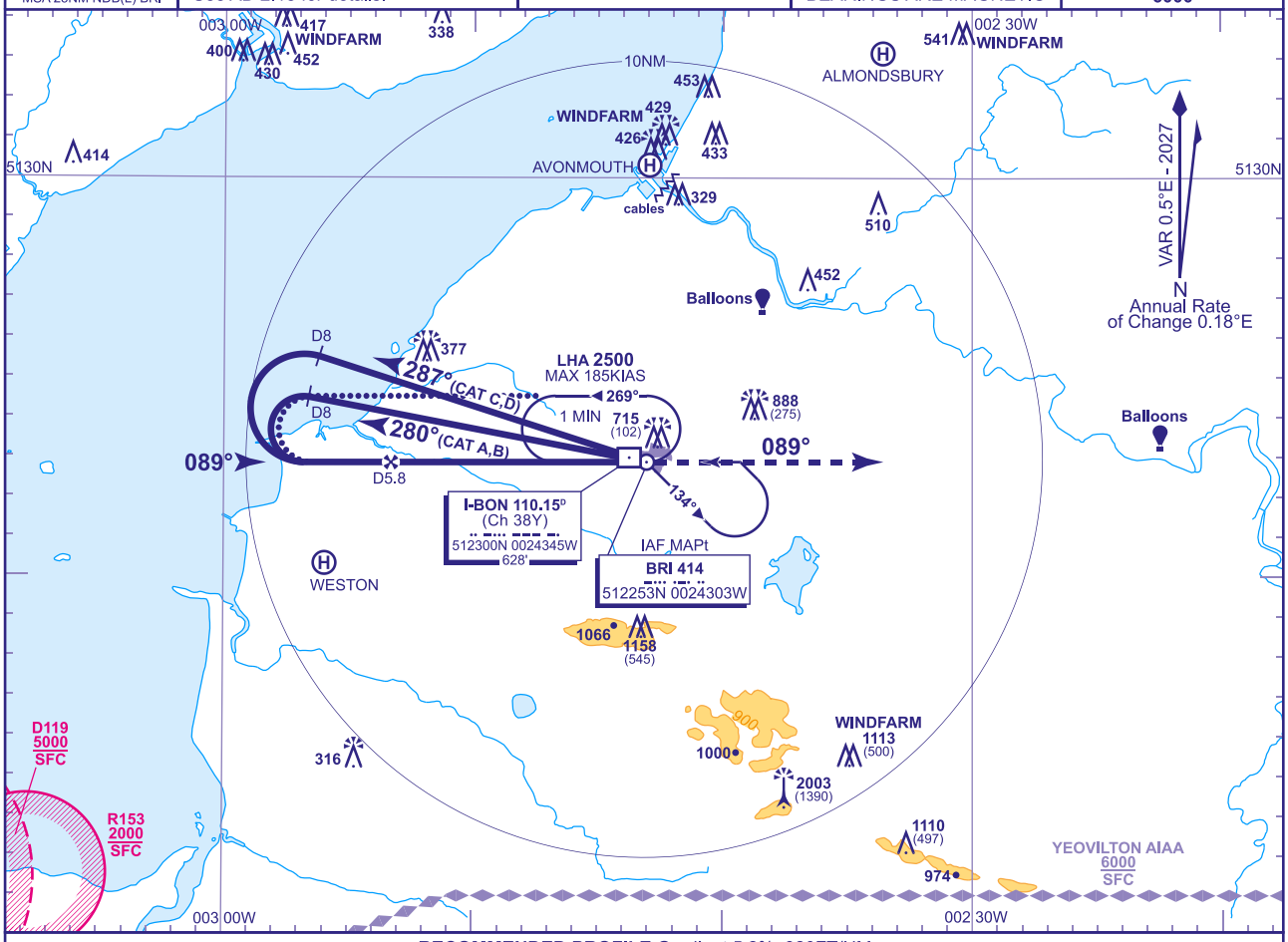
AERO INFO DATE 25 FEB 26

INSTRUMENT APPROACH CHART - ICAO

BRISTOL NDB(L)/DME RWY 09
(ACFT CAT A,B,C,D)

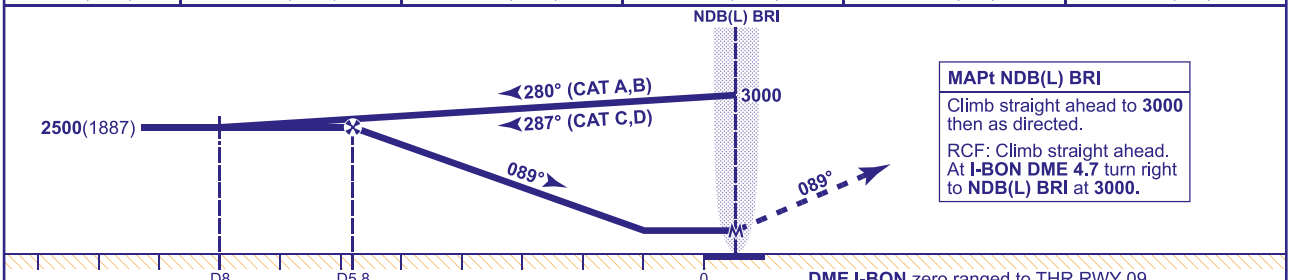
MSA 25NM NDB(L) BRI

TWR	133.855, 136.080*	BRISTOL TOWER	AD ELEVATION	622
APP	125.655, 136.080*	BRISTOL RADAR	THR ELEVATION	613
RAD	136.080*	BRISTOL DIRECTOR	OBSTACLE ELEVATION 2003 AMSL (1390) (ABOVE THR)	
ATIS	126.030	BRISTOL INFORMATION		
*See AD 2.18 for details.			BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-BON	5	4	3	2	1
ALT(HGT)	**2260**(1647)	**1940**(1327)	**1620**(1007)	**1300**(687)	**980**(367)



MAPt NDB(L) BRI
Climb straight ahead to **3000** then as directed.
RCF: Climb straight ahead. At **I-BON DME 4.7** turn right to **NDB(L) BRI** at **3000.**

Aircraft Category		A	B	C	D
OCA (OCH)	With DME or RADAR	**940**(327)	**940**(327)	**940**(327)	**940**(327)
	No DME or RADAR	**N/A**	**N/A**	**1000**(387)	**1000**(387)
VM(C)OCA (OCH AAL)	Total Area	**1050**(428)	**1190**(568)	**1460**(838)	**1560**(938)
	North of RWY 09/27	**1050**(428)	**1190**(568)	**1290**(668)	**1320**(698)

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

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN Overhead IAF (NDB(L) BRI) at **3000** in holding pattern, turn left and descend on the extended outbound leg to **2500**(1887). At I-BON DME 8 turn left onto FAT. From FAF (I-BON DME 5.8) descend to MDH.

AIRCRAFT UNABLE TO RECEIVE DME I-BON Advise ATC. Radar Ranges will be passed at 8NM outbound and at 5.8NM (See note 4).

ALTERNATIVE TIMED PROCEDURE CAT C and D aircraft may, in the absence of either DME I-BON or radar ranges, fly outbound on baseturn procedure for 2MIN 12SEC. (Note: timed procedure **not available for CAT A or B aircraft**).

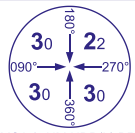
NOTES
1 Lowest altitude to commence procedure from hold is **2500**.
2 Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).
3 FAT offset 3.11° from RWY C/L.
4 ATC unable to provide Radar Ranges when operating SSR only.

CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. APP/TWR FREQUENCIES REVISED.

AERO INFO DATE 25 FEB 26 AD 2-EGGD-8-4

INSTRUMENT APPROACH CHART - ICAO

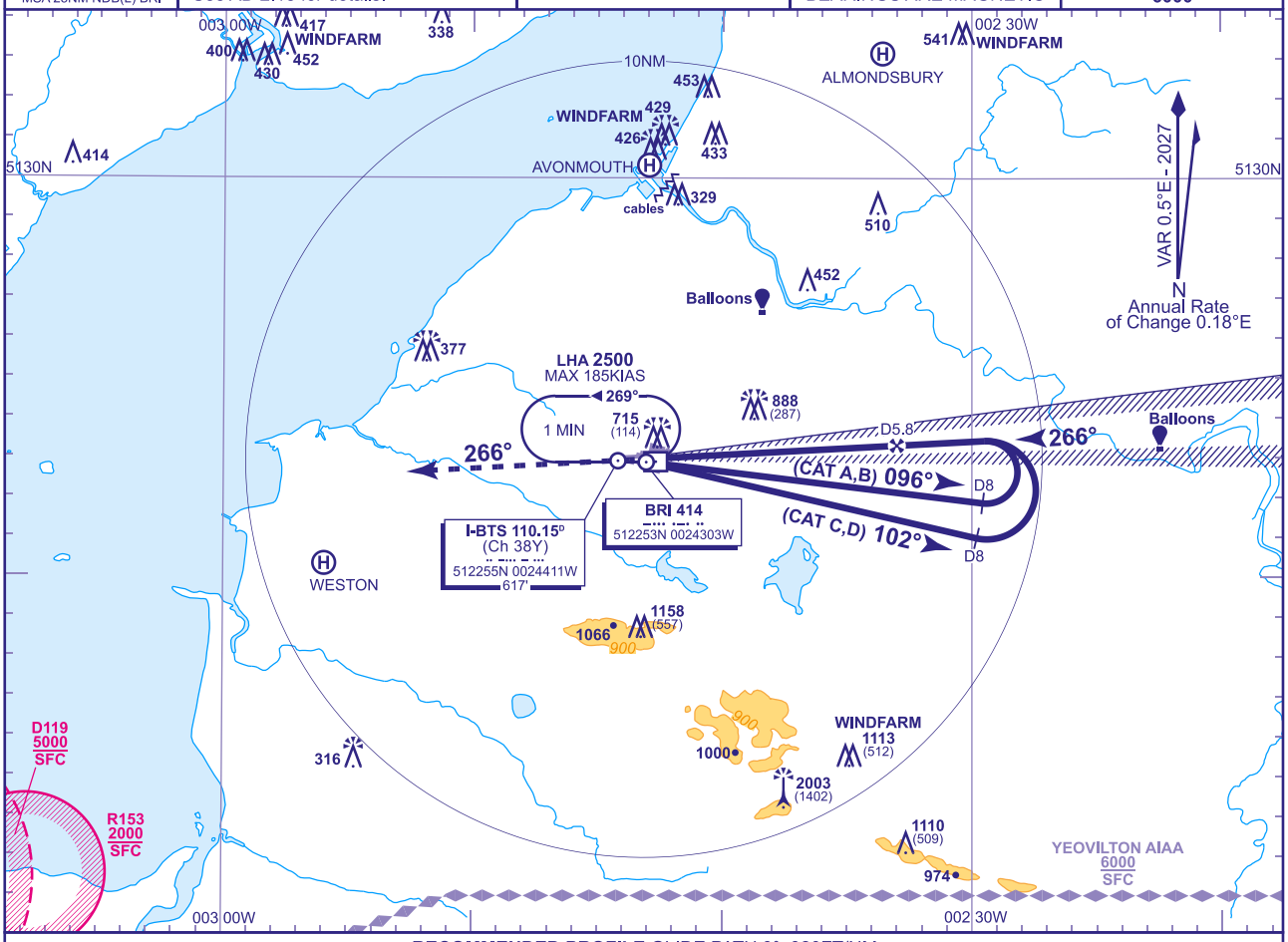
BRISTOL ILS/DME/NDB(L) RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BRI

TWR 133.855, 136.080*	BRISTOL TOWER	AD ELEVATION	622
APP 125.655, 136.080*	BRISTOL RADAR	THR ELEVATION	601
RAD 136.080*	BRISTOL DIRECTOR	OBSTACLE ELEVATION	
ATIS 126.030	BRISTOL INFORMATION	2003 AMSL (1402) (ABOVE THR)	
*See AD 2.18 for details.		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



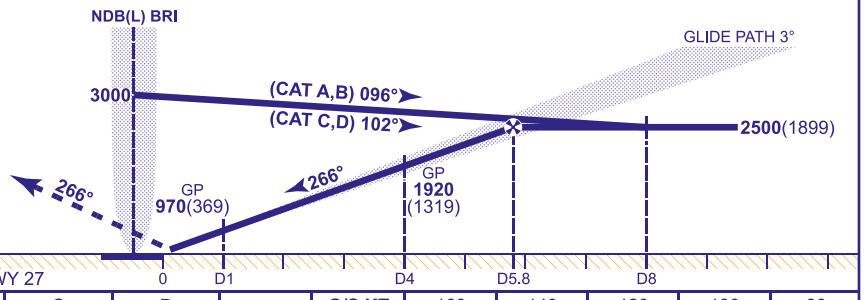
RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-BTS	5	4	3	2	1
ALT(HGT)	**2240**(1639)	**1920**(1319)	**1610**(1009)	**1290**(689)	**970**(369)

RDH 50

Climb straight ahead to **3000** then as directed.

RCF: Climb straight ahead. At **I-BTS DME 4.7** turn right to **NDB(L) BRI** at **3000.**



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**750**(149)	**759**(158)	**768**(167)	**779**(178)
	CAT II	**664**(63)	**672**(71)	**682**(81)	**694**(93)
VM(C)OCA (OCH AAL)	Total Area	**1050**(428)	**1190**(568)	**1460**(838)	**1560**(938)
	North of RWY 09/27	**1050**(428)	**1190**(568)	**1290**(668)	**1320**(698)

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

AIRCRAFT UNABLE TO RECEIVE DME I-BTS
Advise ATC. Radar Ranges will be provided at 8NM outbound and at 6NM and 4NM inbound (See note 4).

NOTES
1 Lowest altitude to commence procedure from hold is **2500**.
2 Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).
3 ILS GP Flags may occur at 8° left of RWY C/L below 2300ft AGL.
4 ATC unable to provide Radar Ranges when operating SSR only.

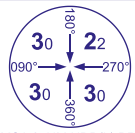
CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. APP/TWR FREQUENCIES REVISED.

AERO INFO DATE 25 FEB 26

AD 2-EGGD-8-5

INSTRUMENT APPROACH CHART - ICAO

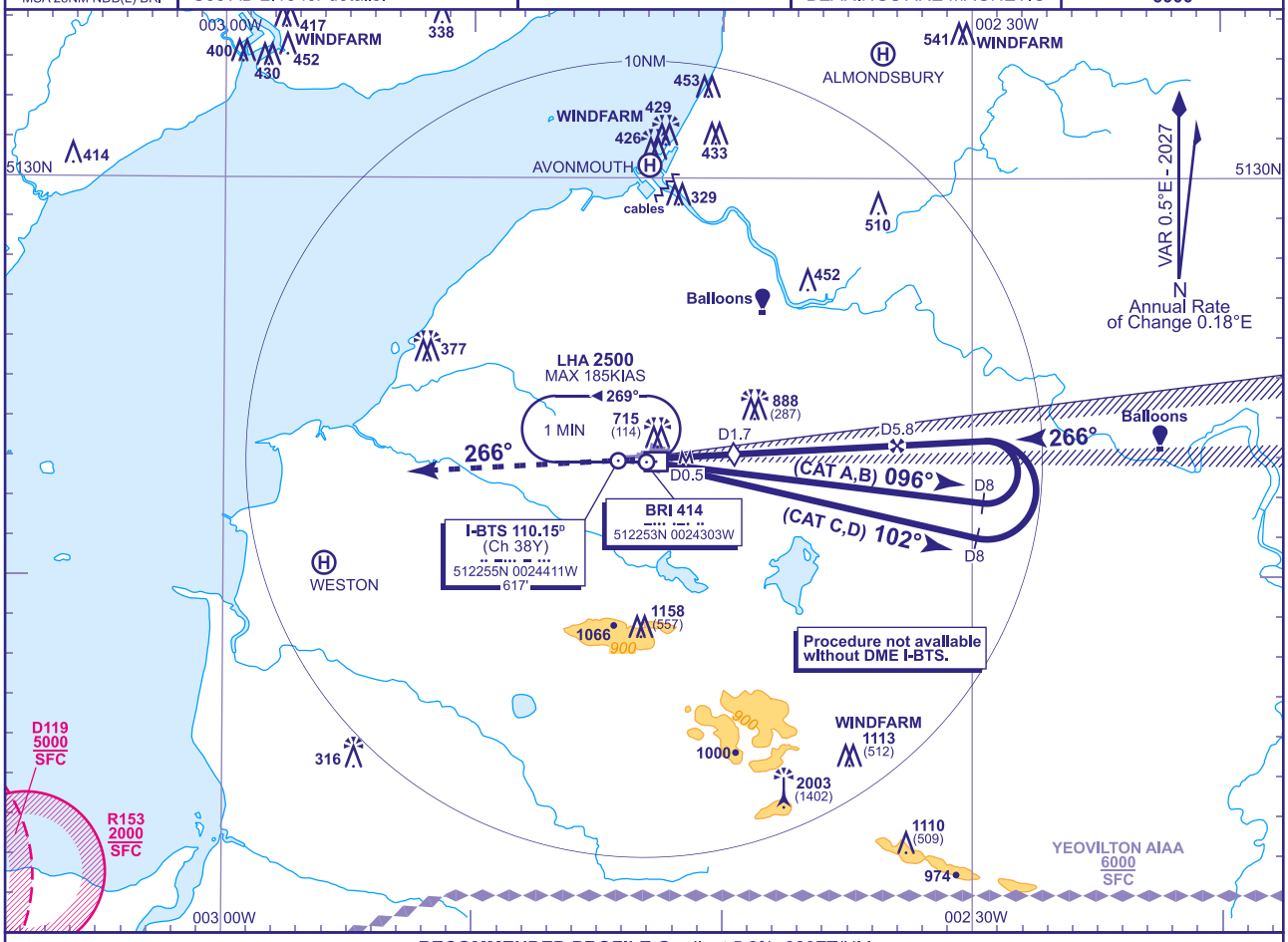
BRISTOL LOC/DME/NDB(L) RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BRI

TWR 133.855, 136.080*	BRISTOL TOWER	AD ELEVATION	622
APP 125.655, 136.080*	BRISTOL RADAR	THR ELEVATION	601
RAD 136.080*	BRISTOL DIRECTOR	OBSTACLE ELEVATION 2003 AMSL (1402) (ABOVE THR)	
ATIS 126.030	BRISTOL INFORMATION		
*See AD 2.18 for details.		BEARINGS ARE MAGNETIC	

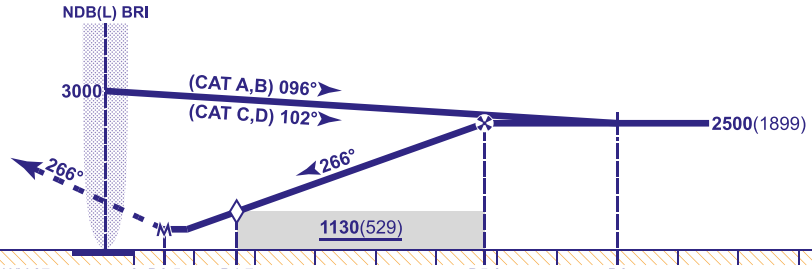
TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-BTS	5	4	3	2	1
ALT(HGT)	**2240**(1639)	**1920**(1319)	**1610**(1009)	**1290**(689)	**970**(369)

MAPt I-BTS DME 0.5
Climb straight ahead to **3000** then as directed.
RCF: Climb straight ahead. At **I-BTS DME 4.7** turn right to **NDB(L) BRI** at **3000**.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**910**(309)	**910**(309)	**910**(309)	**910**(309)
VM(C)OCA (OCH AAL)	Total Area	**1050**(428)	**1190**(568)	**1460**(838)	**1560**(938)
	North of RWY 09/27	**1050**(428)	**1190**(568)	**1290**(668)	**1320**(698)

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

NOTES **1** Lowest altitude to commence procedure from hold is **2500**.
2 Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).

CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. APP/TWR FREQUENCIES REVISED.

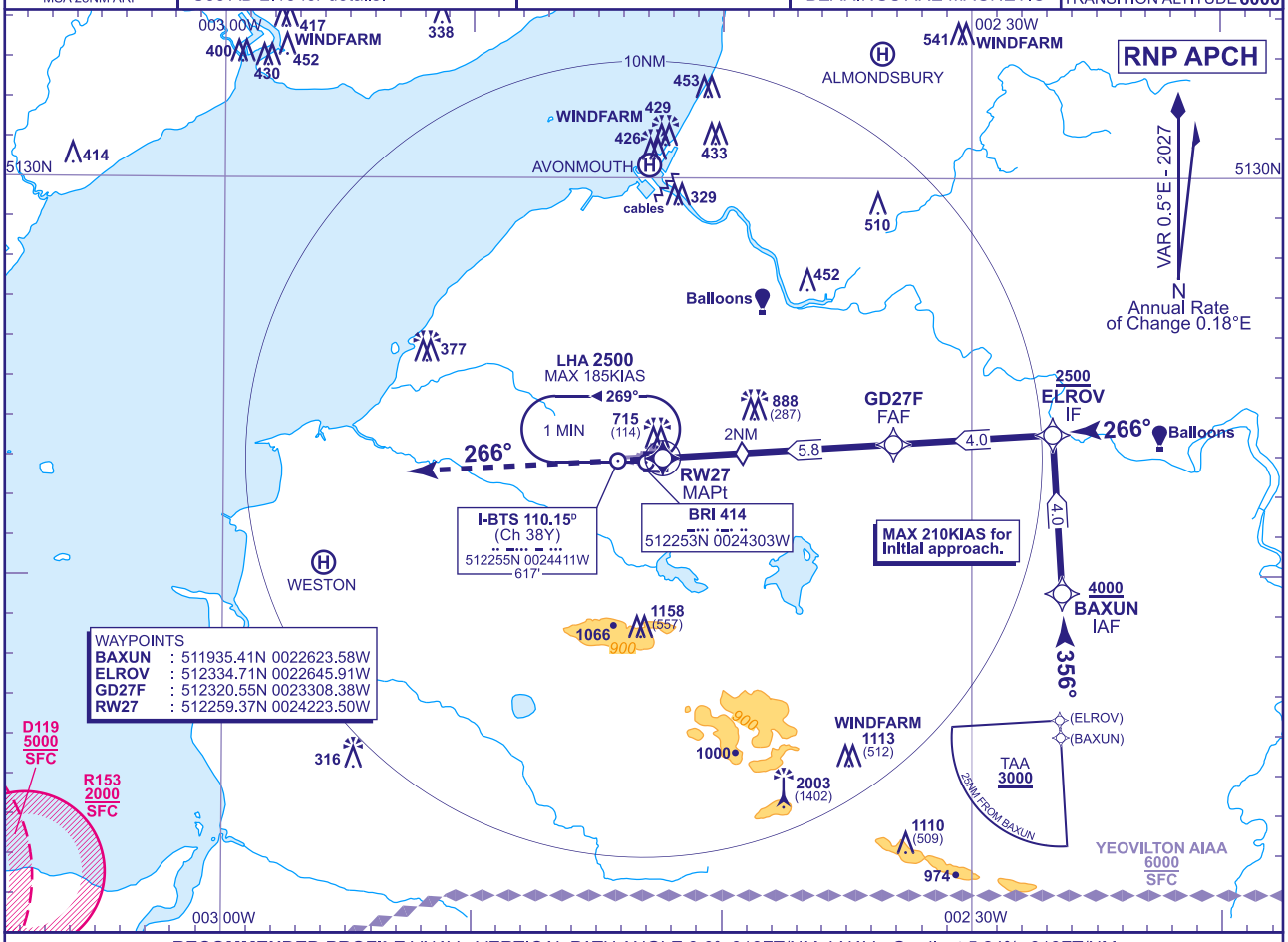
AERO INFO DATE 25 FEB 26
AD 2-EGGD-8-6

INSTRUMENT APPROACH CHART - ICAO

BRISTOL
RNP
RWY 27
(ACFT CAT A,B,C,D)

30 MSA 25NM ARP	TWR 133.855, 136.080*	BRISTOL TOWER	AD ELEVATION 622
	APP 125.655, 136.080*	BRISTOL RADAR	THR ELEVATION 601
	RAD 136.080*	BRISTOL DIRECTOR	OBSTACLE ELEVATION 2003 AMSL (1402) (ABOVE THR)
	ATIS 126.030	BRISTOL INFORMATION	
	*See AD 2.18 for details.		BEARINGS ARE MAGNETIC

MIN TEMP -10°C
TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0°, 318FT/NM, LNAV - Gradient 5.24%, 318FT/NM

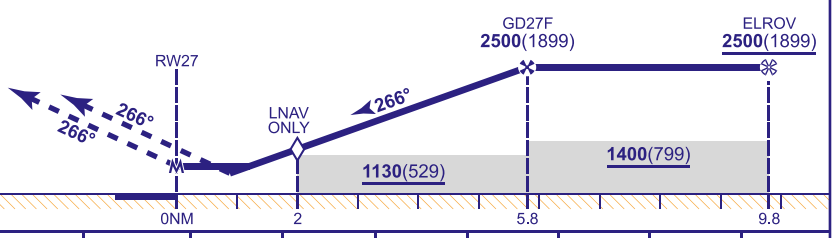
NM to RW27	5	4	3	2 (LNAV SDF)	1
ALT(HGT)	2250(1649)	1930(1329)	1610(1009)	1290(689)	970(369)

TCH 50

MAPt (LNAV): RW27

Climb straight ahead to **3000** then as directed.

RCF: Climb straight ahead. Revert to conventional navigation. At **I-BTS DME 4.7** turn right to **NDB(L) BRI** at **3000**.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	950(349)	950(349)	950(349)	950(349)		FT/MIN	850	740	640	530	420
	LNAV	1000(399)	1000(399)	1000(399)	1000(399)							
VM(C)OCA (OCH AAL)	Total Area	1050(428)	1190(568)	1460(838)	1560(938)							
	North of RWY 09/27	1050(428)	1190(568)	1290(668)	1320(698)							

NOTES 1 Pilots should 'Request RNP Approach' on first contact with Bristol Radar.

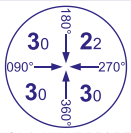
CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. APP/TWR FREQUENCIES REVISED.

AERO INFO DATE 25 FEB 26

AD 2-EGGD-8-7

INSTRUMENT APPROACH CHART - ICAO

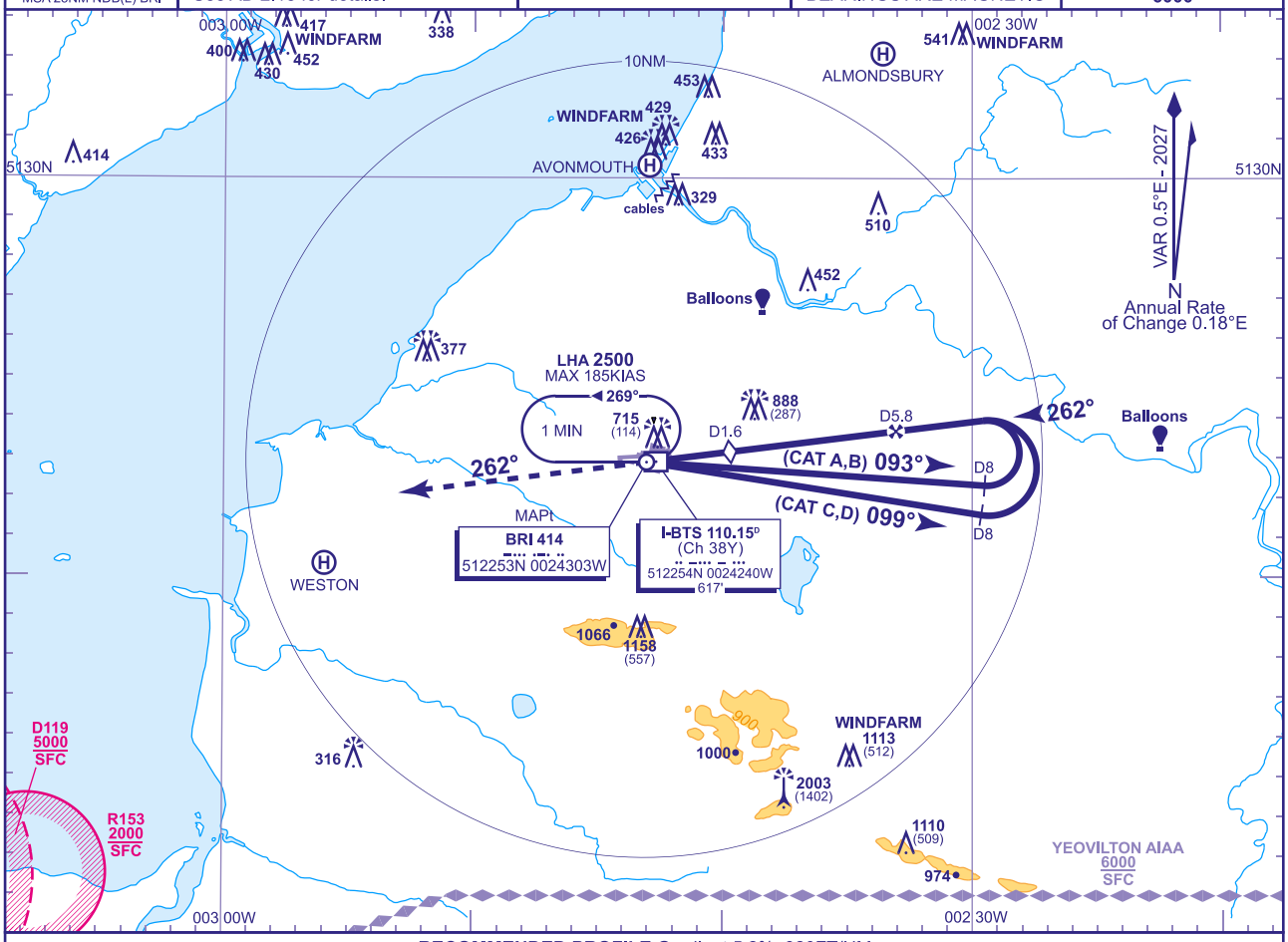
BRISTOL NDB(L)/DME RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BRI

TWR 133.855, 136.080*	BRISTOL TOWER	AD ELEVATION	622
APP 125.655, 136.080*	BRISTOL RADAR	THR ELEVATION	601
RAD 136.080*	BRISTOL DIRECTOR	OBSTACLE ELEVATION 2003 AMSL (1402) (ABOVE THR)	
ATIS 126.030	BRISTOL INFORMATION		
*See AD 2.18 for details.		BEARINGS ARE MAGNETIC	

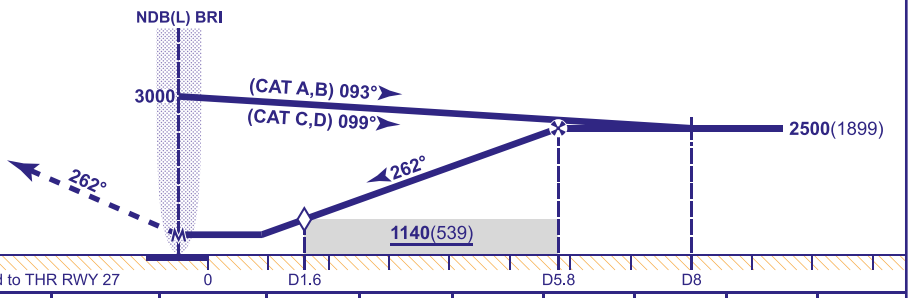
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-BTS	5	4	3	2
ALT(HGT)	**2250**(1649)	**1930**(1329)	**1610**(1009)	**1290**(689)

MAPt NDB(L) BRI
Climb straight ahead to **3000** then as directed.
RCF: Climb straight ahead. At **I-BTS DME 4.7** turn right to **NDB(L) BRI** at **3000.**



Aircraft Category		A	B	C	D
OCA (OCH)	With DME or RADAR	**970**(369)	**970**(369)	**970**(369)	**970**(369)
	No DME or RADAR	**N/A**	**N/A**	**1240**(639)	**1240**(639)
VM(C)OCA (OCH AAL)	Total Area	**1050**(428)	**1190**(568)	**1460**(838)	**1560**(938)
	North of RWY 09/27	**1050**(428)	**1190**(568)	**1290**(668)	**1320**(698)

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

AIRCRAFT UNABLE TO RECEIVE DME I-BTS Advise ATC. Radar Ranges will be passed at 8NM outbound and at 5.8NM inbound (See note 4).

ALTERNATIVE TIMED PROCEDURE CAT C and D aircraft may, in the absence of either DME I-BTS or radar ranges, fly outbound on baseturn procedure for 2MIN 30SEC. (Note: timed procedure **not available for CAT A or B aircraft**).

NOTES
1 Lowest altitude to commence procedure from hold is **2500**.
2 Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).
3 FAT offset 3.8° from RWY C/L and crosses the extended RWY 27 C/L, 1NM from the THR (I-BTS D1.7).
4 ATC unable to provide Radar Ranges when operating SSR only.

CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS. APP/TWR FREQUENCIES REVISED.

AERO INFO DATE 25 FEB 26 AD 2-EGGD-8-8

Instrument Approach Procedure Coding Tables

BRISTOL RNP RWY 09 - Instrument Approach Procedure via EMPAS

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	001	IF	EMPAS	N	-	-	2500	-220	512216.22N 0030019.64W	IF 10.2NM
R09C	002	TF	GD09F	N	086° (086.2°)	-	2500	-	512233.79N 0025309.69W	FAF 5.7NM
R09C	003	TF	RW09	Y	086° (086.3°)	-	-	-	512255.59N 0024400.61W	MAPt
R09C	004	CA	-	-	086° (086.3°)	-	3000	-	-	-

BRISTOL RNP RWY 09 - Instrument Approach Procedure via ADVED

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	ADVED	N	-	-	3500	-220	511740.00N 0030227.78W	IAF
R09R	002	TF	EMPAS	N	016° (016.2°)	RIGHT	2500	-220	512216.22N 0030019.64W	IF 10.2NM
R09R	003	TF	GD09F	N	086° (086.2°)	-	2500	-	512233.79N 0025309.69W	FAF 5.7NM
R09R	004	TF	RW09	Y	086° (086.3°)	-	-	-	512255.59N 0024400.61W	MAPt
R09R	005	CA	-	-	086° (086.3°)	-	3000	-	-	-

BRISTOL RNP RWY 27 - Instrument Approach Procedure via ELROV

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
R27C	001	IF	ELROV	N	-	-	2500	-210	512334.71N 0022645.91W	IF 9.8NM
R27C	002	TF	GD27F	N	266° (266.7°)	-	2500	-	512320.55N 0023308.38W	FAF 5.8NM
R27C	003	TF	RW27	Y	266° (266.6°)	-	-	-	512259.37N 0024223.50W	MAPt
R27C	004	CA	-	-	266° (266.6°)	-	3000	-	-	-

BRISTOL RNP RWY 27 - Instrument Approach Procedure via BAXUN

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R27L	001	IF	BAXUN	N	-	-	4000	-210	511935.41N 0022623.58W	IAF
R27L	002	TF	ELROV	N	356° (356.7°)	LEFT	2500	-210	512334.71N 0022645.91W	IF 9.8NM
R27L	003	TF	GD27F	N	266° (266.7°)	-	2500	-	512320.55N 0023308.38W	FAF 5.8NM
R27L	004	TF	RW27	Y	266° (266.6°)	-	-	-	512259.37N 0024223.50W	MAPt
R27L	005	CA	-	-	266° (266.6°)	-	3000	-	-	-

CHANGE (5/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 25 FEB 26

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In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
C006.24	CRANE	521241N 0000848E	227 FT	194 FT	Yes Steady red	Expected duration June 2026.
(EGSC10889)	GP MAST	521226.20N 0001054.52E	62 FT	34 FT	No	
(EGSC10890)	WINDSLEEVE	521225.90N 0001053.75E	61 FT	27 FT	No	
(EGSC10651)	BUILDING CHIMNEY	521225.58N 0001005.86E	148 FT	112 FT	No	
C033.25	CRANE	521207N 0000630E	180 FT	148 FT	Yes Steady red	Expected duration May 2027.
(EGSC4160)	WINDSLEEVE	521203.81N 0001010.92E	62 FT	27 FT	Yes Red	
(EGSC10894)	RADAR	521203.08N 0001039.42E	83 FT	49 FT	Yes Red	
C047.25	CRANE	521157N 0001100E	128 FT	89 FT	Yes Steady Red	Expected duration January 2028.
(EGSC10681)	CHURCH SPIRE	521156.15N 0000738.70E	255 FT	215 FT	Yes Red	
C045.25	CRANE	521154N 0001009E	122 FT	89 FT	Yes Steady Red	Expected duration March 2028.
C012.25	CRANE	521153N 0000822E	304 FT	255 FT	Yes Steady red	Expected duration October 2027.
C025.23	CRANE	521145N 0001055E	139 FT	89 FT	Yes Steady red	Mobile crane operating within 0.08 NM radius of position. Expected duration to 19 December 2025.
C039.25	CRANE	521139N 0000753E	347 FT	299 FT	Yes Steady Red	Expected duration June 2026.
C004.26	CRANE	521139.70N 0000645.90E	168 FT	140 FT	Yes Steady red	Expected duration September 2026
(EGSC10726)	INDUSTRIAL CHIMNEY	521033.29N 0000825.80E	258 FT	212 FT	Yes Red	
C029.24	CRANE	521023.80N 0000757.70E	385 FT	334 FT	Yes Steady red	Expected duration January 2027.
(EGSC10571)	MAST	521011.49N 0001128.58E	357 FT	186 FT	Yes Red	

EGSC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EGSC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
05	049.87°	1964 x 45 M	RWY surface: Asphalt, Grooved PCN 50/F/C/W/T	521202.12N 0000959.26E 151.0 FT	THR 35.7 FT	RWY 05 0.14% up RWY 23 0.83% down first 400 M
23	229.89°	1964 x 45 M	RWY surface: Asphalt, Grooved PCN 50/F/C/W/T	521235.55N 0001103.83E 151.0 FT	THR 47.5 FT TDZ 47.5 FT	RWY 05 0.14% up RWY 23 0.83% down first 400 M

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

EGSC AD 2.13 DECLARED DISTANCES

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

EGSC AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EGFF — CARDIFF

EGFF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFF — CARDIFF

EGFF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512348N Long: 0032036W Mid point of Runway 12/30
2	Direction and distance from city	8.5 NM SW of Cardiff.
3	Elevation / Reference temperature / Mean Low Temperature	220 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	169 FT
5	Magnetic Variation / Annual Change	0.27°E (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address Web address	CARDIFF INTERNATIONAL AIRPORT LTD. Cardiff International Airport, Rhoose, Barry, South Glamorgan CF62 3BD. 01446-711111 (Cardiff Airport Ltd) 01446-712562 (ATC) info@cwl.aero (CWL Aero) cardiffatc@nats.co.uk (ATC) www.cardiff-airport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to NATS Ltd operational areas may be recorded.

EGFF AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	

EGFF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Forklifts, pallet trucks, cargo loader 12.5 tonnes capacity suitable for loading up to Boeing 747 main deck. One lower lobe cargo loader 5 tonnes capacity. 2 Cargo loaders.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL W80, W100.
3	Fuelling facilities/capacity	
4	De-icing facilities	Upon request with Swissport.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Limited.

7	Remarks	Fuel AVTUR JET-A1 is available by arrangement with Swissport, Tel: 07388-943688. Fuel AVGAS is available from Global Trek Aviation, Tel: 01446-712699. Handling is mandatory for all aircraft over 2000 KG MTOW: General Aviation Support (<2000 KG MTOW): 01446-712699; cwl@globaltrekaviation.com. Swissport (Commercial): Tel: 01446-712592. Signature (Executive, GA, Military and Cargo): 01446-712637. Global Trek Aviation (Executive, GA, Military and Cargo): 01446-712699. All departing aircraft are required to file a full or abbreviated flight plan electronically prior to departure. The addresses should be as per ENR 1.11.

EGFF AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel 0.5 miles from the airport.
2	Restaurants	Licensed buffet and cafeteria in the terminal.
3	Transportation	Buses: Shuttle bus to the nearest railway station, Rhoose (Cardiff International Airport) 2 miles. Bus service into Cardiff every 20 minutes (every 30 minutes: 1 November until 31 March). Taxis and car hire.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de Change. ATM Machine.
6	Tourist Office	Terminal Building.
7	Remarks	

EGFF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Category 8 and 9 available by prior arrangement.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Light aircraft can be removed using airport resources. Large aircraft can be removed using outside sources in conjunction with the aircraft operator.
4	Remarks	

EGFF AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, chemical de-icing, chemical anti-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Anti-iced with KC Potassium acetate fluid.

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

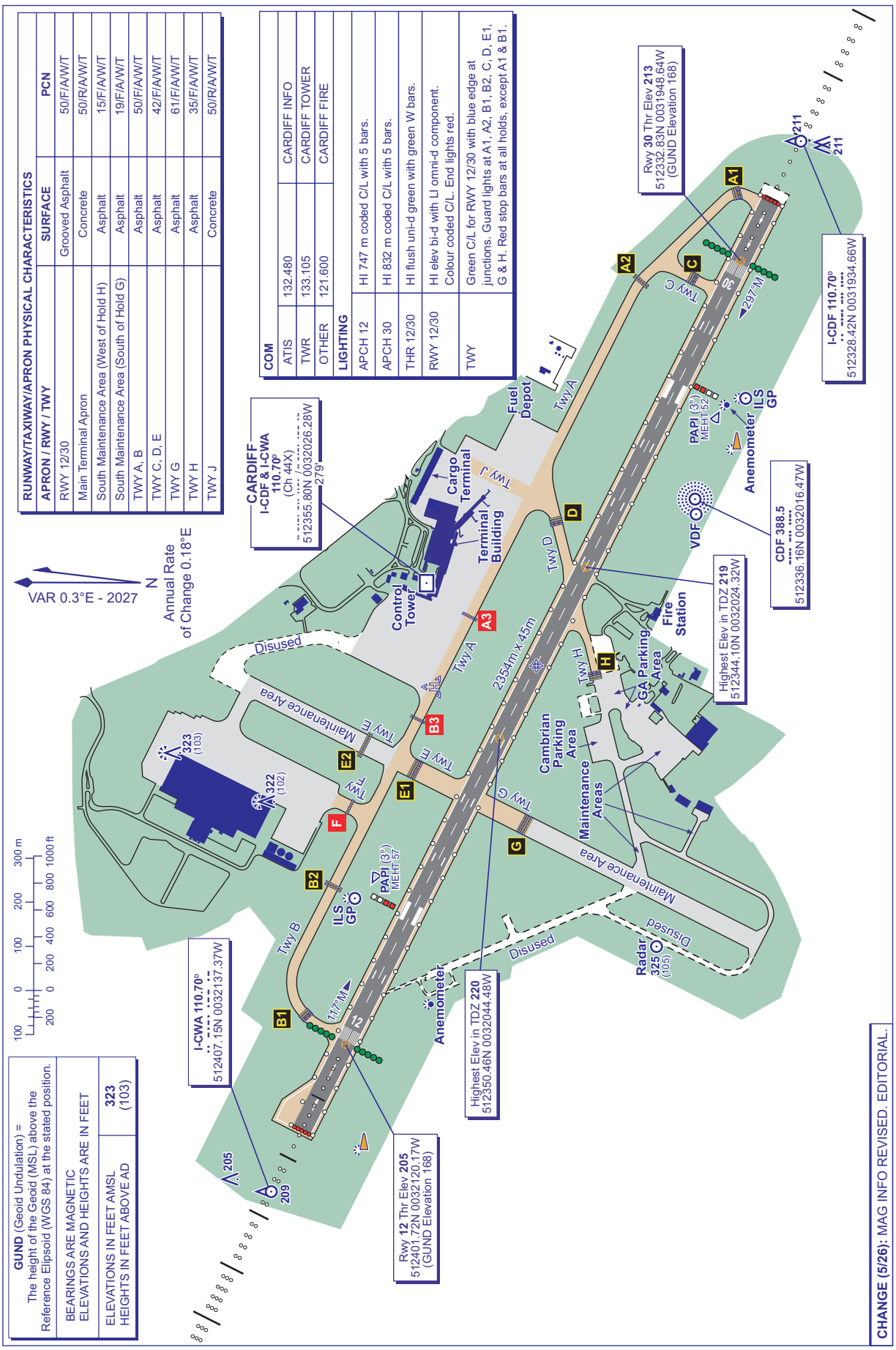
1	Apron surface and strength	SOUTH MAINTENANCE AREA (SOUTH OF HOLD G) Surface: Asphalt PCN 19/F/A/W/T SOUTH MAINTENANCE AREA (WEST OF HOLD H) Surface: Asphalt PCN 15/F/A/W/T TERMINAL AREA Surface: Concrete PCN 50/R/A/W/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 23 M Surface: Asphalt PCN 50/F/A/W/T

CARDIFF
EGFF

AD ELEV 220FT

ARP 512348N 0032036W

AERODROME CHART - ICAO



AERO INFO DATE 04 MAR 26

AD 2-EGFF-2-1

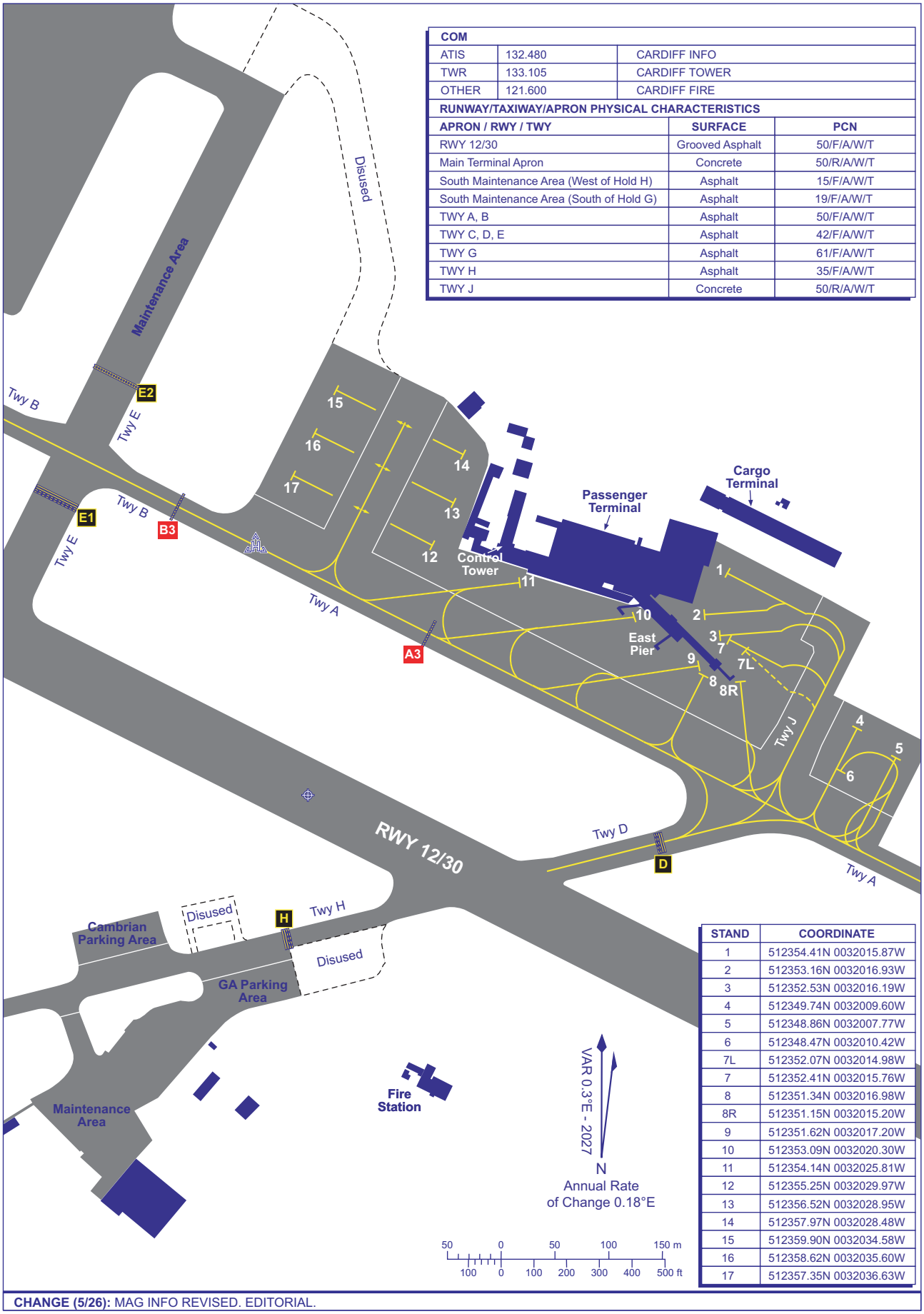
AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 512348N 0032036W AD ELEV 220FT

CARDIFF
EGFF

COM		
ATIS	132.480	CARDIFF INFO
TWR	133.105	CARDIFF TOWER
OTHER	121.600	CARDIFF FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCN
RWY 12/30	Grooved Asphalt	50/F/A/W/T
Main Terminal Apron	Concrete	50/R/A/W/T
South Maintenance Area (West of Hold H)	Asphalt	15/F/A/W/T
South Maintenance Area (South of Hold G)	Asphalt	19/F/A/W/T
TWY A, B	Asphalt	50/F/A/W/T
TWY C, D, E	Asphalt	42/F/A/W/T
TWY G	Asphalt	61/F/A/W/T
TWY H	Asphalt	35/F/A/W/T
TWY J	Concrete	50/R/A/W/T



STAND	COORDINATE
1	512354.41N 0032015.87W
2	512353.16N 0032016.93W
3	512352.53N 0032016.19W
4	512349.74N 0032009.60W
5	512348.86N 0032007.77W
6	512348.47N 0032010.42W
7L	512352.07N 0032014.98W
7	512352.41N 0032015.76W
8	512351.34N 0032016.98W
8R	512351.15N 0032015.20W
9	512351.62N 0032017.20W
10	512353.09N 0032020.30W
11	512354.14N 0032025.81W
12	512355.25N 0032029.97W
13	512356.52N 0032028.95W
14	512357.97N 0032028.48W
15	512359.90N 0032034.58W
16	512358.62N 0032035.60W
17	512357.35N 0032036.63W

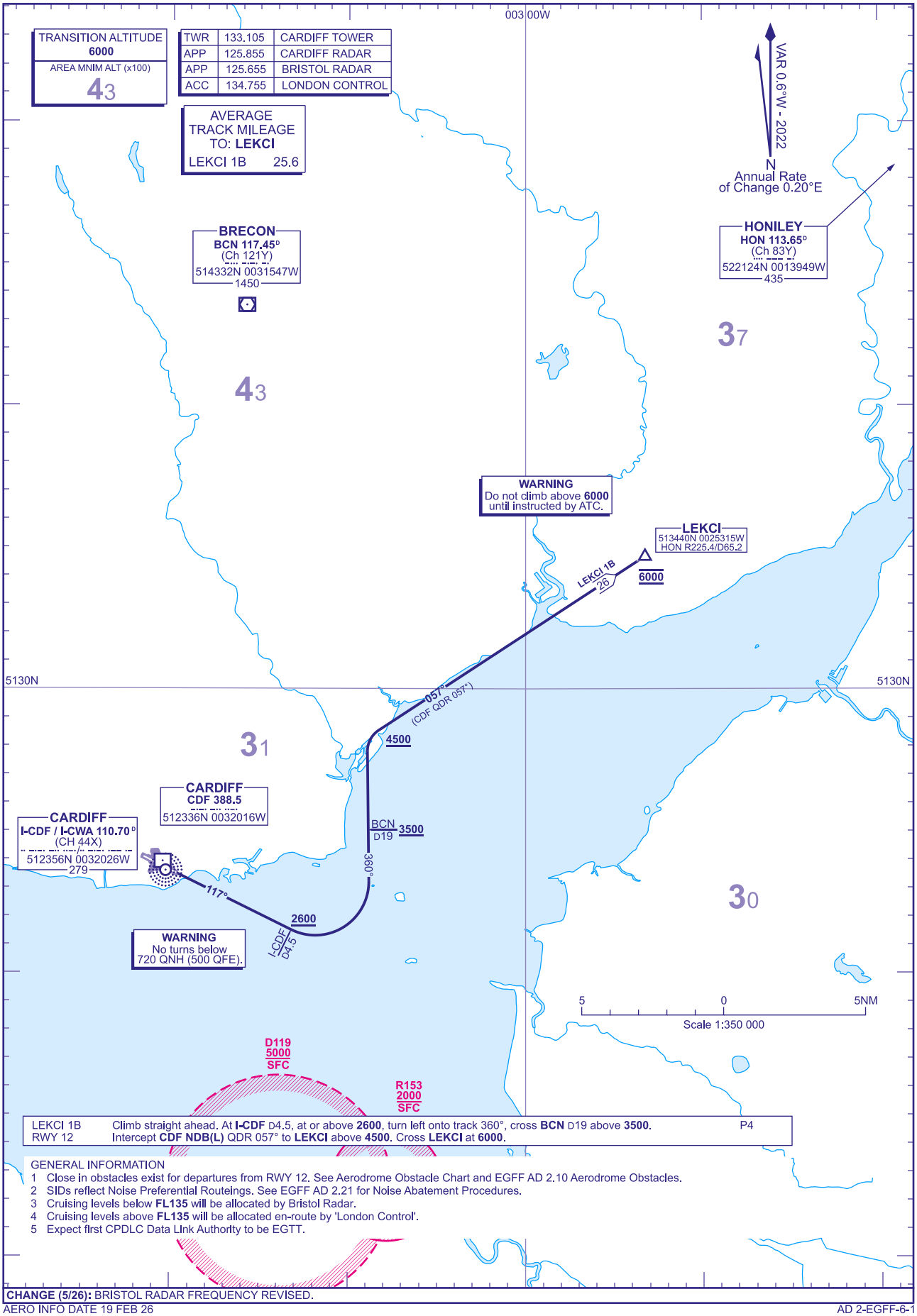
CHANGE (5/26): MAG INFO REVISED. EDITORIAL.

AERO INFO DATE 04 MAR 26

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

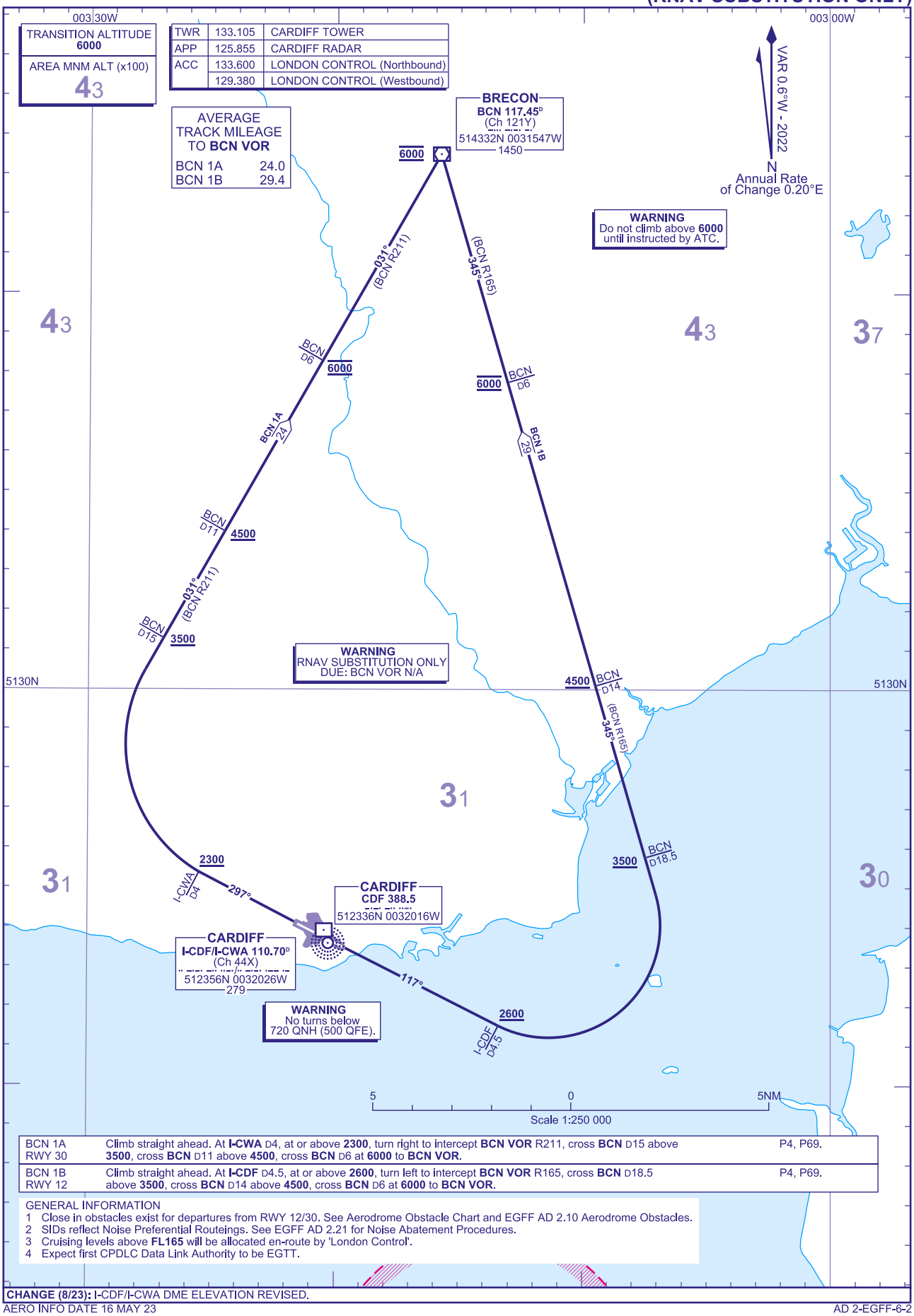
CARDIFF LEKCI 1B



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

CARDIFF
BCN 1A 1B
(RNAV SUBSTITUTION ONLY)



BCN 1A RWY 30	Climb straight ahead. At **I-CWA** D4, at or above **2300**, turn right to intercept **BCN VOR** R211, cross **BCN** D15 above **3500**, cross **BCN** D11 above **4500**, cross **BCN** D6 at **6000** to **BCN VOR**.	P4, P69.
BCN 1B RWY 12	Climb straight ahead. At **I-CDF** D4.5, at or above **2600**, turn left to intercept **BCN VOR** R165, cross **BCN** D18.5 above **3500**, cross **BCN** D14 above **4500**, cross **BCN** D6 at **6000** to **BCN VOR**.	P4, P69.

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 Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (8/23): I-CDF/I-CWA DME ELEVATION REVISED.

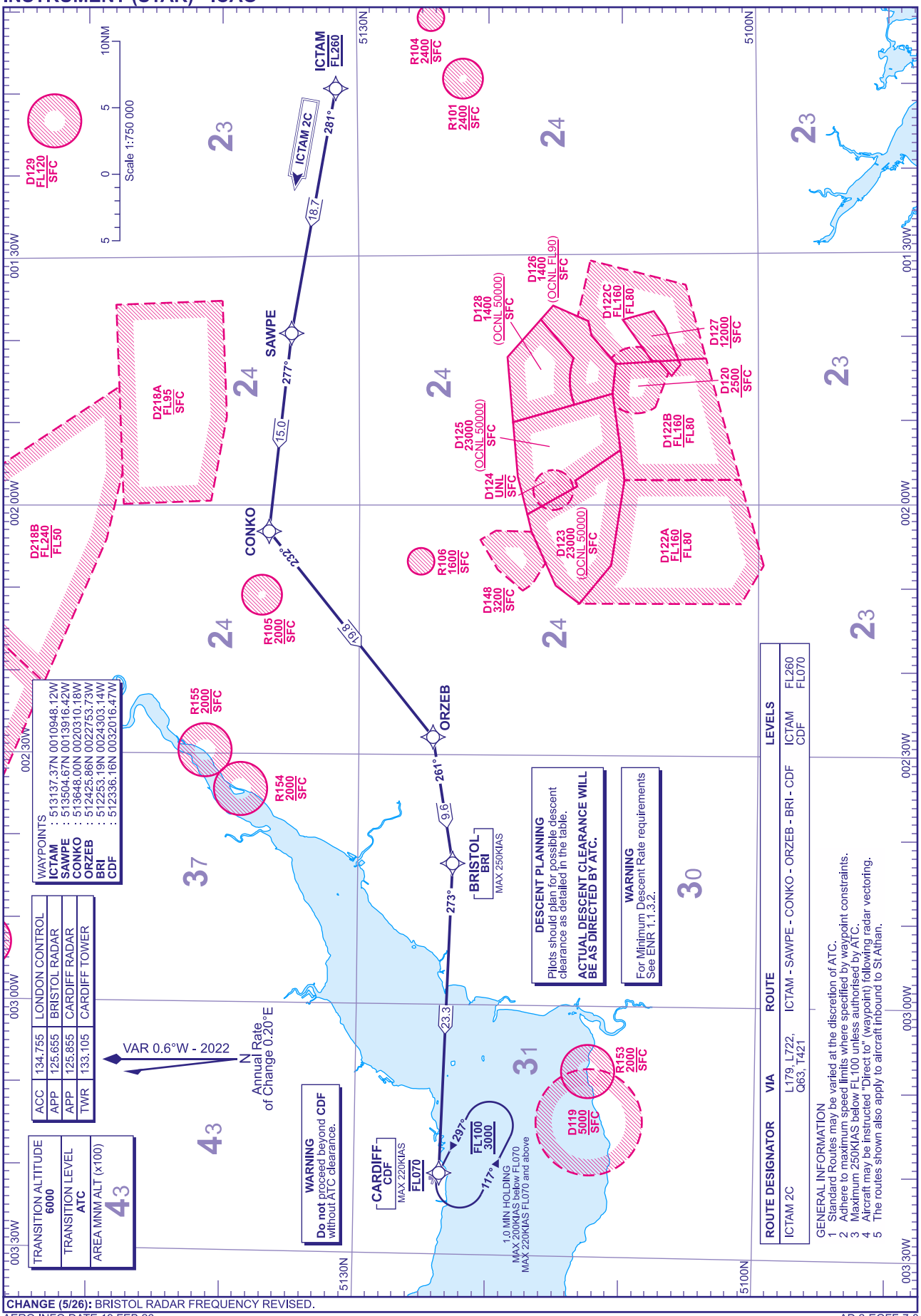
AERO INFO DATE 16 MAY 23

AD 2-EGFF-6-2

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

CARDIFF ICTAM 2C



CHANGE (5/26): BRISTOL RADAR FREQUENCY REVISED.

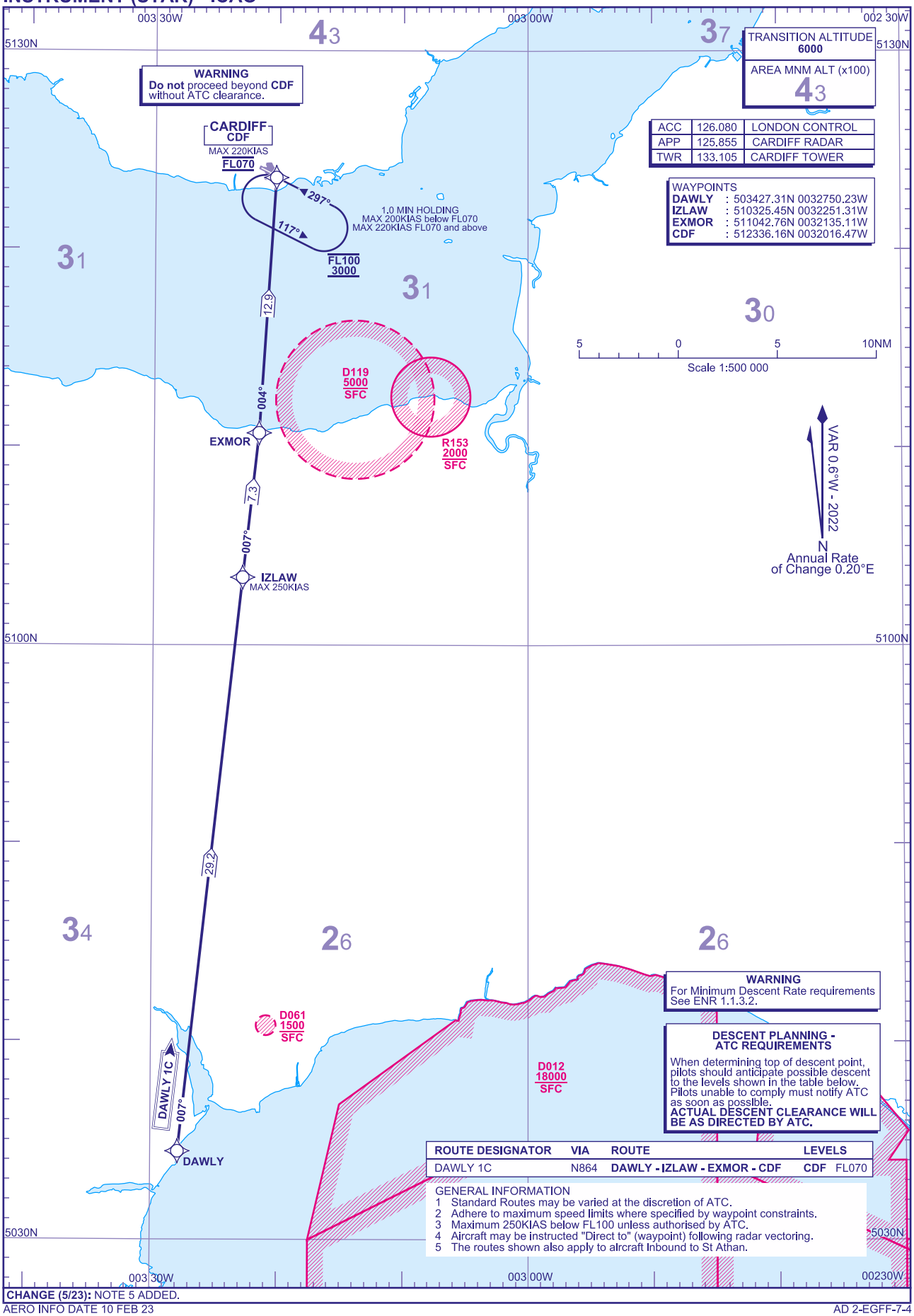
AERO INFO DATE 19 FEB 26

AD 2-EGFF-7-3

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

CARDIFF DAWLY 1C



CHANGE (5/23): NOTE 5 ADDED.

AERO INFO DATE 10 FEB 23

AD 2-EGFF-7-4

EGBE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
COVENTRY ATZ A circle, 2.5 NM radius, centred at 522211N 0012847W on longest notified runway (05/23)	Upper limit: 2267 FT ALT Lower limit: SFC	G	COVENTRY INFORMATION English	6000 FT		Coventry ATZ lies partly within the Birmingham CTA. Base of Birmingham CTA 1500 FT QNH (1233 FT QFE). See AD 2.22. ATZ 2000 FT AAL.

EGBE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	COVENTRY INFORMATION	123.830 DOC 20 NM/6000 FT.			Tue-Sat 0900-1700 (0800-1600); Sun-Mon closed.	ATZ hours coincident with AFIS hours.
OTHER	COVENTRY FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGBE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

INTENTIONALLY BLANK

EGBE AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Non-radio aircraft not accepted.
b) Pilots are required to 'book in/out' online for all flights at www.coventryairport.co.uk. Telephone PPR is a back-up only.
c) Run and break manoeuvres by civilian aircraft are not permitted. Military aircraft can perform a run and break manoeuvre only if no other traffic is in the circuit.
d) If visibility is at 1500 M and forecast to deteriorate, visibility (as assessed by ATS) will be below AD requirements. AD will only be available to rotary/emergency services rotary traffic.

2 GROUND MOVEMENT

a) Apron Parking - as advised by ATS.
b) Light Aircraft Parking - visiting pilots shall be directed to the West apron or eastern light aircraft park.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Except for light signals, ground signals will not be displayed.
b) Bird scaring takes place regularly.
c) Turbulence may occur on final approach to Runway 23 during strong south westerly winds as aircraft cross the eastern bypass (Tollbar) roundabout.
d) Pilots are warned of helicopter activity in and out of Walsgrave Hospital helipad situated just north of Runway 23 final approach, approximately 3.5 NM from touchdown. Possibility of a TCAS alert on final approach to 23 or climb-out from 05 due to the proximity of the hospital helipad.
e) Pilots are warned of radio controlled aircraft activity from a private site approximately 3 NM east of Coventry airport, 0.5 miles southeast of Wolston village.
f) Pilots of arriving and departing aircraft shall remain outside Birmingham Controlled Airspace at all times. The base of Birmingham Controlled Airspace overhead and to the southwest of Coventry Airport is altitude 1500 FT.

g) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the aerodrome. All incidents should be reported immediately via the Tower to the Airport Authority.
h) Retail Park under Runway 23 final approach. Industrial/Business park to the southeast.
i) Intensive bird activity around/on the aerodrome due to construction work at multiple locations outside of the aerodrome boundary. Large gull attractant at waste landfill site, immediately south of Bubbenhall village.

5 HELICOPTER OPERATIONS

a) Helicopters to land as advised by ATS.
b) Helicopters will operate to the runway, circuit height for rotary traffic is 700 FT AAL. ATS will brief on circuit details when booking in/out by phone.

6 USE OF RUNWAYS

a) Except in an emergency, pilots must not use Runway 23 stopway for normal operations.
b) Circuit height will be 1000 FT AAL.
c) Circuits will not normally be permitted when MET visibility is **LESS** than 3000 M and/or cloud base is **LESS** than 800 FT. Low level circuits, when permitted, will be conducted not below 600 FT AAL.
d) All light aircraft holding at Bravo 1, Juliet or Kilo, that require a backtrack prior to take-off, should advise ATS of their requested departure point in relation to the adjacent hold before entering the runway; or request full length.

7 TRAINING

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

i. Circuits will normally be orientated to the south of the aerodrome, i.e. Right hand circuit Runway 05, Left hand circuit Runway 23.
ii. No training flights by aircraft with a Maximum Certified Weight of more than 5700 KG are permitted on Sundays or Public Holidays.
iii. Not more than one aircraft with a Maximum Certified Weight of more than 5700 KG shall use the airport for training purposes at any one time.

8 UNMANNED AIRCRAFT

a) UAS survey area West, operating within area bounded by:

522146N 0013237W - 521951N 0012925W -
521928N 0013009W - 522044N 0013240W -
522146N 0013237W (vicinity of Kenilworth and Stoneleigh).

Maximum height 394 FT AGL. Elevation 650 FT AMSL. Area will be activated by NOTAM.

EGBE AD 2.21 NOISE ABATEMENT PROCEDURES

Noise Preferential Routeings and Procedures – all aircraft inbound or outbound from this aerodrome are required to conform to the procedures listed below, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome. In particular, aircraft operators should avoid overflight of the noise sensitive areas of Binley Woods and Ryton-on-Dunsmore (05 departures, 23 arrivals), Stoneleigh and Stareton hamlet (05 arrivals, 23 departures).
b) Air Traffic Service will select the runway in use, having regard to wind, cloud base, aircraft performance limitations and environmental considerations.
c) Ground running of aircraft engines shall be subject to the approval of ATS and shall be kept to a minimum, consistent with operational needs.

EGBE AD 2.22 FLIGHT PROCEDURES

1 ARRIVALS

a) Due to the proximity of Birmingham's controlled airspace (CTA2) over the airport, overhead joins are not possible at Coventry.
b) To join for Runway 23, route to Draycote Water VRP and join on left base giving way to circuit traffic as appropriate.
c) For Runway 05, route to Southam VRP and join on right base giving way to circuit traffic as appropriate.
d) Straight in approaches are available on request, giving way to circuit traffic as appropriate.

2 RADIO COMMUNICATIONS FAILURE PROCEDURES

Coventry does not accept non-radio aircraft. In the event of an emergency and radio failure and the pilot has no option other than to land at Coventry, remain outside of CAS at all times, squawk 7600.

AERODROME CHART - ICAO

ARP 522211N 0012847W

AD ELEV 267FT

COVENTRY
EGBE

AERO INFO DATE 26 FEB 26

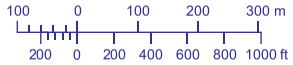
COM		
AFIS	123.830	COVENTRY INFORMATION
TWR	121.605	COVENTRY FIRE

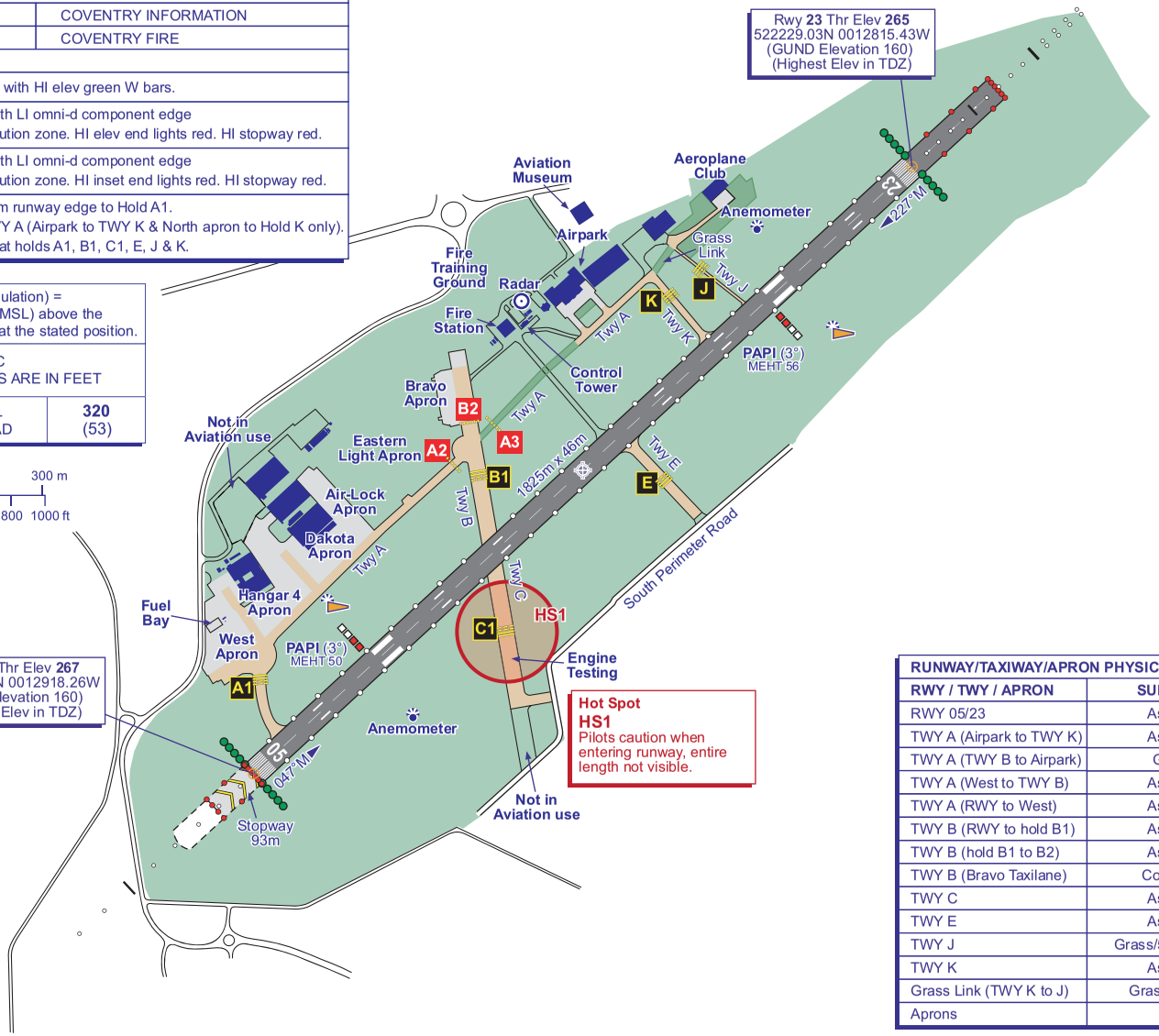
LIGHTING	
THR 05/23	HI inset green with HI elev green W bars.
RWY 05	HI elev bi-d with LI omni-d component edge with yellow caution zone. HI elev end lights red. HI stopway red.
RWY 23	HI elev bi-d with LI omni-d component edge with yellow caution zone. HI inset end lights red. HI stopway red.
TWY	Green 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*	

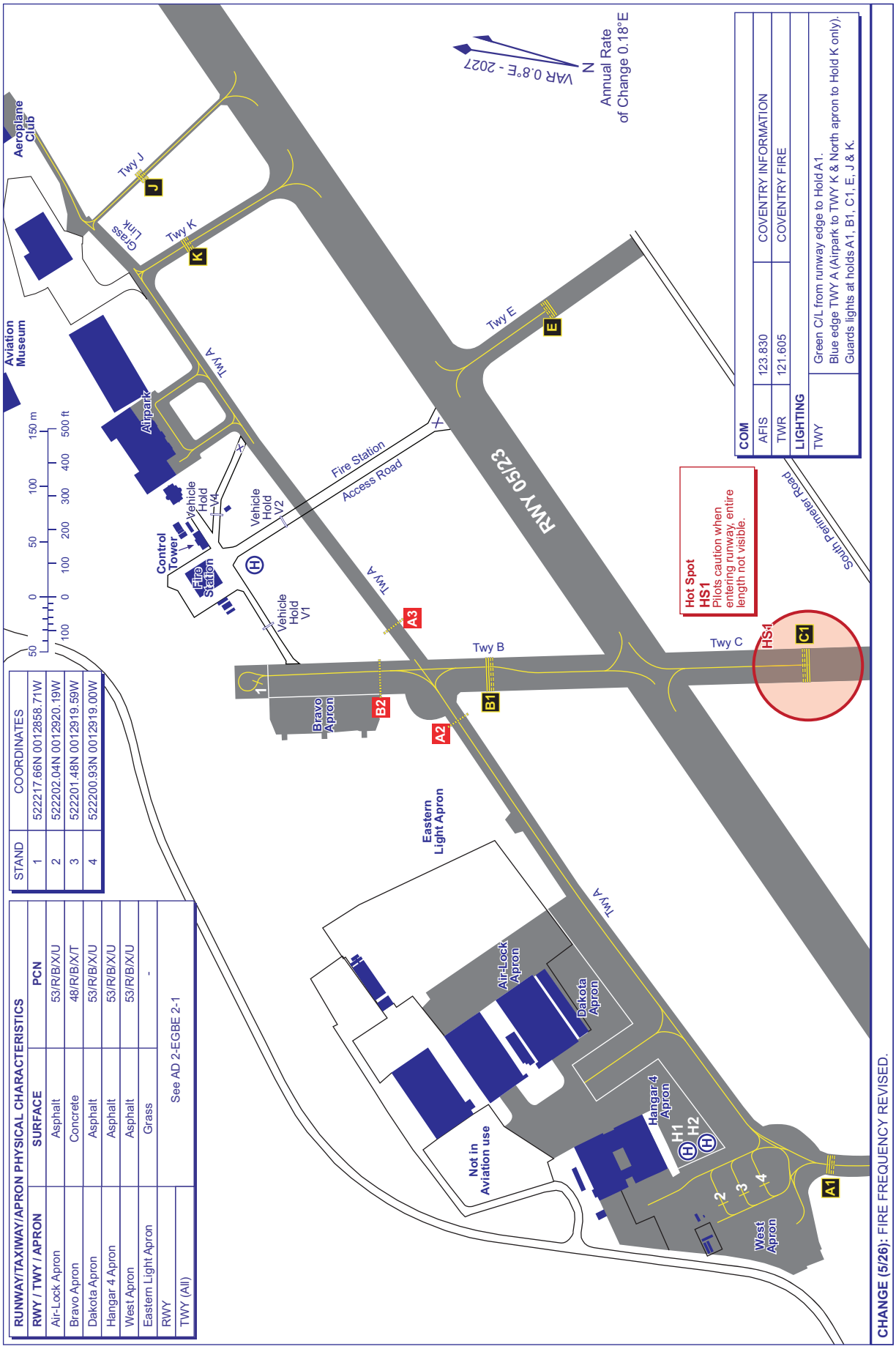
CHANGE (5/26): FIRE FREQUENCY REVISED.

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

CHANGE (5/26): FIRE FREQUENCY REVISED.

AERO INFO DATE 26 FEB 26

EGNX — EAST MIDLANDS

EGNX AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNX — EAST MIDLANDS

EGNX AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 524952N Long: 0011940W Mid point of Runway 09/27.
2	Direction and distance from city	7 NM SE of Derby.
3	Elevation / Reference temperature / Mean Low Temperature	306 FT / 21 °C / -
4	Geoid undulation at AD ELEV PSN	161 FT
5	Magnetic Variation / Annual Change	0.83°E (2027) / 0.18°E
6	AD Administration Address Telephone Telefax	EAST MIDLANDS INTERNATIONAL AIRPORT LTD. Pathfinder House, East Midlands Airport, Castle Donington, Derby DE74 2SA. 01332-850393 0808-1697032 01332-850393 (General) 0906-851 7567 (Airport MET Information)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNX AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	Self-briefing
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	H24 See also AD 2.18
8	Fuelling	Winter: H24 (AVTUR JET A-1). 0800-1800 daily (AVGAS 100LL). Summer: H24 (AVTUR JET A-1). 0700-1700 daily (AVGAS 100LL).
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	AVGAS 100LL available at other times by arrangement with Donington Aviation, Tel: 01332-811004 between 0800-1800 (winter) and 0700-1700 (summer)

EGNX AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	A full range of cargo handling equipment is available to service aircraft up to 747-400 and An-124 aircraft. Specialist handling equipment usually available at short notice through cargo handling agents. Tel: 01332-852894, Fax: 01332-853202. Nearest railway siding, Castle Donington 2 NM
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL 100, W80, W100. Available from Donington Aviation 01332-812499 / 07462-812831.
3	Fuelling facilities/capacity	Available from Air BP, Tel: 01332-810459, Fax: 01332-850733; Texaco/ Valero, Tel: 01332-812156/814496, Fax: 01332-810581.
4	De-icing facilities	Available by arrangement with handling agents.
5	Hangar space for visiting aircraft	Space is limited and is available upon prior request from Donington Aviation, Tel: 01332-812499; e-mail: handling@doningtonaviation.co.uk
6	Repair facilities for visiting aircraft	By arrangement.

7	Remarks	Full handling services are available from the following companies: Advantage Flight Support Ltd, Tel: 01332-561641; 07876-395887 (Mobile); email: info@fly-advantage.com;Twitter @AFSL_FBO; VHF 131.665 (General & Executive Aviation). Aviation Solutions, Tel: 01332-853510; Email: info@aviation-solutions.co.uk (Cargo only). DHL Aviation, Tel: 01332-857000 Main Reception; Ad-Hoc charters via Aviation Solutions (Cargo only). Donington Aviation, Tel: 01332-812499 / 07462-812831; e-mail: handling@doningtonaviation.co.uk (General & Executive Aviation with Hangarage). Signature Flight Support, Tel: +44 (33) 0027 1263; Fax: 01332-811139; Email@ ema@signatureflight.co.uk (General & Executive Aviation). Swissport, Tel: 01332-812924; Fax: 01332-853584 (Passengers and Cargo).

EGNX AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity and on the airport.
2	Restaurants	H24 vending facilities, shops, restaurants, and bar.
3	Transportation	Range of long distance coach services, local bus service and taxis. Nearest railway station, East Midlands Parkway 5 miles (regular shuttle buses).
4	Medical facilities	Limited first aid.
5	Bank and Post Office	The ChangeGroup.
6	Tourist Office	
7	Remarks	

EGNX AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Category 8 on Remission. RFF Category 9 available by arrangement. Minimum 12 hours notice required. Requests should be directed to the Aerodrome Control Room on 01332-852973.
2	Rescue equipment	Details available on request from Aerodrome.
3	Capability for removal of disabled aircraft	The registered owner or aircraft operator retains complete responsibility for the removal of the disabled aircraft. All Airline operators at EMA are expected to have aircraft recovery plans and should liaise with the Aerodrome Coordinator. The Airfield Operations Duty Manager (AODM) is the Aerodrome Coordinator for disabled aircraft removal operations. The AODM will coordinate the aircraft recovery operation and should be contacted on 07542-383390 by the registered owner or aircraft operator before any arrangements are made.
4	Remarks	

EGNX 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	Snow state and clearance programme Tel: 01332-852852, Ext 2973.

5	Remarks	3 X WDI: 524957.60N 0011853.79W (LGTD), 524955.93N 0012026.69W (LGTD) and 524958.07N 0011936.57W.

EGNX AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGNX2986) 27/APPROACH 09/ TAKE-OFF	FENCE	524955.32N 0011805.21W	287 FT	8 FT	No	
(EGNX3001) 27/APPROACH 09/ TAKE-OFF	LLZ 09 OBS R	524952.54N 0011807.19W	284 FT	11 FT	Yes Red	
(EGNX3014) 09/APPROACH 27/ TAKE-OFF	LLZ 27 OBS LT L	524948.97N 0012123.09W	322 FT	9 FT	Yes Red	
(EGNX3377) 09/APPROACH 27/ TAKE-OFF	CCTV	524947.05N 0012151.53W	357 FT	31 FT	No	
(EGNX2904) 09/APPROACH 27/ TAKE-OFF	RESERVOIR	524945.95N 0012139.99W	337 FT	4 FT	No	
(EGNX2905) 09/APPROACH 27/ TAKE-OFF	RESERVOIR	524945.88N 0012140.94W	338 FT	2 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
EGNX_2025_TE61	CRANE	525316.55N 0011829.27W	230 FT	118 FT	Yes Red	
(EGNX2752) RATCLIFFE-ON-SOAR	CHIMNEY	525200.90N 0011524.09W	758 FT	643 FT	Yes Red	
EGNX_2025_TE41	TRANSPORTERS	525025N 0011803W	246 FT	102 FT	No	Container transporters.
EGNX_2025_TE39	TRANSPORTERS	525018N 0011757W	357 FT	209 FT	No	Container transporters.
EGNX_2025_TE47	CRANE	525013N 0012124W	351 FT	66 FT	Yes Red	
(EGNX1212)	FENCE	524956.10N 0012033.25W	320 FT	10 FT	No	
(EGNX3135)	ATC AERIAL	524934.81N 0011955.29W	468 FT	180 FT	Yes Red	
EGNX_2025_TE60	CRANE	524841.05N 0011410.71W	355 FT	185 FT	Yes Red	
(EGNX2618)	FLAG POLE	524821.79N 0012359.78W	503 FT	93 FT	No	
(EGNX2714)	MAST	524815.09N 0013120.26W	651 FT	165 FT	No	
UK28564940F	PYLON	524742.77N 0010350.46W	511 FT	130 FT	No	
UK18639337F	WIND TURBINE	524453.25N 0012637.03W	784 FT	286 FT	No	
(EGNX2567)	MAST	524230.34N 0011658.54W	1037 FT	273 FT	No	

EGNX AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 hours

4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	Standby systems available, including satellite weather pictures.
9	ATS units provided with information	EAST MIDLANDS
10	Additional information (limitation of service, etc.)	

EGNX AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
09	088.26°	2894 x 45 M	RWY surface: Asphalt. ungrooved PFC. PCN 87/F/C/W/T SWY surface: Asphalt. ungrooved PFC. PCN 87/F/C/W/T	524950.36N 0012048.86W 160.7 FT	THR 305.9 FT TDZ 306.3 FT	
27	268.29°	2894 x 45 M	RWY surface: Asphalt. ungrooved PFC. PCN 87/F/C/W/T SWY surface: Asphalt. ungrooved PFC. PCN 87/F/C/W/T	524952.88N 0011830.94W 160.6 FT	THR 281.6 FT TDZ 286.0 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	**9**	**10**	**11**	**12**	**13**	**14**
30 x 45 M	310 x 150 M	3074 x 280 M	240 x 90 M -			RWY 09 Threshold displaced by 180 M. OFZ: Yes. Runway 09/27 has shoulders 7.5 M each side of the runway giving a total paved width of 60 M. 30 M blast strips at both runway ends, same PCN as runway. The runway crossfall is restricted to 1.25% along it's entire length.
30 x 45 M	459 x 150 M	3074 x 280 M	240 x 90 M -			RWY 27 Threshold displaced by 131 M. OFZ: Yes. Runway 09/27 has shoulders 7.5 M each side of the runway giving a total paved width of 60 M. 30 M blast strips at both runway ends, same PCN as runway. The runway crossfall is restricted to 1.25% along it's entire length.

AERODROME CHART - ICAO

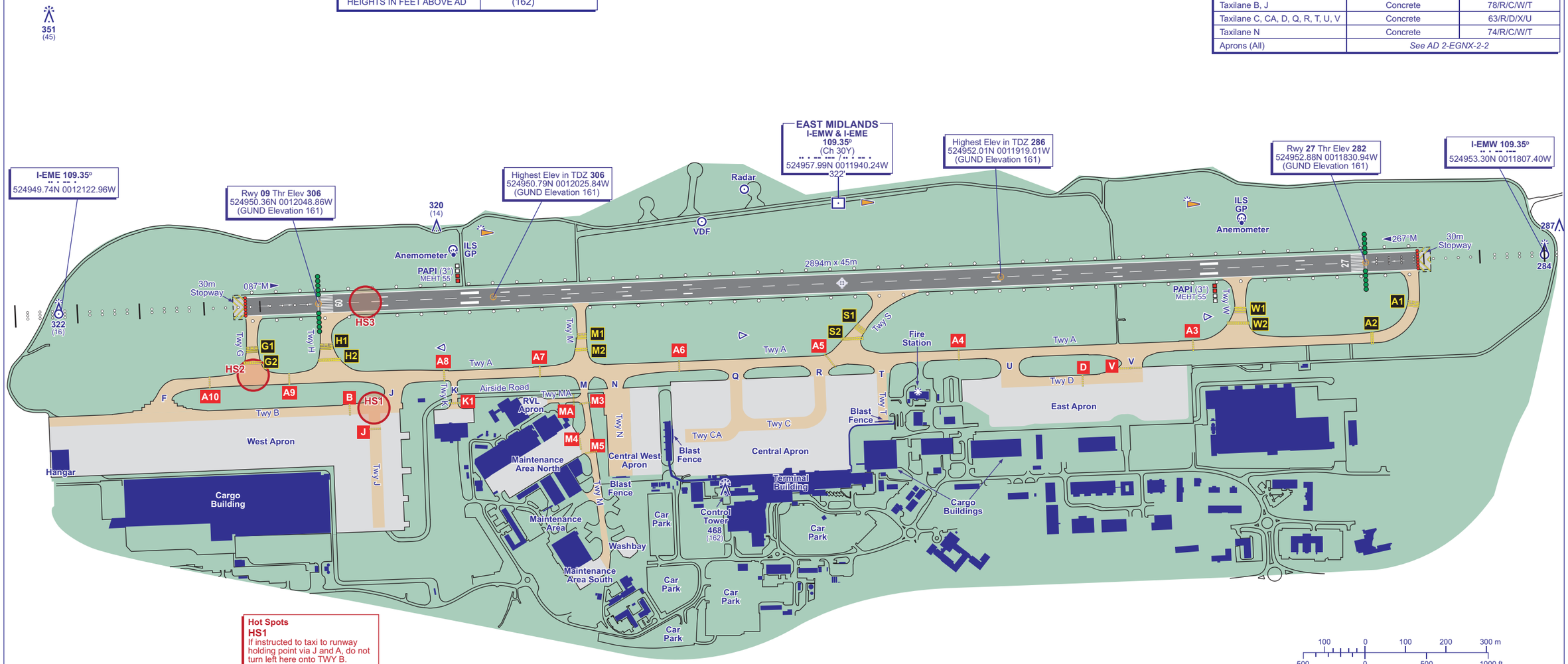
ARP 524952N 0011940W

AD ELEV 306FT

EAST MIDLANDS
EGNX

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**468** (162)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCN**
RWY 09/27	Asphalt (Ungrooved PFC)	87/F/C/W/T
TWY A, G, H, M, S, W	Asphalt	66/F/C/W/U
TWY F	Concrete	78/R/C/W/T
TWY K	Asphalt	32/F/D/X/T
Taxilane B, J	Concrete	78/R/C/W/T
Taxilane C, CA, D, Q, R, T, U, V	Concrete	63/R/D/X/U
Taxilane N	Concrete	74/R/C/W/T
Aprons (All)	*See AD 2-EGNX-2-2*	



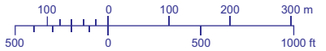
Hot Spots

HS1
If instructed to taxi to runway holding point via J and A, do not turn left here onto TWY B.

HS2
Potential routing error. Taxiing west on TWY A for RWY 09 departure, be aware of potential to inadvertently pass TWY G.

HS3
Potential LVP routing error. When landing RWY 27 during LVPs, pass THR 09 and exit at TWY G, not inadvertently TWY H.





COM		
ATIS	122.680	EAST MIDLANDS INFO
TWR	124.005	EAST MIDLANDS TOWER
	121.905 (GMC)	EAST MIDLANDS GROUND
	121.605	EAST MIDLANDS FIRE

LIGHTING	
APCH 09/27	HI 900 m coded C/L with 5 bars. LI 420 m C/L with 1 bar.
THR 09 THR 27	HI green with green W bars. HI green with green W bars.
RWY 09/27	HI inset bi-d. Colour coded C/L. TDZ RWY 27 900 m. End lights red.
TWY	Green C/L with blue edge on corners. Turn-offs amber and green C/L with blue edge lights. Taxi holding positions.

CHANGE (5/26): MAG INFO REVISED. RWY HEADINGS. OBSTACLES. EDITORIAL.

AERO INFO DATE 06 MAR 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 524952N 0011940W

AD ELEV 306FT

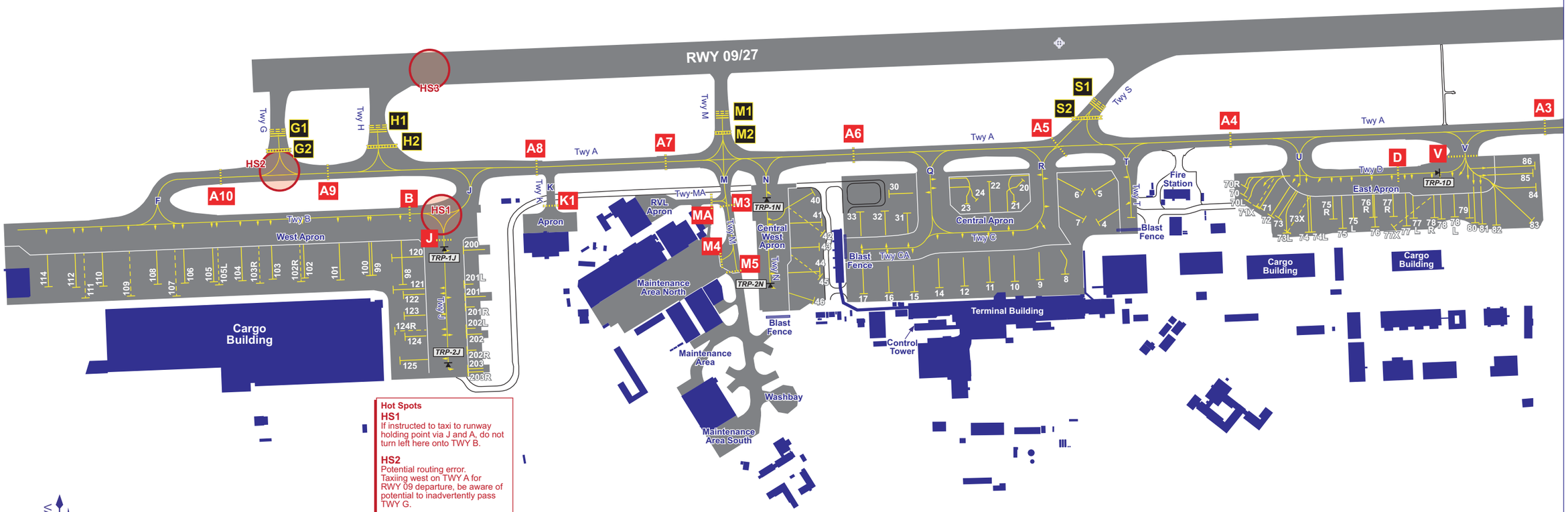
EAST MIDLANDS
EGNX

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCN**
Central Apron	Concrete	63/R/D/X/U
Central-West Apron	Concrete	74/R/C/W/T
East Apron	Concrete	63/R/D/X/U
West Apron	Concrete	78/R/C/W/T
RWY (All)	*See AD 2-EGNX-2-1*	
TWY (All)		

STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES
4	524941.01N 0011937.63W	30	524942.80N 0011957.99W	70	524942.53N 0011923.36W	77R	524941.17N 0011908.75W	98	524937.71N 0012045.60W	114	524937.81N 0012120.22W
5	524942.83N 0011938.04W	31	524941.65N 0011956.24W	70L	524942.18N 0011922.98W	77X	524940.58N 0011908.76W	99	524938.30N 0012048.56W	120	524939.32N 0012046.66W
6	524942.81N 0011939.05W	32	524941.80N 0011958.41W	70R	524943.05N 0011923.26W	78	524941.00N 0011904.06W	100	524938.29N 0012048.78W	121	524937.43N 0012046.57W
7	524941.19N 0011938.97W	33	524941.76N 0012000.82W	71	524941.76N 0011921.77W	78L	524941.13N 0011902.76W	101	524938.04N 0012051.69W	122	524937.12N 0012045.56W
8	524937.98N 0011940.86W	40	524942.95N 0012005.43W	71X	524941.82N 0011922.14W	78R	524941.09N 0011904.74W	102	524938.18N 0012055.19W	123	524935.88N 0012045.50W
9	524937.65N 0011943.31W	41	524941.17N 0012004.61W	72	524941.30N 0011920.66W	79	524941.05N 0011901.32W	102R	524937.96N 0012055.56W	124	524934.65N 0012045.44W
10	524937.56N 0011945.78W	42	524940.51N 0012004.52W	73	524941.20N 0011919.98W	80	524940.74N 0011900.79W	103	524938.13N 0012058.31W	124R	524934.98N 0012046.44W
11	524937.52N 0011948.18W	43	524939.71N 0012004.88W	73X	524940.27N 0011919.18W	81	524940.68N 0011900.06W	103R	524937.89N 0012059.57W	125	524933.24N 0012045.95W
12	524937.32N 0011950.70W	44	524938.26N 0012004.83W	73L	524940.26N 0011919.22W	82	524940.60N 0011858.69W	104	524938.06N 0012101.27W	200	524939.73N 0012039.64W
14	524937.23N 0011953.16W	45	524937.95N 0012004.81W	74	524940.30N 0011917.04W	83	524940.85N 0011855.22W	105	524938.01N 0012104.07W	201L	524937.71N 0012039.54W
15	524937.00N 0011955.61W	46	524936.53N 0012005.49W	74L	524940.30N 0011916.79W	84	524942.82N 0011854.79W	105L	524937.81N 0012103.58W	201	524936.96N 0012039.50W
16	524936.96N 0011958.08W			75	524940.52N 0011913.72W	85	524943.65N 0011855.10W	106	524937.95N 0012106.90W	201R	524936.40N 0012039.47W
17	524936.91N 0012000.54W			75L	524941.10N 0011912.66W	86	524944.09N 0011854.88W	107	524937.19N 0012107.72W	202L	524935.09N 0012039.41W
20	524943.55N 0011944.91W			75R	524941.07N 0011914.62W			108	524937.90N 0012109.55W	202	524934.75N 0012039.39W
21	524942.19N 0011945.84W			76	524940.57N 0011910.59W			109	524937.22N 0012112.17W	202R	524933.80N 0012039.34W
22	524943.49N 0011948.22W			76R	524941.14N 0011910.70W			110	524937.81N 0012114.86W	203	524932.72N 0012039.29W
23	524942.10N 0011950.46W			77	524940.63N 0011907.47W			111	524937.13N 0012116.62W	203R	524932.51N 0012039.28W
24	524942.41N 0011949.45W			77L	524941.06N 0011906.78W			112	524937.76N 0012117.51W		

Tug Release Point with a/c taxi orientation.
TRP

CAUTION
Aircraft to remain on taxilane centreline until marshaller has indicated to proceed onto parking position.



Hot Spots

HS1
If instructed to taxi to runway holding point via J and A, do not turn left here onto TWY B.

HS2
Potential routing error. Taxiing west on TWY A for RWY 09 departure, be aware of potential to inadvertently pass TWY G.

HS3
Potential LVP routing error. When landing RWY 27 during LVPs, pass THR 09 and exit at TWY G, not inadvertently TWY H.

VAR 0.8°E - 2027
N
Annual Rate of Change 0.18°E

50 0 50 100 150 m
100 0 500 ft

COM		
ATIS	122.680	EAST MIDLANDS INFO
TWR	124.005	EAST MIDLANDS TOWER
	121.905 (GMC)	EAST MIDLANDS GROUND
	121.605	EAST MIDLANDS FIRE
LIGHTING		
TWY	Green C/L with blue edge on corners. Turn-offs amber and green C/L with blue edge lights. Taxi holding positions.	

CHANGE (5/26): MAG INFO REVISED. STAND COORDINATES 40, 41, 44, 45, 46, 71X, 75, 75L, 75R, 76, 76R, 77, 77L, 77R, 77X, 78, 78L, 78R, 79, 81, 102R, 103R, 105L, 124R, 125.

AERO INFO DATE 06 MAR 26

EGPH — EDINBURGH

EGPH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPH — EDINBURGH

EGPH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 555700N Long: 0032221W Centre of Runway 06/24.
2	Direction and distance from city	5 NM W of Edinburgh.
3	Elevation / Reference temperature / Mean Low Temperature	112 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	174 FT
5	Magnetic Variation / Annual Change	0.24°W (2027) / 0.20°E
6	AD Administration Address Telephone	EDINBURGH AIRPORT LTD (EAL). Edinburgh Airport, Edinburgh, Lothian EH12 9DN. 0870-040 0007 (EAL) 0131-344 3139 (Airfield Operations) 0131-348 4823 (ATIS) 0131-348 4828 (ATC) 0131-348 4815 (ATC Administration)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGPH AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	H24 Terminal Building H24. Business Aviation Centre H24.
5	ATS Reporting Office (ARO)	As AIS Briefing Office.
6	MET Briefing Office	As AIS Briefing Office.
7	ATS	H24 See also AD 2.18.
8	Fuelling	0530-2300 (0430-2200). Outside these hours by prior arrangement with handling agent.
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	AD use subject to limitation refer to AD 2.20 item 1 and to AD 2.21.

EGPH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full - at cargo centre situated behind the north and east aprons.
2	Fuel and oil types	AVTUR JET A-1 (anti-icing additive not included) Aeroshell W80, W100, Mobile Jet 2 (from Signature Flight on request).
3	Fuelling facilities/capacity	Pentland Aviation, Signature Flight Support by fuel bowser. De-fuelling facilities subject to arrangement with fuel company.
4	De-icing facilities	By arrangement with handling agent.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Limited.

7	Remarks	Oxygen and related servicing limited, by arrangement with local companies. All operators, including Executive and Private General Aviation, must make prior arrangements with a handling agent for ground handling of all flights. Due to limited parking space all aircraft are PPR with their handling agent. GA handling facilities are provided by: Signature Flight Support: Tel: 0131-317 7447 or 03300-271262 SITA: EDIECXH AFTN: EGPHXHAE

EGPH AD 2.5 PASSENGER FACILITIES

1	Hotels	4 Hotels on the airport. Others in the vicinity.
2	Restaurants	Multiple eating facilities and bars.
3	Transportation	Buses, trams, taxis and car hire. Nearest railway station: Edinburgh Gateway, 1.5 miles.
4	Medical facilities	Limited first aid treatment available. Tel: 0131-344 3254.
5	Bank and Post Office	Cash dispensers in terminal building. Nearest Post Office 2 miles.
6	Tourist Office	
7	Remarks	

EGPH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A9
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Contact 0131-344 3139/3239 (H24). Light aircraft only.
4	Remarks	Aircraft operators are required to have prior arrangements in place for any required removal of disabled aircraft.

EGPH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from Aerodrome operator Tel: 0131-344 3139/3239.

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

1	Apron surface and strength	EAST APRON Surface: Concrete PCR 776/R/D/W/U GA APRON Surface: Concrete PCR 741/R/D/W/U MAIN APRON Surface: Concrete PCR 700/R/C/W/U MIDFIELD APRON Surface: Concrete PCR 1250/R/D/W/T NORTH APRON Surface: Block paving PCR 448/F/C/X/U SOUTHEAST APRON Surface: Concrete PCR 1178/R/C/W/U TURNHOUSE APRON Surface: Concrete PCR 741/R/D/W/U
2	Taxiway width, surface and strength	Taxiway A1-A8 AND A16-D1: 23 M Surface: Concrete PCR 1178/R/C/W/U Taxiway ALPHA A8-A16: 23 M Surface: Asphalt PCR 577/F/A/W/U Taxiway ALPHA V+W LOOPS: 21 M Surface: Concrete PCR 1178/R/C/W/U Taxiway ECHO: 36 M Surface: Concrete PCR 1178/R/C/W/U Taxiway FOXTROT: 36 M Surface: Concrete PCR 1178/R/C/W/U Taxiway GOLF: 36 M Surface: Concrete PCR 1360/R/D/W/U Taxiway HOTEL: 36 M Surface: Concrete PCR 741/R/D/W/U Taxiway LIMA: 23 M Surface: Concrete PCR 1360/R/D/W/U Taxiway MIKE M3-E APRON: 46 M Surface: Asphalt PCR 448/F/C/X/U Taxiway MIKE TWY M1-M2: 23 M Surface: Asphalt PCR 629/F/B/X/U

		Taxiway MIKE TWY M2-M3: 46 M Surface: Asphalt PCR 629/F/B/X/U Taxiway PAPA: 21 M Surface: Asphalt PCR 337/F/A/W/U Taxiway QUEBEC: 18 M Surface: Asphalt PCR 448/F/C/X/U Taxiway SIERRA: 36 M Surface: Concrete PCR 776/R/D/W/U
3	Altimeter checkpoint location and elevation	Passenger Terminal Stands 97 FT North Apron 103 FT
4	VOR checkpoints	
5	INS checkpoints	Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	

EGPH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Arriving and departing crew whom are unfamiliar with EGPH should notify ATC prior to taxiing. Apart from the GA Apron, nose-in parking in operation on all aprons. All nose-in stands have stand number, yellow centre-line and Stand Entry Guidance System. Stand Entry Guidance is provided by AGNIS/Stop Arrow (painted on the apron) or Safedock Docking Guidance System. Flight crew should be familiar with the guidance available and have an understanding on how they operate. Marshalling service is provided for the GA Apron and Stands 21, 23, 28, 99, 101, 308, 309, 310, 310L, 310R, 311, 311L, 311R, 312, 312L, 313, 314, 315, 316, 317 and 317A.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 06/24: Runway designation, runway centre-line and threshold markings. Touchdown zone and fixed distance markings. Runway edge markings and displaced threshold arrows. Runway light(s): Lights are LED. Taxiway light(s): Green centre-line lighting with blue edge lights on sharp curves, red stop bars at holding points. Runway exits have alternate green/yellow centre-line lights to the CAT II/III stop bars. Runway guard lights on accesses to runway.
3	Stop bars and runway guard lights (if any)	Stopbars at runway entrance points are in operation H24.
4	Other runway protection measures	Aircraft parked on the GA Apron may start engines and taxi from a nose out position. Flight and ground crew must ensure that roadways etc are protected against any jet blast/prop wash.

5	Remarks	Aircrew are to note that the Stand Entry Guidance (SEG) on all SEG equipped stands is activated by an apron level timer device, operated by airline/handling agent staff. Pilots should not turn off the taxilane centre-line unless the Stand Entry Guidance is illuminated with aircraft type, or a marshaller has signalled clearance to proceed. Pilots should note that failure to adhere to this instruction may lead to a negative "On Time Performance" figure. On stand taxi speed should not exceed 5 KT. All operators must ensure that their engineering staff and/or handling agents have suitable, serviceable equipment on station to push and/or tow aircraft which they might operate. Obstacle markings and snow edge markings are provided where necessary. Three WDIs serve Runway 06/24: 555650.75N 0032221.86W (LGTD) - 555634.84N 0032306.76W (LGTD) - 555710.67N 0032120.95W (LGTD). If an aircraft has been repositioned to face out on any stand, it must be either repositioned to nose-in on stand or towed out to the taxiway centre-line before starting engines. Flight crews should be aware that chart providers may not highlight taxilanes on their published aerodrome chart and taxiways on their published parking/ docking chart. When transiting to/from the allocated parking position, aircraft will transit both taxiways and taxilanes.

EGPH AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPH18669) 24/APPROACH 06/ TAKE-OFF	TREE	555748.96N 0032009.82W	186 FT	78 FT	No	
(EGPH21240) 24/APPROACH 06/ TAKE-OFF	TREE	555738.99N 0032035.40W	154 FT	54 FT	No	
(EGPH19777) 24/APPROACH 06/ TAKE-OFF	POLE	555729.45N 0032105.46W	128 FT	17 FT	No	
(EGPH21003) 06/APPROACH 24/ TAKE-OFF	TREE	555622.53N 0032358.53W	172 FT	48 FT	No	
(EGPH19098) 06/APPROACH 24/ TAKE-OFF	TREE	555511.10N 0032704.10W	349 FT	61 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPH17386)	BRIDGE TOWER	560037.22N 0032432.49W	663 FT	670 FT	Yes Red	
(EGPH17387)	BRIDGE TOWER	560017.39N 0032444.99W	690 FT	697 FT	Yes Red	
(EGPH17388)	BRIDGE TOWER	555957.56N 0032457.50W	663 FT	670 FT	Yes Red	
(EGPH18543)	BRIDGE TOWER	555949.07N 0032414.85W	522 FT	529 FT	Yes Red	
TAYLOR WIMPEY CRANE	CRANE	555851N 0032257W	265 FT	99 FT	Yes Steady Red	North of Airfield at Queensferry.
DALMENY TANK FARM	CRANE	555836N 0032218W	326 FT	164 FT	Yes Red	End estimated June 2026.
MAYBURY ROAD CRANE	CRANE	555728N 0031828W	306 FT	164 FT	Yes Red	Maybury Road, Edinburgh.
MILLER HOMES TURNHOUSE ROAD	CRANE	555701N 0032021W	282 FT	157 FT	Yes Red	Expected duration June 2029.
BARRATT WEST CRAIGS	CRANE	555651N 0031915W	362 FT	164 FT	Yes Red	Craigs Road Edinburgh. End estimated July 2026.

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**
WEST CRAIGS	CRANE	555650.7N 0031906.7W	332 FT	126 FT	Yes Steady Red	End estimated June 2026.
	CRANE	555648N 0031911W	309 FT	118 FT	Yes Red	Craigs Road Edinburgh. End estimated November 2027.
CALA TURNHOUSE ROAD	CRANE	555640N 0031936W	298 FT	131 FT	Yes Red	Turnhouse Road. End estimated December 2027.
EDINBURGH PARK	CRANE	555542N 0031842W	272 FT	99 FT	Yes Red	Edinburgh Park, Edinburgh. End estimated June 2026.

EGPH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 24 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing/Telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	EDINBURGH
10	Additional information (limitation of service, etc.)	

EGPH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
06	058.85°	2558 x 45 M	RWY surface: Asphalt, Grooved PCN 68/R/B/W/T	555641.99N 0032313.90W 173.5 FT	THR 110.1 FT TDZ 110.1 FT	
24	238.88°	2558 x 45 M	RWY surface: Asphalt, Grooved PCN 68/R/B/W/T	555717.66N 0032128.66W 173.4 FT	THR 99.8 FT TDZ 100.0 FT	

SWY Dimensions	**Clearway Dimensions**	**Strip Dimensions**	**RESA Dimensions, Overshoot / Undershoot**	**Location/ description of arresting system**	**OFZ**	**Remarks**
8	**9**	**10**	**11**	**12**	**13**	**14**
60 x 45 M	60 x 150 M	2798 x 280 M	125 x 150 M 599 x 150 M			RWY 06 Runway 06 threshold is inset 214 M. Paved shoulders extend 8 M beyond each side of runway. OFZ: Yes.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
60 x 45 M	448 x 150 M	2798 x 280 M	326 x 150 M 398 x 150 M			RWY 24 Runway 24 threshold is inset 211 M. Paved shoulders extend 8 M beyond each side of runway. OFZ: Yes.

EGPH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	2556 M	2616 M	2616 M	2344 M	
24	2554 M	3002 M	2614 M	2347 M	
06	1891 M	1951 M	1951 M		Take-off from intersection with Hold Bravo 1. Information signage in place adjacent to Hold Bravo 1.
24	1891 M	2339 M	1951 M		Take-off from intersection with Hold Charlie 1. Information signage in place adjacent to Hold Charlie 1.

EGPH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. First barrette of ALS removed. Lights are LED. 870 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 56 FT 425 M	White Light intensity high 901 M	Colour coded centre-line 15 M spacing	Bi-directional edge 46 M gauge	Red	60 M beyond runway end lights Red	
24	Coded centre-line with five crossbars. Supplementry lighting inner 300 M. Lights are LED. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 59 FT 380 M	White Light intensity high 903 M	Colour coded centre-line 15 M spacing	Bi-directional edge 46 M gauge	Red	60 M beyond runway end lights Red	

EGPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 555652.67N 0032257.32W (LGTD) - 555715.15N 0032150.51W (LGTD).
3	TWY edge and centre line lighting	CL: All taxiways are equipped with green centre-line lighting. All aircraft stand taxiways are equipped with green centre-line lighting.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting for all apron areas. Obstacle lighting.

EGPH AD 2.16 HELICOPTER LANDING AREA

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EGPH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
EDINBURGH CTR A circle, 10 NM radius, centred at 555700N 0032221W	Upper limit: 6000 FT ALT Lower limit: SFC	D	EDINBURGH APPROACH English	6000 FT		
EDINBURGH ATZ A circle, 2.5 NM radius, centred at 555700N 0032221W on longest notified runway (06/24)	Upper limit: 2112 FT ALT Lower limit: SFC	D	EDINBURGH APPROACH English	6000 FT		ATZ 2000 FT AAL.

EGPH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	EDINBURGH APPROACH	121.205 Also a CTR Channel. DOC 40 NM/ 10,000 FT.			H24	ATZ hours coincident with Approach hours. VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.
TWR	EDINBURGH GROUND	121.755			Mon-Fri 0600-2200 (0500-2100); Sat, Sun 0600-2200 (0500-2100).	Outside operating hours contact TOWER 118.705 MHz. VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.
		121.980 as directed by ATC.			Mon-Fri 0600-2200 (0500-2100); Sat, Sun 0600-2200 (0500-2100).	
	EDINBURGH TOWER	118.705 DOC 25 NM/ 10,000 FT.			H24	
		121.500			O/R	
RADAR	EDINBURGH RADAR	121.205 DOC 40 NM/ 10,000 FT.			H24 Subject to NOTAM	VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
		128.980 DOC 40 NM/ 10,000 FT. As directed by ATC.			H24 Subject to NOTAM	
ATIS	EDINBURGH INFORMATION	131.355 DOC 60 NM/ 20,000 FT.			H24	Also available by telephone: 0131-348 4823.
OTHER	EDINBURGH FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 0.24°W (2027)	IVG	108.900 MHz	HO	555725.58N 0032105.28W		(RWY 06) The Localiser is not to be used below 3000 FT agl outside 17 NM.
ILS/GP	IVG	329.300 MHz	HO	555652.51N 0032259.39W		3° ILS Ref Datum Hgt 54 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range. May not maintain full scale fly up indications when left of localiser centre-line and below glidepath.
ILS/LOC III 0.25°W (2027)	ITH	108.900 MHz	HO	555629.22N 0032351.54W		(RWY 24) The Localiser is not to be used below 3000 FT agl outside 17 NM.
ILS/GP	ITH	329.300 MHz	HO	555716.69N 0032148.96W		3° ILS Ref Datum Hgt 50 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.
VOR/DME 0.66°W (2027) 0.8°W (2025)	GOW	101X 115.400 MHz	H24 Hours of operation for aerodrome purposes: HO	555213.81N 0042644.60W	46 FT	GOW VOR DOC: 25 NM/25,000 FT (45 NM/25,000 FT Sector R051-091). Due to terrain, coverage at low level is reduced in Sectors R346-026 and R181-201.
VOR/DME 0.71°W (2027) 0.9°W (2025)	TRN	122X 117.500 MHz	H24	551848.28N 0044701.91W	586 FT	VOR DOC: 20 NM/50,000 FT, 30 NM/ 50,000 FT in Sector R056-106 and 45 NM/50,000 FT in Sector R356-056. DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001). Due to terrain effects bearing errors of greater than 4 may occur in Sector R171-181. In addition coverage at low level is reduced in Sector R066-106.
DME	IVG	26X 108.900 MHz	HO	555706.24N 0032222.75W	120 FT	(RWY 06) On AD. DME freq paired with ILS I-VG and I-TH. Zero range is indicated at THR of Runway 06 and 24.

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	ITH	26X 108.900 MHz	HO	555706.24N 0032222.75W	120 FT	(RWY 24) On AD. DME freq paired with ILS I-VG and I-TH. Zero range is indicated at THR of Runway 06 and 24.
NDB (L) 0.21°W (2027)	EDN	341.000 kHz	H24	555842.55N 0031707.63W		Range 35 NM.
NDB (L) 0.29°W (2027)	UW	368.000 kHz	H24	555418.55N 0033009.05W		Range 25 NM.

EGPH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Edinburgh CTR.
b) All flights, except General Aviation and Military flights, are subject to the prior approval of the Chief Executive Officer, Edinburgh Airport Ltd (EAL) and prior notification to Airport Coordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0830-1700 (0730-1600) by email: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to EAL Airside Operations on Tel: +44 (0)131-344 3139. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1
c) Fixed-wing and rotary aircraft using Edinburgh Airport do so in accordance with the Conditions of Use document available on request from Edinburgh Airport Ltd. Tel: +44 (0)844 481 8989 or www.edinburghairport.com/cou
d) Use by aircraft not able to communicate with ATC by radio is subject to prior permission from ATC.
e) A handling agent (an EAL licensed airline operator or handling agent based at Edinburgh) is a requirement for all flights including general aviation, cargo, military and helicopter movements. All operators, including executive and private general aviation, must make prior arrangements with a handling agent for the ground handling of all flights. Due to limited parking space all aircraft are PPR with their handling agent.
f) Pilots of international arriving or departing General Aviation aircraft are responsible for presenting their passengers to the UK Border Agency. Transport to and from the control authority facilities will be provided by the handling agent.
g) Airline operators are requested to note that stand availability is extremely limited, particularly at night and for large wide-bodied aircraft.
h) The use of the airport is also subject to the limitations imposed by the night noise limitations.
i) It is a requirement that every airline using Edinburgh Airport must have local orders compatible with the EAL Emergency Orders. Airlines, General Aviation operators and Flying Clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the airport. EAL will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
j) Aircrew can request ATC departure clearance from EOBT-25. Departing aircraft on first contact with Edinburgh ATC must state aircraft type, stand number and the code letter of the latest ATIS received.
k) Crews should be in receipt of departure clearance prior to requesting push and start.
l) ATC departure clearance by Data Clearance Link (DCL) is available at Edinburgh for suitably equipped aircraft. DCL must be compliant with ARINC 623-2 and Eurocae ED 85-A. DCL is available as follows: **Winter** - All flights from EOBT-25 minutes. **Summer** - Flights with EOBT between 0500Z and 0700Z, EOBT-22 minutes otherwise from EOBT-25 minutes. DCL clearances may not be issued if requested later than EOBT+15 minutes.
Successful clearances must be accepted within 5 minutes of receipt or a '**REVERT TO VOICE**' message will be received. If any data errors are detected by the system or the controller, a '**REVERT TO VOICE**' message will be received.
If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF.
m) Crews should request start up clearance only when fully ready to push. This should include doors and hatches closed, steps or air bridge removed, tug attached and communications established with ground crew with confirmation that they are ready. To prevent back of stand vehicle traffic congestion, anti-collision beacons should only be switched on once start clearance has been obtained. Where a push-back is to take place with no headset communication between ground crew and aircraft commander, ATC must be advised of this prior to push-back clearance being requested.
n) Aircraft commanders should not request taxi clearance until all ground crew have vacated the taxilane.
o) When on airside external areas, Flight crew and Cabin Crew are required to wear a fully fastened high visibility jacket or tabard.

2 GROUND MOVEMENT

a) Arriving and departing crew whom are unfamiliar with EGPH should notify ATC prior to taxiing. All stands are nose-in/push-back. Aircraft on the GA Apron may be turned to face nose out. Aircraft parked on the GA Apron may start engines and taxi from a nose out position. Flight and ground crew must ensure that roadways etc are protected against any jet blast/prop wash. Pilots requiring services on Apron areas, including Customs and Immigration, must ensure that a suitable tow-bar is available.
b) General Aviation (GA) aircraft requiring UK Border Agency clearance may be initially directed to the passenger apron. Passengers will be taken to the main passenger terminal for UK Border Agency clearance by their handling agent. When all necessary formalities have been completed, aircraft will be required to reposition to an alternate parking location. GA aircraft not requiring UK Border Agency inspection may taxi directly to their allocated parking area.

c) Aircrews are advised that there is a short section of parallel taxiway incorporating Lima 1 to Lima 2 and Mike 1 to Mike 2 to enable ATC to pass aircraft. Aircraft must remain on the yellow centre-lines to maintain the required minimum wing-tip clearances and should ensure that they understand the routeing given by ATC, particularly at night when both taxiway centre-lines and associated curves are illuminated. The taxiways are clearly delineated by internally illuminated signs and painted ground markings where it has not been possible to provide signs.
d) At all times, aircrew are responsible for their wingtip separation and, if in any doubt, should stop, hold position and request marshaller assistance. At either end of the Taxiway Alpha, passing places (V and W loops) have been provided to allow aircraft to hold and/or pass aircraft holding on the Taxiway Alpha. Aircraft may pass other aircraft at these locations only when both aircraft concerned have a wingspan of less than 36 M.
e) Airlines/Aircraft Operators should be aware that stand availability prior to operational first wave is extremely limited and aircraft arriving off schedule prior to first wave are likely to either hold or be allocated any aircraft compliant stand, including non-contact, as they become free.

3 CAT II/III OPERATIONS

a) Runway 06 and 24, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II and III operations special ATC procedures (ATC low visibility procedures) will be applied. Pilots will be informed by RTF when these procedures are in operation.
c) Departing Aircraft: Aircraft must not obstruct the Fire Service access road to Runway 06/24 between Holds A10 and A11.
d) Arriving Aircraft: Pilots should delay the call 'Runway vacated' until the aircraft is established on Taxiway Alpha and past the coded taxiway centre-line.
e) No intersection departures from Bravo and Charlie.

4 WARNINGS

a) Pilots are warned that there is a large bird population around the aerodrome and to expect the possibility of increased bird activity in the lower airspace, together with visible evidence of deterrent activity in the form of shell crackers being fired.
b) Steel plate in place on Echo Taxiway, 15 metres south of E2 and 10 metres West of the Echo Taxiway centreline.

5 HELICOPTER OPERATIONS

a) All helicopter arrivals and departures are via Runway 06/24.
b) Arrivals - ATC shall direct traffic to the designated parking area and thereafter will advise on hover/taxiing requirements.
c) Departures – As directed by ATC.

6 USE OF RUNWAYS

a) The declared distances promulgated for the Bravo and Charlie taxiway intersections are taken at the intersection of the downwind edge of the specified taxiway with the runway centre-line. An appropriate adjustment for a line up allowance must additionally be made by aircrew.
b) Minimum Runway Occupancy Times

i. Departures

1. On receipt of line up clearance, pilots should, commensurate with safety and standard operating procedures, line up on the runway without delay.
2. Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take off roll as soon as clearance is issued.
3. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Edinburgh Tower frequency.

ii. Arrivals

1. Pilots are reminded that rapid exit from the runway will enable ATC to apply minimum spacing on final approach to achieve maximum runway utilisation and will minimise the risk of 'go-arounds'.
2. Standard Taxi Routes - After landing pilots must follow the appropriate Standard Taxi Route to the clearance limit specified in the table below. ATC Instruction will not normally be given for aircraft vacating at A1, B1 and D1.

Runway Exit Used	Clearance Limit	Via
A1	A8	TWY A
B1	A12	TWY B and TWY A
C1	As Instructed by ATC (Normally A15 or A16)	TWY C and TWY A
D1	A18	TWY D and TWY A

c) Code E/F aircraft must vacate the runway at the end (via A1 or D1) unless escorted by "follow-me" vehicle.

7 TRAINING

a) Flight Training and/or test flying is permitted subject to prior liaison with, and the agreement of EGPH ATC.

EGPH AD 2.21 NOISE ABATEMENT PROCEDURES

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

a) Any aircraft using the aerodrome shall be operated in such a way that it will not cause a noise reading of more than 94 dBA Lmax by day 0600-2330 (0500-2230) or 87 dBA Lmax by night 2330-0600 (2230-0500) at the relevant noise monitoring terminal(s); the measured noise reading for the event will be taken as the highest recorded at any single noise monitoring terminal.

   The sites of the aircraft noise monitoring terminals relating to Edinburgh Airport are:

   - EDI 01 - Houston Industrial Estate, Livingston. NT 0620 6903 - *555418N 0033006W;
   - EDI 02 - Scottish Power, Broxburn. NT 0924 7061 - *555508N 0033202W;
   - EDI 03 - Cramond Kirk Manse, Cramond. NT 1902 7650 -*555829N 0031757W.

b) For visual approaches to Runway 06/24 the following limitations will apply:

   i. Propeller driven aircraft whose MTWA does not exceed 5700 KG will not join the final approach to the runway below 1000 FT AAL.
   ii. All visual approaches from the south to Runway 24 by aircraft with an MTWA in excess of 5700 KG are to be made from a position not less than 7 NM DME on the extended centreline. Aircraft are not to descend below 2000 FT QNH until after crossing the Firth of Forth coastline northbound. All visual approaches from the north to Runway 24 by aircraft with an MTWA in excess of 5700 KG are to be made from a position not less than 4 NM DME on the extended centreline. Aircraft approaching Runway 06 are to join the extended runway centreline at a height of not less than 1500 FT.

c) With the exception of aircraft in an emergency, between the hours of 2230-0630 (2130-0530), no visual approaches to Runway 06/24 are permitted for IFR aircraft. All IFR aircraft to carry out ILS approaches under ATC control.
d) Aircraft using the ILS shall not descend below 3000 FT (Edinburgh QNH), unless instructed by ATC, before intercepting the glidepath nor thereafter fly below it. Aircraft landing without assistance from ILS or radar shall follow a descent path which will not result in their being at any time lower than the nominal ILS glidepath.
e) The Noise Preferential Routeings specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.
f) Noise Preferential Routes must be strictly adhered to. Direct routeings etc offered by ATC should only be taken up after completion of the NPR, unless a mandatory instruction is given or an emergency situation prevails.

Take-off Runway	ATC Clearance	Procedure
06	Via TLA VOR	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 043 then at I-VG D7 turn right onto track 143. At TLA VOR R023 (I-VG/ I-TH D12) turn right to intercept TLA VOR R025 to TLA VOR. NPR terminates at TLA VOR D30.
	Via SAB VOR or NATEB	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 043 then at I-VG D7 turn right towards SAB or NATEB. **Warning:** Pilots are reminded that UK Danger Area EGD512B lies on the direct track from the end of the NPR to NATEB. NPR terminates at I-VG D7.
	Via GRICE	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 043. At I-VG D3 turn left onto SAB VOR 285. Cross SAB D46 above 4500 (5.1%). NPR terminates at 3000.
	Via GOSAM (P600/UL612)	Climb straight ahead to I-VG D0.5 or 635 FT QNH, whichever is earlier, then turn left to track 043. Then At I-VG D3, turn left onto GOW VOR R076 to CUMBO. Cross GOW D35 at 5000 or above (8%). Cross GOW D30 at 6000. NPR terminates at 6000.
	Other Routes	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 043, until I-VG D7 before turning on course. NPR terminates at I-VG D7.

Take-off Runway	ATC Clearance	Procedure
24	Via TLA VOR	Climb straight ahead to UW NDB. At I-TH D7 turn left onto TLA VOR R344 to TLA VOR. NPR terminates at I-TH D7.
	Via SAB VOR or NATEB	Climb straight ahead to UW NDB. At UW NDB turn left towards SAB VOR or NATEB. NPR terminates at 3000.
	Via GOSAM (P600/UL612)	Climb straight ahead to UW NDB. At UW NDB turn right onto UW NDB QDR 261 to MAVIX. Cross I-TH D9.5 at or above 4500 (7.7%). Cross I-TH D14 at 6000 (6.6%). NPR terminates at 6000.
	Via GRICE	Climb straight ahead to UW NDB. At UW NDB turn right onto TLA VOR R351. At TLA D32 turn left to intercept TLA VOR R346 to GRICE. Cross TLA D33 at or above 4000 (3.4%). NPR terminates at 3000.
	Other Routes	Climb straight ahead to UW NDB or 3000, whichever is earlier, before turning on course. NPR terminates at 3000.

g) For environmental reasons, aircraft commanders are requested to avoid the use of reverse thrust/pitch, between the hours of 2300-0600 (2200-0500).
h) With the exception of Military aircraft, aircraft which do not meet the standards specified in Part II, Chapter 3 of Volume 1 ICAO Annex 16 will not be permitted to operate to/from Edinburgh Airport.

EGPH AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Terminal Arrival Routes (STARs). The standard routes for inbound aircraft to Edinburgh are shown at AD 2.EGPH-7-1, AD 2.EGPH-7-2, AD 2.EGPH-7-3, AD 2.EGPH-7-4, AD 2.EGPH-7-5 and AD 2.EGPH-7-6.

b) **Inbound procedure other than via the ATS route network.**

i. Aircraft wishing to enter the CTR/CTA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace. For aircraft joining from the North or Northeast, clearance via GRICE to L UW for Runway 06 or direct to L EDN for Runway 24 should be anticipated.
ii. Pilots inbound to Edinburgh under VFR must contact Edinburgh Approach Control prior to entering the CTR/CTA and may be required by ATC to route via the published Visual Reference Points.

c) **Speed**

Speeds published on the STARs should be adhered to unless ATC advise otherwise. Aircraft below FL100 should adhere to the speed limit of Max 250 KT. Tactical speed control may be applied by ATC as required. Pilots unable to comply with speed control must inform ATC Immediately stating the minimum speed acceptable.

2 APPROACH PROCEDURES WITH RADAR CONTROL

a) When Edinburgh inbound traffic is being sequenced by Radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When Holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
b) Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point if so required.
c) When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit.
d) Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
e) Speed Control may be applied on a tactical basis to the extent determined necessary by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him immediately and state what speeds will be used. In the interests of accurate spacing pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
f) GPWS – Owing to the terrain profile to the south of Edinburgh, GPWS warnings are possible on intermediate approach to Runways 06 and 24.

3 APPROACH PROCEDURES WITHOUT RADAR CONTROL

a) When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility via EDN or UW NDB to carry out an Instrument Approach Procedure appropriate to the landing direction.

b) When Runway 06 is in use, in order to expedite traffic, aircraft may be transferred from TARTN or STIRA holding pattern to UW NDB holding pattern prior to carrying out the Instrument Approach Procedure.
c) When Runway 24 is in use, in order to expedite traffic, aircraft may be transferred from TARTN or STIRA holding pattern to EDN NDB holding pattern prior to carrying out the Instrument Approach Procedure.
d) No visual approaches to Runway 06/24 are permitted for IFR aircraft between 2230-0630 (2130-0530). All IFR aircraft are to carry out a published Instrument Approach Procedure under ATC control with the exception of aircraft in emergency. This allows the continued operation when the CVCR is in use and ILS approaches are not available.

4 NOISE ABATEMENT CONTINUOUS DESCENT APPROACH PROCEDURES FOR TURBO-JET/ PROP AIRCRAFT

a) Turbo-jet and turbo-prop aircraft approaching Edinburgh Aerodrome will be expected to conform to the continuous descent and low-power, low-drag approach procedures. To facilitate this technique, aircraft should fly within the speed bands detailed at Paragraph 1, item d. In the interest of accurate spacing, ATC may request specific speeds and pilots are requested to comply with any speed adjustments as promptly as is feasible within their own operational constraints. If circumstances necessitate, a speed change for aircraft performance reasons, ATC should be advised accordingly.
b) Headings and Flight Levels/Altitudes will be passed by the Radar Controller. Aircraft will be radar vectored either from the holding facility or following transfer of control from the Area Control Unit to Edinburgh Approach. ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance from touchdown will be given between this descent clearance and the instruction to turn onto the intercept heading to the ILS localizer.
c) On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to a continuous descent, the object being to join the glidepath at the appropriate height for the distance, without recourse to level flight. Pilots are reminded that due to high ground southeast of the airport, descent below 3000 FT QNH will be in accordance with AD 2-EGPH-5-1
d) In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.
e) Military Jet aircraft – Radar vectoring for ILS approach is mandatory for military fast jet aircraft.

5 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1, subsection 3 with the exceptions detailed below.

a) When complete communication failure occurs in the aircraft before ETA or before EAT when this has been received and acknowledged, the aircraft will:

   i. Fly to the appropriate holding point;
   ii. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
   iii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

b) If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

   i. Maintain the last assigned holding level at the appropriate holding point until:

      1. ATA over holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
      2. EAT when this has been received and acknowledged;

   ii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

c) In the event of complete radio failure in an aircraft which has been cleared for an IFR inter-aerodrome flight within the Scottish TMA the pilot will adopt the appropriate procedure as follows, depending upon the phase of flight:

   i. If the aircraft is receiving a radar service and is within the ATCSMAC of the destination aerodrome, the pilot will adopt the appropriate loss of communication procedure for the runway-in-use as detailed in the ATCSMAC information at AD 2-EGPH-5-1. Landing must be effected within 30 minutes (or later if able to land visually);
   ii. If the aircraft is **either** not receiving a radar service or is receiving a radar service but has not yet arrived within the ATCSMAC of the destination aerodrome, the pilot will proceed to the appropriate holding point at the destination aerodrome at the last assigned level or 4000 FT whichever is higher. He will then adopt the procedures in paragraph's 5a or 5b.

d) The route and altitude to be used when leaving the CTR/CTA in accordance with the procedures at ENR 1.1, subsection 3 are shown in the table; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the CTR is made.

Position at time of decision	Route
Edinburgh Airport EDN or UW NDB	Track 025°T from facility at 4000 FT ALT until crossing the Edinburgh CTR Boundary.

6 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Non-Airways IFR departing flights from Edinburgh routeing in the open FIR to the north or northeast should anticipate ATC clearance normally at an altitude below 6000 FT.

7 SPEED LIMIT

a) A speed limitation of 250 KT applies to all departures following SIDs whilst flying below FL 100 unless previously removed by ATC. ATC will endeavour to remove the speed limitation as soon as possible and will use the phrase 'No speed restriction'. The phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any noise abatement procedures which may include a speed/ power limitation.

8 VFR FLIGHTS

a) VFR flights in the Control Zone will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate routeing instructions via the Visual Reference Points detailed in paragraph 10 or the routes detailed in paragraph 11.
c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the instructions issued.
d) **Helicopters:** Whenever possible helicopter flights in the Edinburgh Control Zone will be cleared on direct routeings under VFR (or, when requested at night, on Special VFR clearance in accordance with the procedures for Special VFR flights)

9 SPECIAL VFR CLEARANCE

a) Clearance may be requested for Special VFR flight within the Edinburgh Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights (ENR 1.2 refers).
b) Special VFR clearance will include routeing and maximum altitude instructions and may not necessarily be confined to the Entry/Exit Lanes detailed at paragraph 11.
c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Edinburgh Airport radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.
d) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding Airspace of the Scottish Terminal Control Area.
e) Special VFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 KG MTWA.

10 VISUAL REFERENCE POINTS (VRP)

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

11 GLIDING OPERATIONS KIRKNEWTON

a) Gliding operations - Edinburgh CTR

i. Gliding operations are carried out at RAF Kirknewton by 661 Volunteer Gliding Squadron (VGS). Activity is co-ordinated with ATC and gliders can be expected in the agreed Delegated Gliding Area.
ii. The RAF Kirknewton Delegated Gliding Area (DGA) is defined by the lateral limits:

1. 555320N 0032415W – 555338N 0032053W (Ravelrig Road rail bridge between Balerno & Dalmahoy) – 555121N 0032048W (Western corner of Threipmuir Reservoir) – 554959N 0032545W (Eastern corner of Harperigg Reservoir) – 555211N 0032601W thence clockwise by an arc of a circle radius 1.3 NM centred on 555213N 0032401W to 555320N 0032415W.
2. Up to 2500 FT AMSL, this is known as DGA-circuit.
3. Up to 3700 FT AMSL, this is known as DGA-soaring.

iii. ATC may tactically manage traffic to avoid the area if appropriate.
iv. ATC will advise other aircraft of gliding activity as appropriate.

12 ENTRY/EXIT LANES

a) To permit aircraft to operate to and from Edinburgh Airport in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

i.

1. a lane 3 NM wide, known as the Polmont Lane, with centre-line the M9 Motorway extending from Grangemouth (near the western boundary of the Edinburgh Control Zone) eastwards, via the Polmont Roundabout, Linlithgow Loch and Philpstoun to a point at which it joins the Edinburgh Aerodrome Traffic Zone;
2. a lane 3 NM wide, known as the Kelty Lane, with centre-line the M90 Motorway extending from Kelty (near the northern boundary of the Edinburgh Control Zone) southwards to M90 Junc 1B, then with the centre-line the A9000 across the Forth Road Bridge to M90 Junc 1, then with the centre-line the M90 Motorway to a point at which it joins the Edinburgh Aerodrome Traffic Zone;

ii. use of the lanes is subject to clearance being obtained from ATC Edinburgh, irrespective of prevailing weather conditions. This clearance is to be obtained by non-radio equipped aircraft before take-off and by radio equipped aircraft before entering the lane;
iii. aircraft using the lanes must remain clear of cloud and in sight of the ground or water, not above 2000 FT (Edinburgh QNH), and in flight visibility of not less than 3 KM;

iv. an aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned;
v. pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles.

b) Additionally, to permit the effective integration of traffic, flights operating in VMC and under VFR may be required by ATC to follow these routes as detailed in paragraph 8.

13 AERODROME OPERATING MINIMA - NON-PUBLIC TRANSPORT FLIGHTS: REFER TO AD 1.1 SUBSECTION 4 BEFORE APPLICATION

Approach Lighting Category	Runway	Approach Aid	OCH (FT) Acft CAT A See IAC for other CATs	Minima	
				DH/MDH (FT) Caution See AD 1.1 subsection 4	RVR (M)
1	2	3	4	5	6
Runway 06 Full	06	ILS/DME	135	250	600
	06	LOC/DME (also without DME)	480	480	1000
	06	NDB(L)/DME (also without DME)	580	580	1000
Runway 24 Full	24	ILS/DME	145	250	600
	24	LOC/DME (also without DME)	440	440	900
	24	NDB(L)/DME (also without DME)	500	500	1000

14 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Edinburgh controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Edinburgh Radar frequency, 121.205 MHz, are encouraged to select SSR code 0440.

553627N 0035327W - 553648N 0024753W -
560117N 0023955W - 561156N 0025112W -
561150N 0034633W - 555724N 0035417W -
554806N 0035411W - 553627N 0035327W.

b) Selection of code 0440 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.
c) Whilst squawking 0440, pilots should be aware that Edinburgh Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 0440 shall be deselected.

EGPH AD 2.23 ADDITIONAL INFORMATION

a) For wildlife hazard management purposes, a bird scaring laser is deployed and utilised by the Airside Operations team.

EGPH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPH-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGPH-2-2
AERODROME CHART CODE E AIRCRAFT GROUND MOVEMENT - ICAO
AD 2.EGPH-2-3
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGPH-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPH-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) GOSAM (Jet aircraft only) - ICAO
AD 2.EGPH-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TALLA - ICAO
AD 2.EGPH-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) GRICE - ICAO
AD 2.EGPH-6-3

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) PTH 1G - ICAO
AD 2.EGPH-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) INPIP 1E - ICAO
AD 2.EGPH-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AGPED 1E - ICAO
AD 2.EGPH-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) GIRVA 1E - ICAO
AD 2.EGPH-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TUNSO 1E - ICAO
AD 2.EGPH-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES PTH 1G INPIP 1E AGPED 1E GIRVA 1E TUNSO 1E
AD 2.EGPH-7-6
RNAV HOLD CODING TABLE STIRA TARTN
AD 2.EGPH-7-7
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 06 - ICAO
AD 2.EGPH-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 06 - ICAO
AD 2.EGPH-8-2
INSTRUMENT APPROACH CHART NDB/DME RWY 06 - ICAO
AD 2.EGPH-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 24 - ICAO
AD 2.EGPH-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 24 - ICAO
AD 2.EGPH-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 24 - ICAO
AD 2.EGPH-8-6

EGPH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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AERODROME CHART - ICAO

ARP 555700N 0032221W

AD ELEV 112FT

EDINBURGH
EGPH

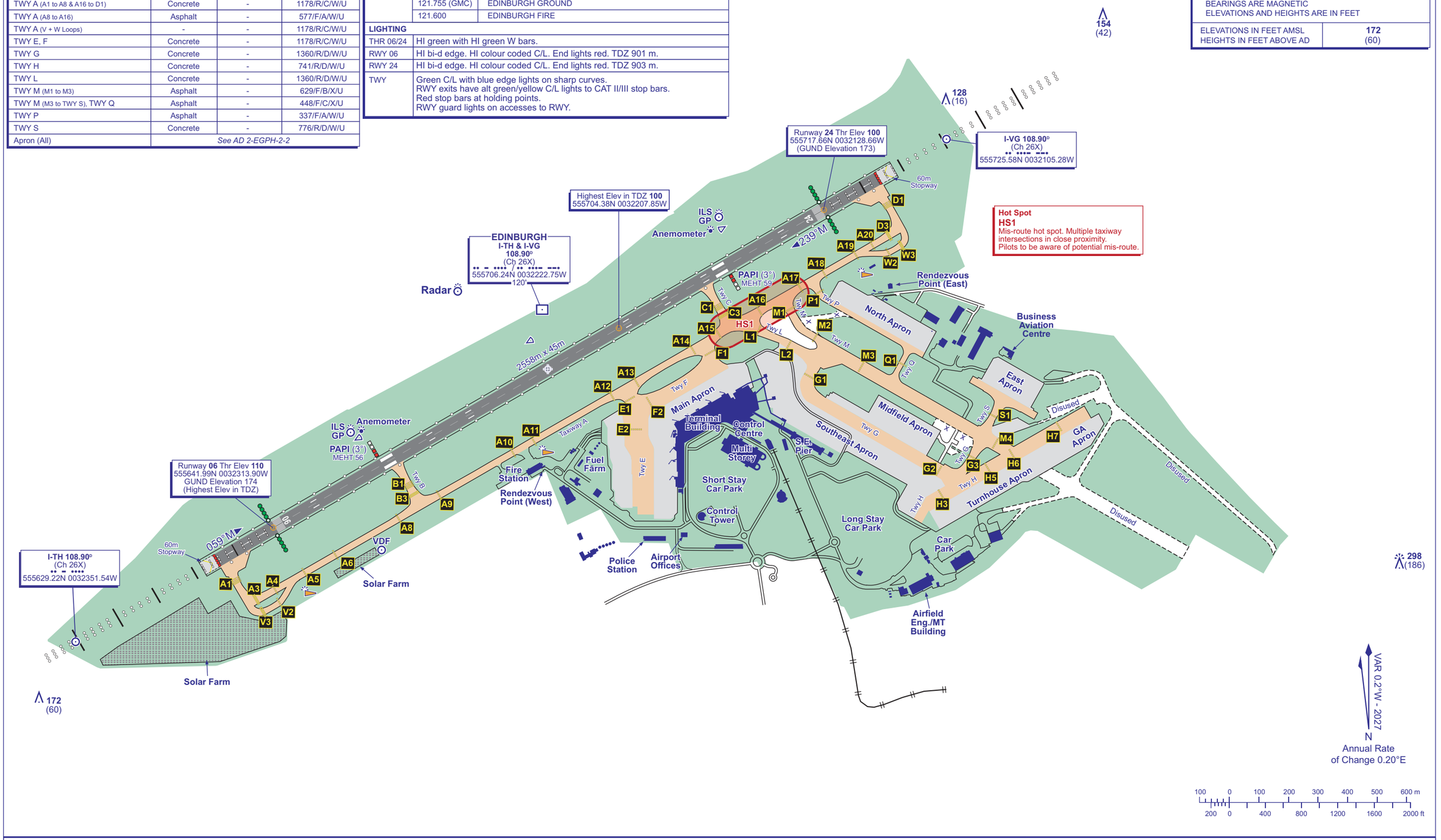
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	**SURFACE**	**PCN**	**PCR**
RWY 06/24	Grooved Asphalt	68/R/B/W/T	-
TWY A (A1 to A8 & A16 to D1)	Concrete	-	1178/R/C/W/U
TWY A (A8 to A16)	Asphalt	-	577/F/A/W/U
TWY A (V + W Loops)	-	-	1178/R/C/W/U
TWY E, F	Concrete	-	1178/R/C/W/U
TWY G	Concrete	-	1360/R/D/W/U
TWY H	Concrete	-	741/R/D/W/U
TWY L	Concrete	-	1360/R/D/W/U
TWY M (M1 to M3)	Asphalt	-	629/F/B/X/U
TWY M (M3 to TWY S), TWY Q	Asphalt	-	448/F/C/X/U
TWY P	Asphalt	-	337/F/A/W/U
TWY S	Concrete	-	776/R/D/W/U
Apron (All)	*See AD 2-EGPH-2-2*		

COM		
ATIS	131.355	EDINBURGH TERMINAL INFO
TWR	118.705	EDINBURGH TOWER
	121.755 (GMC)	EDINBURGH GROUND
	121.600	EDINBURGH FIRE
LIGHTING		
THR 06/24	HI green with HI green W bars.	
RWY 06	HI bi-d edge. HI colour coded C/L. End lights red. TDZ 901 m.	
RWY 24	HI bi-d edge. HI colour coded C/L. End lights red. TDZ 903 m.	
TWY	Green C/L with blue edge lights on sharp curves. RWY exits have alt green/yellow C/L lights to CAT II/III stop bars. Red stop bars at holding points. RWY guard lights on accesses to RWY.	

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	**172**
HEIGHTS IN FEET ABOVE AD	(60)



CHANGE (5/26): NEW MIDFIELD APRON. MAG INFO. RWY HEADINGS.

AERO INFO DATE 03 MAR 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 555700N 0032221W

AD ELEV 112FT

EDINBURGH
EGPH

COM		
ATIS	131.355	EDINBURGH TERMINAL INFO
TWR	118.705	EDINBURGH TOWER
	121.755 (GMC)	EDINBURGH GROUND
	121.600	EDINBURGH FIRE

LIGHTING	
TWY	Green C/L with blue edge lights on sharp curves. RWY exits have alt green/yellow C/L lights to CAT II/III stop bars. Red stop bars at holding points. RWY guard lights on accesses to RWY.

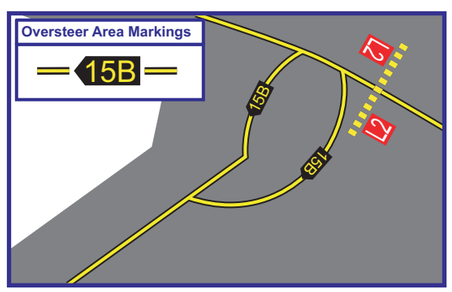
MAXIMUM STAND SIZES	
4A, 12,15,16 and 18	777(300ER)
23	A340(200)

Hot Spot
HS1
Mis-route hot spot. Multiple taxiway intersections in close proximity.
Pilots to be aware of potential mis-route.

STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES
1	555647.68N 0032157.07W	14	555659.63N 0032143.74W	30	555649.13N 0032113.54W	206	555705.55N 0032112.68W
1A	555646.06N 0032157.70W	15	555700.42N 0032139.88W	31	555648.43N 0032111.26W	207	555704.96N 0032110.74W
1B	555644.61N 0032157.66W	15A	555700.40N 0032137.44W	32	555648.17N 0032109.41W	208	555704.20N 0032108.20W
2	555649.46N 0032156.90W	15B	555700.99N 0032140.02W	33	555647.31N 0032110.78W	210	555701.14N 0032053.72W
3	555651.25N 0032157.26W	16	555658.12N 0032138.19W	46A	555654.65N 0032049.47W	211	555700.36N 0032050.56W
4	555652.85N 0032157.82W	16A	555657.68N 0032136.25W	46B	555654.67N 0032051.92W	212	555659.42N 0032047.48W
4A	555652.36N 0032157.13W	16B	555658.71N 0032138.09W	99	555645.40N 0032206.50W	308	555644.45N 0032103.65W
5	555654.12N 0032158.06W	17	555656.04N 0032137.08W	100	555645.85N 0032207.04W	309	555645.21N 0032101.43W
6	555654.42N 0032157.33W	18	555655.26N 0032136.11W	101	555646.32N 0032206.52W	310	555645.96N 0032059.21W
7	555655.30N 0032155.28W	19	555654.50N 0032134.28W	102	555647.53N 0032207.59W	310R	555645.83N 0032059.69W
8	555656.20N 0032153.40W	20	555654.12N 0032131.77W	103	555649.29N 0032207.64W	311	555646.71N 0032056.99W
9	555656.67N 0032150.94W	21	555653.90N 0032131.41W	104	555650.71N 0032208.26W	311L	555647.04N 0032056.13W
10	555657.38N 0032148.33W	22	555653.60N 0032129.43W	105	555652.12N 0032208.82W	311R	555646.43N 0032057.91W
11	555658.20N 0032145.73W	23	555652.71N 0032128.29W	106	555654.16N 0032209.32W	312	555647.46N 0032054.77W
12	555658.92N 0032143.48W	24	555652.78N 0032127.35W	200	555709.20N 0032124.69W	312L	555647.64N 0032054.36W
		25	555652.25N 0032125.01W	201	555708.63N 0032122.81W	313	555648.21N 0032052.56W
		26	555652.08N 0032122.09W	202	555708.06N 0032120.92W	314	555648.97N 0032050.34W
		27	555651.22N 0032120.32W	203	555707.76N 0032118.52W	315	555649.72N 0032048.12W
		28	555650.53N 0032118.08W	204	555707.13N 0032116.44W	316	555650.47N 0032045.90W
		29	555649.83N 0032115.81W	205	555706.48N 0032114.32W	317	555651.97N 0032041.46W
						317A	555651.22N 0032043.68W
						403	555656.74N 0032116.30W
						404	555656.05N 0032114.02W
						405	555655.33N 0032111.75W
						406	555654.65N 0032109.48W
						407	555653.96N 0032107.21W

RWY 06/24
Twy A
Twy C
Twy E
Twy F
Twy G
Twy H
Twy L
Twy M
Twy P
Twy Q
Twy S
HS1
Disused
North Apron
Cargo Centre
Business Aviation Centre
East Apron
Main Apron
Terminal Building
Control Centre
Southeast Pier
Southeast Apron
Midfield Apron
Turnhouse Apron
GA Apron
Control Tower
Car Park

WARNING
Aircraft to remain on taxilane centreline until guidance is illuminated or marshaller has indicated to proceed.



VAR 0.2°W - 2027
N
Annual Rate of Change 0.20°E

50 0 50 100 150 m
100 0 100 200 300 400 500 ft

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS				
RWY / TWY / APRON	SURFACE	PCN	PCR	ELEV
Main Apron	Concrete	-	700/R/C/W/U	97 ft amsl
North Apron	Block Paving	-	448/F/C/X/U	103 ft amsl
East Apron	Concrete	-	776/R/D/W/U	-
Midfield Apron	Concrete	-	1250/R/D/W/T	-
Southeast Apron	Concrete	-	1178/R/C/W/U	-
Turnhouse Apron	Concrete	-	741/R/D/W/U	-
GA Apron	Concrete	-	741/R/D/W/U	-
RWY (All)	*See AD 2-EGPH-2-1*			
TWY (All)				

CHANGE (5/26): NEW MIDFIELD APRON WITH STANDS 403 TO 407. TWY G ALIGNMENT. MAG INFO. EDITORIAL.

AERO INFO DATE 18 FEB 26

AERODROME CHART
CODE E AIRCRAFT GROUND MOVEMENT - ICAO

ARP 555700N 0032221W

AD ELEV 112FT

EDINBURGH
EGPH

Code E Ground Movement
Aprons
Operational Taxiways

MAXIMUM STAND SIZES	
4A, 12,15,16 and 18	777(300ER)
23	A340(200)



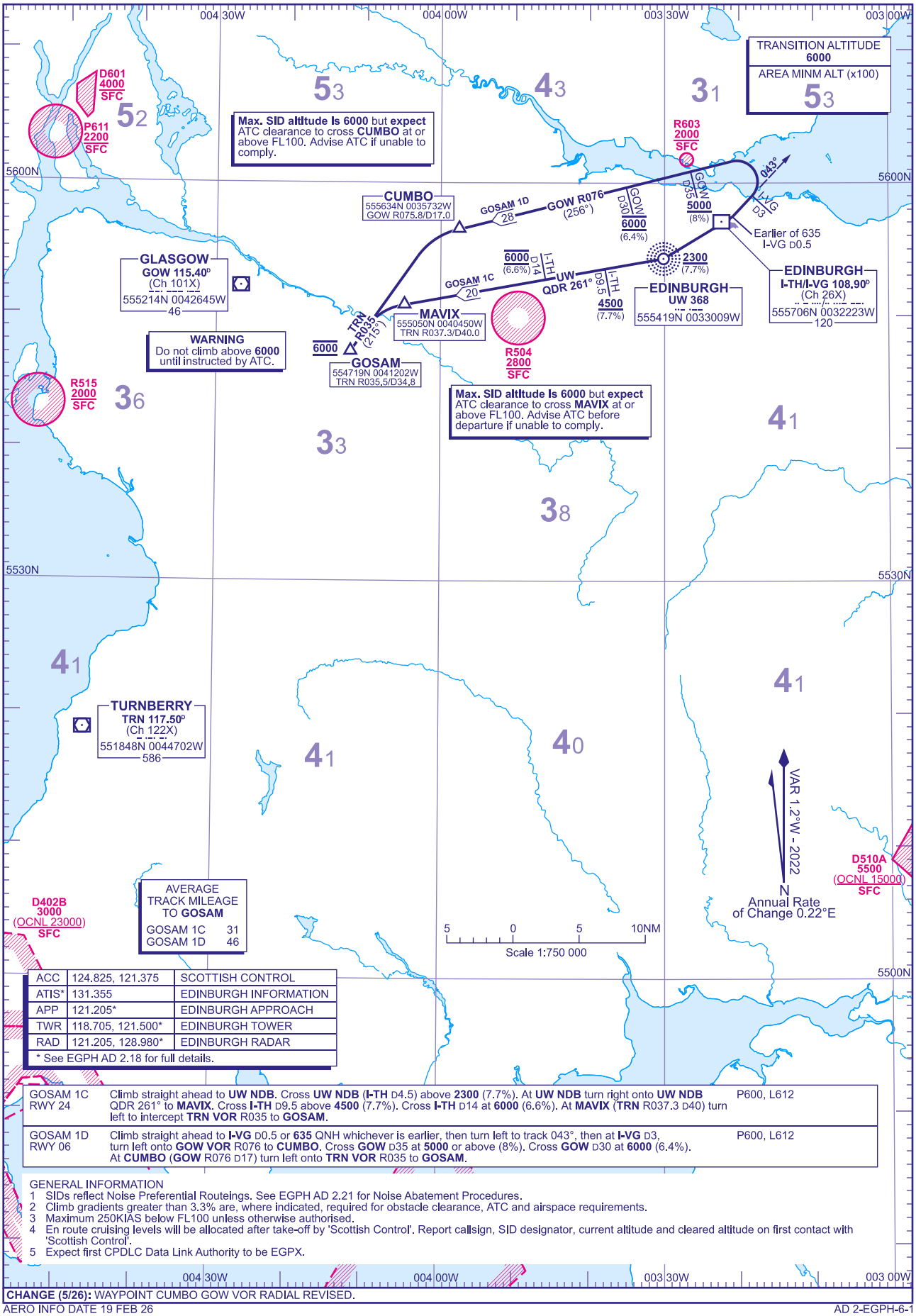
CHANGE (5/26): NEW MIDFIELD APRON. MAG INFO. CHART SCALE.

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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

EDINBURGH
GOSAM (Jet aircraft only)



ACC	124.825, 121.375	SCOTTISH CONTROL
ATIS*	131.355	EDINBURGH INFORMATION
APP	121.205*	EDINBURGH APPROACH
TWR	118.705, 121.500*	EDINBURGH TOWER
RAD	121.205, 128.980*	EDINBURGH RADAR

* See EGPH AD 2.18 for full details.

GOSAM 1C RWY 24	Climb straight ahead to **UW NDB**. Cross **UW NDB** (**I-TH** D4.5) above **2300** (7.7%). At **UW NDB** turn right onto **UW NDB** QDR 261° to **MAVIX**. Cross **I-TH** D9.5 above **4500** (7.7%). Cross **I-TH** D14 at **6000** (6.6%). At **MAVIX** (**TRN** R037.3 D40) turn left to intercept **TRN VOR** R035 to **GOSAM**.	P600, L612
GOSAM 1D RWY 06	Climb straight ahead to **I-VG** D0.5 or **635** QNH whichever is earlier, then turn left to track 043°, then at **I-VG** D3, turn left onto **GOW VOR** R076 to **CUMBO**. Cross **GOW** D35 at **5000** or above (8%). Cross **GOW** D30 at **6000** (6.4%). At **CUMBO** (**GOW** R076 D17) turn left onto **TRN VOR** R035 to **GOSAM**.	P600, L612

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGPH AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are, where indicated, required for obstacle clearance, ATC and airspace requirements.
3 Maximum 250KIAS below FL100 unless otherwise authorised.
4 En route cruising levels will be allocated after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
5 Expect first CPDLC Data Link Authority to be EGPX.

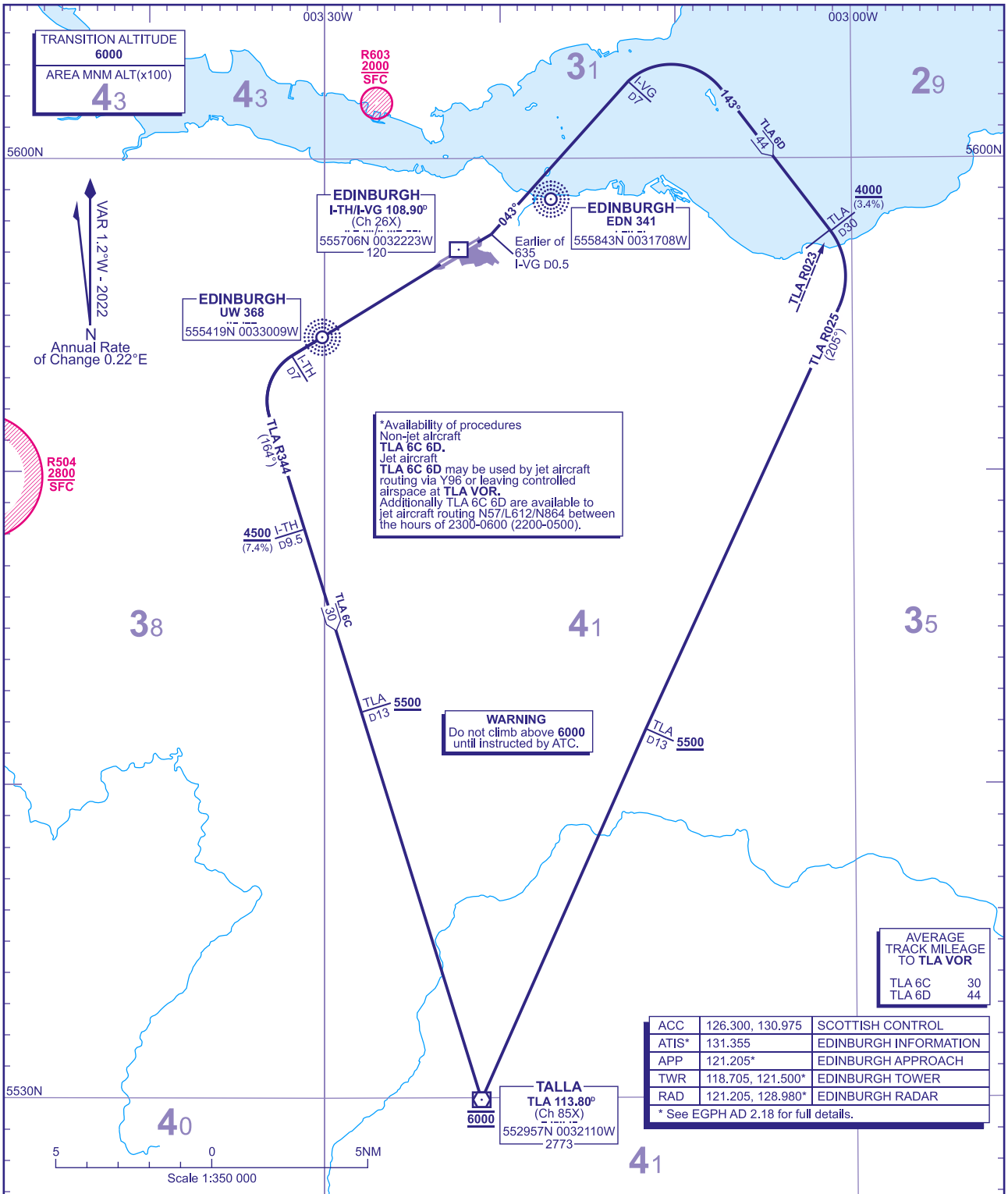
CHANGE (5/26): WAYPOINT CUMBO GOW VOR RADIAL REVISED.

AERO INFO DATE 19 FEB 26

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

EDINBURGH
TALLA



AVERAGE TRACK MILEAGE TO TLA VOR

TLA 6C	30
TLA 6D	44

ACC	126.300, 130.975	SCOTTISH CONTROL
ATIS*	131.355	EDINBURGH INFORMATION
APP	121.205*	EDINBURGH APPROACH
TWR	118.705, 121.500*	EDINBURGH TOWER
RAD	121.205, 128.980*	EDINBURGH RADAR

* See EGPH AD 2.18 for full details.

TLA 6C* RWY 24 Non-Jet A/C	Climb straight ahead over **UW NDB**. At **I-TH** D7 turn left onto **TLA VOR** R344 TO **TLA VOR**. Cross **I-TH** D9.5 at or above **4500** (7.4%), then resume normal climb (3.3%). Cross **TLA** D13 above **5500**. Cross **TLA VOR** at **6000**.
TLA 6D* RWY 06 Non-Jet A/C	Climb straight ahead to **I-VG** D0.5 or **635** QNH whichever is earlier, then turn left to track 043°, then at **I-VG** D7, turn right onto track 143°. At **TLA VOR** R023 (**I-VG**/**I-TH** D12) turn right to intercept **TLA VOR** R025 to **TLA VOR**. Cross **TLA VOR** D30 at or above **4000** (3.4%), then resume normal climb (3.3%). Cross **TLA** D13 above **5500**. Cross **TLA VOR** at **6000**.

*TLA 6C 6D. Jet aircraft. TLA 6C 6D may be used by jet aircraft routing via Y96 or leaving controlled airspace at **TLA VOR**. Additionally TLA 6C 6D are available to jet aircraft routing N57/L612/N864 between the hours of 2300-0600 (2200-0500).

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGPH AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are, where indicated, required for obstacle clearance, ATC and airspace requirements.
3 Maximum 250KIAS below FL100 unless otherwise authorised.
4 En route cruising levels will be allocated after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.

CHANGE (7/25): ACC FREQUENCY ADDED.

AERO INFO DATE 08 APR 25

EGTE — EXETER

EGTE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTE — EXETER

EGTE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 504403N Long: 0032450W Midpoint of Runway 08/26
2	Direction and distance from city	4 NM E by N of Exeter.
3	Elevation / Reference temperature / Mean Low Temperature	102 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	169 FT
5	Magnetic Variation / Annual Change	0.31°E (2027) / 0.18°E
6	AD Administration Address Telephone Telefax SITA E-mail address Telex	EXETER AND DEVON AIRPORT LTD Exeter Airport, Exeter, Devon, EX5 2BD. 01392-367433 (Airfield Ops) 01392-354915 (Flight Briefing) 01392-354995 (XLR Executive Jet Centres) 01392-354957 (Ground Handling) 01392-354917 (Training Slots) 01392-364593 (ATC) 01392-447422 (Airfield Ops) 01392-354943 (XLR Executive Jet Centres) EXTOOXH ext.dispatch@exeter-airport.co.uk (Ground Handling) Jetcentre@xlrexeter.com (XLR Executive Jet Centres) 42648
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Calls to ATC are recorded.

EGTE AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0800-1800 (0700-1900), Sat 0900-1700 (0700-1800), Sun 0900-1700 (0800-1900).
2	Customs and immigration	As per AD hours, via handling agent.
3	Health and sanitation	
4	AIS Briefing Office	As per ATS hours.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). PPR is mandatory outside of published aerodrome administration hours. See also AD 2.18.
8	Fuelling	AVTUR JET A-1: As per AD hours. AVGAS 100LL: Mon-Fri 0800-1800 (0700-1800), Sat 0900-1700 (0700-1700), Sun 0900-1700 (0800-1800).
9	Handling	As per AD hours. All movements outside published aerodrome administration hours incur an extra charge and are subject to availability. For bookings contact Ground Handling or XLR Executive Jet Centres.
10	Security	As per AD hours.
11	De-icing	By arrangement via Ground Handling.
12	Remarks	PPR is mandatory outside of published aerodrome administration hours. For aircraft movements outside these hours contact Ground Handling or XLR Executive Jet Centres.

EGTE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Bulk and ULD handling. Main deck hi-loader (pallet) 7000 kg, forklift. Limited facilities for outward cargo. Contact XLR Executive Jet Centres.

2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL Total Aero oil W80 and W100.
3	Fuelling facilities/capacity	AVTUR JET-A1 via bowser, AVGAS 100LL via self service/served pumps (see remarks).
4	De-icing facilities	Available. Contact Ground Handling.
5	Hangar space for visiting aircraft	Limited. Contact XLR Executive Jet Centres.
6	Repair facilities for visiting aircraft	Major for light aircraft. Minor for other aircraft.
7	Remarks	AVGAS 100LL. Only aircraft with a wingspan not exceeding 15 M are permitted to use the AVGAS installation, a maximum of three aircraft are permitted at any one time. No AVGAS 100LL bowser is available. Aircraft must call ATC prior to leaving the fuelling apron. For helicopters see AD 2.20. Self service AVGAS available to Exeter based and self serice card holders during aerodrome opening hours. Fuel opening hours apply to non-card holders and visiting aircraft.

EGTE AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.
2	Restaurants	Licensed Restaurant, Cafe, Bar, Conference facilities.
3	Transportation	Buses, taxis and car hire. Nearest railway station: Exeter St. Davids and Tiverton Parkway
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de Change. ATM in Terminal.
6	Tourist Office	Tourist information is available at the Information desk.
7	Remarks	Executive lounge available via XLR Executive Jet Centres.

EGTE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 It is a condition of the use of the aerodrome that fire cover outside the published opening hours will be provided to the level required for the size and type of aircraft operating and requiring the use of a certificated aerodrome. RFF Category 6, RFFS provision will be provided for all scheduled movements at the appropriate category up to RFF Category 7. RFF Category 8 and 9 upon request.
2	Rescue equipment	3x Cobra major fire appliances.
3	Capability for removal of disabled aircraft	Light / medium aircraft can be removed using on site resources. Larger aircraft can be removed using outside sources in conjunction with the aircraft operator. Contact 01392 447433.
4	Remarks	

EGTE 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	Exeter Airport's policy on clearing a contaminated runway will always be to clear back to a blacktop. Braking action readings/estimates derived from the use of Continuous Friction Measuring Equipment (CFME) or any other source will not be available. If the runway is open, operating procedures will promulgate information in accordance with Global Reporting Format (GRF) standard. Latest information from ATC 01392-354917.

AERODROME CHART - ICAO

ARP 504403N 0032450W

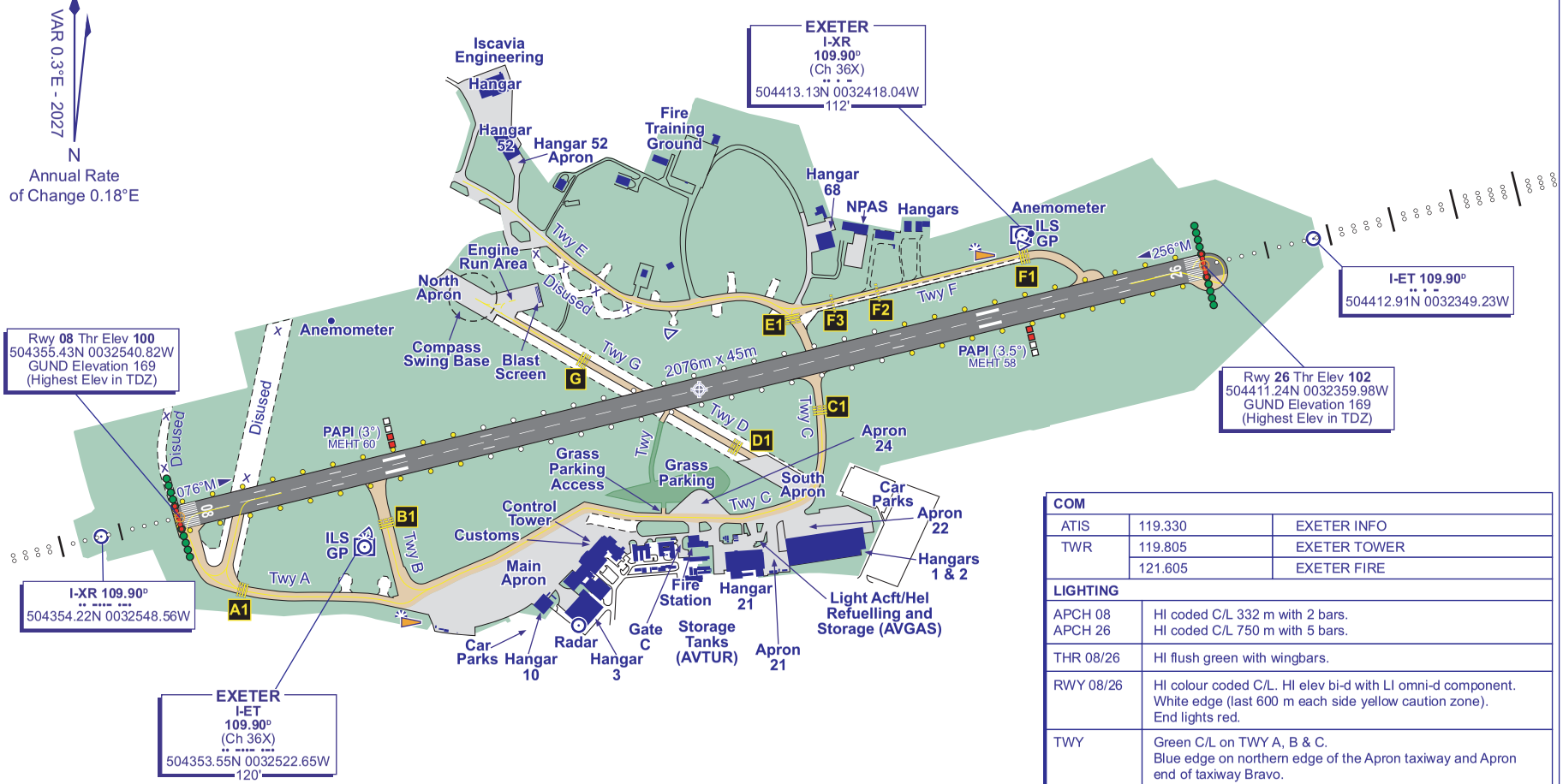
AD ELEV 102FT

EXETER
EGTE

AERO INFO DATE 18 FEB 26

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

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
	121.605	EXETER FIRE
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.	

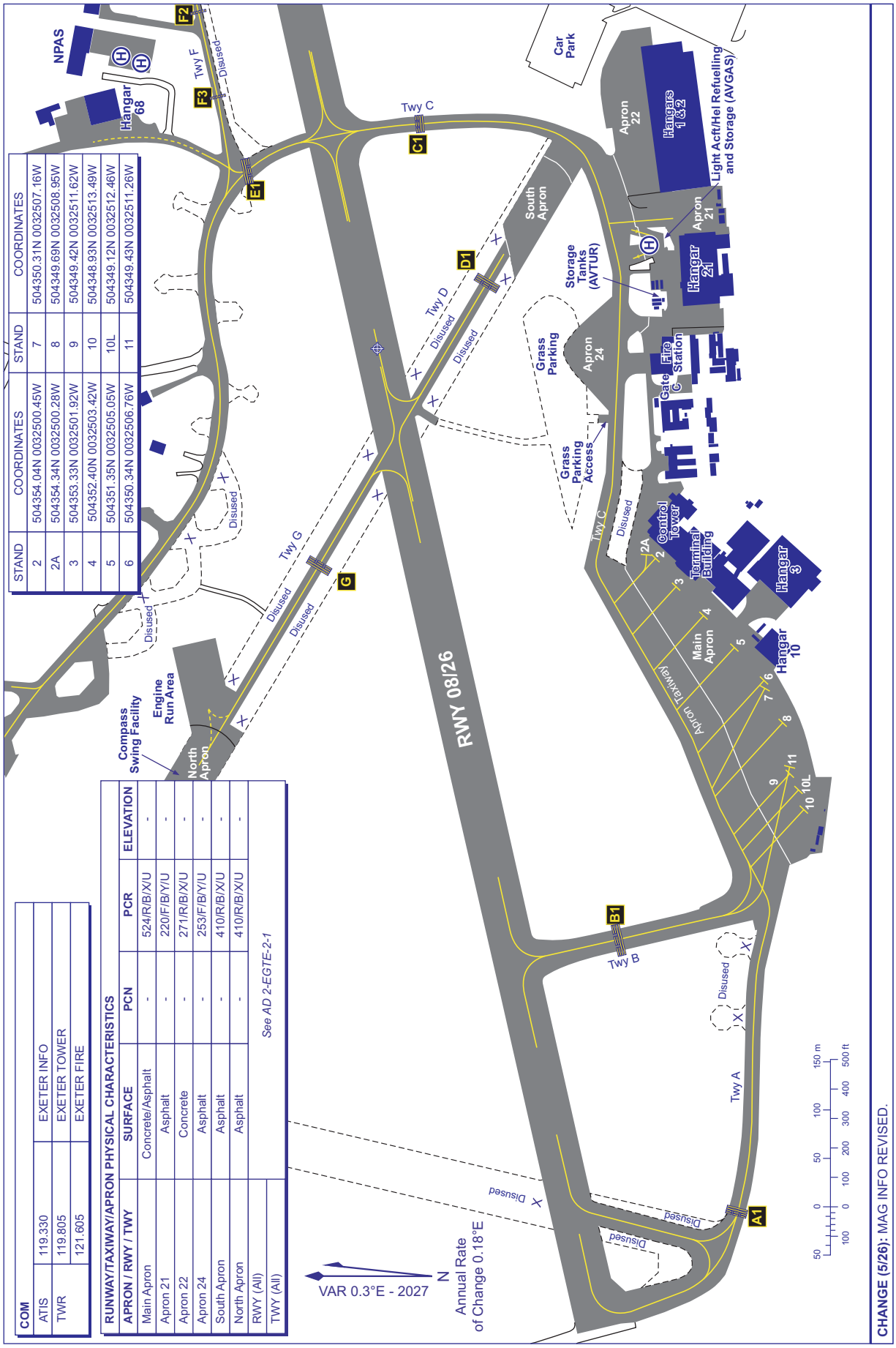
CHANGE (5/26): MAG INFO REVISED. RWY HEADINGS.

AIRCRAFT PARKING/DOCKING CHART - ICAO

EXETER EGTE

AD ELEV 102FT

ARP 504403N 0032450W



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
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
	121.605	EXETER FIRE

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)				

CHANGE (5/26): MAG INFO REVISED.

AERO INFO DATE 18 FEB 26

EGLF 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	FARNBOROUGH GROUND	121.815 DOC 2 NM/GND. Initial call for start or taxi clearance shall be made to Farnborough Tower on 122.780 MHz unless notified by ATIS broadcast that Farnborough Ground is in operation. Frequency may close earlier than 2200 (2100) when no further aerodrome movements are expected.			Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	
	FARNBOROUGH TOWER	122.780 DOC 25 NM/4,000 FT. Frequency may close earlier than 2200 (2100) when no further aerodrome movements are expected.			Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	
RADAR	FARNBOROUGH DIRECTOR	130.055 DOC 25 NM/6,000 FT.			As directed by ATC.	
	FARNBOROUGH RADAR	125.250 Odiham MATZ Penetration. DOC 40 NM/ 15,000 FT. Radar services unavailable below 1500 FT AMSL. Outside of 0800-2000 (0700-1900), aircraft may (subject to workload) receive a service from Farnborough or be requested to contact an alternative VHF frequency.			Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	
		133.440 DOC 25 NM/ 8,000 FT. Dedicated VFR/ SVFR transit request frequency.			Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	
		134.355 DOC 40 NM/8,000 FT.			Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	FARNBOROUGH INFORMATION	128.405 DOC 60 NM/ 40,000 FT.			Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	Available from 10 minutes prior to AD opening.
OTHER	FARNBOROUGH FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	FARNBOROUGH EMERGENCY	121.500 Emergency Frequency			O/R	

EGLF 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 1.14°E (2027)	IFRG	111.550 MHz	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	511656.42N 0004523.98W		(RWY 06) DME instead of Markers. Not suitable for lower than Cat I operations.
ILS/GP	IFRG	332.750 MHz	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	511630.49N 0004656.13W		3.5° ILS Ref Datum Hgt 50 FT.
ILS/LOC I 1.13°E (2027)	IFNB	111.550 MHz	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	511609.58N 0004744.59W		(RWY 24) DME instead of Markers. See AD 2.21, para 4 for information reference approved descent path. Not suitable for lower than Cat I operations.
ILS/GP	IFNB	332.750 MHz	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	511640.91N 0004624.86W		3.5° ILS Ref Datum Hgt 50 FT.
VOR/DME 1.24°E (2027) 0.6°E (2022)	OCK	100X 115.300 MHz	H24	511818.17N 0002649.86W	200 FT	RNAV Substitution Only. VOR DOC: 25 NM/25,000 FT and 35 NM/25,000 FT in the sector 114º to 289º. DME DOC: 70 NM/25,000 FT (90 NM/ 25,000 FT in Sector R059°-089°).
VOR/DME 1.17°E (2027) 0.8°E (2023)	GWC	94Y 114.750 MHz	H24	505118.79N 0004524.25W	122 FT	VOR DOC: 20 NM/50,000 FT and 55 NM/50,000 FT in the sector 304º to 134º. DME DOC: 80 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R299°-044°.

EGPF — GLASGOW

EGPF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPF — GLASGOW

EGPF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 555219N Long: 0042559W
2	Direction and distance from city	6 NM West of Glasgow.
3	Elevation / Reference temperature / Mean Low Temperature	26 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	178 FT
5	Magnetic Variation / Annual Change	0.65°W (2027) / 0.20°E
6	AD Administration	GLASGOW AIRPORT LTD
	Address	Glasgow Airport, Paisley, Strathclyde PA3 2ST.
	Telephone	0344-481 5555 (Glasgow Airport Ltd) 0141-840 8029 (ATC) 0141-840 8000 (NATS Ltd) 0141-848 4141 (Airfield Operations)
	Telefax	0141-848 4354 (Glasgow Airport Ltd) 0141-840 8011 (NATS Ltd)
	Web address	www.glasgowairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All calls to ATC are recorded.

EGPF AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	AD use subject to approval and restriction refer to AD 2.20 item 1 and to AD 2.21.

EGPF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Normal facilities. Nearest railway siding: Paisley (Greenlaw) 1.5 NM.
2	Fuel and oil types	AVTUR JET A-1.
3	Fuelling facilities/capacity	Pentland Aviation and Signature Aviation Services, by bowser.
4	De-icing facilities	Available via Handling Agent.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Limited by arrangement.

7	Remarks	All operators, including Executive and Private General Aviation, must make prior arrangements with a handling agent for ground handling of all flights. Handling Services are available H24 from: Gama Aviation Tel: 0141-370 1900 Fax: 0141-370 1901 Email: fbo.gla@gamaaviation.com VHF: 131.965 MHz Menzies Aviation Tel: 0141-848 4264 / 0141-842 7502 Fax: 0141-842 7654 Email: gla-ops1@menziesaviation.com SITA: GLAKKEI / GLAOO7X RTF: 131.405 MHz Signature Flight Support Tel: 0141-887 8348 Fax: 0141-887 9099 URL: www.signatureflight.com VHF: 131.615 MHz Swissport GB Ltd Tel: 0141-887 1808 Fax: 0141-848 5268 Email: gla.groundhandling@swissport.com SITA: GLAKKXH/GLAPLXH VHF: 131.55 MHz

EGPF AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels on the airport and in the vicinity.
2	Restaurants	Restaurant, buffet and bars.
3	Transportation	Coaches, taxis and private car hire. Nearest railway station: Paisley (Gilmour Street) 1.25 NM.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	ATM and post box available in terminal.
6	Tourist Office	
7	Remarks	Tourist Information office available.

EGPF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A9 H24. RFF upgraded to Category A10 daily between 1100-1500. Outside the promulgated Category A10 upgrade hours, RFF can be increased on a PPR basis via Airport Coordination Limited or via Glasgow Airport Duty Manager on 01418-484510.
2	Rescue equipment	Details available on request from aerodrome.
3	Capability for removal of disabled aircraft	Light aircraft only. Contact 0141-848 4141. H24.
4	Remarks	

EGPF AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. Winter Plan available on request.
3	Remarks	Latest information from: Snow clearance base 0141-848 4141 and 0141-848 4511/12.

AERODROME CHART - ICAO

ARP 555219N 0042559W

AD ELEV 26FT

GLASGOW
EGPF

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCN**
RWY 05/23	Grooved Asphalt	65/R/B/W/T
TWY A, B, D, E, F & G	Asphalt	-
TWY J	Asphalt	-
TWY T	Asphalt	-
TWY W	Concrete	-
TWY Y	Concrete/Asphalt	-
TWY Z	Concrete/Asphalt	-
Apron (All)	*See AD 2-EGPF-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	**72**
HEIGHTS IN FEET ABOVE AD	(46)

Black Cart Water

Rwy **23** Thr Elev **21**
555241.07N 0042518.43W
(GUND Elevation 178)

I-UU 110.10°
555251.73N 0042458.59W

GLASGOW
I-UU & I-OO
110.10°
(Ch 38X)
555210.74N 0042602.27W
34'

GLW 331
555211.17N 0042601.06W

ILS GP
Anemometer
227°W
23
Twy B
Twy A
A1
A2
B1
PAPI (3°)
MEHT 56
Radar
Anemometer
Twy W
Apron Whiskey
Twy Y
Twy A
RVP
Highest Elev in TDZ **23**
555228.25N 0042542.43W
(GUND Elevation 178)

GLASGOW
GOW
115.40°
(Ch 101X)
555213.81N 0042644.60W
46'

Engine Run-up Area
Y1
Disused
T1
15mx15m
Gama Apron
Gama Maintenance Hangars
TLOF **GAMA** Elev **21**
(Centre)
555222.00N 0042531.10W
(GUND Elevation 178)
Twy Z
2661m x 45m
Fire Training Area
A3
Twy A
Control Tower
Twy Q
Twy D
Twy J
Royal Pan
Juliet Apron
Fire Station
Juliet 8
Z1
D1
Twy G
ILS GP
Anemometer
PAPI (3°)
MEHT 60
Rwy **05** Thr Elev **26**
555148.53N 0042656.59W
(GUND Elevation 178)
Highest Elev in TDZ
E1
Twy E
Apron
International Pier
Twy M
Twy L
Twy K
Twy N
I-OO 110.10°
555138.27N 0042715.83W
047°M
05
151m Stopway
Twy F
Twy G
F1
G1
Twy C
G2
Terminal Building
Mobile Obstacle Vehicles **38** (12)
72 (46)
33 (7)
49 (23)
68 (42)
White Cart Water

63 (37)
25

100 0 100 200 300 m
500 0 500 1000 ft

COM		
ATIS	129.580	GLASGOW INFORMATION
TWR	118.805	GLASGOW TOWER
	121.705 (GMC)	GLASGOW GROUND
	121.605	GLASGOW FIRE

LIGHTING	
THR 05/23	HI green with HI elev green W bars.
RWY 05/23	HI elev bi-d edge with LI omni-d component. HI bi-d colour coded C/L. HI 914 m TDZ. End lights red.
TWY	Green C/L. Yellow/Green C/L on exit taxiways. Alternate flashing yellow RWY guard lights at all RWY holds. Red Stop Bars at TWY links A, B, D, E, F & G.

N
VAR 0.7°W - 2027
Annual Rate of Change 0.20°E

CHANGE (5/26): MAG INFO REVISED. RWY HEADINGS.

AERO INFO DATE 18 FEB 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 555219N 0042559W

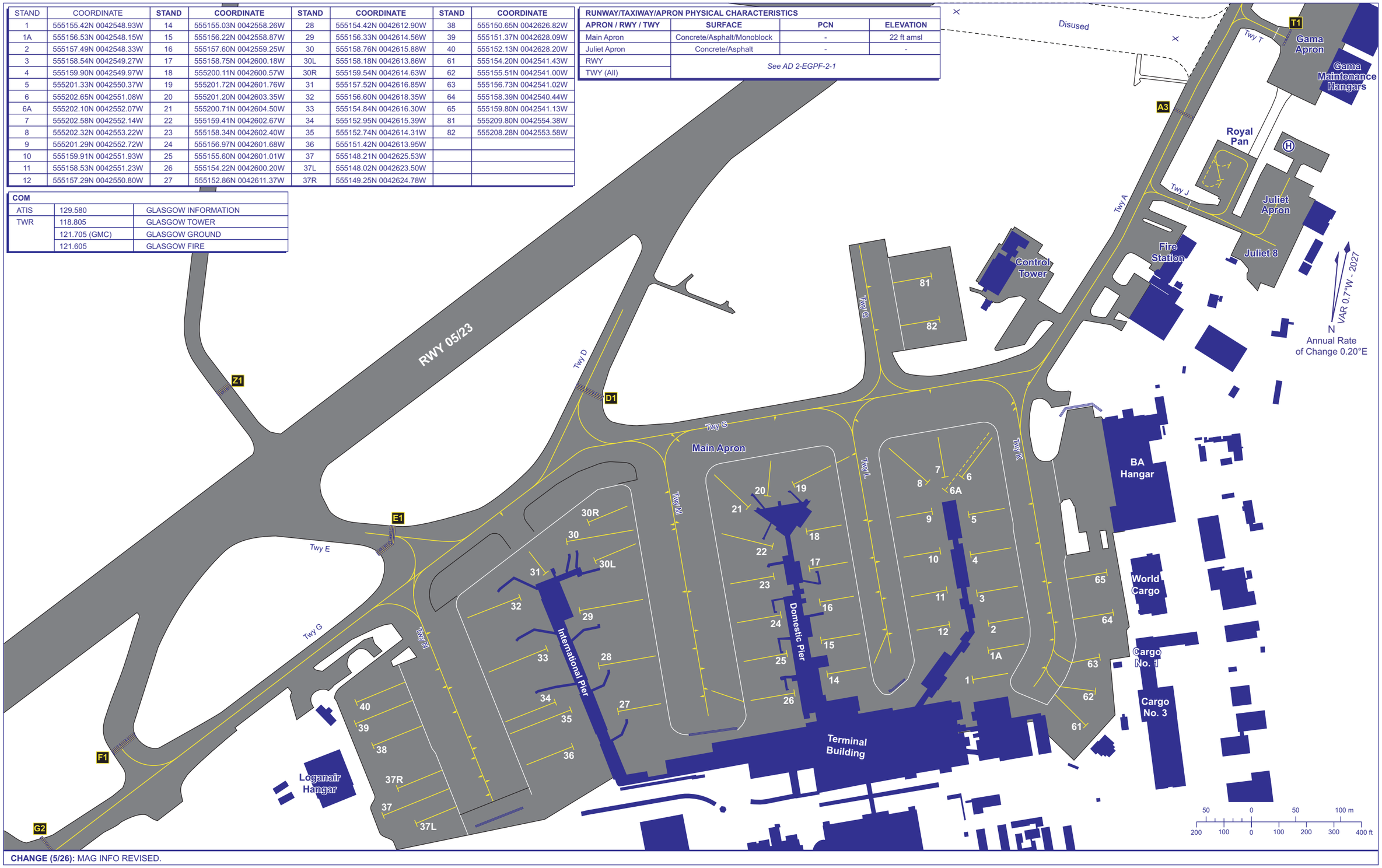
AD ELEV 26FT

GLASGOW
EGPF

STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE
1	555155.42N 0042548.93W	14	555155.03N 0042558.26W	28	555154.42N 0042612.90W	38	555150.65N 0042626.82W
1A	555156.53N 0042548.15W	15	555156.22N 0042558.87W	29	555156.33N 0042614.56W	39	555151.37N 0042628.09W
2	555157.49N 0042548.33W	16	555157.60N 0042559.25W	30	555158.76N 0042615.88W	40	555152.13N 0042628.20W
3	555158.54N 0042549.27W	17	555158.75N 0042600.18W	30L	555158.18N 0042613.86W	61	555154.20N 0042541.43W
4	555159.90N 0042549.97W	18	555200.11N 0042600.57W	30R	555159.54N 0042614.63W	62	555155.51N 0042541.00W
5	555201.33N 0042550.37W	19	555201.72N 0042601.76W	31	555157.52N 0042616.85W	63	555156.73N 0042541.02W
6	555202.65N 0042551.08W	20	555201.20N 0042603.35W	32	555156.60N 0042618.35W	64	555158.39N 0042540.44W
6A	555202.10N 0042552.07W	21	555200.71N 0042604.50W	33	555154.84N 0042616.30W	65	555159.80N 0042541.13W
7	555202.58N 0042552.14W	22	555159.41N 0042602.67W	34	555152.95N 0042615.39W	81	555209.80N 0042554.38W
8	555202.32N 0042553.22W	23	555158.34N 0042602.40W	35	555152.74N 0042614.31W	82	555208.28N 0042553.58W
9	555201.29N 0042552.72W	24	555156.97N 0042601.68W	36	555151.42N 0042613.95W		
10	555159.91N 0042551.93W	25	555155.60N 0042601.01W	37	555148.21N 0042625.53W		
11	555158.53N 0042551.23W	26	555154.22N 0042600.20W	37L	555148.02N 0042623.50W		
12	555157.29N 0042550.80W	27	555152.86N 0042611.37W	37R	555149.25N 0042624.78W		

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**PCN**	**ELEVATION**
Main Apron	Concrete/Asphalt/Monoblock	-	22 ft amsl
Juliet Apron	Concrete/Asphalt	-	-
RWY	*See AD 2-EGPF-2-1*		
TWY (All)			

COM		
ATIS	129.580	GLASGOW INFORMATION
TWR	118.805	GLASGOW TOWER
	121.705 (GMC)	GLASGOW GROUND
	121.605	GLASGOW FIRE



CHANGE (5/26): MAG INFO REVISED.

AERO INFO DATE 18 FEB 26

AERODROME CHART
A380 GROUND MOVEMENT - ICAO

ARP 555219N 0042559W

AD ELEV 26FT

GLASGOW
EGPF



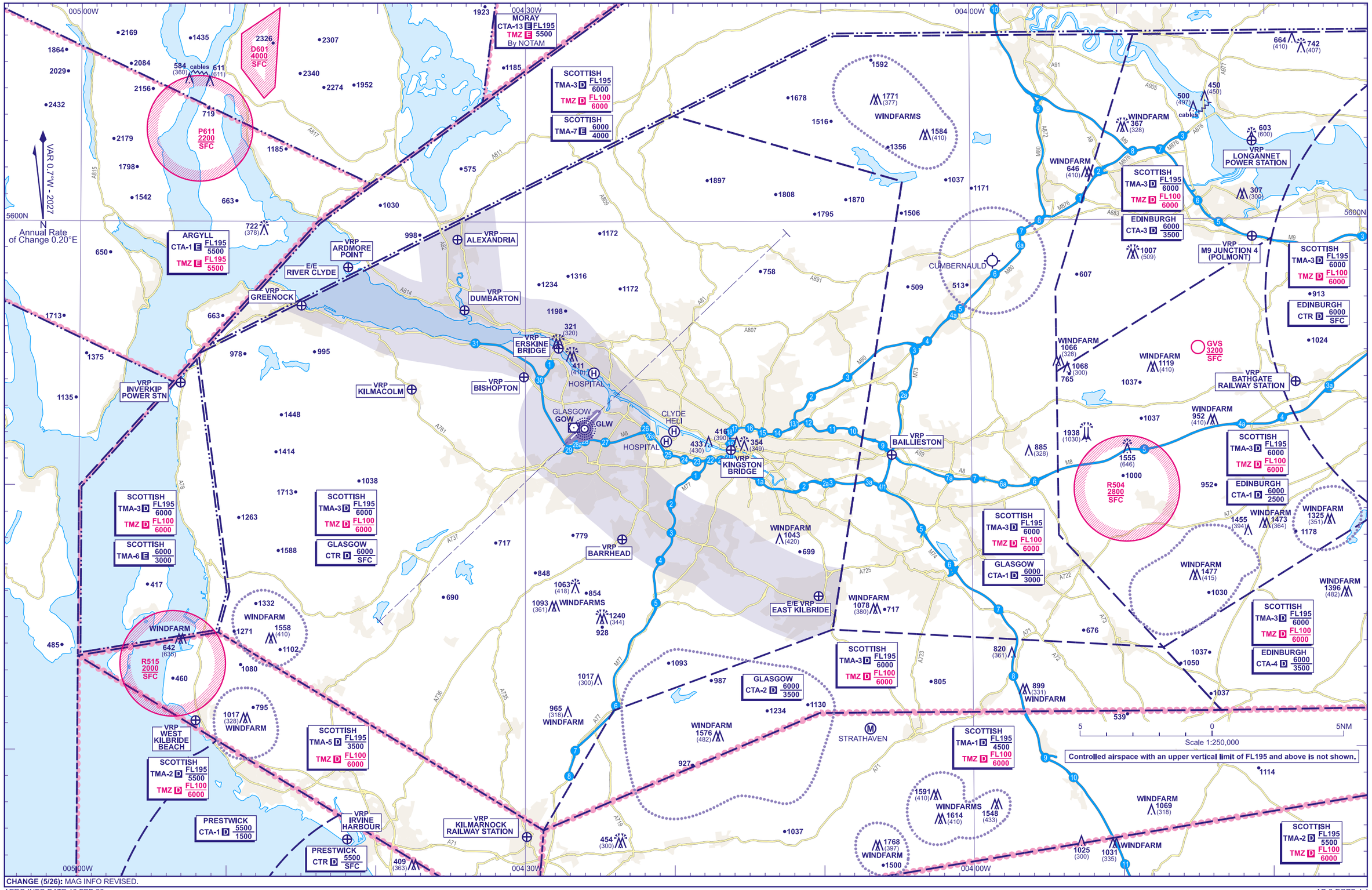
CHANGE (5/26): MAG INFO REVISED.

AERO INFO DATE 18 FEB 26

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CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs

GLASGOW



CHANGE (5/26): MAG INFO REVISED.

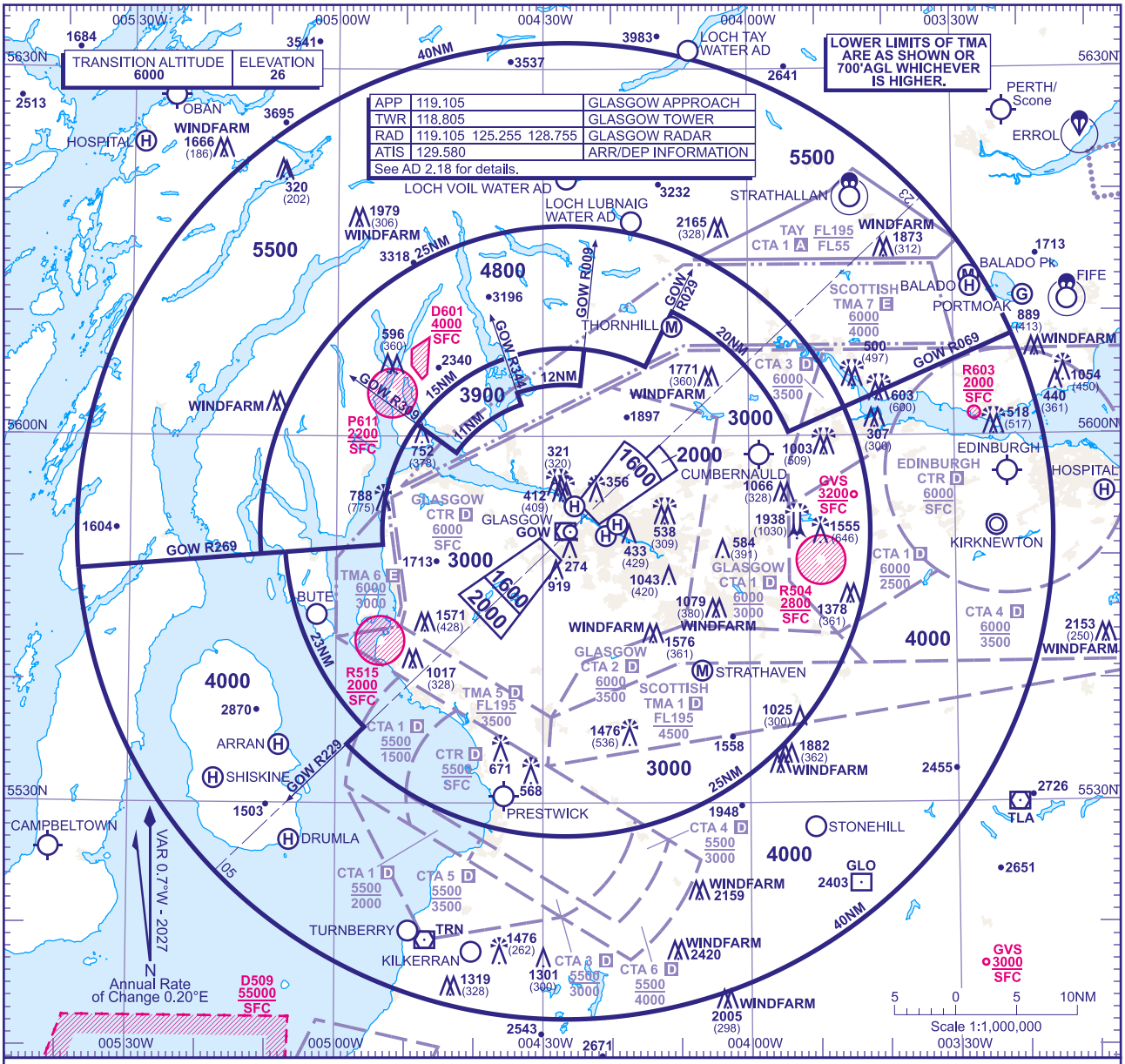
AERO INFO DATE 18 FEB 26

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1938
HEIGHTS IN FEET AGL (1030)

GLASGOW



MINIMUM INITIAL ALTITUDE
For coordinates see EGPF 5-2.

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*, or
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 **3500**, or last assigned level if higher, to **GOW 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 **GOW 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 or the procedure for the Scottish TMA & Glasgow CTA detailed at EGPF AD 2.22.

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. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
5. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
6. **RWY 05: Further descent to 2000/1600 may be given within the approach areas shown when an aircraft is either established on the final approach track or an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
   RWY 23: Pilots should not accept descent below 3000FT unless established on a 40° or less, closing heading to the final approach track and within 9.5NM from the runway threshold when closing from the south and 8NM from the runway threshold when closing from the north and instructed to intercept the ILS LOC or specified VOR approach radial.
7. **RWY 23: Aircraft shall not be vectored to an NDB approach.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (5/26): MAG INFO REVISED.

AERO INFO DATE 18 FEB 26

AD 2-EGPF-5-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

GLASGOW

MINIMUM INITIAL ALTITUDE

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

a) **5500** in the sector defined by the lateral limits; 554902N 0053728W thence clockwise by an arc of a circle 40NM centred on 555214N 0042645W to 560815N 0032129W - 560218N 0034604W thence anticlockwise by an arc of a circle 25NM centred on 555214N 0042645W - 555019N 0051058W - 554902N 0053728W.

b) **4000** in the sector defined by the lateral limits; 554902N 0053728W - 555029N 0050726W thence anticlockwise by an arc of a circle 23NM centered on 555214N 0042645W to 553612N 0045552W - 553448N 0045823W thence anticlockwise by an arc of a circle 25NM centred on 555214N 0042645W to 560218N 0034604W - 560815N 0032129W thence clockwise by an arc of a circle 40NM centred on 555214N 0042645W to 554902N 0053728W.

c) **4800** in the sector defined by the lateral limits; 555019N 0051058W thence clockwise by an arc of a circle 25NM centred on 555214N 0042645W to 560218N 0034604W - 560019N 0035413W thence anticlockwise by an arc of a circle 20NM centred on 555214N 0042645W to 561010N 0041107W - 560541N 0041503W thence anticlockwise by an arc of a circle 15NM centred on 555214N 0042645W to 555107N 0045317W - 555019N 0051058W.

d) **3900** in the sector defined by the lateral limits; 560059N 0044824W thence clockwise by an arc of a circle 15NM centred on 555214N 0042645W to 560707N 0042359W - 560409N 0042433W thence anticlockwise by an arc of a circle 12NM centred on 555214N 0042645W to 560333N 0043345W - 560236N 0043310W thence anticlockwise by an arc of a circle 11NM centred on 555214N 0042645W to 555839N 0044236W - 560059N 0044824W.

e) **3000** in the sector defined by the lateral limits; 555029N 0050726W - 555107N 0045317W thence clockwise by an arc of a circle 15NM centred on 555214N 0042645W to 560059N 0044824W - 555839N 0044236W thence clockwise by an arc of a circle 11NM centred on 555214N 0042645W to 560236N 0043310W - 560333N 0043345W thence clockwise by an arc of a circle 12NM centred on 555214N 0042645W to 560409N 0042433W - 560707N 0042359W thence clockwise by an arc of a circle 15NM centred on 555214N 0042645W to 560541N 0041503W - 561010N 0041107W thence clockwise by an arc of a circle 20NM centred on 555214N 0042645W to 560019N 0035413W - 560218N 0034604W thence clockwise by an arc of a circle 25NM centred on 555214N 0042645W to 553448N 0045823W - 553612N 0045552W thence clockwise by an arc of a circle 23NM centred on 555214N 0042645W to 555029N 0050726W.

For further descent see note 6 in General Information.

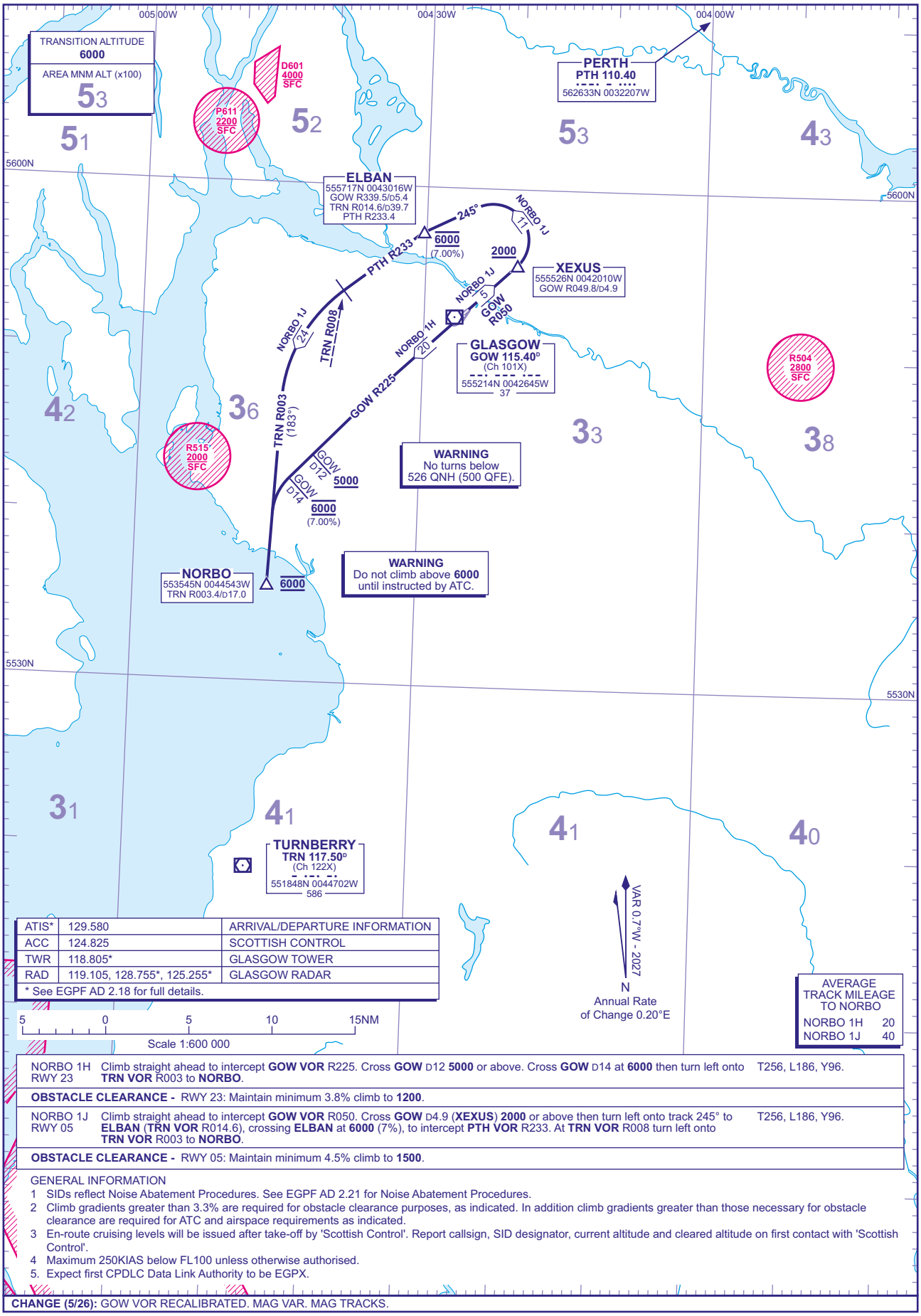
CHANGE (7/17): SPECIFICATION UPDATE ONLY, NO CHANGE TO CONTENT.

AERO INFO DATE 27 MAR 17

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW
NORBO (Jet aircraft only)



ATIS*	129.580	ARRIVAL/DEPARTURE INFORMATION
ACC	124.825	SCOTTISH CONTROL
TWR	118.805*	GLASGOW TOWER
RAD	119.105, 128.755*, 125.255*	GLASGOW RADAR
* See EGPF AD 2.18 for full details.		

NORBO 1H RWY 23	Climb straight ahead to intercept **GOW VOR** R225. Cross **GOW** D12 **5000** or above. Cross **GOW** D14 at **6000** then turn left onto **TRN VOR** R003 to **NORBO**.	T256, L186, Y96.
OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to **1200**.		
NORBO 1J RWY 05	Climb straight ahead to intercept **GOW VOR** R050. Cross **GOW** D4.9 (**XEXUS**) **2000** or above then turn left onto track 245° to **ELBAN** (**TRN VOR** R014.6), crossing **ELBAN** at **6000** (7%), to intercept **PTH VOR** R233. At **TRN VOR** R008 turn left onto **TRN VOR** R003 to **NORBO**.	T256, L186, Y96.
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **1500**.		

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5. Expect first CPDLC Data Link Authority to be EGPX.

CHANGE (5/26): GOW VOR RECALIBRATED. MAG VAR. MAG TRACKS.

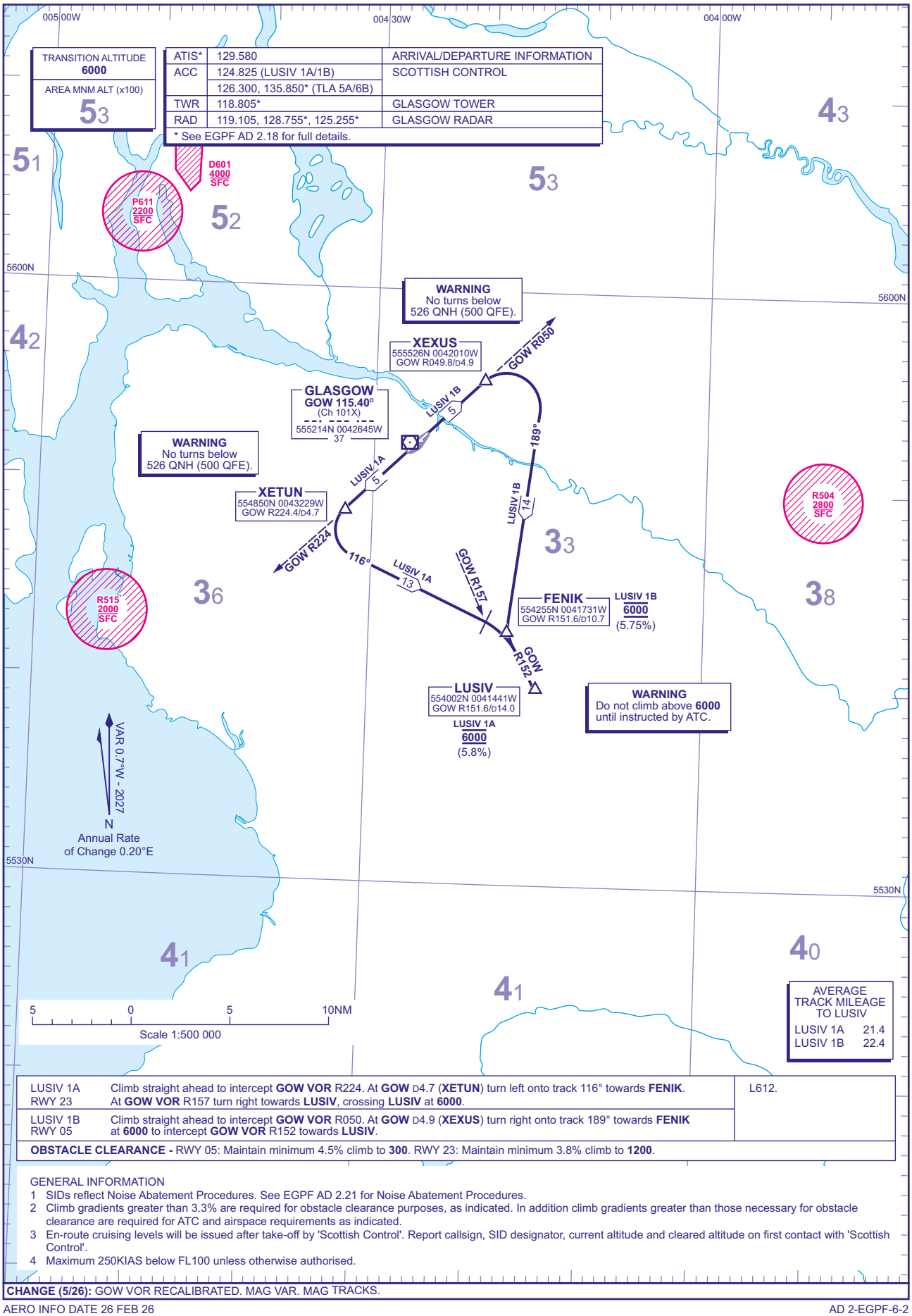
AERO INFO DATE 26 FEB 26

AD 2-EGPF-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW
LUSIV (Non-jet aircraft only)



LUSIV 1A RWY 23	Climb straight ahead to intercept **GOW VOR** R224. At **GOW** D4.7 (**XETUN**) turn left onto track 116° towards **FENIK**. At **GOW VOR** R157 turn right towards **LUSIV**, crossing **LUSIV** at **6000**.	L612.
LUSIV 1B RWY 05	Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn right onto track 189° towards **FENIK** at **6000** to intercept **GOW VOR** R152 towards **LUSIV**.	
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **300**. RWY 23: Maintain minimum 3.8% climb to **1200**.		

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.

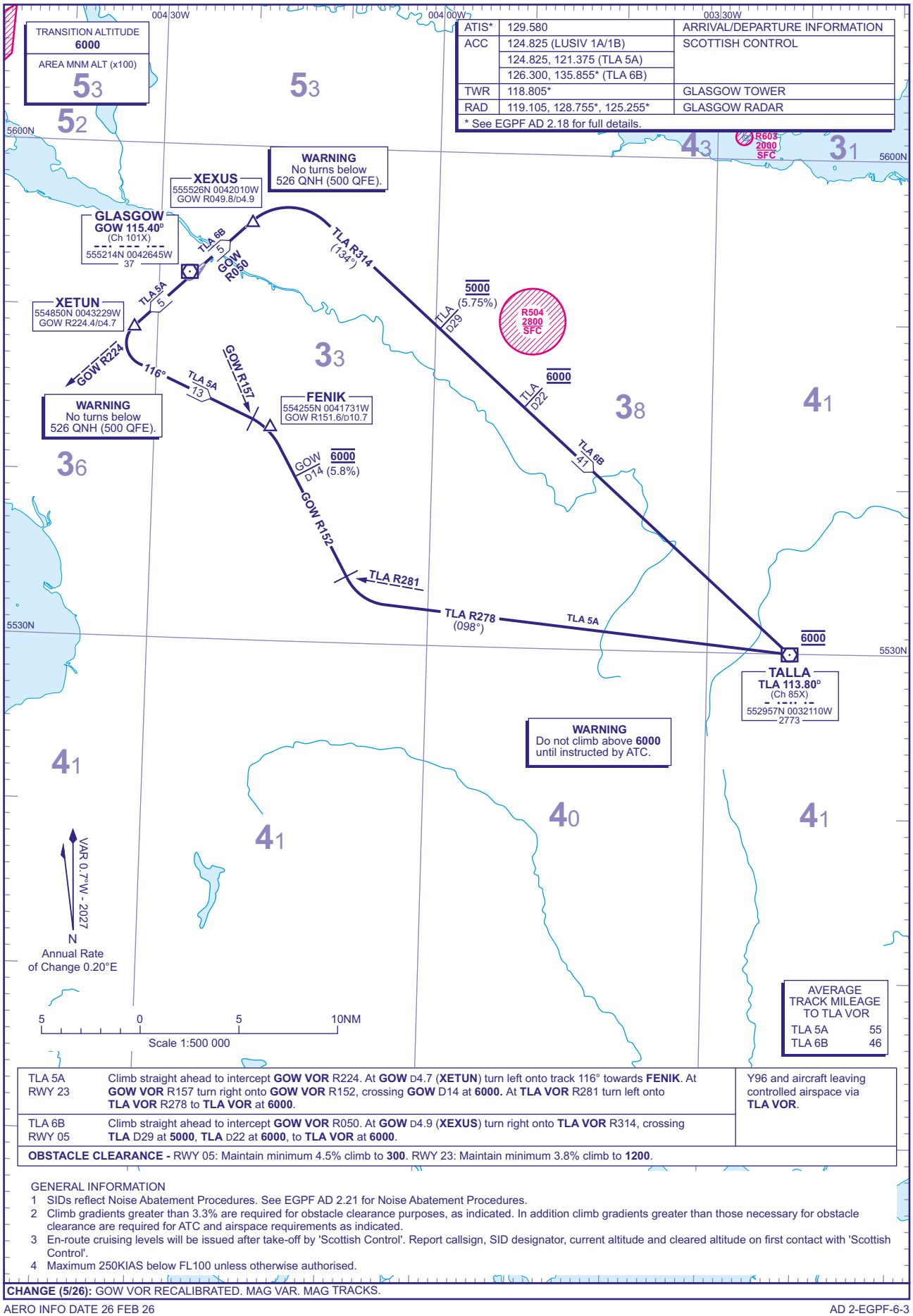
CHANGE (5/26): GOW VOR RECALIBRATED. MAG VAR. MAG TRACKS.

AERO INFO DATE 26 FEB 26
AD 2-EGPF-6-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW
TALLA (Non-jet aircraft only)



TLA 5A RWY 23	Climb straight ahead to intercept **GOW VOR** R224. At **GOW** D4.7 (**XETUN**) turn left onto track 116° towards **FENIK**. At **GOW VOR** R157 turn right onto **GOW VOR** R152, crossing **GOW** D14 at **6000.** At **TLA VOR** R281 turn left onto **TLA VOR** R278 to **TLA VOR** at **6000**.	Y96 and aircraft leaving controlled airspace via **TLA VOR**.
TLA 6B RWY 05	Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn right onto **TLA VOR** R314, crossing **TLA** D29 at **5000**, **TLA** D22 at **6000**, to **TLA VOR** at **6000**.	

OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **300**. RWY 23: Maintain minimum 3.8% climb to **1200**.

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.

CHANGE (5/26): GOW VOR RECALIBRATED. MAG VAR. MAG TRACKS.

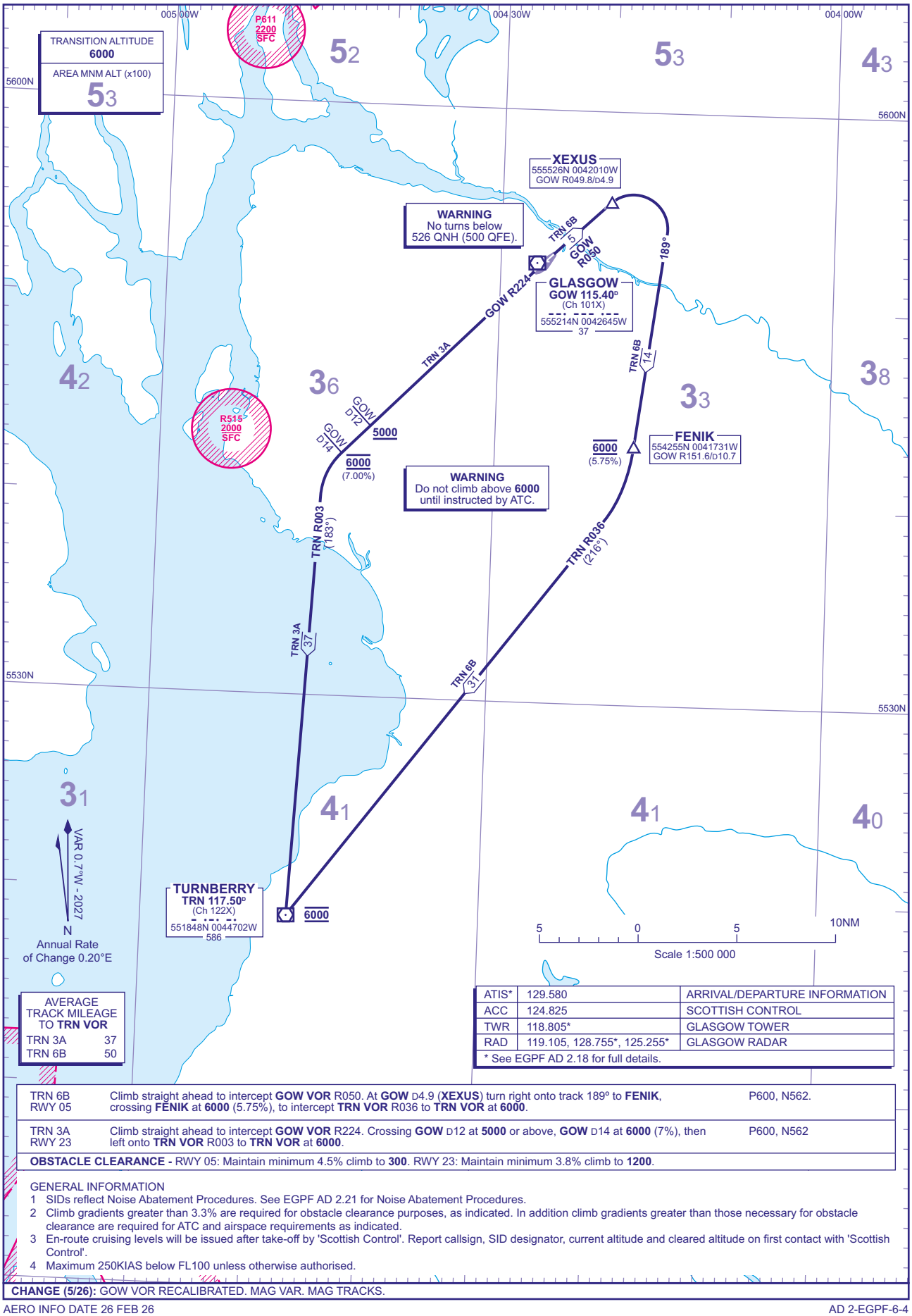
AERO INFO DATE 26 FEB 26

AD 2-EGPF-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW
TURNBERRY (Non-jet aircraft only)



AVERAGE TRACK MILEAGE TO TRN VOR	
TRN 3A	37
TRN 6B	50

ATIS*	129.580	ARRIVAL/DEPARTURE INFORMATION
ACC	124.825	SCOTTISH CONTROL
TWR	118.805*	GLASGOW TOWER
RAD	119.105, 128.755*, 125.255*	GLASGOW RADAR

* See EGPF AD 2.18 for full details.

TRN 6B RWY 05	Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn right onto track 189° to **FENIK**, crossing **FENIK** at **6000** (5.75%), to intercept **TRN VOR** R036 to **TRN VOR** at **6000**.	P600, N562.
TRN 3A RWY 23	Climb straight ahead to intercept **GOW VOR** R224. Crossing **GOW** D12 at **5000** or above, **GOW** D14 at **6000** (7%), then left onto **TRN VOR** R003 to **TRN VOR** at **6000**.	P600, N562

OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **300**. RWY 23: Maintain minimum 3.8% climb to **1200**.

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.

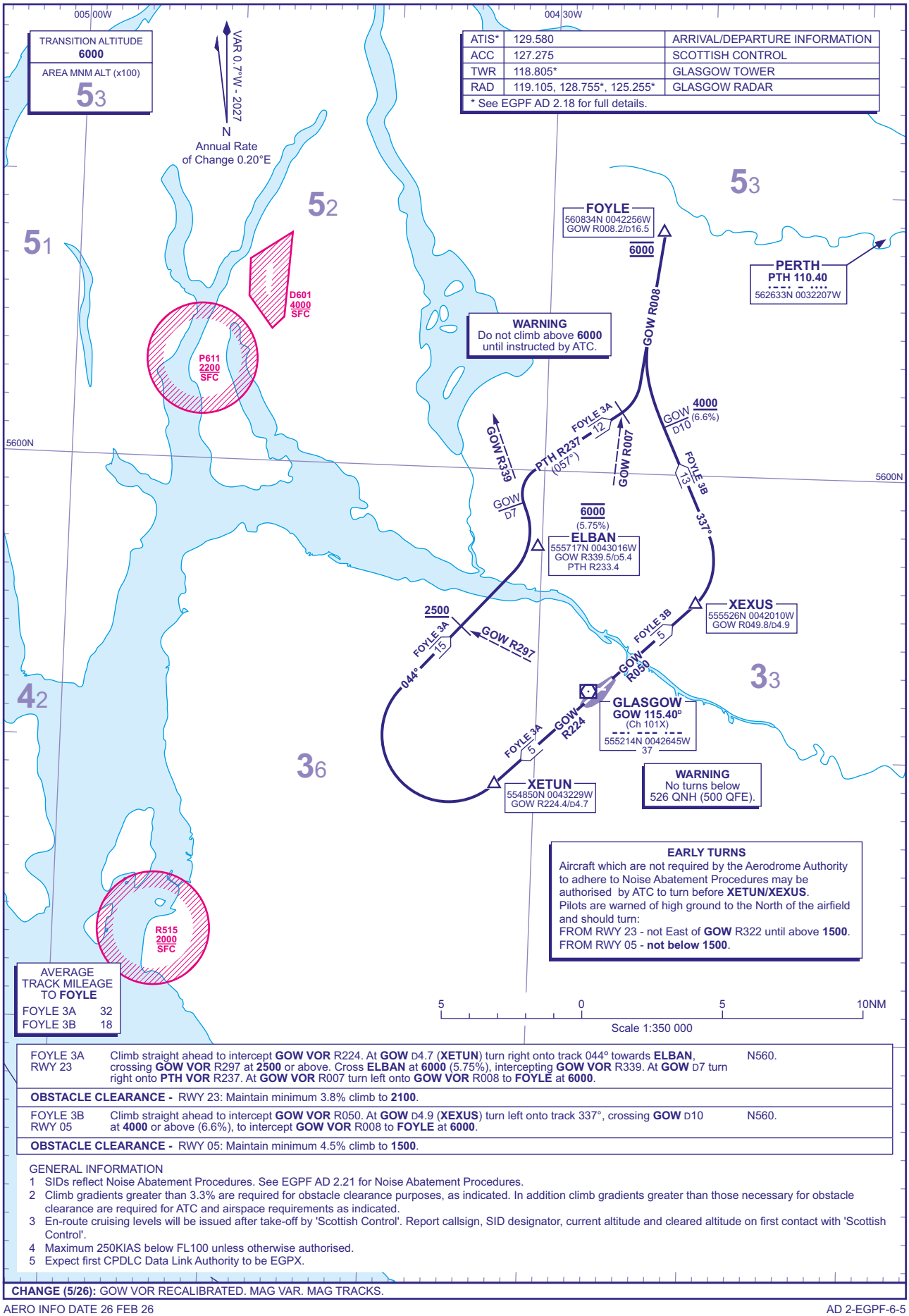
CHANGE (5/26): GOW VOR RECALIBRATED. MAG VAR. MAG TRACKS.

AERO INFO DATE 26 FEB 26

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW FOYLE



FOYLE 3A RWY 23	Climb straight ahead to intercept **GOW VOR** R224. At **GOW** D4.7 (**XETUN**) turn right onto track 044° towards **ELBAN**, crossing **GOW VOR** R297 at **2500** or above. Cross **ELBAN** at **6000** (5.75%), intercepting **GOW VOR** R339. At **GOW** D7 turn right onto **PTH VOR** R237. At **GOW VOR** R007 turn left onto **GOW VOR** R008 to **FOYLE** at **6000**.	N560.
OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to **2100**.		
FOYLE 3B RWY 05	Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn left onto track 337°, crossing **GOW** D10 at **4000** or above (6.6%), to intercept **GOW VOR** R008 to **FOYLE** at **6000**.	N560.
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **1500**.		

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

CHANGE (5/26): GOW VOR RECALIBRATED. MAG VAR. MAG TRACKS.

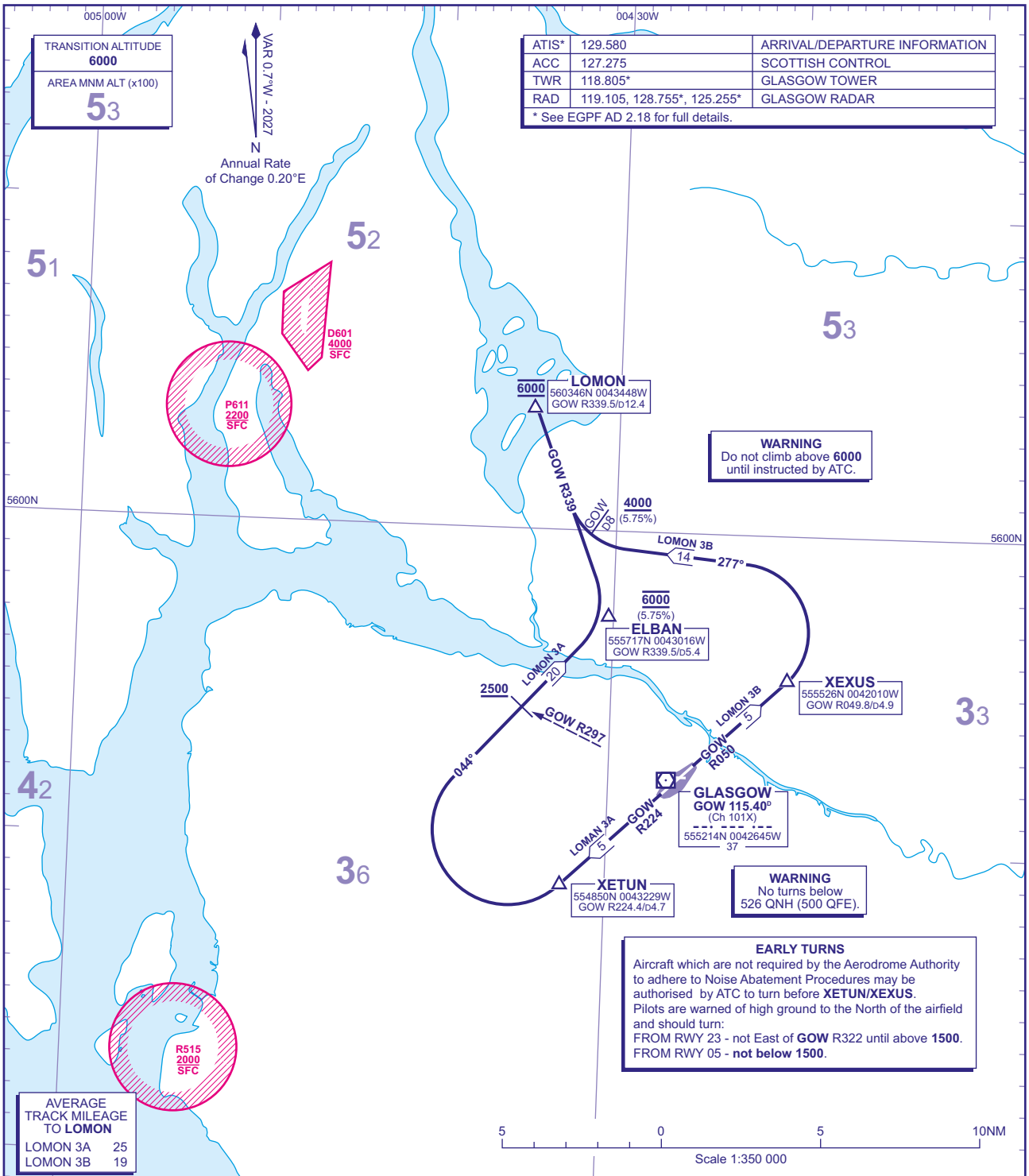
AERO INFO DATE 26 FEB 26

AD 2-EGPF-6-5

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW
LOMON



LOMON 3A RWY 23	Climb straight ahead to intercept **GOW VOR** R224. At **GOW** D4.7 (**XETUN**) turn right onto track 044° towards **ELBAN**, crossing **GOW VOR** R297 at **2500** or above. Cross **ELBAN** at **6000** (5.75%), intercepting **GOW VOR** R339 to **LOMON** at **6000**.	OAC Routes via **ATSIX**, **RATSU**.
OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to **2100**.		
LOMON 3B RWY 05	Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn left onto track 277°, crossing GOW D8 at **4000** or above (5.75%), to intercept **GOW VOR** R339 to **LOMON** at **6000** (6%).	OAC Routes via **ATSIX**, **RATSU**.
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **1500**.		

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

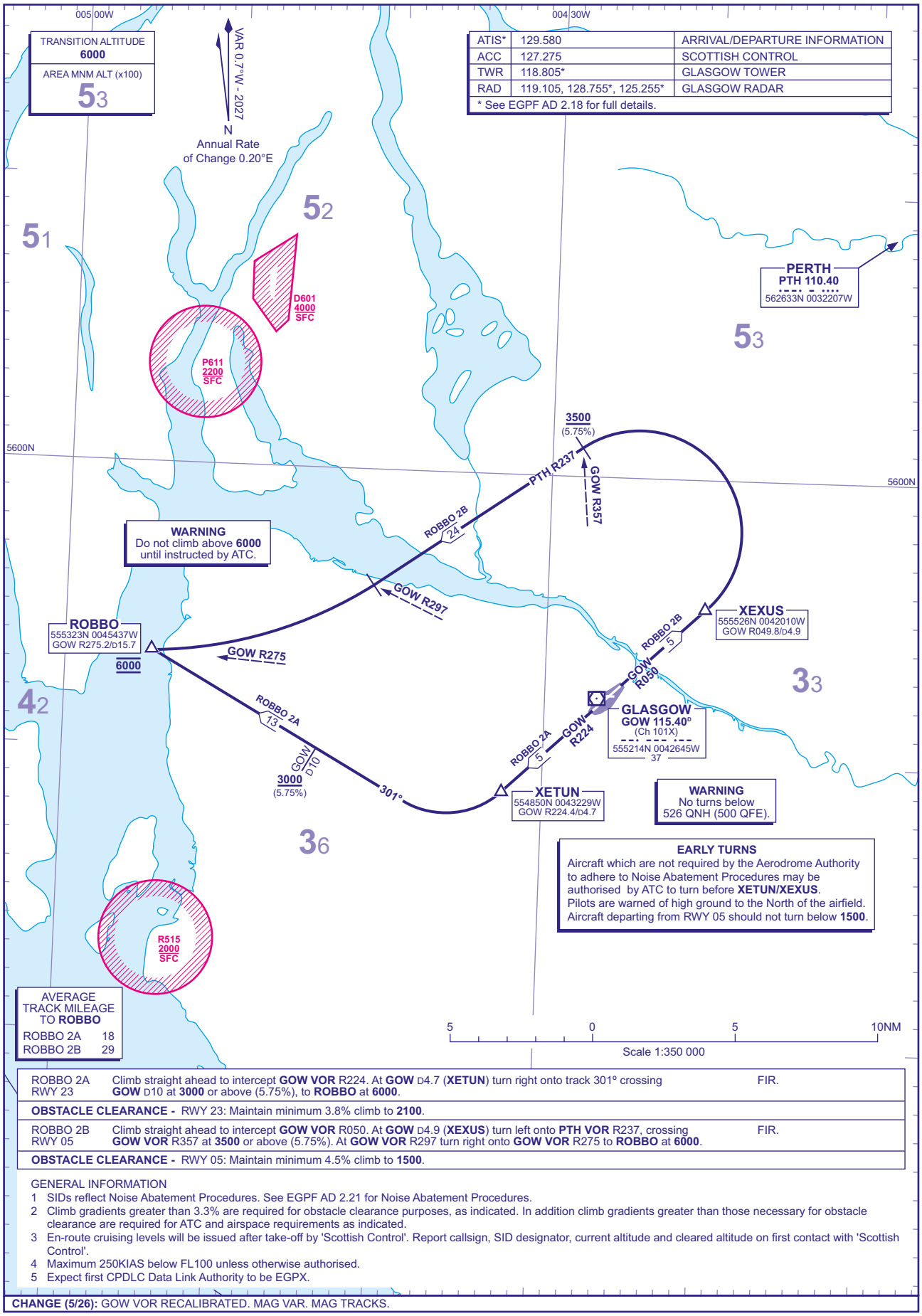
CHANGE (5/26): GOW VOR RECALIBRATED. MAG VAR. MAG TRACKS.

AERO INFO DATE 26 FEB 26

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW
ROBBO



ROBBO 2A RWY 23	Climb straight ahead to intercept **GOW VOR** R224. At **GOW** D4.7 (**XETUN**) turn right onto track 301° crossing **GOW** D10 at **3000** or above (5.75%), to **ROBBO** at **6000**.	FIR.
OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to **2100**.		
ROBBO 2B RWY 05	Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn left onto **PTH VOR** R237, crossing **GOW VOR** R357 at **3500** or above (5.75%). At **GOW VOR** R297 turn right onto **GOW VOR** R275 to **ROBBO** at **6000**.	FIR.
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **1500**.		

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

CHANGE (5/26): GOW VOR RECALIBRATED. MAG VAR. MAG TRACKS.

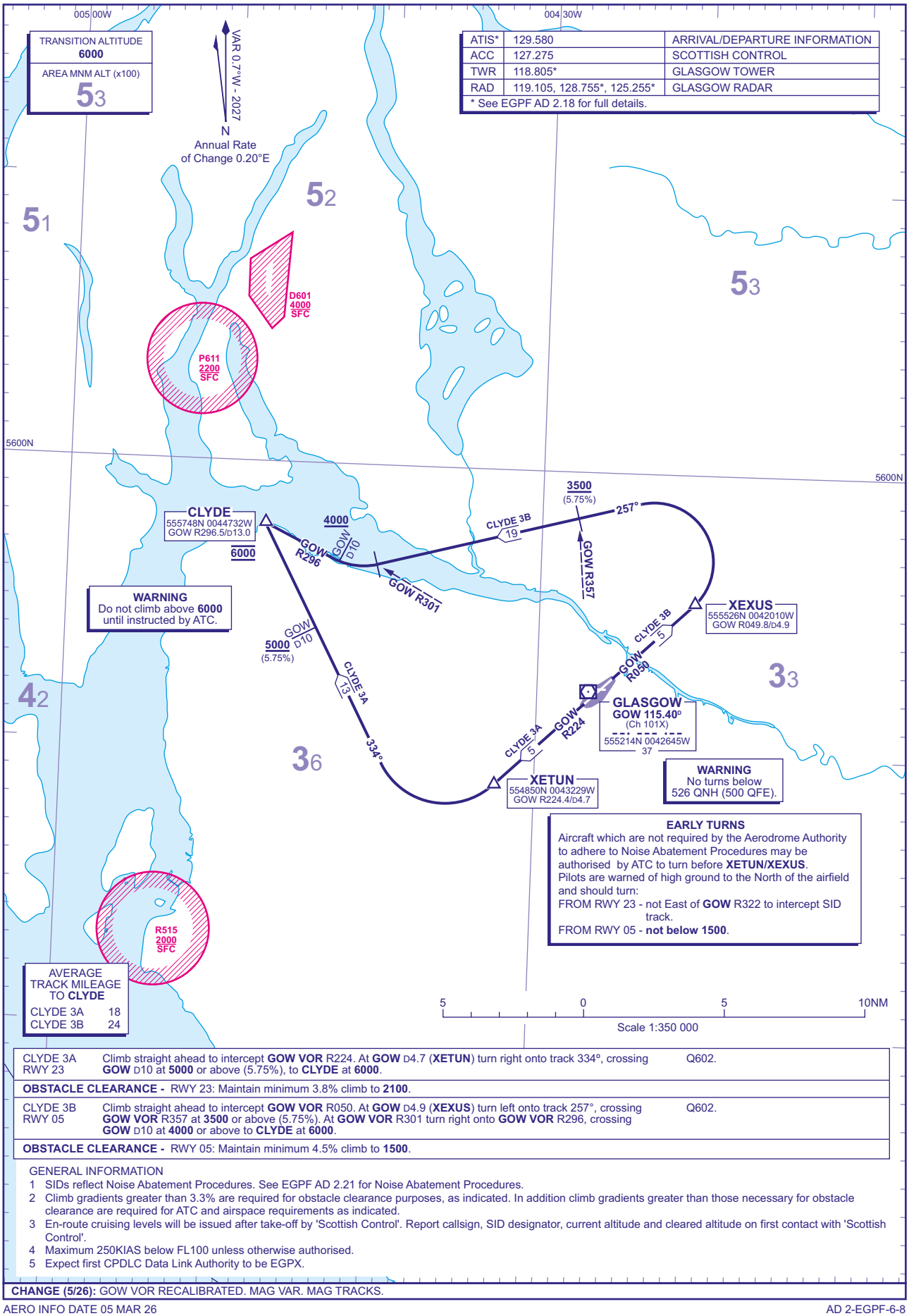
AERO INFO DATE 26 FEB 26

AD 2-EGPF-6-7

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW CLYDE



CLYDE 3A RWY 23	Climb straight ahead to intercept **GOW VOR** R224. At **GOW** D4.7 (**XETUN**) turn right onto track 334°, crossing **GOW** D10 at **5000** or above (5.75%), to **CLYDE** at **6000**.	Q602.
OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to **2100**.		
CLYDE 3B RWY 05	Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn left onto track 257°, crossing **GOW VOR** R357 at **3500** or above (5.75%). At **GOW VOR** R301 turn right onto **GOW VOR** R296, crossing **GOW** D10 at **4000** or above to **CLYDE** at **6000**.	Q602.
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **1500**.		

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

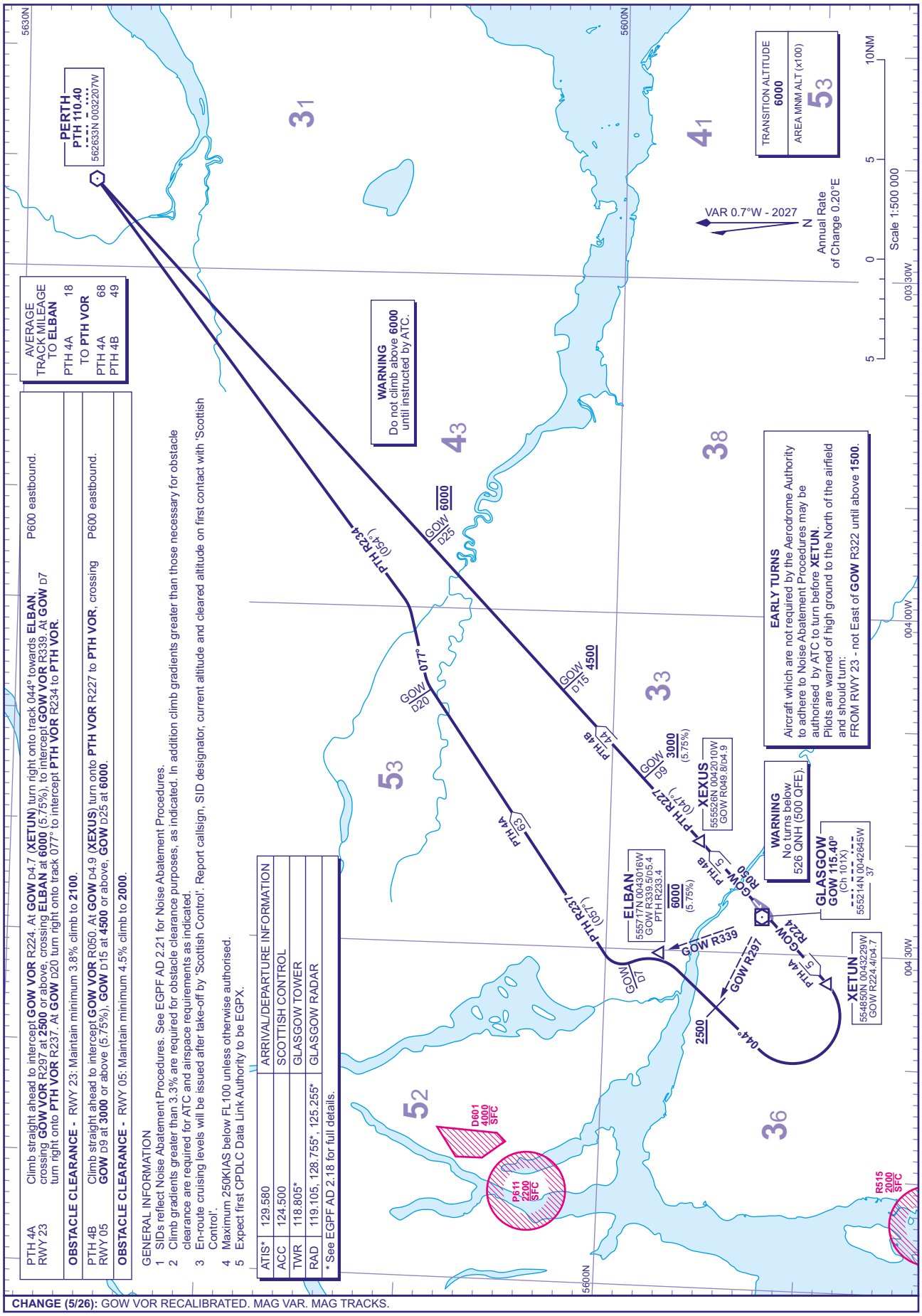
CHANGE (5/26): GOW VOR RECALIBRATED. MAG VAR. MAG TRACKS.

AERO INFO DATE 05 MAR 26
AD 2-EGPF-6-8

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW PERTH



PTH 4A RWY 23	Climb straight ahead to intercept **GOW VOR** R224. At **GOW** D4.7 (**XETUN**) turn right onto track 044° towards **ELBAN**, crossing **GOW VOR** R297 at **2500** or above, crossing **ELBAN** at **6000** (5.75%), to intercept **GOW VOR** R339. At **GOW** D7 turn right onto **PTH VOR** R237. At **GOW** D20 turn right onto track 077° to intercept **PTH VOR** R234 to **PTH VOR**. P600 eastbound.
OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to **2100**.	
PTH 4B RWY 05	Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn onto **PTH VOR** R227 to **PTH VOR**, crossing **GOW** D9 at **3000** or above (5.75%), **GOW** D15 at **4500** or above, **GOW** D25 at **6000**. P600 eastbound.
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **2000**.	

GENERAL INFORMATION

1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

ATIS*	129.580
ACC	124.500
TWR	118.805*
RAD	119.105, 128.755*, 125.255*

ARRIVAL/DEPARTURE INFORMATION
SCOTTISH CONTROL
GLASGOW TOWER
GLASGOW RADAR

* See EGPF AD 2.18 for full details.

CHANGE (5/26): GOW VOR RECALIBRATED. MAG VAR. MAG TRACKS.

AERO INFO DATE 26 FEB 26

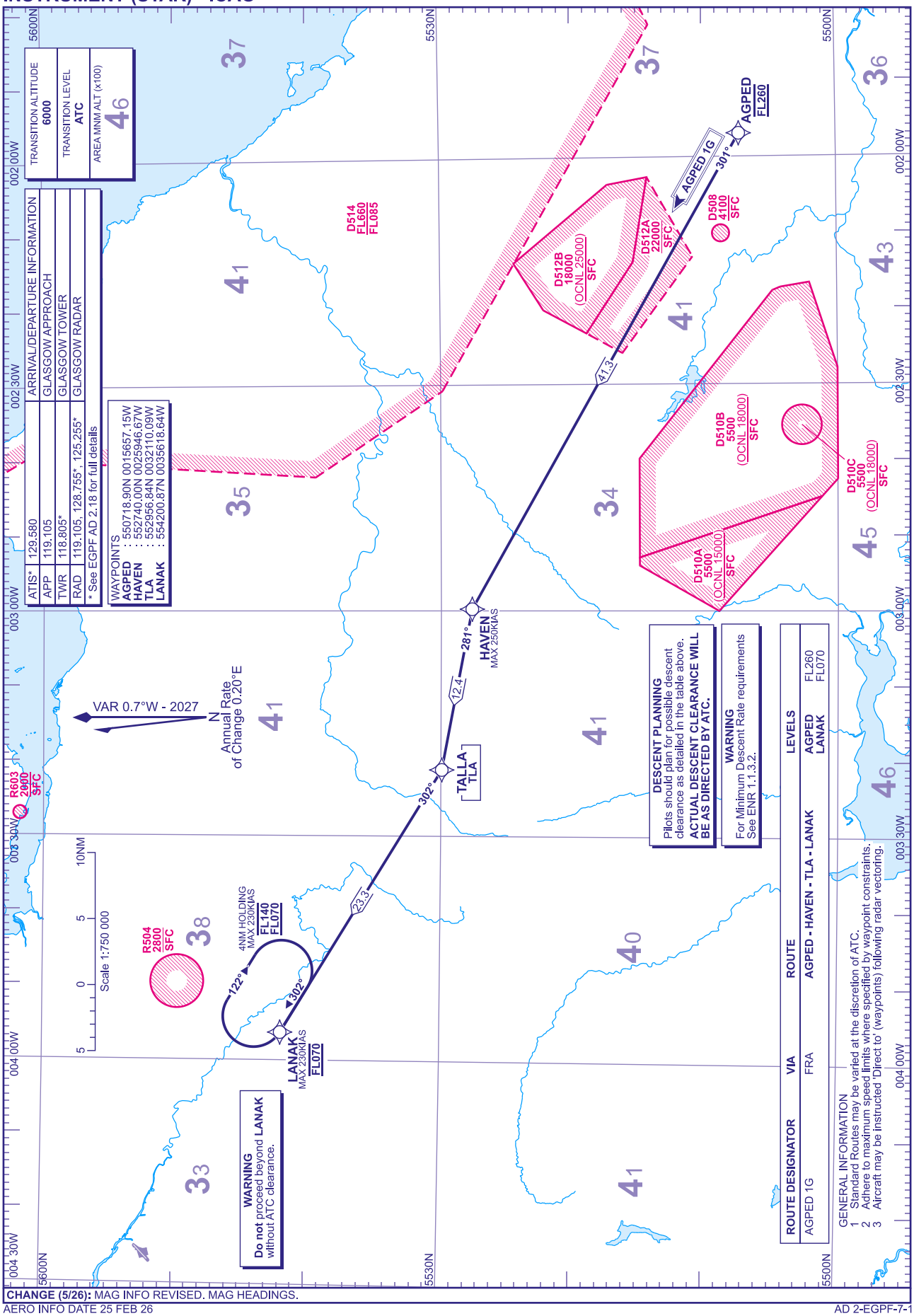
AD 2-EGPF-6-9

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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

GLASGOW AGPED 1G



CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS.

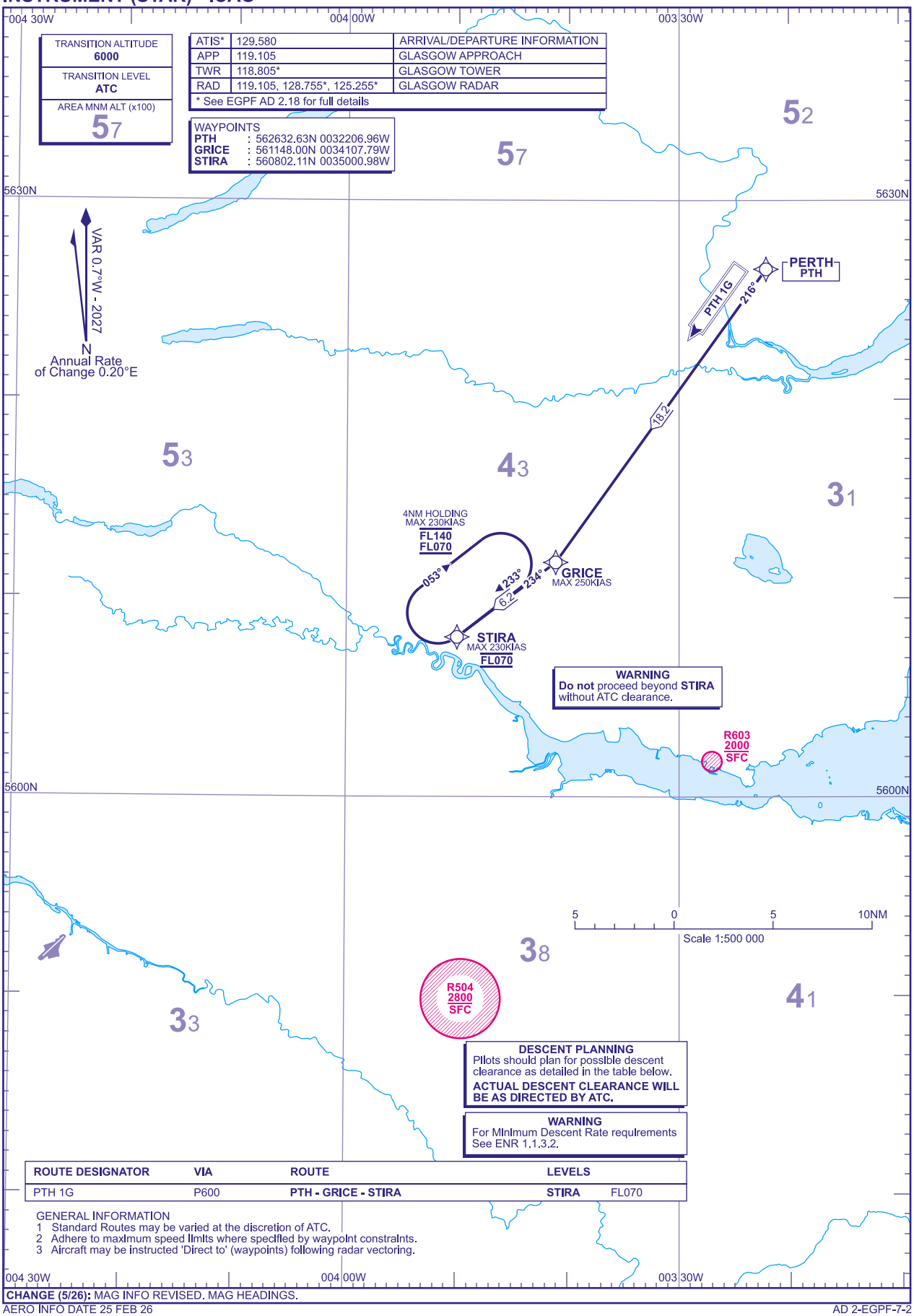
AERO INFO DATE 25 FEB 26

AD 2-EGPF-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

GLASGOW PTH 1G



CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS.

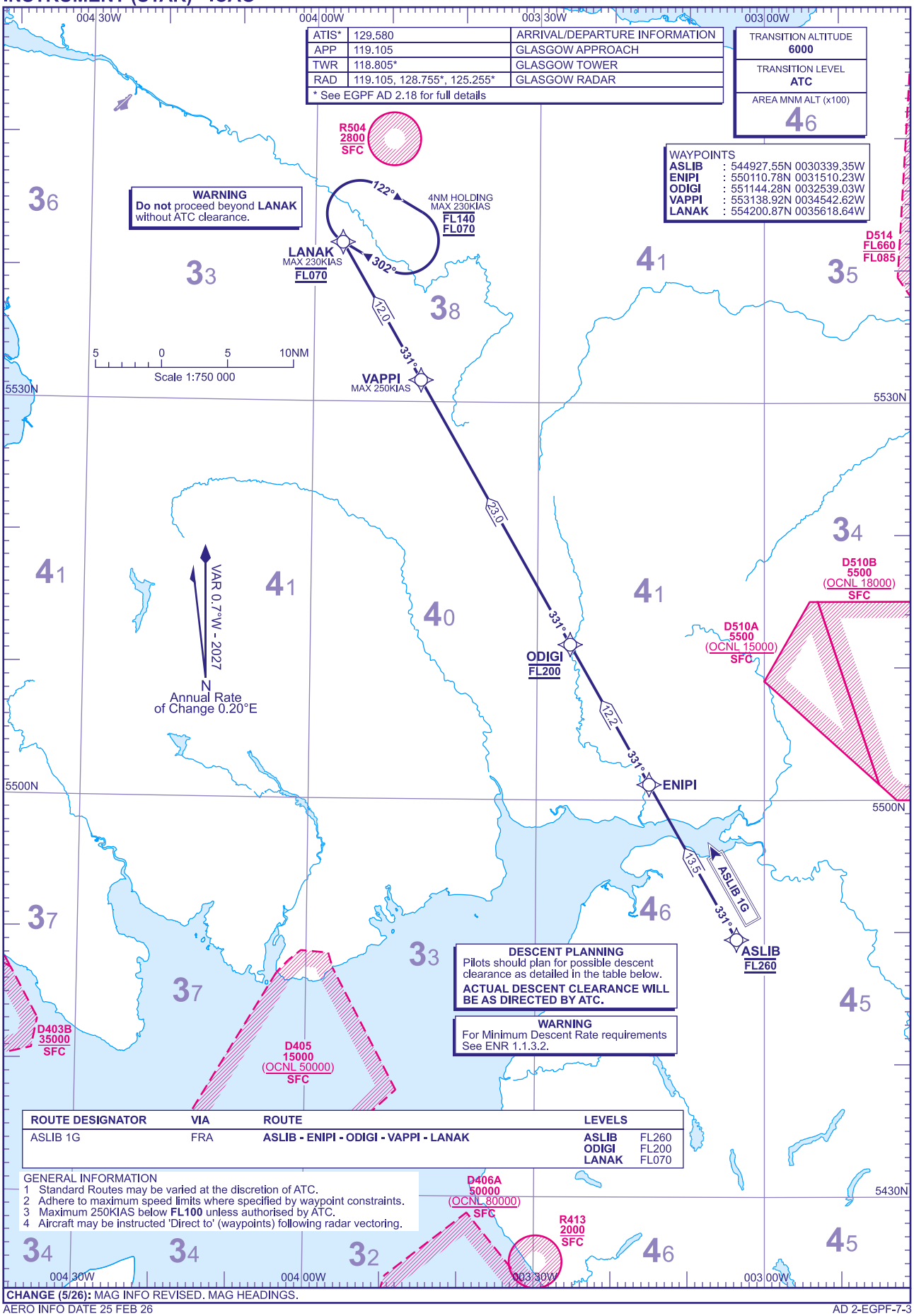
AERO INFO DATE 25 FEB 26

AD 2-EGPF-7-2

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

GLASGOW ASLIB 1G



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
ASLIB 1G	FRA	ASLIB - ENIPI - ODIGI - VAPPI - LANAK	ASLIB FL260 ODIGI FL200 LANAK 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' (waypoints) following radar vectoring.

CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS.

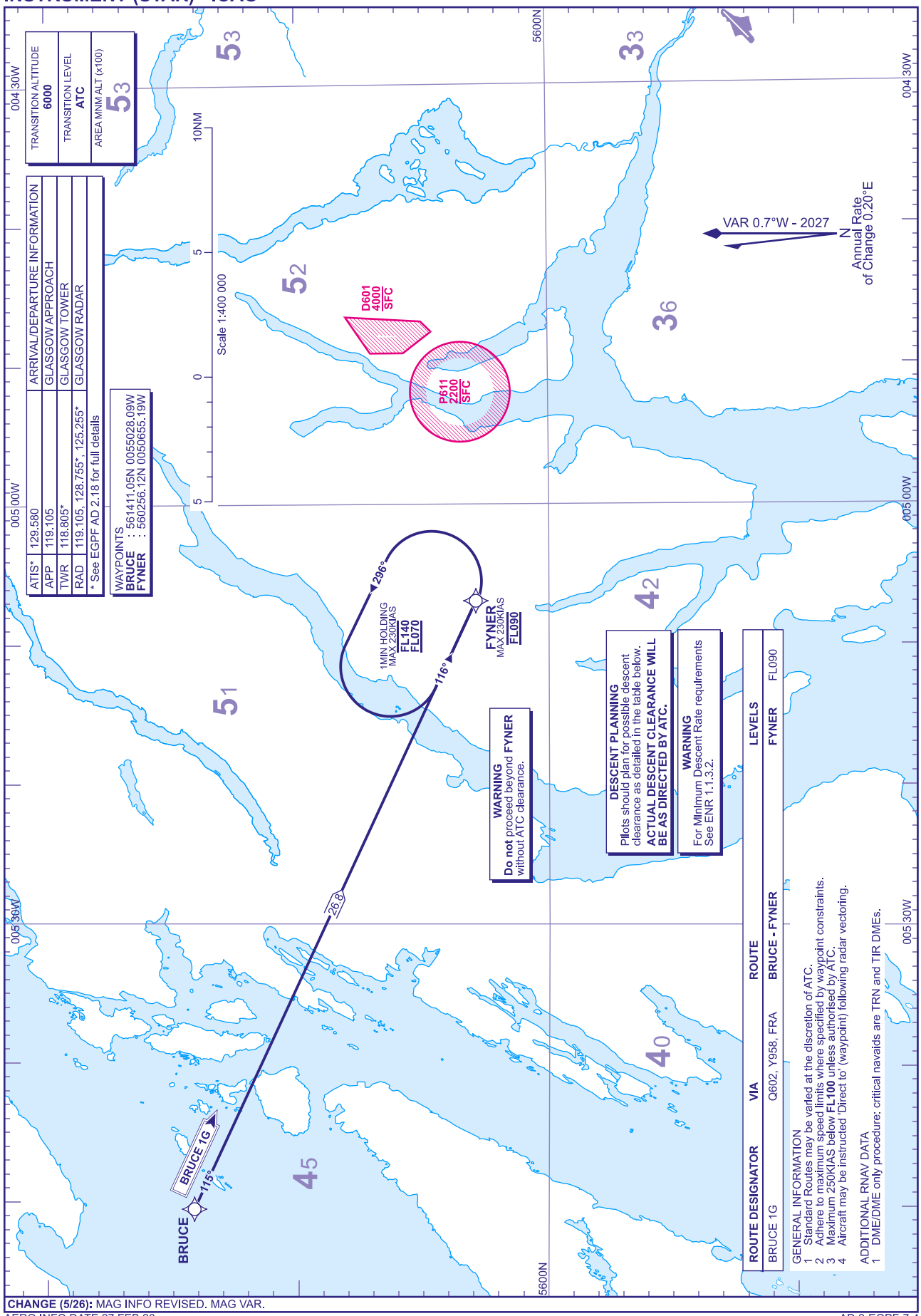
AERO INFO DATE 25 FEB 26

AD 2-EGPF-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

GLASGOW BRUCE 1G



CHANGE (5/26): MAG INFO REVISED. MAG VAR.

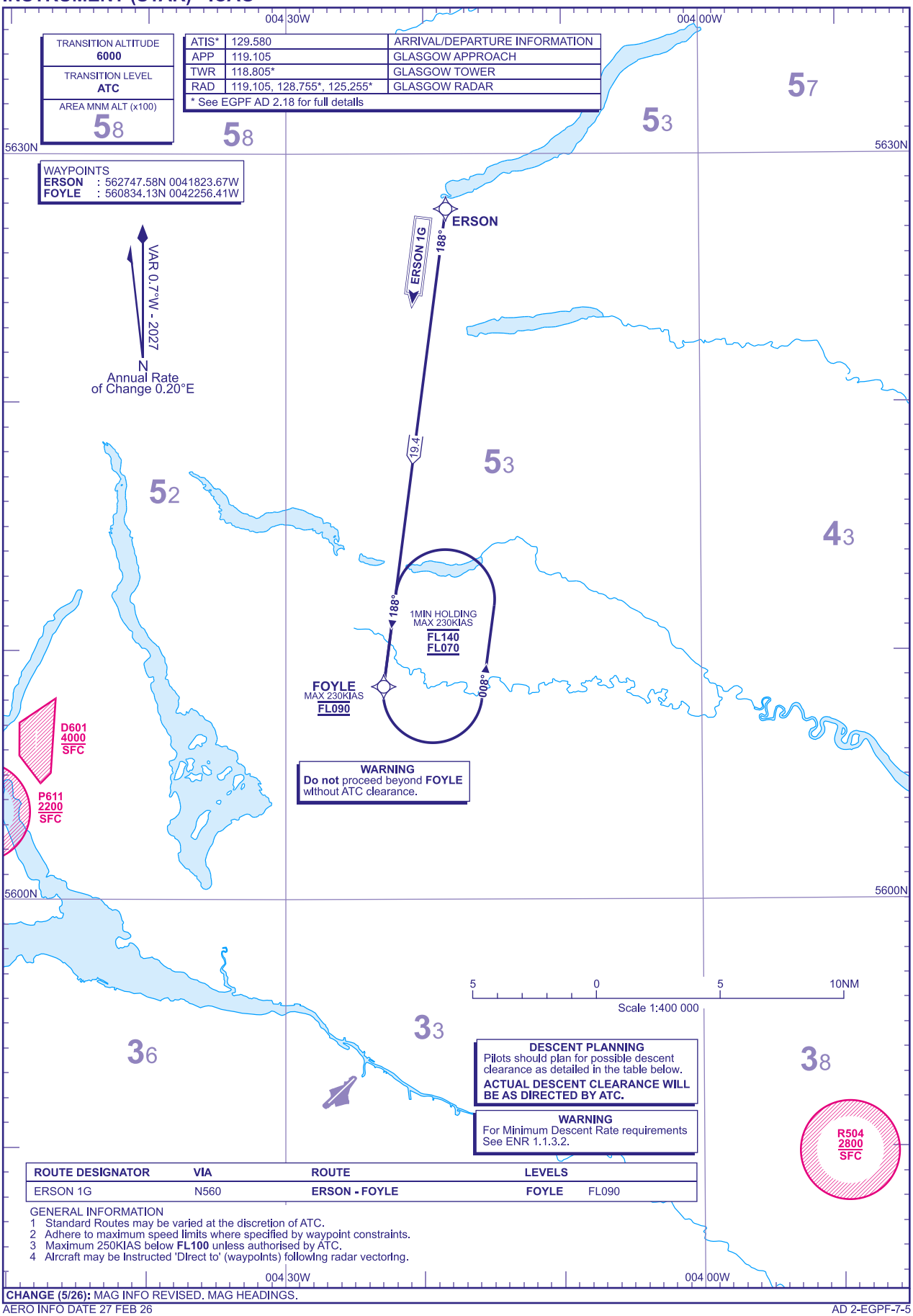
AERO INFO DATE 27 FEB 26

AD 2-EGPF-7-4

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

GLASGOW ERSON 1G



CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS.

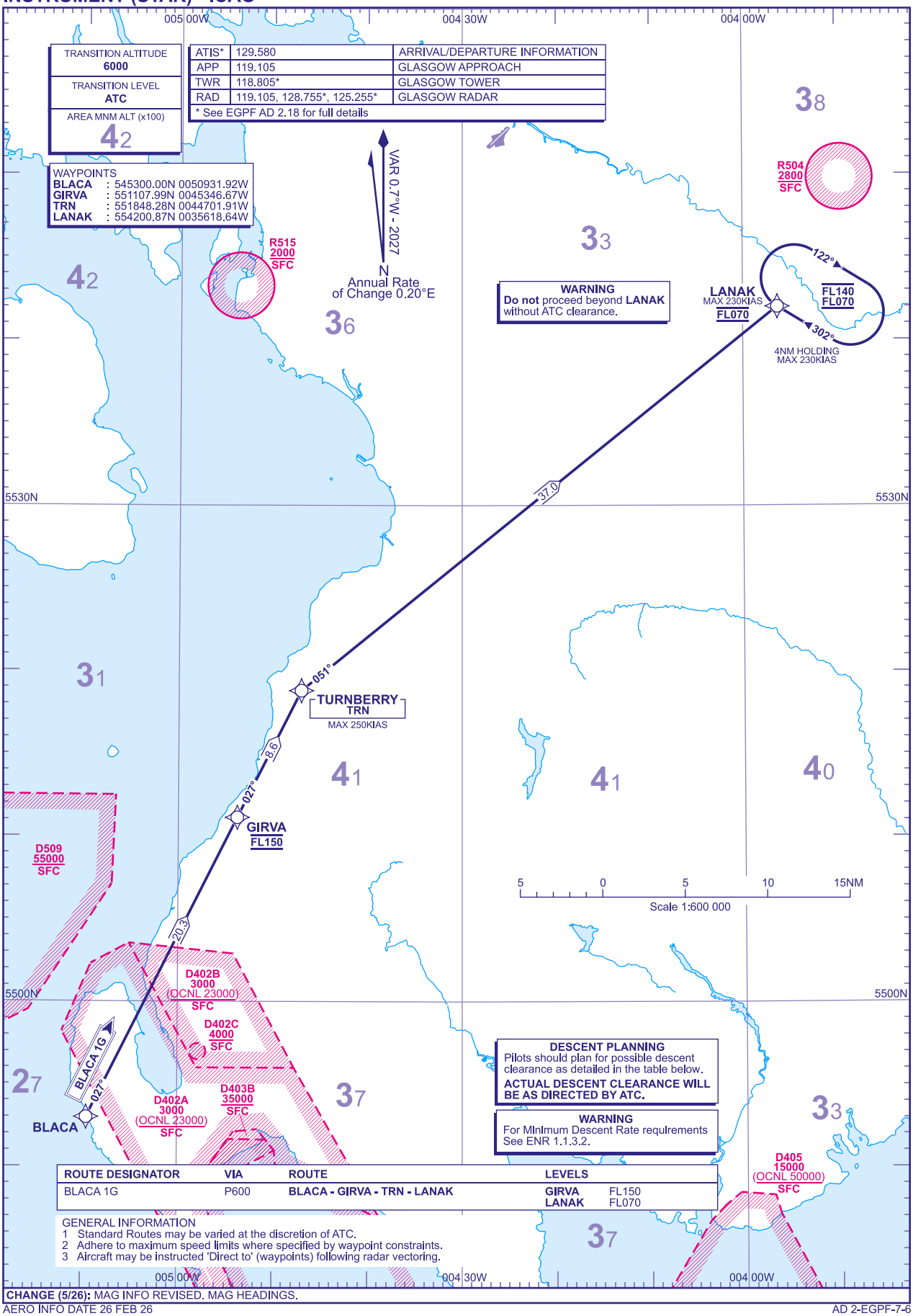
AERO INFO DATE 27 FEB 26

AD 2-EGPF-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

GLASGOW BLACA 1G



CHANGE (5/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 26 FEB 26

AD 2-EGPF-7-6

Standard Instrument Arrival Coding Tables

GLASGOW AGPED 1G

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
AGPED1G	001	IF	AGPED	550718.90N 0015657.15W	N	-	-	-	-	FL260	-	RNAV5
AGPED1G	002	TF	HAVEN	552740.00N 0025946.67W	N	301° (300.0°)	-0.7	41.3	LEFT	-	-250	RNAV5
AGPED1G	003	TF	TLA	552956.84N 0032110.09W	N	281° (280.8°)	-0.7	12.4	RIGHT	-	-	RNAV5
AGPED1G	004	TF	LANAK	554200.87N 0035618.64W	N	302° (301.5°)	-0.7	23.3	-	FL070	-230	RNAV5

GLASGOW PTH 1G

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
PTH1G	001	IF	PTH	562632.63N 0032206.96W	N	-	-	-	-	-	-	RNAV5
PTH1G	002	TF	GRICE	561148.00N 0034107.79W	N	216° (215.8°)	-0.7	18.2	RIGHT	-	-250	RNAV5
PTH1G	003	TF	STIRA	560802.11N 0035000.98W	N	234° (232.9°)	-0.7	6.2	-	FL070	-230	RNAV5

GLASGOW ASLIB 1G

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
ASLIB1G	001	IF	ASLIB	544927.55N 0030339.35W	N	-	-	-	-	FL260	-	RNAV5
ASLIB1G	002	TF	ENIPI	550110.78N 0031510.23W	N	331° (330.6°)	-0.7	13.5	-	-	-	RNAV5
ASLIB1G	003	TF	ODIGI	551144.28N 0032539.03W	N	331° (330.4°)	-0.7	12.2	-	FL200	-	RNAV5
ASLIB1G	004	TF	VAPPI	553138.92N 0034542.62W	N	331° (330.3°)	-0.7	23.0	-	-	-250	RNAV5
ASLIB1G	005	TF	LANAK	554200.87N 0035618.64W	N	331° (330.0°)	-0.7	12.0	-	FL070	-230	RNAV5

CHANGE (5/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 25 FEB 26

Standard Instrument Arrival Coding Tables

GLASGOW BRUCE 1G

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
BRUCE1G	001	IF	BRUCE	561411.05N 0055028.09W	N	-	-	-	-	-	-	RNAV5
BRUCE1G	002	TF	FYNER	560256.12N 0050655.19W	N	115° (114.5°)	-0.7	26.8	-	FL090	-230	RNAV5

GLASGOW ERSON 1G

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
ERSON1G	001	IF	ERSON	562747.58N 0041823.67W	N	-	-	-	-	-	-	RNAV5
ERSON1G	002	TF	FOYLE	560834.13N 0042256.41W	N	188° (187.5°)	-0.7	19.4	-	FL090	-230	RNAV5

GLASGOW BLACA 1G

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
BLACA1G	001	IF	BLACA	545300.00N 0050931.92W	N	-	-	-	-	-	-	RNAV5
BLACA1G	002	TF	GIRVA	551107.99N 0045346.67W	N	027° (026.4°)	-0.7	20.3	-	FL150	-	RNAV5
BLACA1G	003	TF	TRN	551848.28N 0044701.91W	N	027° (026.6°)	-0.7	8.6	RIGHT	-	-250	RNAV5
BLACA1G	004	TF	LANAK	554200.87N 0035618.64W	N	051° (050.8°)	-0.7	37.0	-	FL070	-230	RNAV5

CHANGE (5/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 25 FEB 26

RNAV Hold Coding Tables

GLASGOW STIRA 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
STIRA	-	-	STIRA	560802.11N 0035000.98W	Y	233° (232.2°)	-0.7	4.0 NM	RIGHT	-FL140 +FL070	-230	RNAV5

GLASGOW LANAK 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
LANAK	-	-	LANAK	554200.87N 0035618.64W	Y	302° (301.0°)	-0.7	4.0 NM	RIGHT	-FL140 +FL070	-230	RNAV5

GLASGOW FYNER 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
FYNER	-	-	FYNER	560256.12N 0050655.19W	Y	116° (115.7°)	-0.7	1 MIN	LEFT	-FL140 +FL070	-230	RNAV5

GLASGOW FOYLE 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
FOYLE	-	-	FOYLE	560834.13N 0042256.41W	Y	188° (187.5°)	-0.7	1 MIN	LEFT	-FL140 +FL070	-230	RNAV5

CHANGE (5/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 25 FEB 26

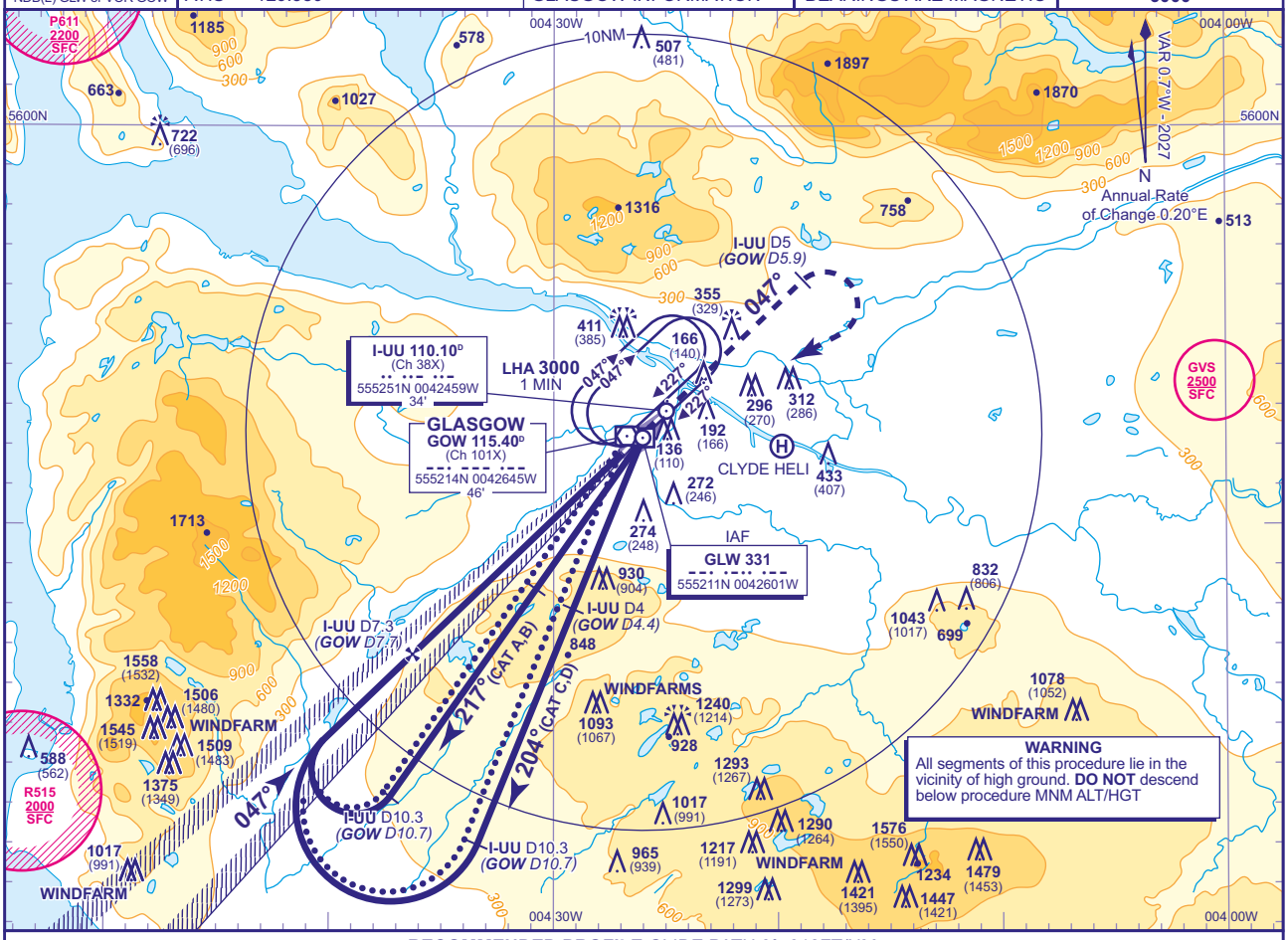
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INSTRUMENT APPROACH CHART - ICAO

GLASGOW ILS/DME/ VOR or NDB(L) RWY 05
(ACFT CAT A,B,C,D)

MSA 25NM (49 / 48 / 30; 045°–070°–230°) NDB(L) GLW or VOR GOW	APP	119.105	GLASGOW APPROACH	AD ELEVATION	26
	TWR	118.805	GLASGOW TOWER	THR ELEVATION	26
		121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS 1576 AMSL (1550) (ABOVE THR)	
	RAD	119.105, 125.255, 128.755	GLASGOW RADAR		
	ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

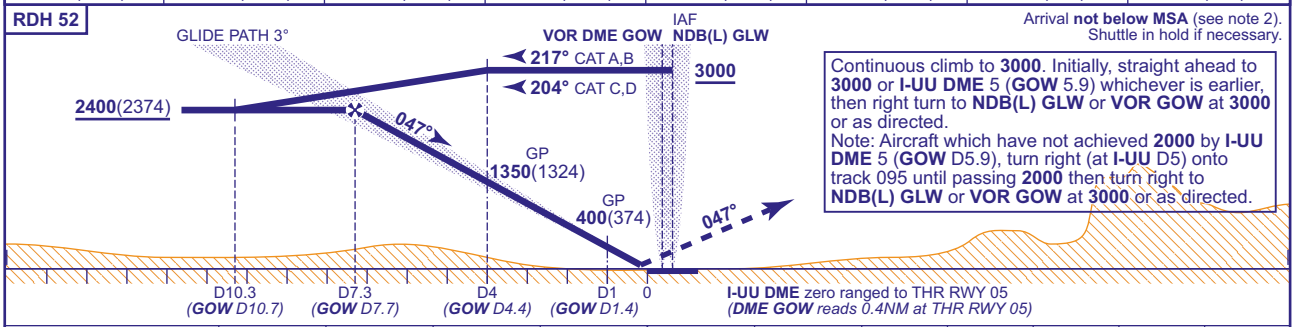
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-UU(GOW)	7(7.4)	6(6.4)	5(5.4)	4(4.4)	3(3.4)	2(2.4)	1(1.4)
ALT(HGT)	**2310**(2284)	**1990**(1964)	**1670**(1644)	**1350**(1324)	**1030**(1004)	**710**(684)	**400**(374)

RDH 52



Arrival **not below MSA** (see note 2).
Shuttle in hold if necessary.

Continuous climb to **3000**. Initially, straight ahead to **3000** or **I-UU DME** 5 (**GOW** 5.9) whichever is earlier, then right turn to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.
Note: Aircraft which have not achieved **2000** by **I-UU DME** 5 (**GOW** D5.9), turn right (at **I-UU** D5) onto track 095 until passing **2000** then turn right to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.

I-UU DME zero ranged to THR RWY 05
(*DME GOW reads 0.4NM at THR RWY 05*)

Aircraft Category			A	B	C	D
OCA (OCH)	CAT I	2.5%	**253**(227)	**262**(236)	**272**(246)	**282**(256)
		3.3%	**173**(147)	**181**(155)	**190**(164)	**201**(175)
	CAT II	2.5%	**164**(138)	**180**(154)	**194**(168)	**207**(181)
		3.3%	**79**(53)	**88**(62)	**100**(74)	**112**(86)
VM(C)OCA (OCH AAL)	Total Area		**800**(774)	**800**(774)	**1400**(1374)	**1700**(1674)

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

ALTERNATIVE PROCEDURE (FROM VOR GOW HOLD)
As for main procedure except fly outbound baseturn on GOW VOR R217 (CAT A,B), R204 (CAT C,D).

AIRCRAFT UNABLE TO RECEIVE DME I-UU Advise ATC. Equivalent radar ranges will be provided at 10NM outbound and at 8NM and 4NM inbound.

NOTE 1 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
2 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
3 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (5/26): MAG VAR. MAG TRACKS.

AERO INFO DATE 19 FEB 26

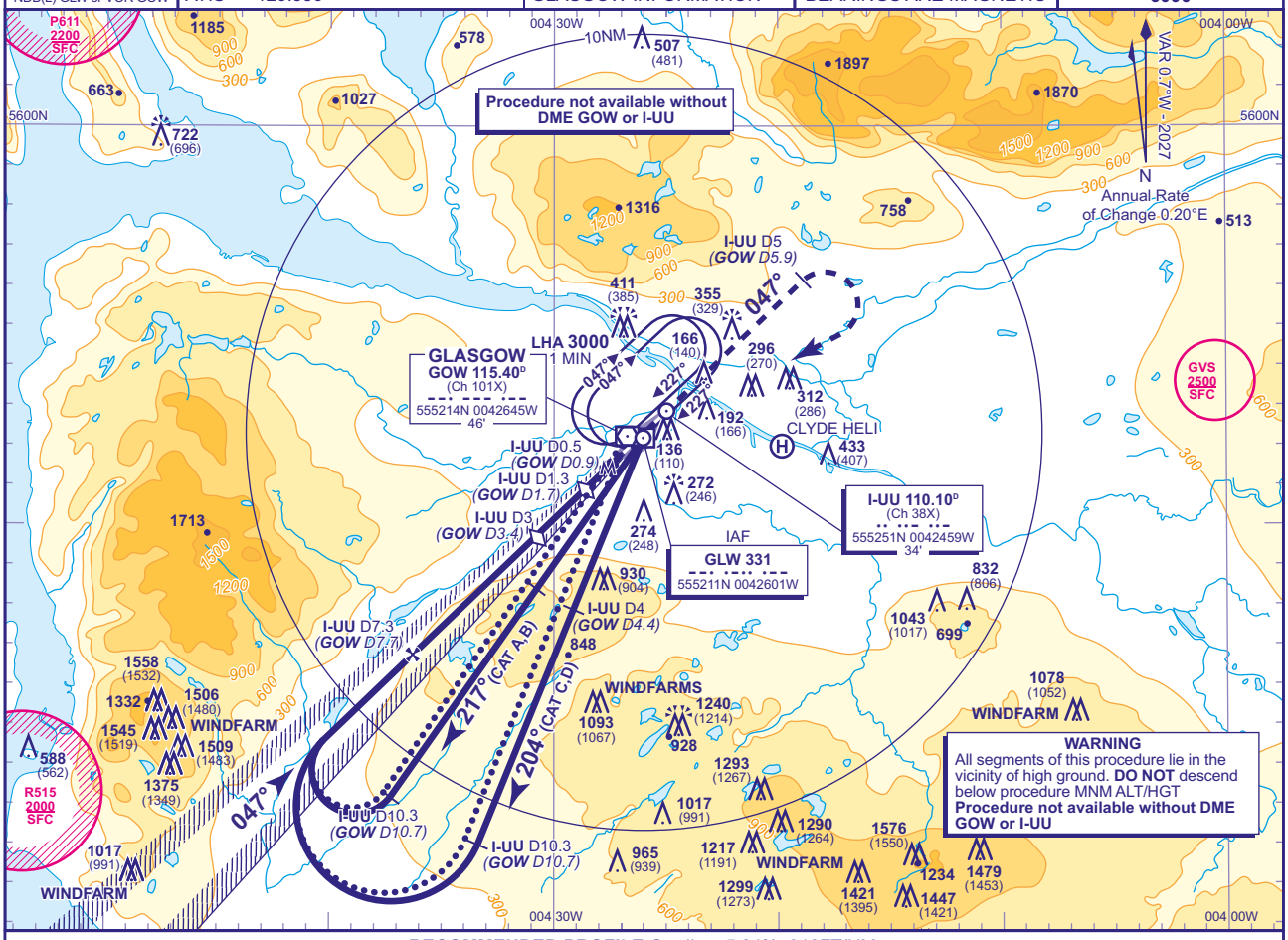
INSTRUMENT APPROACH CHART - ICAO

GLASGOW LOC/DME/ VOR or NDB(L) RWY 05
(ACFT CAT A,B,C,D)

MSA 25NM — 49 / 48 / 30 — 045° 070° 230° — NDB(L) GLW or VOR GOW

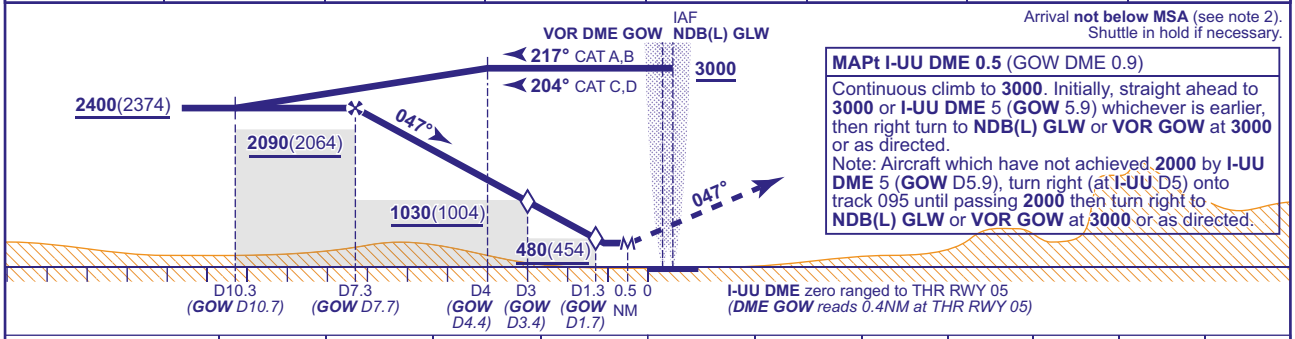
APP	119.105	GLASGOW APPROACH	AD ELEVATION	26	
TWR	118.805	GLASGOW TOWER	THR ELEVATION	26	
	121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS		
RAD	119.105, 125.255, 128.755	GLASGOW RADAR	1576 AMSL (1550) (ABOVE THR)		
ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-UU(GOW)	7(7.4)	6(6.4)	5(5.4)	4(4.4)	3(3.4) **(SDF)**	2(2.4)	1(1.4)
ALT(HGT)	**2310**(2284)	**1990**(1964)	**1670**(1644)	**1350**(1324)	**1030**(1004)	**710**(684)	**400**(374)



Arrival **not below MSA** (see note 2).
Shuttle in hold if necessary.

MAPt I-UU DME 0.5 (GOW DME 0.9)

Continuous climb to **3000**. Initially, straight ahead to **3000** or **I-UU DME** 5 (**GOW** 5.9) whichever is earlier, then right turn to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.
Note: Aircraft which have not achieved **2000** by **I-UU DME** 5 (**GOW** D5.9), turn right (at **I-UU** D5) onto track 095 until passing **2000** then turn right to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.

I-UU DME zero ranged to THR RWY 05
(***DME GOW*** *reads 0.4NM at THR RWY 05)*

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**370**(344)	**370**(344)	**370**(344)	**370**(344)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(774)	**800**(774)	**1400**(1374)	**1700**(1674)

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

ALTERNATIVE PROCEDURE (FROM VOR GOW HOLD)
As for main procedure except fly outbound baseturn on GOW VOR R217 (CAT A,B), R204 (CAT C,D).

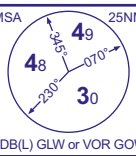
NOTE 1 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
2 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
3 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (5/26): MAG VAR. MAG TRACKS.

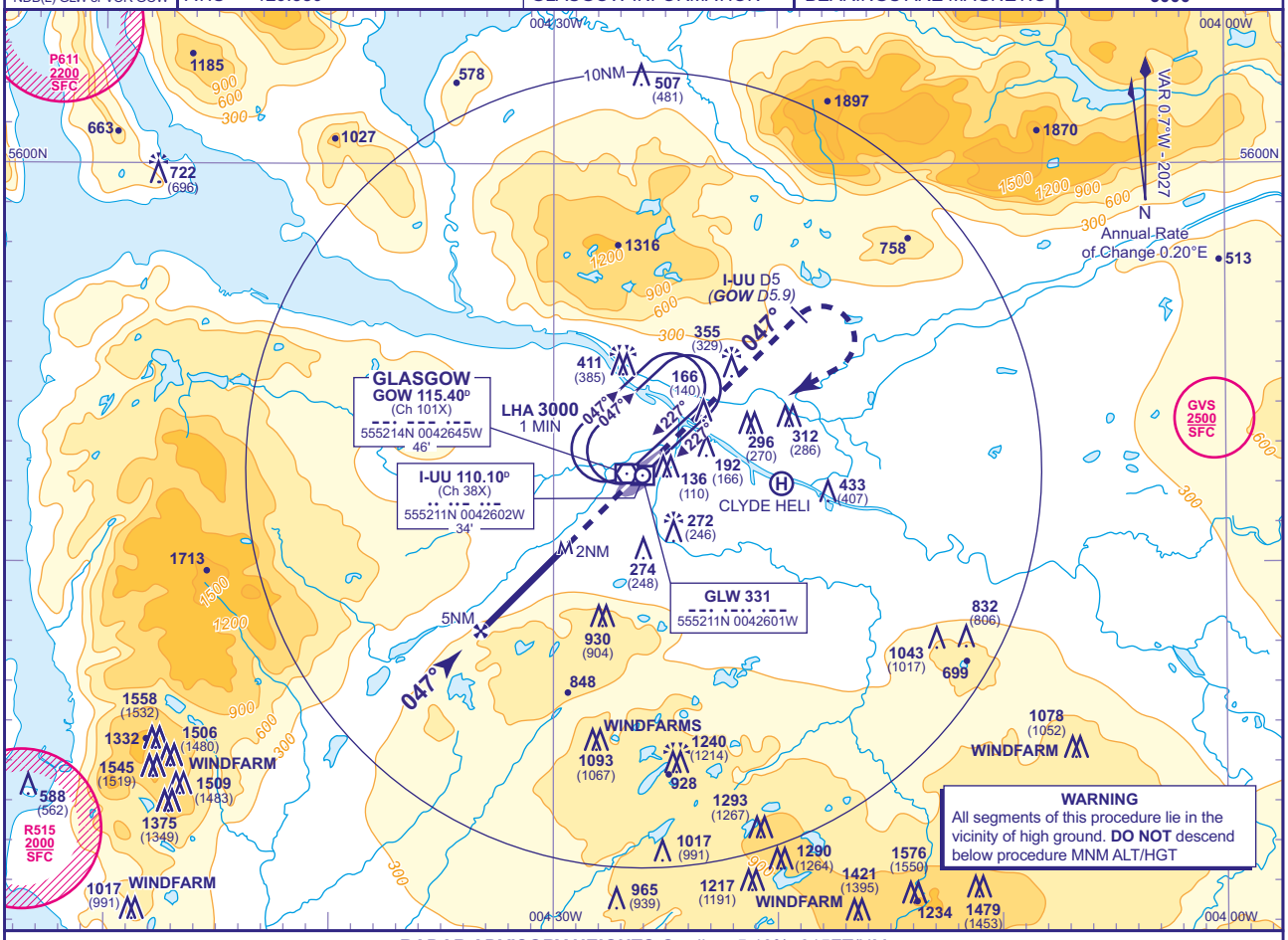
AERO INFO DATE 19 FEB 26 AD 2-EGPF-8-2

INSTRUMENT APPROACH CHART - ICAO

GLASGOW
SRA RTR 2NM
RWY 05
(ACFT CAT A,B,C,D)

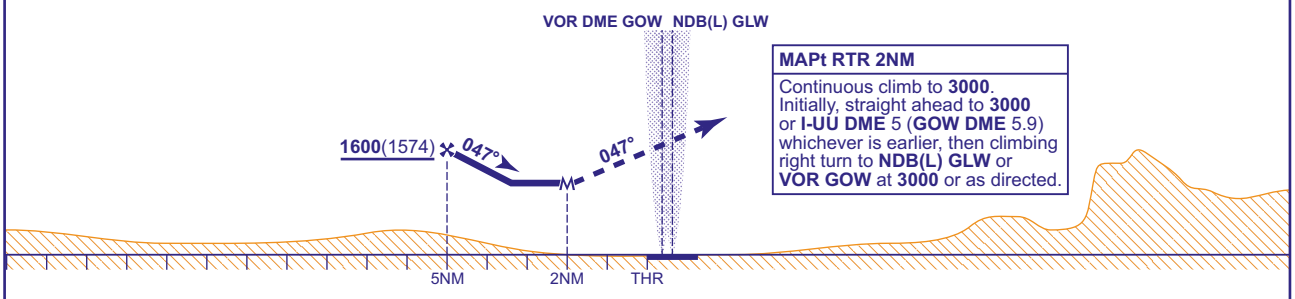


APP	119.105	GLASGOW APPROACH	AD ELEVATION	26	TRANSITION ALTITUDE 6000
TWR	118.805	GLASGOW TOWER	THR ELEVATION	26	
	121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS 1576 AMSL (1550) (ABOVE THR)		
RAD	119.105, 125.255, 128.755	GLASGOW RADAR			
ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC		



RADAR ADVISORY HEIGHTS Gradient 5.19%, 315FT/NM		
NM	5.0	4.0
ALT(HGT)	**1600**(1574)	**1290**(1264)

Initial and intermediate approach as directed by radar. (See note 1).



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**1080**(1054)	**1080**(1054)	**1080**(1054)	**1080**(1054)
VM(C)OCA (OCH AAL)	Total Area	**1080**(1054)	**1080**(1054)	**1400**(1374)	**1700**(1674)

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

NOTE 1 Minimum descent in the intermediate approach area until with 7NM radar range to touchdown is **2000**.
2 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
3 Aircraft unable to receive DME advise ATC. Radar range will be provided (if required) at 5NM in the missed approach.

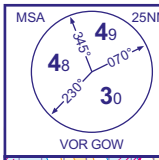
CHANGE (5/26): MAG VAR. MAG TRACKS.

AERO INFO DATE 19 FEB 26

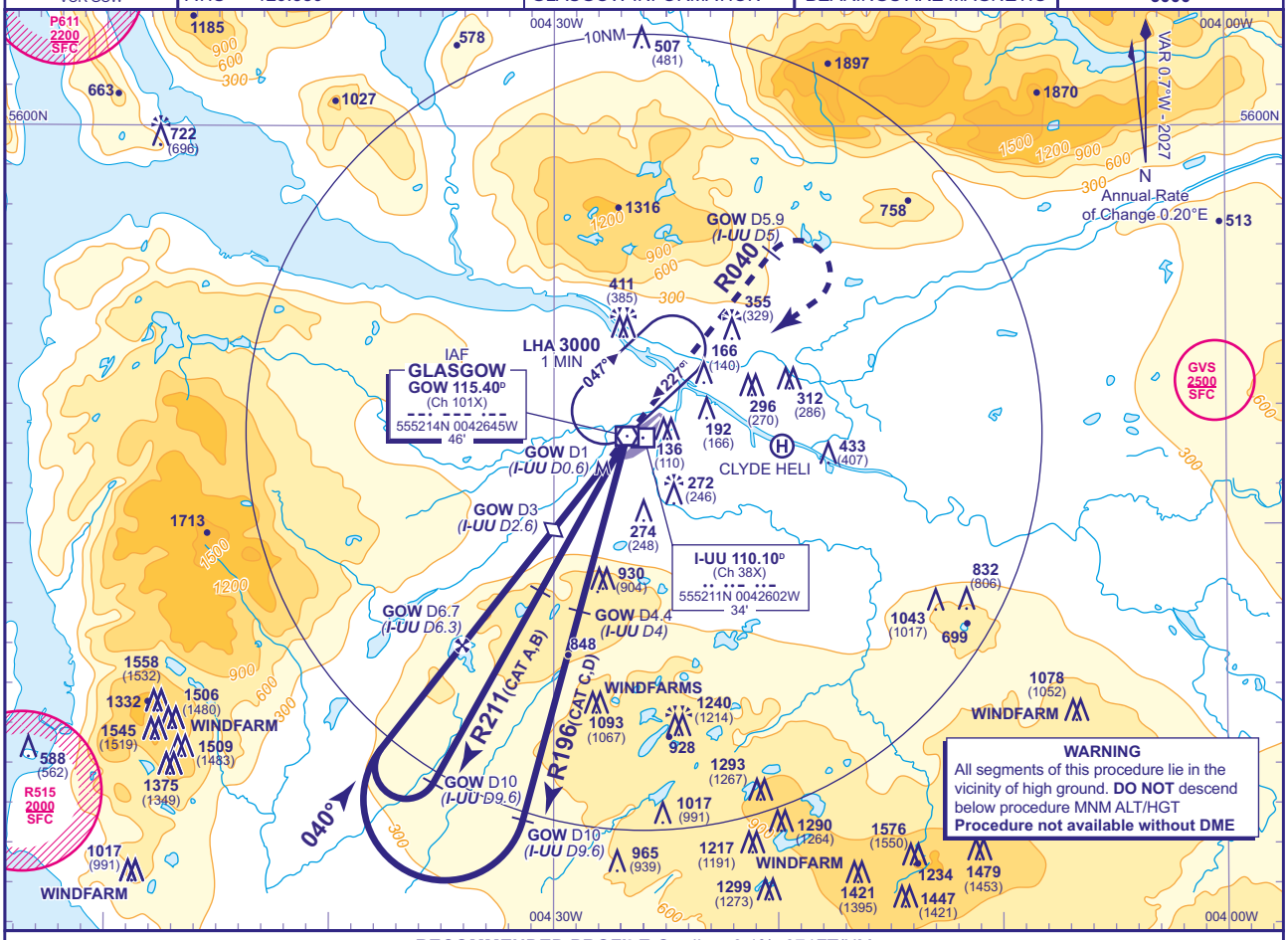
AD 2-EGPF-8-3

INSTRUMENT APPROACH CHART - ICAO

GLASGOW VOR/DME RWY 05
(ACFT CAT A,B,C,D)



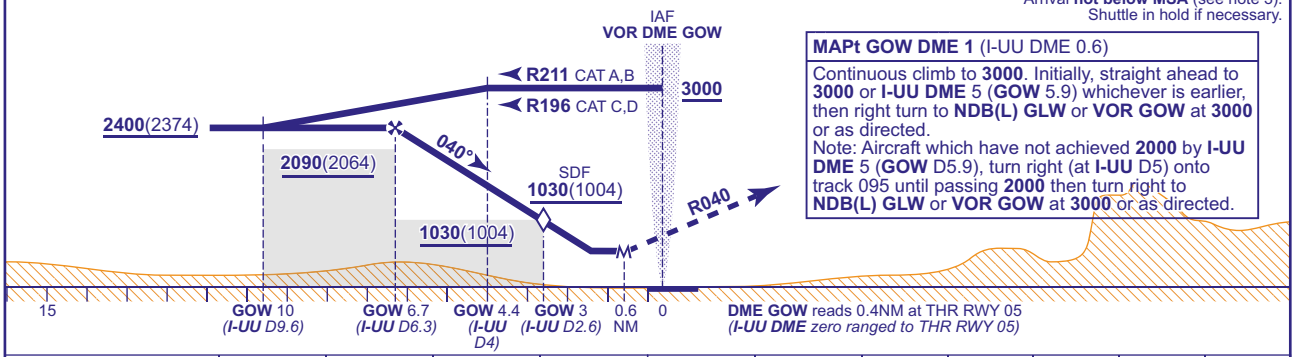
APP	119.105	GLASGOW APPROACH	AD ELEVATION	26	TRANSITION ALTITUDE 6000
TWR	118.805	GLASGOW TOWER	THR ELEVATION	26	
	121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS 1576 AMSL (1550) (ABOVE THR)		
RAD	119.105, 125.255, 128.755	GLASGOW RADAR			
ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 6.1%, 371FT/NM

DME GOW(I-UU)	6(5.6)	5(4.6)	4(3.6)	3(2.6) **(SDF)**	2(1.6)
ALT(HGT)	**2140**(2114)	**1770**(1744)	**1400**(1374)	**1030**(1004)	**660**(634)

Arrival **not below MSA** (see note 3).
Shuttle in hold if necessary.



MAPt GOW DME 1 (I-UU DME 0.6)

Continuous climb to **3000**. Initially, straight ahead to **3000** or **I-UU DME** 5 (**GOW** 5.9) whichever is earlier, then right turn to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.
Note: Aircraft which have not achieved **2000** by **I-UU DME** 5 (**GOW** D5.9), turn right (at **I-UU** D5) onto track 095 until passing **2000** then turn right to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**510**(484)	**510**(484)	**510**(484)	**510**(484)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(774)	**800**(774)	**1400**(1374)	**1700**(1674)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	990	870	740	620	490

NOTE 1 FAT offset 7.5° south of extended RWY 05 C/L.
2 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
3 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
4 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (5/26): MAG VAR. GOW VOR RECALIBRATED.

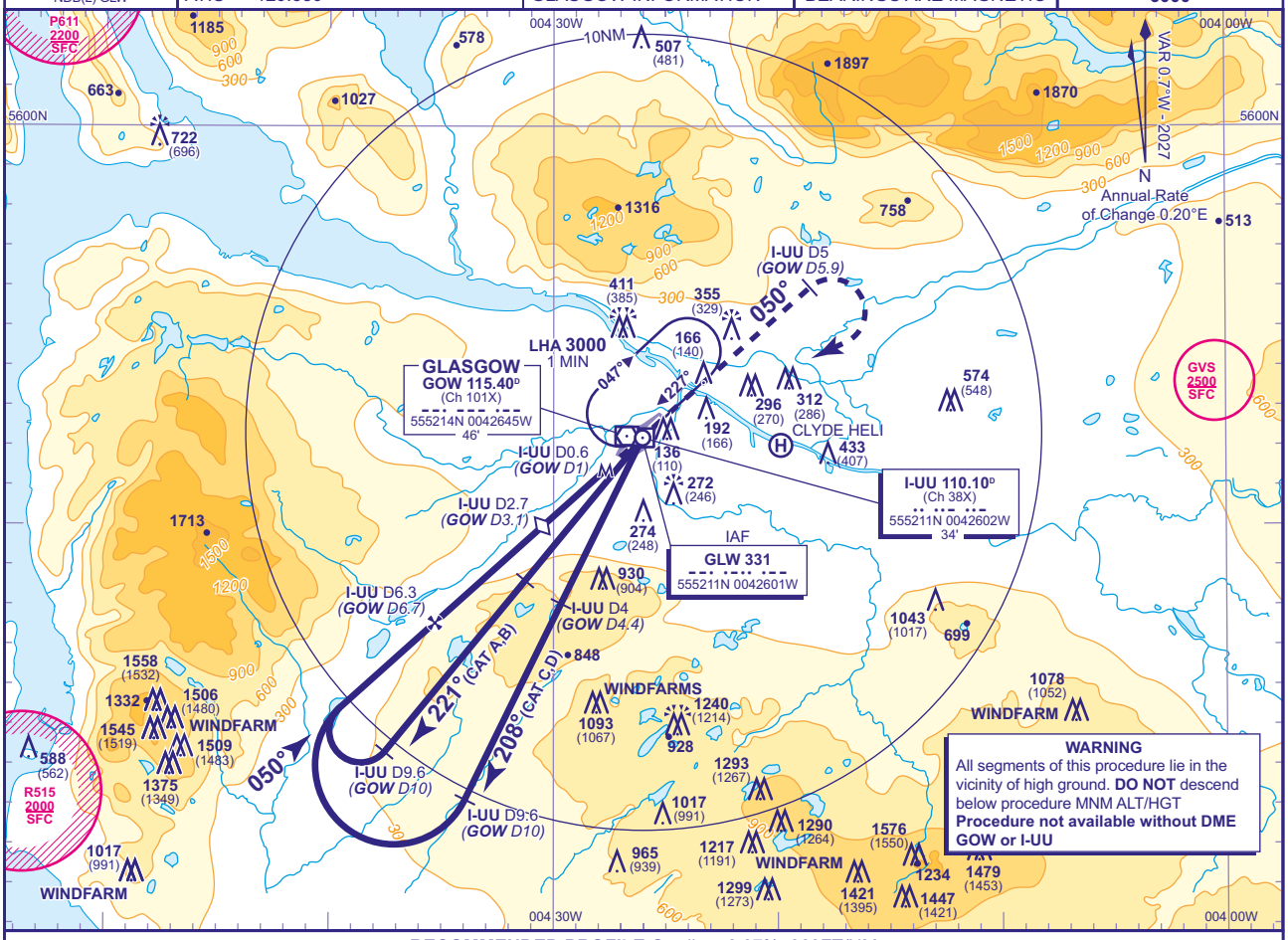
AERO INFO DATE 19 FEB 26 AD 2-EGPF-8-4

INSTRUMENT APPROACH CHART - ICAO

GLASGOW NDB(L)/DME RWY 05
(ACFT CAT A,B,C,D)

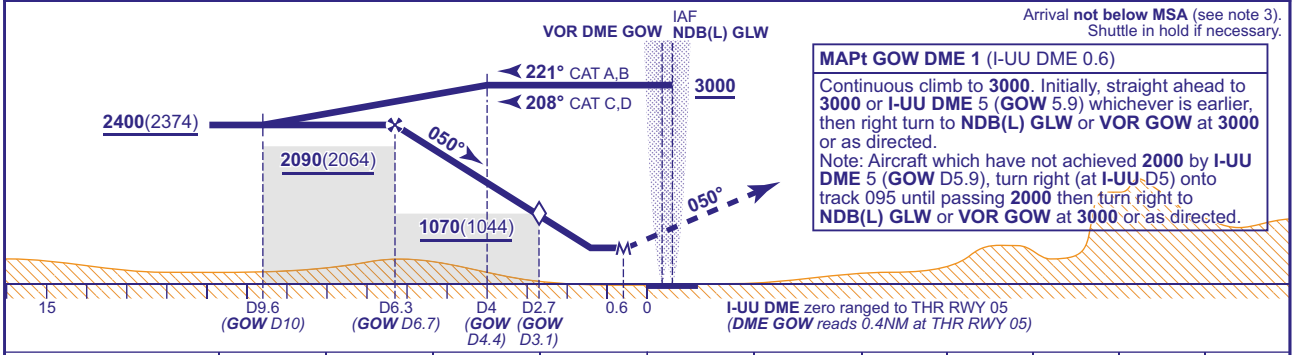
MSA 25NM: 49 (045°–070°), 48 (070°–230°), 30 (230°–045°) NDB(L) GLW	APP	119.105	GLASGOW APPROACH	AD ELEVATION	26
	TWR	118.805	GLASGOW TOWER	THR ELEVATION	26
		121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS 1576 AMSL (1550) (ABOVE THR)	
	RAD	119.105, 125.255, 128.755	GLASGOW RADAR		
	ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 6.07%, 369FT/NM

DME I-UU(GOW)	6(6.4)	5(5.4)	4(4.4)	3(3.4)	2.7(3.1) **(SDF)**	2.0(2.4)
ALT(HGT)	**2290**(2264)	**1920**(1894)	**1550**(1524)	**1180**(1154)	**1070**(1044)	**810**(784)



Arrival **not below MSA** (see note 3).
Shuttle in hold if necessary.

MAPt GOW DME 1 (I-UU DME 0.6)

Continuous climb to **3000**. Initially, straight ahead to **3000** or **I-UU DME** 5 (**GOW** 5.9) whichever is earlier, then right turn to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.
Note: Aircraft which have not achieved **2000** by **I-UU DME** 5 (**GOW** D5.9), turn right (at **I-UU** D5) onto track 095 until passing **2000** then turn right to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**540**(514)	**540**(514)	**540**(514)	**540**(514)
VM(C)OCA (OCH AAL)	Total Area	**800**(774)	**800**(774)	**1400**(1374)	**1700**(1674)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	980	860	740	610	490

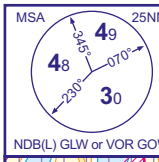
NOTE 1 FAT offset 2.5° north of extended RWY 05 C/L.
2 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
3 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
4 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (5/26): MAG VAR. MAG TRACKS.

AERO INFO DATE 19 FEB 26

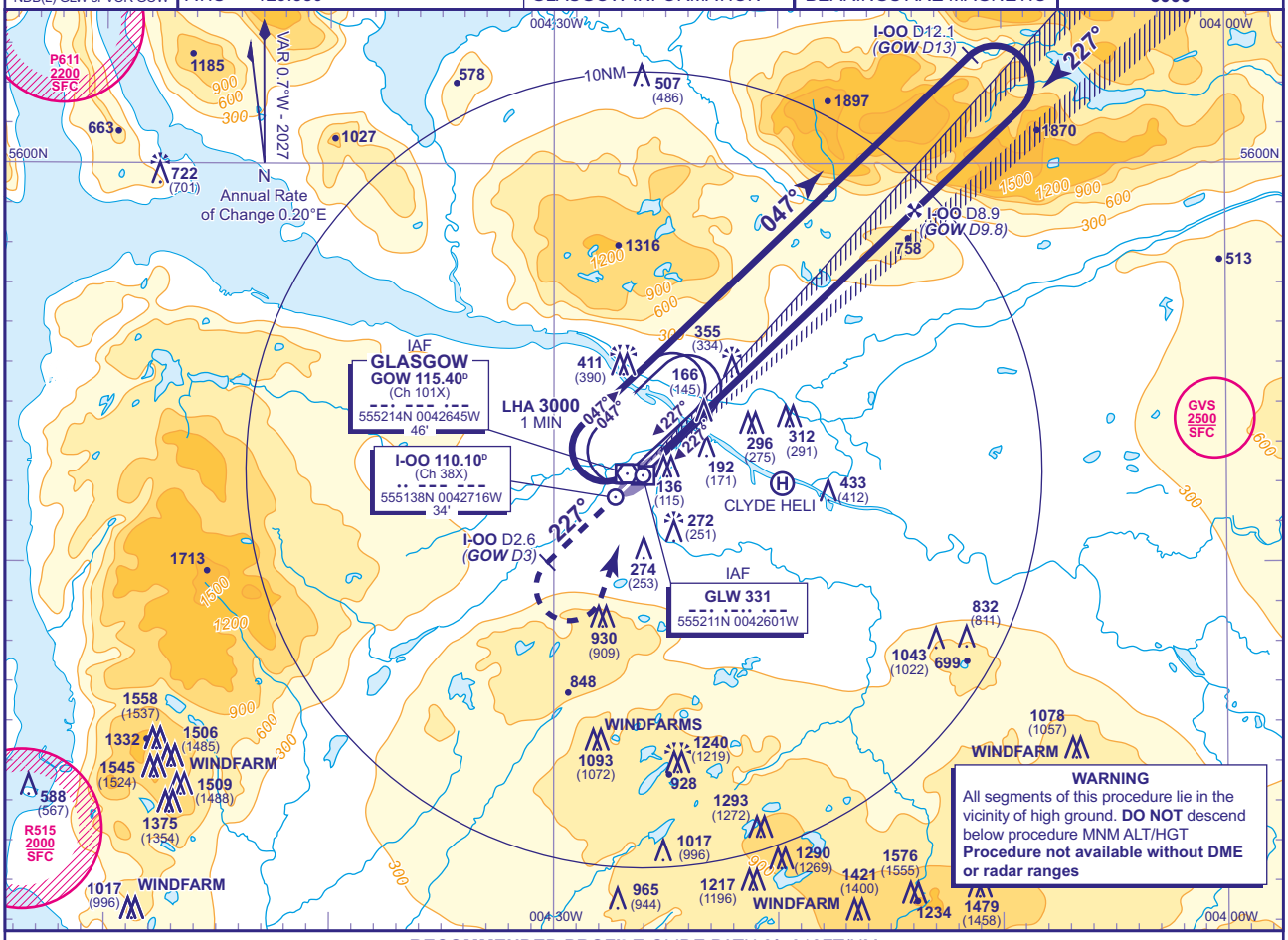
INSTRUMENT APPROACH CHART - ICAO

GLASGOW ILS/DME/VOR or NDB(L) RWY 23
(ACFT CAT A,B,C,D)



APP	119.105	GLASGOW APPROACH	AD ELEVATION	26
TWR	118.805	GLASGOW TOWER	THR ELEVATION	21
	121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS	
RAD	119.105, 125.255, 128.755	GLASGOW RADAR	**1576 AMSL** (1555) (ABOVE THR)	
ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

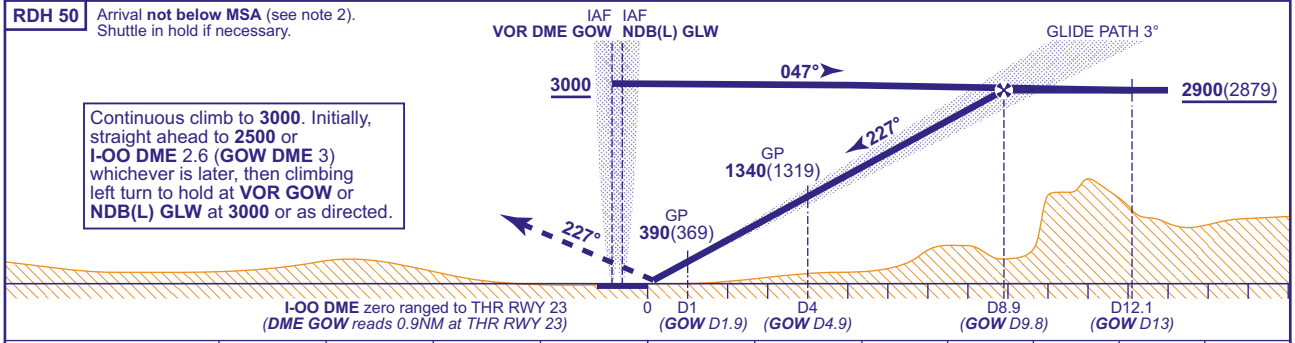


RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-OO(GOW)	8(8.9)	7(7.9)	6(6.9)	5(5.9)	4(4.9)	3(3.9)	2(2.9)	1(1.9)
ALT(HGT)	**2620**(2599)	**2300**(2279)	**1980**(1959)	**1660**(1639)	**1340**(1319)	**1030**(1009)	**710**(689)	**390**(369)

RDH 50 Arrival **not below MSA** (see note 2). Shuttle in hold if necessary.

Continuous climb to **3000**. Initially, straight ahead to **2500** or **I-OO DME** 2.6 (**GOW DME** 3) whichever is later, then climbing left turn to hold at **VOR GOW** or **NDB(L) GLW** at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**164**(143)	**173**(152)	**185**(164)	**198**(177)
	CAT II	**71**(50)	**81**(60)	**94**(73)	**109**(88)
VM(C)OCA (OCH AAL)	Total Area	**800**(774)	**800**(774)	**1400**(1374)	**1700**(1674)

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

AIRCRAFT UNABLE TO RECEIVE DME I-OO Advise ATC. Equivalent radar ranges will be provided at 12NM outbound and at 9NM and 4NM inbound and during the missed approach if required.

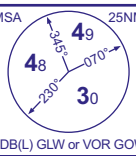
NOTE 1 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
2 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
3 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (5/26): MAG VAR. MAG TRACKS.

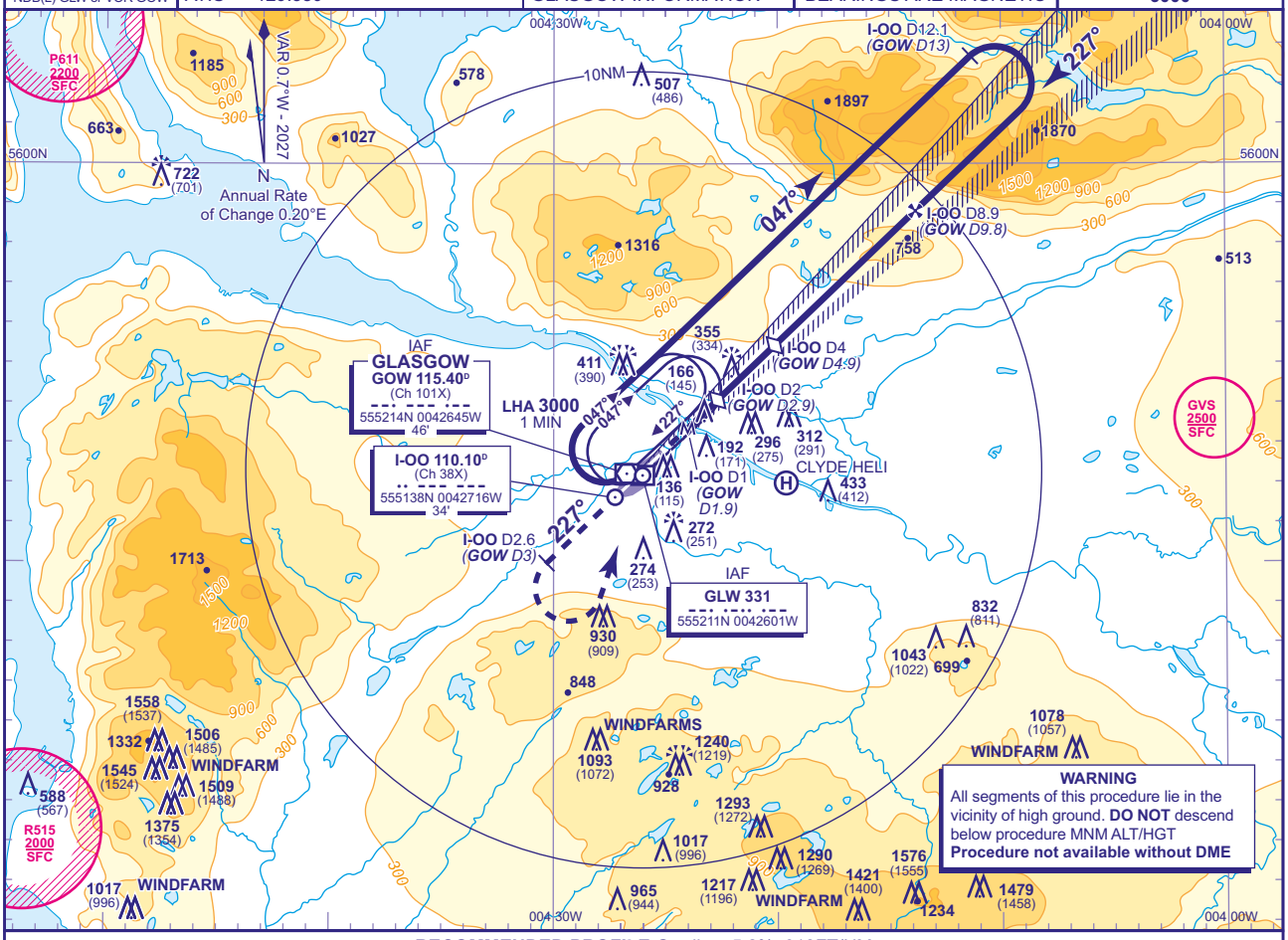
AERO INFO DATE 19 FEB 26 AD 2-EGPF-8-6

INSTRUMENT APPROACH CHART - ICAO

GLASGOW LOC/DME/VOR or NDB(L) RWY 23
(ACFT CAT A,B,C,D)



APP	119.105	GLASGOW APPROACH	AD ELEVATION	26	TRANSITION ALTITUDE 6000
TWR	118.805	GLASGOW TOWER	THR ELEVATION	21	
	121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS 1576 AMSL (1555) (ABOVE THR)		
RAD	119.105, 125.255, 128.755	GLASGOW RADAR			
ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC		

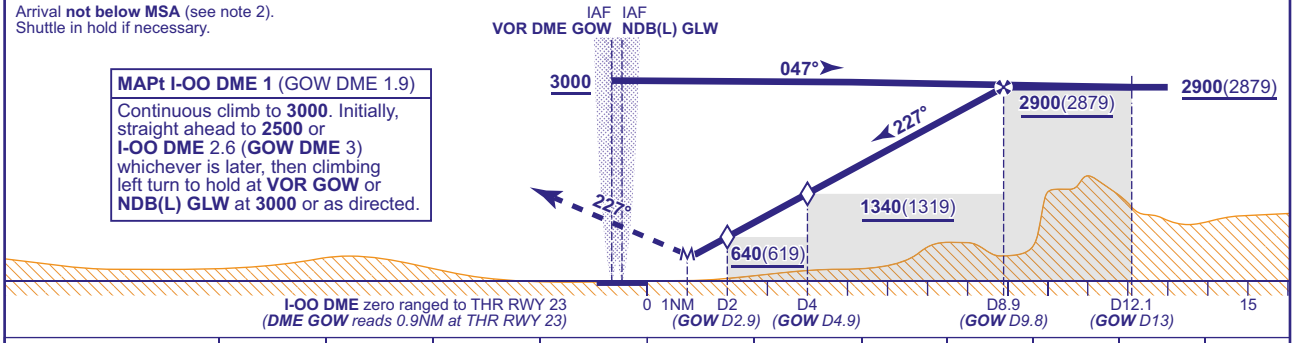


RECOMMENDED PROFILE Gradient 5.2%, 318FT/NM

DME I-OO(GOW)	8(8.9)	7(7.9)	6(6.9)	5(5.9)	4(4.9) **(SDF)**	3(3.9)	2(2.9) **(SDF)**
ALT(HGT)	**2620**(2599)	**2300**(2279)	**1980**(1959)	**1660**(1639)	**1340**(1319)	**1030**(1009)	**710**(689)

Arrival **not below MSA** (see note 2).
Shuttle in hold if necessary.

MAPt I-OO DME 1 (GOW DME 1.9)
Continuous climb to **3000**. Initially, straight ahead to **2500** or **I-OO DME** 2.6 (**GOW DME** 3) whichever is later, then climbing left turn to hold at **VOR GOW** or **NDB(L) GLW** at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**430**(409)	**430**(409)	**430**(409)	**430**(409)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(774)	**800**(774)	**1400**(1374)	**1700**(1674)

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

NOTE 1 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
2 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
3 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

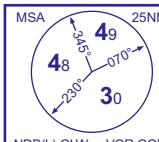
CHANGE (5/26): MAG VAR. MAG TRACKS.

AERO INFO DATE 19 FEB 26

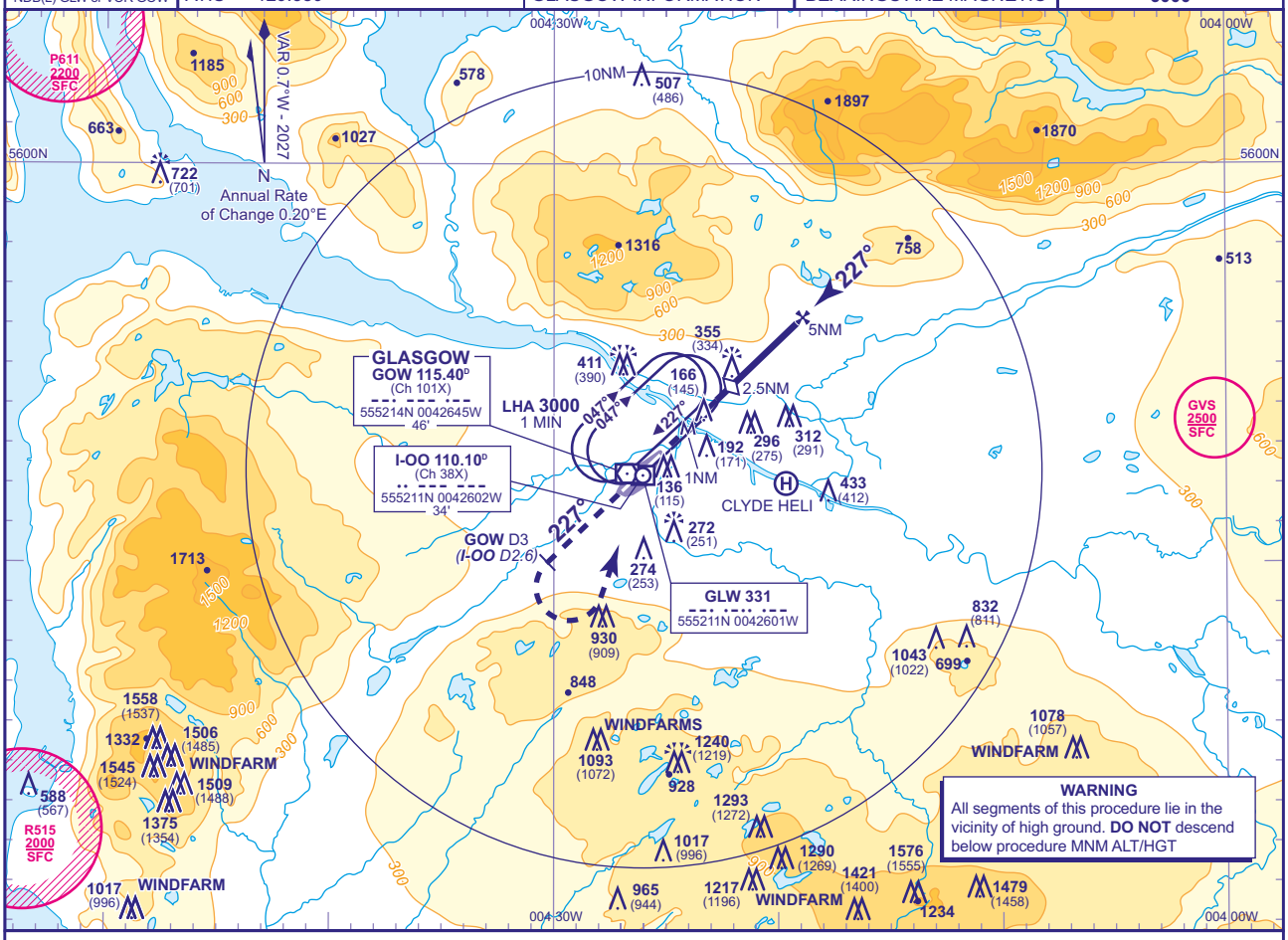
AD 2-EGPF-8-7

INSTRUMENT APPROACH CHART - ICAO

GLASGOW
SRA RTR 2NM
RWY 23
(ACFT CAT A,B,C,D)



APP	119.105	GLASGOW APPROACH	AD ELEVATION	26	TRANSITION ALTITUDE 6000
TWR	118.805	GLASGOW TOWER	THR ELEVATION	21	
	121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS 1576 AMSL (1555) (ABOVE THR)		
RAD	119.105, 125.255, 128.755	GLASGOW RADAR			
ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC		



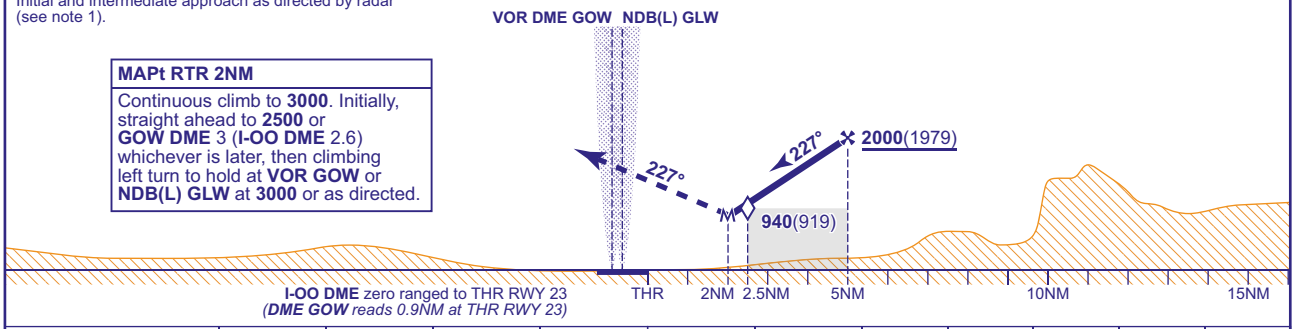
RADAR ADVISORY HEIGHTS Gradient 6.5%, 395FT/NM

NM	5.0	4.0	3.0	2.0
ALT(HGT)	**2000**(1979)	**1600**(1579)	**1210**(1189)	**810**(789)

Initial and intermediate approach as directed by radar (see note 1).

MAPt RTR 2NM

Continuous climb to **3000**. Initially, straight ahead to **2500** or **GOW DME** 3 (**I-OO DME** 2.6) whichever is later, then climbing left turn to hold at **VOR GOW** or **NDB(L) GLW** at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**810**(789)	**810**(789)	**810**(789)	**810**(789)
VM(C)OCA (OCH AAL)	Total Area	**810**(784)	**810**(784)	**1400**(1374)	**1700**(1674)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	1060	930	790	660	530

NOTE 1 Minimum descent in the intermediate approach area until within 7NM radar range to touchdown is **2000**.
2 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
3 Aircraft unable to receive DME advise ATC. Radar ranges will be provided (if required) at 3NM in the missed approach

CHANGE (5/26): MAG VAR. MAG TRACKS.

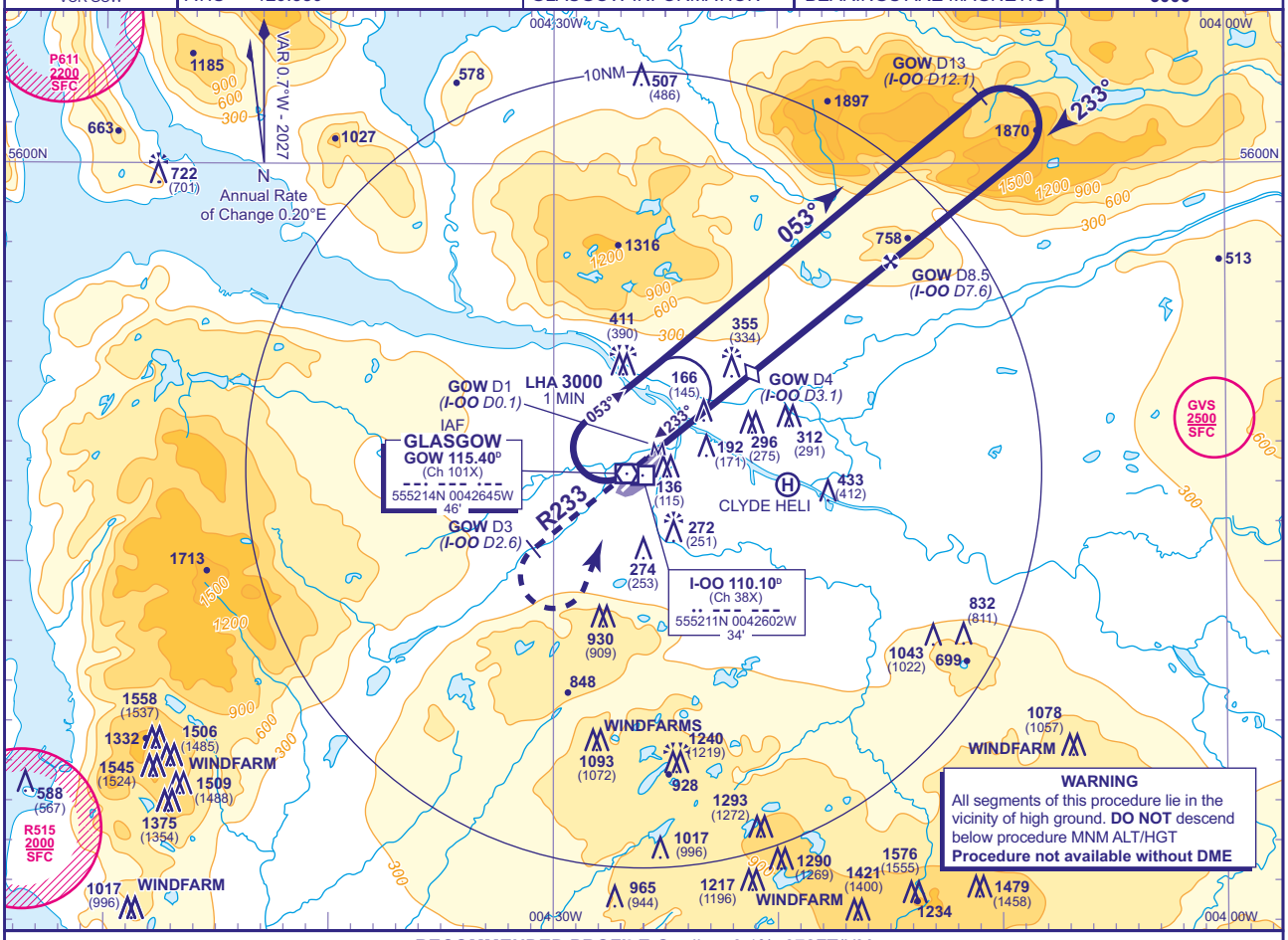
AERO INFO DATE 19 FEB 26 AD 2-EGPF-8-8

INSTRUMENT APPROACH CHART - ICAO

GLASGOW VOR/DME RWY 23
(ACFT CAT A,B,C,D)

MSA 25NM: 345°–070° 4900, 070°–230° 3000, 230°–345° 4800; VOR GOW	APP	119.105	GLASGOW APPROACH	AD ELEVATION	26
	TWR	118.805	GLASGOW TOWER	THR ELEVATION	21
		121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS 1576 AMSL (1555) (ABOVE THR)	
	RAD	119.105, 125.255, 128.755	GLASGOW RADAR		
	ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

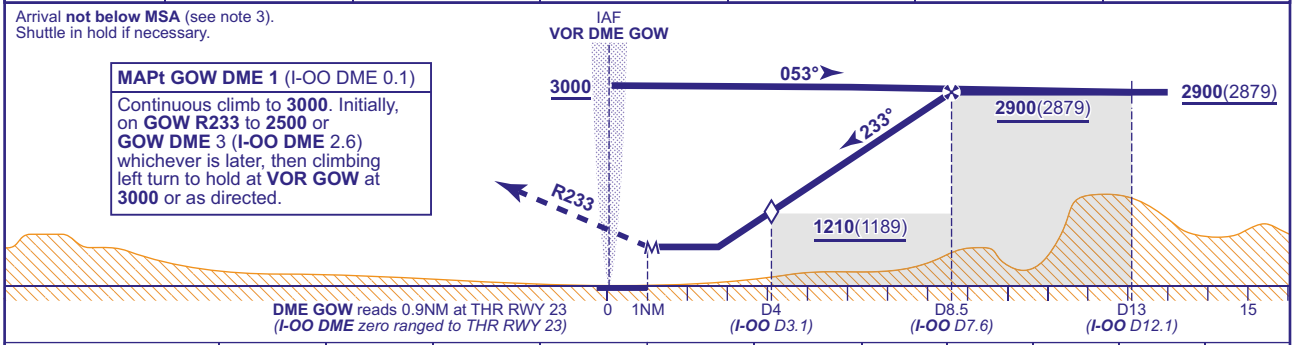


RECOMMENDED PROFILE Gradient 6.1%, 372FT/NM

DME GOW(I-OO)	8(7.1)	7(6.1)	6(5.1)	5(4.1)	4(3.1) **(SDF)**	3(2.1)
ALT(HGT)	**2700**(2679)	**2330**(2309)	**1960**(1939)	**1590**(1569)	**1210**(1189)	**840**(819)

Arrival **not below MSA** (see note 3).
Shuttle in hold if necessary.

MAPt GOW DME 1 (I-OO DME 0.1)
Continuous climb to **3000**. Initially, on **GOW R233** to **2500** or **GOW DME** 3 (**I-OO DME** 2.6) whichever is later, then climbing left turn to hold at **VOR GOW** at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**610**(589)	**610**(589)	**610**(589)	**610**(589)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(774)	**800**(774)	**1400**(1374)	**1700**(1674)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	990	870	740	620	500

NOTE 1 FAT offset 5.5° south of extended RWY 23 C/L and intercepts 1.5NM from touchdown (**GOW DME** 2.4).
2 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
3 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
4 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (5/26): MAG VAR.

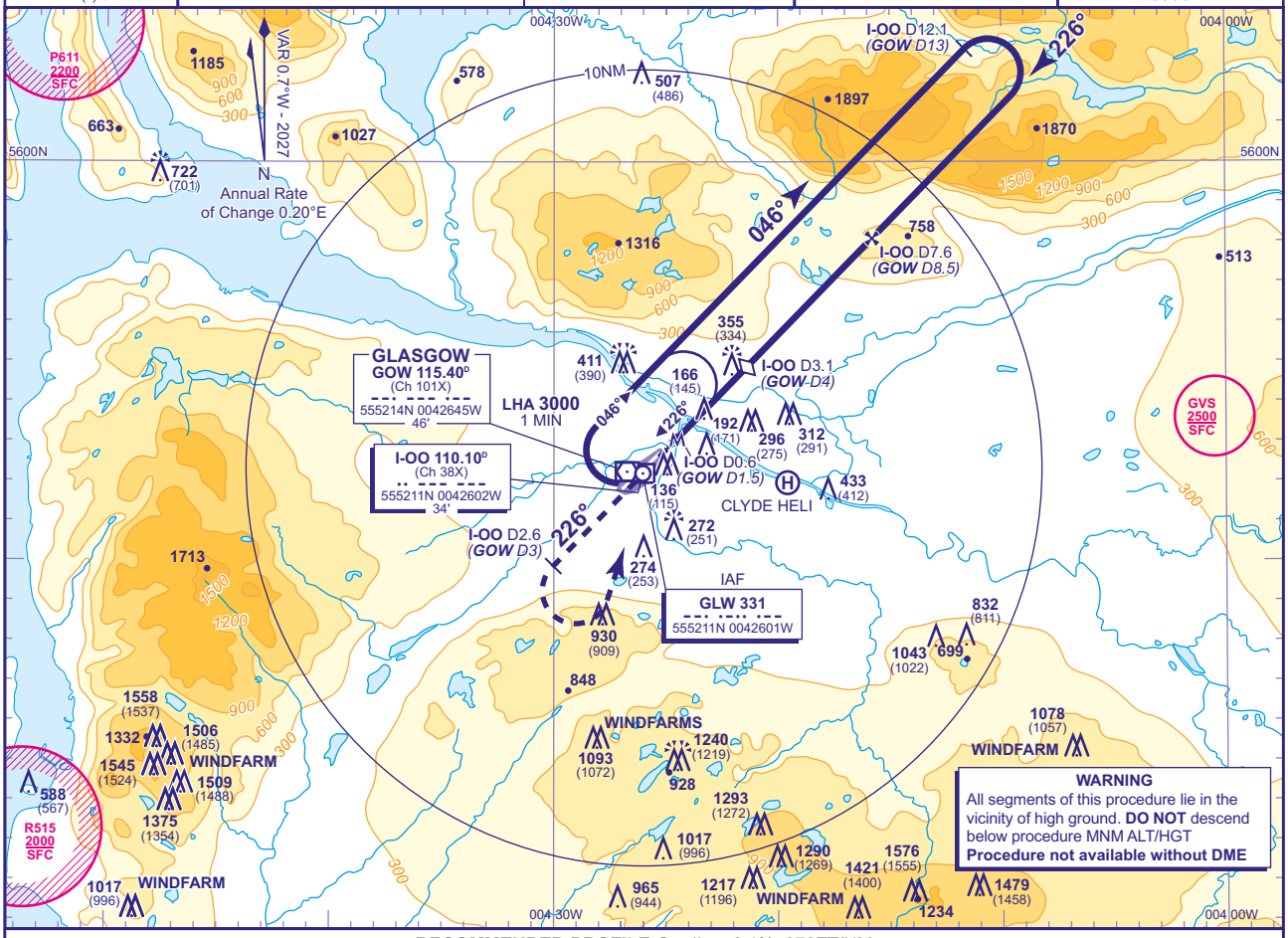
AERO INFO DATE 19 FEB 26

INSTRUMENT APPROACH CHART - ICAO

GLASGOW NDB(L)/DME RWY 23
(ACFT CAT A,B,C,D)

MSA 25NM (49, 48, 30; 345°–070°, 230°–345°) NDB(L) GLW	APP	119.105	GLASGOW APPROACH	AD ELEVATION	26
	TWR	118.805	GLASGOW TOWER	THR ELEVATION	21
		121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS 1576 AMSL (1555) (ABOVE THR)	
	RAD	119.105, 125.255, 128.755	GLASGOW RADAR		
	ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

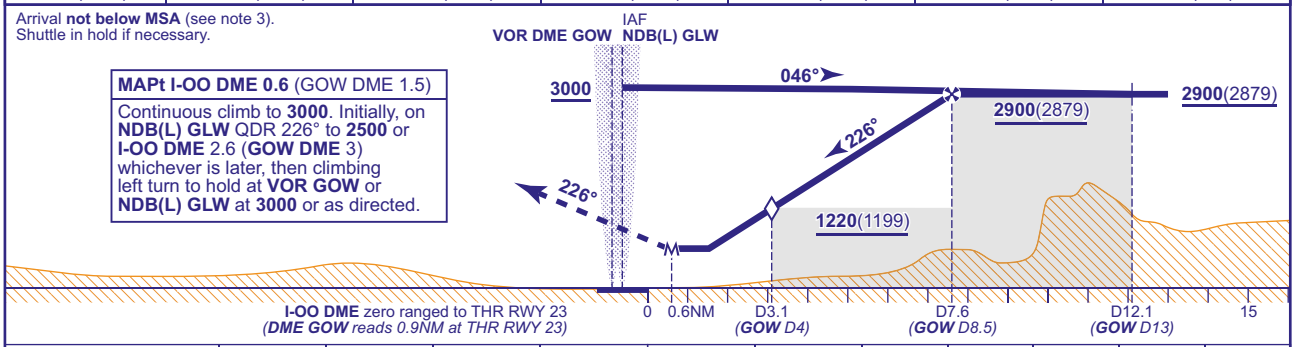


RECOMMENDED PROFILE Gradient 6.1%, 372FT/NM

DME I-OO(GOW)	7(7.9)	6(6.9)	5(5.9)	4(4.9)	3(3.9)	2(2.9)
ALT(HGT)	**2680**(2659)	**2300**(2279)	**1930**(1909)	**1560**(1539)	**1190**(1169)	**820**(799)

Arrival **not below MSA** (see note 3).
Shuttle in hold if necessary.

MAPt I-OO DME 0.6 (GOW DME 1.5)
Continuous climb to **3000**. Initially, on **NDB(L) GLW** QDR 226° to **2500** or **I-OO DME** 2.6 (**GOW DME** 3) whichever is later, then climbing left turn to hold at **VOR GOW** or **NDB(L) GLW** at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**610**(589)	**610**(589)	**610**(589)	**610**(589)
VM(C)OCA (OCH AAL)	Total Area	**800**(774)	**800**(774)	**1400**(1374)	**1700**(1674)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	990	870	740	620	500

NOTE 1 FAT offset 1.5° north of RWY 23 C/L.
2 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
3 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
4 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (5/26): MAG VAR. MAG TRACKS.

AERO INFO DATE 19 FEB 26 AD 2-EGPF-8-10

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	
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

EGPE — INVERNESS

EGPE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPE — INVERNESS

EGPE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 573233N Long: 0040251W Mid-point of Runway 05/23
2	Direction and distance from city	7 NM NE of Inverness.
3	Elevation / Reference temperature / Mean Low Temperature	31 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	172 FT
5	Magnetic Variation / Annual Change	0.72°W (2027) / 0.21°E
6	AD Administration Address Telephone	HIGHLANDS AND ISLANDS AIRPORTS LTD Inverness Airport, Inverness IV2 7JB. 01667-464000 (Administration) 01667-464276 (ATC) 01667-464255 (MET)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to ATC will be recorded.

EGPE AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sun 0615-2245 (0515-2145).
2	Customs and immigration	By arrangement. 6 hours notice required for EU flights, H24 for other flights.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As AIS briefing hours.
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	Northair - AVTUR JET A-1 and AVGAS 100LL: Mon-Fri 0600-1900 (0500-1800); Sat/Sun 0600-2100 (0500-2000). Out of hours through Handling Agent and +44(0)7836-202637 or +44(0)7595-223613. World of Fuels - AVTUR JET A-1: 0600-2200 (0500-2100). See remarks.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is strictly PPR. All operators, including executive and private General Aviation must make prior arrangements with a handling agent for ground handling.

EGPE AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

EGPE AD 2.5 PASSENGER FACILITIES

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

EGPE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 7 accepted under remission. RFF Category 6: Mon-Sun 0615-2245 (0515-2145).
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Available up to SF34 size aircraft. Further recovery limited.
4	Remarks	

EGPE AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

EGPE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

EGPE AD 2.10 AERODROME OBSTACLES

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

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPE8186)	MAST	573759.62N 0040430.31W	1100 FT	421 FT	Yes Red	LED lighting.
(EGPE7603)	MAST	573529.89N 0041636.37W	1526 FT	825 FT	Yes Red	
(EGPE8280)	ANEMOMETER	573242.82N 0040219.56W	55 FT	32 FT	Yes Red	
(EGPE8282)	MAST	573221.98N 0040239.53W	132 FT	104 FT	Yes Red	LED lighting
(EGPE8281)	ANEMOMETER	573221.27N 0040306.48W	62 FT	36 FT	Yes Red	
(EGPE7896)	TREE	573211.58N 0040512.16W	180 FT	62 FT	No	
(EGPE7894)	TREE	573209.52N 0040507.71W	162 FT	56 FT	No	
(EGPE7897)	TREE	573208.04N 0040510.82W	165 FT	53 FT	No	
(EGPE7908)	TREE	573206.70N 0040533.84W	191 FT	55 FT	No	
(EGPE5206)	PYLON	573144.98N 0035754.82W	271 FT	81 FT	No	
(EGPE5205)	PYLON	573139.65N 0035810.40W	302 FT	90 FT	No	
(EGPE7919)	TREE	573025.57N 0035801.84W	660 FT	175 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPE7918)	TREE	573024.15N 0035803.54W	662 FT	156 FT	No	
(EGPE7762)	TREE	573022.45N 0040246.46W	501 FT	116 FT	No	
(EGPE5074)	PYLON	572814.94N 0040109.66W	1065 FT	168 FT	No	
(EGPE5075)	PYLON	572814.17N 0040128.09W	999 FT	134 FT	No	
(EGPE5076)	PYLON	572809.31N 0040144.22W	1022 FT	155 FT	No	

EGPE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EGPE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	150 x 150 M	2008 x 280 M				RWY 05 Threshold displaced by 66 M. OFZ: Yes.
	150 x 150 M	2008 x 280 M				RWY 23 OFZ: Yes.
		761 x 60 M				RWY 11
		761 x 60 M				RWY 29

EGPE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	1888 M	2038 M	1888 M	1822 M	
23	1822 M	1972 M	1822 M	1822 M	
05	994 M	1144 M	994 M		Take-off from intersection of Runway 11.
23	849 M	999 M	849 M		Take-off from intersection of Runway 11.
11	701 M	701 M	701 M	701 M	
29	701 M	701 M	701 M	701 M	

EGPE 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	Five crossbars. LED 900 M Light intensity high	Green with green wingbars LED	PAPI Left/3° 50 FT 362 M			Final 600 M yellow All RWY edge lighting is LED. White Light intensity high	LED Red		
23	Five crossbars. LED 900 M Light intensity high	Green with green wingbars LED	PAPI Left/3° 57 FT 348 M			Final 600 M yellow All RWY edge lighting is LED. White Light intensity high	LED Red		

EGPE 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: 573221.27N 0040306.48W (LGTD), 573242.82N 0040219.56W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line from Runway 05/23 centre-line to SAR Apron. Green centre-line from Hold F, through north apron and taxiway to south apron. EDGE: Blue edge lights from Runway 05 to Runway 11 threshold.
4	Secondary power supply/switch-over time	Yes. Using local sub-station / 1 second during LVPs.

5	Remarks	

EGPE AD 2.16 HELICOPTER LANDING AREA

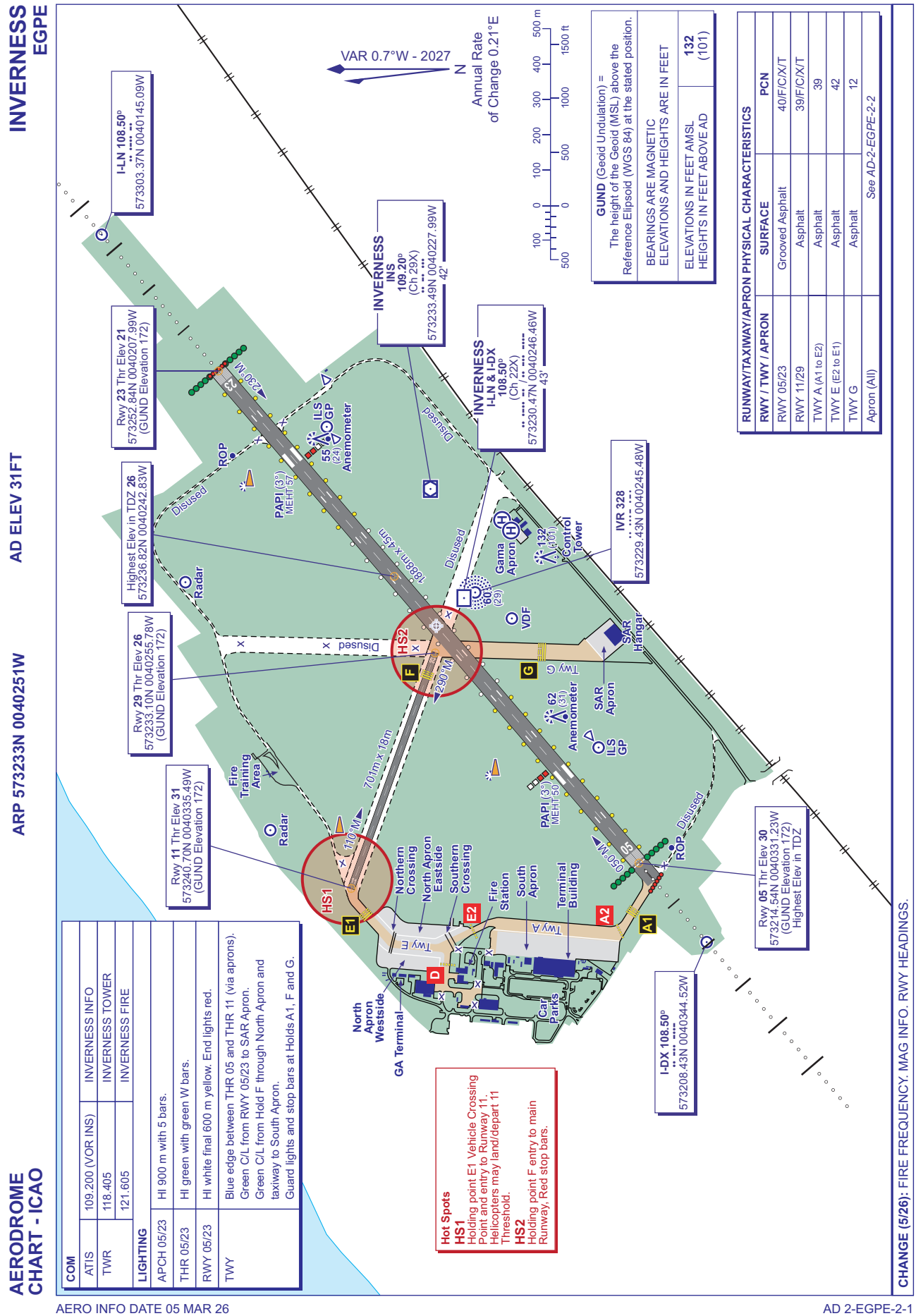
1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF 5: 573226.38N 0040234.42W, 171.9 FT TLOF 6: 573226.84N 0040233.44W, 171.9 FT
2	TLOF and/or FATO elevation	TLOF 5: 26.0 FT TLOF 6: 25.7 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	

EGPE 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
INVERNESS ATZ A circle, 2.5 NM radius, centred at 573233N 0040251W on longest notified runway (05/23)	Upper limit: 2031 FT ALT Lower limit: SFC	G	INVERNESS RADAR English	3000 FT		Air Ambulance flights/SAR operations may occur H24, including outside of the operating hours of the aerodrome ATZ. Pilots are recommended to make a blind call on Inverness Radar (122.605) when the aerodrome is published closed and they are transiting through or close to the ATZ. ATZ 2000 FT AAL.

EGPE 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	INVERNESS TOWER	118.405 DOC 25 NM/4,000 FT.			Mon-Sun 0615-2245 (0515 - 2145).	VDF 573226.14N 0040249.88W Northwest of ATC.
RADAR	INVERNESS RADAR	122.605 DOC 40 NM/ 15,000 FT.			Mon-Sun 0615-2245 (0515-2145).	VDF 573226.14N 0040249.88W Northwest of ATC.
ATIS	INVERNESS INFORMATION	109.200 Broadcast on Inverness VOR.			H24	Unverified outside hours of approach.
OTHER	INVERNESS FIRE CHIEF	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

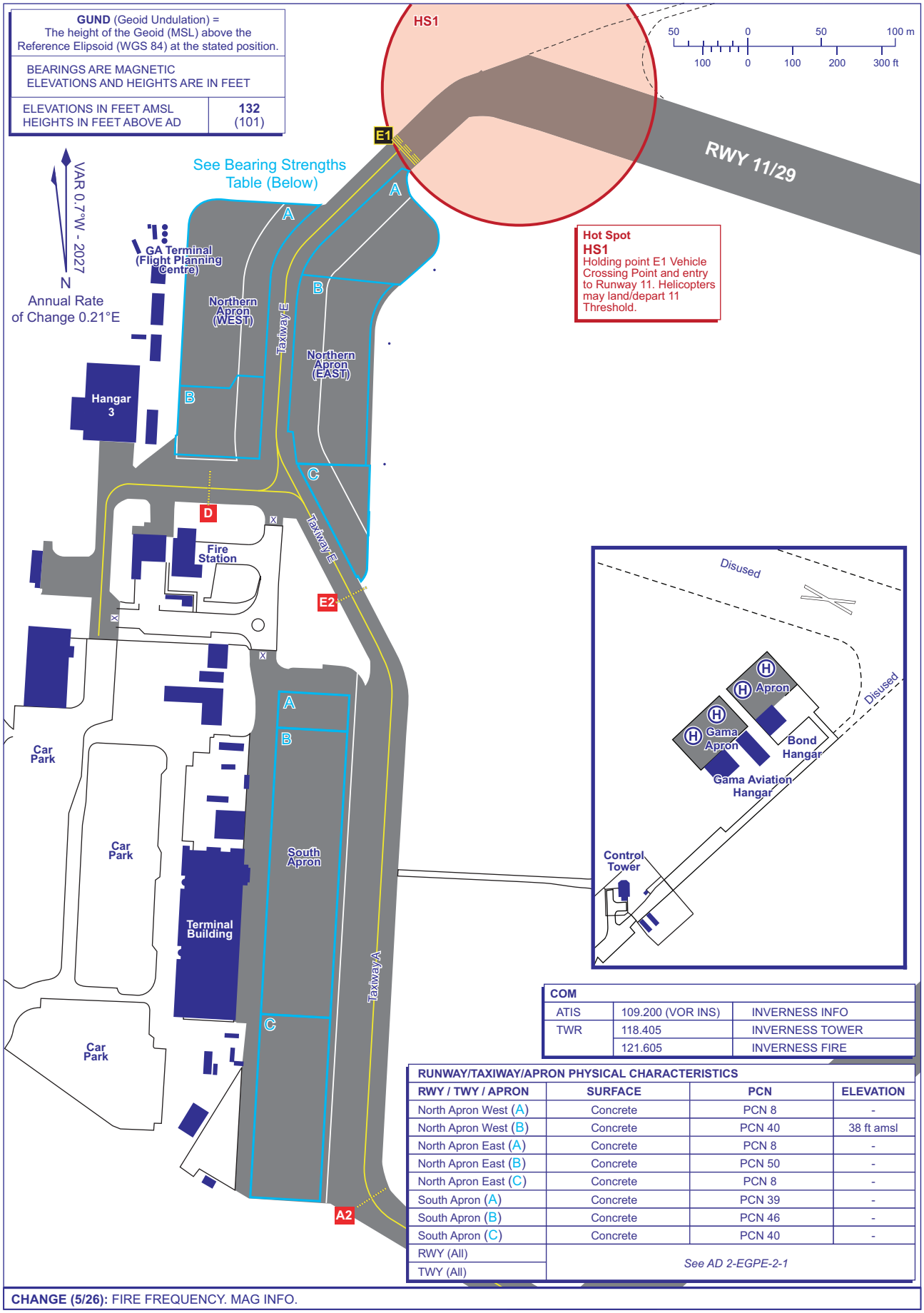

INVERNESS
EGPE
AERODROME CHART - ICAO
ARP 573233N 0040251W
AD ELEV 31FT
VAR 0.7°W - 2027
Annual Rate of Change 0.21°E
I-LN 108.50°
573303.37N 0040145.09W
Rwy 23 Thr Elev 21
573252.84N 0040207.99W
(GUND Elevation 172)
Highest Elev in TDZ 26
573236.82N 0040242.83W
Rwy 29 Thr Elev 26
573233.10N 0040255.78W
(GUND Elevation 172)
Rwy 11 Thr Elev 31
573240.70N 0040335.49W
(GUND Elevation 172)
INVERNESS
INS
109.20°
(Ch 29X)
573233.49N 0040227.99W
42°
INVERNESS
I-LN & I-DX
108.50°
(Ch 22X)
573230.47N 0040246.46W
43'
IVR 328
573229.43N 0040245.48W
Rwy 05 Thr Elev 30
573214.54N 0040331.23W
(GUND Elevation 172)
Highest Elev in TDZ
I-DX 108.50°
573208.43N 0040344.52W
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 132 (101)
HEIGHTS IN FEET ABOVE AD
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
RWY / TWY / APRON | SURFACE | PCN
RWY 05/23 | Grooved Asphalt | 40/F/C/X/T
RWY 11/29 | Asphalt | 39/F/C/X/T
TWY A (A1 to E2) | Asphalt | 39
TWY E (E2 to E1) | Asphalt | 42
TWY G | Asphalt | 12
Apron (All) | See AD-2-EGPE-2-2
COM
ATIS 109.200 (VOR INS) INVERNESS INFO
TWR 118.405 INVERNESS TOWER
121.605 INVERNESS FIRE
LIGHTING
APCH 05/23 HI 900 m with 5 bars.
THR 05/23 HI green with green W bars.
RWY 05/23 HI white final 600 m yellow. End lights red.
TWY Blue edge between THR 05 and THR 11 (via aprons). Green C/L from RWY 05/23 to SAR Apron. Green C/L from Hold F through North Apron and taxiway to South Apron. Guard lights and stop bars at Holds A1, F and G.
Hot Spots
HS1 Holding point E1 Vehicle Crossing Point and entry to Runway 11. Helicopters may land/depart 11 Threshold.
HS2 Holding point F entry to main Runway, Red stop bars.
CHANGE (5/26): FIRE FREQUENCY. MAG INFO. RWY HEADINGS.
Disused
ROP
PAPI (3°) MEHT 57
ILS GP
55 (24) Anemometer
1888m x 45m
Radar
Gama Apron
132 (101) Control Tower
VDF
SAR Hangar
SAR Apron
62 (31) Anemometer
ILS GP
PAPI (3°) MEHT 50
Fire Training Area
Radar
710m x 18m
290°M
110°M
050°M
Northern Crossing
North Apron Eastside
Southern Crossing
Fire Station
South Apron
Terminal Building
North Apron Westside
GA Terminal
Car Parks
Twy A
Twy E
Twy G
HS1
HS2
E1
E2
A1
A2
D
F
G

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 573233N 0040251W

AD ELEV 31FT

INVERNESS
EGPE



COM		
ATIS	109.200 (VOR INS)	INVERNESS INFO
TWR	118.405	INVERNESS TOWER
	121.605	INVERNESS FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

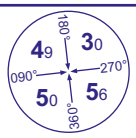
RWY / TWY / APRON	SURFACE	PCN	ELEVATION
North Apron West (A)	Concrete	PCN 8	-
North Apron West (B)	Concrete	PCN 40	38 ft amsl
North Apron East (A)	Concrete	PCN 8	-
North Apron East (B)	Concrete	PCN 50	-
North Apron East (C)	Concrete	PCN 8	-
South Apron (A)	Concrete	PCN 39	-
South Apron (B)	Concrete	PCN 46	-
South Apron (C)	Concrete	PCN 40	-
RWY (All)	*See AD 2-EGPE-2-1*		
TWY (All)			

CHANGE (5/26): FIRE FREQUENCY. MAG INFO.

AERO INFO DATE 04 MAR 26

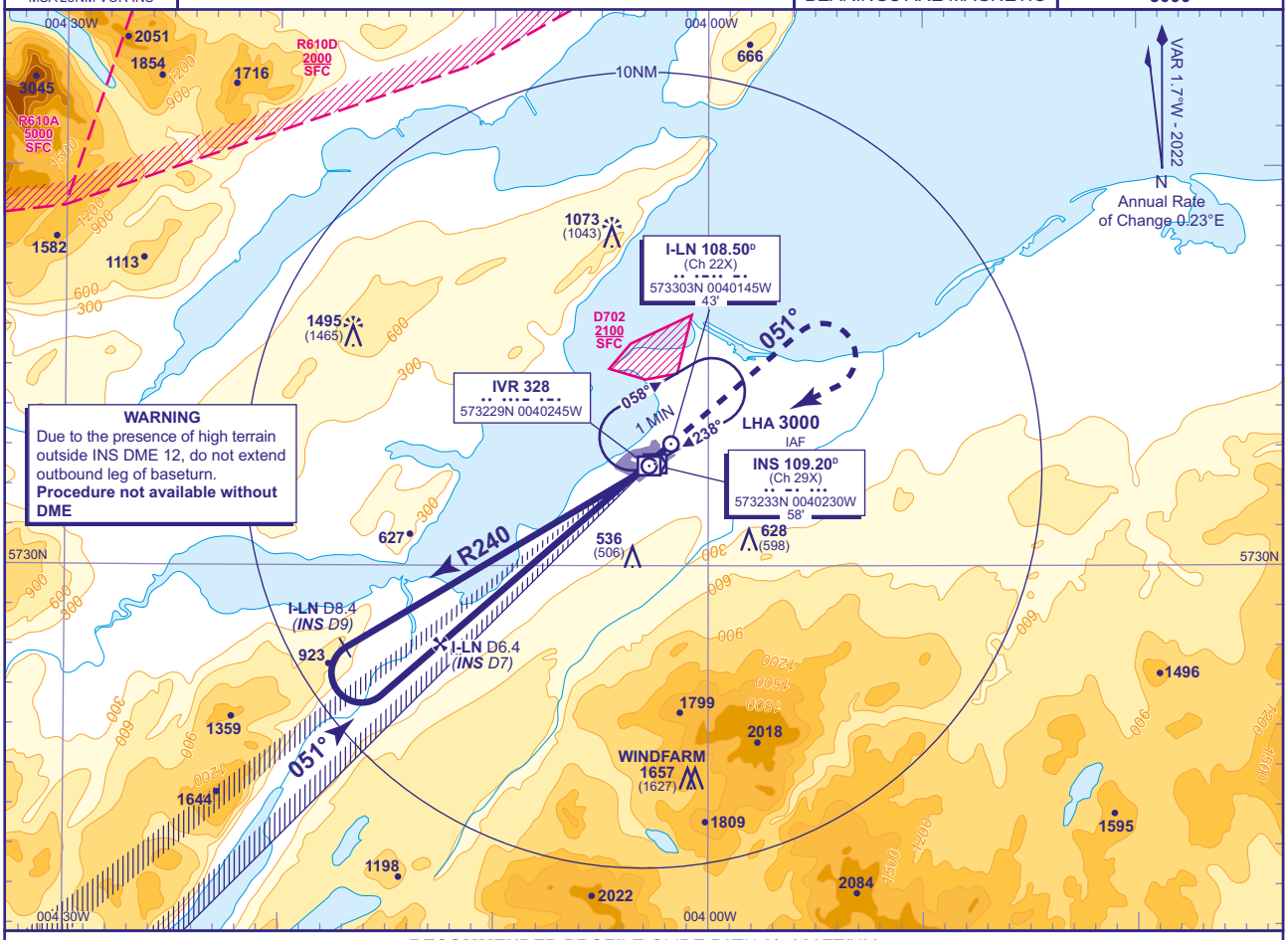
INSTRUMENT APPROACH CHART - ICAO

INVERNESS ILS/DME/VOR RWY 05
(ACFT CAT A,B)



MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	TRANSITION ALTITUDE 3000
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30	
ATIS	109.200	INVERNESS INFORMATION	OBSTACLE ELEVATION 1495 AMSL (1465) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		

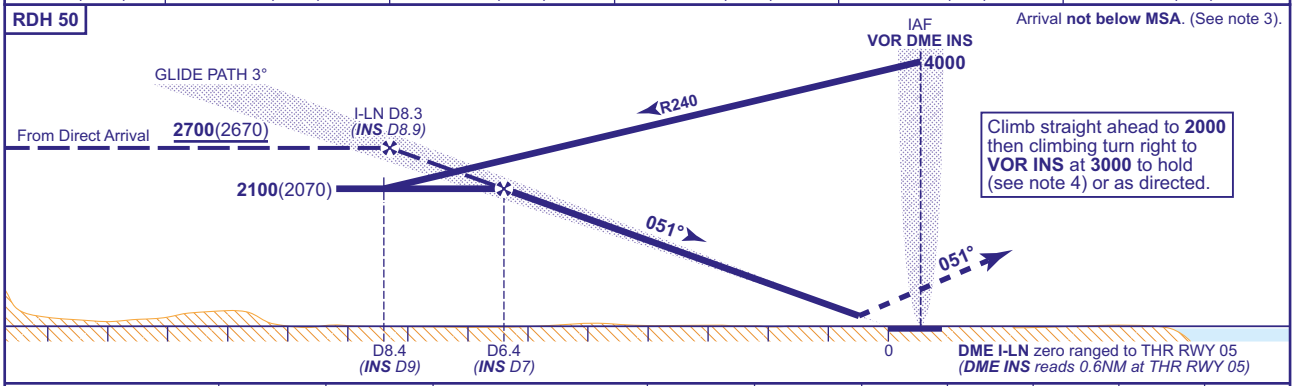


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-LN	5	4	3	2	1
ALT(HGT)	**1680**(1650)	**1360**(1330)	**1040**(1010)	**720**(690)	**400**(370)

RDH 50

Arrival **not below MSA**. (See note 3).



Aircraft Category		A	B
OCA (OCH)	CAT I	**190**(160)	**199**(169)
VM(C)OCA (OCH AAL)	Total Area	**720**(689)	**840**(809)
	North of RWY 05/23	**720**(689)	**770**(739)

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

NOTE 1 NDB(L) IVR may be used if INS VOR is not available.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-7. Intermediate segment at **2700**(2670) from direct arrival to FAP shown as dotted line on profile.

CHANGE (5/26): VM(C)OCA(OCH AAL) NORTH OF RWY 05/23 CAT A/B.

AERO INFO DATE 11 FEB 26

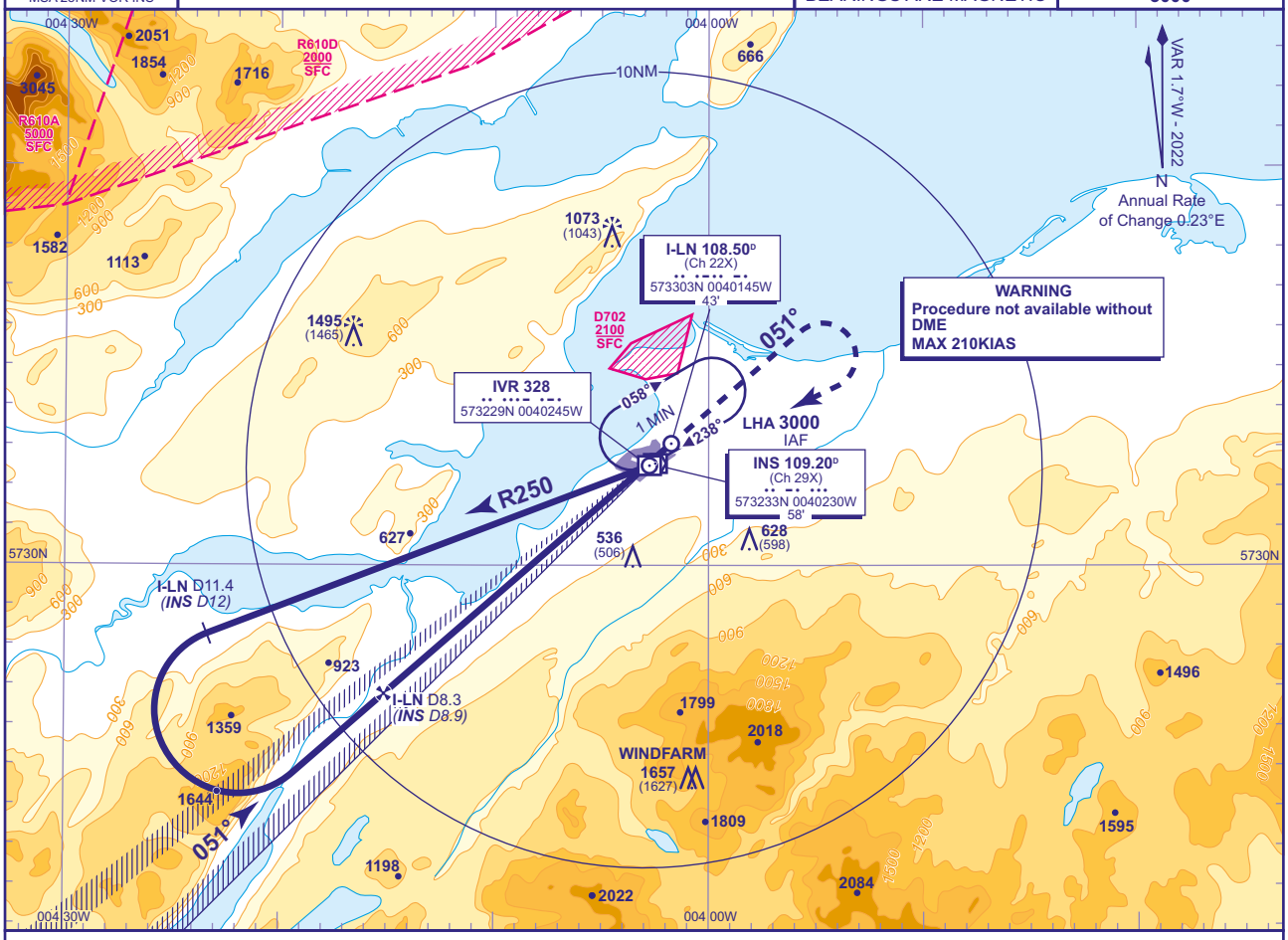
AD 2-EGPE-8-1

INSTRUMENT APPROACH CHART - ICAO

INVERNESS ILS/DME/VOR RWY 05 (ACFT CAT C)

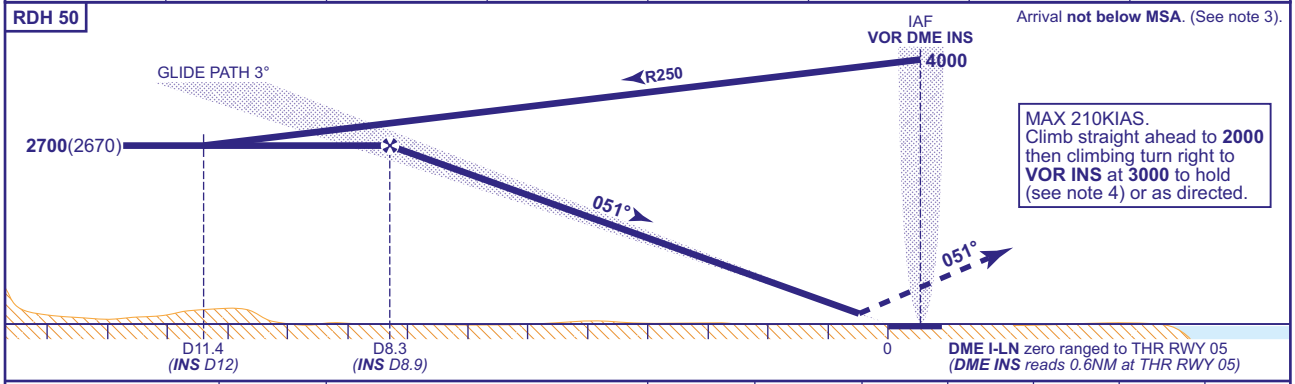
MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30	
ATIS	109.200	INVERNESS INFORMATION	OBSTACLE ELEVATION **1495 AMSL** (1465) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-LN	7	6	5	4	3	2	1
ALT(HGT)	**2320**(2290)	**2000**(1970)	**1680**(1650)	**1360**(1330)	**1040**(1010)	**720**(690)	**400**(370)



Arrival **not below MSA**. (See note 3).

Aircraft Category		C
OCA (OCH)	CAT I	**209**(179)
VM(C)OCA (OCH AAL)	Total Area	**1400**(1369)
	North of RWY 05/23	**1100**(1069)

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

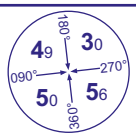
NOTE 1 NDB(L) IVR may be used if INS VOR is not available.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-8.

CHANGE (6/25): FREQUENCIES REVISED.

AERO INFO DATE 24 MAR 25 AD 2-EGPE-8-2

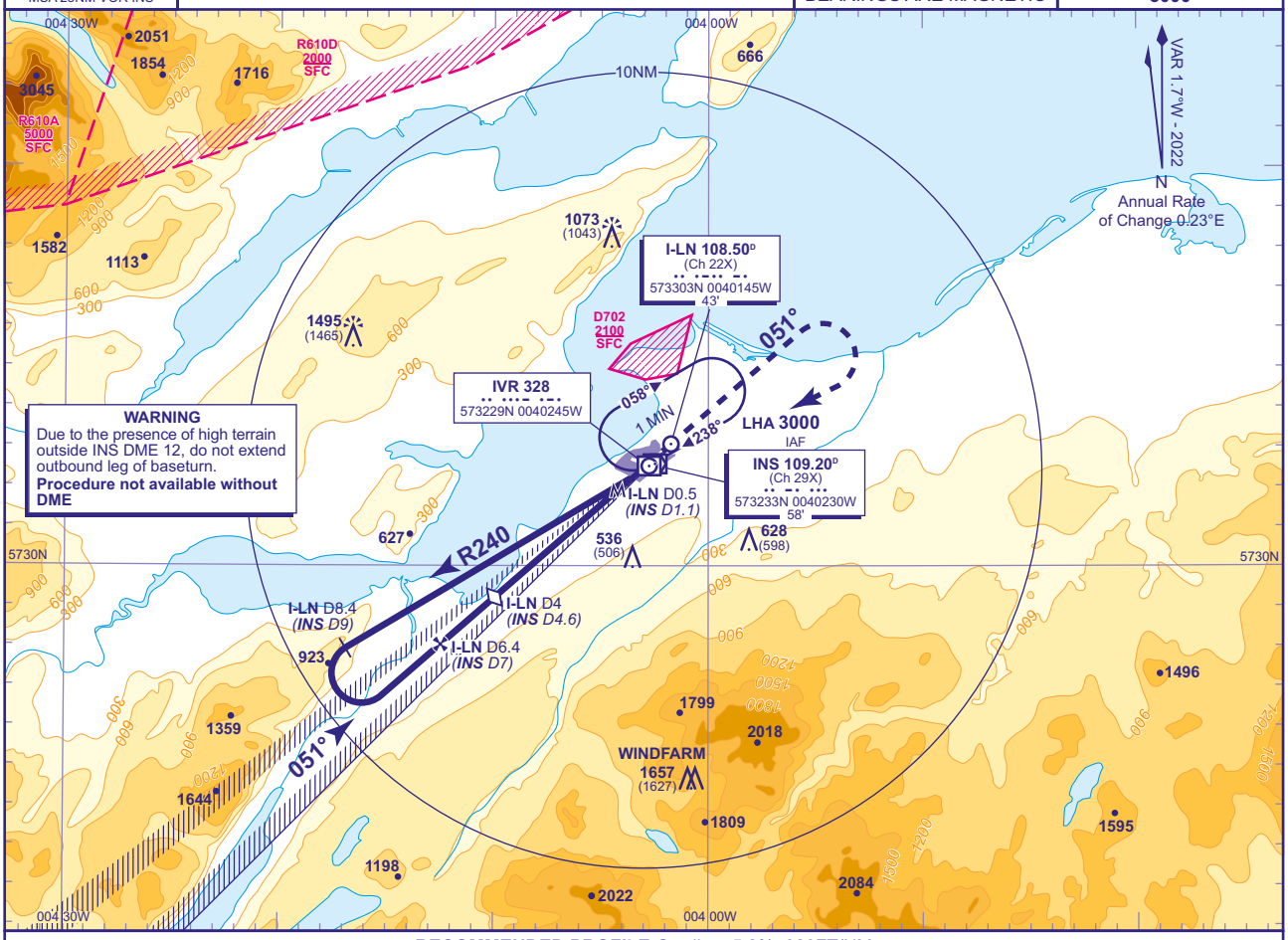
INSTRUMENT APPROACH CHART - ICAO

INVERNESS LOC/DME/VOR RWY 05
(ACFT CAT A,B)



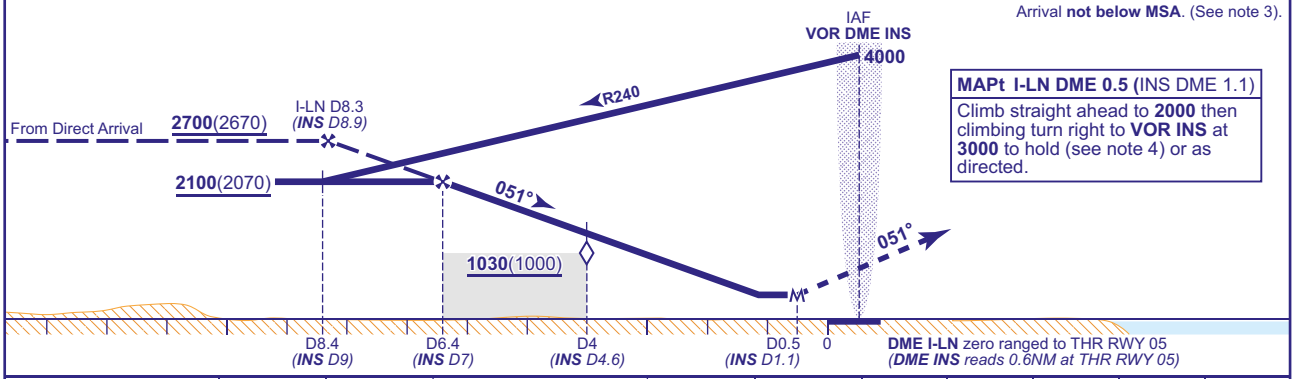
MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	TRANSITION ALTITUDE 3000
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30	
ATIS	109.200	INVERNESS INFORMATION	OBSTACLE ELEVATION 1495 AMSL (1465) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-LN	5	4 (SDF)	3	2	1
ALT(HGT)	**1680**(1650)	**1360**(1330)	**1040**(1010)	**720**(690)	**400**(370)



Arrival **not below MSA**. (See note 3).

MAPt I-LN DME 0.5 (INS DME 1.1)
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

DME I-LN zero ranged to THR RWY 05
(***DME INS*** *reads 0.6NM at THR RWY 05*)

Aircraft Category		A	B
OCA (OCH)	Procedure	**420**(390)	**420**(390)
VM(C)OCA (OCH AAL)	Total Area	**720**(689)	**840**(809)
	North of RWY 05/23	**720**(689)	**770**(739)

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

NOTE 1 NDB(L) IVR may be used if INS VOR is not available.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-7. Intermediate segment at **2700**(2670) from direct arrival to FAP shown as dotted line on profile.

CHANGE (5/26): VM(C)OCA(OCH AAL) NORTH OF RWY 05/23 CAT A/B.

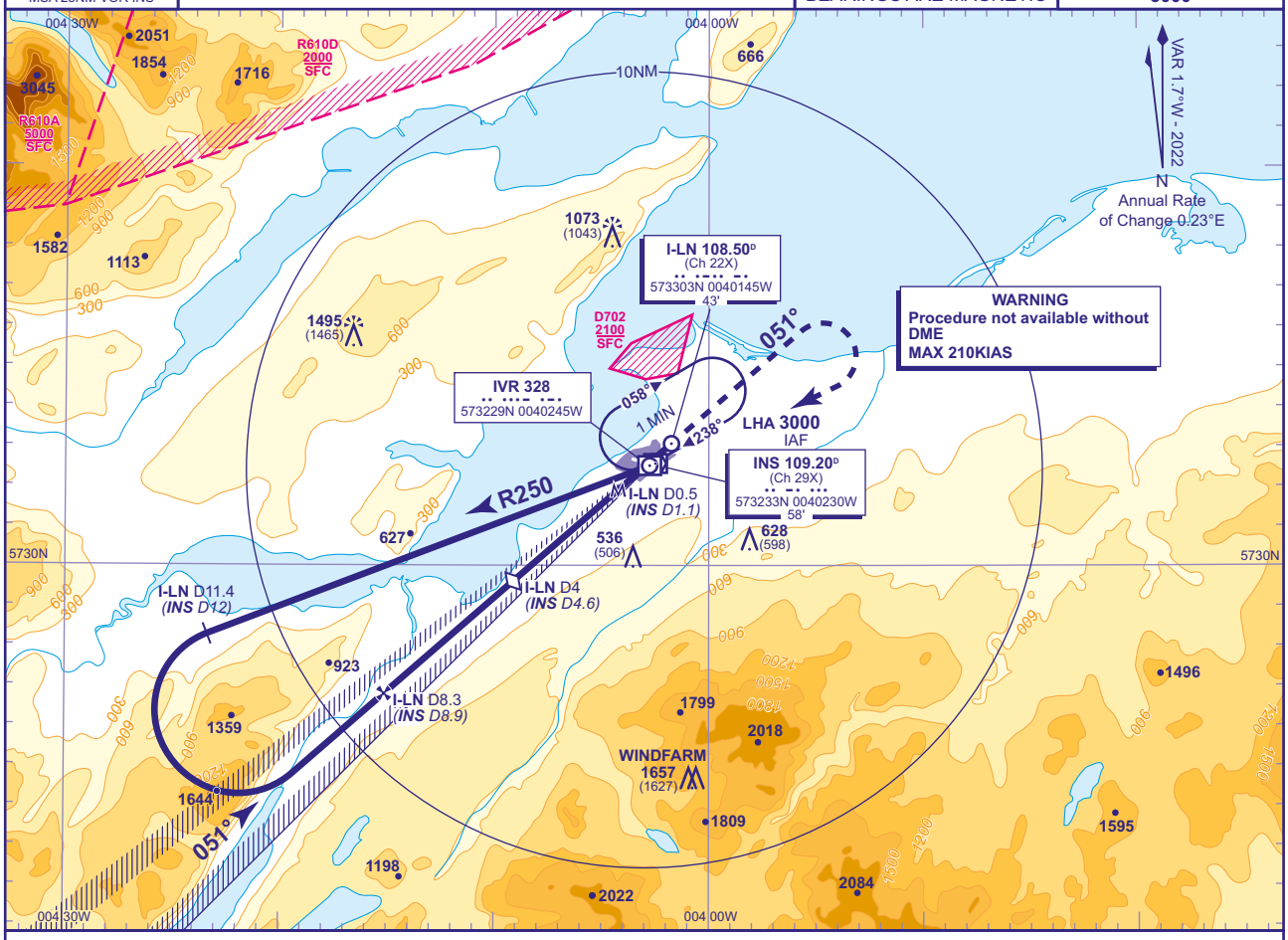
AERO INFO DATE 11 FEB 26

INSTRUMENT APPROACH CHART - ICAO

INVERNESS LOC/DME/VOR RWY 05
(ACFT CAT C)

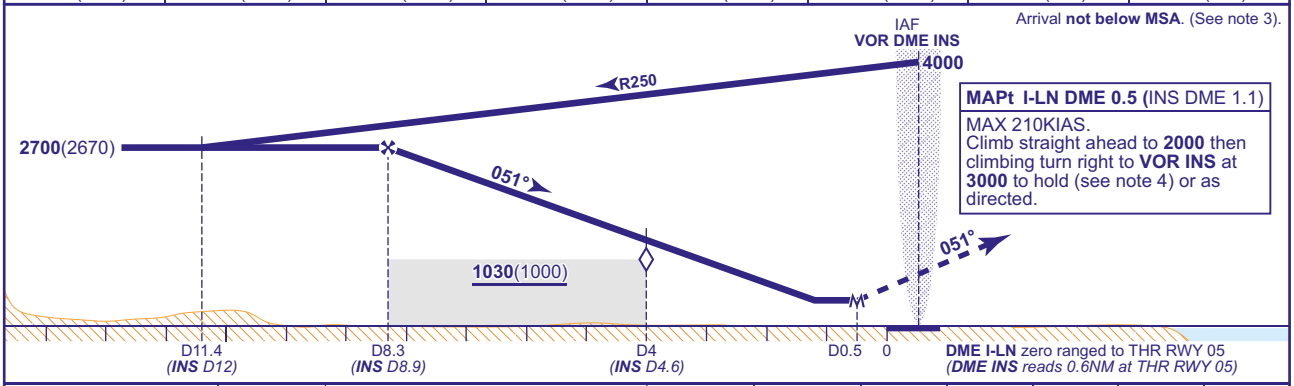
MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30	
ATIS	109.200	INVERNESS INFORMATION	OBSTACLE ELEVATION **1495 AMSL** (1465) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-LN	7	6	5	4 (SDF)	3	2	1
ALT(HGT)	**2320**(2290)	**2000**(1970)	**1680**(1650)	**1360**(1330)	**1040**(1010)	**720**(690)	**400**(370)



Arrival **not below MSA**. (See note 3).

MAPt I-LN DME 0.5 (INS DME 1.1)
MAX 210KIAS.
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

DME I-LN zero ranged to THR RWY 05
(***DME INS*** *reads 0.6NM at THR RWY 05*)

Aircraft Category		C
OCA (OCH)	Procedure	**420**(390)
VM(C)OCA (OCH AAL)	Total Area	**1400**(1369)
	North of RWY 05/23	**1100**(1069)

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

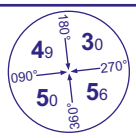
NOTE 1 NDB(L) IVR may be used if INS VOR is not available.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-8.

CHANGE (6/25): FREQUENCIES REVISED.

AERO INFO DATE 24 MAR 25 AD 2-EGPE-8-4

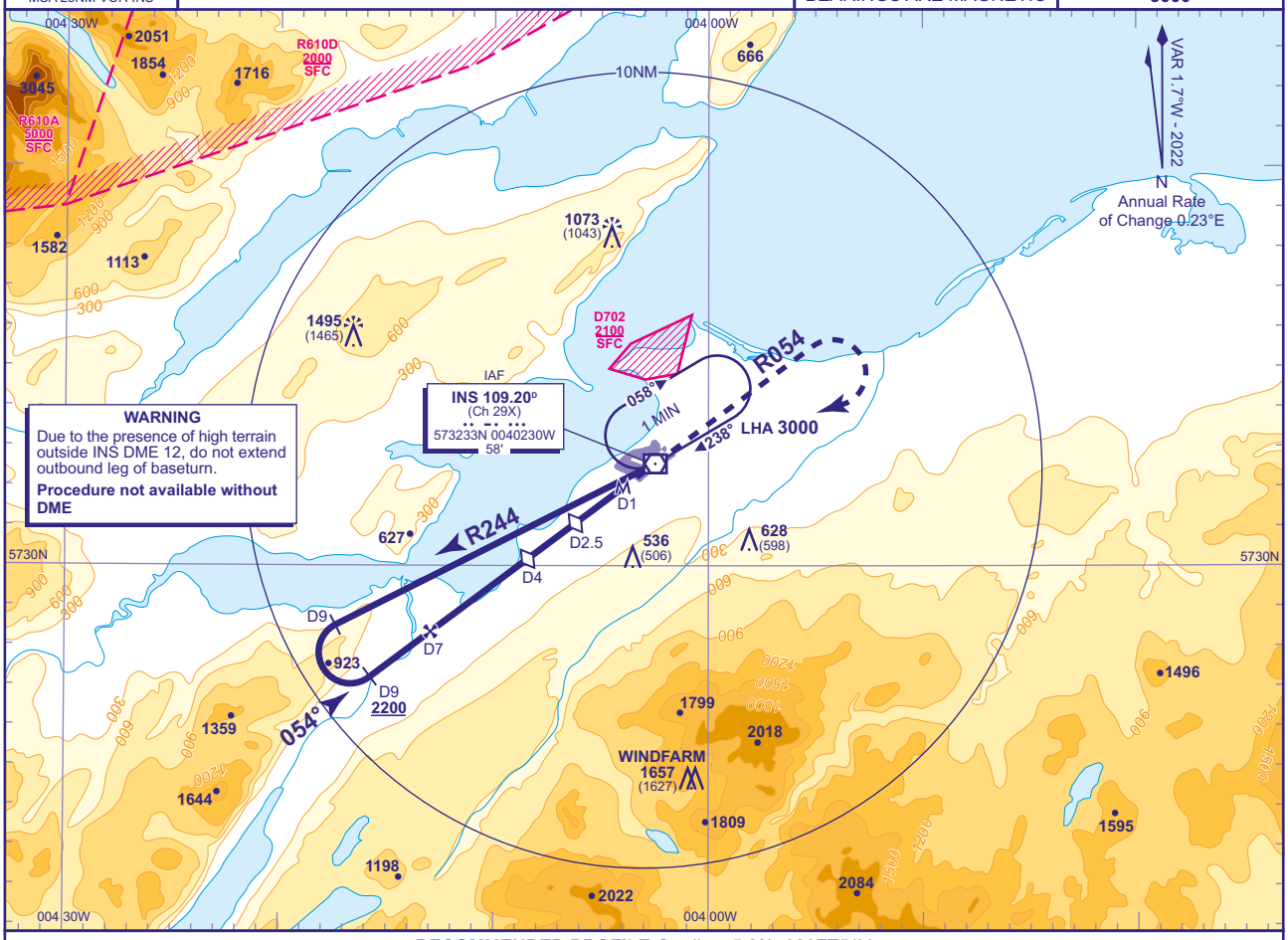
INSTRUMENT APPROACH CHART - ICAO

INVERNESS VOR/DME RWY 05
(ACFT CAT A,B)



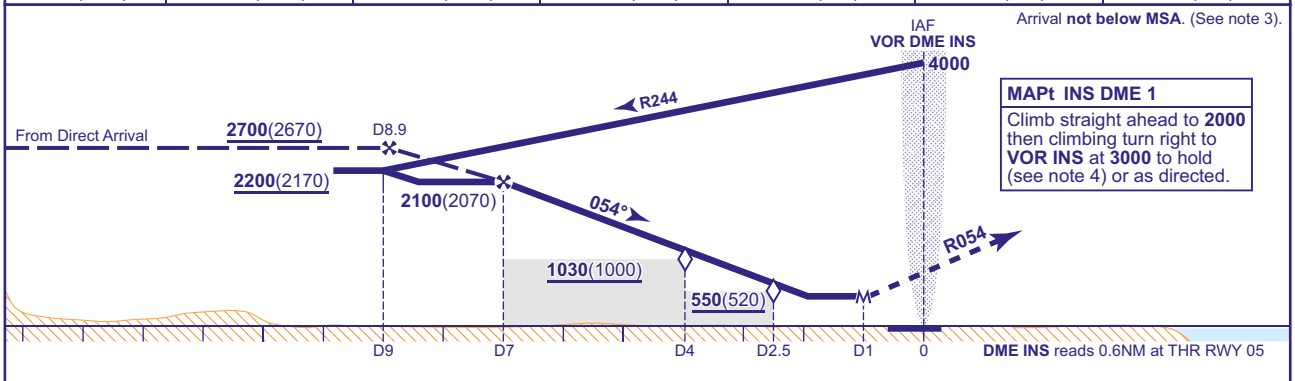
MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30	
ATIS	109.200	INVERNESS INFORMATION	OBSTACLE ELEVATION	1495 AMSL (1465) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME INS	6	5	4 (SDF)	3	2.5 (SDF)	2
ALT(HGT)	1780(1750)	1460(1430)	1140(1110)	820(790)	660(630)	500(470)



Aircraft Category		A	B
OCA (OCH)	Procedure	480(450)	480(450)
VM(C)OCA (OCH AAL)	Total Area	720(689)	840(809)
	North of RWY 05/23	720(689)	770(739)

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

NOTE 1 FAT offset 4° north of RWY 05 C/L.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-9. Intermediate segment at **2700**(2670) from direct arrival to FAP shown as dotted line on profile.

CHANGE (5/26): VM(C)OCA(OCH AAL) NORTH OF RWY 05/23 CAT A/B.

AERO INFO DATE 11 FEB 26

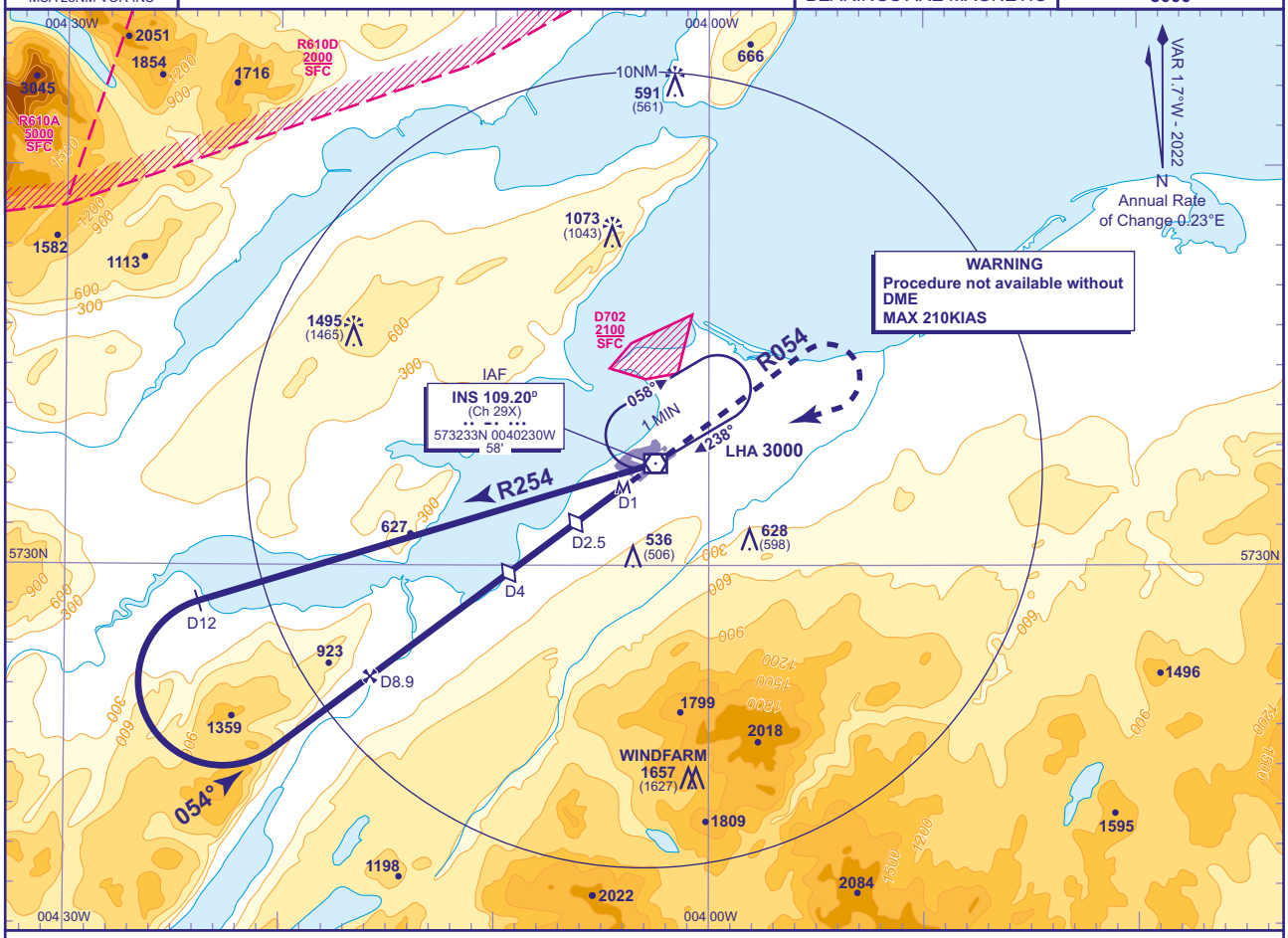
AD 2-EGPE-8-5

INSTRUMENT APPROACH CHART - ICAO

INVERNESS VOR/DME RWY 05
(ACFT CAT C)

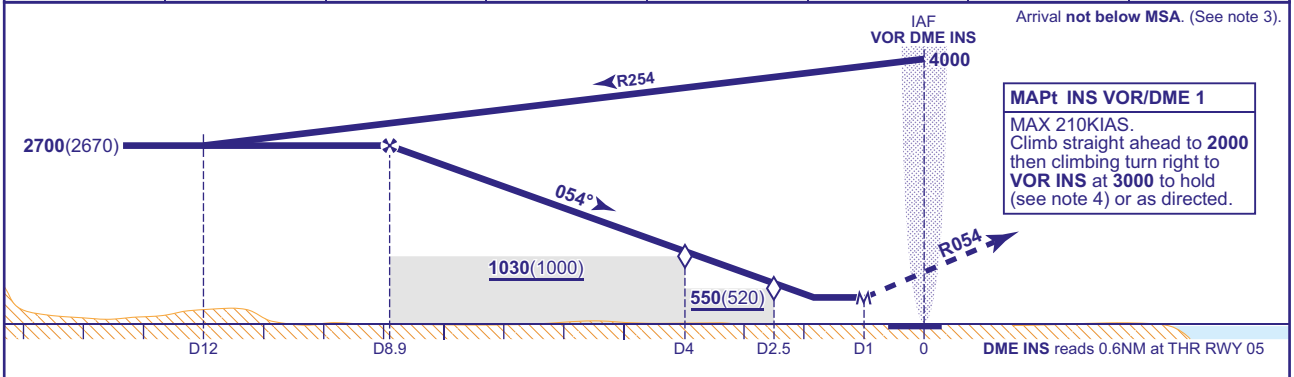
MSA 25NM VOR INS

TWR	118.405	NVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30	
ATIS	109.200	INVERNESS INFORMATION	OBSTACLE ELEVATION	**1495 AMSL** (1465) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME INS	7	6	5	4 **(SDF)**	3	2.5 **(SDF)**	2
ALT(HGT)	**2100**(2070)	**1780**(1750)	**1460**(1430)	**1140**(1110)	**820**(790)	**660**(630)	**500**(470)



Arrival **not below MSA**. (See note 3).

MAPt INS VOR/DME 1
MAX 210KIAS.
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

Aircraft Category		**C**
OCA (OCH)	**Procedure**	**480**(450)
VM(C)OCA (OCH AAL)	**Total Area**	**1400**(1369)
	North of RWY 05/23	**1100**(1069)

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

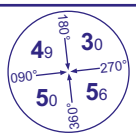
NOTE 1 FAT offset 4° north of RWY 05C/L.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-6.

CHANGE (6/25): FREQUENCIES REVISED. OCA(OCH) CAT C.

AERO INFO DATE 24 MAR 25 AD 2-EGPE-8-6

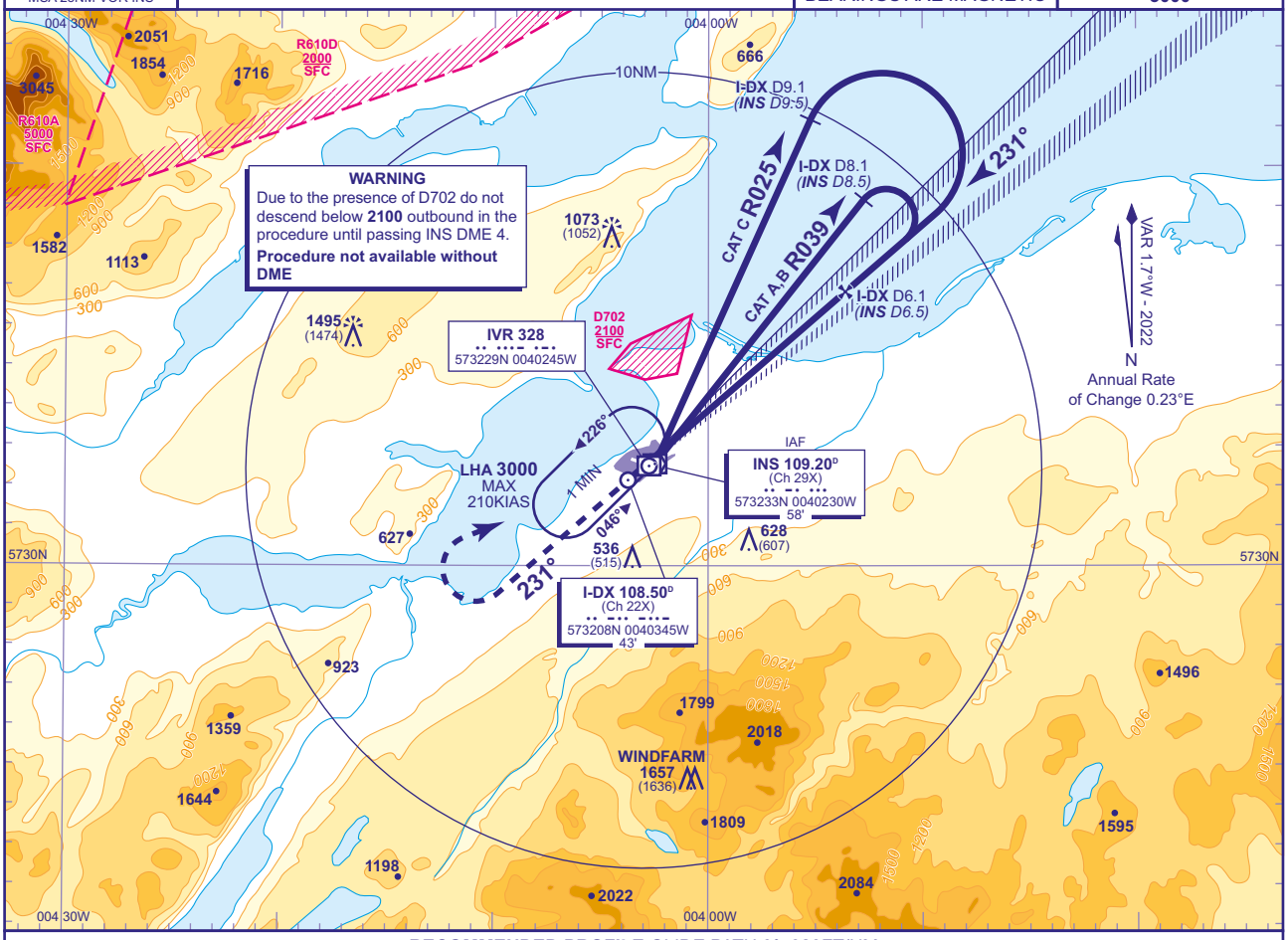
INSTRUMENT APPROACH CHART - ICAO

INVERNESS ILS/DME/VOR RWY 23 (ACFT CAT A,B,C)



MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	21	
ATIS	109.200	INVERNESS INFORMATION	OBSTACLE ELEVATION 1495 AMSL (1474) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000

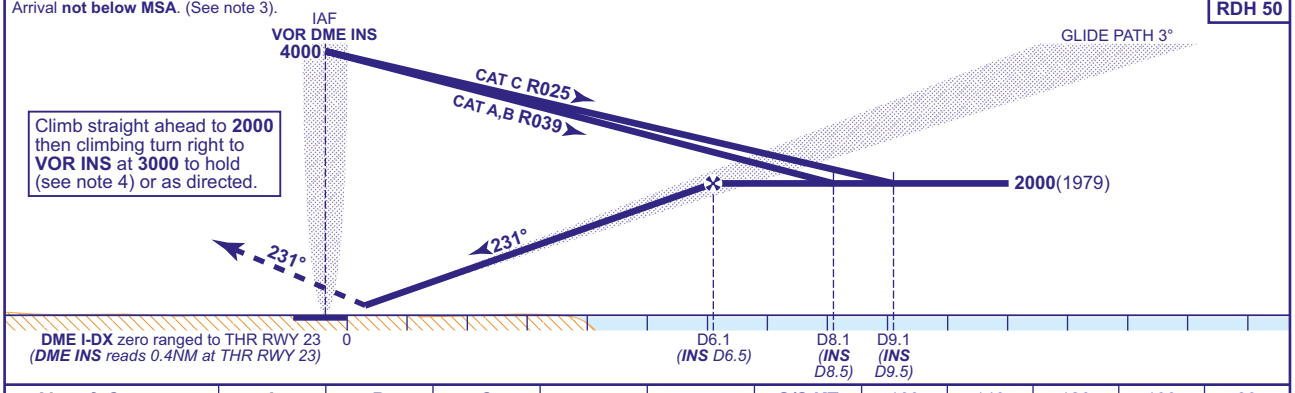


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-DX	5	4	3	2	1
ALT(HGT)	**1670**(1649)	**1350**(1329)	**1030**(1009)	**710**(689)	**390**(369)

Arrival **not below MSA**. (See note 3).

RDH 50



Aircraft Category		A	B	C
OCA (OCH)	CAT I	**177**(156)	**187**(166)	**199**(178)
VM(C)OCA (OCH AAL)	Total Area	**720**(689)	**840**(809)	**1400**(1369)
	North of RWY 05/23	**720**(689)	**770**(739)	**1100**(1069)

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

NOTE 1 NDB(L) IVR may be used if INS VOR is not available.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-15.

CHANGE (5/26): VM(C)OCA(OCH AAL) NORTH OF RWY 05/23 CAT A/B.

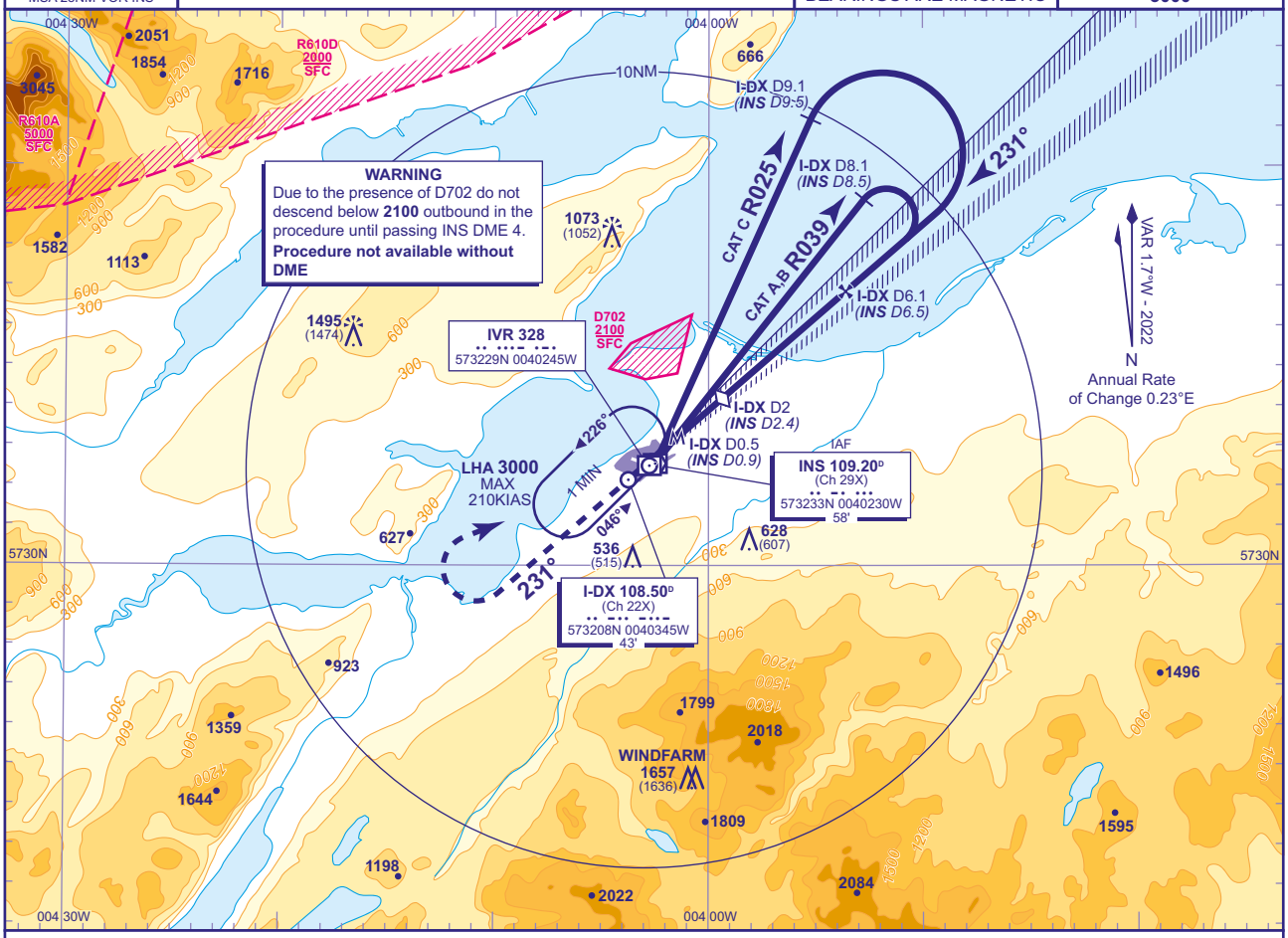
AERO INFO DATE 11 FEB 26

INSTRUMENT APPROACH CHART - ICAO

INVERNESS LOC/DME/VOR RWY 23
(ACFT CAT A,B,C)

MSA 25NM VOR INS

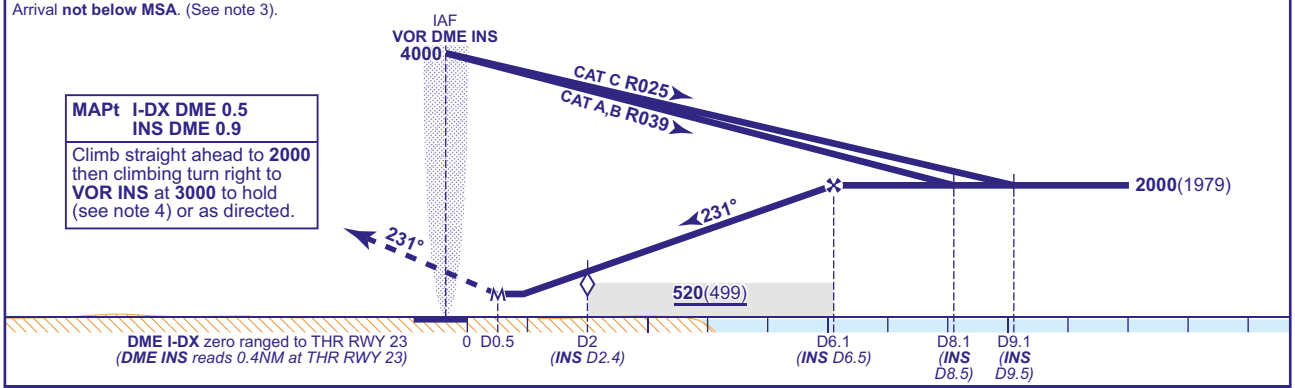
TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	21	
ATIS	109.200	INVERNESS INFORMATION	OBSTACLE ELEVATION		
			1495 AMSL (1474) (ABOVE THR)		
			BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE	**3000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-DX	5	4	3	2 **(SDF)**	1
ALT(HGT)	**1670**(1649)	**1350**(1329)	**1030**(1009)	**710**(689)	**390**(369)

Arrival **not below MSA**. (See note 3).



Aircraft Category		**A**	**B**	**C**
OCA (OCH)	**Procedure**	**380**(359)	**380**(359)	**380**(359)
VM(C)OCA (OCH AAL)	**Total Area**	**720**(689)	**840**(809)	**1400**(1369)
	North of RWY 05/23	**720**(689)	**770**(739)	**1100**(1069)

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

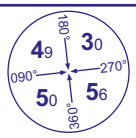
NOTE 1 NDB(L) IVR may be used if INS VOR is not available.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-15 (not available to CAT C aircraft).

CHANGE (5/26): VM(C)OCA(OCH AAL) NORTH OF RWY 05/23 CAT A/B.

AERO INFO DATE 11 FEB 26 AD 2-EGPE-8-12

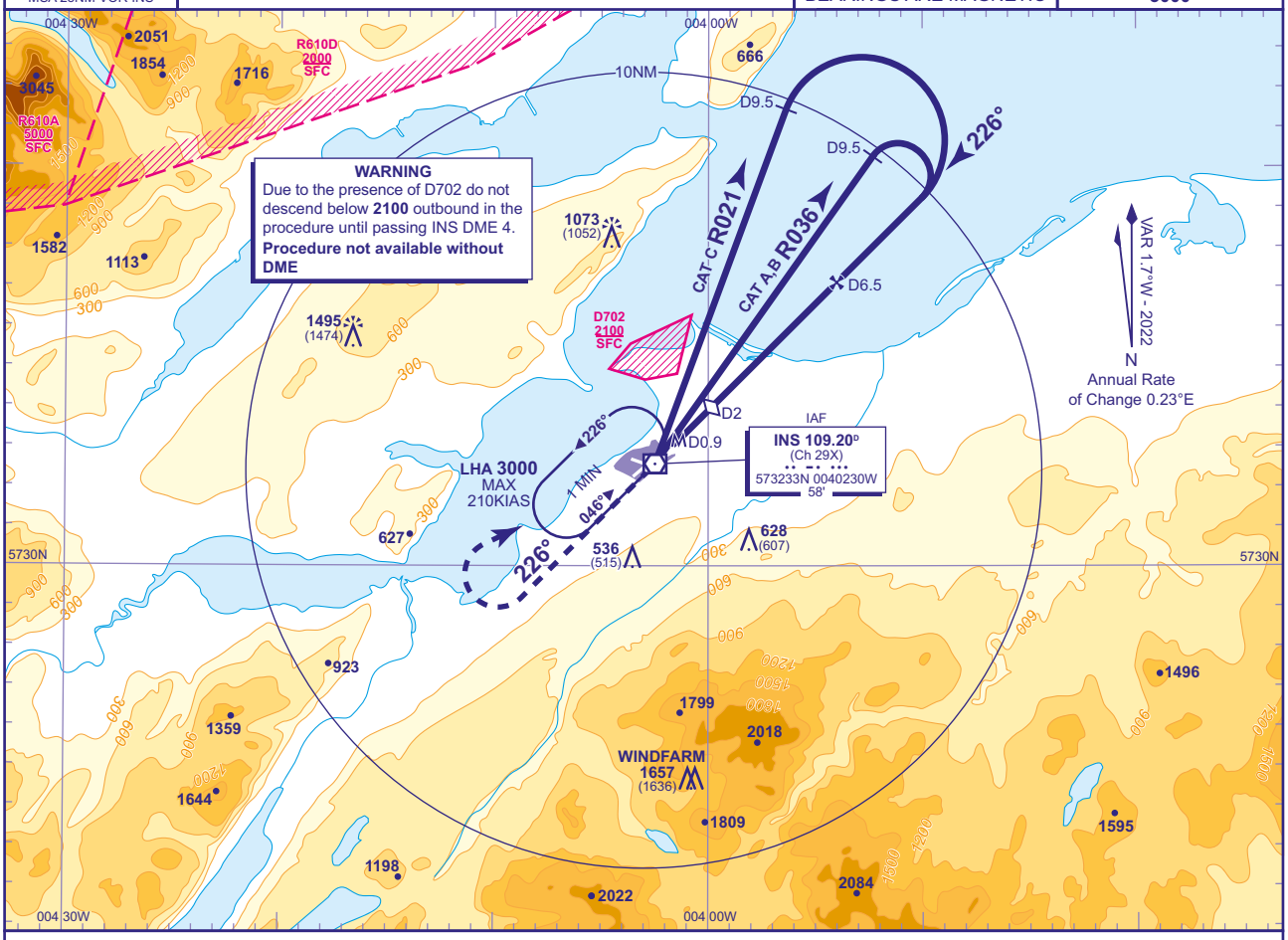
INSTRUMENT APPROACH CHART - ICAO

INVERNESS VOR/DME RWY 23
(ACFT CAT A,B,C)



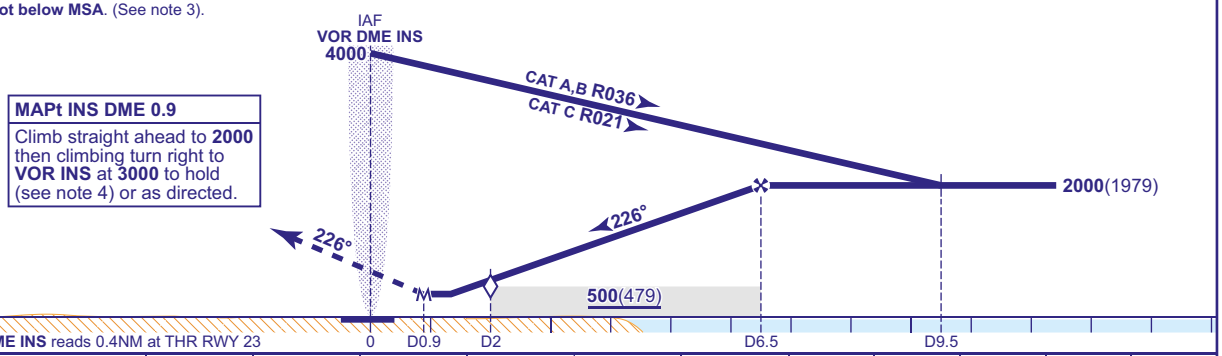
MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	21	
ATIS	109.200	INVERNESS INFORMATION	OBSTACLE ELEVATION	1495 AMSL (1474) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM				
DME INS	5	4	3	2 **(SDF)**
ALT(HGT)	**1500**(1479)	**1180**(1159)	**860**(839)	**540**(519)

Arrival **not below MSA**. (See note 3).



MAPt INS DME 0.9
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**430**(409)	**430**(409)	**430**(409)
VM(C)OCA (OCH AAL)	**Total Area**	**720**(689)	**840**(809)	**1400**(1369)
	North of RWY 05/23	**720**(689)	**770**(739)	**1100**(1069)

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

NOTE 1 FAT offset 4° north of RWY 23 C/L.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-16.

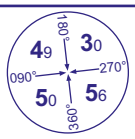
CHANGE (5/26): VM(C)OCA(OCH AAL) NORTH OF RWY 05/23 CAT A/B.

AERO INFO DATE 11 FEB 26

AD 2-EGPE-8-13

INSTRUMENT APPROACH CHART - ICAO

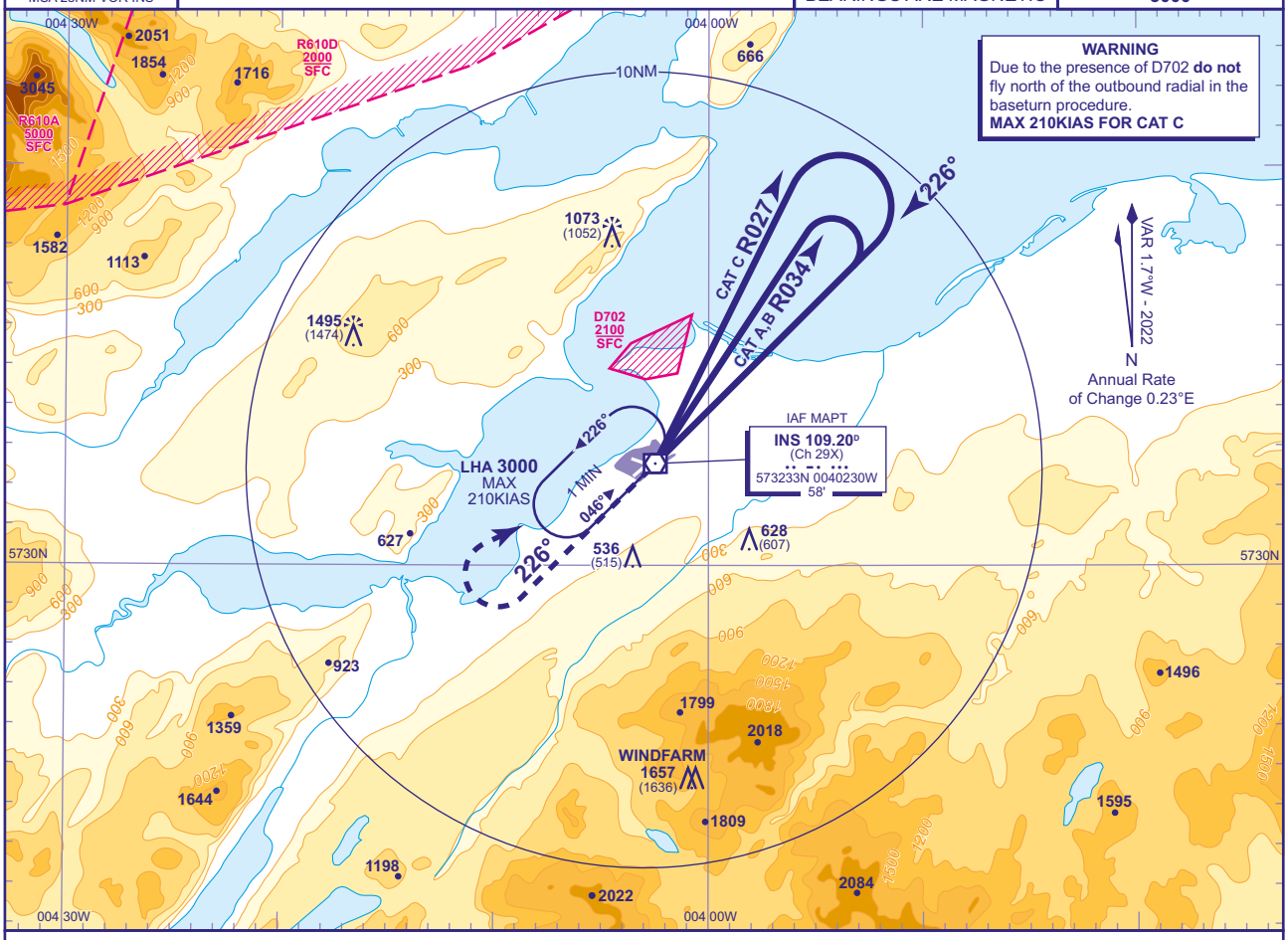
INVERNESS VOR RWY 23
(ACFT CAT A,B,C)



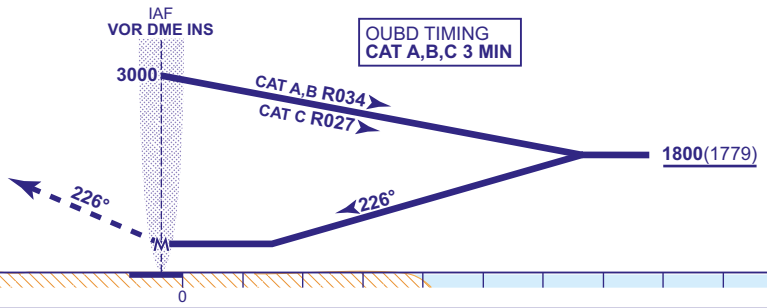
MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	
RAD	122.605	INVERNESS RADAR	
ATIS	109.200	INVERNESS INFORMATION	

AD ELEVATION	**31**
THR ELEVATION	**21**
OBSTACLE ELEVATION	**1495 AMSL** (1474) (ABOVE THR)
BEARINGS ARE MAGNETIC	
TRANSITION ALTITUDE	**3000**



MAPt VOR INS
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 2) or as directed.



Aircraft Category		A	B	C
OCA (OCH)	Procedure	**480**(459)	**480**(459)	**480**(459)
VM(C)OCA (OCH AAL)	Total Area	**720**(689)	**840**(809)	**1400**(1369)
	North of RWY 05/23	**720**(689)	**770**(739)	**1100**(1069)

NOTE 1 FAT offset 4° north of RWY 23 C/L.
2 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.

CHANGE (5/26): VM(C)OCA(OCH AAL) NORTH OF RWY 05/23 CAT A/B.

AERO INFO DATE 11 FEB 26

EGJJ — JERSEY

EGJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGJJ — JERSEY

EGJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EGJJ AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700-2100 (0600-2030); and by arrangement.
2	Customs and immigration	As AD hours.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours (Self-briefing).
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	H24
7	ATS	See item AD 2.18.
8	Fuelling	See item AD 2.4.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	By arrangement with Swissport.
12	Remarks	The AD is not normally available between 2359-0700 (2300-0600) except for SAR or MEDEVAC flights by arrangement. The AD will normally be closed on 25 December except for SAR and MEDEVAC flights by arrangement. Refer also to AD 2.20 item 1 and to AD 2.21.

EGJJ AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

EGJJ AD 2.5 PASSENGER FACILITIES

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

EGJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGJJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Ploughs, Brushes, De-Icer (Killfrost, Safegrip Eco2).
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from: ATC Supervisor +44(0)1534-446086. Jersey Airport's policy on clearing a contaminated runway will be to clear back to blacktop and to maintain a GRF runway classification code of at least 5,5,5 for runway operations.

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

1	Apron surface and strength	EASTERN APRON Surface: Concrete PCN 13/R/C/W/T NORTH APRON Surface: Concrete PCN 72/R/B/W/T SOUTH APRON Surface: Concrete PCN 48/R/B/W/T
2	Taxiway width, surface and strength	Taxiway A (A1 TO A4): 23 M Surface: Concrete PCN 65/R/C/W/T Taxiway A (A4 TO A5): 23 M Surface: Concrete PCN 72/R/B/W/T Taxiway A (RWY TO A1): 23 M Surface: Concrete PCN 68/R/B/W/T Taxiway B: 23 M Surface: Concrete PCN 38/R/C/W/T Taxiway D: 23 M Surface: Concrete and asphalt PCN Concrete: 25/R/C/W/T Asphalt: 35/F/A/X/T Taxiway E: 23 M Surface: Asphalt PCN 27/F/A/X/T Taxiway F RET: 23 M Surface: Asphalt, Grooved PCN 58/F/A/X/T Taxiway G: 23 M Surface: Concrete PCN 49/R/C/W/T Taxiway TAXILANE J: 22.5 M Surface: Concrete PCN 48/R/B/W/T
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	

EGJJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Azimuth and Stopping Guidance is provided as follows: Stands 1-13 inclusive: Advanced Visual Docking and Guidance with painted lead-in lines. Stands 15-23: Painted lead-in lines. Stands 1-23: Nose in/pushback system only. Stand 40: Self-manoeuvring. In the event that Azimuth and Stopping Guidance is not available, aircraft must be marshalled on to Stand.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08/26: Runway designation, runway threshold (08/26), runway centre-line. Taxiway marking aid(s): Taxiway/Taxilane: Taxi holding position.

3	Stop bars and runway guard lights (if any)	LED stop bars at all runway holding points. Jersey Airport operates a 'ring of red' policy and runway holding point stop bars are in permanent operation. Stop bars at all intermediate holds are also used to reinforce taxi clearance limits. Blocking stop bars are located on Taxiway Alpha at the intersections of Taxiways Foxtrot and Golf.
4	Other runway protection measures	
5	Remarks	Two WDI (LGTD): 491233.8258N 0021125.0679W; 491230.7549N 0021201.6186W.

EGJJ 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**
(EGJJ1051) 26/APPROACH 08/ TAKE-OFF	CHIMNEY	491240.03N 0021045.38W	324 FT	31 FT	No	
(EGJJ1052) 26/APPROACH 08/ TAKE-OFF	WIND VANE	491239.84N 0021045.28W	317 FT	24 FT	No	
(EGJJ4149) 26/APPROACH 08/ TAKE-OFF	TREE	491239.67N 0021047.22W	322 FT	30 FT	No	
(EGJJ1459) 26/APPROACH 08/ TAKE-OFF	ROAD 4 8M	491238.04N 0021045.79W	304 FT	15 FT	No	
(EGJJ4151) 26/APPROACH 08/ TAKE-OFF	TREE	491237.97N 0021049.79W	307 FT	17 FT	No	
(EGJJ1000) 26/APPROACH 08/ TAKE-OFF	FENCE	491237.58N 0021049.72W	301 FT	10 FT	No	
(EGJJ1010) 26/APPROACH 08/ TAKE-OFF	MONITOR AERIAL	491236.85N 0021045.84W	301 FT	11 FT	No	
(EGJJ4100) 26/APPROACH 08/ TAKE-OFF	TREE	491236.21N 0021042.56W	314 FT	29 FT	No	
(EGJJ4161) 26/APPROACH 08/ TAKE-OFF	TREE	491232.97N 0021027.38W	325 FT	52 FT	No	
(EGJJ4086) 26/APPROACH 08/ TAKE-OFF	TREE	491232.50N 0021027.57W	323 FT	51 FT	No	
(EGJJ1752) 26/APPROACH 08/ TAKE-OFF	MET STATION	491232.48N 0021143.72W	281 FT	9 FT	No	Biral FSM.
(EGJJ1427) 26/APPROACH 08/ TAKE-OFF	FENCE	491230.54N 0021051.20W	291 FT	10 FT	No	
(EGJJ4014) 26/APPROACH 08/ TAKE-OFF	TREE	491230.49N 0021044.93W	303 FT	21 FT	No	
(EGJJ4010) 26/APPROACH 08/ TAKE-OFF	TREE	491230.46N 0021047.61W	299 FT	17 FT	No	
(EGJJ4009) 26/APPROACH 08/ TAKE-OFF	TREE	491230.39N 0021048.58W	300 FT	18 FT	No	
(EGJJ4057) 26/APPROACH 08/ TAKE-OFF	TREE	491229.66N 0021036.15W	320 FT	48 FT	No	
(EGJJ4004) 26/APPROACH 08/ TAKE-OFF	TREE	491229.48N 0021051.53W	299 FT	19 FT	No	
(EGJJ3140) 26/APPROACH 08/ TAKE-OFF	TREE	491229.06N 0021044.33W	297 FT	16 FT	No	
(EGJJ3109) 26/APPROACH 08/ TAKE-OFF	TREE	491228.47N 0021052.16W	291 FT	13 FT	No	
(EGJJ1665) 08/APPROACH 26/ TAKE-OFF	MONITOR AERIAL	491228.40N 0021226.86W	280 FT	12 FT	Yes Red	
(EGJJ1422) 26/APPROACH 08/ TAKE-OFF	FENCE	491228.06N 0021052.80W	287 FT	11 FT	No	

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. Flight plans shall be addressed as detailed in ENR 1.11 or may be submitted by fax +44(0)1534-446075. 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) Aircraft operating on a national airworthiness certificate (Permit to Fly etc) require an exemption issued by the Director of Civil Aviation to operate within Channel Islands Airspace. Application forms are available on the Office of the Director of Civil Aviation for the Channel Islands website https://www.cidca.aero.
n) Single-Engine Turbine (SET) Operations:

i. SET-IMC OPERATIONS – PRIOR APPROVAL REQUIRED

Operators intending to conduct Commercial Air Transport (CAT) operations to/from Jersey using Single-Engine Turbine (SET) aircraft at night or in IMC (SET-IMC) shall obtain prior approval from the Director of Civil Aviation. https://www.cidca.aero.

o) 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.

c) RVR system in use suppress mid-point and/or stop-end values when:

i. They are equal to or higher than the touchdown zone value unless they are less than 400 M; or
ii. They are 800 M or more.

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 Manager Air Traffic Control - 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 1.10 for flight planning procedures.
b) See ENR 1.11 for flight plan addressing requirements.
c) Flight plans may be submitted on form CA48 via fax to Jersey ATC +44(0)1534-446075.

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

EGPA — KIRKWALL

EGPA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPA — KIRKWALL

EGPA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 585729N Long: 0025402W Midpoint of RWYs 09/27
2	Direction and distance from city	2.5 NM SE of Kirkwall.
3	Elevation / Reference temperature / Mean Low Temperature	58 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	169 FT
5	Magnetic Variation / Annual Change	0.42°W (2027) / 0.22°E
6	AD Administration Address Telephone Telefax	HIAL Kirkwall Airport, Kirkwall, Orkney Islands, KW15 1TH. 01856-872421 (Aerodrome) 01856-886206 (ATC) 01856-872415 (Fuel) 01856-878476 (ATIS - H24) 01856-886217 (Administration)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGPA AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900); and by arrangement with aerodrome operator (HIAL).
2	Customs and immigration	By arrangement with aerodrome operator.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As AD hours.
7	ATS	See AD 2.18.
8	Fuelling	During AD hours.
9	Handling	By arrangement with Loganair.
10	Security	As AD hours.
11	De-icing	
12	Remarks	This aerodrome is PPR by telephone, 01856-886206 or Email: kirkwatc@hial.co.uk. 3 hours notice required.

EGPA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1. By arrangement with North Air, AVGAS 100LL. By arrangement with North Air. Oil: By arrangement with Loganair Engineering
3	Fuelling facilities/capacity	Delivered by bowser.
4	De-icing facilities	By arrangement with Loganair Engineering.
5	Hangar space for visiting aircraft	By arrangement with HIAL.
6	Repair facilities for visiting aircraft	By arrangement with Loganair Engineering.
7	Remarks	Loganair Engineering Tel: 01856-873907. North Air Tel: 01856-872415. Helicopter rotors running refuelling available by arrangements with HIAL and North Air. Aircraft operators are reminded that they are responsible for their aircraft's security when parked on demarcated areas, and for the searching of their aircraft when parked either overnight or within demarcated areas prior to departure.

EGPA AD 2.5 PASSENGER FACILITIES

1	Hotels	In Kirkwall.
2	Restaurants	Cafeteria in Terminal.
3	Transportation	Car hire, taxi and airport bus service.
4	Medical facilities	First aid/quiet room available. Limited first aid facilities. Local doctors and ambulance.
5	Bank and Post Office	In Kirkwall.
6	Tourist Office	In Kirkwall.
7	Remarks	Aviramp and wheelchairs available for disabled passenger handling.

EGPA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category 5. RFF Category 6 aircraft may only be accepted through prior arrangement.
2	Rescue equipment	Water rescue facilities are available for Runway 14/32 during published opening hours, special and on-call openings subject to serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations.
3	Capability for removal of disabled aircraft	External agencies available locally
4	Remarks	

EGPA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and chemical de-icing. Runways 09/27 and 14/32 de-iced/anti-iced with KFOR (Potassium Formate fluids) and/or NAAC (Sodium Acetate solids).
2	Clearance priorities	Runway 09/27. Runway 32 to Apron. Apron. Remaining runway as required. Airport domestic areas.
3	Remarks	Current runway state information available during aerodrome operating hours at 01856-886206.

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

1	Apron surface and strength	MAIN APRON Surface: Concrete and asphalt
2	Taxiway width, surface and strength	Taxiway MAIN TAXIWAY: 18 M Surface: Asphalt PCN 15
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGPA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: TDZ markings, Runway designators, centre-line. Taxiway light(s): Blue edge lights on taxiway and apron. Illuminated holding point signs.
3	Stop bars and runway guard lights (if any)	R1, R2, R8, W3, W4, W5, E2.
4	Other runway protection measures	
5	Remarks	WDI (LGTD): 585725.62N 0025349.35W; 585733.29N 0025415.16W.

EGPA AD 2.10 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**
(EGPA9471) 27/APPROACH 09/ TAKE-OFF	ROAD 4 8M	585736.00N 0025225.78W	117 FT	18 FT	No	
(EGPA9373) 09/APPROACH 27/ TAKE-OFF	WIND TURBINE	585733.93N 0025741.62W	290 FT	53 FT	No	
(EGPA9350) 09/APPROACH 27/ TAKE-OFF	UTILITY POLE	585733.46N 0025615.64W	202 FT	27 FT	No	
(EGPA9094) 09/APPROACH 27/ TAKE-OFF	TREE	585730.17N 0025451.95W	56 FT	25 FT	No	
(EGPA8575) 27/APPROACH 09/ TAKE-OFF	DRDF	585728.03N 0025300.00W	82 FT	21 FT	Yes Red	
(EGPA9126) 09/APPROACH 27/ TAKE-OFF	MAST	585710.76N 0025734.79W	236 FT	48 FT	No	
(EGPA8888) 32/APPROACH 14/ TAKE-OFF	UTILITY POLE	585655.87N 0025333.28W	212 FT	23 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**
(EGPA8494)	WIND TURBINE	585829.03N 0025604.67W	273 FT	65 FT	No	
(EGPA8724)	MAST	585811.83N 0025557.38W	302 FT	34 FT	Yes Red	
(EGPA9149)	UTILITY POLE	585746.01N 0025705.68W	294 FT	38 FT	No	
(EGPA9163)	UTILITY POLE	585737.20N 0025621.08W	211 FT	28 FT	No	
(EGPA9049)	UTILITY POLE	585716.62N 0025551.49W	173 FT	26 FT	No	
(EGPA3188)	EP	585706.24N 0025720.28W	217 FT	29 FT	No	
(EGPA9121)	UTILITY POLE	585652.16N 0025727.27W	280 FT	29 FT	No	
(EGPA8481)	WIND TURBINE	585652.04N 0025555.32W	320 FT	92 FT	No	
(EGPA3231)	EP	585622.79N 0025639.35W	345 FT	24 FT	No	
(EGPA8461)	WIND TURBINE	585552.98N 0025537.71W	272 FT	51 FT	No	

EGPA 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	Telephone ATC, 01856-886206.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Limited information available on request from ATC.

8	Supplementary equipment available for providing information	ATIS on 01856-878476.
9	ATS units provided with information	KIRKWALL
10	Additional information (limitation of service, etc.)	Outside AD hours unverified automatic observations provided by telephone ATIS above.

EGPA 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	087.40°	1424 x 45 M	RWY surface: Asphalt, Grooved PCN 15/F/D/Y/T	585728.03N 0025436.44W 168.6 FT	THR 38.9 FT	
27	267.42°	1424 x 45 M	RWY surface: Asphalt, Grooved PCN 15/F/D/Y/T	585729.83N 0025319.51W 168.5 FT	THR 38.9 FT	
14	140.39°	677 x 19 M	RWY surface: Asphalt	585737.81N 0025433.18W 168.6 FT	THR 38.2 FT	
32	320.39°	677 x 19 M	RWY surface: Asphalt	585723.92N 0025410.93W 168.6 FT	THR 50.7 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
		1550 x 300 M	183 x - M -			RWY 09 Threshold displaced by 154 M.
	65 x 150 M	1550 x 300 M	90 x - M -			RWY 27 Threshold displaced by 40 M.
		737 x 60 M				RWY 14
		737 x 60 M				RWY 32 Threshold displaced by 119 M. The begining of Runway 32 is inset by 208 M and the threshold by 328 M from the start of the tarmac. Aircrew are advised that when departing Runway 32, for a distance of approximately 600 M, the 14 threshold is not visible due to the runway profile.

EGPA AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1424 M	1424 M	1424 M	1271 M	
27	1365 M	1430 M	1365 M	1325 M	
09	992 M	992 M	992 M		Take-off from intersection with Runway 32 - Holding point R1.
27	1076 M	1141 M	1076 M		Take-off from intersection with Echo Taxiway - Holding point E2.
14	558 M	558 M	558 M	558 M	
32	677 M	677 M	677 M	558 M	

EGPA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Five crossbars. 900 M Light intensity high	Green wingbars	PAPI Right/ 3.5° 42 FT 230 M			1320 M 60 M spacing Final 420 M yellow White Light intensity high	Red		EDGE: Runway edge lights are set approximately 3 M outside the pavement surface. Aircraft should remain within the paved width. The first 120 M of edge lights are red due to the displaced threshold.
27	Two crossbars. 450 M Light intensity high	Green wingbars	PAPI Left/3.5° 47 FT 256 M			1320 M 60 M spacing Final 420 M yellow White Light intensity high	Red		EDGE: Runway edge lights are set approximately 3 M outside the pavement surface. Aircraft should remain within the paved width.
32		Green wingbars							

EGPA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 09: 585731.96N 0025433.00W - Runway 27: 585725.76N 0025342.90W.
3	TWY edge and centre line lighting	EDGE: LI Blue taxiway edge lights from runway intersection to apron and entrance to small apron, width 18 M.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGPA AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	When traffic allows, light helicopters may arrive/depart directly to/from the appropriate apron or grass areas at the pilot's discretion. The aerodrome buildings must not be overflown.

EGPA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
KIRKWALL ATZ A circle, 2 NM radius, centred at 585729N 0025402W on longest notified runway (09/27)	Upper limit: 2058 FT ALT Lower limit: SFC	G	KIRKWALL APPROACH English	3000 FT		ATZ may be re-activated at short notice at any time for air ambulance or emergency traffic. Pilots are advised to regard the ATZ as permanently active and to call and listen out on RTF. ATZ 2000 FT AAL.

EGPA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	KIRKWALL APPROACH	118.305			Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900).	ATZ hours coincident with Approach hours.
TWR	KIRKWALL TOWER	118.305 DOC 40 NM/ 15,000 FT.			Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900).	
AFIS	KIRWALL INFORMATION	118.305			By arrangement outside hours of ATC - Normally only available for SAR, ambulance and emergency Flights.	For FISO training and maintenance of competency, FISO phraseology may be in use during ATC published hours providing basic service only. Pilots will be alerted to this by the use of call sign Kirkwall Information and ATIS message. ATC in attendance at all times and available immediately upon request if procedural service required.
ATIS	KIRWALL INFORMATION	124.130			Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900).	
OTHER	KIRKWALL FIRE CHIEF	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

KIRKWALL EGPA

AERODROME CHART - ICAO

ARP 585729N 0025402W

AD ELEV 58FT

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 09/27	Grooved Asphalt	15/F/D/Y/T	-
RWY 14/32	Asphalt	-	-
Main Apron	Concrete/Asphalt	-	-
Main Taxiway	Asphalt	15	-

COM		
AFIS	118.305	KIRKWALL INFO
ATIS	124.130	KIRKWALL INFO
TWR	118.305	KIRKWALL TOWER
	121.600	KIRKWALL FIRE CHIEF

LIGHTING	
APCH 09 APCH 27	HI. 900 m. C/L with 5 crossbars. HI. 450 m. Coded C/L with 2 crossbars.
THR 09/27 THR 32	Green W bars. Green W bars.
RWY 09/27	HI white edge 1320 m. Final 420 m yellow. End lights red.
TWY	Blue edge lights from intersection to main apron. Stop bars and guard lights at Holds R1, R2, R8, W3, W4, W5 & E2.

CHANGE (5/26): RWY 09/27 DIMENSION & MARKINGS. HOLD R3 POSITION. HOLDS E1 ,R4, W6 & W7 CHANGED TO IHP. HOLDS R3, W3 & W4 CHANGED TO PATTERN A. MAG INFO.

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 — 82
HEIGHTS IN FEET ABOVE AD — (24)

VAR 0.4°W - 2027
Annual Rate of Change 0.22°E

Inganess Bay

KIRKWALL KWL 108.60° (Ch 23X) 585734.82N 0025338.21W 65'

I-ORK 110.10° 585730.24N 0025301.68W

KW 395 585733.36N 0025357.48W

KIRKWALL I-ORK & I-KIR 110.10° (Ch 38X) 585732.39N 0025357.41W 50'

I-KIR 110.10° 585727.67N 0025451.81W

Rwy 27 Thr Elev 39 585729.83N 0025319.51W (GUND Elevation 169)

Rwy 14 Thr Elev 38 585737.81N 0025433.18W (GUND Elevation 169)

Rwy 09 Thr Elev 39 585726.03N 0025436.44W (GUND Elevation 169)

Rwy 32 Thr Elev 51 585723.92N 0025410.93W (GUND Elevation 169)

1424m x 45m

09/27

268°M

321°M

141°M

088°M

PAPI (3.5°) MEHT 47

PAPI (3.5°) MEHT 42

1:50 Gradient

(Daylight use only) 677m x 19m

Disused

Vehicle Hold

Vehicle Hold R7

GP

Anemometer

Control Tower

Terminal Building

Met Station

Fuel Farm

Fire Station

Small Apron

Fire Training Ground

SATE Compound

Flying Club

Loganair Hangar

TWY E

TWY W

TWY M

E1 E2 R1 R2 R3 R4 R5 R8 W2 W3 W4 W5 W6 W7 W8

56

82 (24)

AERO INFO DATE 04 MAR 25

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EGHC — LAND'S END

EGHC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHC — LAND'S END

EGHC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 500610N Long: 0054014W Mid-point of Runway 16/34
2	Direction and distance from city	5 NM W of Penzance.
3	Elevation / Reference temperature / Mean Low Temperature	398 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	174 FT
5	Magnetic Variation / Annual Change	1.25°W (2022) / 0.20°E
6	AD Administration Address Telephone AFS E-mail address	LAND'S END AIRPORT LTD Land's End Aerodrome, St. Just, Cornwall, TR19 7RL. 01736-788771 (Operator) 01736-788944 (ATC) EGHCZTZX atc@issg.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGHC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0815-1730 (0710-1730); Sat 0815-1245 (0710-1730); Sunday CLOSED.
2	Customs and immigration	By arrangement.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR by telephone.

EGHC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR Jet A1. (PPR by telephone)., AVGAS 100LL 80, W80, W100
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	Scheduled traffic will be given priority when refuelling. There may be a short delay to visiting aircraft. AVGAS helicopters requiring fuel must bring ground handling wheels.

EGHC AD 2.5 PASSENGER FACILITIES

1	Hotels	
2	Restaurants	Airport Cafe.
3	Transportation	Bus.
4	Medical facilities	
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	

EGHC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A3
2	Rescue equipment	Rosenbauer AT & Toyota Hilux 6x6.
3	Capability for removal of disabled aircraft	Aerodrome Tractor and 4x4 vehicle (up to approx 3,000 KG MTWA).
4	Remarks	

EGHC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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EGHC 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 ALPHA: 10.5 M Surface: Asphalt Taxiway BRAVO: 10.5 M Grass Matting
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGHC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft are directed by ATC. Six Parking Bays plus a helipad are marked on the Main Apron. Visiting aircraft parking is indicated on the AD Chart.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Runway 07: Runway designation, centre-line. Runway 25: Runway designation, displaced threshold, centre-line. 16/34: Runway 16: Runway designation, displaced threshold, centre-line. Runway 34: Runway designation, centre-line. Runway light(s): 16/34 and 07/25: Runway edge, threshold, stop-end, APAPI and RTILs. Taxiway marking aid(s): Yellow centre-line, taxiway holding position. Taxiway light(s): Guard lights and lit information signs on Taxiway Alpha and Bravo.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	WDI 500603.92N 0054021.08W (LGTD).

EGHC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 500608.92N 0054005.38W Flashing White.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 500603.42N 0054019.18W (LGTD).
3	TWY edge and centre line lighting	EDGE: Blue edge lights on Taxiway Alpha. Blue edge linlaners on Taxiway Bravo.
4	Secondary power supply/switch-over time	Yes - Diesel Generator. Auto Switch-over within 15 seconds.
5	Remarks	Main apron floodlighting. Blue edge linlaners on main apron. Holding points Alpha and Bravo both have lit holding point signs and wig-wags.

EGHC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 500609.29N 0054008.13W, 174.3 FT
2	TLOF and/or FATO elevation	TLOF: 397.7 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	

EGHC 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
LAND'S END ATZ A circle, 2 NM radius, centred at 500610N 0054014W on longest notified runway (16/34)	Upper limit: 2398 FT ALT Lower limit: SFC	G	LAND'S END TOWER English	3000 FT		ATZ 2000 FT AAL.
LAND'S END RMZ 501705N 0055014W - 501703N 0053706W - 500950N 0052951W - 495559N 0053109W - 495602N 0055051W - 494924N 0061338W thence clockwise by the arc of a circle radius 6 NM centred on 495451N 0061728W (STM NDB) to 500009N 0062148W - 500907N 0055514W - 501705N 0055014W	Upper limit: 4000 FT ALT Lower limit: SFC	G	LAND'S END TOWER English	3000 FT		ATS Unit callsign: Entering from East: Land's End Tower (eng) OR Culdrose Approach (eng). Entering from West: Scillies Approach (eng). Land's End RMZ hours coincident with EGHC AD hours as detailed in EGHC AD 2.3 or as activated by NOTAM.

EGHC 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	LAND'S END TOWER	120.255 DOC 30 NM/8,000 FT.			Mon-Fri 0815-1730 (0710-1730); Sat 0815-1245 (0710-1730); Sunday CLOSED.	ATZ hours coincident with Tower hours.
ATIS	LAND'S END INFORMATION	122.830 DOC 40 NM/ 10,000 FT.			Mon-Fri 0815-1730 (0710-1730); Sat 0815-1245 (0710-1730); Sunday CLOSED.	ATIS hours coincident with Tower hours.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	LAND'S END FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency	

EGHC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGHC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Non-radio aircraft not accepted.
b) High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
c) Personal electronic devices (ie mobile phones) are not to be used on the apron without specific authorisation.
d) All visitors must use the green walkways to cross the apron and remain in one tight group when airside.
e) For security reasons, all visiting aircraft and personnel must keep well clear of the scheduled Skybus aircraft.

2 GROUND MOVEMENT

a) Aircraft entering the apron for AVGAS will park as directed by ATC. Refuelling is a self service system and instructions are displayed on the pump. As soon as refuelling is complete, pilots must immediately call ATC to reposition the aircraft.
b) Pilots are to request ATC clearance for engine start.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Some parts of the manoeuvring area are undulating.
b) A public footpath tracks within the aerodrome boundary in the vicinity of the Runway 02 undershoot.
c) This aerodrome is prone to rapid changes in meteorological conditions.
d) Turbulence and windshear may be expected at lower levels of all approaches but particularly on approaches to Runways 02, 07 and 11 due to high cliffs and orographic effect.
e) The ATC Tower infringes the 1.10 surface from the Runway 16/34 centre-line by 0.9 M.
f) Model aircraft, kite activities and live shooting (rabbit control) may take place outside of aerodrome hours.
g) Some parts of the manoeuvring area may suffer damage caused by rabbits.
h) Cables on 30 FT poles near boundary between northwest through north to southeast.
i) Use of the RNAV procedures is strictly limited to those flights specifically authorised by the Aerodrome Authority. Pilots should note that they must be appropriately qualified to fly the GNSS Approaches at Land's End (i.e. they must hold an IMC (or European equivalent) or IR rating which has included a specific module on GNSS Approaches).

5 HELICOPTER OPERATIONS

a) Helicopters capable of doing so should ground taxi rather than air taxi when operating on the apron and in areas where aircraft are parked or holding. When air taxiing is unavoidable, helicopters should avoid taxiing within three rotor diameters of other aircraft. This distance should be considered as a minimum.
b) Helicopters will usually be instructed to join the standard fixed-wing circuit pattern (left or right hand) and depart or approach via the runways. Based operators familiar with the field may be cleared for direct joins and/or direct departures/approaches to/from the helipad.
c) Helicopters requiring Jet-A1 are normally required to alight on Bay 6 or the helipad.
d) Helicopters should not ground or air taxi along the grass Taxiway Bravo due to the dust/FOD hazard. Expeditious crossing of this taxiway is permitted.
e) Helicopters should be aware of potential FOD hazard (grass cuttings) in recently cut grass and should avoid overflying such areas whenever possible.
f) Helicopters are reminded that ATC permission must be obtained before engine start/rotor engagement is selected. No high power engine runs are permitted on the apron.
g) AVGAS helicopters requiring fuel must bring ground handling wheels to position onto fixed refuelling facility once ATC permission has been granted (no AVGAS bowser available).

EGHF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Simple Approach - T bar	Green Light intensity high With green wingbars	PAPI Left/3° 26 FT			Elev bi-directional 60 M spacing White Light intensity high	Red		
23	Simple Approach - T bar	Green Light intensity high With green wingbars	PAPI Left/3° 26 FT			Elev bi-directional 60 M spacing White Light intensity high	Red		

EGHF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 504849.97N 0011214.23W.
3	TWY edge and centre line lighting	EDGE: Blue edge lights on taxiways Alpha, Echo and Foxtrot.
4	Secondary power supply/switch-over time	
5	Remarks	

EGHF AD 2.16 HELICOPTER LANDING AREA

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EGHF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LEE-ON-SOLENT ATZ 504810N 0010929W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504824N 0010921W - 505049N 0011117W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504810N 0010929W	Upper limit: 2033 FT ALT Lower limit: SFC	G	LEE INFORMATION English	3000 FT		ATZ 2000 FT AAL.

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.
g) Airfield sweeping, including the runway, will be conducted prior to airport opening hours on Friday morning (approximately 0400-0600 (0300-0500)). Pilots authorised for out of hours operations are to remain vigilant for the presence of the sweeper vehicle.

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.
c) All fixed wing aircraft should be aware of rotary traffic operating to the south of the main runway.
d) The Runways 05/23 and grass strip are operated as a single runway strip. No simultaneous parallel approaches or departures are permitted.

7 TRAINING

Not applicable

EGHF AD 2.21 NOISE ABATEMENT PROCEDURES

a) The circuit patterns are drawn to avoid noise sensitive areas (avoid overflying Stubbington and Hill Head (which are inside the circuit) and Fareham South-West (on the NW corner outside the circuit)).
b) When departing Runway 23, track the extended centre-line to avoid overflying housing near the threshold of Runway 05.
c) Arrivals from the north are to route through the Titchfield Gyratory and on to base leg avoiding all housing for Runway 23 or downwind for Runway 05.

EGHF AD 2.22 FLIGHT PROCEDURES

1 GENERAL

a) Standard circuits flown at 1000 FT AAL. Circuit direction Runway 23 right-hand / Runway 05 left-hand.
b) Warbird circuits flown at 1200 FT AAL. Warbird circuit direction Runway 23 left-hand / Runway 05 right-hand.
c) Rotary traffic may operate in the Helicopter Training Area (HTA) known as 'The Triangle'. All pilots should be aware of rotary traffic using the Helicopter Training Area to the south of Runway 05/23.
d) All aircraft operating within the circuit are required to select transponder conspicuity code 4306.

2 JOINING AND DEPARTURE PROCEDURES

a) Aircraft should remain outside of Fleetlands ATZ, unless in good two-way communication with Fleetlands Information (135.705).
b) Standard join from the north:

   i. Remain west and outside Fleetlands ATZ:
   ii. Downwind for Runway 05 or right base for Runway 23.
   iii. Straight-in-Approach or overhead joins for Runway 23 are subject to circuit traffic and AFISO workload. Pilots must call Fleetlands Information 135.705 for ATZ transit prior to Wickham VRP.

c) Standard join from the south, west and east. Aircraft arriving from the south, west and east are suggested to join via Spinnaker VRP, Calshot VRP or Cowes VRP. Be aware that Calshot VRP is located underneath Solent CTA 2 which extends from 2000 FT – 5500 FT AMSL and is just to south of the Southampton Airport CTR.

   i. Left base for Runway 05 or downwind for Runway 23.
   ii. Straight-in approaches and overhead joins are subject to circuit traffic and AFISO workload. Standard joins are preferred.

d) Aircraft inbound or departing Solent Airport are to select transponder conspicuity code 4306 prior to joining the visual circuit. As a guide, this should be done at any of the following locations: Calshot, Cowes, Spinnaker Tower or Wickham.
e) Allocation of this conspicuity squawk is for a radio service only does not constitute any radar service.

EGHF AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGHF AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGHF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

EGET — LERWICK/TINGWALL

EGET AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGET — LERWICK/TINGWALL

EGET AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 601131N Long: 0011437W Mid-point of Runway 01/19.
2	Direction and distance from city	4 NM NW of Lerwick.
3	Elevation / Reference temperature / Mean Low Temperature	46 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	162 FT
5	Magnetic Variation / Annual Change	0.17°E (2027) / 0.22°E
6	AD Administration Address Telephone E-mail address Web address	SHETLAND ISLANDS COUNCIL. Tingwall Airport, Gott, Shetland, ZE2 9XJ. 01595-840306 (Visual Control Room) 01595-744481 (Duty FISO) 01806-244264 (Accountable Manager) dutyfisotingwall@shetland.gov.uk https://www.shetland.gov.uk/transport/tingwall-airport
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGET AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri: 0900-1700 (0800-1600) and by arrangement; Mon (Feb-Oct): 0730-1700 (0630-1600) and by arrangement; Sat (May-Oct): (1000-1230) Summer only and by arrangement.
2	Customs and immigration	By arrangement with Duty FISO, minimum 24 hours notice.
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	AVGAS 100LL - As AD Hours and by arrangement. JET A1 - First fuel uplift from: Mon-Fri 0930 (0830) and by arrangement; Sat 1030 (summer only) and by arrangement.
9	Handling	Available upon request.
10	Security	
11	De-icing	
12	Remarks	Tingwall Aerodrome is PPR, minimum of 24 hours notice via phone call or email to Duty FISO.

EGET AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited.
2	Fuel and oil types	AVTUR Jet A1, AVGAS 100LL
3	Fuelling facilities/capacity	AVGAS 100LL - up to 28000 LT, limited supply of AVTUR Jet A1 - maximum 2000 LT - check availability prior to departing base airport.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Very limited - strictly by prior arrangement.
6	Repair facilities for visiting aircraft	Limited, seek advice of Duty FISO.
7	Remarks	Most credit/debit cards accepted (except Maestro cards).

EGET AD 2.5 PASSENGER FACILITIES

1	Hotels	
2	Restaurants	
3	Transportation	
4	Medical facilities	
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	Passenger facilities are limited at the Aerodrome. Pilots intending to visit Tingwall are advised to look at www.shetland.org for details of accommodation, restaurants, hire cars, taxis etc.

EGET 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	CAT 3 Fire Appliance with CAT 2 Fire Appliance as reserve.
3	Capability for removal of disabled aircraft	Nil at Aerodrome - suitable equipment available.
4	Remarks	

EGET AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Limited mechanical snow clearing available by prior arrangement.
2	Clearance priorities	
3	Remarks	Where NOTAM, SNOWTAM or TAF indicates that weather or contamination may be an issue, intending pilots may request further information by contacting the Duty FISO on 01595-744481.

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

1	Apron surface and strength	APRON Surface: Asphalt
2	Taxiway width, surface and strength	
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	Apron leads directly on to runway, with holds at Alpha and Bravo

EGET 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	Limited apron space available. Parking provided on a 'first come, first served' basis. Self parking under direction of FISO. Semi-circular mark on apron to provide BN2B access to AVGAS fuelling Station. Holds at Alpha and Bravo. Avoid parking near landside access gate outside opening hours, in case of emergency access required by ambulance/air ambulance personnel. WDI: 601132.43N 0011441.08W (LGTD).

EGET 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**
(EGET2108) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	601116.03N 0011441.56W	59 FT		No	
(EGET2101) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	601115.74N 0011446.77W	65 FT		No	
(EGET2105) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	601115.67N 0011444.08W	62 FT		No	
(EGET2111) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	601115.57N 0011442.89W	63 FT		No	
(EGET2103) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	601115.55N 0011445.83W	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**
(EGET2126)	CAIRN	601222.54N 0011331.33W	316 FT		No	
(EGET2172)	EP	601207.14N 0011616.18W	467 FT		No	
(EGET2171)	EP	601206.43N 0011617.63W	478 FT		No	
(EGET2174)	EP	601156.24N 0011611.17W	361 FT		No	
(EGET2173)	EP	601143.53N 0011616.39W	378 FT		No	
(EGET2410)	BUILDING	601130.69N 0011505.60W	135 FT		No	
(EGET2413)	FLOODLIGHT	601119.84N 0011447.08W	67 FT		No	
(EGET2411)	BUILDING AERIAL	601119.75N 0011446.47W	66 FT		No	
(EGET2414)	MET MAST	601119.31N 0011444.74W	48 FT		No	
(EGET2412)	BUILDING AERIAL	601118.61N 0011447.01W	65 FT		No	
(EGET2140)	EP	601044.49N 0011324.90W	273 FT		No	
(EGET2142)	EP	601042.14N 0011323.78W	274 FT		No	
(EGET2143)	EP	601039.82N 0011322.80W	273 FT		No	
(EGET2145)	EP	601037.52N 0011321.80W	276 FT		No	
(EGET2146)	EP	601035.66N 0011320.99W	286 FT		No	
(EGET2147)	EP	601035.37N 0011320.91W	287 FT		No	
(EGET2150)	EP	601033.88N 0011329.44W	273 FT		No	
(EGET2148)	EP	601032.72N 0011320.48W	277 FT		No	
(EGET2151)	EP	601030.63N 0011327.75W	295 FT		No	
(EGET2152)	EP	601028.28N 0011326.65W	314 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**
(EGET2300)	WIND TURBINE	600954.24N 0011428.25W	616 FT		Yes Red	
(EGET2297)	WIND TURBINE	600952.32N 0011402.54W	665 FT		Yes Red	
(EGET2299)	WIND TURBINE	600949.50N 0011416.59W	652 FT		No	
(EGET2301)	WIND TURBINE	600946.90N 0011437.10W	589 FT		Yes Red	
(EGET2298)	WIND TURBINE	600942.98N 0011409.73W	693 FT		No	

EGET AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	English.
7	Charts and other information available for briefing or consultation	F214 UK Spot wind forecast chart and F215 UK low-level forecast chart.
8	Supplementary equipment available for providing information	Internet access to MET Office.
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	Unofficial MET observations provided by AFISO on request during AD hours.

EGET AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
01	013.20°	768 x 18 M	RWY surface: Asphalt	601120.23N 0011442.02W 161.9 FT	THR 42.9 FT	
19	193.20°	768 x 18 M	RWY surface: Asphalt	601143.37N 0011431.12W 161.9 FT	THR 20.0 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 01. Threshold displaced by 32 M.
67 x - M						RWY 19

EGET AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
01	768 M	768 M	768 M	736 M	
19	736 M	736 M	803 M	768 M	

EGET AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	Omni-directional RAI at 500 M, 1000 M, 1500 M. Light intensity medium	Light intensity low Green wingbars	APAPI Left/4° 18 FT			Elevated omni-directional White Light intensity low	Red		
19		Light intensity low Green	APAPI Left/4° 18 FT			Elevated omni-directional White Light intensity low	Red		

EGET AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 601132.71N 0011440.55W (LGTD).
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGET AD 2.16 HELICOPTER LANDING AREA

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EGET AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LERWICK/TINGWALL ATZ A circle, 2 NM radius, centred at 601131N 0011437W on longest notified runway (01/ 19)	Upper limit: 2046 FT ALT Lower limit: SFC	G	TINGWALL INFORMATION English			ATZ 2000 FT AAL.

EGET AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	TINGWALL INFORMATION	125.305 DOC 20 NM/5000 FT.			Mon-Fri: 0900-1700 (0800-1600) and by arrangement; Mon (Feb-Oct): 0730-1700 (0630-1600) and by arrangement; Sat (May-Oct): (1000-1230) Summer only and by arrangement.	
OTHER	TINGWALL FIRE	121.605			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGET AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGET AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of Aerodrome is subject to Terms and Conditions of Use. Pilots intending to use Lerwick/Tingwall aerodrome must familiarise themselves and abide by the Terms and Conditions of use. Terms and Conditions can be found on Tingwall Airport website.
b) Prior Permission Required. Contact the Duty AFISO for further information.
c) Pilots must contact Tingwall Information to request engine start up.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Tingwall Airport has an ATZ, but all airspace is uncontrolled. Tingwall Airport is PPR, with a Flight Information Service only. Strong winds and turbulence may be expected at Tingwall Airport.
b) Pilots are advised to exercise caution with regards to wind shear emanating from the aerodrome and neighbouring buildings immediately to the west of the threshold on Runway 01, or on take-off from Runway 19. This is most evident when wind directions are approximately 220 degrees through 350 degrees.
c) Birds, including geese, gulls and corvids are common. The Visual Control Room has restricted visibility from approximately 210 degrees through 300 degrees, as such, FISOs may be unaware of any bird activity in this zone.
d) Five large wind turbines are sited to the southeast of Tingwall Airport, on Burradale Hill.
e) Hill of Linkster, 2300 M northwest of ARP at 276 FT AMSL.
f) Hill of Griesta, 1300 M southwest of Runway 01 Threshold at 368 FT AMSL.
g) Ward of Laxfirth, 1600 M northeast of Runway 19 Threshold at 317 FT AMSL.
h) Hill of Herrislea, 1700 M east and parallel to runway at 447 FT AMSL.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) Where the surface wind is at 90° to the runway, Runway 19 shall be reported as the runway in use (due to the enhanced Visual Control Room visibility).

7 TRAINING

Not applicable

AERODROME CHART - ICAO

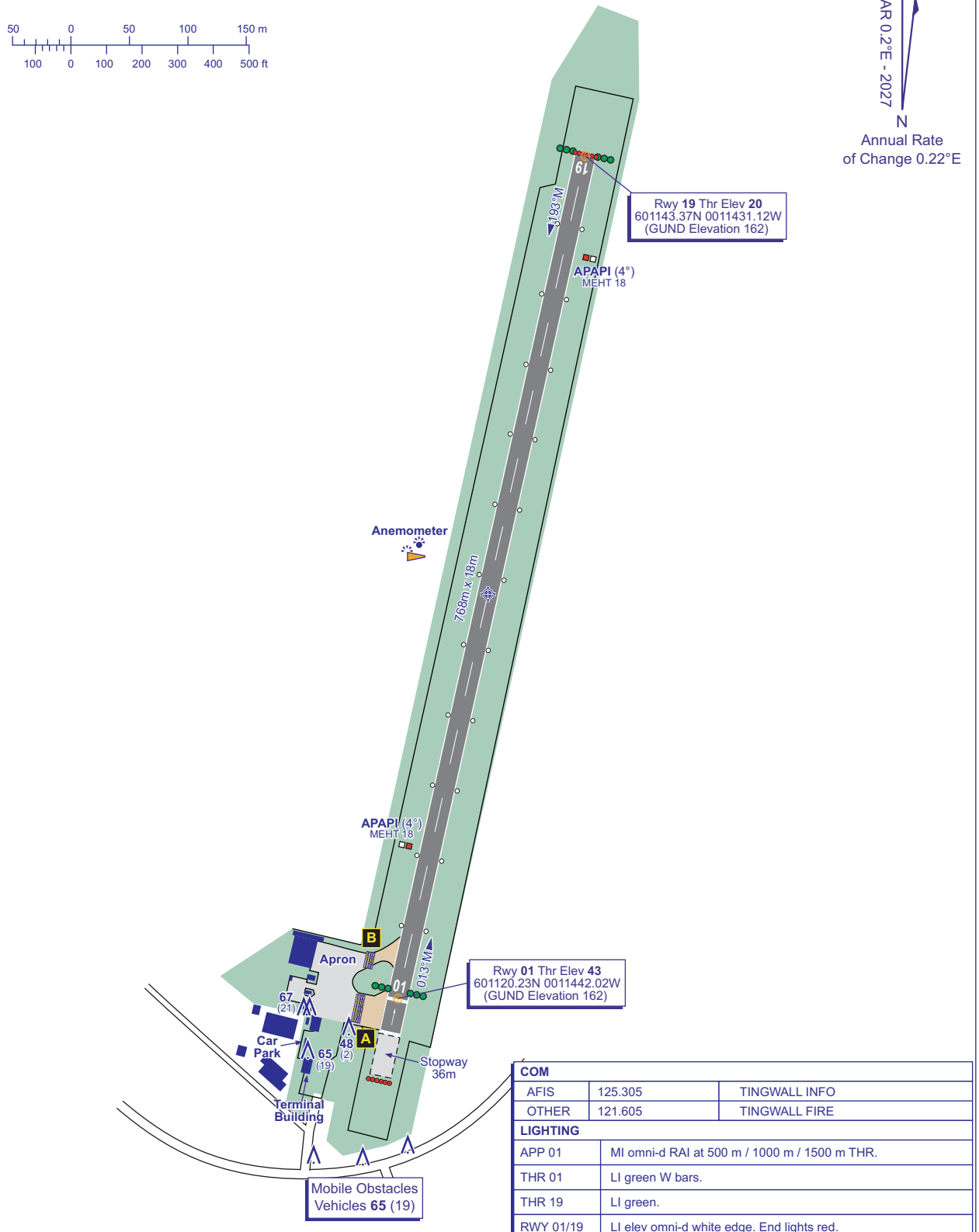
ARP 601131N 0011437W

AD ELEV 46FT

LERWICK/TINGWALL
EGET

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**67** (21)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 01/19	Asphalt	-	-
Main Apron	Asphalt	-	-
Main Taxiway	Asphalt	-	-



COM		
AFIS	125.305	TINGWALL INFO
OTHER	121.605	TINGWALL FIRE
LIGHTING		
APP 01	MI omni-d RAI at 500 m / 1000 m / 1500 m THR.	
THR 01	LI green W bars.	
THR 19	LI green.	
RWY 01/19	LI elev omni-d white edge. End lights red.	

CHANGE (5/26): AD ELEV & OBSTACLE HEIGHTS ABOVE AD. RWY DIMENSION. THR COORDS. STOPWAY.

AERO INFO DATE 03 MAR 26

AD 2-EGET-2-1

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EGKK — LONDON GATWICK

EGKK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKK — LONDON GATWICK

EGKK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 510853N Long: 0001125W Mid point of Runway 08R/26L.
2	Direction and distance from city	2.7 NM N of Crawley. 24.7 NM S of London.
3	Elevation / Reference temperature / Mean Low Temperature	203 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation / Annual Change	1.33°E (2027) / 0.17°E
6	AD Administration Address Telephone	GATWICK AIRPORT LIMITED. London (Gatwick) Airport, West Sussex RH6 0NP 0344-892 0322 (Gatwick Airport Ltd) 01293-601031 (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to ATC operational areas may be recorded.

EGKK AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Refer to AD 2.20 item 1.

EGKK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full. Nearest railway siding: Crawley New Yard, approx 1 NM.
2	Fuel and oil types	AVTUR JET A-1 Various, by arrangement with maintenance or service provider.
3	Fuelling facilities/capacity	Hydrant refuelling. Very limited bowser capacity. De-fuelling facilities subject to arrangement with fuel company.
4	De-icing facilities	By arrangement with handling agent.
5	Hangar space for visiting aircraft	Yes. By arrangement with local companies.
6	Repair facilities for visiting aircraft	Maintenance and repair by arrangement with local operators.
7	Remarks	Oxygen and related servicing by arrangement with local companies. Operators are to make prior arrangements with one of the handling agents for ground handling of all flights.

EGKK AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels linked to the north and south terminals.
2	Restaurants	Restaurants and bars.
3	Transportation	Trains, coaches, buses, taxis and hire cars. Nearest railway station, Gatwick Airport (South Terminal).
4	Medical facilities	Limited first aid treatment available.

5	Bank and Post Office	Bureau de Change.
6	Tourist Office	
7	Remarks	

EGKK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A10 H24
2	Rescue equipment	High access vehicle.
3	Capability for removal of disabled aircraft	Gatwick Airport Limited does not have the capability to recover disabled aircraft therefore, airlines must have a confirmed contract in place with an aircraft recovery/salvage contractor for aircraft recovery. Aircraft recovery arrangements must be submitted to Gatwick Airport Limited via airsidecompliance@gatwickairport.com. The Aerodrome Operations Manager is the initial point of contact during an incident: 07803-120115/aom@gatwickairport.com.
4	Remarks	

EGKK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and Chemical de-icing/anti-icing equipment including: Sweeper/Blowers, Sprayers of de-icing/anti-icing fluid, Tractors equipped with Ploughs and Brushes, Snow Cutters, Granular Spreaders.
2	Clearance priorities	Duty runway and associated taxiways, aircraft stands and apron areas. Other areas.
3	Remarks	Annual Snow Plan available from the Aerodrome Operator on request. De-icing/anti-icing of aircraft movement areas carried out as required using potassium acetate fluids (KAC). Under certain circumstances during adverse weather the Airport Disruption Cell may be established. See also AD 1.2.2.

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

1	Apron surface and strength	PARKING STANDS Surface: Concrete and Concrete Block Paving. PCN: Concrete 89/R/C/W/T and Concrete Block Paving 100/F/C/W/T
2	Taxiway width, surface and strength	Taxiway ECHO ROMEO: 23 M Surface: Asphalt PCN 50/F/C/W/T Taxiway OTHER (ASPHALT): 23 M Surface: Asphalt PCN 100/F/C/W/T Taxiway OTHER (CONCRETE): 23 M Surface: Concrete PCN 89/R/C/W/T Taxiway TANGO: 23 M Surface: Concrete and asphalt PCN 55/R/C/W/T Taxiway VICTOR: 23 M Surface: Concrete PCN 59/R/D/W/T Taxiway WHISKEY: 23 M Surface: Concrete PCN 59/R/D/W/T Taxiway YANKEE: 23 M Surface: Concrete and asphalt PCN 55/R/C/W/T
3	Altimeter checkpoint location and elevation	Apron 192 FT

AERODROME CHART - ICAO

ARP 510853N 0001125W

AD ELEV 203FT

LONDON GATWICK
EGKK

COM		
ATIS	136.525	GATWICK INFO
TWR	124.230, 121.500*	GATWICK TOWER *Emergency On Request
	134.230 (As directed by ATC)	
	121.955	GATWICK DELIVERY
	121.805 (GMC)	GATWICK GROUND
	121.605	GATWICK FIRE

LIGHTING	
THR 08R/26L THR 08L/26R	HI green with W bars. HI green with W bars. RTILS synchronised flashing White.
RWY 08R	HI flush bi-d edge, red for first 393 m from RWY end to displaced THR. HI colour coded C/L. HI TDZ 893 m. End lights red. Stopway 74 m red beyond RWY end lights. RETILS.
RWY 26L	HI flush bi-d edge, red for first 267 m from RWY end to displaced THR. HI colour coded C/L. HI TDZ 893 m. End lights red. Stopway 62 m red beyond RWY end lights. RETILS. Starter Extension: Blue edge.
RWY 08L/26R	HI flush bi-d edge with LI omni-d component. End lights red.
TWY	Green C/L (except Twy Yankee). Colour coded yellow/green C/L on CAT III entry/exit taxiways to/from RWY 08R/26L. Blue edge on Twy Yankee. Illuminated red stop bars are provided where appropriate. Stop bars and guard lights at runway holding points are in operation H24.

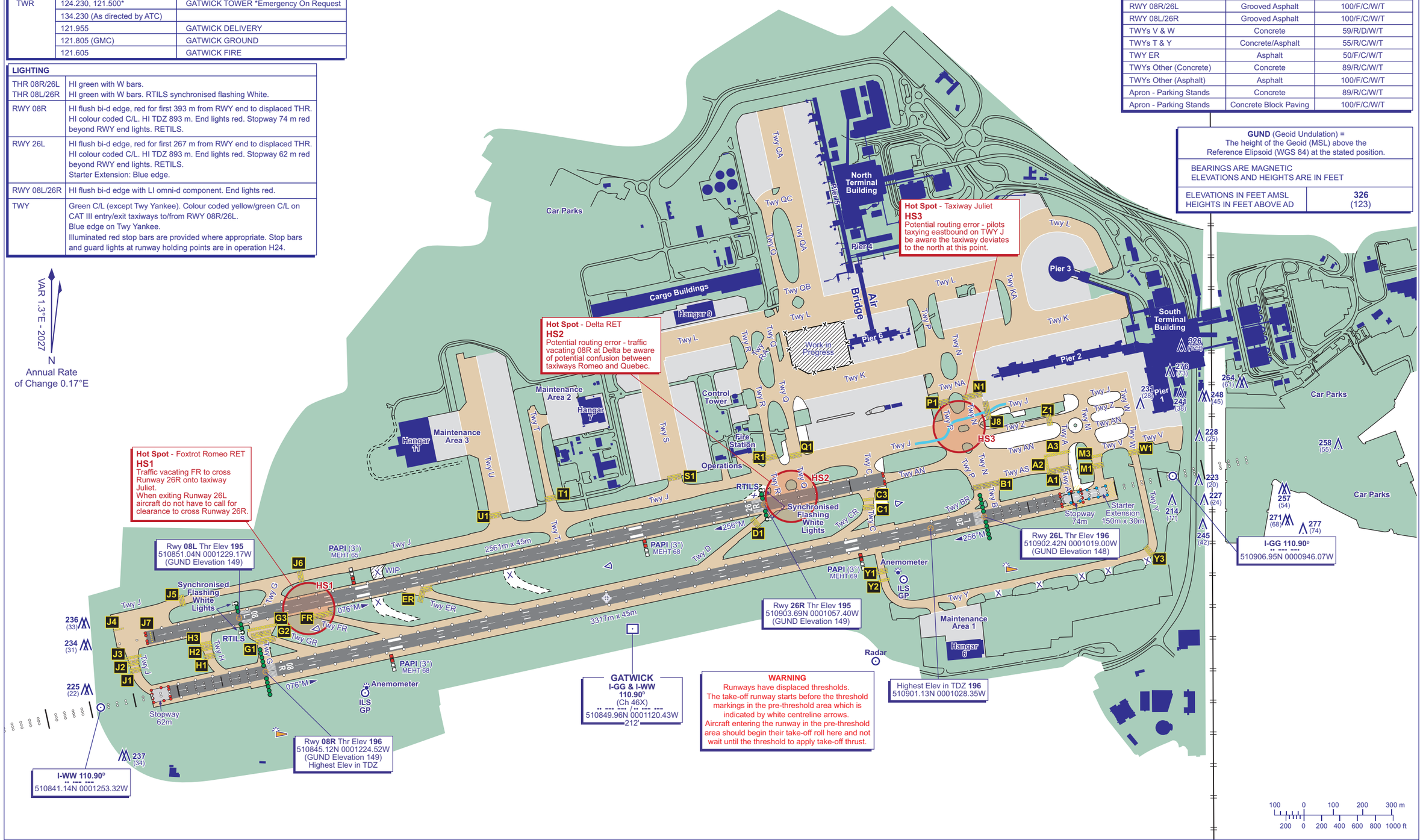
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 08R/26L	Grooved Asphalt	100/F/C/W/T
RWY 08L/26R	Grooved Asphalt	100/F/C/W/T
TWYs V & W	Concrete	59/R/D/W/T
TWYs T & Y	Concrete/Asphalt	55/R/C/W/T
TWY ER	Asphalt	50/F/C/W/T
TWYs Other (Concrete)	Concrete	89/R/C/W/T
TWYs Other (Asphalt)	Asphalt	100/F/C/W/T
Apron - Parking Stands	Concrete	89/R/C/W/T
Apron - Parking Stands	Concrete Block Paving	100/F/C/W/T

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**326** (123)

VAR 1.3°E - 2027
N
Annual Rate of Change 0.17°E



CHANGE (5/26): PIER 1 APRON LAYOUT. MAG INFO. EDITORIAL.

AERO INFO DATE 17 FEB 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 510853N 0001125W

AD ELEV 203FT

LONDON GATWICK
EGKK

COM		
ATIS	136.525	GATWICK INFO
TWR	124.230, 121.500*	GATWICK TOWER *Emergency On Request
	134.230 (As directed by ATC)	
	121.955	GATWICK DELIVERY
	121.805 (GMC)	GATWICK GROUND
	121.605	GATWICK FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**
RWY 08R/26L	Grooved Asphalt	100/F/C/W/T
RWY 08L/26R	Grooved Asphalt	100/F/C/W/T
TWYs V & W	Concrete	59/R/D/W/T
TWYs T & Y	Concrete/Asphalt	55/R/C/W/T
TWY ER	Asphalt	50/F/C/W/T
TWYs Other (Concrete)	Concrete	89/R/C/W/T
TWYs Other (Asphalt)	Asphalt	100/F/C/W/T
Apron - Parking Stands	Concrete	89/R/C/W/T
Apron - Parking Stands	Concrete Block Paving	100/F/C/W/T

VAR 1.3°E - 2027
N
Annual Rate of Change 0.17°E

WARNING
Runways have displaced thresholds.
The take-off runway starts before the threshold markings in the pre-threshold area which is indicated by white centreline arrows.
Aircraft entering the runway in the pre-threshold area should begin their take-off roll here and not wait until the threshold to apply take-off thrust.

50 0 50 100 150 m
100 0 500 ft

North Terminal Building
South Terminal Building
Pier 1
Pier 2
Pier 3
Pier 4
Pier 5
Pier 6
Air Bridge
Blast Screen
Cargo Buildings
Hangar 9
Hangar 7
Hangar 11
Maintenance Area 1
Maintenance Area 2
Maintenance Area 3
Control Tower
Fire Station Operations
Work in Progress
RWY 08L/26R
RWY 08R/26L
Twy QA
Twy QB
Twy QC
Twy L
Twy J
Twy K
Twy P
Twy N
Twy Z
Twy AN
Twy AS
Twy KA
Twy BR
Twy CR
Twy ER

Hot Spot - Delta RET
HS2
Potential routing error - traffic vacating 08R at Delta be aware of potential confusion between taxiways Romeo and Quebec.

Hot Spot - Taxiway Juliet
HS3
Potential routing error - pilots taxying eastbound on TWY J be aware the taxiway deviates to the north at this point.

CHANGE (5/26): STANDS 101 - 113 RENUMBERED 681 - 690. MAG INFO.

AERO INFO DATE 03 MAR 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING STAND COORDINATES

LONDON GATWICK
EGKK

STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE
1	510917.66N 0000950.95W	47	510937.45N 0001014.44W	152	510917.83N 0001112.19W	552	510928.51N 0001044.02W
2	510916.14N 0000950.43W	47R	510937.21N 0001012.92W	152R	510918.41N 0001113.38W	553	510928.31N 0001045.42W
3	510914.62N 0000949.90W	48L	510933.95N 0001018.39W	153	510926.29N 0001102.52W	554	510929.49N 0001045.20W
4	510913.71N 0000948.36W	48	510935.55N 0001018.01W	154	510925.90N 0001105.11W	555	510931.06N 0001045.30W
5	510914.01N 0000946.04W	48R	510935.48N 0001017.53W	158	510924.36N 0001117.96W	557	510932.55N 0001045.91W
10	510920.00N 0000955.50W	49L	510932.21N 0001021.20W	159	510924.02N 0001120.84W	558	510933.46N 0001044.97W
11	510919.54N 0000957.65W	49	510933.03N 0001020.47W	160L	510916.28N 0001104.71W	559	510933.90N 0001046.78W
12	510919.40N 0000959.85W	49R	510932.43N 0001019.24W	160	510916.92N 0001105.82W	560	510935.61N 0001046.28W
13L	510922.30N 0000955.51W	50	510932.50N 0001023.59W	160R	510917.49N 0001105.47W	561	510935.95N 0001046.18W
13	510921.62N 0000956.62W	51L	510931.24N 0001027.73W	161	510913.45N 0001103.07W	562	510937.01N 0001047.32W
13R	510922.11N 0000957.58W	51	510932.04N 0001027.28W	170	510907.07N 0001120.11W	563	510938.21N 0001046.96W
14	510919.10N 0001002.11W	51R	510931.75N 0001025.62W	171L	510909.61N 0001108.99W	564	510938.36N 0001048.27W
15	510921.19N 0001000.15W	52L	510930.45N 0001032.21W	171	510908.84N 0001107.29W	565	510940.13N 0001047.86W
16	510918.77N 0001004.25W	52	510931.53N 0001031.00W	171R	510908.28N 0001107.78W	566	510940.48N 0001047.75W
17	510920.71N 0001003.67W	52R	510931.19N 0001030.17W	172L	510908.69N 0001119.23W	567	510941.53N 0001048.90W
18	510918.69N 0001006.58W	53	510930.83N 0001035.02W	172	510909.46N 0001120.93W	568	510942.74N 0001048.54W
19	510920.08N 0001008.20W	54L	510929.51N 0001039.14W	172R	510910.03N 0001120.43W	569	510942.89N 0001049.85W
20	510918.40N 0001008.73W	54	510930.39N 0001038.73W	173	510911.23N 0001108.12W	570	510944.66N 0001049.44W
21	510919.57N 0001011.70W	54R	510930.01N 0001037.02W	174	510911.85N 0001121.76W	571	510945.00N 0001049.33W
22	510917.93N 0001010.88W	64L	510944.48N 0001100.79W	175L	510914.38N 0001110.67W	572	510946.06N 0001050.48W
23	510919.15N 0001015.25W	64	510945.33N 0001102.22W	175	510913.61N 0001108.96W	573	510947.26N 0001050.12W
24	510917.78N 0001013.19W	64R	510946.03N 0001101.86W	175R	510913.05N 0001109.45W	574	510947.42N 0001051.42W
25	510918.71N 0001017.26W	65	510942.90N 0001101.47W	176L	510913.47N 0001120.90W	681	510922.00N 0001032.69W
27	510917.44N 0001016.84W	66L	510940.14N 0001100.08W	176	510914.23N 0001122.59W	682	510922.87N 0001033.55W
28	510917.40N 0001015.31W	66	510940.49N 0001100.64W	176R	510914.79N 0001122.06W	683	510921.75N 0001034.56W
31L	510927.86N 0001003.85W	66R	510941.53N 0001100.35W	177	510916.00N 0001109.79W	684	510923.20N 0001036.85W
31	510928.53N 0001003.35W	67	510938.99N 0001058.78W	178L	510916.66N 0001122.16W	685	510921.45N 0001036.74W
31R	510927.85N 0001001.74W	68	510938.61N 0001100.26W	178	510917.02N 0001122.95W	687	510921.08N 0001039.42W
32L	510927.23N 0001006.58W	130	510915.96N 0001030.73W	178R	510918.06N 0001122.33W	688	510922.91N 0001040.20W
32	510927.89N 0001006.15W	131	510915.54N 0001033.77W	180	510919.06N 0001122.87W	689	510920.78N 0001041.59W
32R	510926.89N 0001005.67W	132	510915.09N 0001037.01W	180R	510919.57N 0001122.46W	690	510922.43N 0001042.39W
33L	510928.11N 0001008.80W	133	510914.70N 0001039.87W	230L	510905.33N 0001140.27W		
33	510928.49N 0001007.89W	134	510914.29N 0001042.91W	230	510904.76N 0001139.09W		
33R	510926.87N 0001009.67W	135	510913.89N 0001045.80W	230R	510904.06N 0001139.14W		
34L	510929.85N 0001009.74W	136	510913.82N 0001048.46W	231L	510908.14N 0001141.24W		
34	510929.65N 0001008.57W	140	510914.15N 0001030.05W	231	510907.57N 0001140.08W		
34R	510929.17N 0001010.54W	141L	510913.23N 0001034.24W	231R	510906.87N 0001140.12W		
35L	510931.42N 0001008.77W	141	510913.73N 0001033.46W	232L	510910.95N 0001142.23W		
35	510930.84N 0001007.99W	141R	510913.64N 0001032.12W	232	510910.38N 0001141.05W		
35R	510931.25N 0001009.98W	142	510913.23N 0001037.25W	232R	510909.69N 0001141.10W		
36L	510932.25N 0001006.20W	142R	510912.97N 0001036.76W	233L	510913.77N 0001143.21W		
36	510931.50N 0001006.29W	143L	510912.47N 0001041.35W	233	510913.20N 0001142.04W		
36R	510932.51N 0001007.44W	143	510912.72N 0001040.85W	233R	510912.50N 0001142.08W		
37	510931.30N 0001004.31W	143R	510912.68N 0001039.09W	234L	510916.58N 0001144.19W		
38	510930.31N 0001003.21W	144L	510911.69N 0001045.77W	234	510916.10N 0001142.39W		
41	510926.89N 0001018.60W	144	510912.19N 0001044.62W	234R	510915.40N 0001142.44W		
41E	510925.56N 0001016.98W	144R	510911.97N 0001043.60W	235L	510919.39N 0001145.17W		
41W	510925.19N 0001019.69W	145	510911.72N 0001048.04W	235	510918.91N 0001143.37W		
42	510925.90N 0001021.89W	150L	510919.68N 0001104.18W	235R	510918.21N 0001143.41W		
43	510925.94N 0001025.55W	150	510918.86N 0001104.67W				
43E	510924.71N 0001023.17W	150R	510919.04N 0001106.31W				
43W	510924.34N 0001025.89W	151	510918.35N 0001108.42W				
46	510937.92N 0001010.99W	152L	510918.40N 0001110.91W				
47L	510936.39N 0001015.06W						

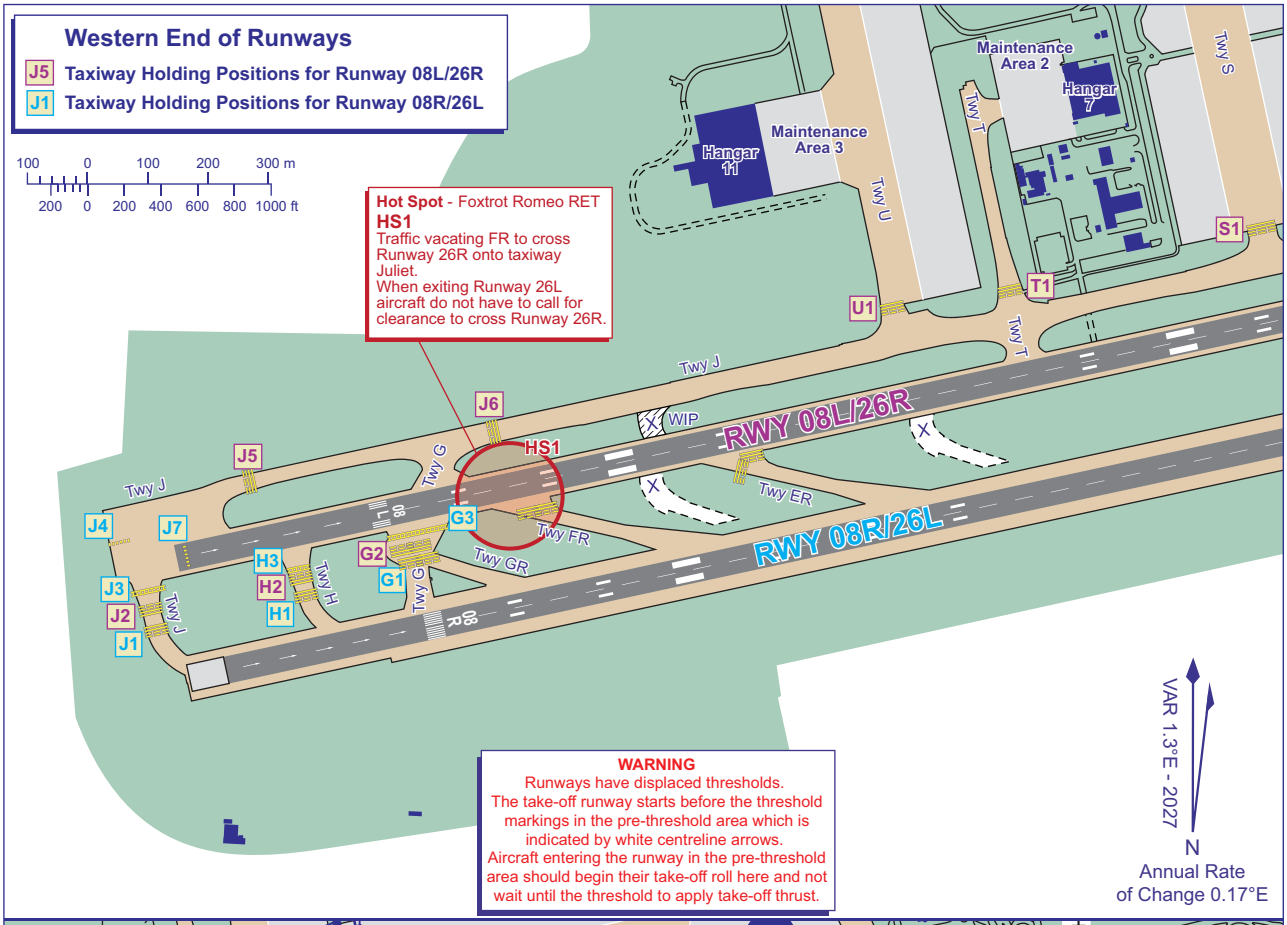
CHANGE (5/26): STANDS 101 - 113 RENAMED 681 - 690.

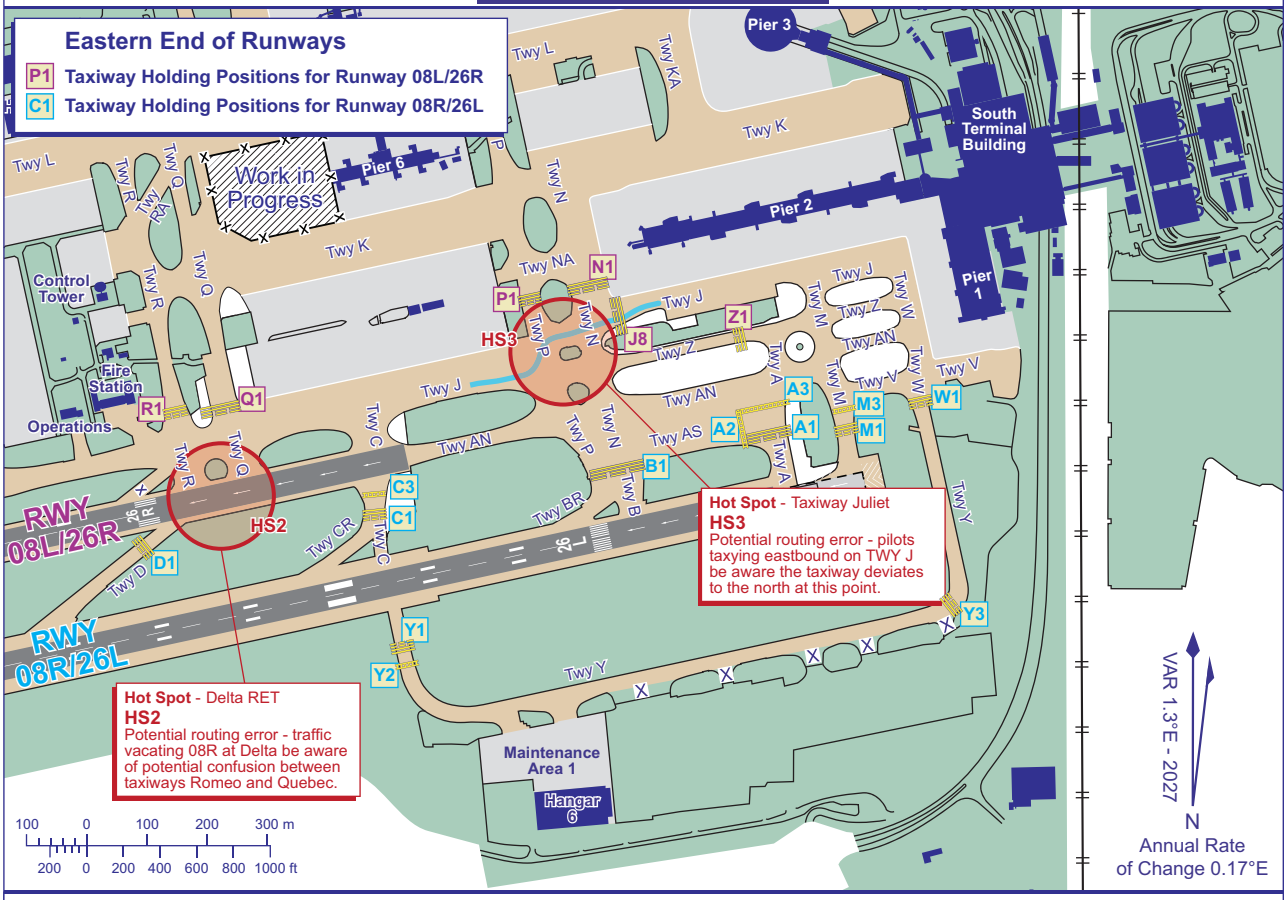
AERO INFO DATE 18 FEB 26

GROUND MOVEMENT CHART - ICAO

HOLDING AREAS

LONDON GATWICK
EGKK





CHANGE (5/26): PIER 1 APRON LAYOUT. MAG INFO. EDITORIAL.

AERO INFO DATE 18 FEB 26

AD 2-EGKK-2-4

AERODROME CHART
CODE F AIRCRAFT GROUND MOVEMENT - ICAO

ARP 510853N 0001125W

AD ELEV 203FT

LONDON GATWICK
EGKK

Code F Aircraft Ground Movement
Aprons
Operational Taxiways

100 0 100 200 300 m
200 0 200 400 600 800 1000 ft

WARNING
Runways have displaced thresholds.
The take-off runway starts before the threshold markings in the pre-threshold area which is indicated by white centreline arrows.
Aircraft entering the runway in the pre-threshold area should begin their take-off roll here and not wait until the threshold to apply take-off thrust.

VAR 1.3°E - 2027
N
Annual Rate of Change 0.17°E

Hot Spot - Foxtrot Romeo RET
HS1
Traffic vacating FR to cross Runway 26R onto taxiway Juliet.
When exiting Runway 26L aircraft do not have to call for clearance to cross Runway 26R.

Hot Spot - Taxiway Juliet
HS3
Potential routing error - pilots taxying eastbound on TWY J be aware the taxiway deviates to the north at this point.

Hot Spot - Delta RET
HS2
Potential routing error - traffic vacating 08R at Delta be aware of potential confusion between taxiways Romeo and Quebec.

CHANGE (5/26): CHART ORIENTATION EDITORIAL. PIER 1 APRON LAYOUT. MAG INFO.

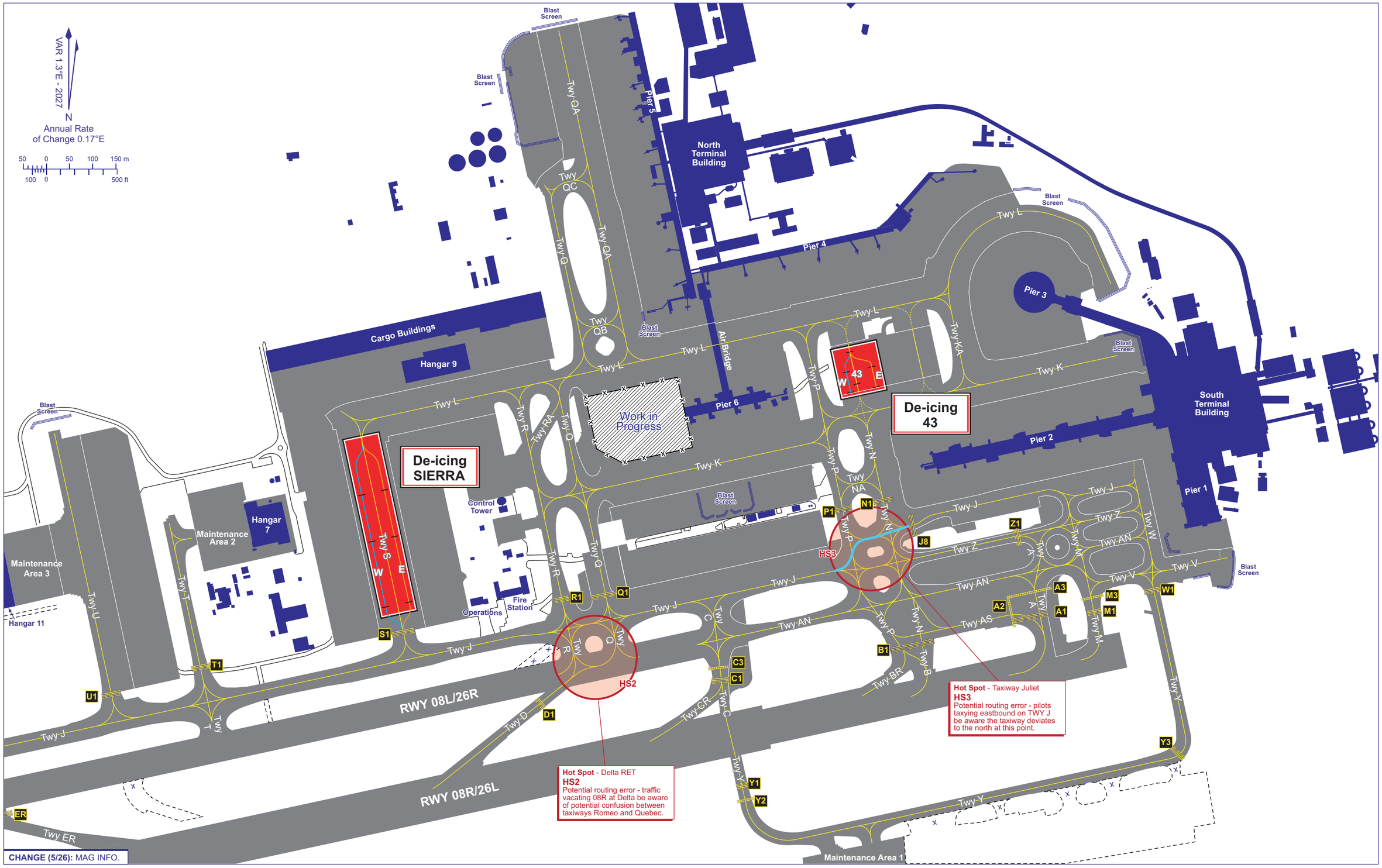
AERO INFO DATE 10 MAR 26

AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO

ARP 510853N 0001125W

AD ELEV 203FT

LONDON GATWICK
EGKK



CHANGE (5/26): MAG INFO.

AERO INFO DATE 03 MAR 26

EGGW AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGGW7226) 25/APPROACH	TREE	515244.07N 0002108.48W	525 FT	68 FT	No	Trees in 25/Approach relate to highest wooded area.
(EGGW7213) 25/APPROACH	TREE	515234.15N 0002101.17W	557 FT	76 FT	No	Trees in 25/Approach relate to highest wooded area.

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	CRANE	515253.25N 0002445.75W	657 FT	301 FT	Yes Red	3 Tower cranes working in area. End estimated October 2026.
(EGGW7007)	MAST	515242.53N 0002617.85W	721 FT	165 FT	Yes Red	
(EGGW6067)	ATC AERIAL	515240.19N 0002232.71W	673 FT	159 FT	No	
(EGGW7008)	MAST	515239.87N 0002551.56W	698 FT	168 FT	Yes Red	
	CRANE	515236.79N 0002452.12W	650 FT	269 FT	Yes	End estimated May 2027.
	CRANE	515236.20N 0002450.45W	613 FT	233 FT	Yes	End estimated September 2027.
	CRANE	515126.91N 0002347.99W	578 FT	102 FT	No	Luton Hoo Estate, Luton. End estimated September 2027.

EGGW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 Hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	F214, F215, GAMET South East available at https://www.metoffice.gov.uk/.
8	Supplementary equipment available for providing information	Self briefing terminal.
9	ATS units provided with information	LONDON LUTON
10	Additional information (limitation of service, etc.)	A recording of ATIS is available H24 on Tel: 01582-395225.

EGGW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	074.38°	2162 x 45 M	RWY surface: Asphalt, Grooved PCN 75/R/D/X/T	515219.25N 0002300.91W 152.5 FT	THR 515.2 FT TDZ 526.7 FT	
25	254.40°	2162 x 45 M	RWY surface: Asphalt, Grooved PCN 75/R/D/X/T SWY surface: Asphalt, Non grooved PCN 75/R/D/X/T	515237.36N 0002116.15W 152.4 FT	THR 508.5 FT TDZ 525.7 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	1081 x 150 M	2339 x 300 M				RWY 07 OFZ: Yes. Paved shoulders 5 M in width.
57 x 45 M	1081 x 150 M	2339 x 300 M				RWY 25 Threshold displaced by 82 M. OFZ: Yes. Paved shoulders 5 M in width.

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	1982 M	2973 M	2039 M		Take-off from intersection with Taxiway A. Start of TORA 512 FT.
25	1771 M	2657 M	1828 M		Take-off from intersection with Taxiway G. Start of TORA 516 FT.
25	1053 M	1580 M	1110 M		Take-off from intersection with Taxiway C. Start of TORA 525 FT.

NMT3: Pepsal End Farm, Pepperstock	LU1 4LH	TL 0836 1745	51°50'43N	0°25'42W

2 TAKE-OFF AND MISSED APPROACH

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

3 CONTINUOUS DESCENT APPROACHES

a) All jet aircraft and all propeller-driven aircraft whose MTOM exceeds 5700 KG, are expected to apply Continuous Descent Approach (CDA) procedures to all approaches to Runway 07 and Runway 25. Subject to ATC clearance, inbound aircraft are to minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures.
b) Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. Radar vectors will be given, and descent clearance will include an estimate of track distance to touchdown.
c) In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a clean aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.
d) CDA will commence from 5000 FT QNH and will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM.

4 VISUAL CIRCUITS/APPROACHES

a) Aircraft approaching without assistance from ILS or radar shall follow a descent path no lower than the normal approach path indicated by the PAPIs.
b) With the exception of training aircraft as described in Local Traffic Regulations, paragraph 7 'Training' above, propeller-driven aircraft whose MTOM exceeds 5700 KG and all jet aircraft carrying out visual circuits/approaches to Runways 07 and 25 shall establish on final approach no closer than 7 NM from touchdown. Additionally, such aircraft shall not, unless otherwise instructed by ATC, descend below 2500 FT (Luton QNH) before commencing final approach.
c) Aircraft must not join the final approach track to any runway at an altitude of less than 2500 FT (Luton QNH), orbits on final approach will not be authorised by ATC, except when the safety of an aircraft would be compromised.

5 NOISE PREFERENTIAL ROUTINGS

a) The Noise Preferential Routings and Procedures specified in the table below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other aircraft with a maximum certified weight exceeding 5700 KG unless otherwise instructed by ATC or unless deviations are required in the interests of safety. The radius of turn of aircraft following the routes and procedures specified in the following table shall be adjusted to conform with the tracks shown on the diagram on page AD 2-EGGW-3-1.
b) The obligations of Noise Preferential Routings for conventional SIDs cease when a height of 3000 FT QNH (between 0700-2300 (0600-2200)) and 4000 FT QNH (during night time, 2300-0700 (2200-0600)) has been reached. The obligations of Noise Preferential Routings for the RNAV1 SIDs cease when a height of 4000 FT QNH has been reached.
c) A departure will be deemed to have complied with the Noise Preferential Routing if, in the portion of flight below the appropriate vectoring altitude (see 5 (b) above), it is properly recorded by the airport's noise and track monitoring system as having flown wholly within the Lateral Swathe (LS). Where the aircraft is clearly flying outside the LS, the aircraft is identified as causing a "possible" track violation and is subject to a nominal fine, as defined in LLA's Charges and Conditions of Use.

Take-off Run-way	ATC Clearance	Procedure	Take-off Run-way	ATC Clearance	Procedure
25	OLNEY KILO/Juliet	Climb straight ahead to 500 FT (AAL) turn left to intercept BNN VOR R031. At BNN D7 turn right onto HEN QDM 254°. At BNN VOR R003 turn right onto BNN VOR R343. Crossing BNN R343/ D6 at 4000.	07	OLNEY Sierra	Climb straight ahead. At I-LTN D3.4 turn left to intercept BPK VOR R313.
	Rodni Papa	Climb straight ahead to 500 FT (AAL) turn left to intercept BNN VOR R031. At BNN D7 turn right onto HEN QDM 254° ensuring that BNN DME does not decrease below 4 NM.		Rodni Uniform/ Victor	Climb straight ahead. At I-LTN D3.8 turn right onto HEN QDM 255°. Ensure that BNN DME does not decrease below 4 NM. (See Note 3)
	Non – RNAV MATCH/Detling MIKE	Climb straight ahead to 500 FT AAL turn left to intercept BNN VOR R031. At BNN D7 turn left onto BPK VOR R283.		MATCH/ Detling TANGO	Climb straight ahead to LUT NDB (I-LTN D4.7), then turn right to intercept BPK VOR R335.
	RNAV MATCH/ Detling	Climb straight ahead to 1030 FT QNH, then turn left direct GWS01, then to GWS06, left to GWS12, right to GWE16, GWE19, BPK VOR. (See Note 2)			

Note 1: *The Noise Preferential Routeings specified above are compatible with normal ATC requirements, however in individual cases ATC may vary them when necessary. The use of the routeings is supplementary to noise abatement take-off techniques as used by piston-engined, turboprop and turbo-jet aircraft.*

Note 2: *Unless otherwise instructed by ATC, aircraft departing from Runway 25 for RNAV MATCH/DETLING will be routinely kept within the NPR corridor until crossing the railway line (GWE) between St. Albans and Harpenden.*

Note 3: *Unless otherwise instructed by ATC, aircraft departing from Runway 07 for RODNI, UNIFORM/VICTOR must remain at 4000 FT (Luton QNH) until west of Radial 037 from Bovingdon VOR.*

Note 4: *The crossing points and altitudes are detailed at AD 2-EGGW-6-1 to 6-6 charts of the Standard Instrument Departure procedures for aircraft departing the airport via the Airways System. The Standard Departure Route procedures for aircraft departing outside the Airways System are detailed at AD 2-EGGW-6-7 to 6-9.*

6 GROUND RUNNING AND TESTING OF AIRCRAFT ENGINES

a) The ground running and testing of the engines of any aircraft other than at ground idle power setting shall be carried out only in the designated areas.
b) The aircraft shall be positioned in such a manner that the jet blast will not impinge on any runway, taxiway, aircraft, equipment installation, or other property of the airport or third party.
c) ATC shall be notified by radio at the commencement and cessation of each run and the following information should be provided:

   i. The aircraft's registration number or letters;
   ii. The aircraft's position on the airport;
   iii. The percentage power setting anticipated; and
   iv. The expected duration of the engine run.

d) A single engine run at ground idle power settings may be undertaken provided that:

   i. the aircraft is positioned so as to cause no damage or inconvenience to persons or property;
   ii. the engine run does not exceed 10 minutes;
   iii. a person is at all times in attendance outside the aircraft to ensure the safety of persons and property during the engine run;
   iv. Continuous radio contact is maintained with air traffic control, from whom permission to start the engine(s) must be obtained and to whom notification must be given when the engine run is completed.

e) Engine ground running and testing will normally be permitted within the following periods:

   i. Weekdays: between 0600-2300 (0500-2200)
   ii. Saturdays, Sundays and Public Holidays: between 0700-2300 (0600-2200);
   iii. In exceptional circumstances, operators can apply to Airport Operations for permission to operate outside this period.

7 NIGHT NOISE RESTRICTIONS

a) Chapter 2 aircraft are not permitted to operate during the periods of 2300-0700 (2200-0600);
b) The aircraft with a QC value of greater than 1 must not operate during the night period.
c) All departure flights recording a level above 78 dB, 6.5 KM from 'start of roll' during the night period will be subject to a nominal fine, as defined in LLA's Charges and Conditions of Use.
d) Aircraft scheduled (SIBT) to arrive during the early morning shoulder period 0610-0705 (0510-0605), will not be accepted earlier than 0600 (0500).
e) Aircraft scheduled (SIBT) to arrive during the day period 0710-2300 (0610-2200) will not be accepted earlier than 0700 (0600).

8 NOISE ABATEMENT PROCEDURES FOR HELICOPTERS

a) Fixed-wing aircraft and helicopters operating under VFR or SVFR to the south of Luton Airport should endeavour to avoid overflying built-up areas and isolated properties south of the boundary.

EGGW AD 2.22 FLIGHT PROCEDURES

1 THE ARRIVAL CODE OF PRACTICE (ACOP) AND DEPARTURE CODE OF PRACTICE (DCOP)

The voluntary Code of Practice has been compiled by Flight Operations and Air Traffic Control to give advice on the operational techniques aimed at improving the environmental impacts of aircraft operations through operational best practice. The Arrival Code of Practice (ACOP) and Departure Code of Practice (DCOP) can be found on the LLA website - https://www.london-luton.co.uk/corporate/lla-publications/ operations. Nothing in this Code shall take precedence over the requirement for safe operation and control of aircraft at all times. For the avoidance of doubts, all recommendations are to be read as being subject to the requirements of safety and manufacturer/aircraft flight manual limits.

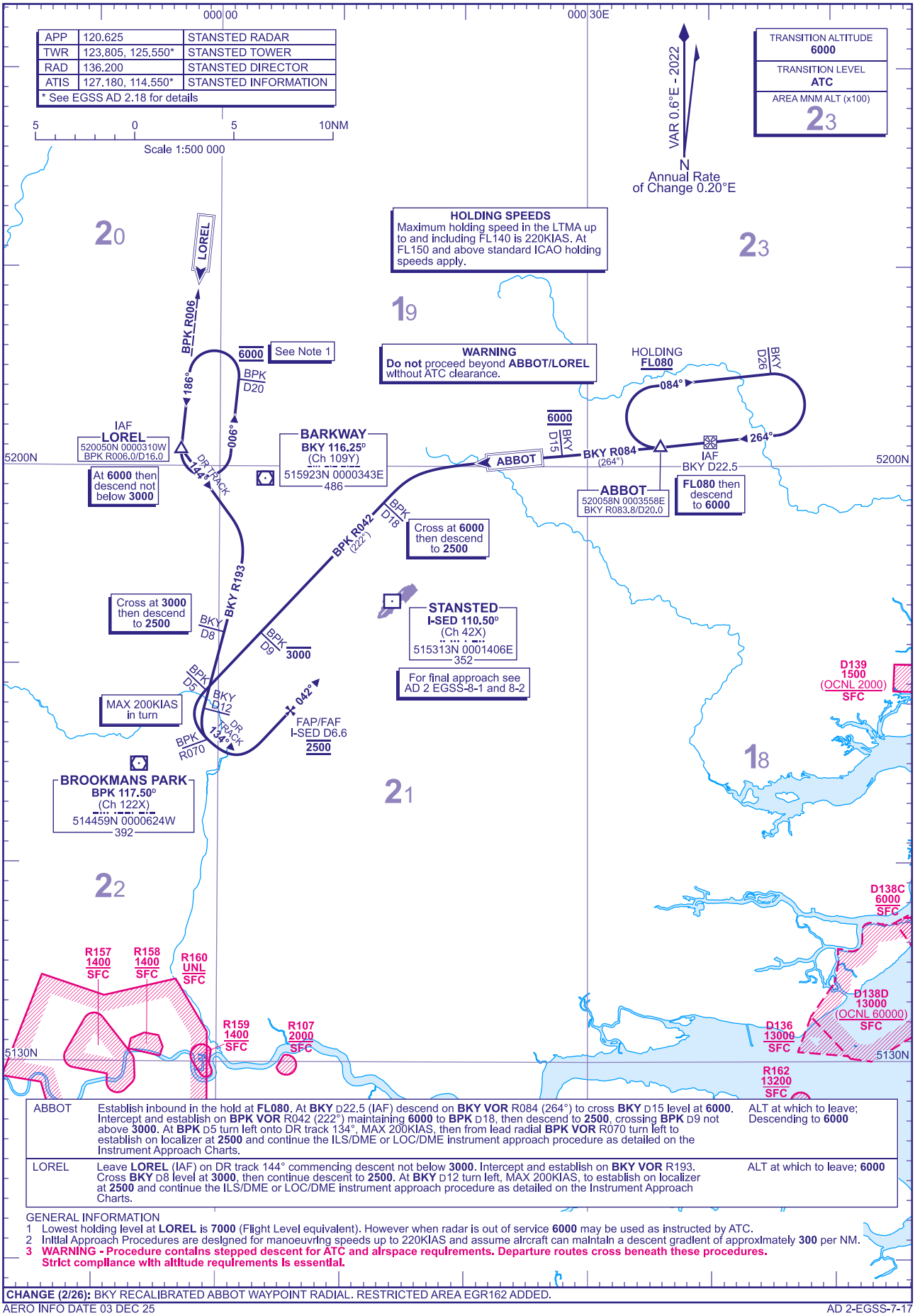
2 PROCEDURES FOR INBOUND AIRCRAFT UNDER IFR

a) Inbound via the ATS Route Network

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.**

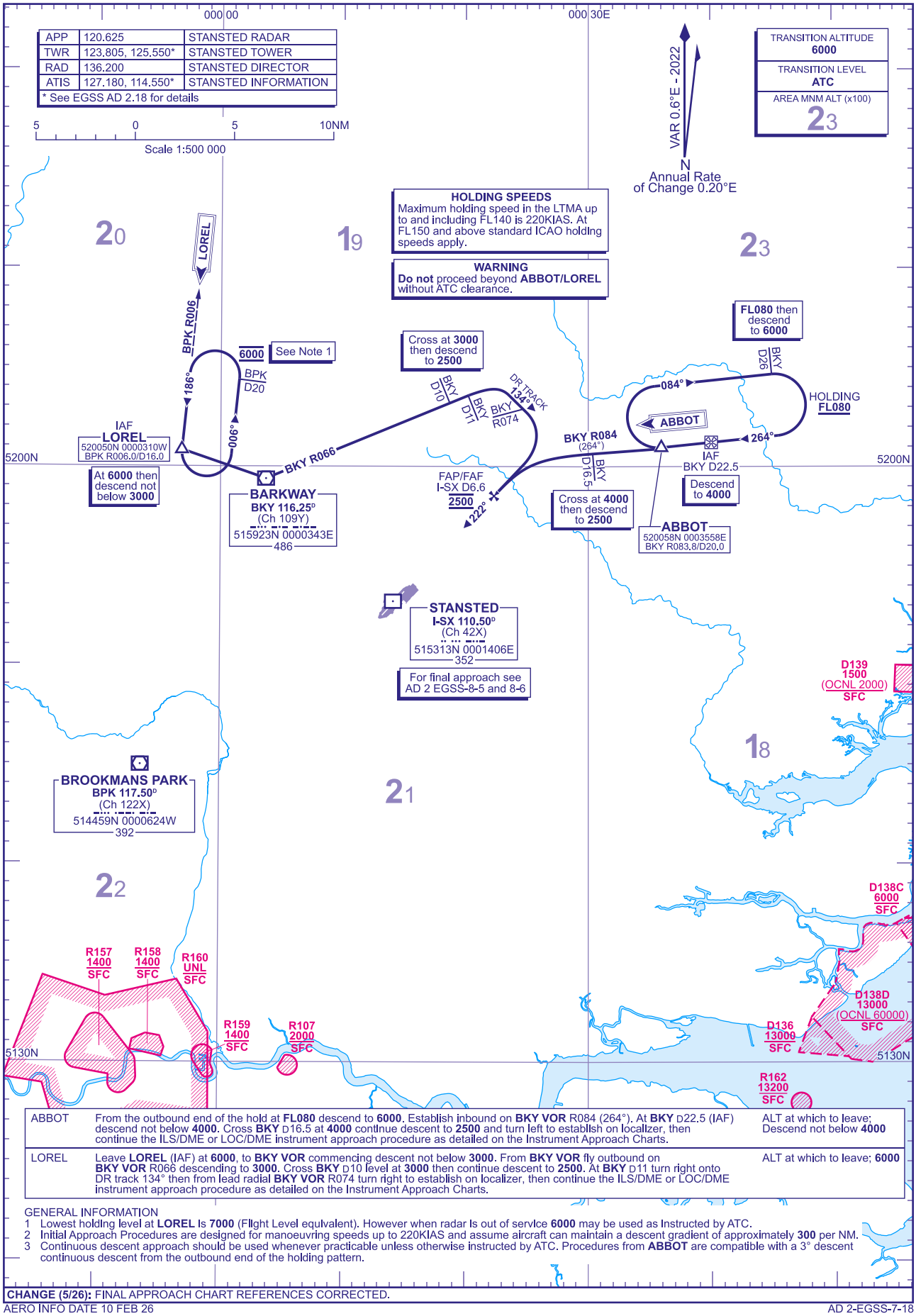
CHANGE (2/26): BKY RECALIBRATED ABBOT WAYPOINT RADIAL. RESTRICTED AREA EGR162 ADDED.

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 (5/26): FINAL APPROACH CHART REFERENCES CORRECTED.

AERO INFO DATE 10 FEB 26

EGMD — LYDD

EGMD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGMD — LYDD

EGMD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505722N Long: 0005620E Mid-point of Runway 03/21
2	Direction and distance from city	1.2 NM NE of Lydd; 12 NM south of Ashford.
3	Elevation / Reference temperature / Mean Low Temperature	13 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	146 FT
5	Magnetic Variation / Annual Change	1.70°E (2027) / 0.16°E
6	AD Administration Address Telephone Telefax AFS E-mail address Web address	LONDON ASHFORD AIRPORT LTD. Lydd Airport, Lydd, Romney Marsh, Kent, TN29 9QL. 01797-322400 (Airport Switchboard) 01797-320881 (ATC) 01797-322422 (MET) 528-2528 (ATOTN) 01797-322419 (Administration) EGMDZTZX info@lydd-airport.co.uk www.lydd-airport.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGMD AD 2.3 OPERATIONAL HOURS

1	AD Administration	0830-1900 (0730-1800); extensions by arrangement.
2	Customs and immigration	As AD hours.
3	Health and sanitation	As AD hours.
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	As AD hours.
7	ATS	As AD hours. See also AD 2.18
8	Fuelling	Available up to 15 minutes before closing.
9	Handling	Available by arrangement through FAL Aviation.
10	Security	H24
11	De-icing	By arrangement through FAL Aviation.
12	Remarks	All movements strictly PPR by telephone to ATC. Caution SAR helicopter and UAS operations may take place when AD is closed. Electronic General Aviation Report may be processed via the Pilot Information section of the Lydd Airport website.

EGMD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with FAL Aviation 01797-322400. Nearest railway siding: Appledore, 6 NM.
2	Fuel and oil types	AVTUR JET A-1 F35 (does not contain AL48), AVTUR JET A-1 F34 (FSII), AVGAS 100LL Castrol AD 80, AD100, S80, S100, Mulitgrade.
3	Fuelling facilities/capacity	AVTUR JET A-1 F34/F35 54,000 LT, mobile capacity 36,000 LT. AVGAS 100LL 54,000 LT, mobile capacity 13,000 LT. No aircraft defuelling services available.
4	De-icing facilities	By arrangement with handling agent.
5	Hangar space for visiting aircraft	By arrangement.
6	Repair facilities for visiting aircraft	Limited - by arrangement.

7	Remarks	Fuel Type: FSII additive available separately on request. Handling is mandatory for aircraft larger than 4000 KG MTOW. Training or military aircraft may be exempted from this requirement. Handling provided by: FAL Aviation Ltd. Tel: 01797-322400, Fax: 01797-322419 Email: FAL@lydd-airport.co.uk Website: www.lydd-airport.co.uk Ops Frequency: 131.705 MHz, callsign FAL Operations.

EGMD AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity. By arrangement through FAL Aviation.
2	Restaurants	Light refreshments available from Customer Services. VIP/Executive catering by arrangement through FAL Aviation.
3	Transportation	Trains, buses, taxis, limousines and car hire. Nearest railway stations: Ashford International and Appledore.
4	Medical facilities	First aid, oxygen therapy, defibrillator, entonox analgesic gas.
5	Bank and Post Office	Post box in terminal.
6	Tourist Office	Local information available in terminal.
7	Remarks	Executive lounge in FAL terminal building.

EGMD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3, 4 or 5 available by arrangement. The aircraft operator shall accept responsibility for ensuring that the Fire Category is appropriate to their particular operation. Occasionally Category 2 may be provided for Category 3 under remission.
2	Rescue equipment	Standard equipment for Category 1 to Category 5.
3	Capability for removal of disabled aircraft	By arrangement with local removal company.
4	Remarks	

EGMD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from: ATC Tel: 01797-320881.

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

1	Apron surface and strength	B Surface: Asphalt PCN 46/F/C/X/T C Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway A AND D: 10.5 M Surface: Asphalt Taxiway B AND C: 18 M Surface: Asphalt PCN 46/F/C/X/T
3	Altimeter checkpoint location and elevation	Apron 10 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Charts
6	Remarks	

EGMD 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 Bravo has 6 self-manoeuvring stands for aircraft up to B737-800 dimensions. Apron Charlie is available to GA aircraft, with apron taxilanes marking out 3 rows. Apron Delta is available to light aircraft as directed by ATC. Marshalling assistance available if required.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 03/21: Runway designation, displaced threshold 21, centre-line, TDZ, fixed distance markings, edge stripes. Taxiway marking aid(s): Yellow centre-line, hatched edge line on Taxiways Bravo and Charlie, holding point markings and boards. Taxiway light(s): Illuminated holding point signs on Taxiways Bravo and Charlie.
3	Stop bars and runway guard lights (if any)	Guard lights at holds Bravo and Charlie.
4	Other runway protection measures	
5	Remarks	WDIs adjacent to touchdown zone for Runways 03 and 21: 505710.54N 0005601.51E (LGTD) - 505735.93N 0005627.55E (LGTD).

EGMD 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**
(EGMD6647) 21/APPROACH 03/ TAKE-OFF	CCTV MAST	505748.24N 0005646.77E	22 FT	13 FT	No	
(EGMD6646) 21/APPROACH 03/ TAKE-OFF	CCTV MAST	505744.87N 0005632.91E	26 FT	17 FT	No	
(EGMD3098) 03/APPROACH 21/ TAKE-OFF	SIGN	505656.57N 0005554.45E	18 FT	9 FT	No	
(EGMD3156) 03/APPROACH 21/ TAKE-OFF	FENCE	505655.35N 0005557.51E	16 FT	8 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**
(EGMD3121)	PYLON	505804.98N 0005335.56E	167 FT	161 FT	No	
(EGMD3006)	WATER_TOWER	505637.48N 0005633.36E	125 FT	112 FT	No	
(EGMD3131)	PYLON	505636.77N 0005348.65E	198 FT	191 FT	No	
(EGMD3133)	PYLON	505633.96N 0005333.72E	207 FT	192 FT	No	
(EGMD3035)	PYLON	505623.80N 0005403.05E	200 FT	184 FT	No	
(EGMD3050)	PYLON	505512.59N 0005557.24E	206 FT	195 FT	No	
(EGMD3024)	POWER STATION	505448.65N 0005732.88E	267 FT	249 FT	No	

EGMD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW

2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	214 Spot winds, 215 low level wx.
8	Supplementary equipment available for providing information	Internet access in Flight Briefing. ATIS 129.230 MHz or 01797-322422.
9	ATS units provided with information	LYDD
10	Additional information (limitation of service, etc.)	RVR by human observer method. AUTOMETAR produced outside aerodrome opening hours.

EGMD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
03	032.71°	1505 x 32 M	RWY surface: Asphalt, Grooved PCN 46/F/C/X/T	505701.75N 0005600.11E 146.0 FT	THR 9.9 FT TDZ 12.4 FT	
21	212.72°	1505 x 32 M	RWY surface: Asphalt, Grooved PCN 46/F/C/X/T	505741.75N 0005640.79E 146.0 FT	THR 12.4 FT TDZ 13.2 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
	329 x 180 M	1591 x 280 M	90 x 64 M -			RWY 03
	176 x 180 M	1591 x 280 M	240 x 64 M -			RWY 21 Threshold displaced by 35 M to allow for full RESA. OFZ: Yes.

EGMD AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	1470 M	1799 M	1470 M	1470 M	
21	1505 M	1681 M	1505 M	1470 M	

EGMD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	Centre-line with one crossbar at 305 M. 427 M Light intensity high	Green Light intensity high Elevated uni-directional	PAPI Left/3° 48 FT 273 M			Elev HI white bi-directional with LI omni-directional component	Red Light intensity high		
21	Coded centre-line with two crossbars at 150 M and 300 M. 430 M Light intensity high	Green Light intensity high Uni-directional with elev HI wingbars	PAPI Left/3.5° 60 FT 322 M			Elev HI white bi-directional with LI omni-directional component Yellow caution zone	Red Light intensity high		

EGMD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 505715.76N 0005602.99E Flashing White - On terminal roof.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 505735.99N 0005628.25E (LGTD) - 505710.04N 0005601.81E (LGTD) - 505710.54N 0005601.51E.
3	TWY edge and centre line lighting	EDGE: Blue lights on Taxiways Bravo and Charlie.
4	Secondary power supply/switch-over time	Yes / 15 seconds. Battery back-up. In Low Visibility Procedures switch-over time is 1 second.
5	Remarks	Apron floodlighting. Blue edge lights on Apron Bravo. Obstacle lighting.

EGMD AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	Small helicopters, ie: R22/44, Hu30, AS55, BH06 will be air taxied to park on Apron Bravo. Larger helicopters, ie: SK76, Puma, CH47 will make an approach to the runway in use and ground taxi (if possible) to Apron Bravo.

EGMD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LYDD ATZ A circle, 2 NM radius, centred at 505722N 0005620E on longest notified runway (03/ 21)	Upper limit: 2013 FT ALT Lower limit: SFC	G	LYDD APPROACH English	6000 FT		ATZ 2000 FT AAL.

EGMD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	LYDD APPROACH	120.705 DOC 25 NM/ 10,000 FT.			0830-1900 (0730-1800); extensions by arrangement.	ATZ hours coincident with APP/ TWR hours, but not by arrangement. VDF 505731.18N 0005620.77E
		121.500 Emergency frequency O/R.			0830-1900 (0730-1800); extensions by arrangement.	
TWR	LYDD TOWER	119.380 DOC 25 NM/4,000 FT.			When directed by ATC.	
		121.500 Emergency frequency O/R.			When directed by ATC.	
ATIS	LYDD INFORMATION	129.230 DOC 45 NM/ 20,000 FT.			0830-1900 (0730-1800); extensions by arrangement.	
OTHER	LYDD FIRE	121.600 Non-ATS Frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGMD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 1.70°E (2027)	ILDY	108.150 MHz	0830-1900 (0730-1800); extensions by arrangement.	505714.15N 0005622.37E		(RWY 21) 5 degree offset - See procedure chart. Training approaches using autocoupled LOC/GP not to be continued below 200 FT.
ILS/GP	ILDY	334.550 MHz	0830-1900 (0730-1800); extensions by arrangement.	505736.04N 0005628.28E		3.5° ILS Ref Datum Hgt 47 FT.
NDB (L) 1.70°E (2027)	LZD	397.000 kHz	H24	505731.71N 0005621.44E		On AD. Range 20 NM.
ILS/DME	ILDY	18Y 108.150 MHz	0830-1900 (0730-1800); extensions by arrangement.	505735.98N 0005628.04E	31 FT	(RWY 21) On AD. Frequency paired with ILS I-LDY. Zero range to THR of Runway 21. DOC 25 NM/10,000 FT.

EGMD AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) This aerodrome is not available to aircraft unable to communicate by radio with ATC.

b) Practice EFATO is not permitted on Runway 03 at any time, or on Runway 21 when a train is passing through the overshoot. This restriction applies to both single-engine and multi-engine piston aeroplanes.
c) High visibility clothing must be worn on the apron and manoeuvring area at all times except for passengers under escort.

2 GROUND MOVEMENT

a) The responsibility for wingtip clearance during taxiing and parking remains with the flight crew.
b) Apron Bravo is available to aircraft up to B737, A319, helicopters and for long stay parking.
c) Apron Charlie is available for light aircraft parking.
d) Marshalling assistance may be available if required.
e) Taxiways Alpha and Delta are only available to aircraft with MTOW not exceeding 5700 KG. Taxiway Alpha is restricted to aircraft with a wingspan not exceeding 15 M.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Caution, Lydd Ranges EGD044 and Hythe Ranges EGD141. DAAIS available on 120.705 MHz and ATIS on 129.230 MHz.
b) Aircraft departing from or intending to land at Lydd shall remain at least 1.5 NM from Dungeness Power Station 505449N 0005717E (ENR 5.1 refers).
c) Instrument transitional surface infringed by terminal building. Maximum penetration 1.54 M
d) ATC procedures will be applied to ensure deconfliction of aircraft movements and the very infrequent trains that utilise the NW-SE orientated railway track 187 M SW of Runway 03 threshold.

5 HELICOPTER OPERATIONS

a) All helicopters shall use Runway 03/21 for landing or take-off, with minimum possible runway occupancy time.
b) Light helicopters e.g R44, B06, EC145, will air taxi to/from Apron B as directed by ATC.
c) Larger helicopters shall (if equipped with wheeled undercarriage) ground taxi to/from Apron B in order to minimise downwash to other taxiing or parked aircraft.
d) Helicopters should avoid overflying built up areas when joining or departing the airport.
e) Helicopter training circuits will normally be LH on Runway 21 and RH on Runway 03, but may be varied by ATC. Circuit height 1000 FT QNH.
f) Fuel is delivered to stand by mobile bowser. Rotors-running refuel available on request to SAR, Police, Air Ambulance, Military helicopters when operating on high priority flights.

6 USE OF RUNWAYS

a) Aircraft will carry out power checks at Hold B or C as directed by ATC.
b) Light aircraft circuits are normally LH on Runway 21; RH on Runway 03, but may be varied by ATC. Aircraft above 5700 KG MTOW RH on Runway 21; LH on Runway 03. Circuit height 1000 FT QNH.
c) Except where a public transport operator has a lower State authorised minima, the Aerodrome Authority cannot approve departures in RVR conditions of less than 400 M.

7 TRAINING

a) The number of aircraft in the visual circuit will be determined by ATC subject to prevailing weather conditions and other commercial or corporate traffic. A ‘waiting list’ system will be introduced during busy periods during which pilots will be advised of their number in the queue and the approximate delay before they commence circuit training.
b) The following training is PPR through ATC by telephone 01797-320881 or 322417.

i. ILS, RNAV and NDB practise instrument approaches;
ii. Circuit training by non-based aircraft;
iii. Qualifying Cross Country inbound flights.

EGMD AD 2.21 NOISE ABATEMENT PROCEDURES

a) Operators of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable to surrounding areas. The following Noise Procedures and Routings will apply to all aircraft, unless otherwise instructed by ATS, whether landing, taking-off or 'going around' in both VMC and IMC. These requirements may be departed from to the extent necessary for avoiding immediate danger. These noise routeing procedures are supplementary to the noise abatement take-off techniques as used by piston engined, turbo-prop and turbo jet aircraft and laid down in their Operations Manual.

i. Take-Off Runway 03

Climb straight ahead to at least 500 FT; or until passing upwind end of runway, whichever is later, before turning right or left as instructed by ATC.

ii. Take-Off Runway 21

Climb straight ahead to at least 500 FT or until passing upwind end of the runway, whichever is later, before turning left or right as instructed by ATC. Aircraft turning left are to maintain a track which will ensure they remain at least 1.5 NM clear of the Dungeness Power Station. Caution, remain clear of EGD044 if active.

iii. Landing Runways 03 and 21

An aircraft approaching to land shall not descend below the PAPI indicated approach slope of 3 ° (Runway 03) or 3.5 ° (Runway 21).

EGMD AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR ARRIVING AIRCRAFT

a) VFR Arrivals

i. Inbound VFR aircraft should make their initial call for joining instructions before reaching Rye (9 NM West of Lydd), Tenterden (15 NM NW), Ashford (12 NM N), Folkestone (12 NM NE) or 10 NM to Lydd if approaching over the sea.
ii. Pilots are responsible for their own separation from EGD141, EGD044, EGR063 and the runway final approach/departure areas, although ATC may provide assistance.
iii. Basic Service will be provided by default
iv. Lydd VFR transponder conspicuity code 7066 should be selected if possible. It should be noted that Lydd is not radar equipped and is unable to provide any form of surveillance. The transponder code is to assist neighbouring ATS Units.
v. Joining aircraft will be requested to report at 4 NM to the Lydd overhead (NB not to the LYD VOR)
vi. Light aircraft joining via Rye, Tenterden, Ashford or those routeing inland from Folkestone will, unless otherwise instructed, join overhead at 1500 FT QNH, descend crosswind, and turn downwind at 1000 FT. DO NOT DESCEND DEADSIDE.
vii. Aircraft inbound from E, SE or S, having made the 4 mile report, can anticipate instructions to join the circuit downwind or base leg, subject to traffic.

b) IFR Arrivals - from Airways/Controlled Airspace

i. The appropriate LACC sector will normally coordinate an acceptance level at Lydd in advance of release and transfer of communication. The initial approach fix and instrument procedure will be confirmed by Lydd Approach once the aircraft has been released by London, this usually coinciding with leaving CAS by descent.
ii. The ILS is the preferred instrument approach when runway 21 is in use, or if 03 is in use for landing and take-off but EGD044 is active. ILS approaches may be flown via ROMTI, a 14 DME arc direct arrival or via LZD (then outbound track 358°) depending on direction of arrival, order of traffic and the distance of the aircraft to Lydd when released. Late release to Lydd Approach reduces the number of options available to the controller.
iii. When runway 03 is in use, and EGD044 is not active, the preferred instrument approach is RNAV (GNSS) Runway 03.
iv. Visual approaches or IFR cancellation and subsequent VFR approach may be accepted, subject to traffic and weather.
v. Procedural Service will be provided by default unless IFR is cancelled.
vi. Lydd IFR transponder conspicuity code 7067 will be allocated when outside CAS. No form of surveillance service is available.

c) IFR Arrivals – Outside Controlled Airspace

i. Arrivals from outside controlled airspace are to establish communication by 20 NM to Lydd whenever possible, the type of approach requested, with an estimate for the initial approach fix.
ii. Sub paragraphs (b) (ii) to (b) (vi) above are also applicable to this section.
iii. Due to the unpredictable nature of traffic levels in Class G airspace and because radar is not available, controllers may have to direct aircraft to the hold, give deconfliction instructions that the pilot might not have at first expected, or utilize VMC climb/descent techniques when appropriate.
iv. Practise instrument approaches are PPR by telephone to ATC 01797-320881 or 322417
v. Gliding activity from the North exists.

2 PROCEDURES FOR DEPARTING AIRCRAFT

a) VFR Departures

i. Aircraft that have not filed a flight plan should obtain PPR on 01797-320881 and listen to ATIS 129.230 prior to calling the appropriate ATC channel.
ii. When making the initial call, pilots should end their message with “Outbound” if landing away, “Local” if departing and landing back at Lydd or “Circuits” if for circuit training. Once ATC has responded, the flight details are to be passed. Aircraft departing ‘local’ are to state persons on board and initial direction of departure.
iii. VFR departures will be provided with Basic Service by default.
iv. Lydd VFR Transponder conspicuity code 7066 should be operated if possible.
v. Aircraft will be transferred to an onward ATS frequency at reporting points Rye, Tenterden , Ashford, Folkestone or 10 miles E or SE as appropriate to the direction of flight.

b) IFR Departures via Airways/Controlled Airspace

i. Pilots shall request start up after listening to ATIS, and with regard to any CTOT issued by DNM. The take-off time tolerance applied by controllers is CTOT –5/+10 minutes.
ii. A Procedural Service will be provided by default.
iii. As Lydd is situated in Class G airspace, it does not have Standard Instrument Departure Procedures. However, pilots may anticipate the following initial routes to join controlled airspace:

Departure to	Via	Route
N	N57	DET
NE/E	L10/Q63/Y803	DVR
SW/W	Y803	SFD
SW/S	M189	HASTY or WAFFU

iv. London ACC may occasionally offer Lydd ATC other waypoints according to the traffic situation.
v. In order to avoid amending a clearance to account for a changing traffic situation, pilots can expect an airways clearance to be passed during taxi or when at the holding point. The clearance will comprise the initial clearance limit (route), level, squawk, and airways contact frequency.

c) IFR Departures Outside Controlled Airspace

i. Flights not operating on a flight plan should obtain PPR on 01797-320881 and listen to ATIS 129.230 prior to calling the appropriate ATC channel.
ii. Unless otherwise requested, a Basic Service will be provided to aircraft landing away and a Procedural Service to training aircraft departing straight into an approach procedure.
iii. Lydd IFR transponder code 7067 will only be applied to local training flights going straight into an instrument approach procedure.
iv. Lydd transponder conspicuity code 7066 will be operated by aircraft landing away, or local training flights conducting general handling on a basic service. This includes VMC training flights at night.
v. ATC will endeavour to approve the requested route/level unless the traffic situation requires otherwise for separation purposes, when a Procedural Service has been requested by the pilot.

EGMD AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGMD AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGMD-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGMD-2-2
INSTRUMENT APPROACH CHART RNP RWY 03 (CAT A,B,C) - ICAO
AD 2.EGMD-8-1
INSTRUMENT APPROACH CHART OFFSET ILS/DME RWY 21 (CAT A,B,C) - ICAO
AD 2.EGMD-8-2
INSTRUMENT APPROACH CHART RNP Y RWY 21 (CAT A,B) - ICAO
AD 2.EGMD-8-3
INSTRUMENT APPROACH CHART RNP Z RWY 21 (CAT C) - ICAO
AD 2.EGMD-8-4
INSTRUMENT APPROACH CHART NDB(L) DME RWY 21 (CAT A,B) - ICAO
AD 2.EGMD-8-5
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 03
AD 2.EGMD-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Y RWY 21
AD 2.EGMD-8-7
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Z RWY 21
AD 2.EGMD-8-8

EGMD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

INTENTIONALLY BLANK

AERODROME CHART - ICAO

ARP 505722N 0005620E

AD ELEV 13FT

LYDD
EGMD

RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS			
RWY / APRON / TWY	SURFACE	PCN	ELEVATION
RWY 03/21	Grooved Asphalt	46/F/C/X/T	-
Apron B	Asphalt	46/F/C/X/T	10 ft amsl
Apron C	Asphalt	-	-
TWY A & D	Asphalt	-	-
TWY B & C	Asphalt	46/F/C/X/T	-

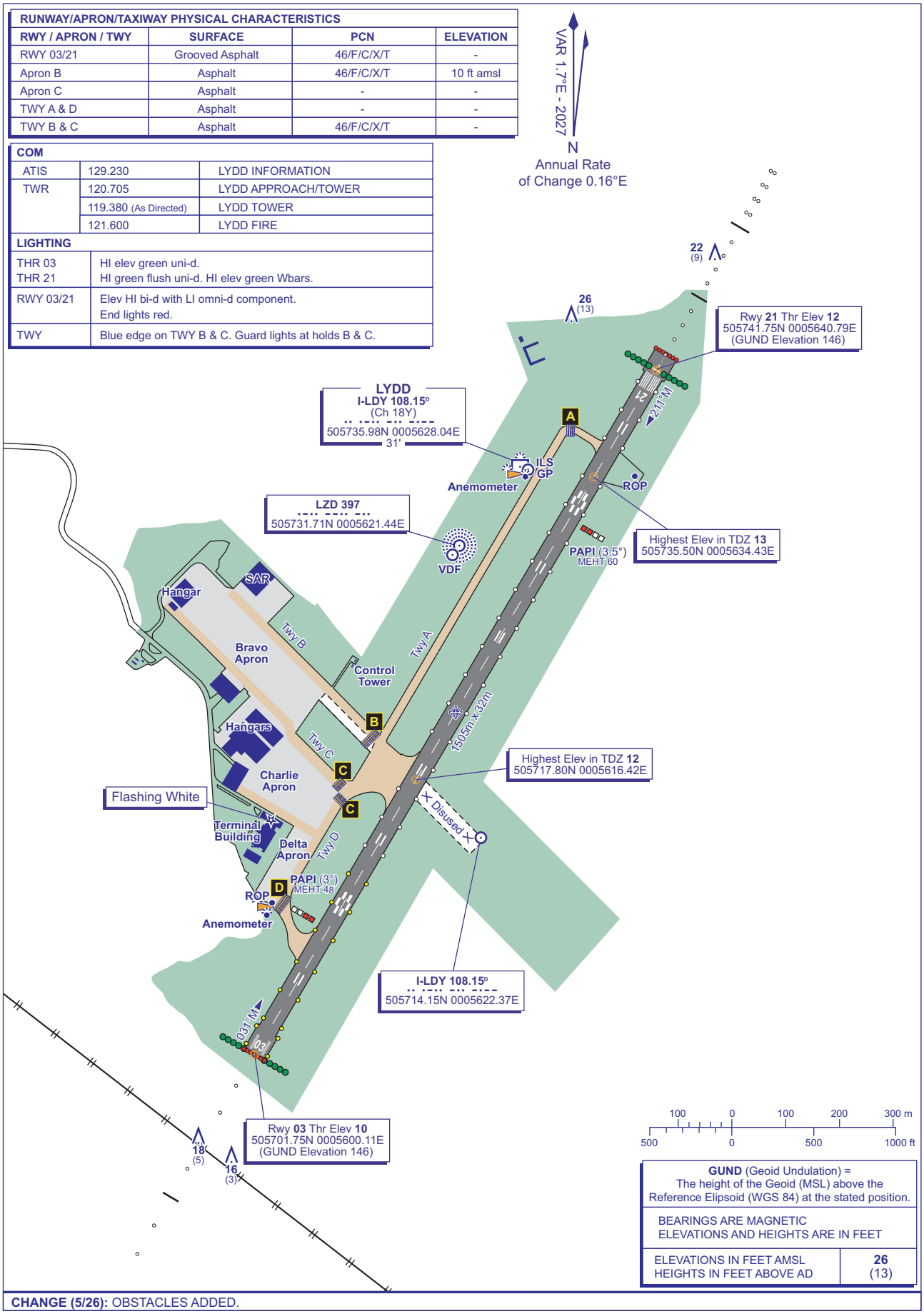
COM		
ATIS	129.230	LYDD INFORMATION
TWR	120.705	LYDD APPROACH/TOWER
	119.380 (As Directed)	LYDD TOWER
	121.600	LYDD FIRE

LIGHTING	
THR 03 THR 21	HI elev green uni-d. HI green flush uni-d. HI elev green Wbars.
RWY 03/21	Elev HI bi-d with LI omni-d component. End lights red.
TWY	Blue edge on TWY B & C. Guard lights at holds B & C.

VAR 1.7°E - 2027

N

Annual Rate of Change 0.16°E



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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD — **26** (13)

CHANGE (5/26): OBSTACLES ADDED.

AERO INFO DATE 04 MAR 26

AD 2-EGMD-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 505722N 0005620E

AD ELEV 13FT

LYDD
EGMD

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 46 HEIGHTS IN FEET ABOVE AD (33)

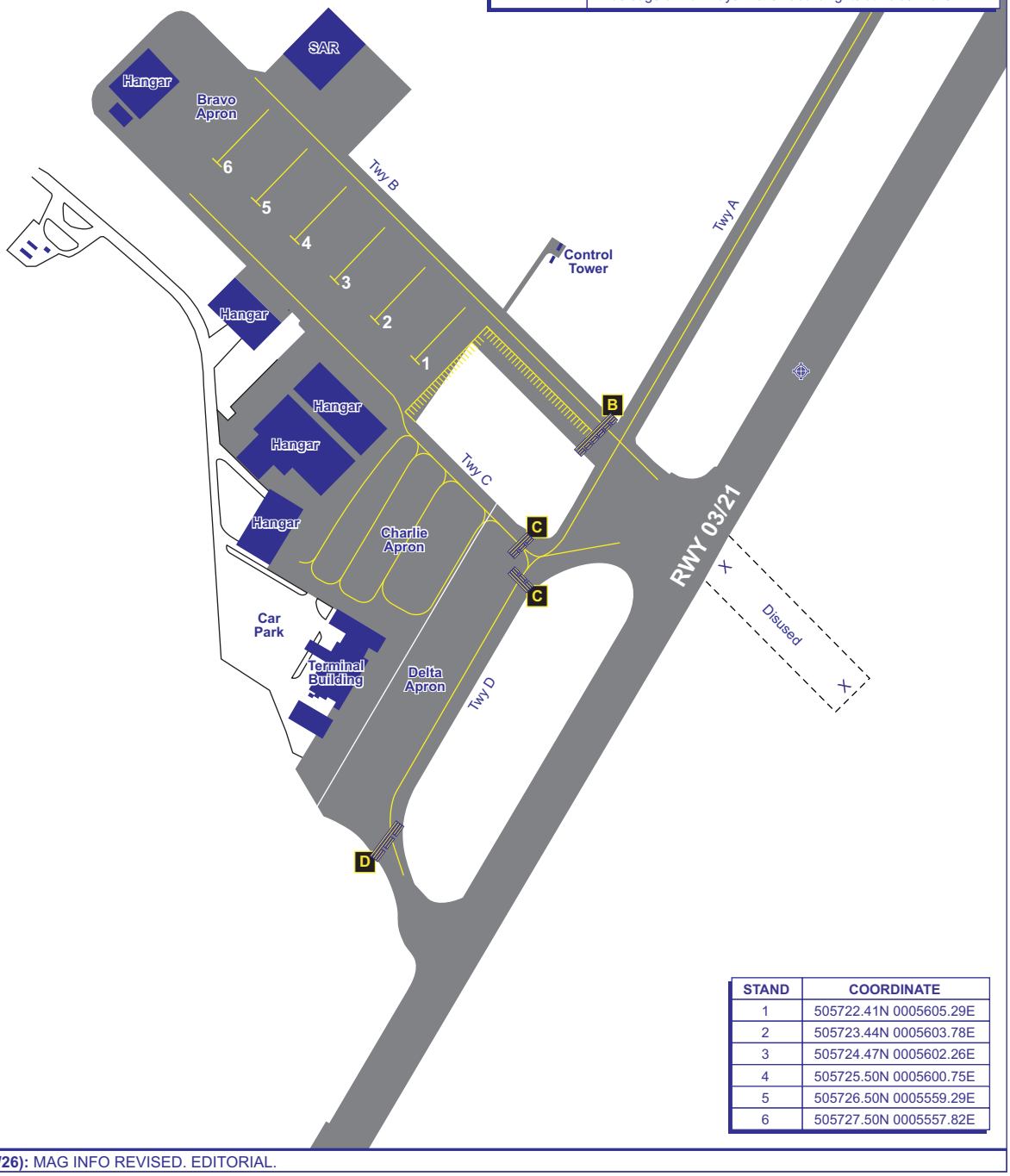
50 0 50 100 150m
100 0 100 200 300 400 500ft

VAR 1.7°E - 2027
N
Annual Rate of Change 0.16°E

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 03/21	Grooved Asphalt	46/F/C/X/T	-
Apron B	Asphalt	46/F/C/X/T	10ft amsl
Apron C	Asphalt	-	-
Taxiways A & D	Asphalt	-	-
Taxiways B & C	Asphalt	46/F/C/X/T	-

COM		
ATIS	129.230	LYDD INFORMATION
TWR	120.705	LYDD APPROACH/TOWER
	119.380(As Directed)	LYDD TOWER
	121.600	LYDD FIRE

LIGHTING	
THR 03 THR 21	HI elev green uni-d. HI green flush uni-d. HI elev green Wbars.
RWY 03/21	Elev HI bi-d with LI omni-d component. End lights red.
TWY	Blue edge on Taxiways B & C. Guard lights at holds B & C.



STAND	COORDINATE
1	505722.41N 0005605.29E
2	505723.44N 0005603.78E
3	505724.47N 0005602.26E
4	505725.50N 0005600.75E
5	505726.50N 0005559.29E
6	505727.50N 0005557.82E

CHANGE (1/26): MAG INFO REVISED. EDITORIAL.

AERO INFO DATE 11 NOV 25

AD 2-EGMD-2-2

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) **Airport-Collaborative Decision Making (A-CDM).**

i. Definitions of Commonly Used A-CDM Terms:

1. Calculated Take-Off Time (CTOT);
2. Target Off-Blocks Time (TOBT);
3. Target Start Approval Time (TSAT);
4. Target Take-Off Time (TTOT).

ii. TOBT/TSAT.

1. Pilots should take note of the TSAT which they receive and comply with it.
2. If TOBT or TSAT can no longer be met then TOBT must be updated by the Aircraft Operator/ Ground Handling Agent.
3. Pilots must report that the flight is READY to depart at TOBT (tolerance window of -5 to +5 minutes). Failure to do so will see TOBT & TSAT deleted.
4. Reporting READY when not ready will see the READY status rescinded and TOBT & TSAT may get deleted.

iii. A-CDM Start Request – Manchester ATC (Delivery, Ground or Tower as appropriate).

1. Pilots should report READY to Manchester ATC at TOBT (window of -5 to +5 minutes).
2. If within the TSAT window, ATC will then approve start or in the case of a TSAT delay, will advise the TSAT.
3. Pilots to monitor the frequency from this point, as TSAT can improve up to TOBT.
4. Start approval will be issued based on the TSAT and the prevailing traffic situation.
5. Pilots will be informed of an ATC delay to TSAT in excess of 5 minutes. In such cases, the TOBT must not be updated further once READY has been recorded.
6. If at TOBT + 6 minutes ATC have not received a valid READY or start up request the aircraft may lose its position in the departure sequence and a new TOBT is required.
7. Once the new TOBT is entered the flight will be re-sequenced (new TSAT).
8. The aircraft will not be allowed to depart until a valid TOBT has been entered and revised TSAT assigned, with the window of -5 to +5 minutes applicable to both.

iv. A-CDM De-icing Requirements.

1. Manchester airport publishes an aircraft de-icing protocol as detailed within the Aerodrome manual. All Aircraft operators should ensure that they have read and understood this document. A copy can be downloaded from https:// www.manchesterairport.co.uk/aviation-professionals/aerodrome-manual/.
2. In order to request de-icing, pilots should follow their company's standard procedure which must include liaison with their ground handler. It is important to note that aircraft de-icing time must not be included in the lead up to TOBT. i.e. it takes place after TOBT. De-icing teams will enter de-icing times into A-CDM which will then adjust TSAT accordingly.
3. At TOBT, when doors are closed and staff are ready to commence de-icing on stand, pilots must call Manchester ATC stating "Ready for de-icing". This call must be made at +/- 5 minutes from TOBT. Once de-icing on the stand is complete, pilots must call Manchester ATC again at +/- 5 minutes from TSAT, stating 'De-icing complete, ready to push and start'.

f) **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.

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 to 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. Pushback will be allowed at TOBT (or shortly after depending on demand) and the TSAT will be adjusted to account for expected departure from the remote hold location.
vi. Remote locations for push and hold are limited and subject to the conditions stated in the Manchester Airport Aerodrome Manual.
vii. When in position at the remote location flight crew must monitor Clearance Delivery frequency.
viii. 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. Pilots are reminded not to cross red stop bars unless authorised to do so by ATC.
iv. It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.

j) **Aircraft Blast Warnings**.

i. Jet aircraft are to engage minimum power when using Taxiways Alpha, Bravo and Papa (vicinity of holding position P1) due to the proximity of light aircraft operations in this area.
ii. Aircraft using Taxiways Lima, November-Alpha and November-Bravo are to use minimum power.
iii. Minimum power to be used by outbound aircraft using Taxiway November-Delta between holding position ND2 and abeam Stand 32 (Pier C).

k) **General Apron Safety**.

i. The wearing of high visibility clothing by all employed on the apron areas, including flight crew and flight attendants is mandatory.

l) **Operational Towing**.

i. It may not be recommended by aircraft manufacturers to conduct 'operational towing'. Operational towing is described as manoeuvring an aircraft under tow (with or without tow bar) that contains passengers, cargo or fuel. Airline operators shall satisfy themselves that operational towing can be conducted on their aircraft and ensure any restrictions to undertake towing manoeuvres are communicated to the relevant ground handling agent and Manchester Airport. It remains the airline operator's responsibility to assess the risks posed to its aircraft associated with any push-back or towing procedures.

m) **De-icing**.

i. Manchester has three remote de-icing pads:

1. Taxiway November-Charlie between Taxiways November-Delta and Echo, controlled by Maverick, which can accommodate up to a maximum 1 x B757 aircraft.
2. Taxiway Bravo between Intermediate Holding Positions B4 and B5, controlled by Iceman, which can accommodate up to a maximum 1 x B757 aircraft.
3. Taxiway Juliet between Intermediate Holding Position J2 and Runway Holding Position J1, controlled by Goose, which can accommodate 1 x Code E aircraft.

ii. Aircraft intending to use the remote de-icing pad will inform delivery on frequency 121.705 MHz when they request start-up.
iii. De-icing of aircraft is performed with engines running.
iv. Propeller aircraft are de-iced on the apron ramp. De-icing is performed with engines switched off.
v. The ATC frequency 121.855 MHz has to be monitored during de-icing on Taxiway November-Charlie and Taxiway Bravo.
vi. Due to its proximity to the runway, the ATC frequency 118.630 MHz has to be monitored during de-icing on Taxiway Juliet.

n) **Surface Movement Radar.**

i. Manchester Airport is equipped with an advanced surface movement radar utilising Mode-S.
ii. Aircraft operators intending to use Manchester Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
iii. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:

1. From the request for push back or taxi, whichever is earlier.
2. After landing, continuously until the aircraft is fully parked on stand.

iv. After parking the Mode-A code 2000 must be set before selecting OFF or STD BY.
v. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

3 CAT II/III OPERATIONS

a) Runways 05L and 23R, subject to serviceability of the required facilities are suitable for Category II and III operations. However due to terrain profile, 05L Category II approaches may only be made by aircraft in ICAO Category A and B (VAT no greater than 120 KT) and when the ILS status is Category III.
b) During Category II and III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF.
c) Departing Aircraft: ATC will require departing aircraft to use the following runway holding points:

Runway 05L - Alpha 1, Alpha-Golf 1, Alpha Foxtrot 1.
Runway 23R - Juliet 1, Mike 1.

d) Arriving Aircraft: All appropriate runway exits will be illuminated, and pilots should select the first convenient exit. Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded taxiway centre-line lights. These lights denote the extent of the ILS Localizer sensitive area. Surface Movement Radar (SMR) is available to monitor pilot ‘runway vacated’ reports.
e) Taxiways lit stopbar block-to-block aircraft separation in operation at or below IRVR 200 M.
f) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

IRVR (m)	Approximate Landing Rate
Between 1000 and 600	20
Between 600 and 400	12
Less than 400	10

4 WARNINGS

a) In addition to normal bird activity throughout the year, flocks of 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 peak times. 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 Turbulence Departures: The CAA (SARG) has deemed the following intersections to be treated as the same departure points for wake turbulence separation purposes:

Runway	Links
23R	Juliet and Mike
23L	Tango, Victor Alpha and Victor Bravo
	Victor Alpha, Victor Bravo and Uniform
	Victor Bravo and Uniform
05L	Alpha and Alpha Golf
05R	Whiskey and Yankee

3. 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 Turbulence 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 turbulence 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. Details of noise monitoring locations and performance are obtainable from the Flight Evaluation Unit. Email: flightevaluationunit@magairports.com.
c) Unless otherwise authorised by ATC, aircraft using the ILS in IMC and VMC shall not descend below 2000 FT before intercepting the glidepath, nor thereafter fly below it. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.
d) Every jet aircraft using the airport shall, after take-off or 'go-around', maintain after passing the relevant monitoring point, a rate of climb of at least 500 FT per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring point.
e) For visual approaches, or following a visual circuit, to Runway 23R/23L the following additional limitations apply:

   i. Jet aircraft shall not join the final approach at a height of less than 1500 FT AAL.
   ii. Propeller driven aircraft whose MTWA exceeds 5700 KG shall not join the final approach at a distance of less than 3 NM from the landing threshold and at a height of less than 1000 FT AAL.

f) To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300-0700 (2200-0600).

2 NOISE PREFERENTIAL ROUTES

a) The Noise Preferential Routes specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing aircraft until the level defined in the table below is reached, except:

   i. Aircraft whose MTWA does not exceed 5700 KG;
   ii. Those aircraft instructed by ATC to make early turns in order to expedite traffic flow, such instructions may be issued during the period 0700-2300 (0600-2200), to propeller aircraft whose MTWA does not exceed 23,000 KG and the following jet aircraft types: All aircraft up to 35,000 KG MTOW plus BAe 146 (Avro RJ Series), CRJ1, CRJ2, CRJ7, CRJ9, EMB-135/145, BD700 Global Express and Gulfstream 5;
   iii. Unless otherwise instructed by ATC or deviations are required in the interests of safety.

   The use of these routes is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500 FT AAL before commencing any turn.

ATC CLEARANCE	PROCEDURE
ASMIM 1S	As per the ASMIM 1S SID described in AD 2.EGCC-6-1 until passing 4000 FT
ASMIM 1Z	As per the ASMIM 1Z SID described in AD 2.EGCC-6-1 until passing 4000 FT
DESIG 1S	As per the DESIG 1S SID described in AD 2.EGCC-6-5 until passing 4000 FT
DESIG 1Z	As per the DESIG 1Z SID described in AD 2.EGCC-6-5 until passing 4000 FT
EKLAD 1R	As per the EKLAD 1R SID described in AD 2.EGCC-6-1 until passing 3000 FT
EKLAD 1Y	As per the EKLAD 1Y SID described in AD 2.EGCC-6-1 until passing 3000 FT
KUXEM 1R	As per the KUXEM 1R SID described in AD 2.EGCC-6-1 until passing 3000 FT
KUXEM 1Y	As per the KUXEM 1Y SID described in AD 2.EGCC-6-1 until passing 3000 FT
LISTO 2R†	As per the LISTO 2R SID described in AD 2.EGCC-6-3 until passing 5000 FT
LISTO 2S	As per the LISTO 2S SID described in AD 2.EGCC-6-2 until passing 5000 FT
LISTO 2Y†	As per the LISTO 2Y SID described in AD 2.EGCC-6-3 until passing 5000 FT
LISTO 2Z	As per the LISTO 2Z SID described in AD 2.EGCC-6-2 until passing 5000 FT
POL 5R	As per the POL 5R SID described in AD 2.EGCC-6-4 until passing 4000 FT
POL 4S	As per the POL 4S SID described in AD 2.EGCC-6-4 until passing 4000 FT
POL 1Y	As per the POL 1Y SID described in AD 2.EGCC-6-4 until passing 4000 FT
POL 1Z	As per the POL 1Z SID described in AD 2.EGCC-6-4 until passing 4000 FT
SANBA 1R	As per the SANBA 1R SID described in AD 2.EGCC-6-6 until passing 5000 FT
SANBA 1Y	As per the SANBA 1Y SID described in AD 2.EGCC-6-6 until passing 5000 FT

ATC CLEARANCE	PROCEDURE
SONEX 1R	As per the SONEX 1R SID described in AD 2.EGCC-6-5 until passing 4000 FT
SONEX 1Y	As per the SONEX 1Y SID described in AD 2.EGCC-6-5 until passing 4000 FT

† LISTO 2R/2Y SIDs only available to:

(aa) Non-Jet aircraft; and

(bb) The following jet aircraft.

All aircraft up to 35,000 KG MTOW, plus BAe 146 (Avro RJ series), Embraer E135, E145, Bombardier CRJ1, CRJ2, CRJ7, CRJ9, BD700 Global Express and Gulfstream 5.

iv. Unless otherwise required by ATC, Runway 23R/23L shall be used for all movements when there is a head wind component and when a tail wind component is not greater than 5 KT on either runway or at 2000 FT.
v. Link Alpha should be used for all jet aircraft and all large propeller-driven aircraft departing from Runway 05L. However, between the hours 0600-2330 (0500-2230) any aircraft may depart from Links AG, AF and B subject to operational requirements by ATC/ pilots. Between the hours 2330-0600 (2230-0500), all jet aircraft and large propeller-driven aircraft shall depart from the most westerly link available.
vi. Every aircraft using the airport shall, after take-off, be operated in the quietest possible manner. Aircraft exceeding the following noise levels will be subject to a penalty as detailed in the airport conditions of use.

Period (local time)	Max level dB(A)
0600 to 0700	82
0700 to 2300	90
2300 to 2330	82
2330 to 0600	81

vii. These levels shall be recorded at any of the noise monitoring sites as listed in the table below:

Runway	Site	Latitude	Longitude
23R	Site 2: Broad Oak Farm	531916.74N	0022031.94W
23R	Site 3: Mobberley School	531907.73N	0021853.62W
23L	Site 21: Parkgate Industrial Estate	531851.89N	0022115.14W
23L	Site 22: Pavement Lane	531839.28N	0022017.16W
05L	Site 6: Together Trust	532301.36N	0021248.60W
05L	Site 7: Cheadle Catholic School	532234.36N	0021236.72W
05R	Site 14: Daisy Bank	532218.54N	0021420.05W

3 AIRCRAFT NOISE QUOTA SYSTEM

Manchester Airport operates and manages a Night Noise Quota System, which is based on the CAA Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, London Gatwick and London Stansted. The quota count value for the take-off and landing by individual aircraft types is shown in the Annexe to the above-mentioned Supplement.

4 NIGHT FLIGHTS

a) In the interests of noise abatement, certain restrictions are imposed on night jet flights at this airport; operators concerned are advised to obtain details from the Airfield Operations Duty Manager. The full night noise policy can be found on our website: www.manchesterairport.co.uk/community/environmental-management.
b) Night Jet Restrictions/Allocations

i. Runway 23L/05R will not normally be used between 2200-0600 (2100-0500) except when Runway 23R/05L is closed for maintenance.
ii. Manchester Airport operates a night Jet Policy restricting operations of certain types of aircraft during the periods of 2300-0700 (2200-0600).
iii. The penalty scheme will be administered by a panel set up under the auspices of the Scheduling Committee which includes members of the Airlines Operators Committee and the Airport Authority.
iv. Records of night infringements for this purpose will be available to the co-ordinators at the IATA scheduling conferences for summer seasons.
v. Between the hours of 2300-0700 (2200-0600), visual approaches will not be permitted. Aircraft shall be positioned, by radar, to join the final approach at a distance of not less than 7 NM from touchdown. This restriction does not apply to non-jet aircraft whose MTWA is 5700 KG or below.

c) Operational Restrictions

i. Between 2300-0659 (2200-0559) QC16, QC8 and QC4 aircraft will not be allowed to arrive or depart, except in case of emergency or where exempt.

d) Manchester Airport has strict limits on the numbers of QC points for each operational season between the hours of 2330-0600 (2230-0500) and 2300-0700 (2200-0600).

e) Due to aerodrome capacity and to maintain compliance with the night noise limits, any arriving aircraft with a scheduled time of 0615 (0515) or later will not be allowed to land until after 0600 (0500), and as such will be subject to airborne holding until a landing time can be achieved of after 0600 (0500). Departing aircraft with a scheduled time of 0555 (0455) will not be permitted to take-off before 0600 (0500).

5 CONTINUOUS DESCENT APPROACHES

Jet and turbo-prop aircraft approaching Manchester Airport are expected to minimise noise disturbance by the use of low power, low drag continuous descent approach procedures. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM occurs below 5000 FT QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 FT over a track distance of 2 NM or more, as recorded in the airport noise and track-keeping system.

6 ENGINE TESTING

ATC will approve idle ground engine runs. A safety man must be positioned behind the aircraft to warn road traffic. Engine testing above ground idle is subject to the permission of the Airfield Operations Duty Manager and maybe subject to operational restrictions. For further information, please contact the Airport Authority. All engine tests above idle must commence in the Engine Test Bay. Times of operation are 0600-2200 (0500-2100) Monday to Friday and 0730–2200 (0630–2100) Saturday and Sunday. Engine testing on the open airfield will only be allowed for Chapter 3 aircraft between Mon-Fri 0900-1700 (0800-1600); Sat-Sun 0730-2200 (0630-2100). Chapter 4 and 14 aircraft 0600-2200 (0500-2100). Propeller driven aircraft are to be classified as Chapter 3.

7 TRAINING FLIGHTS

Training flights by all aircraft shall be subject to the approval of the Airfield Operations Duty Manager.

EGCC AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) **Standard Terminal Arrival Routes (STARs)**

i. Standard Arrival routes for aircraft inbound from the UK ATS Route Network will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGCC-7 and summarised below.
ii. Where STARs are designated as RNAV1 Only, Non-RNAV 1 aircraft should file via the existing route structure as detailed in the UK Standard Route Document (SRD).
iii. Aircraft shall not proceed beyond DAYNE/ ROSUN or MIRSI (as appropriate) without ATC clearance. Inbound holding can be expected during busy periods.

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

i. Aircraft inbound from the UK ATS Route Network will be cleared into the CTR/TMA without having to request a specific entry clearance. Aircraft not arriving via the UK ATS Route Network shall remain outside controlled airspace until in receipt of a clearance from ATC.

c) **Type of Approach**

i. All inbound IFR aircraft will be radar vectored to an ILS approach unless otherwise informed by ATIS/ATC.

d) **Holding**

i. Holding aircraft will be directed by ATC to Final Approach.

e) **Radar Vectoring Procedures**

i. Radar vectoring and descent instructions will be in accordance with the procedures detailed in ATSMAC Chart 5-1. When cleared to descend, aircraft should descend at a rate of at least 500 FT per minute.
ii. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the intermediate approach phase; thereafter, and until established on final approach, the highest possible speed within the band 160-180 KT; when established on the ILS and thereafter until 4DME, 165 KT with a tolerance of +/- 5 KT. These speeds are applied for ATC separation and runway capacity purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons. The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including wake turbulence separation) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
iii. ATC shall advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance from touchdown will be given between this descent clearance and the instruction to turn onto the intercept heading to the ILS Localizer.
iv. In circumstances where pilots are unable to comply with assigned speeds, they should advise ATC immediately.

f) **Approach Procedures Without Radar Control**

i. Not available at Manchester.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Speed Limit

i. A speed limit of 250 KT applies to all departures whilst flying below FL 100 unless previously removed by ATC.
ii. In certain weather conditions and perhaps for other reasons of safety, pilots may not be able to comply with the speed limit. When such circumstances are anticipated, the pilot should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this event, pilots will be informed before take-off of any higher speed limitation. Similarly, should such circumstances arise during flight, the pilot should immediately advise ATC, stating the minimum speed acceptable.

b) Allocation of Cruising Levels

i. When a re-clearance of Altitude/Flight Level is issued after take-off by ATC, it is the responsibility of the pilot to comply with at least the minimum altitudes shown in the SID procedure during the climb to the new assigned Altitude/Flight Level.
ii. Exceptionally, when ATC issue a re-clearance below the final SID altitude pilots must not climb above this revised altitude until further clearance is received. Aircraft on certain SIDs will be required to ‘confidence check’ the departure routing.

c) Communications

i. To reduce flight-deck workload immediately after take-off from Manchester Airport, the appropriate 'Scottish Control' frequency to be used is detailed on the SID Chart. This will enable pilots to pre-select the frequency on an alternative communications channel. **It is essential that the frequency change is not made until instructed to do so by 'Manchester Tower' and the instruction has been acknowledged by the pilot. Due to interaction with go-arounds all departures can expect to stay on Tower frequency until passing 2500 FT.** When the aircraft is not operating on a SID clearance the appropriate 'Scottish Control' frequency to be used, when instructed, will be included in the ATC clearance message.

d) Navigation

i. In the event of an inability to navigate the published SIDs, crews are to advise ATC prior to requesting a departure clearance.

e) Procedures for flights between Manchester and Liverpool

i. IFR flights between Manchester and Liverpool Airports will be cleared via the appropriate EKLAD or ASMIM Standard Instrument Departure.

3 RADIO COMMUNICATIONS FAILURE PROCEDURE

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1, Para 3.4.2.
b) Initial/Intermediate/Final Approach: See also Loss of Communication Procedures AD 2.EGCC-5-1

LOSS OF COMMUNICATION PROCEDURES

In the event of radio communication failure flight crews should plan to land on the landing runway last acknowledged from Manchester Radar or as promulgated by ATIS. If this is not possible, flight crews should plan to land on runway 23R/05L. Should runway 23R/05L not be available, this will be indicated by means of ATC extinguishing the approach lights for 23R/05L and illuminating the approach lights for landing on runway 23L/05R. 'Blind' ATC communications will also be transmitted.

Initial Approach

Proceed at FL70, or last assigned level if higher, to DAYNE, MIRSI or ROSUN, hold as appropriate and then continue visually or by means of an appropriate final approach aid. If this is not possible, from the hold route direct and self-position to a 10D/12D Final as appropriate, complying with all published MSAs, †.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid and land. If landing is not possible, follow the Missed Approach Procedure to DAYNE or ROSUN hold climbing to FL70. From DAYNE/ROSUN proceed direct to a 10D/12D Final as appropriate, complying with all published MSAs,†.

† 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. Para 3.4.2.

Note: *No visual signals available at Manchester.*

4 VFR AND SPECIAL VFR FLIGHTS

a) Special VFR clearance for flights within the Control Zone may be requested and may be given in accordance with rules applicable to Class D airspace.
b) The use of Special VFR clearances is intended to be confined to light aircraft below 5700 KG MTWA which cannot comply with full IFR requirements.
c) VFR clearance in the Control Zone will be given for flights operating in VMC. Routeing instructions and/or altitude restrictions may be specified in order to integrate VFR flights with other traffic. Pilots are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the clearance instructions issued.
d) Aircraft operating VFR or Special VFR in the Manchester CTR inbound to Barton (EGCB) must not assume that co-ordination has taken place to allow aircraft to enter the Barton ATZ. Manchester Radar will, whenever possible, permit an aircraft to leave the frequency temporarily to establish two-way communication with Barton. If this is not possible, aircraft must leave the CTR clear of the Barton ATZ and route to Barton from outside controlled airspace.
e) Pilots requiring a VFR or Special VFR clearance to transit the Manchester CTR must remain clear of controlled airspace until a clearance has been obtained by RTF from Manchester Radar.
f) VFR and Special VFR Routes to/from Manchester Airport

i. In order to integrate VFR and Special VFR flights to/from Manchester Airport with the normal flow of IFR traffic, a number of Standard Routes are established along which ATC VFR and Special VFR clearances will be issued subject to the conditions specified above. These routes are defined by prominent ground features (e.g Motorways) and are detailed below.
ii. In order to reduce RTF congestion of Clearance Delivery frequencies, the standard outbound Visual Routes are allocated Route Designators. Pilots are to ensure that they are familiar with the route alignment and altitude restrictions prior to departure.

Standard Outbound Visual Routes

Exit Point	Runway	Route Designator	Route	Maximum Altitude (QNH)	Remarks
Thelwall Viaduct VRP	05L/05R	Thelwall 2 Visual	Cross M56 Motorway. Route north of M56 and leave the CTR via Thelwall Viaduct VRP.	1300 FT	a) Avoid overflying Lymm. b) Inbound traffic operates south of M56 for RWY 05L and 05R.
Macclesfield South VRP	23R/23L	Macclesfield 1 Visual	Left turn towards Alderley Edge Hill VRP. Route west then south of Alderley Edge Hill and join the Macclesfield Entry/Exit Lane at Prestbury Station. Keep the railway line on the left and leave the CTR via Macclesfield South VRP	2500 FT (Notes 1, 2 and 6)	a) Maximum altitudes 1500 FT between Manchester and the northern edge of Macclesfield, 2500 FT south of the northern edge of Macclesfield to the CTR Boundary. b) **Warning:** High ground to the east of the Entry/Exit Lane. c) Aircraft may be routed direct from Manchester to Prestbury Station, or via disused Woodford aerodrome. d) Aircraft must not leave the confines of the Entry/Exit Lane without prior co-ordination with ATC. e) **Caution:** Alderley Edge 650 FT AMSL.

Standard Inbound Visual Routes

Entry Point	Runway	Route Designator	Route	Maximum Altitude (QNH)	Remarks
Stretton (Disused AD) VRP	05L/05R	Stretton 1 Visual	From Stretton (Disused AD) VRP, route via M56 Motorway, keeping the Motorway on the left. Join left base Runway 05L.	1300 FT	a) Outbound traffic operates north of M56. b) Aircraft may be held at Stretton (Disused AD) VRP or Rostherne VRP.

Entry Point	Runway	Route Designator	Route	Maximum Altitude (QNH)	Remarks
Macclesfield South VRP	23R/23L	Macclesfield 1 Visual	From CTR Boundary east of Macclesfield VRP, route via the Macclesfield Entry/Exit Lane (keeping railway line on left) to disused Woodford Aerodrome. Join left base for Runway 23R/ 23L.	2500 FT (Notes 1, and 5)	a) Maximum altitudes 2500 FT between CTR Boundary and the northern edge of Macclesfield, 1500 FT north of Macclesfield. b) Aircraft may be held at Hilltop VRP, which is defined as the open area 1 NM North West of the disused Woodford aerodrome factory. Pilots must hold by visual reference to ensure that the holding pattern does not deviate to the north, which would come into conflict with Runway 23R final instrument approach, particularly in a southerly wind. c) When Runway 23L is in use as the landing runway, Hilltop VRP will not be used. VFR inbound aircraft can expect to hold overhead disused Woodford aerodrome. d) Pilots should contact Manchester Radar initially on 118.580 MHz. e) **Warning:** High ground to the east of the Entry/Exit Lane. f) Aircraft must not leave the confines of the Entry/Exit Lane without prior co-ordination with ATC. g) Aircraft experiencing a radio failure **inbound** to Manchester whilst in the Macclesfield Entry/Exit Lane, or holding at Hilltop, are to carry out the Radio Communication Failure procedure detailed at ENR 1-2-2, paragraph 2.9 ***Note:*** *No visual signals available at Manchester.*

5 VISUAL REFERENCE POINTS (VRP)

a) Remain to the east of Burtonwood Services/M56 Junction 11 VRPs to remain clear of Liverpool CTR.
b) Remain to the west of Stretton (Disused AD)/Thelwall Viaduct VRPs to remain clear of Manchester CTR.
c) Remain to the west of Winsford Flash VRP to avoid over flying Winsford.
d) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating outside the Manchester CTR/CTA within the airspace bounded by the following coordinates:

533723N 0023744W - 534459N 0020433W -
533650N 0015216W - 532510N 0014456W -
530412N 0015647W - 530253N 0023751W -
533723N 0023744W

are encouraged to select SSR code 7366 (7367 for student solo pilots) and maintain a listening watch on Manchester Radar, frequency 118.580 MHz.

b) Whilst squawking 7366/7367, pilots should be aware that Manchester Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
c) Selection of SSR code 7366/7367 does not imply the provision of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances; they are to remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Manchester CTR/CTA at all times.
d) When a pilot ceases to maintain a listening watch, SSR code 7366/7367 shall be deselected.

7 EGR323 NORTH WEST TRANSIT CORRIDOR (NWTC)

a) The EGR323 North West Transit Corridor lies immediately to the west of the Manchester CTR and beneath Manchester CTA airspace. EGR323 procedures are described at ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS.

EGCC AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGCC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGCC-2-2
AERODROME CHART A380 GROUND MOVEMENT - ICAO
AD 2.EGCC-2-3
AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO
AD 2.EGCC-2-4
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGCC-3-1
NOISE PREFERENTIAL ROUTEINGS
AD 2.EGCC-3-2
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGCC-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGCC-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 05L/R 23R/L ASMIM 1S 1Z/KUXEM 1R 1Y/EKLAD 1R 1Y - ICAO
AD 2.EGCC-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 05L/R LISTO 2S 2Z - ICAO
AD 2.EGCC-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 23R/L (RESTRICTED USE) LISTO 2R 2Y - ICAO
AD 2.EGCC-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 23R/L 05L/R POL 5R 4S 1Y 1Z - ICAO
AD 2.EGCC-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 23R/L 05L/R SONEX 1R 1Y/DESIG 1S 1Z - ICAO
AD 2.EGCC-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 23R/L (JET AIRCRAFT ONLY) SANBA 1R 1Y - ICAO
AD 2.EGCC-6-6
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LAKEY 1M SETEL 1M TILNI 2M - ICAO
AD 2.EGCC-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LIBSO 1M OTBED 1M - ICAO
AD 2.EGCC-7-2
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MAKUX 1M MALUD 1M AXCIS 1M PENIL 1M - ICAO
AD 2.EGCC-7-3
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELVOS 1M LESTA 1M - ICAO
AD 2.EGCC-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES LAKEY 1M SETEL 1M TILNI 2M LIBSO 1M
AD 2.EGCC-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES OTBED 1M MAKUX 1M MALUD 1M AXCIS 1M
AD 2.EGCC-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES PENIL 1M ELVOS 1M LESTA 1M
AD 2.EGCC-7-7
RNAV HOLD CODING TABLES DAYNE MIRSI ROSUN
AD 2.EGCC-7-8
INSTRUMENT APPROACH CHART ILS/DME RWY 05R - ICAO
AD 2.EGCC-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 05R - ICAO
AD 2.EGCC-8-2
INSTRUMENT APPROACH CHART VOR/DME RWY 05R - ICAO
AD 2.EGCC-8-3
INSTRUMENT APPROACH CHART RNP RWY 05R - ICAO
AD 2.EGCC-8-4
INSTRUMENT APPROACH CHART ILS/DME RWY 05L - ICAO

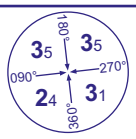
AD 2.EGCC-8-5
INSTRUMENT APPROACH CHART LOC/DME RWY 05L - ICAO
AD 2.EGCC-8-6
INSTRUMENT APPROACH CHART VOR/DME RWY 05L - ICAO
AD 2.EGCC-8-7
INSTRUMENT APPROACH CHART RNP RWY 05L - ICAO
AD 2.EGCC-8-8
INSTRUMENT APPROACH CHART ILS/DME RWY 23R - ICAO
AD 2.EGCC-8-9
INSTRUMENT APPROACH CHART LOC/DME RWY 23R - ICAO
AD 2.EGCC-8-10
INSTRUMENT APPROACH CHART VOR/DME RWY 23R - ICAO
AD 2.EGCC-8-11
INSTRUMENT APPROACH CHART RNP RWY 23R - ICAO
AD 2.EGCC-8-12
INSTRUMENT APPROACH CHART VOR/DME RWY 23L - ICAO
AD 2.EGCC-8-13
INSTRUMENT APPROACH CHART RNP RWY 23L - ICAO
AD 2.EGCC-8-14
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 05R, RNP RWY 05L, RNP RWY 23R
AD 2.EGCC-8-15
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 23L
AD 2.EGCC-8-16

EGCC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

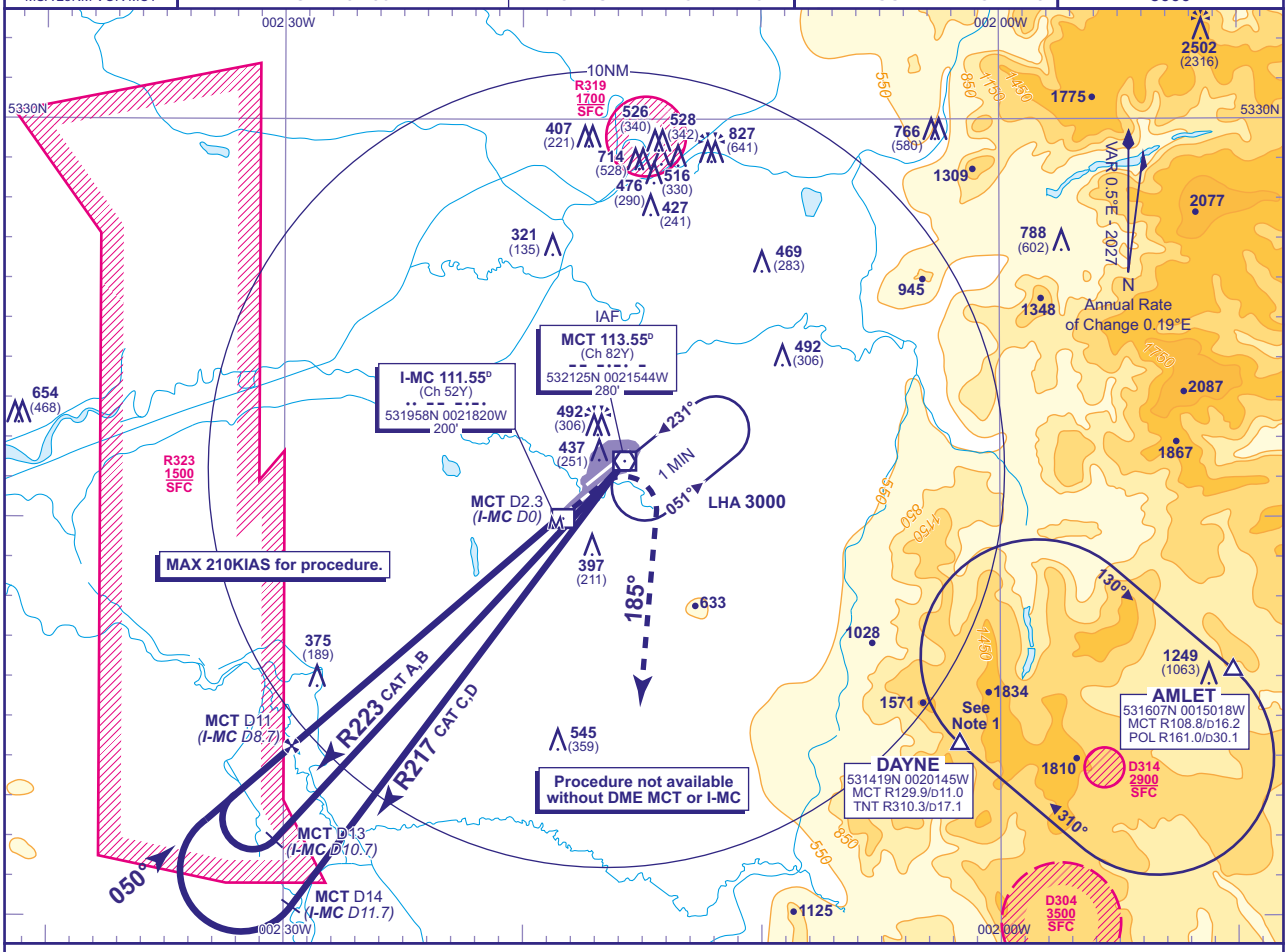
INSTRUMENT APPROACH CHART - ICAO

MANCHESTER VOR/DME RWY 05R
(ACFT CAT A,B,C,D)



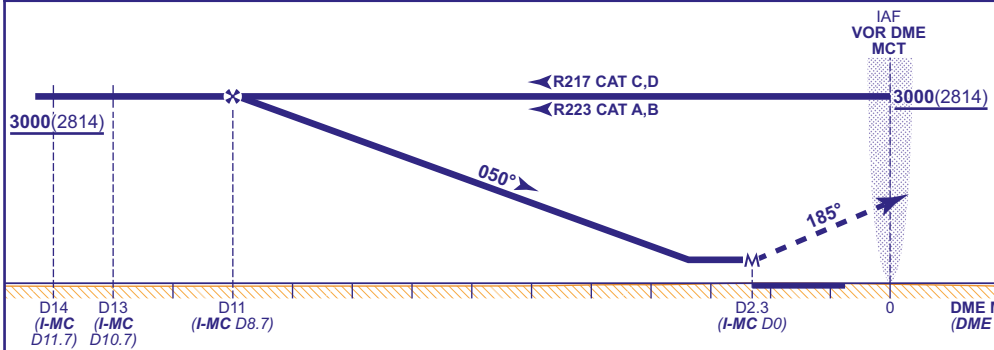
MSA 25NM VOR MCT

APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257	TRANSITION ALTITUDE 5000
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	186	
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION 2502 AMSL (2316) (ABOVE THR)		
	121.855, 121.705	MANCHESTER GROUND			
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME MCT(I-MC)	10(7.7)	9(6.7)	8(5.7)	7(4.7)	6(3.7)	5(2.7)	4(1.7)
ALT(HGT)	**2680**(2494)	**2360**(2174)	**2050**(1864)	**1730**(1544)	**1410**(1224)	**1090**(904)	**780**(594)



MAPt **MCT DME 2.3** (THR RWY 05R)/ **I-MC DME ZERO**

Climb to **3500** - straight ahead to **700** then turn right onto track 185° then as directed.

RCF: Follow the standard MAP onto track 185° climbing to **FL70**. When established on track 185° and above **3500** turn left direct to AMLET to join the DAYNE hold.

DME MCT reads 2.3NM *at* THR RWY 05R *(DME I-MC zero ranged to THR RWY 05R)*

Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**770**(584)	**770**(584)	**770**(584)	**770**(584)
VM(C)OCA (OCH AAL)	**Total Area**	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

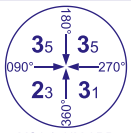
Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	850	750	640	530	420

NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
2 DME I-MC may be used if MCT DME is not available.
3 Procedure restricted to maximum 210KIAS.
4 FAT offset 0.9° from RWY C/L.

CHANGE (4/26): PAGE NUMBER.

INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
RNP
RWY 05R
(ACFT CAT A,B,C,D)

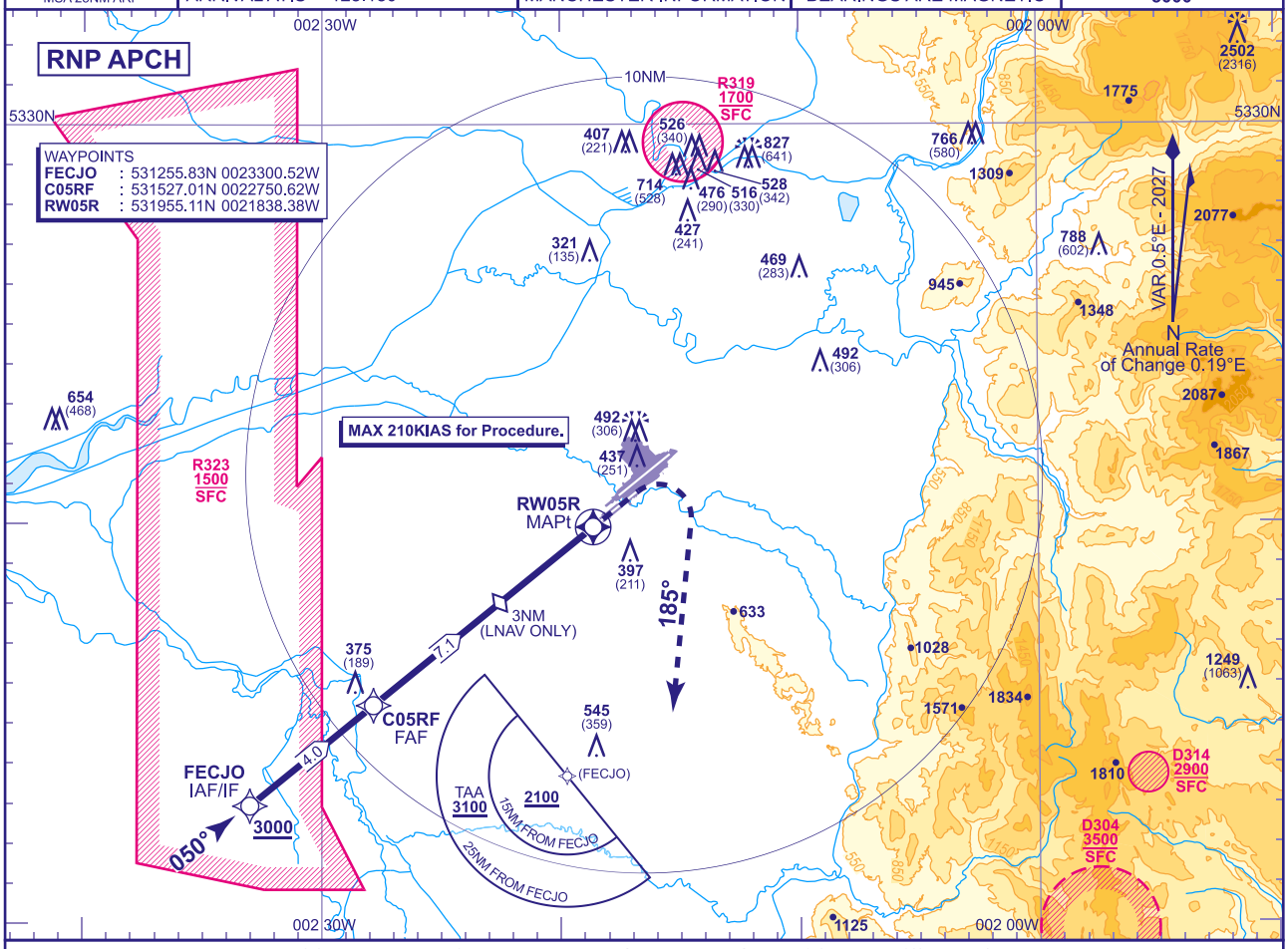


MSA 25NM ARP

APP	118.580, 135.005	MANCHESTER RADAR		AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR		THR ELEVATION	186
TWR	118.630, 119.405	MANCHESTER TOWER		OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND		2502 AMSL (2316) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION		BEARINGS ARE MAGNETIC	

MIN TEMP -15°C

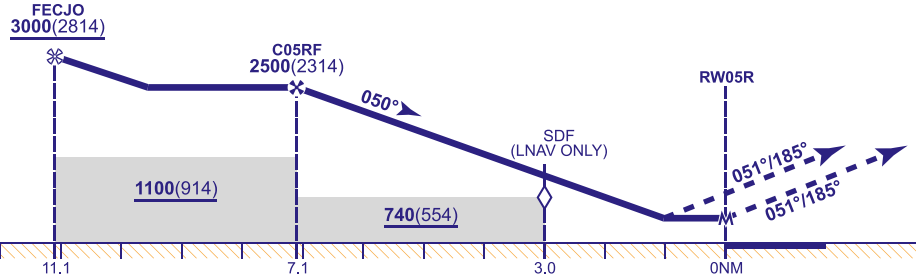
TRANSITION ALTITUDE 5000



RECOMMENDED PROFILE VNAV VERTICAL PATH ANGLE 3.0° (**LNAV** 5.2%) 318FT/NM

NM to RW05R	7	6	5	4	3 (LNAV SDF)	2
ALT(HGT)	2470(2284)	2150(1964)	1830(1644)	1510(1324)	1190(1004)	870(684)

TCH 50



MAPt (LNAV): RW05R
Climb straight ahead to **700**, then turn right onto track 185° to **3500**, continue as directed.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	490(304)	500(314)	510(324)	520(334)		FT/MIN	850	740	640	530	420
	LNAV	610(424)	610(424)	610(424)	610(424)							
VM(C)OCA (OCH AAL)	Total Area	740(483)	800(543)	1110(853)	1110(853)							

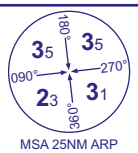
NOTES **1** RNP approach only to be flown when informed by ATIS and/or instructed by ATC.
2 No turns before MAPt.
3 RCF: Refer to AD 2.22.

CHANGE (5/26): NEW CHART.

AERO INFO DATE 04 MAR 26

INSTRUMENT APPROACH CHART - ICAO

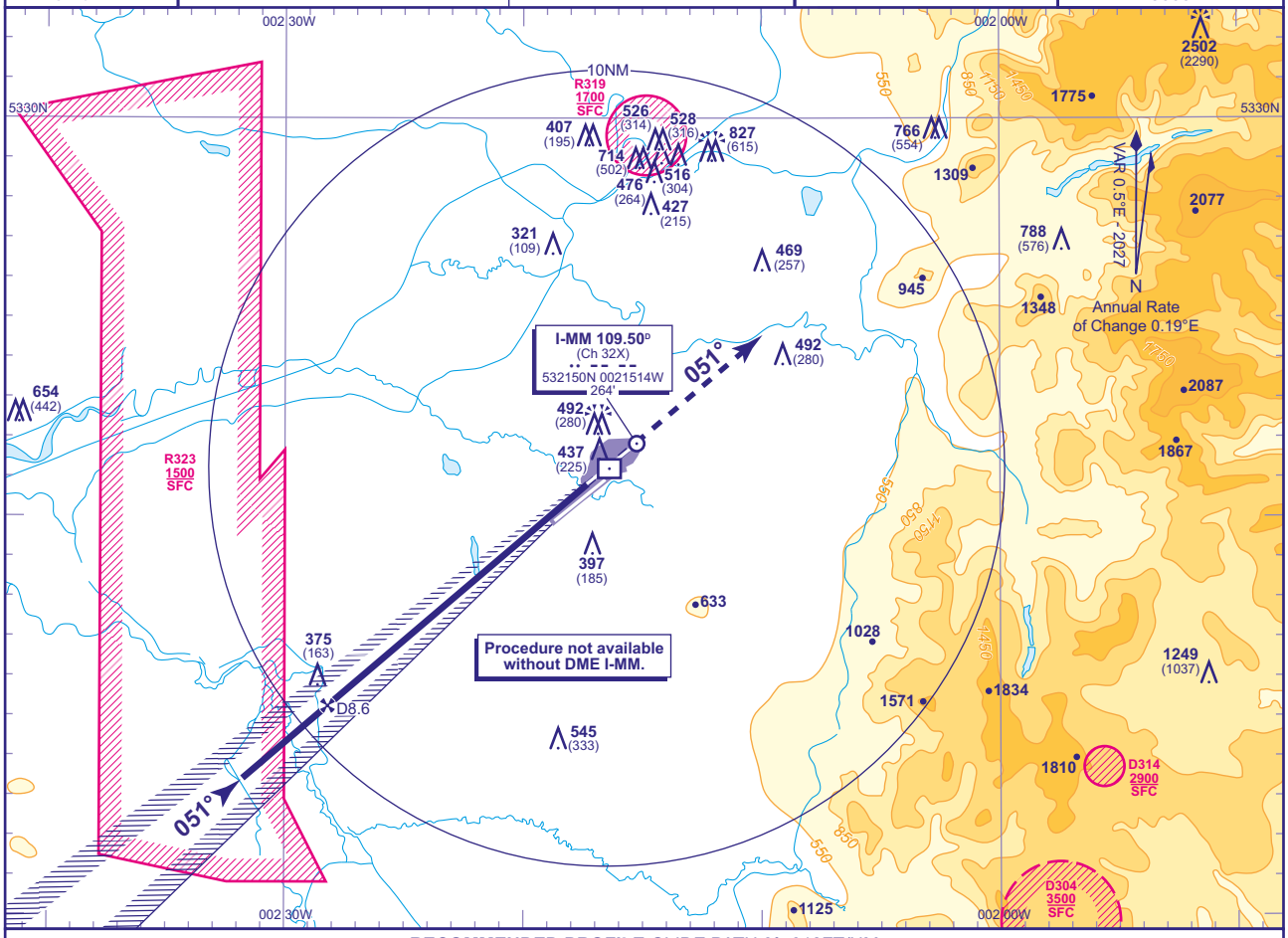
MANCHESTER ILS/DME RWY 05L
(ACFT CAT A,B,C,D)



MSA 25NM ARP

APP	118.580, 135.005	MANCHESTER RADAR		AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR		THR ELEVATION	212
TWR	118.630, 119.405	MANCHESTER TOWER		OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND		2502 AMSL (2290) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION		BEARINGS ARE MAGNETIC	

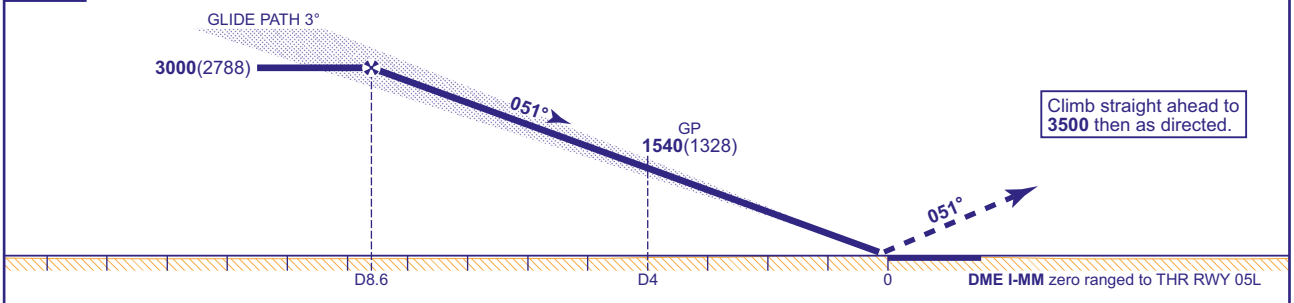
TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-MM	8	7	6	5	4	3	2	1
ALT(HGT)	**2820**(2608)	**2500**(2288)	**2180**(1968)	**1860**(1648)	**1540**(1328)	**1220**(1008)	**910**(698)	**590**(378)

RDH 57



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	**378**(166)	**390**(178)	**403**(191)	**417**(205)		FT/MIN	850	740	640	530	420
	CAT II	**282**(70)	**296**(84)									
VM(C)OCA (OCH AAL)	Total Area	**740**(483)	**800**(543)	**1110**(853)	**1110**(853)							

NOTE 1 RCF: Refer to AD 2.22.

CHANGE (5/26): PAGE RENUMBERED.

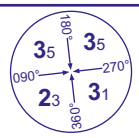
AERO INFO DATE 27 FEB 26

AD 2-EGCC-8-5

INSTRUMENT APPROACH CHART - ICAO

MANCHESTER LOC/DME RWY 05L

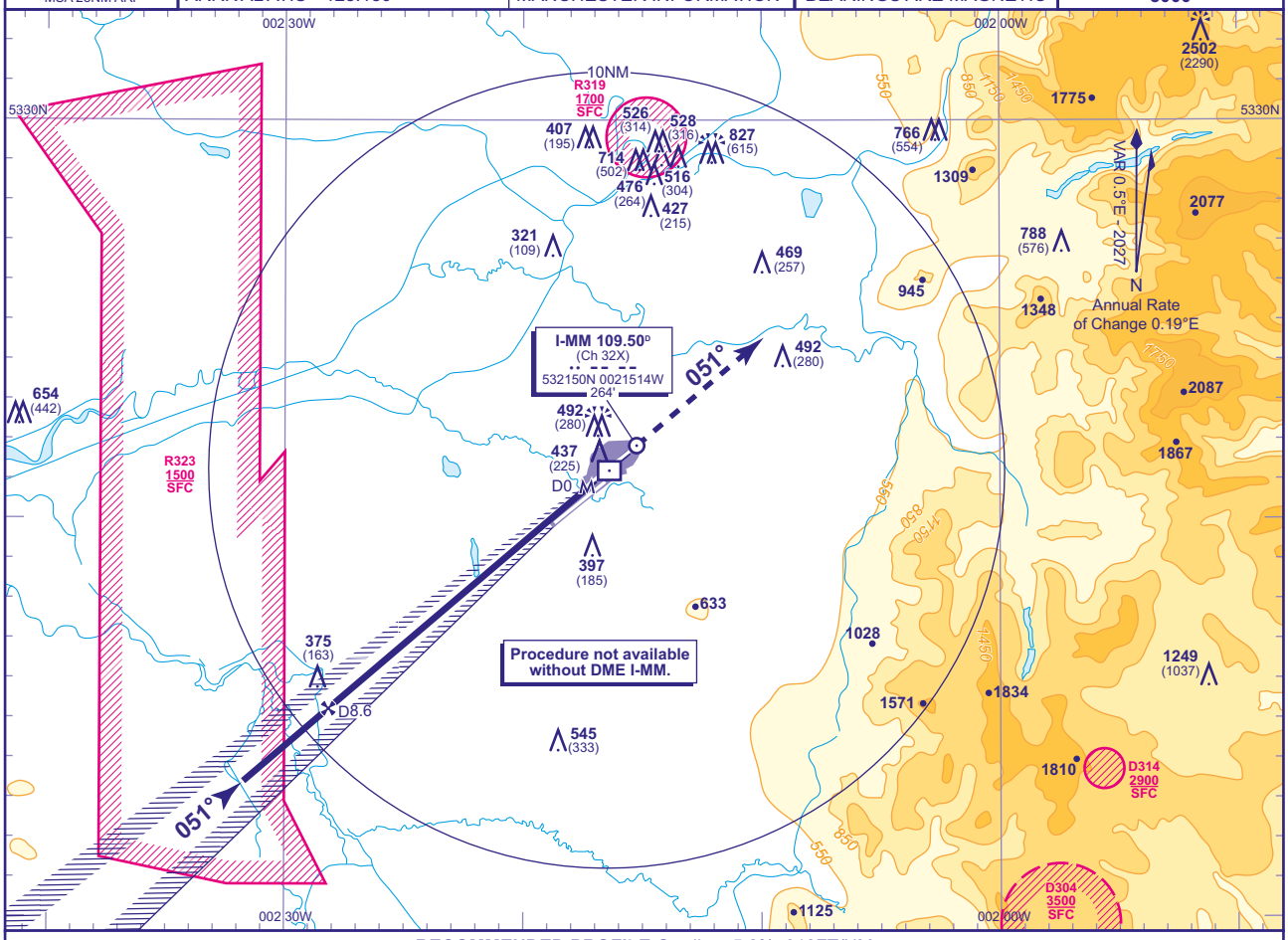
(ACFT CAT A,B,C,D)



MSA 25NM ARP

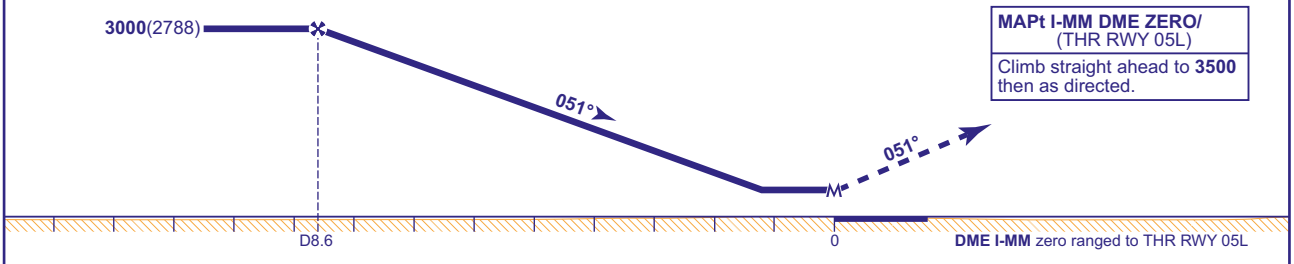
APP	118.580, 135.005	MANCHESTER RADAR		AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR		THR ELEVATION	212
TWR	118.630, 119.405	MANCHESTER TOWER		OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND		2502 AMSL (2290) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 318FT/NM

DME I-MM	8	7	6	5	4	3	2
ALT(HGT)	**2820**(2608)	**2500**(2288)	**2180**(1968)	**1860**(1648)	**1540**(1328)	**1220**(1008)	**910**(698)



MAPt I-MM DME ZERO/ (THR RWY 05L)
Climb straight ahead to **3500** then as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**640**(428)	**640**(428)	**640**(428)	**640**(428)
VM(C)OCA (OCH AAL)	Total Area	**740**(483)	**800**(543)	**1110**(853)	**1110**(853)

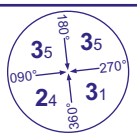
Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE 1 RCF: Refer to AD 2.22.

CHANGE (5/26): PAGE RENUMBERED.

INSTRUMENT APPROACH CHART - ICAO

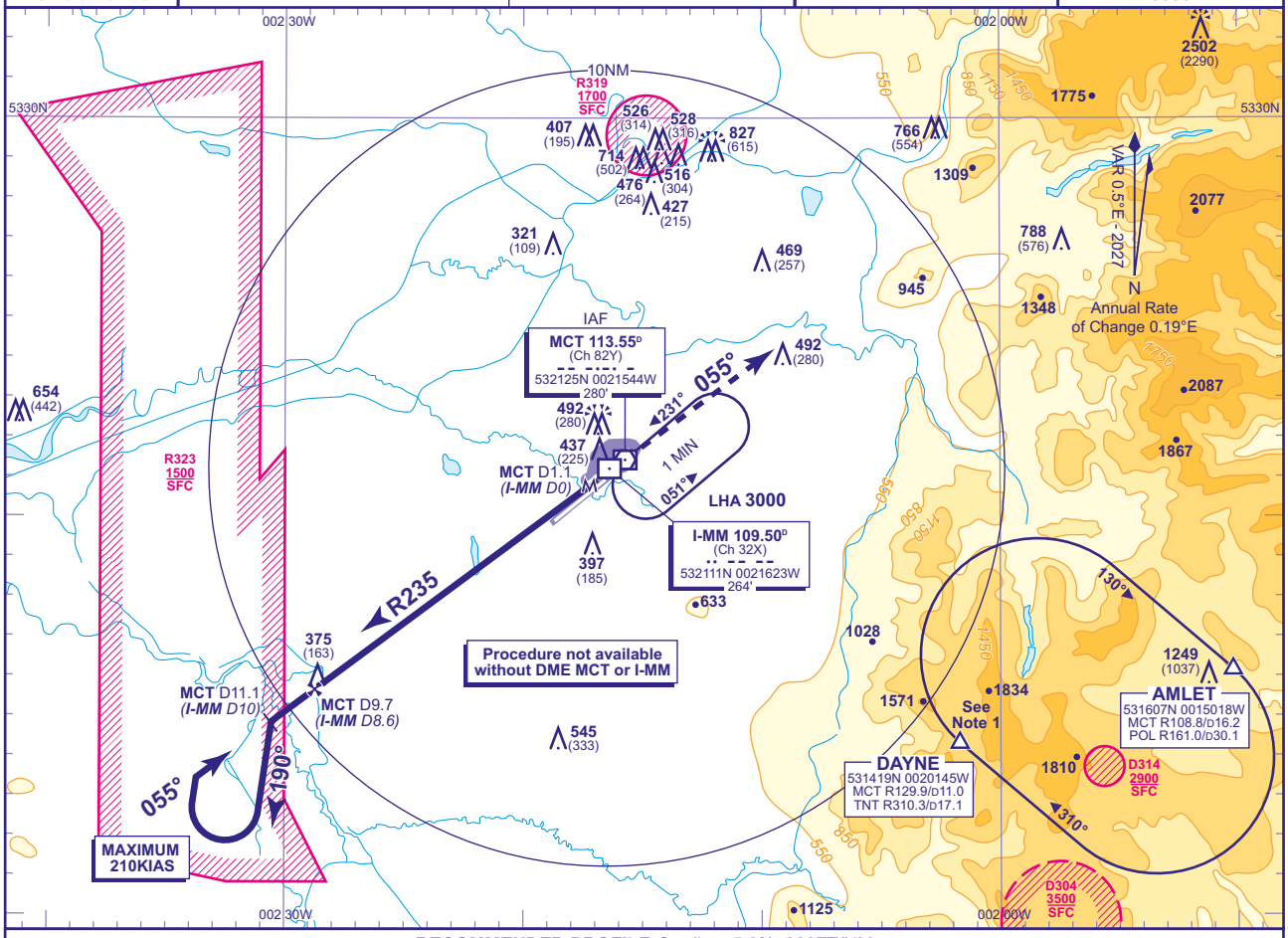
MANCHESTER VOR/DME RWY 05L
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

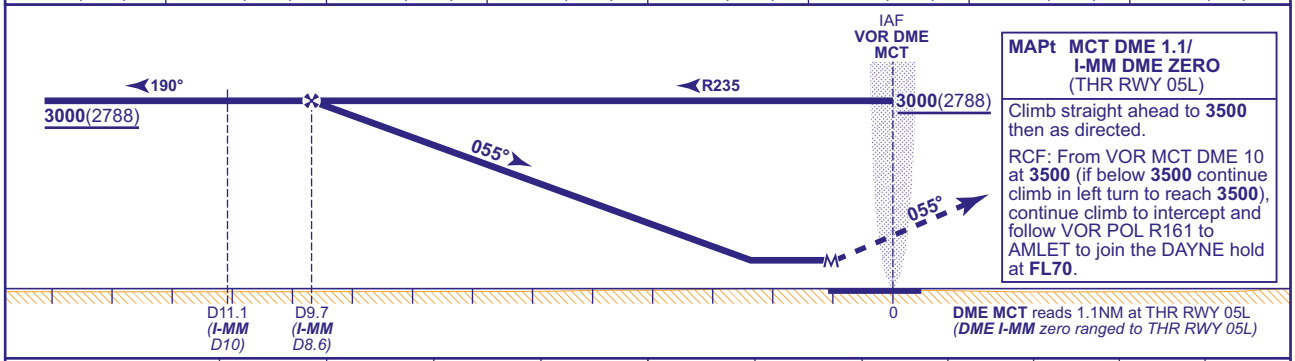
APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	212
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND	2502 AMSL (2290) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME MCT(I-MM)	9.1(8)	8.1(7)	7.1(6)	6.1(5)	5.1(4)	4.1(3)	3.1(2)
ALT(HGT)	**2810**(2598)	**2490**(2278)	**2170**(1958)	**1860**(1648)	**1540**(1328)	**1220**(1008)	**900**(688)



MAPt MCT DME 1.1/ I-MM DME ZERO
(THR RWY 05L)

Climb straight ahead to **3500** then as directed.

RCF: From VOR MCT DME 10 at **3500** (if below **3500** continue climb in left turn to reach **3500**), continue climb to intercept and follow VOR POL R161 to AMLET to join the DAYNE hold at **FL70**.

DME MCT reads 1.1NM at THR RWY 05L
(***DME I-MM*** *zero ranged to THR RWY 05L)*

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**690**(478)	**690**(478)	**690**(478)	**690**(478)
VM(C)OCA (OCH AAL)	**Total Area**	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

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

NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
2 DME I-MM may be used if DME MCT is not available.
3 FAT offset 4° from RWY C/L and crosses RWY C/L 0.82NM (nominal) before THR RWY 05L.
4 Procedure turns restricted to maximum to 210KIAS.

CHANGE (5/26): PAGE RENUMBERED.

AERO INFO DATE 27 FEB 26

AD 2-EGCC-8-7

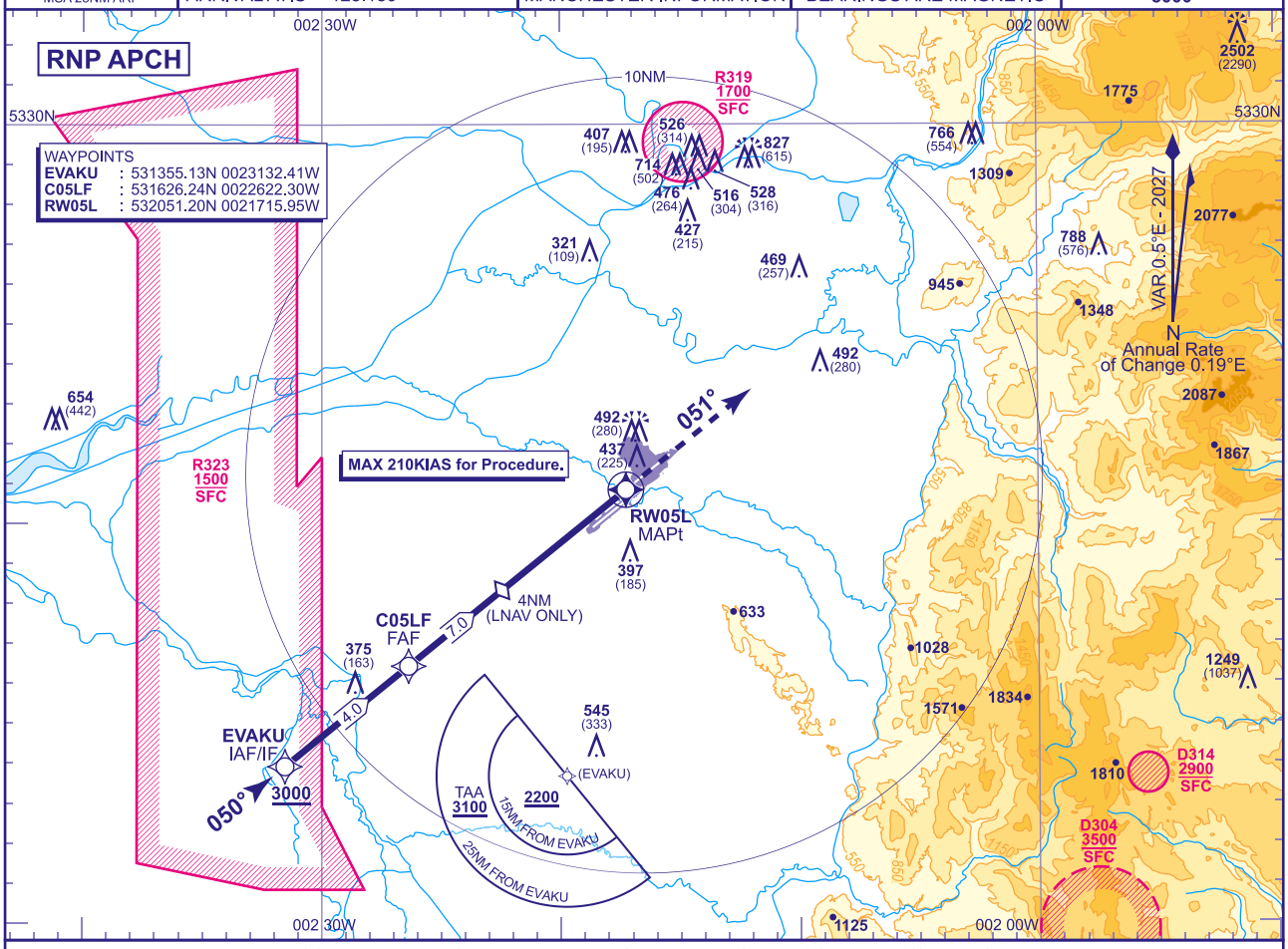
INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
RNP
RWY 05L
(ACFT CAT A,B,C,D)

MSA 25NM ARP

APP	118.580, 135.005	MANCHESTER RADAR		AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR		THR ELEVATION	212
TWR	118.630, 119.405	MANCHESTER TOWER		OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND		2502 AMSL (2290) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION		BEARINGS ARE MAGNETIC	

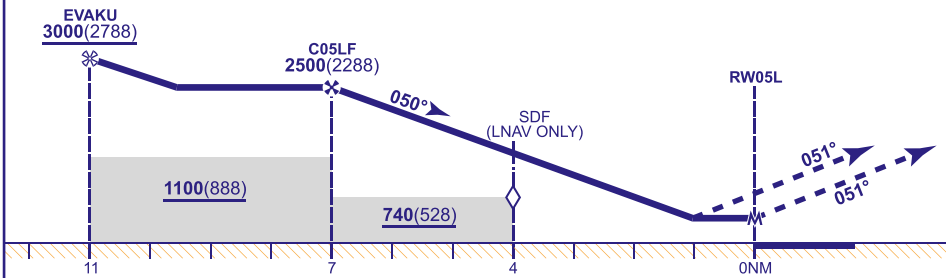
MIN TEMP -15°C
TRANSITION ALTITUDE 5000



RECOMMENDED PROFILE VNAV VERTICAL PATH ANGLE 3.0° (**LNAV** 5.2%) 318FT/NM

NM to RW05L	6	5	4 (LNAV SDF)	3	2
ALT(HGT)	**2180**(1968)	**1860**(1648)	**1540**(1328)	**1220**(1008)	**910**(698)

TCH 57



MAPt (LNAV): RW05L
Climb straight ahead to **3500**, continue as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**530**(318)	**540**(328)	**590**(378)	**600**(388)
	LNAV	**640**(428)	**640**(428)	**640**(428)	**640**(428)
VM(C)OCA (OCH AAL)	Total Area	**740**(483)	**800**(543)	**1110**(853)	**1110**(853)

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

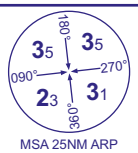
NOTES **1** RNP approach only to be flown when informed by ATIS and/or instructed by ATC.
2 RCF: Refer to AD 2.22.

CHANGE (5/26): NEW CHART.

AERO INFO DATE 04 MAR 26
AD 2-EGCC-8-8

INSTRUMENT APPROACH CHART - ICAO

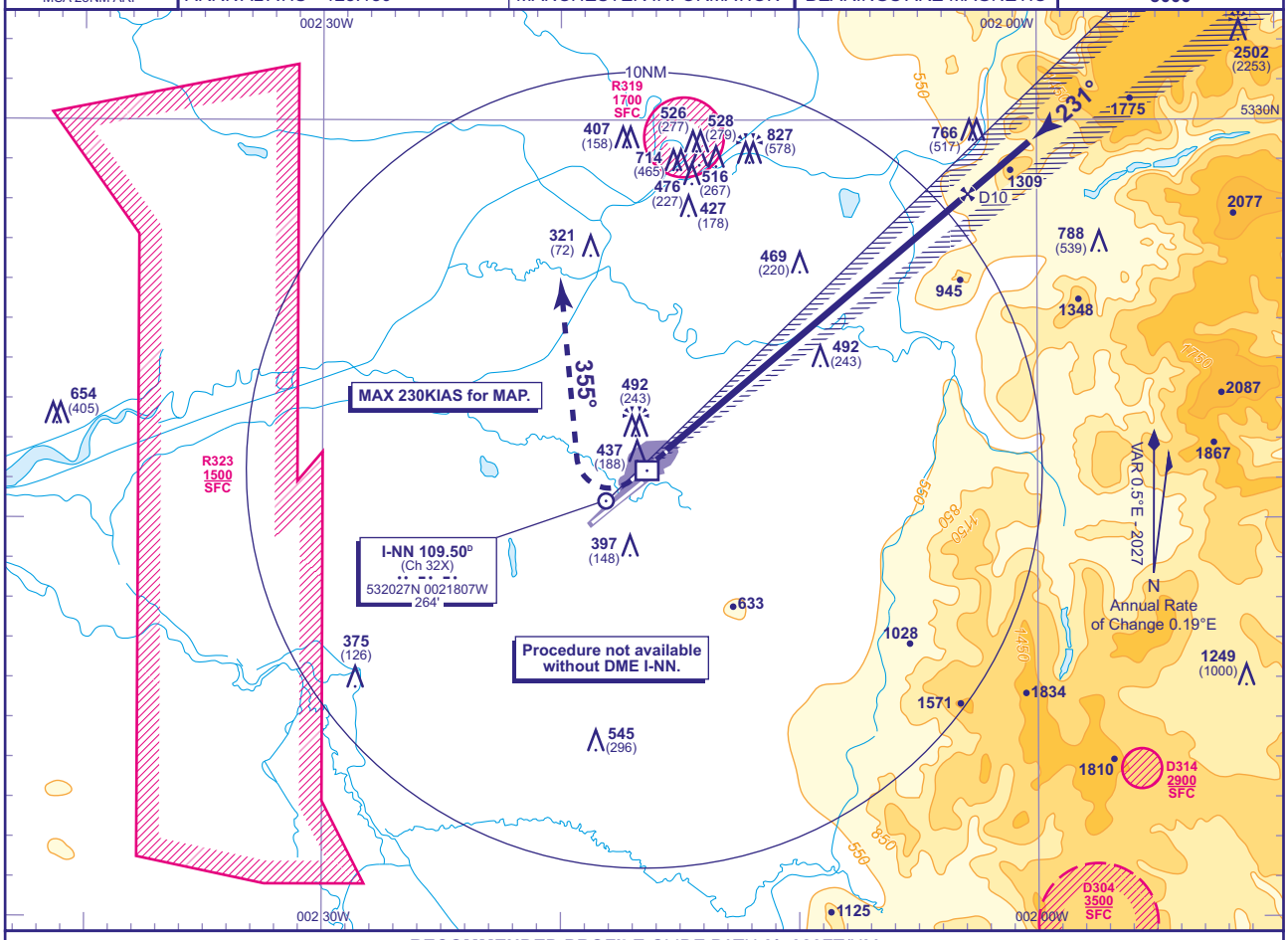
MANCHESTER ILS/DME RWY 23R
(ACFT CAT A,B,C,D)



MSA 25NM ARP

APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	249
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND	2502 AMSL (2253) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**

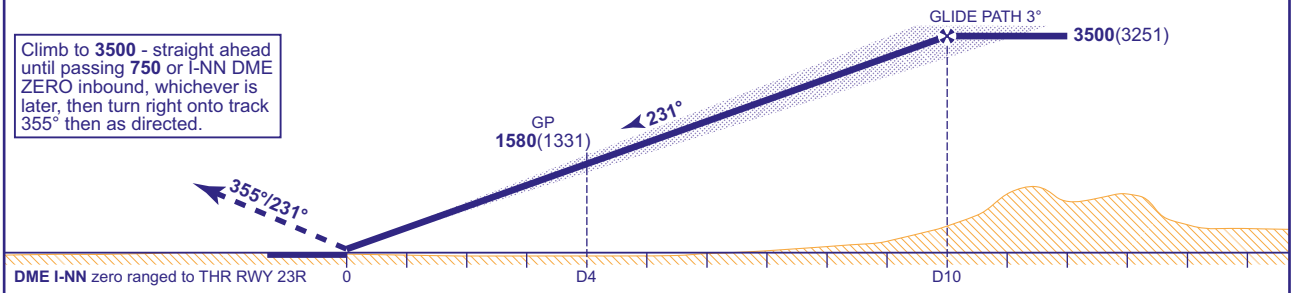


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-NN	9	8	7	6	5	4	3	2	1
ALT(HGT)	**3170**(2921)	**2850**(2601)	**2530**(2281)	**2220**(1971)	**1900**(1651)	**1580**(1331)	**1260**(1011)	**940**(691)	**620**(371)

RDH 56

Climb to **3500** - straight ahead until passing **750** or I-NN DME ZERO inbound, whichever is later, then turn right onto track 355° then as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**416**(167)	**425**(176)	**436**(187)	**449**(200)
	CAT II	**323**(74)	**329**(80)	**341**(92)	**361**(112)
VM(C)OCA (OCH AAL)	Total Area	**740**(483)	**800**(543)	**1110**(853)	**1110**(853)

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

NOTE 1 RCF: Refer to AD 2.22.
2 To ensure separation from departing traffic on RWY 23L, aircraft carrying out MAP should expedite the climb through **750**(501) before commencing the right turn onto track 355°.
3 False localiser capture may be experienced when approaching RWY 23R from the North and South.

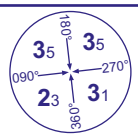
CHANGE (5/26): PAGE RENUMBERED.

AERO INFO DATE 27 FEB 26

AD 2-EGCC-8-9

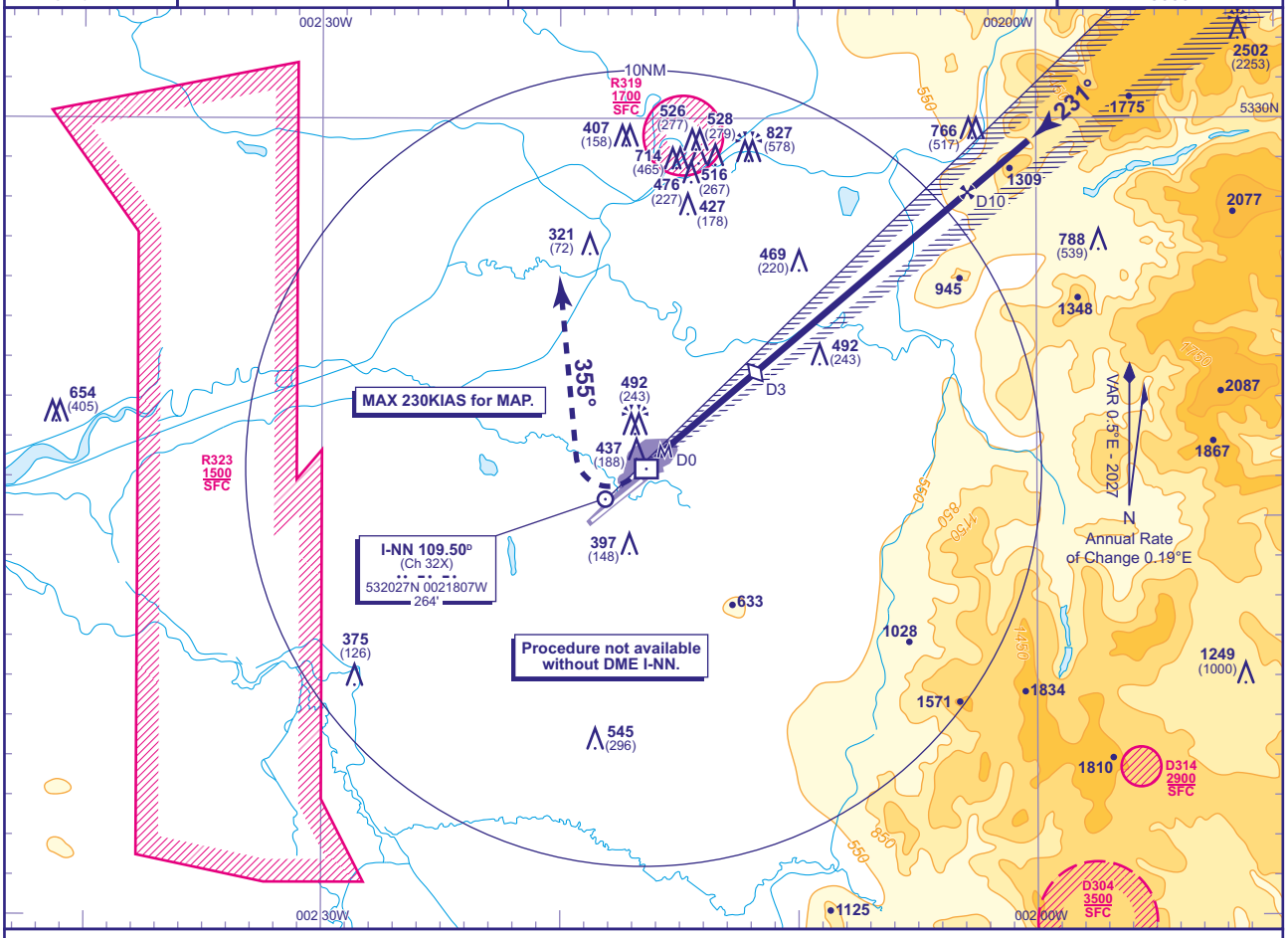
INSTRUMENT APPROACH CHART - ICAO

MANCHESTER LOC/DME RWY 23R
(ACFT CAT A,B,C,D)



MSA 25NM ARP

APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257	TRANSITION ALTITUDE 5000
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	249	
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION 2502 AMSL (2253) (ABOVE THR)		
	121.855, 121.705	MANCHESTER GROUND			
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC		

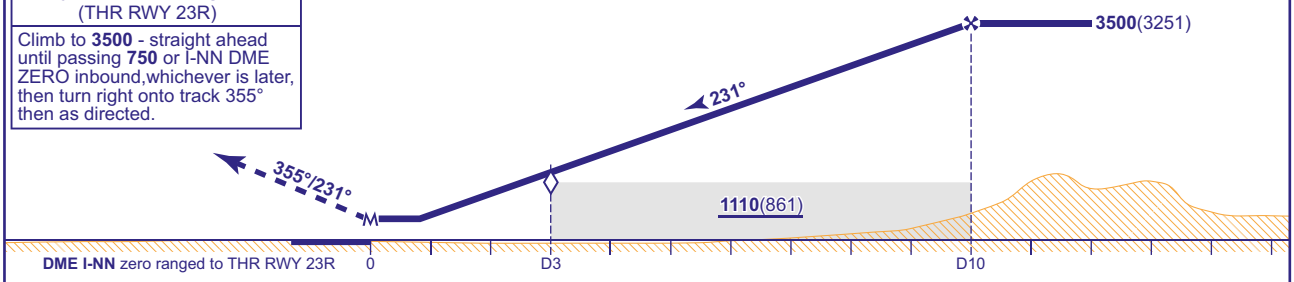


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-NN	9	8	7	6	5	4	3(SDF)	2
ALT(HGT)	**3170**(2921)	**2850**(2601)	**2530**(2281)	**2220**(1971)	**1900**(1651)	**1580**(1331)	**1260**(1011)	**940**(691)

MAPt I-NN DME ZERO
(THR RWY 23R)

Climb to **3500** - straight ahead until passing **750** or I-NN DME ZERO inbound,whichever is later, then turn right onto track 355° then as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	**630**(381)	**630**(381)	**630**(381)	**630**(381)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	**740**(483)	**800**(543)	**1110**(853)	**1110**(853)							

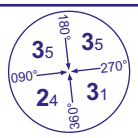
NOTE 1 RCF: Refer to AD 2.22.
2 False localiser capture may be experienced when approaching RWY 23R from the North and South.

CHANGE (5/26): PAGE RENUMBERED.

AERO INFO DATE 27 FEB 26

INSTRUMENT APPROACH CHART - ICAO

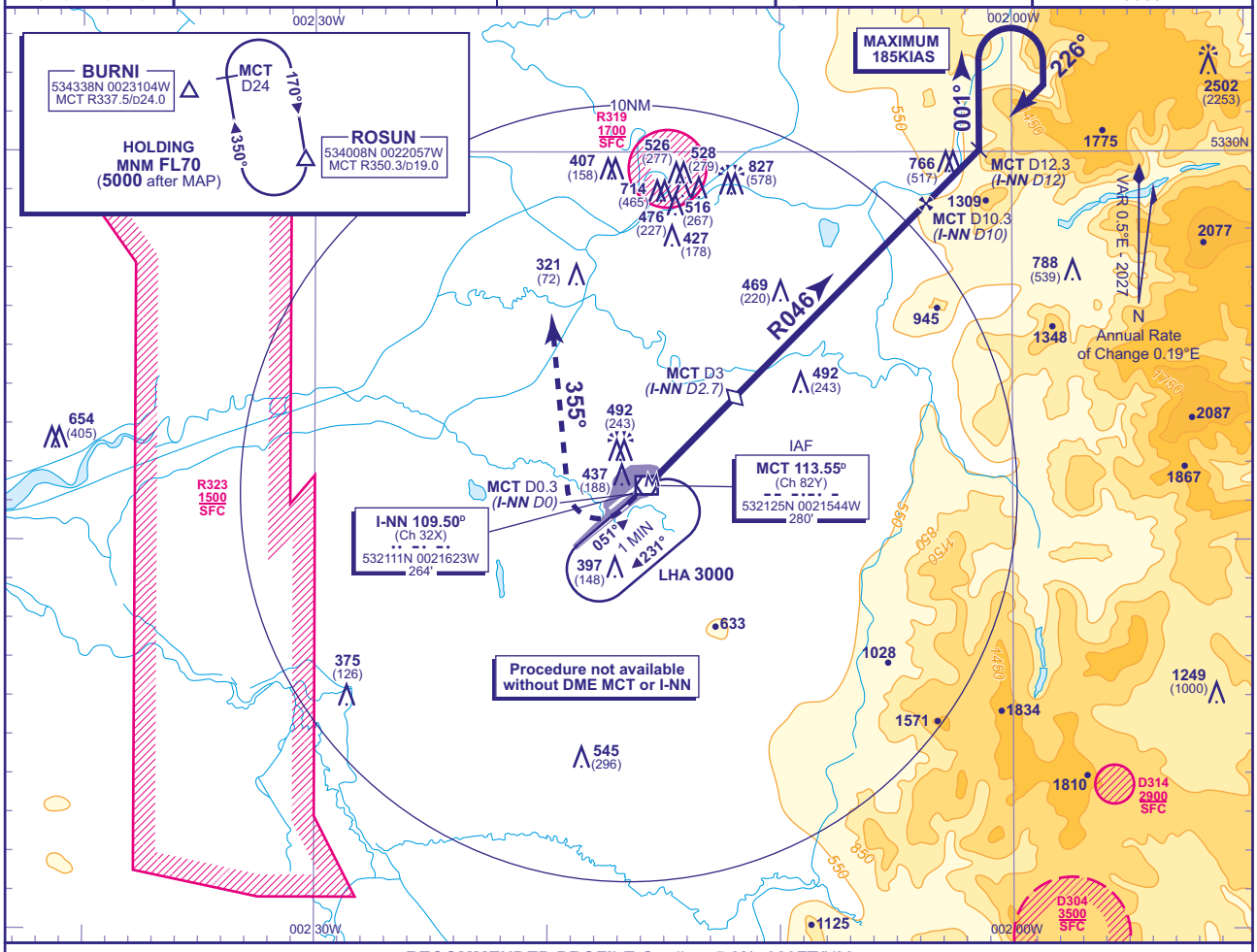
MANCHESTER VOR/DME RWY 23R
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

APP	118.580, 135.005	MANCHESTER RADAR		AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR		THR ELEVATION	249
TWR	118.630, 119.405	MANCHESTER TOWER		OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND		2502 AMSL (2253) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



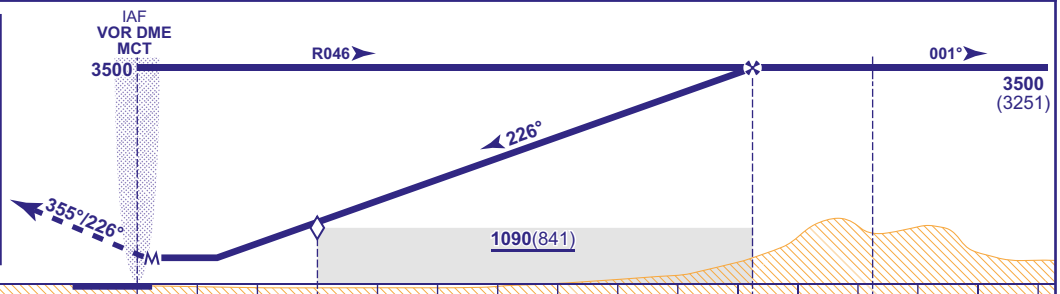
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME MCT(I-NN)	9(8.7)	8(7.7)	7(6.7)	6(5.5)	5(4.7)	4(3.7)	3(2.7) **(SDF)**	2(1.7)
ALT(HGT)	**3080**(2831)	**2760**(2511)	**2440**(2191)	**2120**(1871)	**1800**(1551)	**1480**(1231)	**1160**(911)	**840**(591)

MAPt MCT DME 0.3/ I-NN DME ZERO (THR RWY 23R)

Climb to **3500** - straight ahead until passing **750** or MCT DME 0.3 (I-NN DME ZERO) inbound, whichever is later, then turn right onto track 355° then as directed.

RCF: See note 1 below.



DME MCT reads 0.3NM at THR RWY 23R
(***DME I-NN*** *zero ranged to THR RWY 23R)*

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**690**(441)	**690**(441)	**690**(441)	**690**(441)
VM(C)OCA (OCH AAL)	**Total Area**	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

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

NOTE 1 In the event of RCF follow the standard MAP on to track 355°. At MCT DME 10 turn direct to BURNI (MCT R338/MCT DME 24) climbing to **5000** to enter the ROSUN hold. Aircraft unable to make **3500** before MCT DME 10, commence climbing turn left to **3500** at MCT DME 10. At **3500** or above continue left turn and proceed direct to BURNI.
2 DME I-NN may be used if DME MCT is not available.
3 FAT offset 5° from RWY C/L and crosses RWY C/L 1.3NM before THR RWY 23R.
4 Procedure turns restricted to maximum 185KIAS.

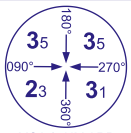
CHANGE (5/26): PAGE RENUMBERED.

AERO INFO DATE 27 FEB 26

AD 2-EGCC-8-11

INSTRUMENT APPROACH CHART - ICAO

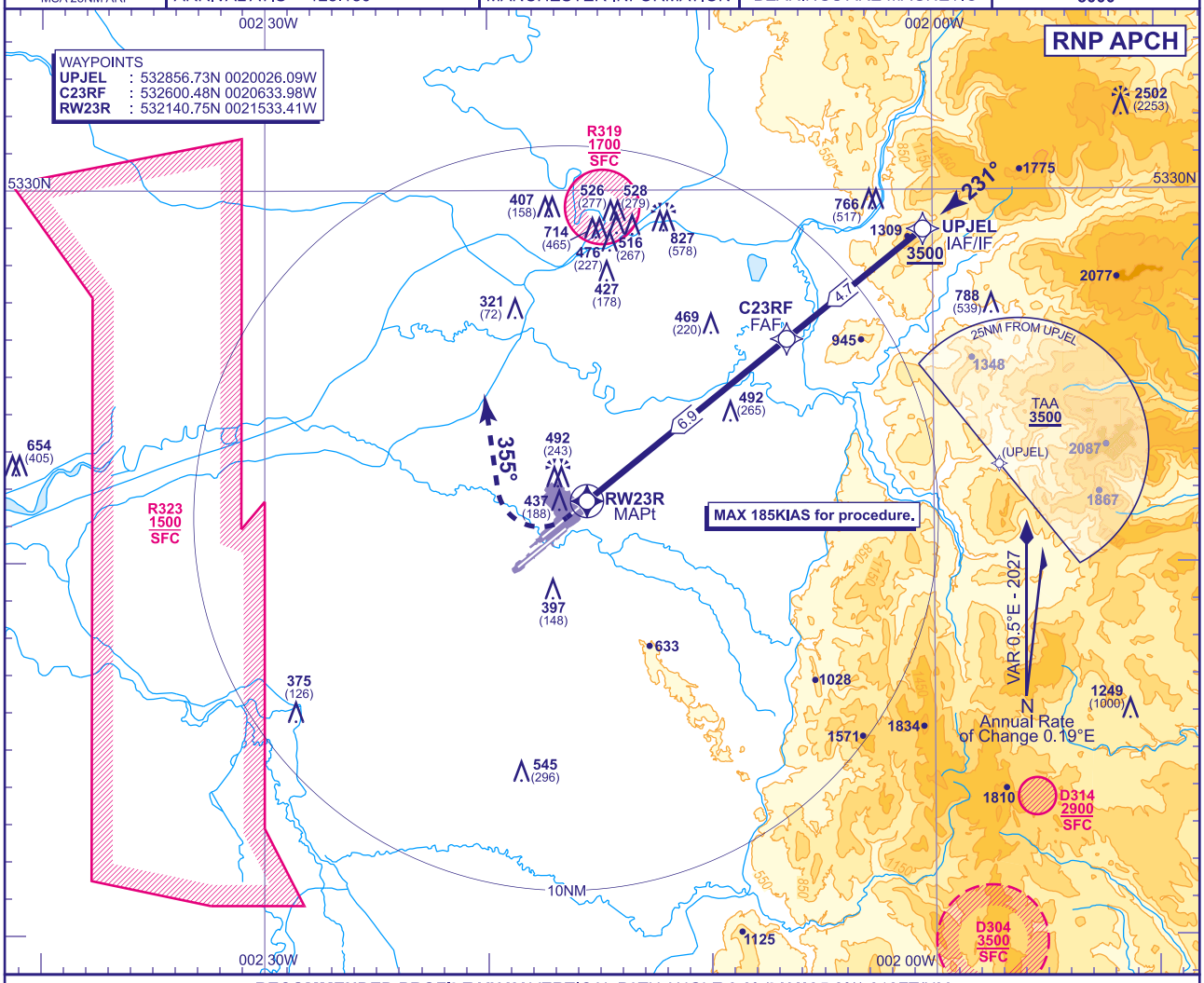
MANCHESTER
RNP
RWY 23R
(ACFT CAT A,B,C,D)



MSA 25NM ARP

APP	118.580, 135.005	MANCHESTER RADAR		AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR		THR ELEVATION	249
TWR	118.630, 119.405	MANCHESTER TOWER		OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND		2502 AMSL (2253) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION		BEARINGS ARE MAGNETIC	

MIN TEMP **-15°C**
TRANSITION ALTITUDE **5000**

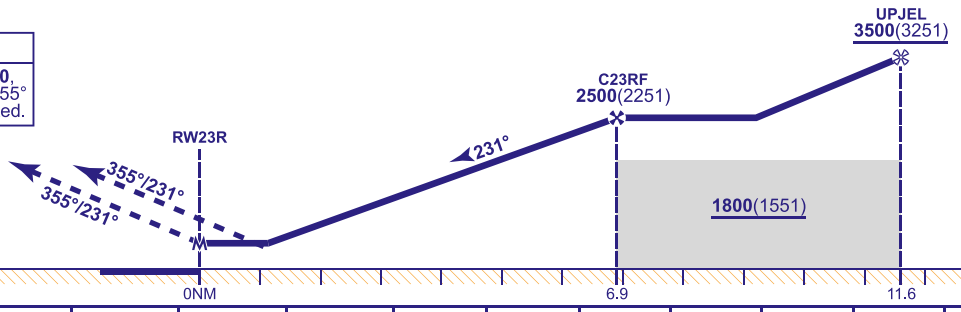


RECOMMENDED PROFILE VNAV VERTICAL PATH ANGLE 3.0° (**LNAV** 5.2%) 318FT/NM

NM to RW23R	6	5	4	3	2
ALT(HGT)	**2220**(1971)	**1900**(1651)	**1580**(1331)	**1260**(1011)	**940**(691)

TCH 56

MAPt (LNAV): RW23R
Climb straight ahead to **750**, then turn right onto track 355° to **3500**, continue as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	**560**(311)	**570**(321)	**580**(331)	**600**(351)		FT/MIN	850	740	640	530	420
	LNAV	**670**(421)	**670**(421)	**670**(421)	**670**(421)							
VM(C)OCA (OCH AAL)	Total Area	**740**(483)	**800**(543)	**1110**(853)	**1110**(853)							

NOTES **1** RNP approach only to be flown when informed by ATIS and/or instructed by ATC.
2 No turns before MAPt.
3 RCF: Refer to AD 2.22.

CHANGE (5/26): NEW CHART.

AERO INFO DATE 04 MAR 26

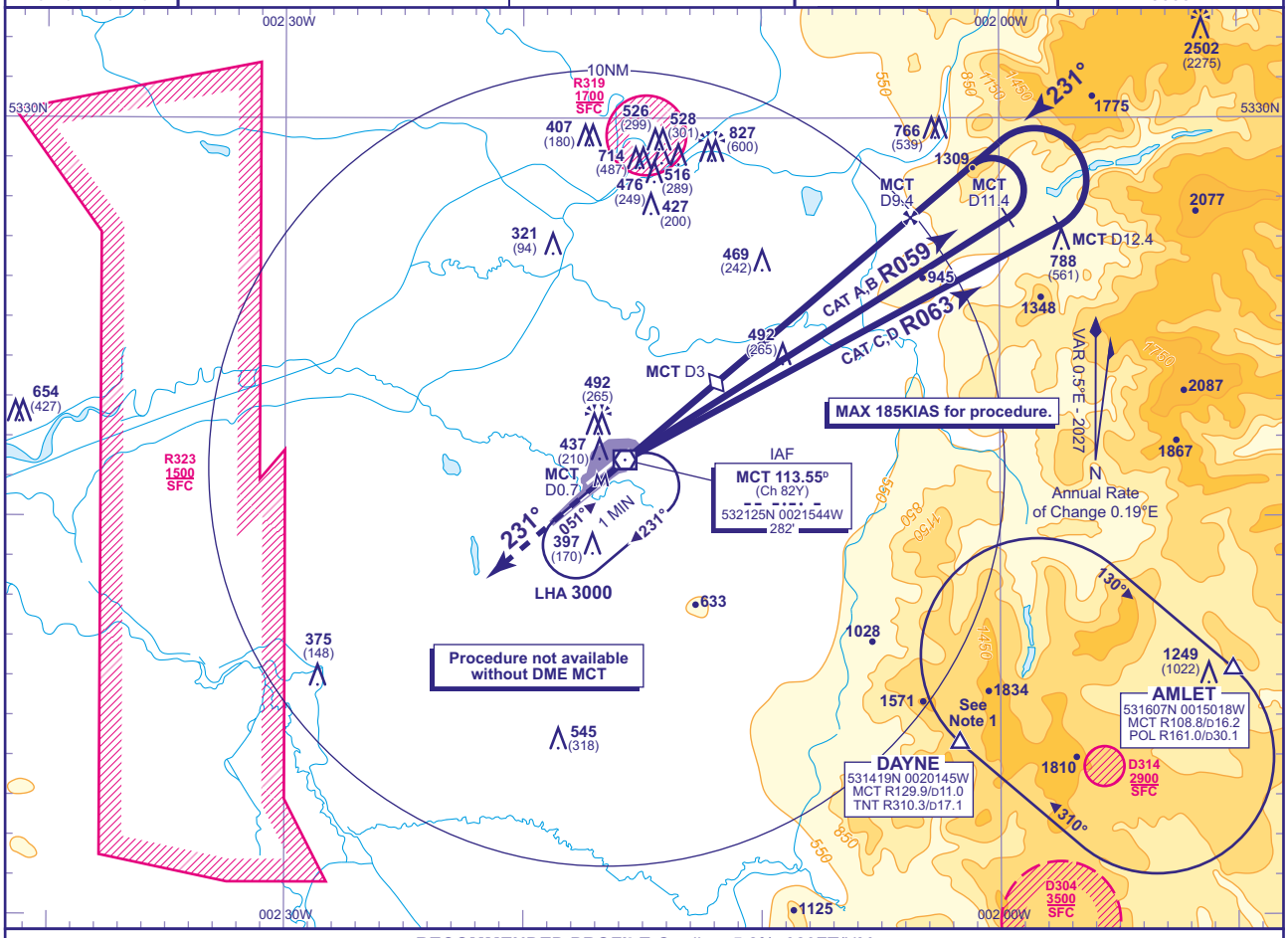
INSTRUMENT APPROACH CHART - ICAO

MANCHESTER VOR/DME RWY 23L
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257	TRANSITION ALTITUDE 5000
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	227	
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION 2502 AMSL (2275) (ABOVE THR)		
	121.855, 121.705	MANCHESTER GROUND			
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC		



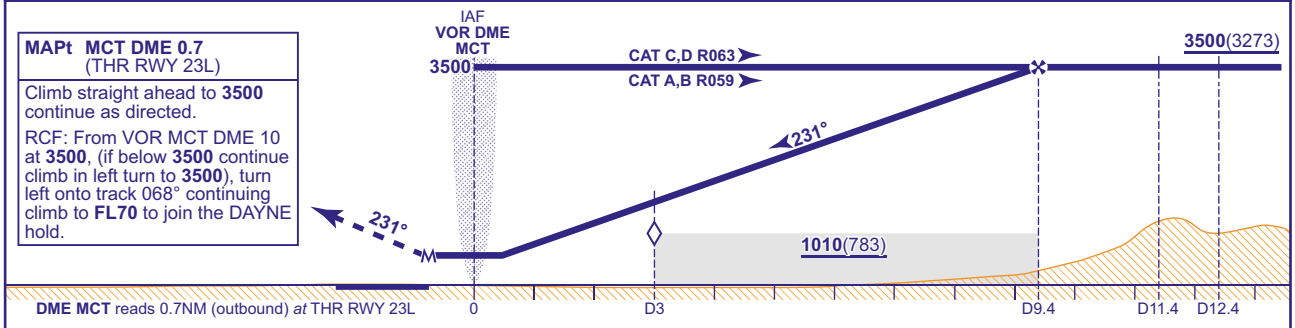
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME MCT	9	8	7	6	5	4	3(SDF)	2	1
ALT(HGT)	**3370**(3143)	**3050**(2823)	**2730**(2503)	**2420**(2193)	**2100**(1873)	**1780**(1553)	**1460**(1233)	**1140**(913)	**820**(593)

MAPt MCT DME 0.7
(THR RWY 23L)

Climb straight ahead to **3500** continue as directed.

RCF: From VOR MCT DME 10 at **3500**, (if below **3500** continue climb in left turn to **3500**), turn left onto track 068° continuing climb to **FL70** to join the DAYNE hold.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**690**(463)	**690**(463)	**690**(463)	**690**(463)
VM(C)OCA (OCH AAL)	Total Area	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

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

NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
2 Procedure restricted to maximum 185KIAS.

CHANGE (5/26): PAGE RENUMBERED.

AERO INFO DATE 27 FEB 26

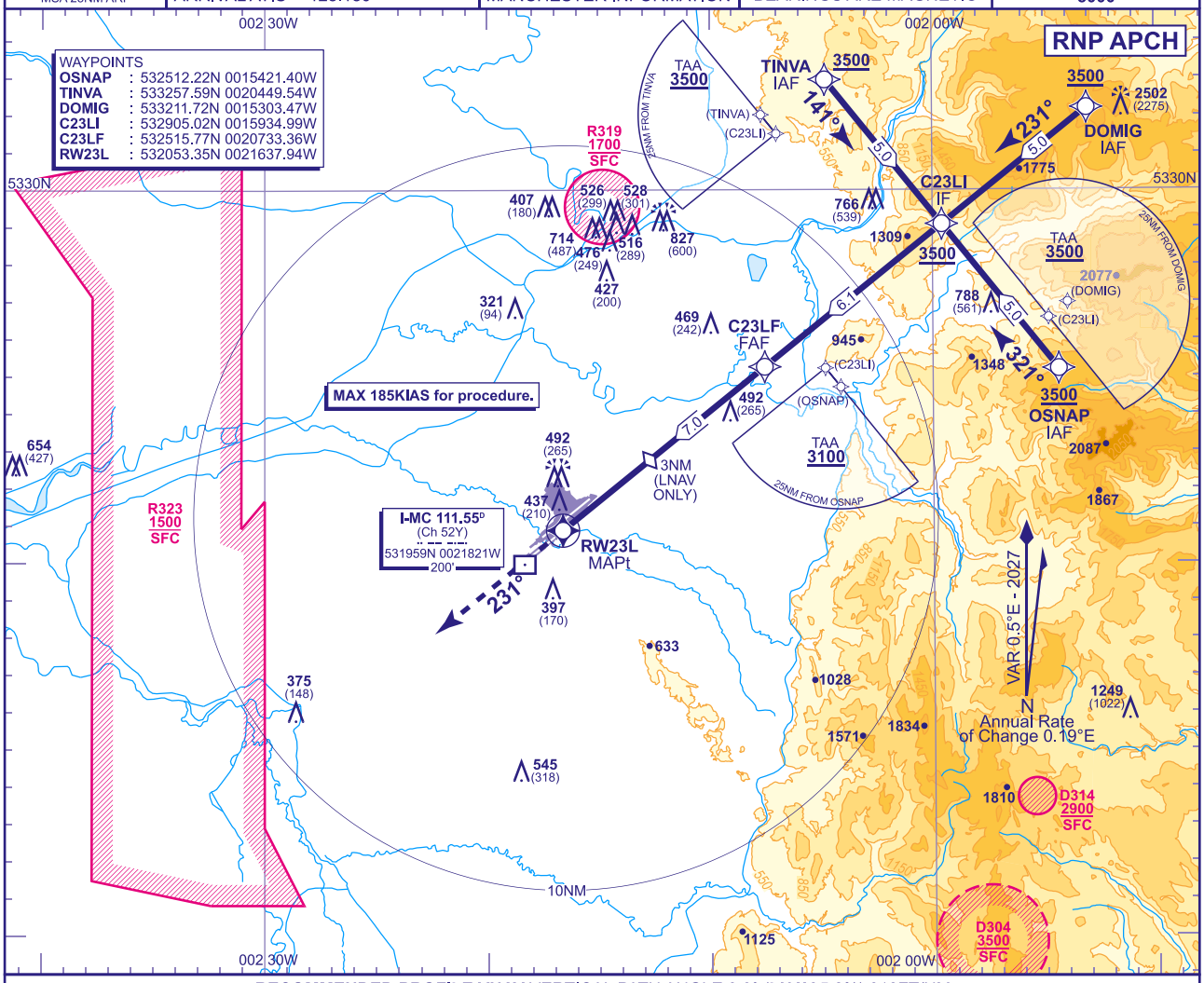
INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
RNP
RWY 23L
(ACFT CAT A,B,C,D)

MSA 25NM ARP

APP	118.580, 135.005	MANCHESTER RADAR		AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR		THR ELEVATION	227
TWR	118.630, 119.405	MANCHESTER TOWER		OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND		2502 AMSL (2275) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION		BEARINGS ARE MAGNETIC	

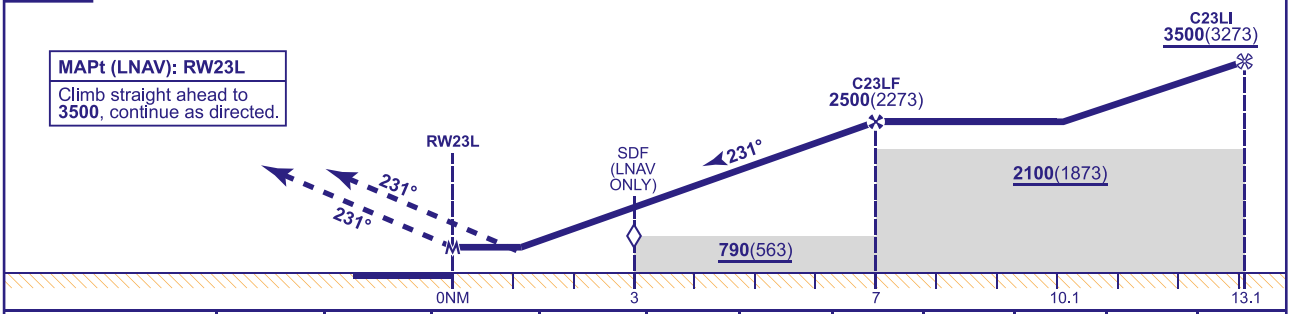
MIN TEMP -15°C
TRANSITION ALTITUDE 5000



RECOMMENDED PROFILE VNAV VERTICAL PATH ANGLE 3.0° (**LNAV** 5.2%) 318FT/NM

NM to RW23L	7	6	5	4	3(LNAV SDF)	2
ALT(HGT)	**2500**(2273)	**2190**(1963)	**1870**(1643)	**1550**(1323)	**1230**(1003)	**910**(683)

TCH 50



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	**570**(343)	**580**(353)	**590**(363)	**600**(373)		FT/MIN	850	740	640	530	420
	LNAV	**680**(453)	**680**(453)	**680**(453)	**680**(453)							
VM(C)OCA (OCH AAL)	Total Area	**740**(483)	**800**(543)	**1110**(853)	**1110**(853)							

NOTES **1** RCF: Refer to AD 2.22.
2 Pilots should 'Request RNP Approach' on first contact with Manchester Radar.

CHANGE (5/26): RECOMMENDED PROFILE CORRECTED. SPECIFICATION CHANGE. PAGE RENUMBERED.

AERO INFO DATE 04 MAR 26

Instrument Approach Procedure Coding Tables

MANCHESTER RNP RWY 05R - Instrument Approach Procedure via FECJO

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R05R	001	IF	FECJO	N	-	-	3000	-210	531255.83N 0023300.52W	IAF / IF / 11.1NM
R05R	002	TF	C05RF	N	050° (050.9°)	-	2500	-	531527.01N 0022750.62W	FAF / 7.1NM
R05R	003	TF	RW05R	Y	050° (050.9°)	-	-	-	531955.11N 0021838.38W	MAPt
R05R	004	CA	-	-	051° (051.0°)	RIGHT	700	-	-	-
R05R	005	CA	-	-	185° (185.2°)	-	3500	-	-	-

MANCHESTER RNP RWY 05L - Instrument Approach Procedure via EVAKU

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R05L	001	IF	EVAKU	N	-	-	3000	-210	531355.13N 0023132.41W	IAF / IF / 11.0NM
R05L	002	TF	C05LF	N	050° (050.9°)	-	2500	-	531626.24N 0022622.30W	FAF / 7.0NM
R05L	003	TF	RW05L	Y	050° (050.9°)	-	-	-	532051.20N 0021715.95W	MAPt
R05L	004	CA	-	-	051° (051.1°)	-	3500	-	-	-

MANCHESTER RNP RWY 23R - Instrument Approach Procedure via UPJEL

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R23R	001	IF	UPJEL	N	-	-	3500	-185	532856.73N 0020026.09W	IAF / IF / 11.6NM
R23R	002	TF	C23RF	N	231° (231.3°)	-	2500	-	532600.48N 0020633.98W	FAF / 6.9NM
R23R	003	TF	RW23R	Y	231° (231.2°)	-	-	-	532140.75N 0021533.41W	MAPt
R23R	004	CA	-	-	231° (231.1°)	RIGHT	750	-	-	-
R23R	005	CA	-	-	355° (355.6°)	-	3500	-	-	-

CHANGE (5/26): NEW PROCEDURES.
AERO INFO DATE 27 FEB 26

Instrument Approach Procedure Coding Tables

MANCHESTER RNP RWY23L - Instrument Approach Procedure via TINVA

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R23LR	001	IF	TINVA	N	-	-	3500	-185	533257.59N 0020449.54W	IAF
R23LR	002	TF	C23LI	N	141° (141.1°)	RIGHT	3500	-	532905.02N 0015934.99W	IF / 13.1NM
R23LR	003	TF	C23LF	N	231° (231.3°)	-	2500	-	532515.77N 0020733.36W	FAF / 7.0NM
R23LR	004	TF	RW23L	Y	231° (231.2°)	-	-	-	532053.35N 0021637.94W	MAPt
R23LR	005	CA	-	-	231° (231.1°)	-	3500	-	-	-

MANCHESTER RNP RWY23L - Instrument Approach Procedure via DOMIG

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R23LC	001	IF	DOMIG	N	-	-	3500	-185	533211.72N 0015303.47W	IAF
R23LC	002	TF	C23LI	N	231° (231.4°)	-	3500	-	532905.02N 0015934.99W	IF / 13.1NM
R23LC	003	TF	C23LF	N	231° (231.3°)	-	2500	-	532715.77N 0020733.36W	FAF / 7.0NM
R23LC	004	TF	RW23L	Y	231° (231.2°)	-	-	-	532053.35N 0021637.94W	MAPt
R23LC	005	CA	-	-	231° (231.1°)	-	3500	-	-	-

MANCHESTER RNP RWY23L - Instrument Approach Procedure via OSNAP

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R23LL	001	IF	OSNAP	N	-	-	3500	-185	532512.22N 0015421.40W	IAF
R23LL	002	TF	C23LI	N	321° (321.2°)	LEFT	3500	-	532905.02N 0015934.99W	IF / 13.1NM
R23LL	003	TF	C23LF	N	231° (231.3°)	-	2500	-	532515.77N 0020733.36W	FAF / 7.0NM
R23LL	004	TF	RW23L	Y	231° (231.2°)	-	-	-	532053.35N 0021637.94W	MAPt
R23LL	005	CA	-	-	231° (231.1°)	-	3500	-	-	-

CHANGE (5/26): PAGE RENUMBERED. CHART SPECIFICATION REVISED.
AERO INFO DATE 27 FEB 26

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. Runway light(s): Lights are LED. 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	

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**
(EGNT11298)	ATC AERIAL	550229.77N 0014138.43W	388 FT	151 FT	No	
(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 turn pad is available for use by aircraft up to a maximum size of a Boeing 757. 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.

EGNT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. Last approach light 30 M from displaced landing threshold. Lights are LED (except PAPI). 914 M Light intensity high	Green Light intensity high Flush uni-directional with elev green wingbars	PAPI Right/3° 51 FT 356 M	900 M	Colour coded 15 M spacing Light intensity high	HI bi-directional edge with LI omni-directional component 60 M spacing	Red	Ends 148 M from 25 THR 15 M Red	Approach: Precision approach category II/III lighting system station removal, two luminaries have been removed from the 07 Precision approach category II/III lighting system 510 M from the 07 Threshold. CL: On departure with Aeronautical Ground Lighting illuminated. White Centre Line lamps are visible up to the threshold.
25	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. Last approach light 30 M from displaced landing threshold. Lights are LED (except PAPI). 914 M Light intensity high	Green Light intensity high Flush uni-directional with elev green wingbars	PAPI Left/3° 60 FT 415 M	900 M	Colour coded 15 M spacing Light intensity high	HI bi-directional edge with LI omni-directional component 60 M spacing	Red		CL: On departure with Aeronautical Ground Lighting illuminated. White Centre Line lamps are visible up to the threshold.

EGNT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 550156.03N 0014213.08W (LGTD), 550219.63N 0014046.92W (LGTD).
3	TWY edge and centre line lighting	CL: Yes. EDGE: Yes.
4	Secondary power supply/switch-over time	Yes - UPS/1 second, Standby diesels/15 seconds
5	Remarks	Apron floodlights. Obstacle lighting.

EGNT AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGNT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
NEWCASTLE CTR 550525N 0015411W - 550955N 0013719W thence clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to 545919N 0012829W - 545500N 0014705W thence clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to 550525N 0015411W	Upper limit: FL105 Lower limit: SFC	D	NEWCASTLE APPROACH English	6000 FT		
NEWCASTLE ATZ A circle, 2.5 NM radius, centred at 550217N 0014123W on longest notified runway (07/25)	Upper limit: 2266 FT ALT Lower limit: SFC	D	NEWCASTLE APPROACH English	6000 FT		ATZ 2000 FT AAL.

EGNT AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	NEWCASTLE APPROACH	124.380 DOC 60 NM/ 25,000 FT.			H24	ATZ hours coincident with Approach hours.
TWR	NEWCASTLE GROUND	121.730 Aerodrome SFC Only.			As directed by ATC.	VDF 550219.07N 0014048.12W On Frequency 119.705 MHz Only.
	NEWCASTLE TOWER	119.705 DOC 25 NM/5,000 FT.			H24	
RADAR	NEWCASTLE DIRECTOR	125.830 DOC 60 NM/ 25,000 FT.			As directed by ATC.	ATZ hours coincident with Approach hours. VDF 550219.07N 0014048.12W On Frequency 124.380 MHz Only
	NEWCASTLE RADAR	124.380 DOC 60 NM/ 25,000 FT.			H24	
ATIS	NEWCASTLE INFORMATION	118.380			H24	
OTHER	NEWCASTLE FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGHQ — NEWQUAY

EGHQ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHQ — NEWQUAY

EGHQ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 502627N Long: 0045943W Mid point of Runway 12/30.
2	Direction and distance from city	3.5 NM NE Newquay.
3	Elevation / Reference temperature / Mean Low Temperature	390 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	173 FT
5	Magnetic Variation / Annual Change	0.20°W (2027) / 0.18°E
6	AD Administration Address Telephone Telefax Web address	CORNWALL AIRPORT LTD Newquay Cornwall Airport St Mawgan, Newquay Cornwall TR8 4RQ 01637-861301 (ATC) 01637-860551 (Executive and GA Full Handling PPR) 01637-861744 (General Aviation PPR) 01637-860940 01637-861352 (ATC) www.cornwallairportnewquay.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGHQ AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement.
2	Customs and immigration	H24. 24 hours notice required for non-scheduled movements.
3	Health and sanitation	As AD.
4	AIS Briefing Office	As AD via Handling Agent or self briefing by Internet site.
5	ATS Reporting Office (ARO)	As AD.
6	MET Briefing Office	As AD via Handling Agent or self briefing by Internet site.
7	ATS	See AD 2.18.
8	Fuelling	As AD.
9	Handling	As AD.
10	Security	As AD.
11	De-icing	As AD on request.
12	Remarks	PPR before departure for all non-scheduled movements. For non-scheduled movements between 1700-0900 (1600-0800) PPR to be obtained before 1500 (1400).

EGHQ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited
2	Fuel and oil types	AVTUR Jet A-1/ F35, AVGAS 100LL
3	Fuelling facilities/capacity	AVTUR Jet A-1 / F35 100,000 LTS. AVGAS 100LL 20,000 LTS.
4	De-icing facilities	Available via Airport Operations.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Limited. STS Aviation (UK CAA/EASA Part 145 Approved). www.stsaviationgroup.com
7	Remarks	Handling Agents: Fly NQY (GA): Tel: 01637-861744. Weston Aviation (Executive and GA full handling, including military training requests): Tel: 01637-860551 Fax: 01637-860788. No aircraft air-start available.

EGHQ AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.
2	Restaurants	Cafe (landside and airside), Executive lounge (airside).
3	Transportation	Buses, Taxis and Car Hire.
4	Medical facilities	Limited First Aid.
5	Bank and Post Office	Cash Machine in Terminal
6	Tourist Office	
7	Remarks	

EGHQ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category 6 Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement. RFF Category 7 accepted under remission. RFF Category 8 and 9 by prior arrangement.
2	Rescue equipment	3 x Panther 6 x 6 CA-5. Cutting equipment available.
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	

EGHQ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Limited Mechanical, Chemical De-Icing.
2	Clearance priorities	Standard.
3	Remarks	

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

1	Apron surface and strength	ALPHA APRON Surface: Asphalt/Brick Pavers. PCR 410/F/B/W/U ECHO APRON Surface: Concrete PCR 539/R/C/W/U FOXTROT APRON Surface: Asphalt GOLF APRON Surface: Concrete and asphalt PCR 655/R/C/W/U HOTEL APRON Surface: Concrete and asphalt PCR 448/R/C/W/U
2	Taxiway width, surface and strength	Taxiway ALPHA E OF BRAVO: 23 M Surface: Asphalt PCR 290/F/B/W/U Taxiway ALPHA W OF BRAVO: 18 M Surface: Asphalt PCR 410/F/B/W/U Taxiway BRAVO: 23 M Surface: Asphalt PCR 410/F/B/W/U Taxiway CHARLIE NORTH: 23 M Surface: Asphalt PCR 79/F/C/W/U PCR Value relevant North of Taxiway ALPHA.

EGSH — NORWICH

EGSH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSH — NORWICH

EGSH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 524033N Long: 0011658E Mid-point of Runway 09/27.
2	Direction and distance from city	2.8 NM N of Norwich City Centre.
3	Elevation / Reference temperature / Mean Low Temperature	118 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	147 FT
5	Magnetic Variation / Annual Change	1.72°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax E-mail address	NORWICH AIRPORT LIMITED. Amsterdam Way, Norwich NR6 6JA. 01603-411923 (Administration) 01603-420658 (Operations) 07921-055373 (Terminal Services Manager) 01603-420675 (Customer Services) 01603-487523 (Administration) 01603-414927 (Operations) 01603-420636 (Customer Services) ops@norwichairport.co.uk (Operations)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Use of this airport by aircraft not able to communicate with ATC by radio subject to prior permission. Aircraft towing banners, or non-powered gliders, may not land at or depart from the airport.

EGSH AD 2.3 OPERATIONAL HOURS

1	AD Administration	0600-2130 (0500-2030). Outside of these hours see remarks.
2	Customs and immigration	As AD Hours
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours.
8	Fuelling	As AD hours and by arrangement.
9	Handling	As AD hours and on request.
10	Security	As AD hours.
11	De-icing	October to April during AD hours on request to Operations.
12	Remarks	01 May - 31 Oct: Mon to Thu, Sat 0600-2230 (0500-2130); Fri and Sun 0600-2300 (0500-2200). 01 Nov - 30 Apr: Sun to Fri 0600-2130; Sat 0600-2000. This aerodrome is strictly PPR. All movements outside published operating hours incur an extra charge. All requests to be made via Operations. Any changes to operating hours will be notified by NOTAM action.

EGSH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Nearest railway siding: Norwich.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL.
3	Fuelling facilities/capacity	Above ground storage: JET A-1 225,000 L; AVGAS 30,000 L.
4	De-icing facilities	On request to Operations during AD hours.
5	Hangar space for visiting aircraft	None.

6	Repair facilities for visiting aircraft	None.
7	Remarks	All aircraft operating for hire or reward from/to Norwich will be required to be handled by Norwich Airport Ltd. Handling should be requested by telephoning Operations on 01603-420658; Fax: 01603-414927 or e-mail: ops@norwichairport.co.uk or telephone the Terminal Services Manager on 01603-420645; Fax: 01603-420646. Norwich Handling Frequency 131.855 MHz. For fuel contact Fuel Services, Tel: 01603-402042. E-mail: fuel@norwichairport.co.uk or via Norwich Airport Phone: 01603-420658 (Operations). SaxonAir are the preferred handling agents for GA and Business aviation. Handling by and use of the SaxonAir Apron is subject to Prior Permission from SaxonAir Operations. Tel: 01603-518111; Fax: 01603-488879; e-mail: handling@saxonair.com; website: www.saxonair.com

EGSH AD 2.5 PASSENGER FACILITIES

1	Hotels	Airport Hotel. Hotels in vicinity.
2	Restaurants	Restaurant and Licensed bar.
3	Transportation	Taxis and car hire, Limited bus service. Motor coaches by arrangement. Nearest railway station: Norwich.
4	Medical facilities	First Aid available during AD hours. Doctors and ambulance on call.
5	Bank and Post Office	Cash dispenser.
6	Tourist Office	Limited tourist information available from the airport information desk.
7	Remarks	

EGSH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 7 and 8 by arrangement. RFF Category 7 operations at remission level manning.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Norwich Airport Ltd has an agreement with a local recovery company which holds resources capable of recovering aircraft up to 160,000 kg. Contact Air Ops: 07872-376275
4	Remarks	

EGSH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing. Runways and Taxiways anti-iced and de-iced with KAC fluid, supplemented with NAAC de-icing granules as required.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Norwich airport policy on clearing a contaminated runway will always be to clear back to blacktop. Therefore braking action readings derived from the use of a Grip tester friction meter, or any other source will not be available. Estimated braking action in accordance with CAP 1168, may be available. If the runway is open, standard operating procedures will be to pass flight crews the amount, depth and type of contamination only. Latest information from ATC, Tel: 01603-420641.

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

1	Apron surface and strength	SAXONAIR Surface: Concrete PCN 32/R/C/W/U WESTERN Surface: Concrete PCN 5/R/C/Y/U

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. All blue taxiway edge lights north of Runway 09/27 unserviceable.
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: 2118 FT ALT Lower limit: SFC	D	NORWICH APPROACH English	5000 FT		ATZ 2000 FT AAL.

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	121.605 Non-ATS channel.			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:

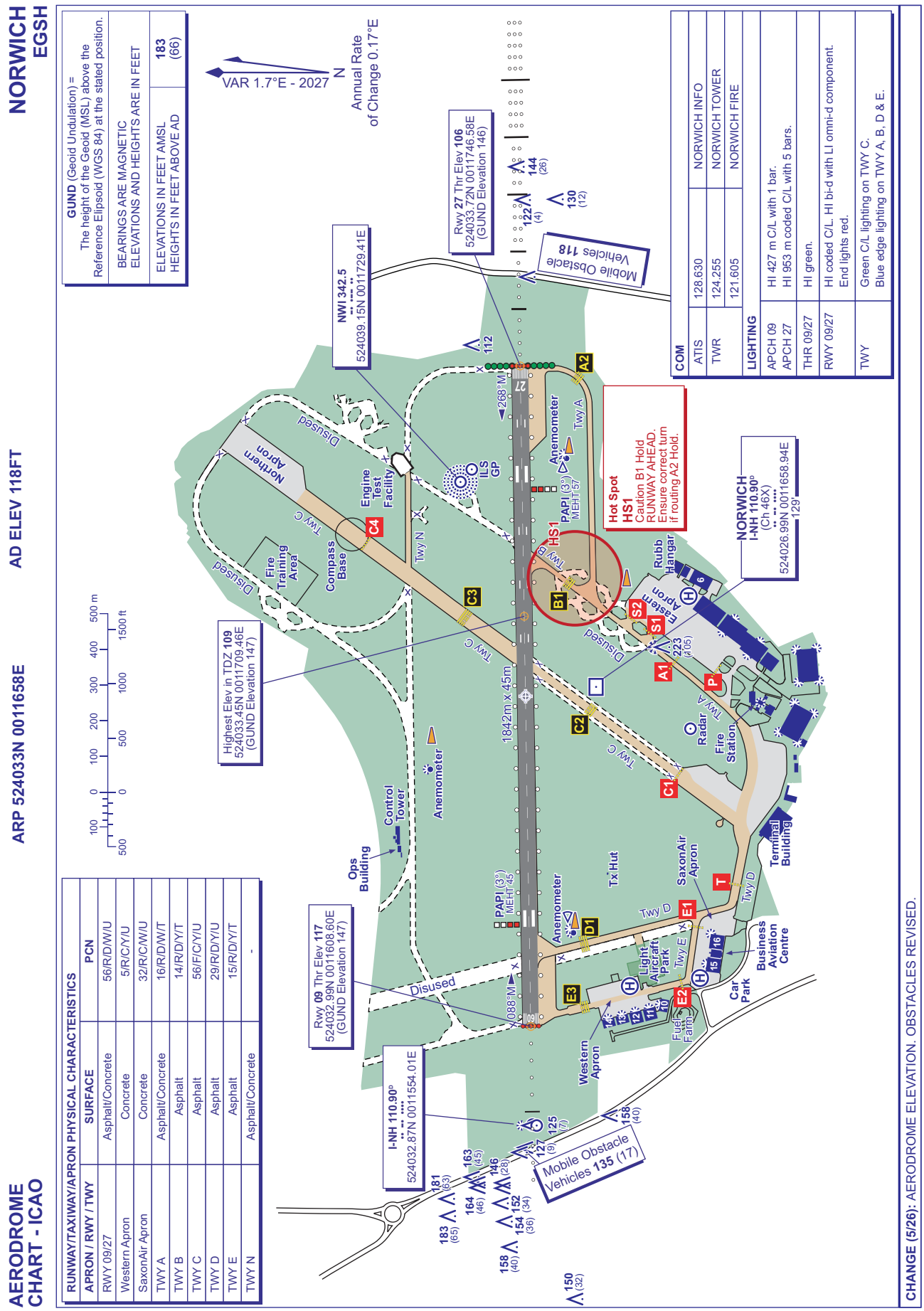
- 19.75 M with no obstacle between the gates;
- from centre-line to EAST, 9.8 M; first obstacle is gate height 1.2 M;
- from centre-line to WEST, 9.95 M; first obstacle is gate height 1.0 M.

NORWICH EGSH

AERODROME CHART - ICAO

ARP 524033N 0011658E

AD ELEV 118FT



AERO INFO DATE 02 MAR 26

AD 2-EGSH-2-1

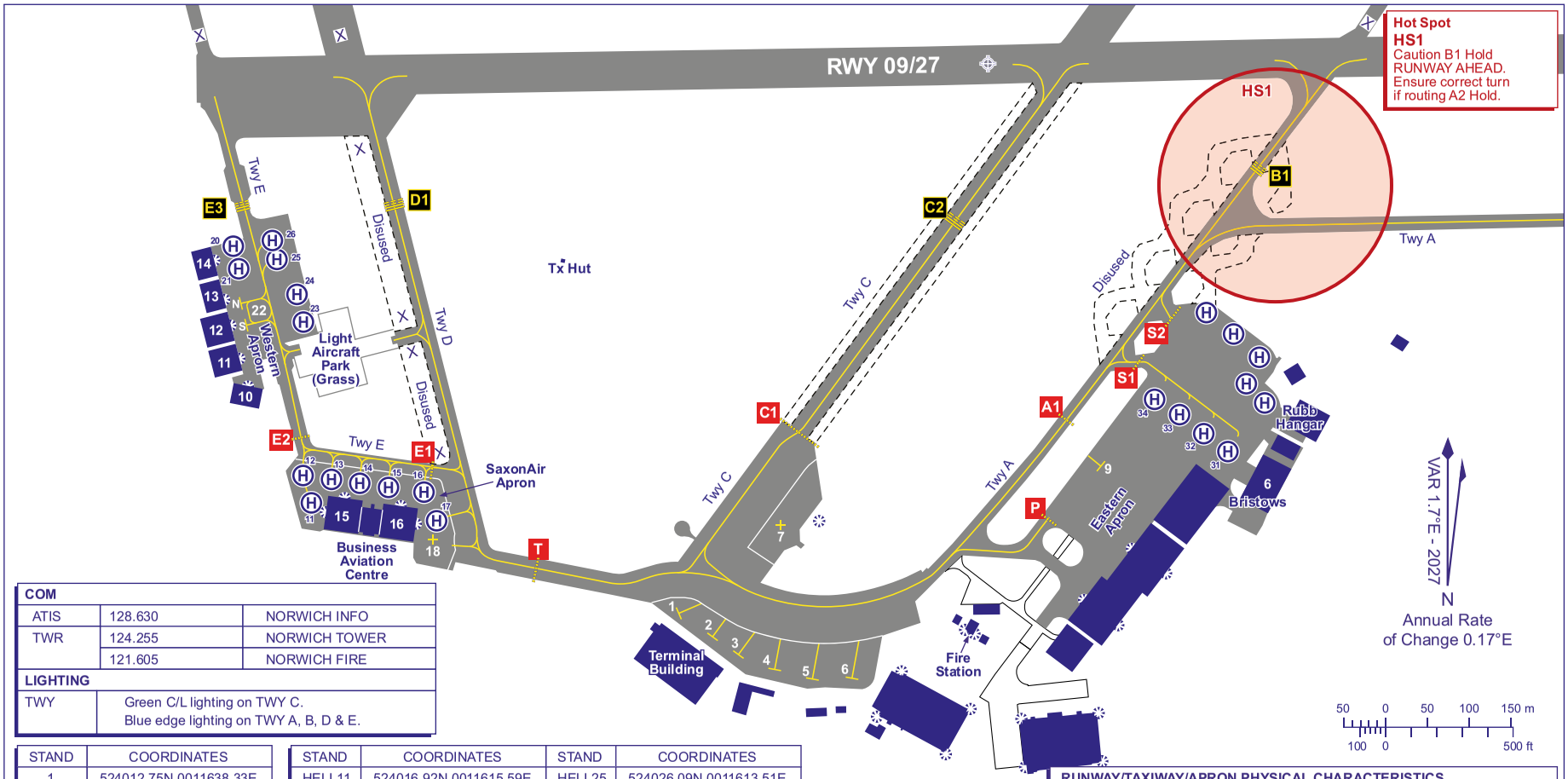
AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 524033N 0011658E

AD ELEV 118FT

NORWICH
EGSH

AERO INFO DATE 26 FEB 26



COM		
ATIS	128.630	NORWICH INFO
TWR	124.255	NORWICH TOWER
	121.605	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		

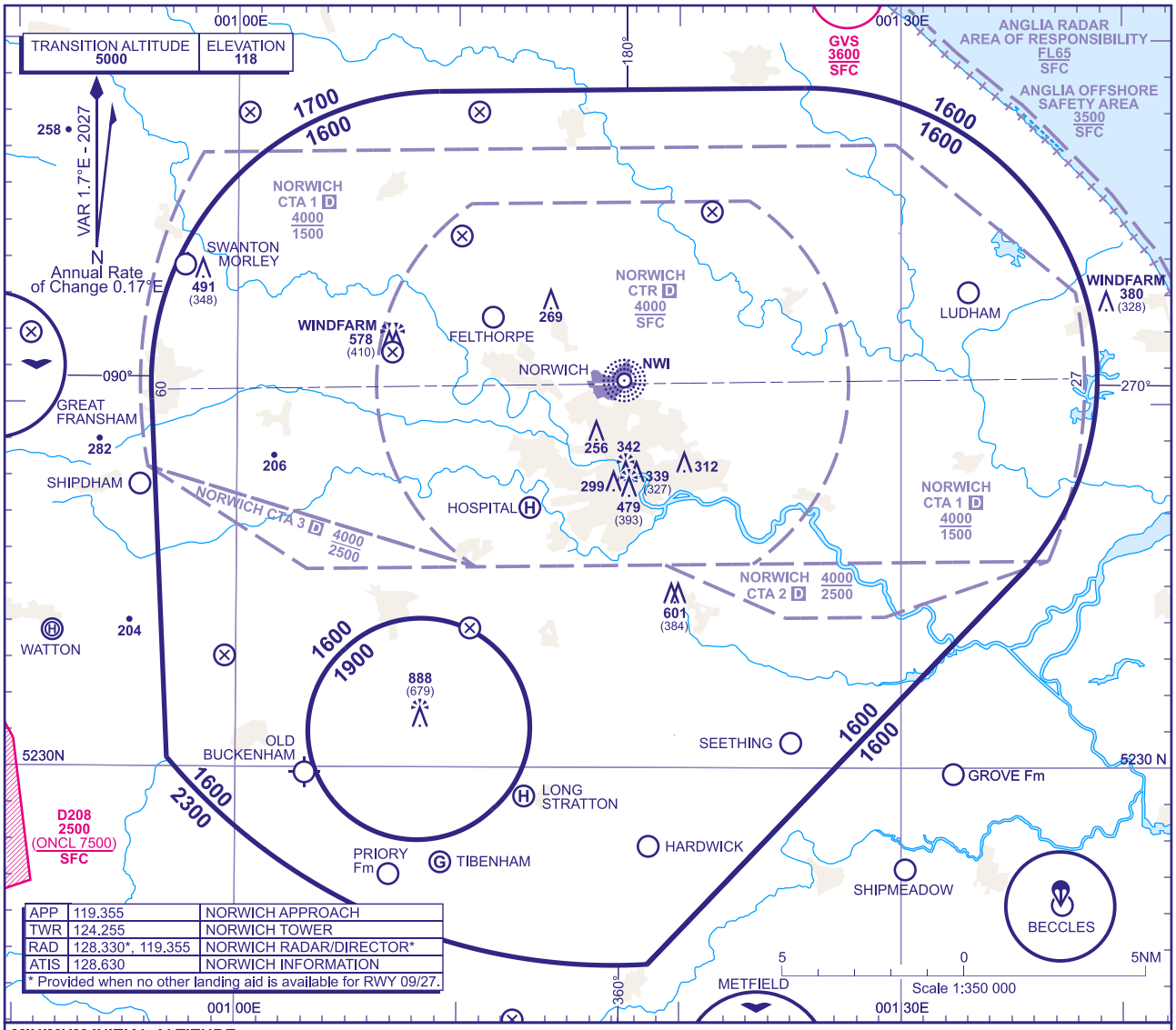
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 09/27	Asphalt/Concrete	56/R/D/W/U
Western Apron	Concrete	5/R/C/Y/U
SaxonAir Apron	Concrete	32/R/C/W/U
TWY A	Asphalt/Concrete	16/R/D/W/T
TWY B	Asphalt	14/R/D/Y/T
TWY C	Asphalt	56/F/C/Y/U
TWY D	Asphalt	29/R/D/Y/U
TWY E	Asphalt	15/R/D/Y/T
TWY N	Asphalt/Concrete	-

CHANGE (5/26): AERODROME ELEVATION.

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 888
HEIGHTS IN FEET AGL (679)

NORWICH



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1600** in the sector defined by the lateral limits; 524835N 0010905E - 524842N 0012534E thence clockwise by an arc of a circle radius 8NM centred on 524043N 0012542E - 523528N 0013537E - 522436N 0011835E - thence by an arc of a circle radius 16NM centred on 524033N 0011658E - 523015N 0005655E - 524005N 0005609E thence clockwise by an arc of a circle radius 8NM centred on 524035N 0010916E - 524835N 0010905E except, **1900** in the sector defined by the lateral limits; 523309N 0010446E - 523315N 0010457E thence clockwise by an arc of a circle radius 3NM centred on 523106N 0010822E to 522857N 0011147E - 522851N 0011136E thence clockwise by an arc of a circle radius 3NM centred on 523100N 0010811E - 523309N 0010446E.

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 **NDB(L) NWI**†.

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) NWI**†.

† 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. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

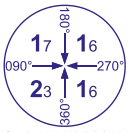
CHANGE (5/26): AD ELEVATION.

AERO INFO DATE 23 FEB 26

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INSTRUMENT APPROACH CHART - ICAO

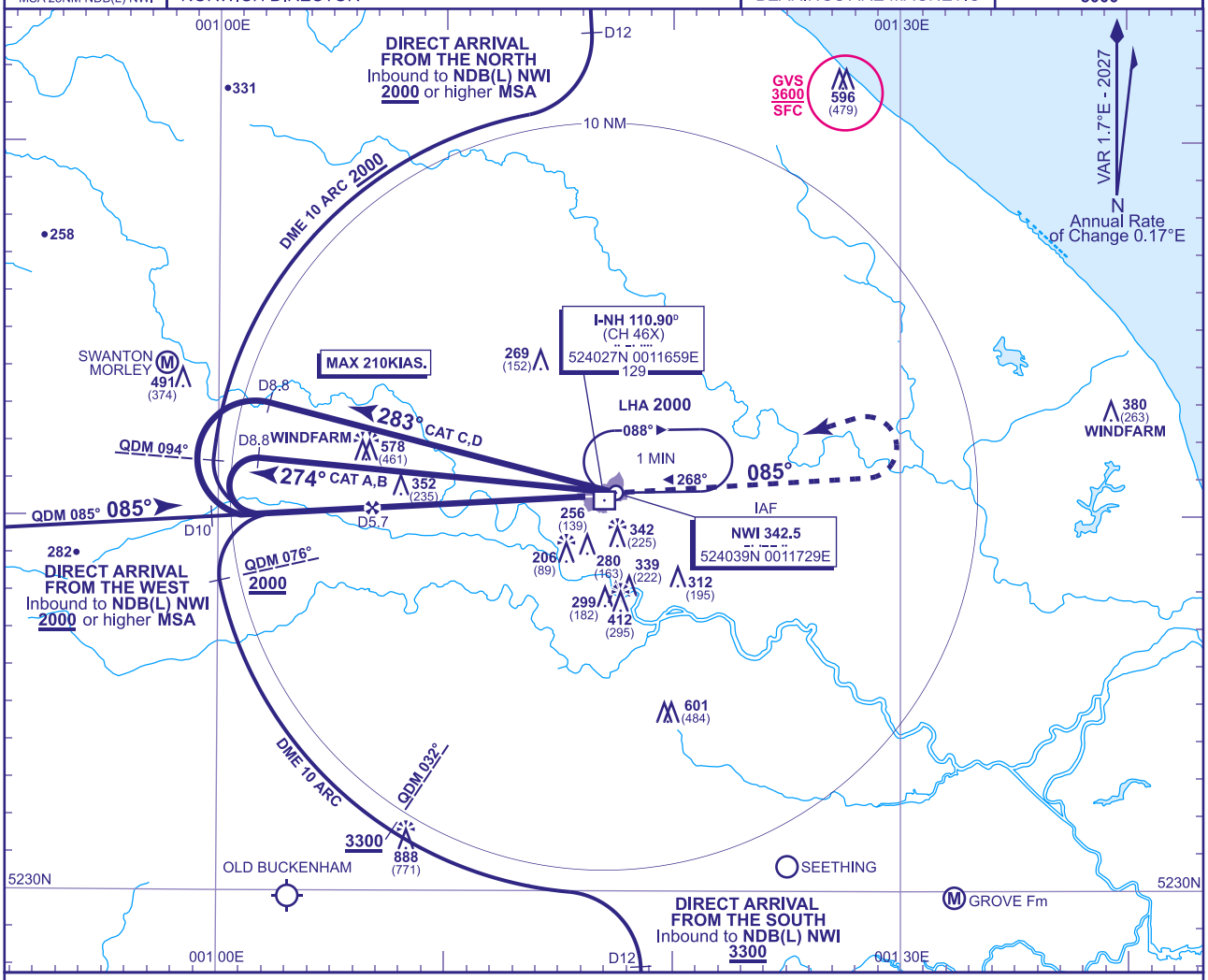
NORWICH NDB(L)/DME RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NWI

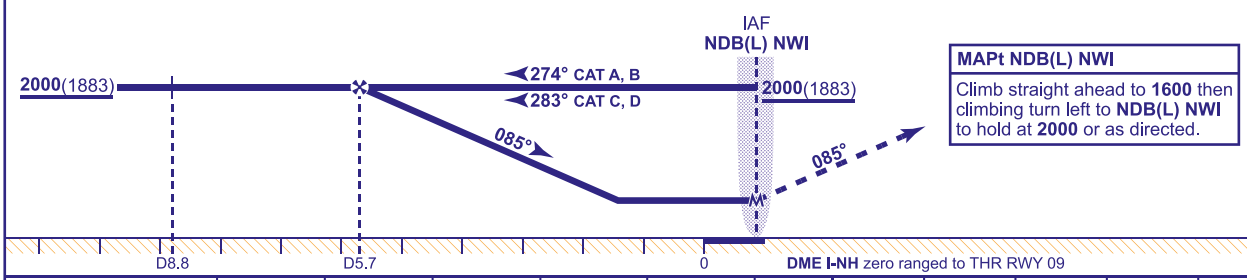
APP 119.355	NORWICH APPROACH	AD ELEVATION	118
TWR 124.255	NORWICH TOWER	THR ELEVATION	117
RAD 119.355, 128.330*	NORWICH RADAR	OBSTACLE ELEVATION	
ATIS 128.630	NORWICH INFORMATION	888 AMSL (771) (ABOVE THR)	
*NORWICH DIRECTOR		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.3%, 322FT/NM

DME I-NH	5	4	3	2
ALT(HGT)	**1770**(1653)	**1450**(1333)	**1130**(1013)	**810**(693)



MAPt NDB(L) NWI
Climb straight ahead to **1600** then climbing turn left to **NDB(L) NWI** to hold at **2000** or as directed.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	**560**(443)	**560**(443)	**560**(443)	**560**(443)		FT/MIN	860	750	640	540	430
	NO DME	**870**(753)	**870**(753)	**870**(753)	**870**(753)							
VM(C)OCA (OCH AAL)	Total Area	**610**(492)	**640**(522)	**810**(692)	**810**(692)							

AIRCRAFT UNABLE TO RECEIVE DME I-NH As for main procedures with DME, except fly outbound on QDR for 4 MIN (CAT A,B); 2.5 MIN (CAT C,D) prior to base turn. When established on FAT descend to MDH.

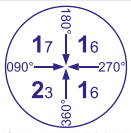
NOTE
1 All inbound aircraft should contact Norwich at least 10 MIN before ETA.
2 FAT offset 3° south from RWY 09 C/L and crosses RWY C/L 1.1NM before THR.
3 ATC will normally require aircraft to hold not lower than **3000** or equivalent FL.
4 Direct arrivals are subject to ATC approval and not available without DME I-NH.

CHANGE (5/26): AD ELEVATION. VM(C)OCA(OCH AAL).

AERO INFO DATE 23 FEB 26
AD 2-EGSH-8-1

INSTRUMENT APPROACH CHART - ICAO

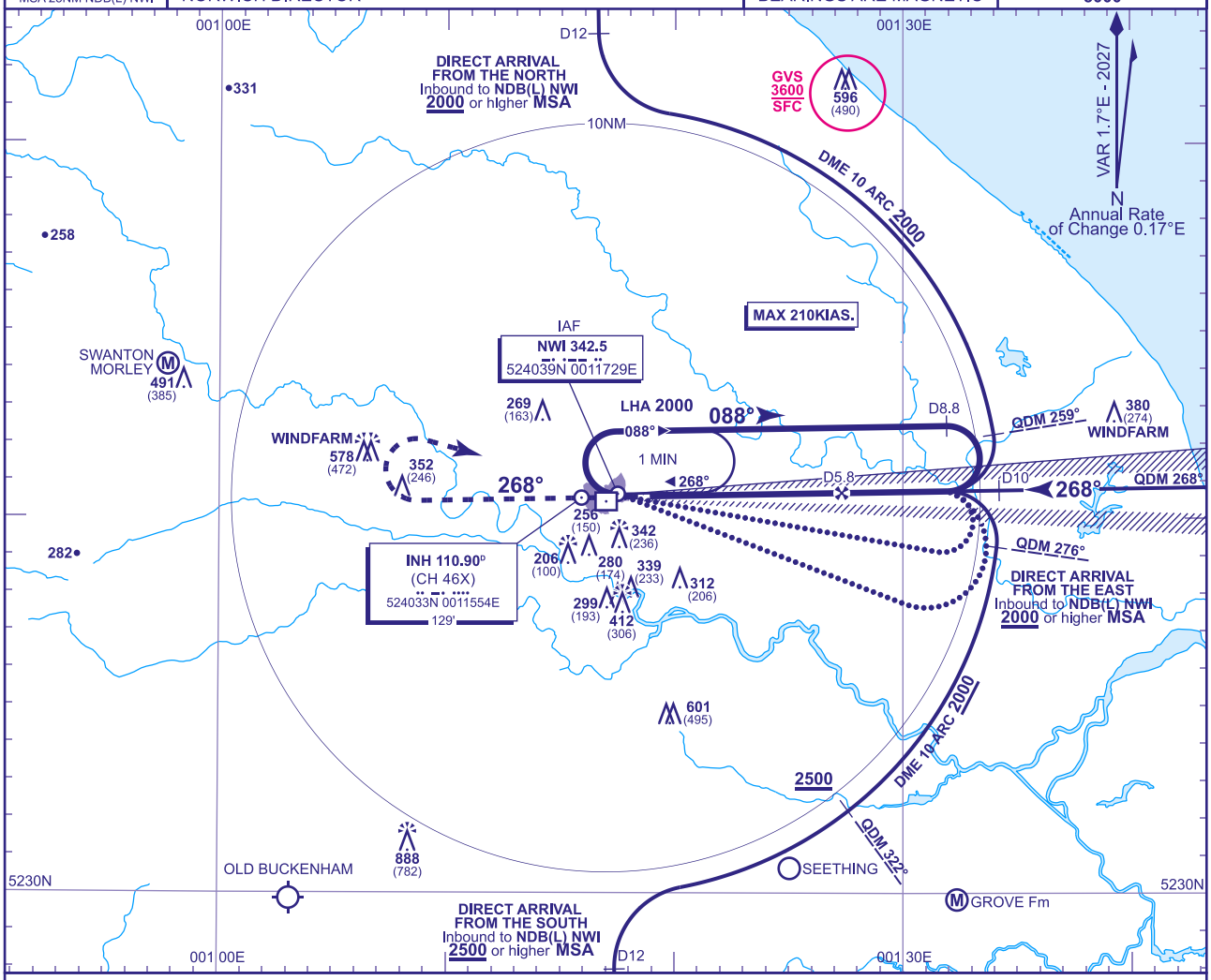
NORWICH
ILS/DME/NDB(L)
RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NWI

APP 119.355	NORWICH APPROACH	AD ELEVATION	118
TWR 124.255	NORWICH TOWER	THR ELEVATION	106
RAD 119.355, 128.330*	NORWICH RADAR	OBSTACLE ELEVATION	
ATIS 128.630	NORWICH INFORMATION	888 AMSL (782) (ABOVE THR)	
*NORWICH DIRECTOR		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**

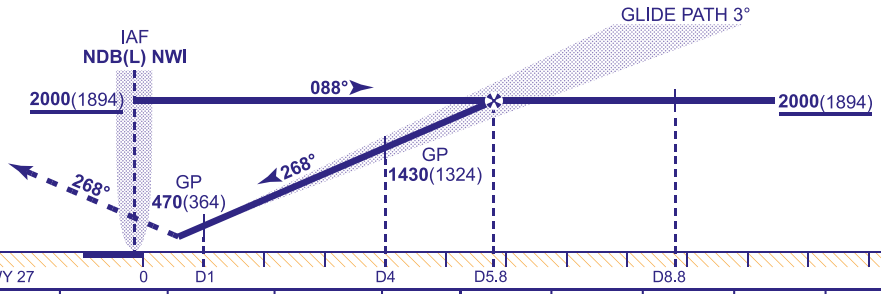


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-NH	5	4	3	2	1
ALT(HGT)	**1750**(1644)	**1430**(1324)	**1110**(1004)	**790**(684)	**470**(364)

RDH 50

Climb straight ahead to **1600** then climbing turn right to **NDB(L) NWI** to hold at **2000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**254**(148)	**262**(156)	**273**(167)	**283**(177)
VM(C)OCA (OCH AAL)	Total Area	**610**(492)	**640**(522)	**810**(692)	**810**(692)

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

ALTERNATIVE PROCEDURE
Overhead NDB(L) NWI fly outbound on QDR 099° (CAT A,B); QDR 109° (CAT C,D) maintaining **2000**(1894). At I-NH DME 8.8 turn left to intercept LOC. When established, proceed as for main procedure.

NOTE **1** All inbound aircraft should contact Norwich at least 10 MIN before ETA.
2 ATC will normally require aircraft to hold not lower than **3000** or equivalent FL.
3 Direct arrivals are subject to ATC approval and not available without DME I-NH.

CHANGE (5/26): AD ELEVATION. OCA(OCH). VM(C)OCA (OCH AAL).

AERO INFO DATE 23 FEB 26

INSTRUMENT APPROACH CHART - ICAO

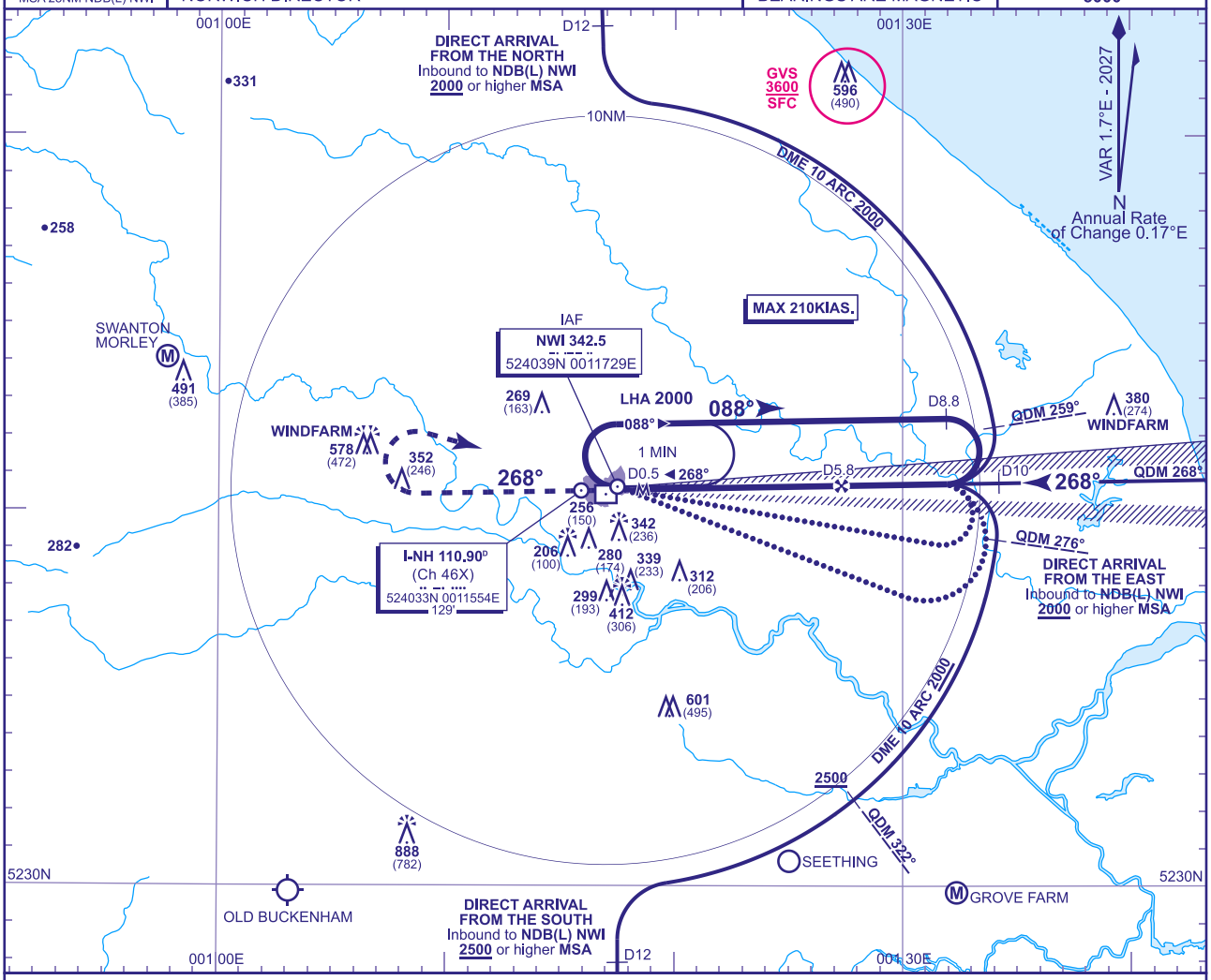
NORWICH LOC/DME/NDB(L) RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NWI

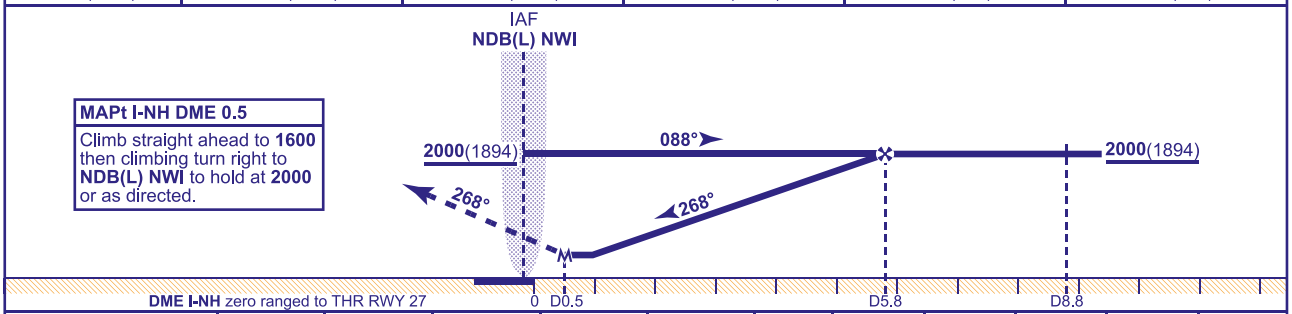
APP 119.355	NORWICH APPROACH	AD ELEVATION	118
TWR 124.255	NORWICH TOWER	THR ELEVATION	106
RAD 119.355, 128.330*	NORWICH RADAR	OBSTACLE ELEVATION	
ATIS 128.630	NORWICH INFORMATION	888 AMSL (782) (ABOVE THR)	
*NORWICH DIRECTOR		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-NH	5	4	3	2	1
ALT(HGT)	**1750**(1644)	**1430**(1324)	**1110**(1004)	**790**(684)	**470**(364)



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**460**(354)	**460**(354)	**460**(354)	**460**(354)
VM(C)OCA (OCH AAL)	Total Area	**610**(492)	**640**(522)	**810**(692)	**810**(692)

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

ALTERNATIVE PROCEDURE
Overhead NDB(L) NWI fly outbound on QDR 099° (CAT A,B); QDR 109° (CAT C,D) maintaining **2000**(1894). At I-NH DME 8.8 turn left to establish on FAT. When established, proceed as for main procedure.

NOTE **1** All inbound aircraft should contact Norwich at least 10 MIN before ETA.
2 ATC will normally require aircraft to hold not lower than **3000** or equivalent FL.
3 Direct arrivals are subject to ATC approval and not available without DME I-NH.

CHANGE (5/26): AD ELEVATION. VM(C)OCA (OCH AAL).

AERO INFO DATE 23 FEB 26

AD 2-EGSH-8-3

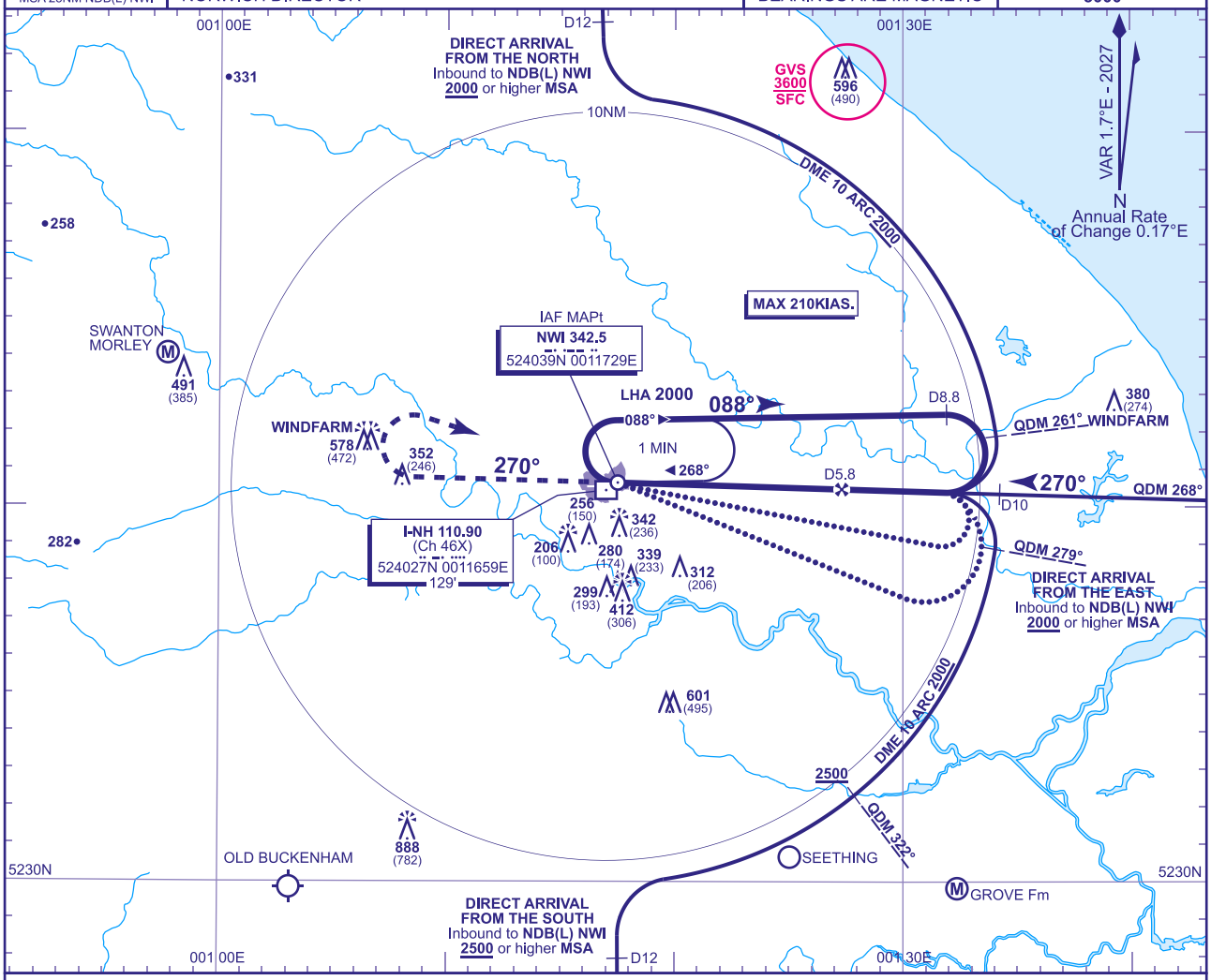
INSTRUMENT APPROACH CHART - ICAO

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

APP 119.355	NORWICH APPROACH	AD ELEVATION	118
TWR 124.255	NORWICH TOWER	THR ELEVATION	106
RAD 119.355, 128.330*	NORWICH RADAR	OBSTACLE ELEVATION	
ATIS 128.630	NORWICH INFORMATION	888 AMSL (782) (ABOVE THR)	
*NORWICH DIRECTOR		BEARINGS ARE MAGNETIC	

MSA 25NM NDB(L) NWI

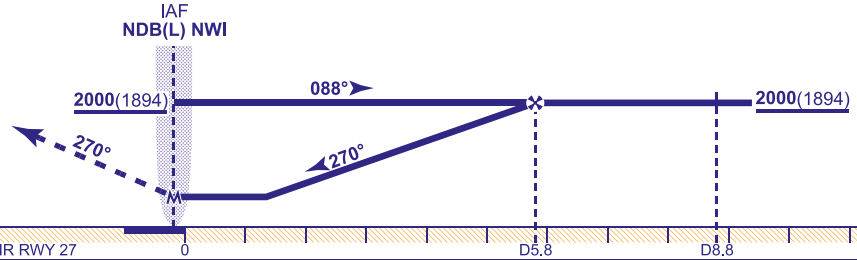
TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-NH	5	4	3	2
ALT(HGT)	**1750**(1644)	**1430**(1324)	**1110**(1004)	**790**(684)

MAPt NDB(L) NWI
Climb straight ahead to **1600** then climbing turn right to **NDB(L) NWI** to hold at **2000** or as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	**540**(434)	**540**(434)	**540**(434)	**540**(434)		FT/MIN	850	740	640	530	420
	NO DME	**650**(544)	**650**(544)	**650**(544)	**650**(544)							
VM(C)OCA (OCH AAL)	Total Area	**610**(492)	**640**(522)	**810**(692)	**810**(692)							

AIRCRAFT UNABLE TO RECEIVE DME As for main procedure with DME, except fly outbound on 088° for 3.5 MIN (CAT A,B); 2.5 MIN (CAT C,D) prior to turn inbound. When established on FAT descend to MDH.

ALTERNATIVE PROCEDURE Overhead NDB(L) NWI fly outbound on QDR 100° (CAT A,B); QDR 110° (CAT C,D) maintaining **2000**(1894). At I-NH DME 8.8 turn left to establish on FAT. When established, proceed as for main procedure.

NOTE
1 All inbound aircraft should contact Norwich at least 10 MIN before ETA.
2 FAT offset 2° south from RWY 27 C/L and crosses RWY C/L 2.2NM before THR.
3 ATC will normally require aircraft to hold not lower than **3000** or equivalent FL.
4 Direct arrivals are subject to ATC approval and not available without DME I-NH.

CHANGE (5/26): AD ELEVATION. VM(C)OCA (OCH AAL).

AERO INFO DATE 23 FEB 26 AD 2-EGSH-8-4

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTK13620)	TREE	515216.32N 0011626.40W	425 FT	93 FT	No	
(EGTK12964)	MONUMENT	515059.53N 0012210.49W	461 FT	128 FT	No	
2022020034	CRANE	515039.93N 0012025.89W	499 FT	197 FT	No	Mobile construction crane at Cowells Road. Not present all the time. Operating within radius 350 M from position. End estimated December 2026.
(EGTK12290)	GP MAST	515027.30N 0011912.82W	296 FT	27 FT	Yes Red	
(EGTK12285)	WINDSLEEVE	515021.78N 0011915.28W	291 FT	25 FT	Yes Red	
(EGTK10021)	VDF	515017.03N 0011900.04W	275 FT	24 FT	Yes Red	
(EGTK13017)	TREE	515015.72N 0012241.18W	498 FT	106 FT	No	
(EGTK3383)	RADAR	515014.84N 0011938.66W	347 FT	85 FT	Yes Red	
(EGTK3376)	TXRX MAST	515005.27N 0011933.46W	310 FT	49 FT	Yes Red	
(EGTK3377)	TXRX MAST	515003.93N 0011933.89W	311 FT	51 FT	Yes Red	
(EGTK4512)	MET MAST	515003.20N 0011924.15W	301 FT	41 FT	Yes Red	
(EGTK11802)	WINDSLEEVE	515002.44N 0011921.95W	287 FT	27 FT	Yes Red	
(EGTK5100)	NDB LIT	515000.28N 0011924.45W	294 FT	36 FT	Yes Red	
PERMIT 112501	CRANE	514938.65N 0011836.26W	393 FT	165 FT	Yes Red	Mobile construction crane at Oxford Technology Park, Langford Lane. Not present all the time. Operating within radius 150 M from position. End estimated February 2027.
(EGTK10874)	TREE	514916.70N 0012028.49W	448 FT	97 FT	No	
(EGTK13875)	MAST	514726.32N 0011044.77W	993 FT	554 FT	Yes Red	
(EGTK3444)	MAST	514507.52N 0011111.62W	699 FT	144 FT	No	
(EGTK13878)	MAST	514325.24N 0011806.95W	715 FT	179 FT	No	
(EGTK13879)	MAST	514323.38N 0011802.05W	664 FT	133 FT	No	
(EGTK13877)	MAST	514322.75N 0011805.79W	678 FT	143 FT	No	

EGTK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.

6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	Form 214/215/415, TAF/METAR AIRMET, internet access, consultation.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	OXFORD
10	Additional information (limitation of service, etc.)	Routine observations made at H+20 and H+50 during ATS hours. IRVR 19 Threshold only.

EGTK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
01	010.68°	1526 x 30 M	RWY surface: Asphalt, Grooved PCN 38/F/C/W/T	514952.10N 0011918.22W 156.5 FT	THR 248.9 FT TDZ 256.9 FT	
19	190.68°	1526 x 30 M	RWY surface: Asphalt, Grooved PCN 38/F/C/W/T	515034.05N 0011905.45W 156.5 FT	THR 258.3 FT TDZ 263.5 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	150 x 150 M	1439 x 300 M	90 x 60 M -			RWY 01 Threshold displaced by 143 M.
	175 x 150 M	1439 x 300 M	147 x 60 M -			RWY 19 Threshold displaced by 64 M.

EGTK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
01	1442 M	1592 M	1442 M	1319 M	
19	1383 M	1558 M	1383 M	1319 M	
19	1000 M	1174 M	1000 M		Take-off from intersection with Hold C1.

EGTK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	Omni-directional variable intensity RTIL either side of threshold.	Green Light intensity high With elev green wingbars	PAPI Left/3° 29 FT 140 M			Bi-directional White 60 M spacing Light intensity high	HI Red		EDGE: Final 380 M amber.

EGTK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Aircraft operators must obtain, accept and operate in accordance with the London Oxford Airport 'Terms and Conditions of Use', available at www.oxfordairport.co.uk.
b) Non-radio aircraft must contact ATC to obtain prior permission and joining/departure briefing. Tel: 01865-290650.
c) Passenger embarkation or disembarkation with engines running is prohibited.
d) High visibility clothing must be worn on all aprons, except for escorted passengers.
e) When the RVR is below 400 M departures are not permitted unless AOC holders have less restrictive State authorised take-off minima. Take-off will not be permitted if the RVR is less than 350 M.

2 GROUND MOVEMENT

a) Maintenance areas have restricted access (specified in terms and conditions of use). Operators must liaise with Oxford Operations to arrange parking, hangarage, if taxiing is permitted or towing required. Maintenance areas are not visible to ATC. Pilots of aircraft taxiing in these areas are solely responsible for the avoidance of collisions with aircraft, vehicles and other obstructions.
b) Compass swing bay, Class 1, Located at the end of Delta taxiway.
c) Data Link service available via ARINC.
d) Due to their tactical nature, departure instructions are not normally available until after the aircraft has taxied.
e) Jet Aircraft operating under their own power, larger than code B, are not permitted to use the taxiway link at Juliet to MA 1 or MA 2. Aircraft are to be parked on the main apron and towed as required.
f) Only single and twin piston aircraft are permitted to taxi under their own power beyond holding point Kilo at their discretion provided their wingspan does not exceed 15 M. All other aircraft will be towed to/from the main apron.
g) Piston aircraft are to perform pre-departure engine runs on Taxiway Alpha (Runway 01 in use) or in the designated run-up area on Taxiway Charlie east of holding point C3 (Runway 19 in use). Aircraft using the Taxiway Charlie run-up area are to pass other running aircraft on the south side of the taxiway then perform their checks on the north side of the taxiway, leaving sufficient space for another aircraft to pass.
h) All Jet and Turbo-prop maintenance ground runs are to be conducted on the Delta Compass Base. Other locations may be utilised for piston aircraft at ATC discretion. All maintenance ground runs must be booked with Airport Operations.
i) All aircraft operating on the Main Apron are reminded to use minimum power when manoeuvring.

3 CAT II/III OPERATIONS

a) Oxford is not equipped for Cat II/III operations, however LVPs are used to protect Cat I operations.
b) LVPs commence when the reported meteorological visibility is less than 550 M. A follow me vehicle may be provided as instructed by ATC.

4 WARNINGS

a) EGD129 is notified as active SR-SS Mon-Fri plus other HR as notified by NOTAM. It is located 4.5 NM northeast of the aerodrome. Tactical activity details are available from Oxford ATC upon request. A SUA Crossing Service is available from Oxford Approach/Radar on Channel 125.090.
b) Brize Norton CAS:

   i. Due to the possibility that departures from Runway 19 may penetrate the Brize Norton CTR, deviation from the departure clearance is not permitted unless safety is likely to be compromised.
   ii. Departures must remain outside the Brize Norton CTR unless cleared to transit. Seek confirmation from Oxford ATC if required.

c) Power cables 316 FT AMSL at 860 M north of Runway 19 threshold.
d) Caution: Abingdon aerodrome situated 8 NM south of Oxford has a similar runway configuration.
e) Caution: Oxford Airport is situated within the Oxford Area of Intense Aerial Activity.

5 HELICOPTER OPERATIONS

a) Standard Arrival: Enter via the fixed wing circuit unless otherwise instructed by ATC, route to the runway or Heli Area 1 as directed.
b) Standard Departure: Helicopters may depart parallel to the runway or as directed by ATC.
c) Except when using the runway, take-off and landing clearances will be appended "at your discretion". Caution fixed obstacles on all grass manoeuvring areas and free-ranging vehicles which are operating on their own lookout.
d) Heli Area 1 is the grass manoeuvring area west of Runway 01/19 and south of Taxiway Delta.

   i. Heli Area 1 may be used by multiple helicopters simultaneously for: departure, arrival, low-level handling and circuits.
   ii. Arrivals and departures via Heli Area 1 must not overfly the buildings immediately north-west and south-west of the aerodrome.
   iii. Helicopter circuits may be flown from Heli Area 1. Circuits are left hand (Runway 01 in use) or right hand (Runway 19 in use) at 1000 FT QNH. Upon departure from Heli Area 1 all circuit aircraft are to climb parallel with the runway heading until passing 500 FT AGL.
   iv. Circuits in Heli Area 1 are not available at night and are instead to be flown to the runway.

e) Helipad 1, 2 & 3 are restricted to helicopters maximum 17D.
f) Helipad 4, 5, 6 & 7 are restricted to helicopters maximum 14D.

g) Helipads 21-28 are operated by Airbus Helicopters UK.
h) Helipad 21, 24, 25, 26 & 27 are restricted to helicopters maximum 18D.
i) Helipad 22 & 23 are restricted to helicopters maximum 16D.
j) Helipad 28 is restricted to helicopters maximum 20D.
k) Pilots operating to/from Airbus Helicopters UK must contact Airbus on 01865-852400 to book in, be allocated a helipad and receive a pilot briefing. This is due to specific operating procedures being in place.
l) Some helipads have low ambient light levels and no edge lighting. Pilots are to proceed with caution and land at their discretion at night.

6 USE OF RUNWAYS

a) Runway Occupancy

i. Departures: Pilots must be ready for immediate departure before lining up. If unable, pilots must inform ATC prior to line up.
ii. Landing: Due to limited runway exits all pilots must spend 'minimum time on the runway' and vacate without delay to expedite traffic flow.

b) Runway 19 will be selected as the runway in use with up to a 5 KT tailwind. Requests for runway 01 must be made to ATC as early as possible.
c) Controllers may issue a 'land after' instruction. Pilots unable to accept, must inform ATC and await a full landing clearance, or initiate a go around.

7 TRAINING

a) Instrument approaches and circuit training slots can be requested on the day (not less than 15 MIN notice) via ATC (01865-290650).
b) All training flights must be booked prior to departure. Non-adherence to slot times may result in refusal of flight.

EGTK AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots are to avoid overflying the surrounding residential areas, including Blenheim Palace, except where there is an overriding training or flight safety requirement.
b) After departing from Runway 01, climb ahead to 1000 FT QNH or 1.0 DME I OXF, whichever is the earliest, before turning on course. Pilots carrying out visual departures should endeavour to complete this turn before reaching the Mercury Satellite Station (at 1.5 NM). When turning right, pilots are to avoid overflying the village of Shipton-on-Cherwell.
c) After departing from Runway 19, climb straight ahead to 1000 FT QNH or 1 DME I OXF, whichever is the earliest, before turning right. Aircraft intending to turn left, climb ahead to 1.5 DME I OXF (IFR) or until south of Yarnton Village (VFR), remaining clear, in all cases, of the Brize Norton CTR.
d) Whenever possible aircraft joining the circuit should, subject to ATC approval, plan to join on a base leg, giving way to traffic already established in the circuit. Straight in approaches are to be co-ordinated with ATC by no later than 10 NM so as not to conflict with published instrument final approach tracks.
e) Helicopter traffic is subject to standard arrival and departure procedures and routes.
f) Oxford Airport operates a noise amelioration scheme. A copy is available from Airport Operations.
g) Additional guidance and circuit diagrams are available on the Oxford Airport Website: https://www.oxfordairport.co.uk/noise-abatement/.

EGTK AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) The fixed wing circuit level is 1500 FT (QNH), 1200 FT (QFE).
b) The helicopter circuit level is 1000 FT (QNH), 700 FT (QFE) by day and 1300 FT (QNH), 1000 FT (QFE) by night.
c) Standard fixed wing circuit direction: Runway 01 - right hand, Runway 19 - left hand.
d) Rotary circuits are opposite direction to fixed wing.
e) Low-level circuits subject to ATC approval, not below 900 FT (QNH), 600 FT (QFE).
f) Additional guidance and circuit diagrams are available on the Oxford Airport Website: https://www.oxfordairport.co.uk/noise-abatement/.

2 DEPARTURES/ARRIVALS

a) STANDARD VFR DEPARTURE: VFR traffic shall squawk 4520, and must not fly above 2000 FT (QNH) until passing 5 NM from the aerodrome, unless otherwise instructed.
b) STANDARD VFR ARRIVAL: Inbound traffic is to make contact with Oxford Approach/Radar no later than 10 NM from Oxford and are to fly not above altitude 1500 FT (QNH) whilst within 5 NM of the aerodrome.
c) IFR departures and arrivals will be issued with specific routing instructions by ATC.
d) IFR DEPARTURES joining the airway structure are required to flight plan the following initial routes:

Direction	Route
North	IXURA - DTY - SAPCO
East	IXURA - DTY
South (RFL FL 195+)	IXURA - NANUM - BUGUP - EVSEM - CPT

AERODROME CHART - ICAO

ARP 515013N 0011912W

AD ELEV 263FT

OXFORD
EGTK

COM		
ATIS	136.230	OXFORD ATIS
TWR	133.430	OXFORD TOWER
	121.955 (GMC)*	OXFORD GROUND * Only open when notified by ATIS or when directed by ATC.
	121.605	OXFORD FIRE

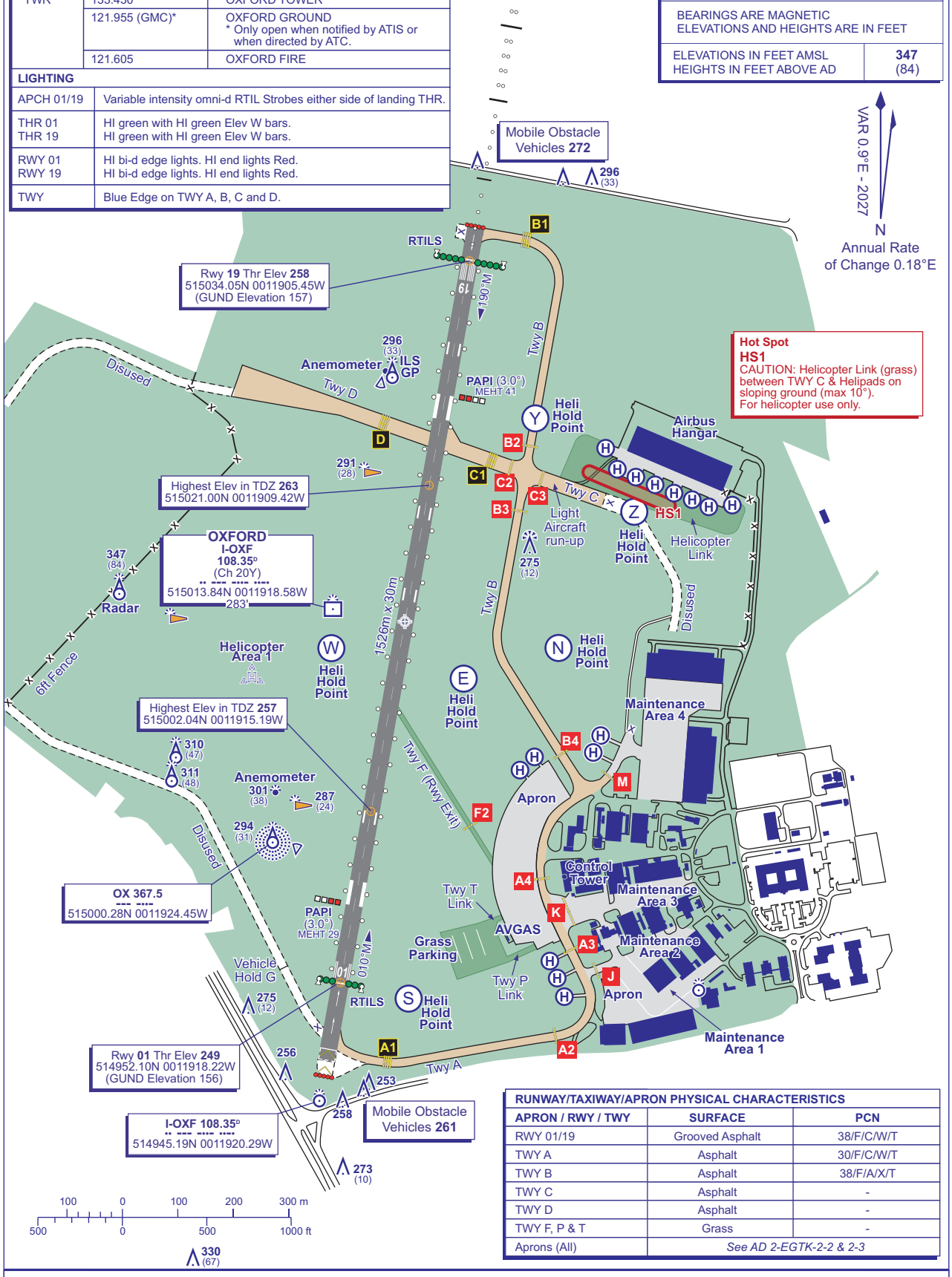
LIGHTING	
APCH 01/19	Variable intensity omni-d RTIL Strobes either side of landing THR.
THR 01 THR 19	HI green with HI green Elev W bars. HI green with HI green Elev W bars.
RWY 01 RWY 19	HI bi-d edge lights. HI end lights Red. HI bi-d edge lights. HI end lights Red.
TWY	Blue Edge on TWY A, B, C and D.

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**347** (84)

VAR 0.9°E - 2027
N
Annual Rate of Change 0.18°E



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 01/19	Grooved Asphalt	38/F/C/W/T
TWY A	Asphalt	30/F/C/W/T
TWY B	Asphalt	38/F/A/X/T
TWY C	Asphalt	-
TWY D	Asphalt	-
TWY F, P & T	Grass	-
Aprons (All)	*See AD 2-EGTK-2-2 & 2-3*	

CHANGE (5/26): NEW HOLD F2.

AERO INFO DATE 11 FEB 26

AD 2-EGTK-2-1

I

AIRCRAFT PARKING/DOCKING CHART - ICAO

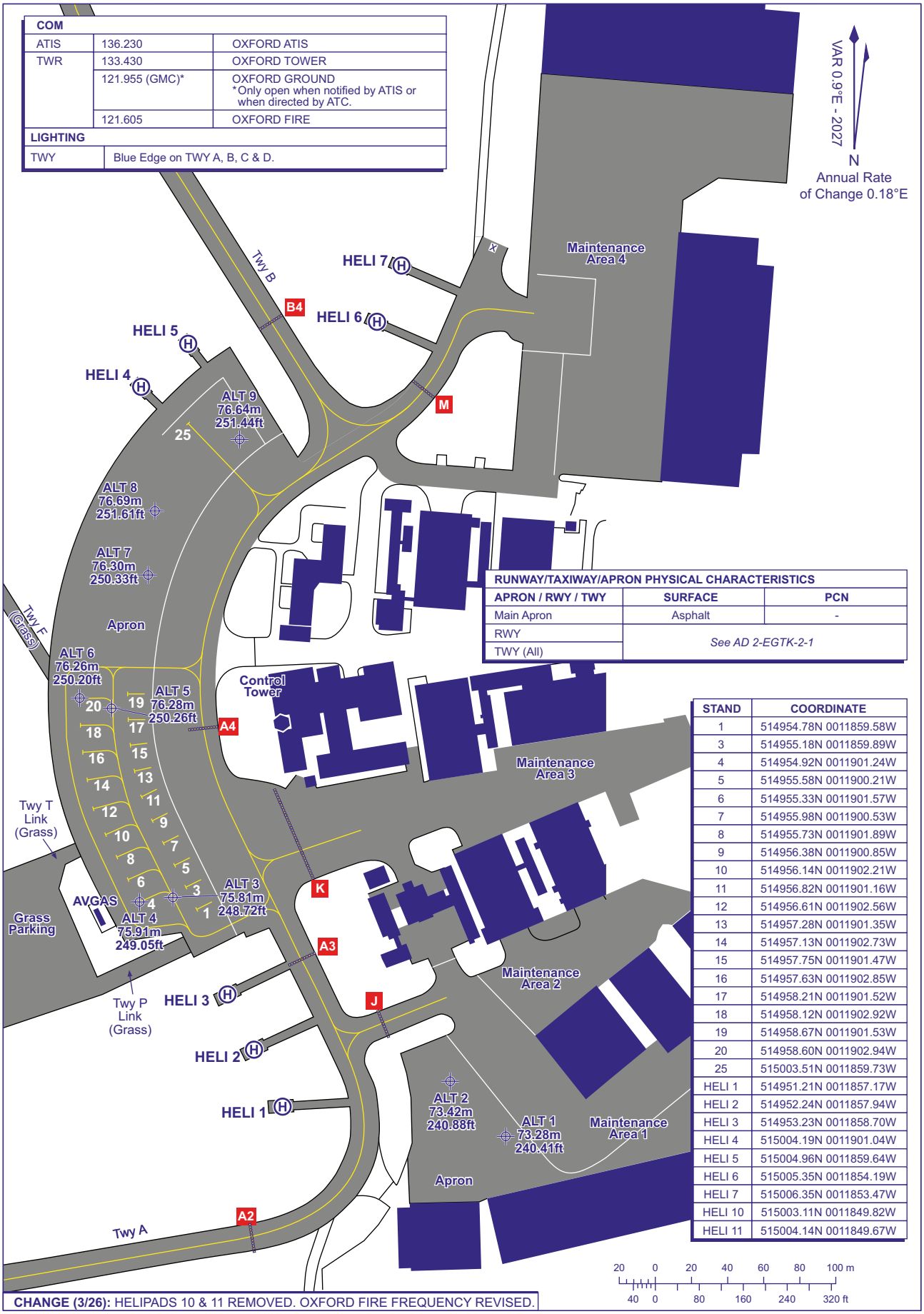
ARP 515013N 0011912W

AD ELEV 263FT

OXFORD
EGTK

COM		
ATIS	136.230	OXFORD ATIS
TWR	133.430	OXFORD TOWER
	121.955 (GMC)*	OXFORD GROUND *Only open when notified by ATIS or when directed by ATC.
	121.605	OXFORD FIRE
LIGHTING		
TWY	Blue Edge on TWY A, B, C & D.	

VAR 0.9°E - 2027
N
Annual Rate of Change 0.18°E



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
Main Apron	Asphalt	-
RWY	*See AD 2-EGTK-2-1*	
TWY (All)		

STAND	COORDINATE
1	514954.78N 0011859.58W
3	514955.18N 0011859.89W
4	514954.92N 0011901.24W
5	514955.58N 0011900.21W
6	514955.33N 0011901.57W
7	514955.98N 0011900.53W
8	514955.73N 0011901.89W
9	514956.38N 0011900.85W
10	514956.14N 0011902.21W
11	514956.82N 0011901.16W
12	514956.61N 0011902.56W
13	514957.28N 0011901.35W
14	514957.13N 0011902.73W
15	514957.75N 0011901.47W
16	514957.63N 0011902.85W
17	514958.21N 0011901.52W
18	514958.12N 0011902.92W
19	514958.67N 0011901.53W
20	514958.60N 0011902.94W
25	515003.51N 0011859.73W
HELI 1	514951.21N 0011857.17W
HELI 2	514952.24N 0011857.94W
HELI 3	514953.23N 0011858.70W
HELI 4	515004.19N 0011901.04W
HELI 5	515004.96N 0011859.64W
HELI 6	515005.35N 0011854.19W
HELI 7	515006.35N 0011853.47W
HELI 10	515003.11N 0011849.82W
HELI 11	515004.14N 0011849.67W

20 0 20 40 60 80 100 m
40 0 80 160 240 320 ft

CHANGE (3/26): HELIPADS 10 & 11 REMOVED. OXFORD FIRE FREQUENCY REVISED.

AERO INFO DATE 19 DEC 25

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**
(EGPK1880) 20/TAKE-OFF	TREE	552850.52N 0043536.87W	107 FT	40 FT	No	
(EGPK1908) 20/TAKE-OFF	TREE	552850.16N 0043535.43W	107 FT	38 FT	No	
(EGPK1845) 20/TAKE-OFF	AERIAL	552849.94N 0043539.44W	102 FT	32 FT	No	
(EGPK1938) 20/TAKE-OFF	TREE	552849.69N 0043534.14W	107 FT	38 FT	No	
(EGPK1878) 20/TAKE-OFF	LAMP POST	552838.63N 0043536.20W	124 FT	37 FT	No	
(EGPK1800) 20/TAKE-OFF	TREE	552837.52N 0043541.71W	144 FT	77 FT	No	
(EGPK1863) 20/TAKE-OFF	TREE	552834.75N 0043537.19W	143 FT	84 FT	No	
(EGPK3845) 30/APPROACH	FLOODLIGHT	552717.81N 0042512.75W	627 FT	104 FT	No	
(EGPK3802) 30/APPROACH	PYLON	552701.55N 0042626.91W	607 FT	149 FT	No	
(EGPK3924) 30/APPROACH	PYLON	552527.14N 0042305.80W	751 FT	165 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**
(EGPK1765)	MAST	553330.85N 0043605.10W	674 FT	195 FT	Yes Solid Red	
	CRANE	552812N 0043821W	197 FT	197 FT	No	
(EGPK3710)	TREE	552438.72N 0042837.64W	714 FT	39 FT	No	
(EGPK3592)	PYLON	552438.52N 0043010.31W	729 FT	66 FT	No	
(EGPK1188)	MAST	552434.58N 0044158.62W	1017 FT	147 FT	No	
(EGPK1187)	MAST	552434.09N 0044200.47W	1057 FT	178 FT	No	
(EGPK1161)	BUSH	552420.59N 0044236.99W	829 FT	5 FT	No	
(EGPK1191)	TERRAIN	552359.08N 0044151.84W	773 FT	0 FT	No	
(EGPK1166)	TERRAIN	552358.27N 0044225.57W	797 FT	0 FT	No	
(EGPK3566)	PYLON	552318.21N 0043026.07W	723 FT	126 FT	No	

EGPK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	Via Handling Agent.
8	Supplementary equipment available for providing information	Via Handling Agent.
9	ATS units provided with information	PRESTWICK
10	Additional information (limitation of service, etc.)	

EGPK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
02	023.74°	1906 x 45 M	RWY surface: Asphalt PCN 60/F/C/X/U	552918.17N 0043514.61W 179.2 FT	THR 48.2 FT TDZ 48.2 FT	
20	203.75°	1906 x 45 M	RWY surface: Asphalt PCN 60/F/C/X/U SWY surface: PCN 35/F/C/X/T	553012.19N 0043432.76W 179.1 FT	THR 60.4 FT TDZ 60.4 FT	
12	121.33°	2987 x 45 M	RWY surface: Concrete and asphalt PCN 90/R/C/W/T	553054.82N 0043641.31W 179.2 FT	THR 37.8 FT TDZ 37.8 FT	
30	301.36°	2987 x 45 M	RWY surface: Concrete and asphalt PCN 90/R/C/W/T	553008.68N 0043427.83W 179.1 FT	THR 65.5 FT TDZ 65.5 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
	93 x 150 M					RWY 02 Strip Dimensions: 2026 x 150 M. Landing threshold displaced by 81 M.
86 x 45 M	242 x 150 M					RWY 20 Strip Dimensions: 2111 x 280 M.
	184 x 150 M	3107 x 280 M				RWY 12 Landing threshold displaced by 244 M. 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.

AERODROME CHART - ICAO

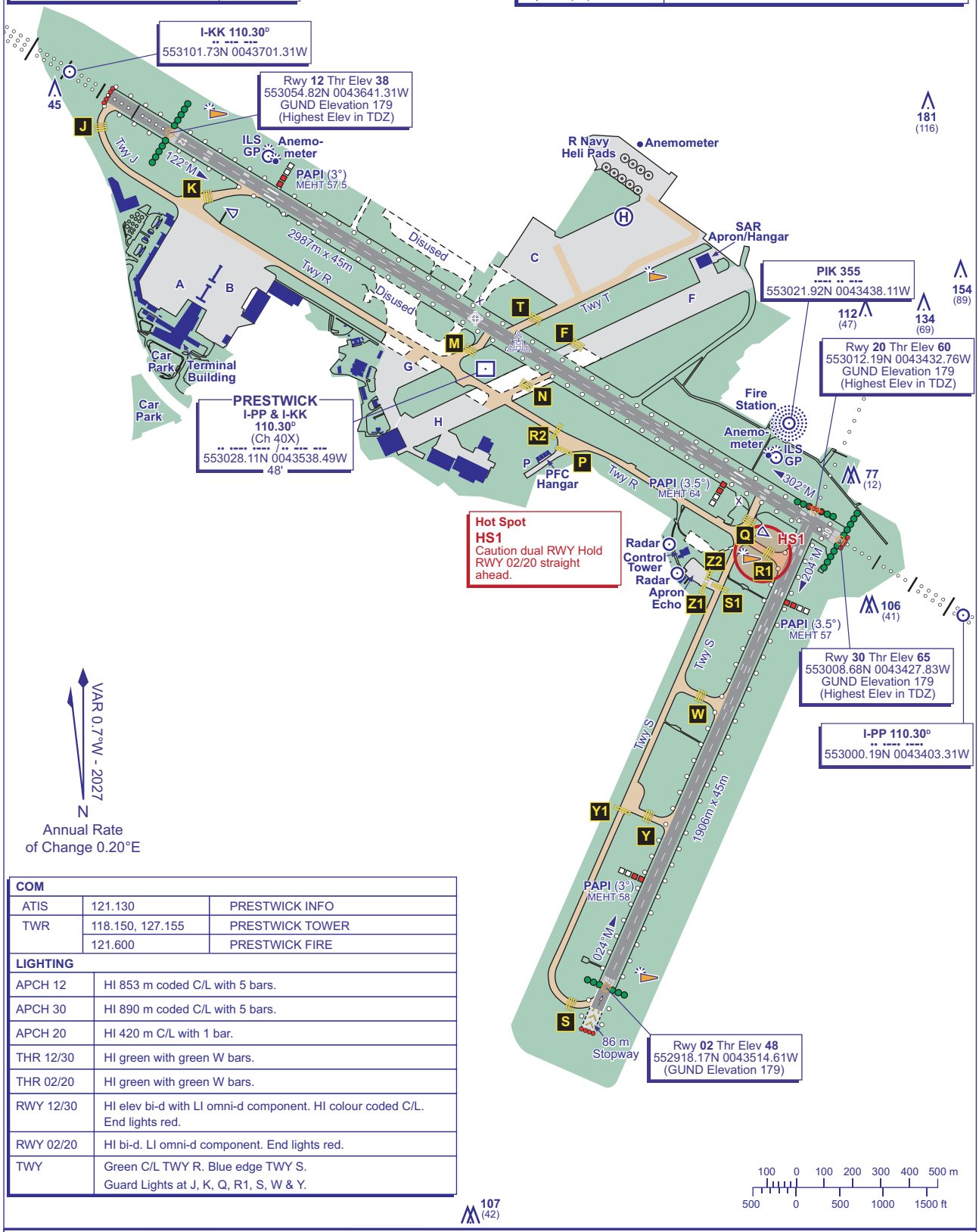
ARP 553034N 0043540W

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
RWY 12/30	Concrete/Asphalt	90/R/C/W/T
RWY 02/20	Asphalt	60/F/C/X/U
TWYs R & J	Concrete/Asphalt	65/R/C/W/T
TWY S	Asphalt	60/F/B/X/U
Aprons (All)	*See AD 2-EGPK-2-2*	



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 (5/26): STOPWAY EDITORIAL.

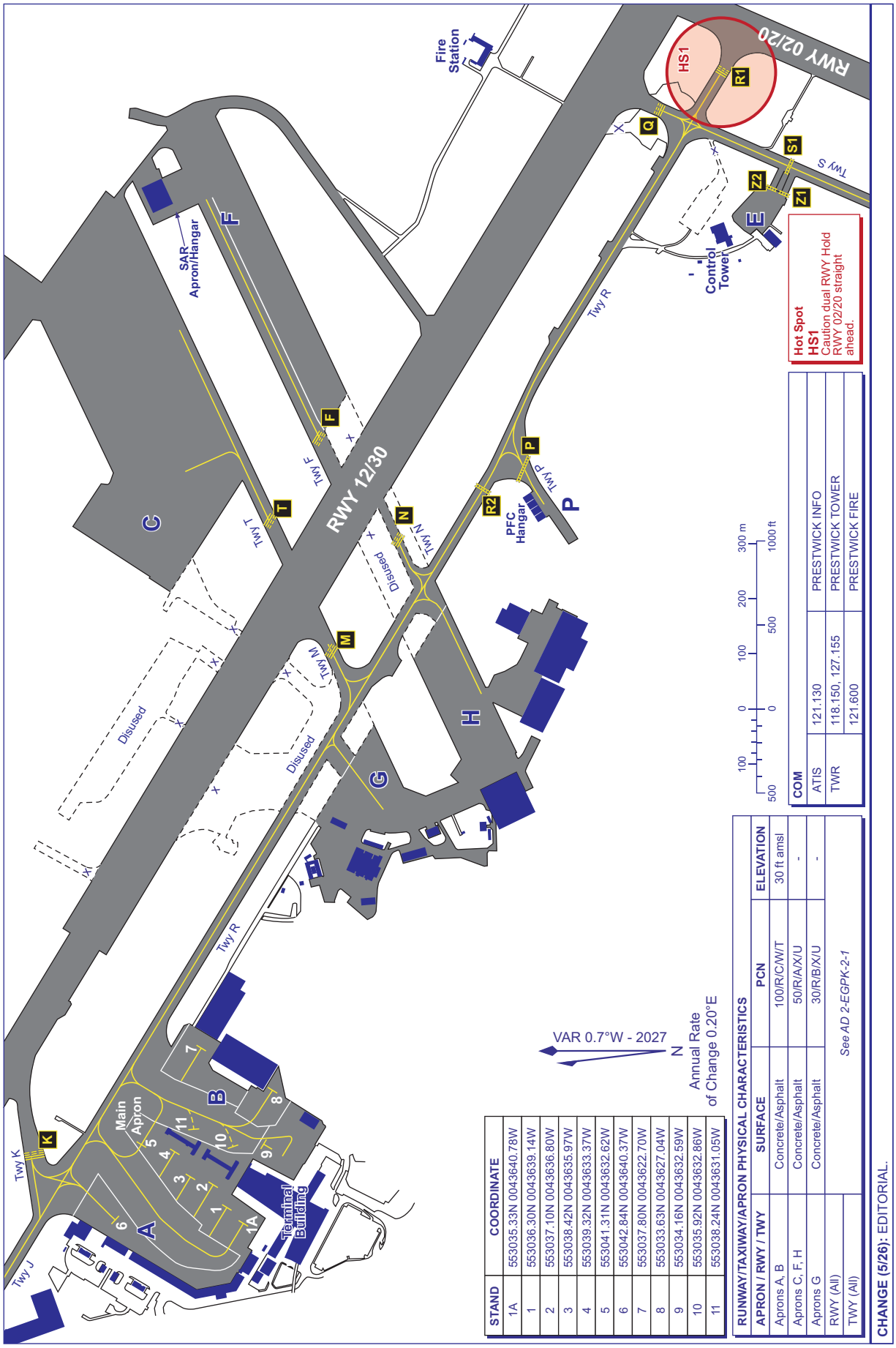
AERO INFO DATE 26 FEB 26

AIRCRAFT PARKING/DOCKING CHART - ICAO

PRESTWICK EGPK

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
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	-
RWY (All)	*See AD 2-EGPK-2-1*		
TWY (All)			

COM		
ATIS	121.130	PRESTWICK INFO
TWR	118.150, 127.155	PRESTWICK TOWER
	121.600	PRESTWICK FIRE

CHANGE (5/26): EDITORIAL.

AERO INFO DATE 26 FEB 26

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	58 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.

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SOUTHEND ATZ A circle, 2.5 NM radius, centred at 513413N 0004136E on longest notified runway (05/23)	Upper limit: 2058 FT ALT Lower limit: SFC	D	SOUTHEND TOWER English	6000 FT		H24. ATZ 2000 FT AAL.

EGMC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	SOUTHEND APPROACH	130.780 DOC 40 NM/ 10,000 FT.			H24	
TWR	SOUTHEND TOWER	127.730 On occasion combined with Radar/Approach. DOC 25 NM/4000 FT.			H24	
RADAR	SOUTHEND DIRECTOR	128.965 DOC 40 NM/ 10,000 FT.			H24 As directed.	Use of 'Radar' suffix denotes availability only. Provision of a specific service is not implied.
	SOUTHEND RADAR	130.780 DOC 40 NM/ 10,000 FT.			H24	
ATIS	SOUTHEND INFORMATION	136.055 DOC 60 NM/ 20,000 FT.			H24	
OTHER	SOUTHEND FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	SOUTHEND EMERGENCY	121.500 Emergency Frequency			O/R	

EGMC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 1.59°E (2027)	ISO	111.350 MHz	HO	513432.66N 0004218.48E		(RWY 05)
ILS/GP	ISO	332.150 MHz	HO	513359.78N 0004114.81E		3.5° ILS Ref Datum Hgt 52 FT.
ILS/LOC I 1.59°E (2027)	IND	111.350 MHz	HO	513351.85N 0004047.79E		(RWY 23)
ILS/GP	IND	332.150 MHz	HO	513425.85N 0004150.83E		3.0° ILS Ref Datum Hgt 52 FT. Certified for extended range to 15 NM.
NDB (L) 1.59°E (2027)	SND	362.500 kHz	H24	513433.63N 0004200.53E		On AD. DOC 30 NM

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME	IND	50Y 111.350 MHz	HO	513416.06N 0004129.84E	57 FT	(RWY 23) On AD. Freq paired with ILS I-ND and I-SO. Zero range is indicated at THR of Runway 05 and 23. Range 25 NM.
ILS/DME	ISO	50Y 111.350 MHz	HO	513416.06N 0004129.84E	57 FT	(RWY 05) On AD. Freq paired with ILS I-SO and I-ND. Zero range is indicated at THR of Runway 05 and 23. Range 25 NM.
VOR/DME 1.41°E (2027) 1.1°E (2025)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
VOR/DME 1.58°E (2027) 1.2°E (2023)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT.
VOR/DME 1.36°E (2027) 1.4°E (2025)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT	VOR DOC: 20 NM/25,000 FT (30 NM/25,000 FT in Sector R069-099). DME DOC: 120 NM/50,000 FT.

EGMC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Pilots and aircraft operators operating into London Southend Airport are deemed to have read and accepted the London Southend Airport 'Terms and Conditions of Use', and to be operating in accordance with them. These are downloadable from: https://southendairport.com/corporate-and-community/doing-business-with-us.
b) Use by aircraft not able to communicate with ATC by radio subject to prior permission by telephone, 01702-538420.
c) Southend airport will not permit any fixed wing aircraft to embark or disembark passengers with any engine running, except in emergency.
d) High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
e) Operators are advised that a night surcharge applies to movements between 2300-0600 (2200-0500).
f) Any ad-hoc movements between 2200-0630 (2100-0530) must obtain prior permission from ATC by telephone +44 (0)1702-538420 prior to commencement of the flight. Filing a flight plan is not sufficient in this regard.
g) Crew and passengers walking to and from north and south aprons will do so following the green marked walkways.
h) This aerodrome is strictly PPR.

2 GROUND MOVEMENT

a) Not all taxiways are available for use by all aircraft types. A321 sized aircraft and larger shall not vacate the runway via Taxiway Bravo. All code D sized aircraft must have a follow me vehicle or be towed. ATC will advise. Taxiway Echo only available for code A aircraft with an outer main gear wheel span of less than 4.5 M. Aircraft under their own power, do so at owners risk. All flights operating from the north side of the airport will, to aid ATC situational awareness, request taxi clearance. Code A aircraft with outer main gear wheel span of 4.5 M or greater will be towed along Taxiway Echo with prior approval.
b) Taxiway Delta: Pilots are advised that there is no taxiway lighting guidance and that vehicles operate north of Holding Point Delta without clearance or knowledge. Wingtip clearance is not assured and pilots are to take extra care when taxiing. All flights operating from the north side of the airport will, to aid ATC situational awareness, request start, push back and taxi clearance. TP-D on Taxiway Delta signage reads Delta Tug Point (DTP).
c) Runway 05 – Aircraft able to accept a departure from intersection of Taxiways C or D should inform ATC on start–up or taxi. See AD 2.13 for intersection departure declared distances.
d) Jet aircraft are to apply minimum thrust when starting and taxiing off Stands 11-15, due to proximity of buildings and other aircraft.
e) GA Parking will be directed by ATC and the marshaller.
f) Crew are requested to use minimum engine power when manoeuvring on the aprons and taxiways.
g) Taxiway Delta has a longitudinal slope of 2%. Operators are to taxi with caution between Delta holding point and runway edge.
h) The Centralised De-icing Facility (CDF) located towards the southern end of Taxiway Bravo is the only location enabled for the remote de-icing of aircraft.

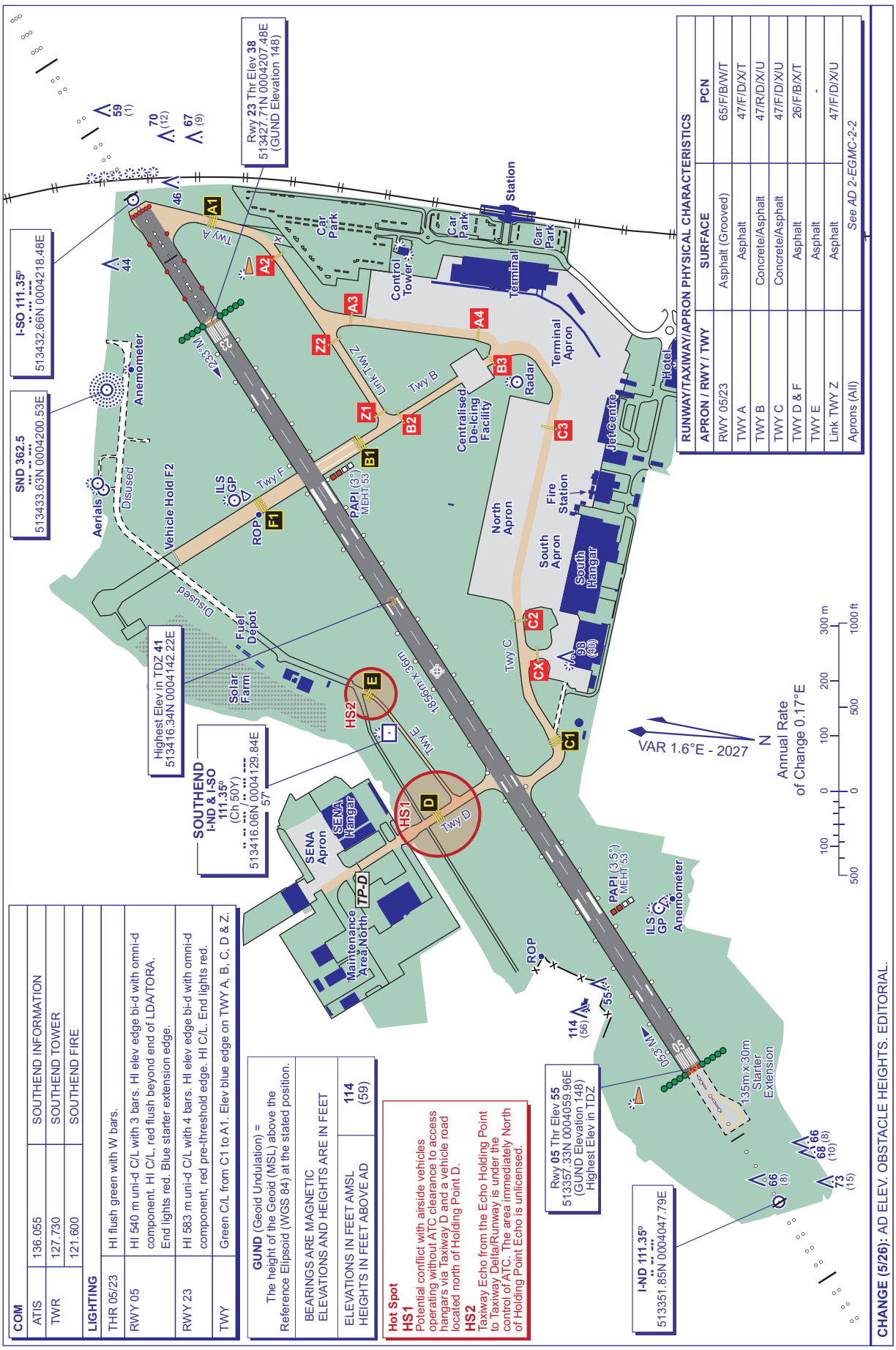
   i. Remote de-icing is available.
   ii. Remote de-icing operations may occur when snow is falling and accumulating and will be promulgated by Southend Operations.
   iii. When the CDF is "open" this will be broadcast on ATIS and full details are available via the Aerodrome Manual.

SOUTHEND EGMC

AERODROME CHART - ICAO

ARP 513413N 0004136E

AD ELEV 58FT



AERO INFO DATE 25 FEB 26

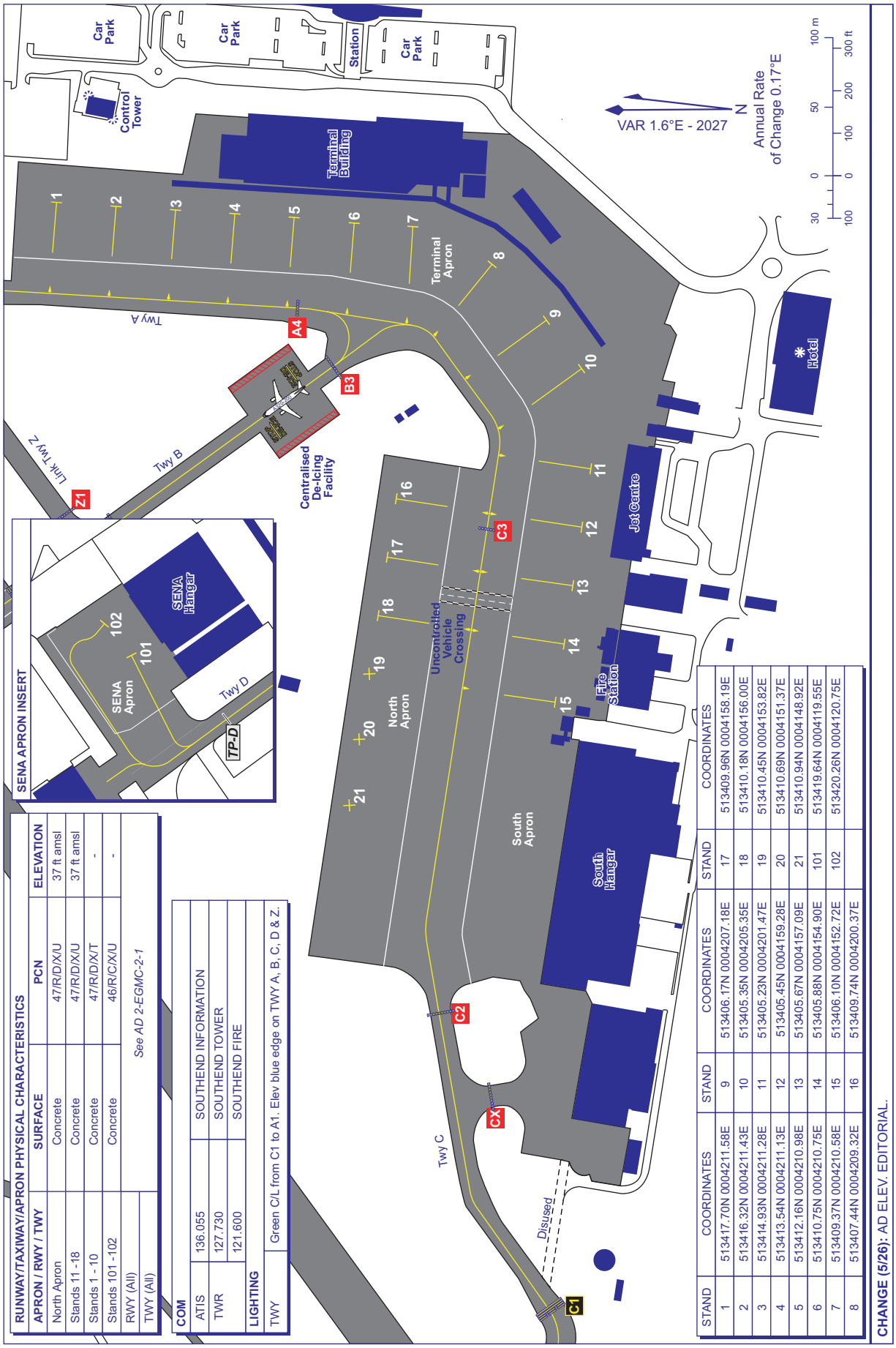
AD 2-EGMC-2-1

SOUTHEND EGMC

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 513413N 0004136E

AD ELEV 58FT



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
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	-
RWY (All)	See AD 2-EGMC-2-1		
TWY (All)			

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.

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		

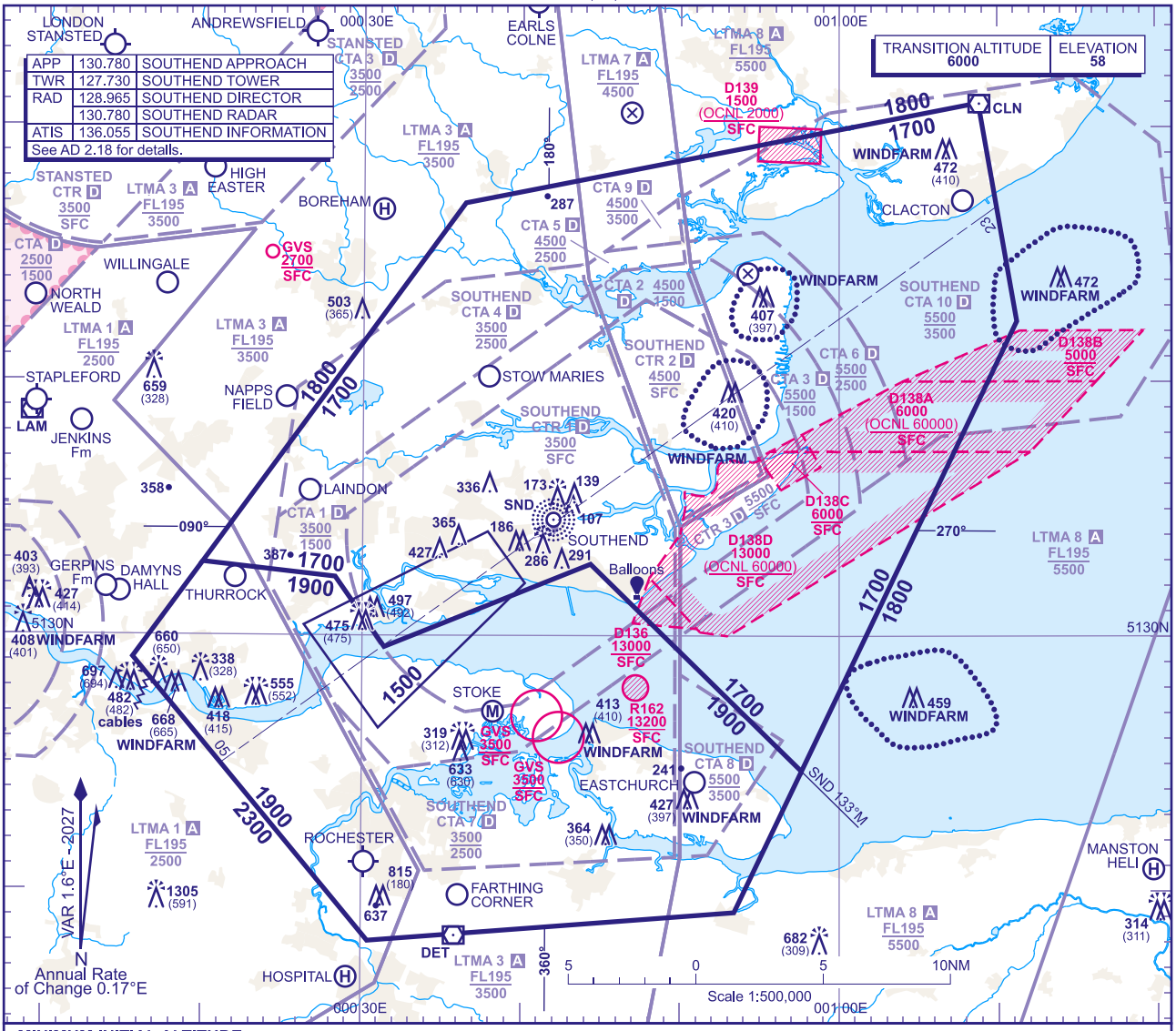
CHANGE (5/26): AD ELEV. EDITORIAL.

AERO INFO DATE 25 FEB 26

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**†.

Intermedlate and FInal Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) 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.**

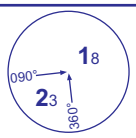
CHANGE (5/26): AERODROME ELEVATION.

AERO INFO DATE 18 FEB 26

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INSTRUMENT APPROACH CHART - ICAO

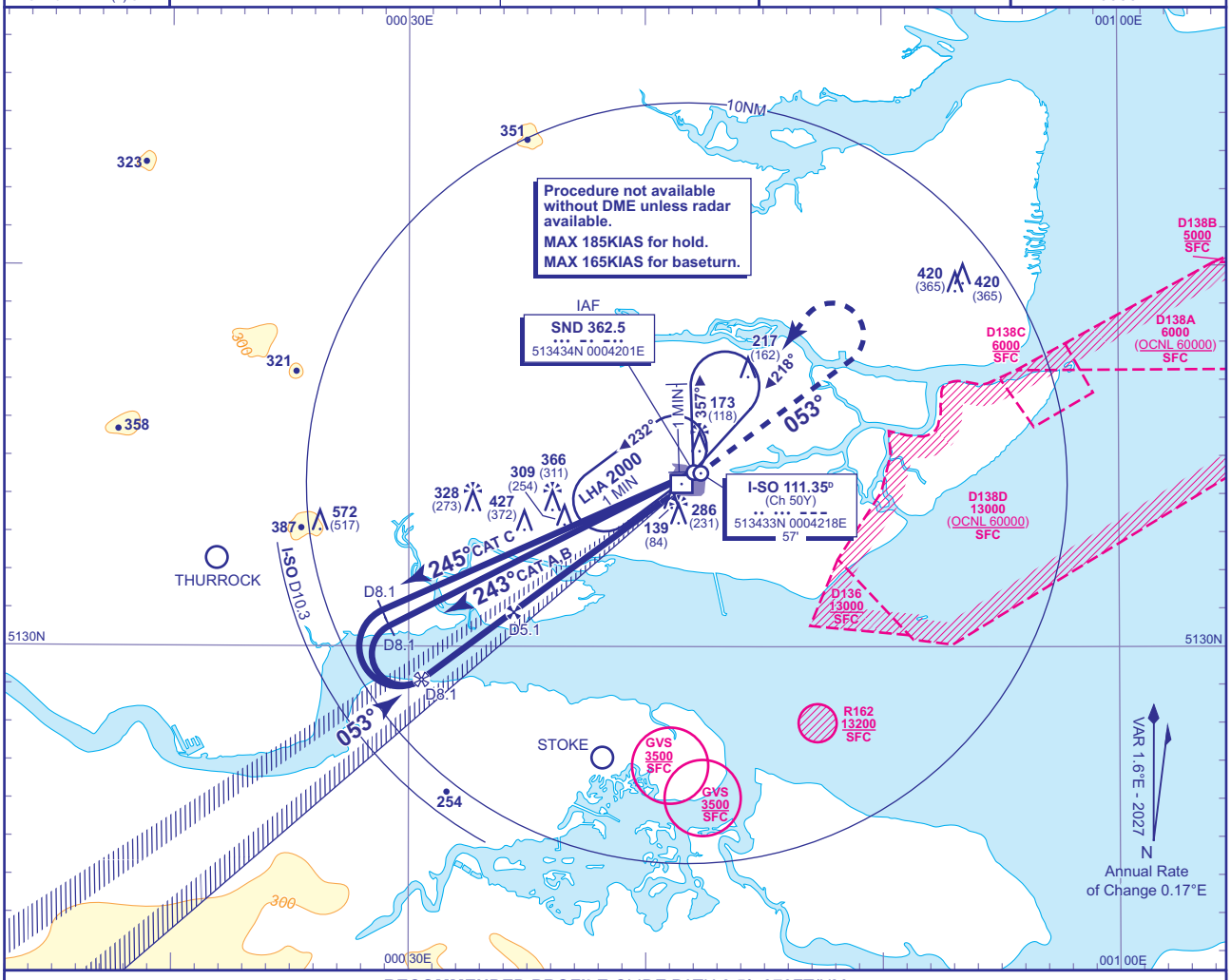
SOUTHEND
ILS/DME/NDB(L)
RWY 05
(ACFT CAT A,B,C)



MSA 25NM NDB(L) SND

APP	130.780	SOUTHEND APPROACH	AD ELEVATION	58	
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		

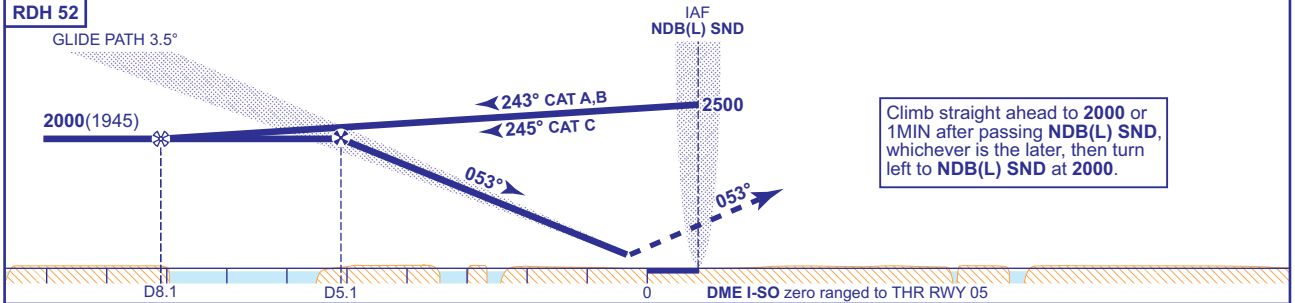
TRANSITION ALTITUDE **6000**



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**(542)	**700**(642)	**900**(842)

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.

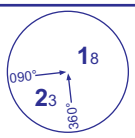
NOTES
1. Aircraft will normally be required to hold not lower than **2500**. Lowest altitiude to commence procedure from **NDB(L) SND** following Missed Approach is **2000**.
2. Maximum 185KIAS for hold and 165KIAS base turns.
3. Do not exceed I-SO D10.3 to remain within controlled airspace.

CHANGE (5/26): AERODROME ELEVATION. VM(C)OCA(OCH AAL).

AERO INFO DATE 18 FEB 26

INSTRUMENT APPROACH CHART - ICAO

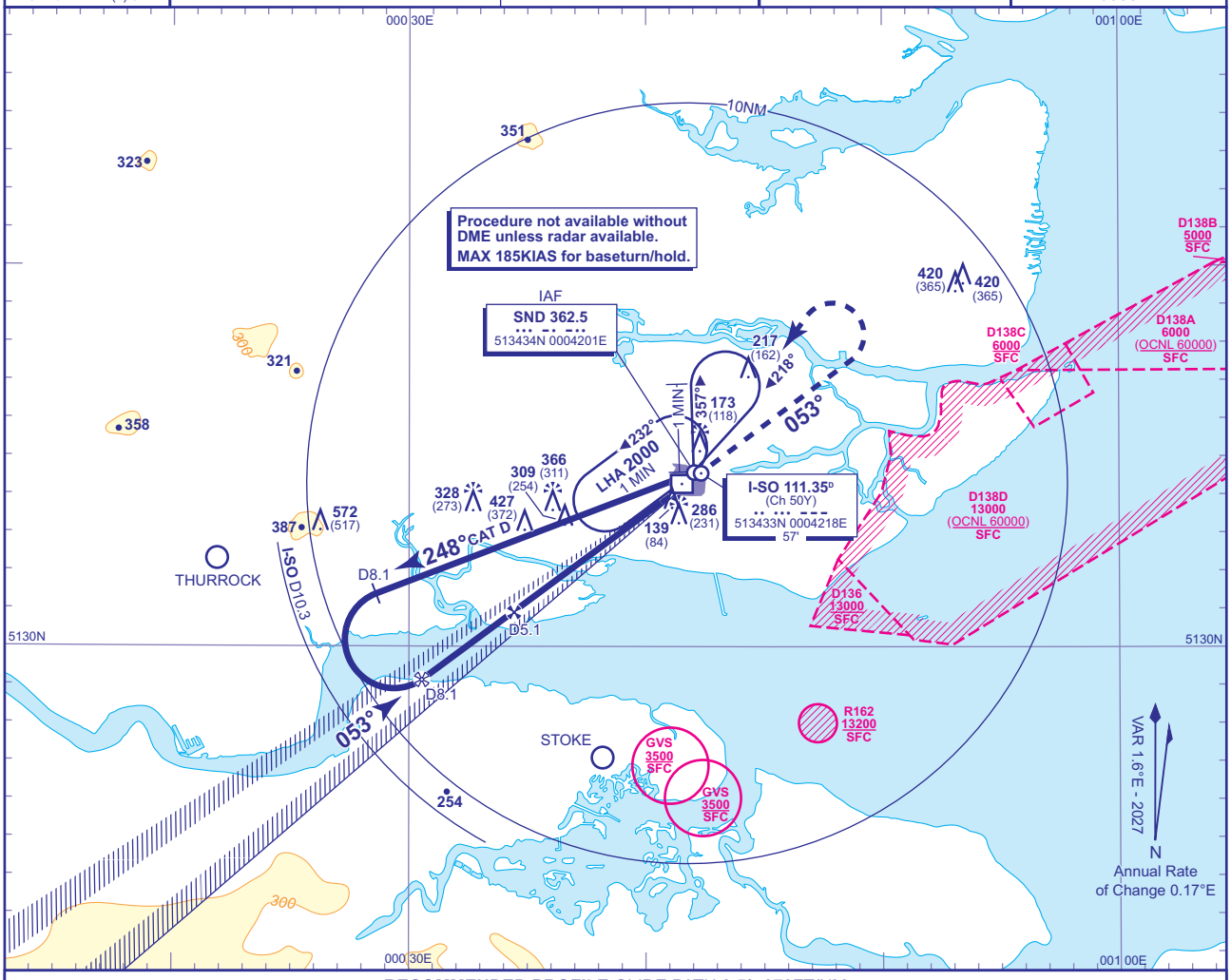
SOUTHEND ILS/DME/NDB(L) RWY 05
(ACFT CAT D)



MSA 25NM NDB(L) SND

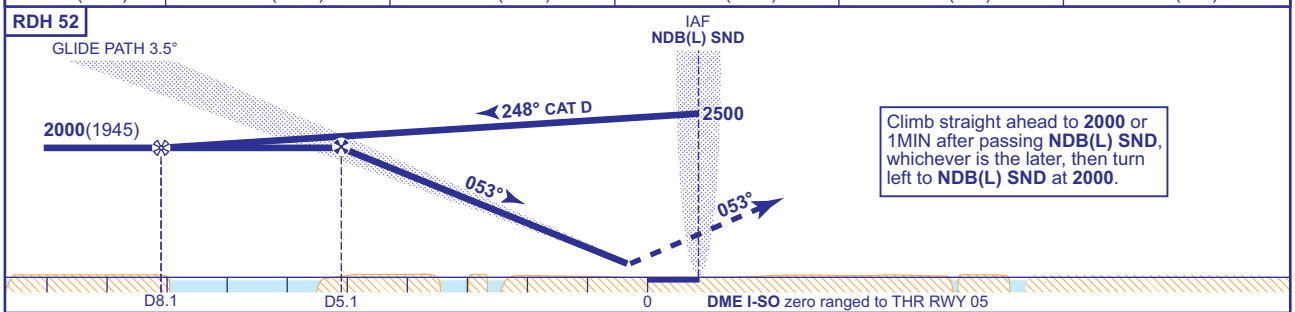
APP	130.780	SOUTHEND APPROACH	AD ELEVATION	58	
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	55	
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION		
	128.965	SOUTHEND DIRECTOR	572 AMSL (517) (ABOVE THR)		
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC		

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)



Aircraft Category		D
OCA (OCH)	CAT I	**272**(217)
VM(C)OCA (OCH AAL)	Total Area	**900**(842) (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.

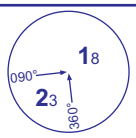
CHANGE (5/26): AERODROME ELEVATION. VM(C)OCA(OCH AAL).

AERO INFO DATE 18 FEB 26

AD 2-EGMC-8-2

INSTRUMENT APPROACH CHART - ICAO

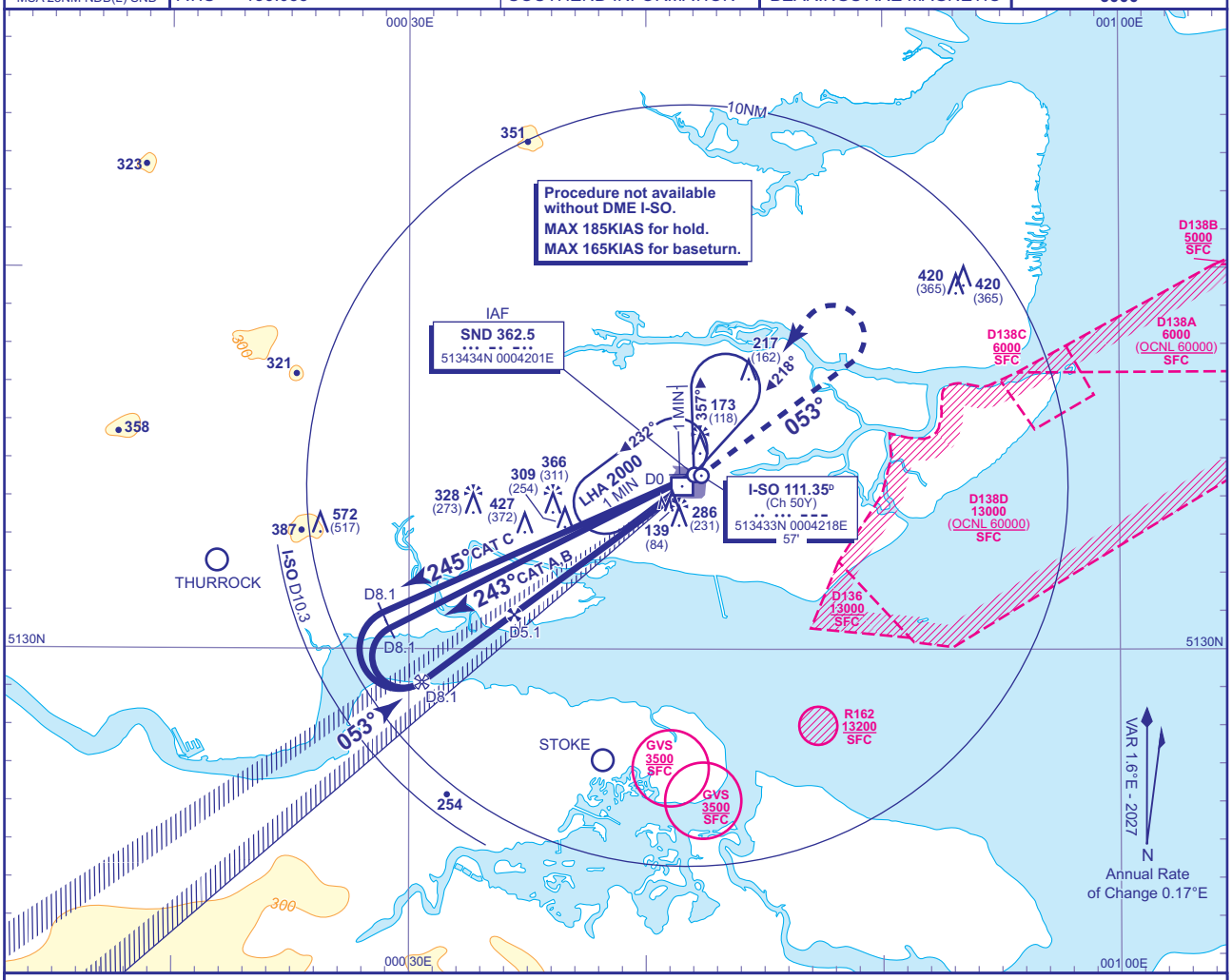
SOUTHEND LOC/DME/NDB(L) RWY 05
(ACFT CAT A,B,C)



MSA 25NM NDB(L) SND

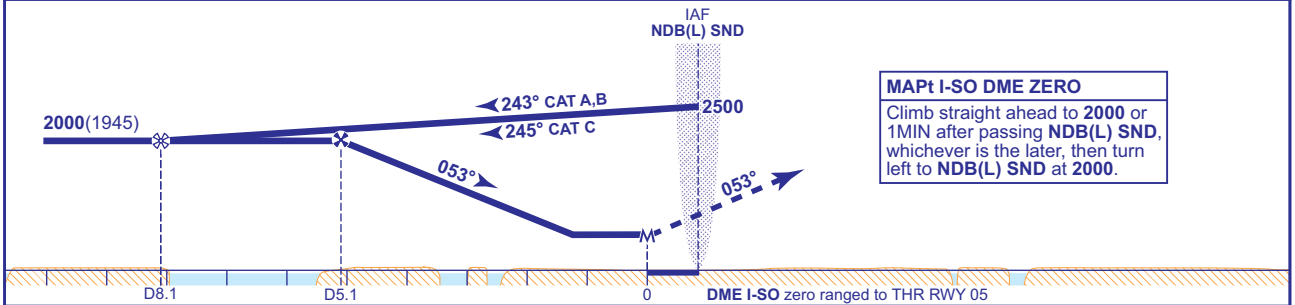
APP	130.780	SOUTHEND APPROACH	AD ELEVATION	58	
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	55	
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION	572 AMSL (517) (ABOVE THR)	
	128.965	SOUTHEND DIRECTOR			
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC		

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**(542)	**700**(642)	**900**(842)

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.

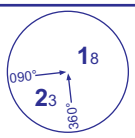
CHANGE (5/26): AERODROME ELEVATION. VM(C)OCA(OCH AAL).

AERO INFO DATE 03 MAR 26

AD 2-EGMC-8-3

INSTRUMENT APPROACH CHART - ICAO

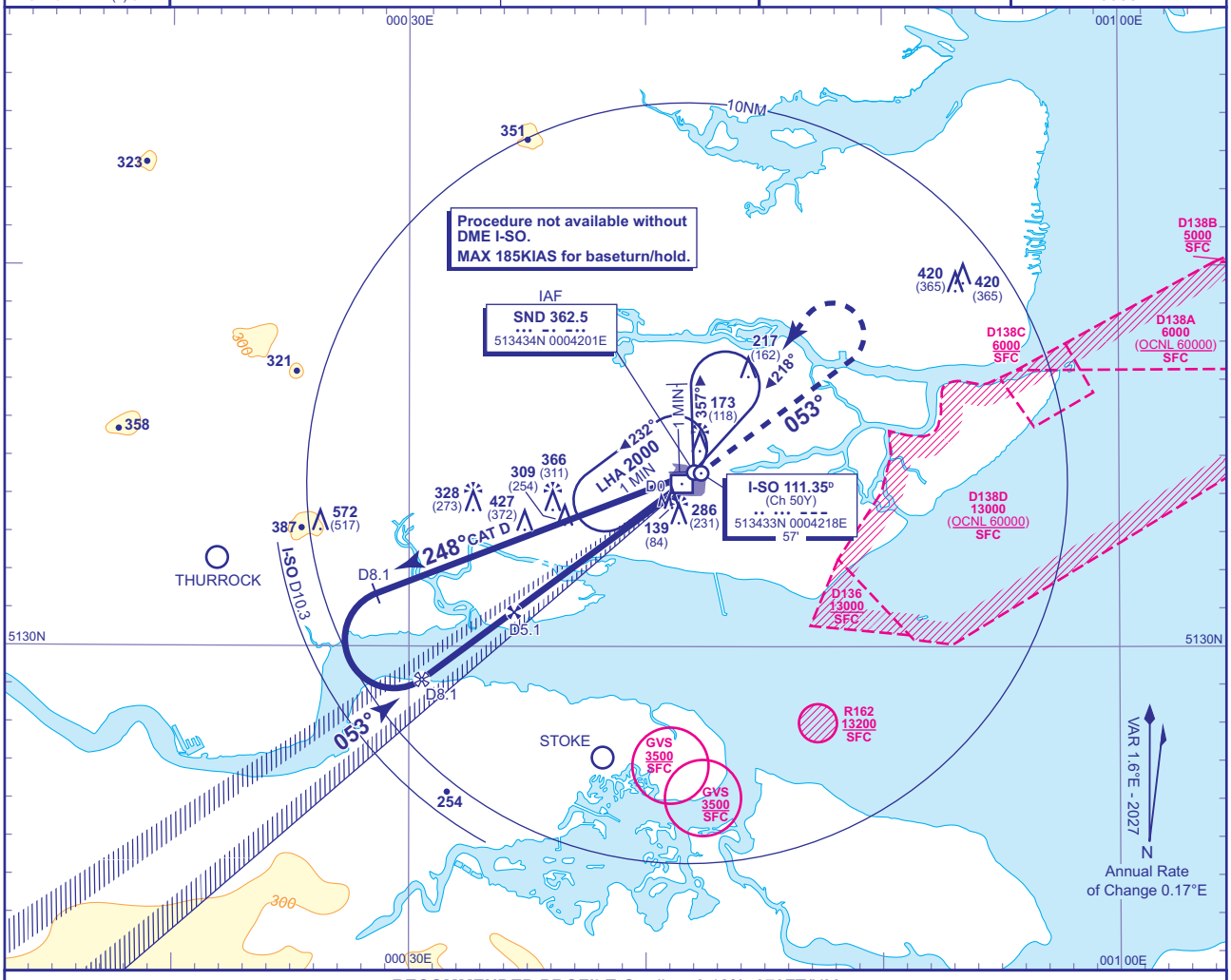
SOUTHEND LOC/DME/NDB(L) RWY 05 (ACFT CAT D)



MSA 25NM NDB(L) SND

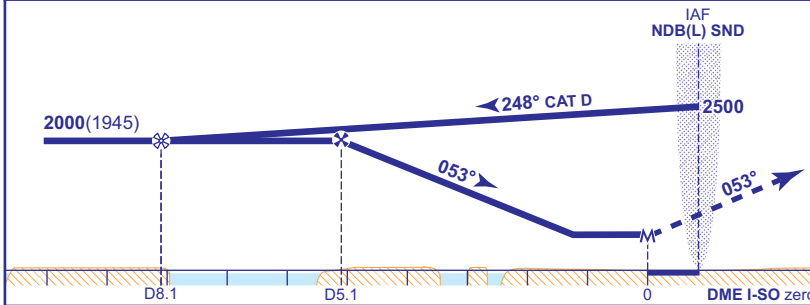
APP	130.780	SOUTHEND APPROACH	AD ELEVATION	58	
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	55	
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION		
	128.965	SOUTHEND DIRECTOR	572 AMSL (517) (ABOVE THR)		
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE 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**(842) (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.

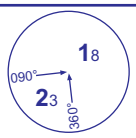
CHANGE (5/26): AERODROME ELEVATION. VM(C)OCA(OCH AAL).

AERO INFO DATE 18 FEB 26

AD 2-EGMC-8-4

INSTRUMENT APPROACH CHART - ICAO

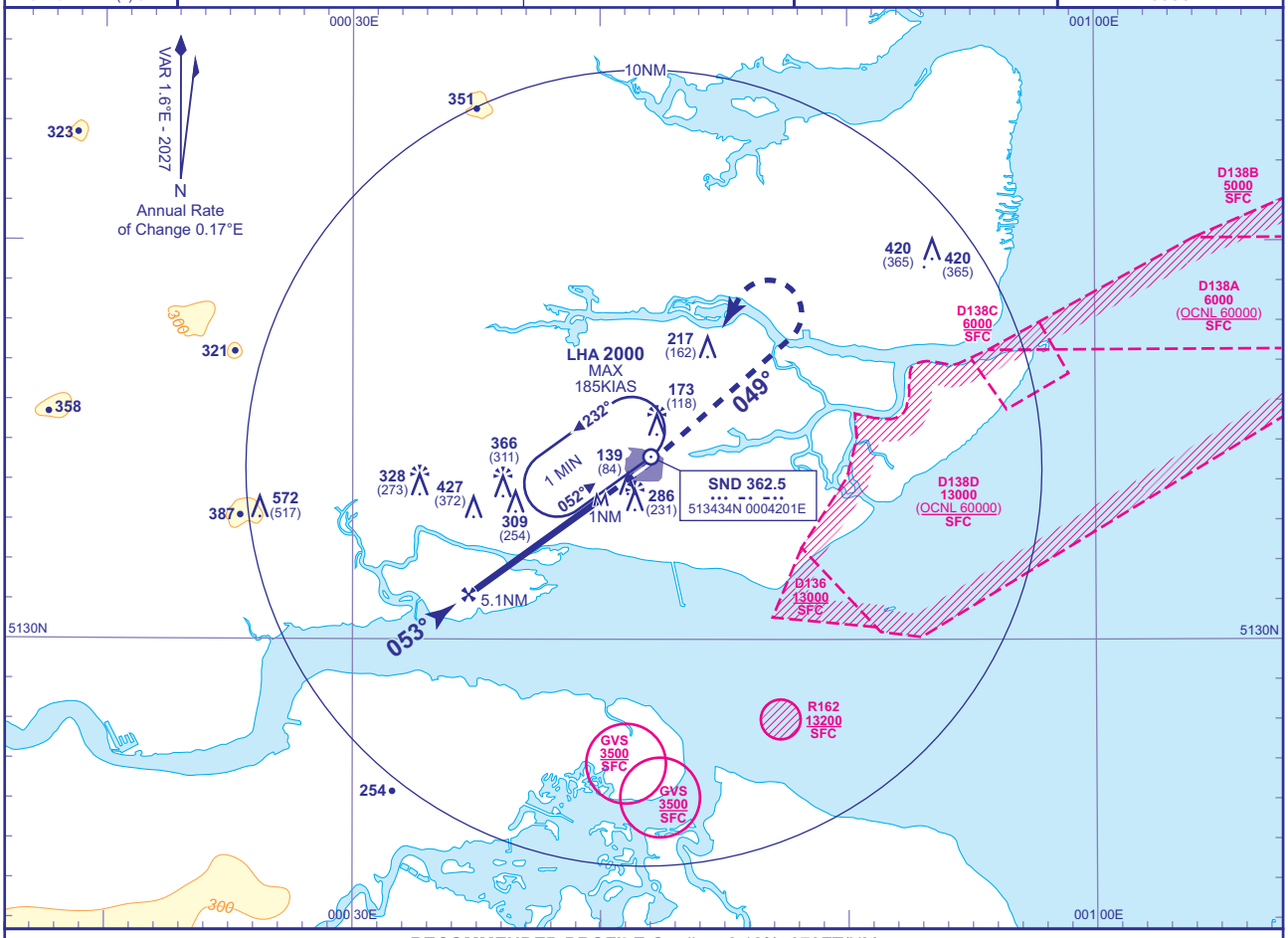
SOUTHEND
SRA RTR 2NM
RWY 05
(ACFT CAT A,B,C)



MSA 25NM NDB(L) SND

APP	130.780	SOUTHEND APPROACH	AD ELEVATION	58	
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		

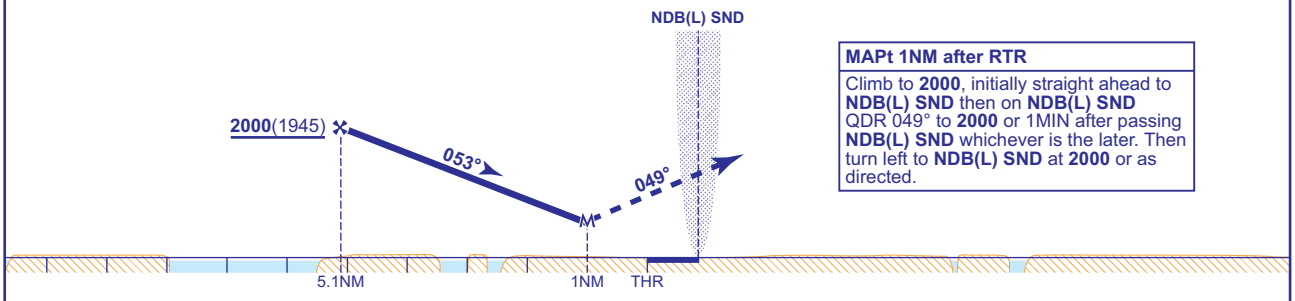
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE 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**(542)	**700**(642)	**900**(842)

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

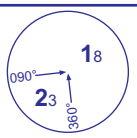
NOTE Aircraft will be required to hold not lower than **2500**. Lowest altitude to commence procedure from NDB(L) SND following a missed approach is **2000**.

CHANGE (5/26): AERODROME ELEVATION. VM(C)OCA(OCH AAL).

AERO INFO DATE 18 FEB 26

INSTRUMENT APPROACH CHART - ICAO

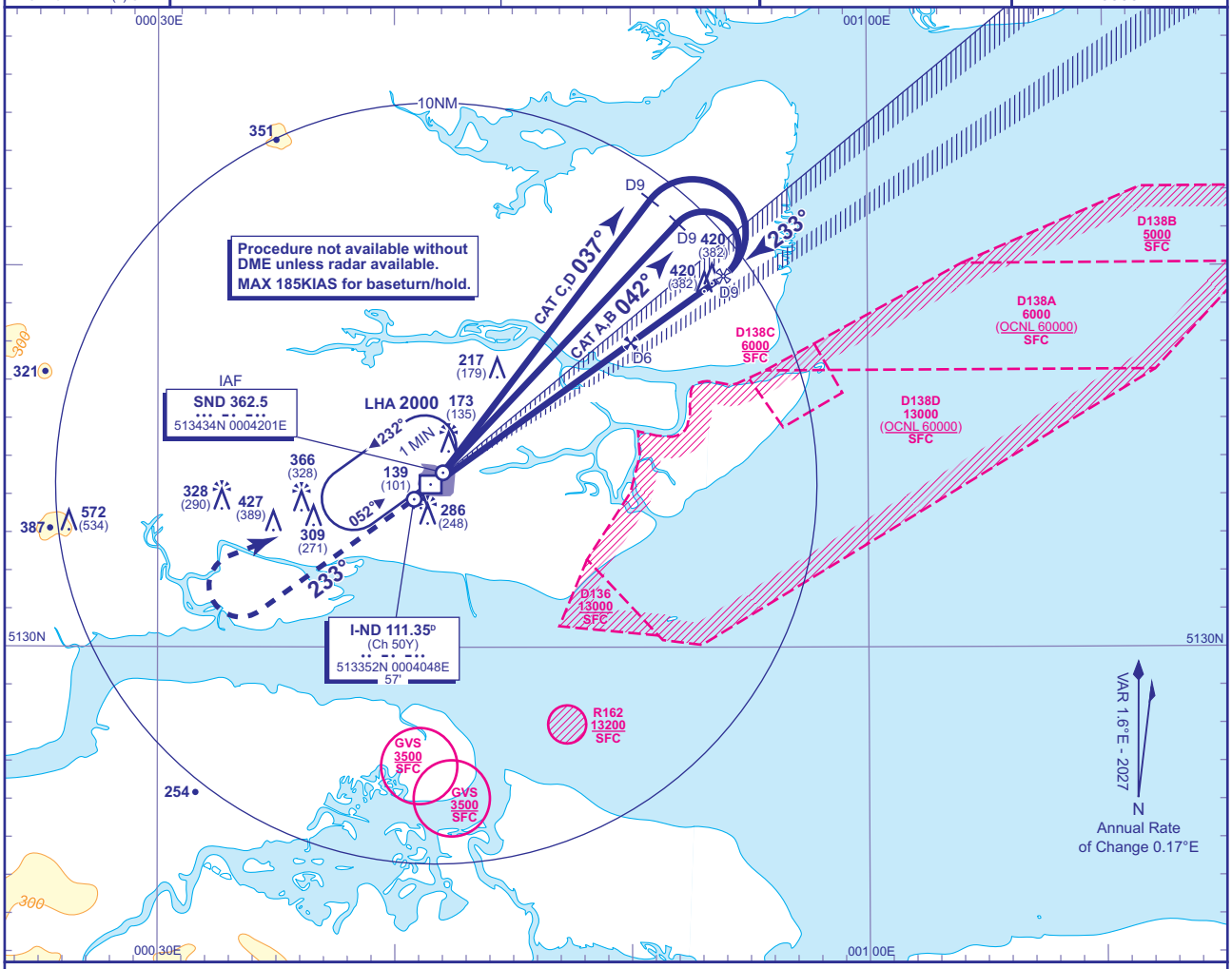
SOUTHEND ILS/DME/NDB(L) RWY 23
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) SND

APP	130.780	SOUTHEND APPROACH	AD ELEVATION	58	
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**

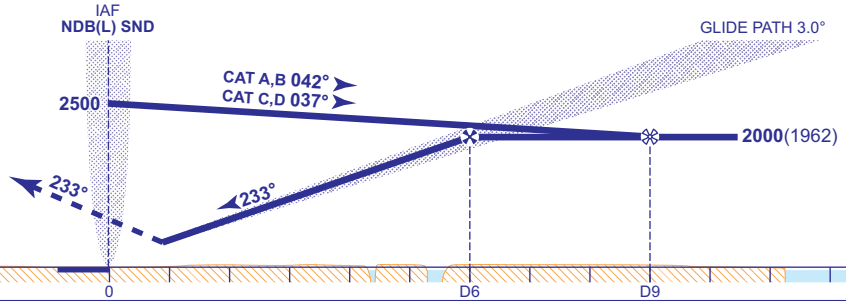


RECOMMENDED PROFILE GLIDE PATH 3.0°, 320FT/NM

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**(542)	**700**(642)	**900**(842)	**900**(842) (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.

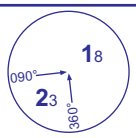
CHANGE (5/26): AERODROME ELEVATION. VM(C)OCA(OCH AAL).

AERO INFO DATE 18 FEB 26

AD 2-EGMC-8-6

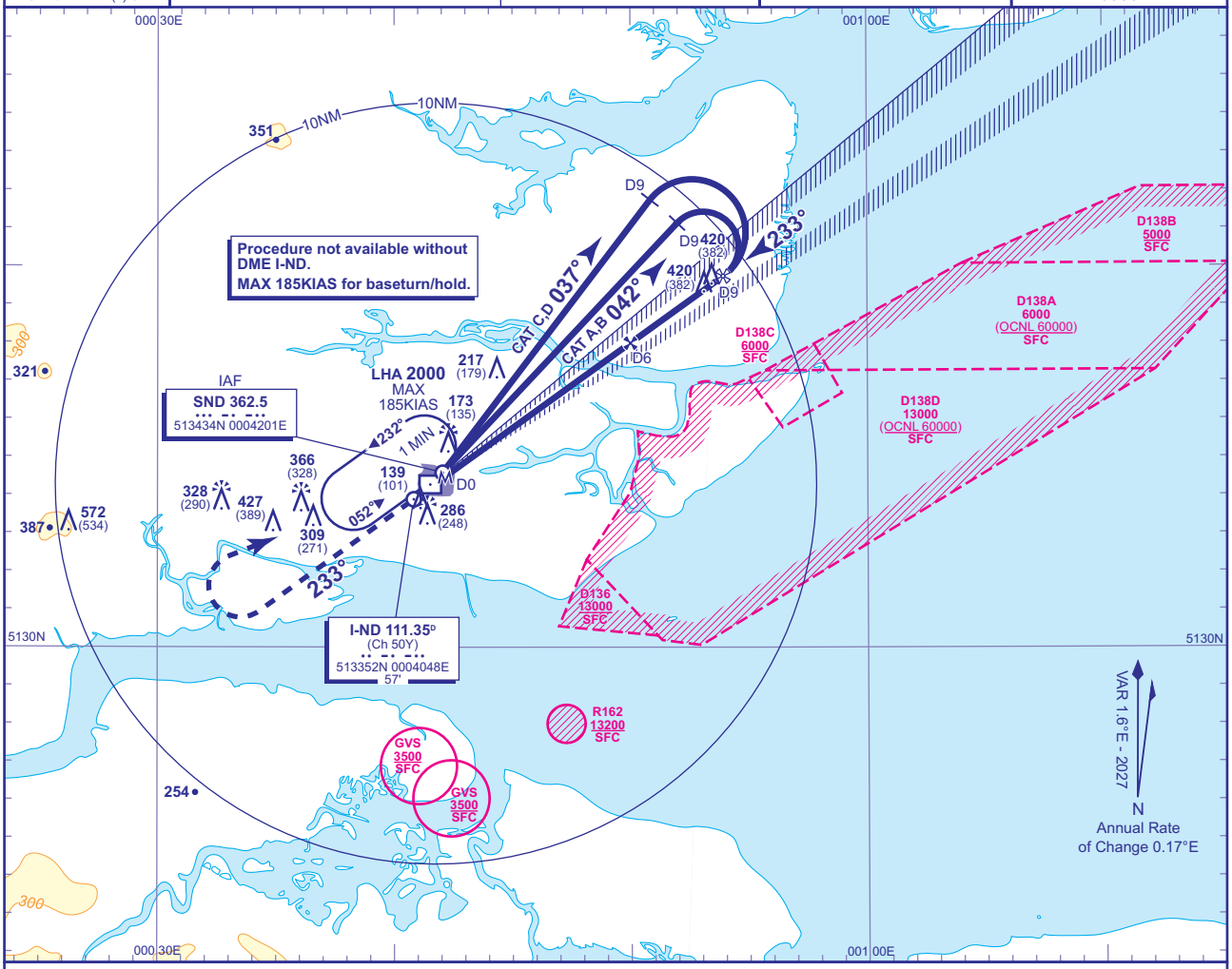
INSTRUMENT APPROACH CHART - ICAO

SOUTHEND LOC/DME/NDB(L) RWY 23
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) SND

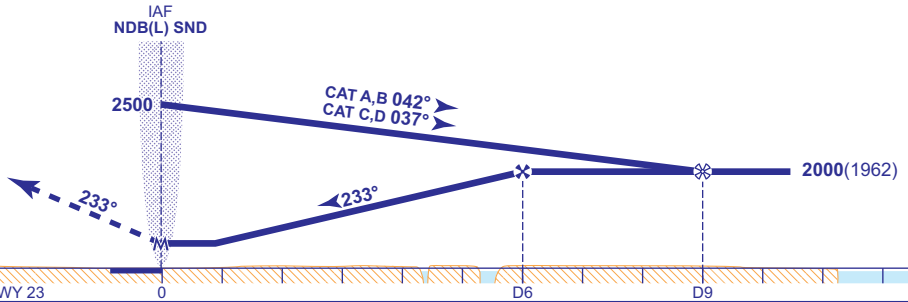
APP	130.780	SOUTHEND APPROACH	AD ELEVATION	58	TRANSITION ALTITUDE 6000
TWR	127.730	SOUTHEND TOWER	THR ELEVATION	38	
RAD	130.780	SOUTHEND RADAR	OBSTACLE ELEVATION 572 AMSL (534) (ABOVE THR)		
	128.965	SOUTHEND DIRECTOR			
ATIS	136.055	SOUTHEND INFORMATION	BEARINGS ARE MAGNETIC		



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**(542)	**700**(642)	**900**(842)	**900**(842) (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.

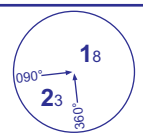
CHANGE (5/26): AERODROME ELEVATION. VM(C)OCA(OCH AAL).

AERO INFO DATE 18 FEB 26

AD 2-EGMC-8-7

INSTRUMENT APPROACH CHART - ICAO

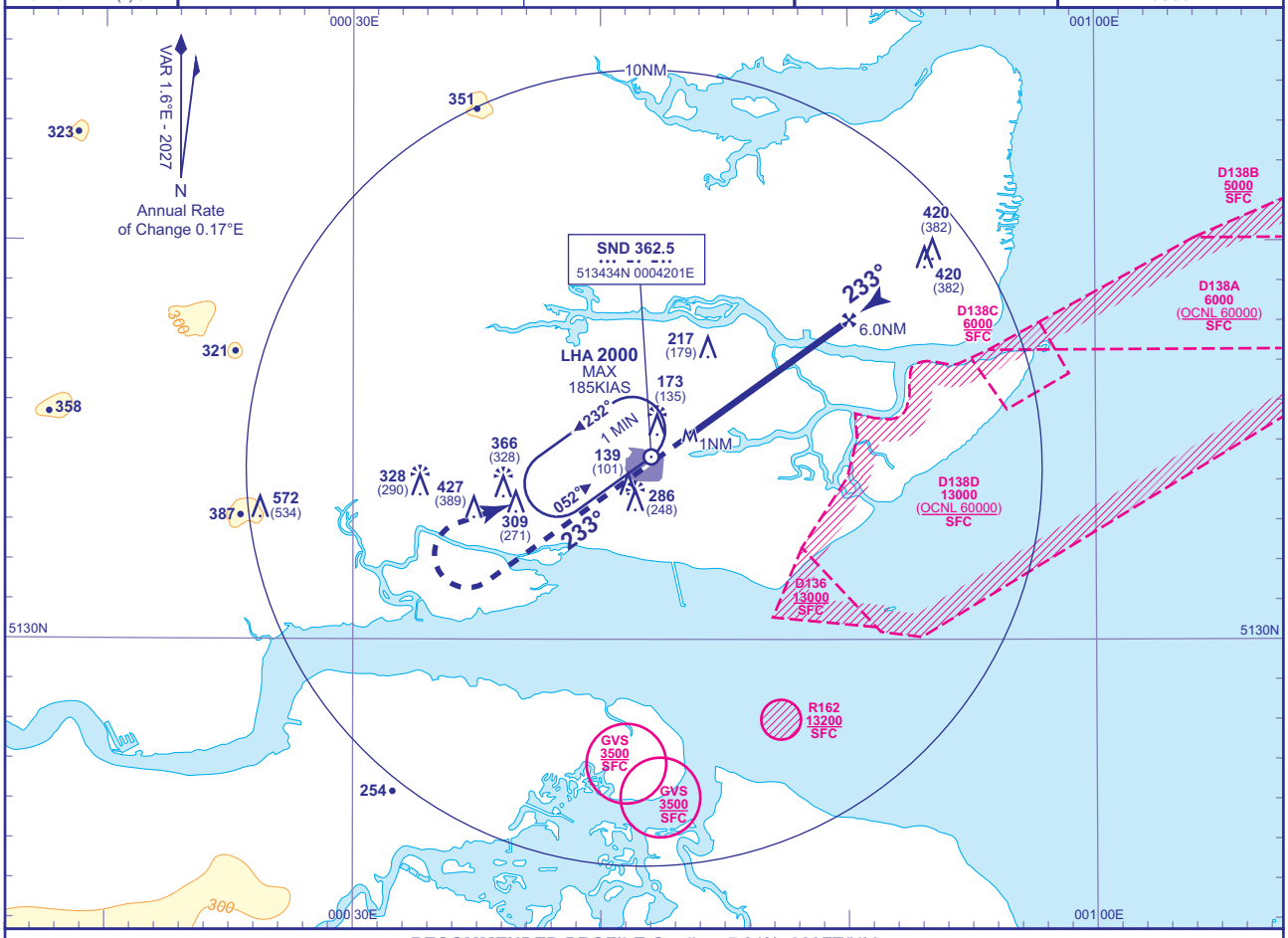
SOUTHEND
SRA RTR 2NM
RWY 23
(ACFT CAT A,B,C)



MSA 25NM NDB(L) SND

APP	130.780	SOUTHEND APPROACH	AD ELEVATION	58	
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**



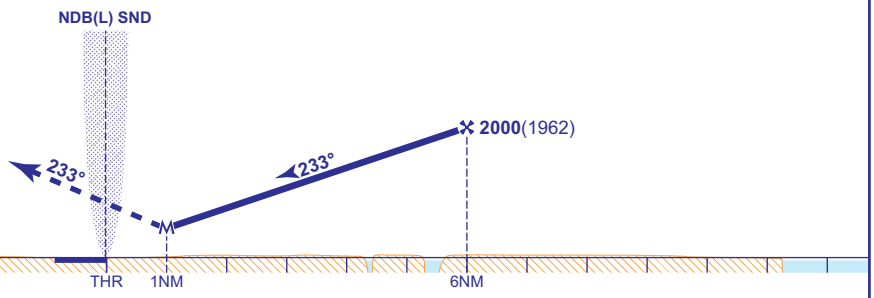
RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

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**(542)	**700**(642)	**900**(842)

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 (5/26): AERODROME ELEVATION. VM(C)OCA(OCH AAL).

AERO INFO DATE 18 FEB 26

AD 2-EGMC-8-8

EGPO — STORNOWAY

EGPO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPO — STORNOWAY

EGPO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 581256N Long: 0061952W
2	Direction and distance from city	2 NM E of Stornoway.
3	Elevation / Reference temperature / Mean Low Temperature	26 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	184 FT
5	Magnetic Variation / Annual Change	2.86°W (2022) / 0.24°E
6	AD Administration Address Telephone	HIAL Stornoway Aerodrome, Isle of Lewis, HS2 0BN. 01851-702256 (Airport Switchboard) 01851-707444 (ATIS) 01851-703026 (Fuel - North Air) 01851-707406 (Admin)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGPO AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0715-0915, 0945-1145, 1215-1430, 1500-1700, 1800-1945 (0615-0815, 0845-1045, 1115-1330, 1400-1600, 1700-1845); Sat 0715-0915, 0945-1145, 1215-1415, 1445-1530 (0615-0815, 0845-1045, 1115-1315, 1345-1430); Sun 1245-1445, 1515-1715 (1145-1345, 1415-1615).
2	Customs and immigration	Departures direct to an EU destination, no notice required. Arrivals direct from EU, 4 hours notice required. Departures and arrivals from Channel Islands, 12 hours notice required. Departures and arrivals from all other non EU Airports, 48 hours notice.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	See AD 2.18.
8	Fuelling	By arrangement with North Air.
9	Handling	By arrangement with HIAL, Tel: 01851-702256; e-mail: Stornatc@hial.co.uk; or Loganair, Tel: 01851-703673.
10	Security	As AD hours.
11	De-icing	Operational hours.
12	Remarks	This aerodrome is PPR. Filing of a Flight Plan does NOT constitute PPR. To cover the possibility of an aircraft which departs within 15 minutes of normal closing time having to return, the Aerodrome will normally retain sufficient services and equipment for 15 minutes after the time of actual departure. For PPR visit www.hial.co.uk.

EGPO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with Loganair, Tel: 01851-703673
2	Fuel and oil types	AVGAS JET A-1, AVGAS 100LL.
3	Fuelling facilities/capacity	Bowser delivery. Limited stocks of AVGAS 100LL.
4	De-icing facilities	By arrangement with Loganair, Tel: 01851-703673, e-mail: syycs@loganair.co.uk.
5	Hangar space for visiting aircraft	Yes by arrangement with AD operator (HIAL).
6	Repair facilities for visiting aircraft	

7	Remarks	By arrangement with Loganair, Tel: 01851-703673, e-mail: syycs@loganair.co.uk. Basic handling available from HIAL, Tel: 01851-707415, e-mail: stornatc@hial.co.uk. Electronic motorised tug is available on request to HIAL.

EGPO AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels and B & B in vicinity.
2	Restaurants	Café available during terminal opening times.
3	Transportation	Taxis, Car hire and Buses.
4	Medical facilities	Limited first aid. Medical services contactable.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	Ambulift and wheelchair facilities are available upon request.

EGPO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A5 RFF Category 6 accepted on request by prior arrangement.
2	Rescue equipment	Limited water rescue facilities are available for Runways 18/36 and 06/24 during published opening hours and special/on call openings, subject to serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations.
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	

EGPO AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and chemical de-icing. Surfaces de-iced/anti-iced with KAC/EG and/or NAAC.
2	Clearance priorities	Runway in use. Designated Taxi Routes. Main Apron and SAR Apron.
3	Remarks	For latest information telephone ATC.

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

1	Apron surface and strength	LOWER APRON Surface: Concrete PCN 6/R/B/X/T MAIN APRON Surface: Brick PCN 32/F/B/X/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Asphalt PCN 15/F/A/X/T Taxiway APRON: 15 M Surface: Concrete Taxiway BRAVO: 15 M Surface: Asphalt PCN 9/F/B/Y/U Taxiway CHARLIE: 15 M Surface: Concrete
3	Altimeter checkpoint location and elevation	Main Apron 22 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGER — STRONSAY

EGER AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGER — STRONSAY

EGER AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 590919N Long: 0023829W Mid point of Runway 02/20
2	Direction and distance from city	15 NM NNE of Kirkwall.
3	Elevation / Reference temperature / Mean Low Temperature	39 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	0.33°W (2027) / 0.22°E
6	AD Administration Address Telephone E-mail address	ORKNEY ISLANDS COUNCIL. Council Offices, Kirkwall, Orkney Islands, KW15 1NY, Scotland. 01856-873535 airfields@orkney.gov.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGER AD 2.3 OPERATIONAL HOURS

1	AD Administration	Daylight hours only, subject to PPR .
2	Customs and immigration	
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	
8	Fuelling	
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR, a valid indemnity is required. Full details of landing fees and rules for airfield users can be found on the Orkney Islands Council website: https://www.orkney.gov.uk/our-services/transport/internal-air-services/airfields

EGER AD 2.4 HANDLING SERVICES AND FACILITIES

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EGER AD 2.5 PASSENGER FACILITIES

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EGER AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 2 accepted under remission by prior arrangement.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGER AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	GA APRON Surface: Grass MAIN APRON Surface: Bitumen Macadam
2	Taxiway width, surface and strength	Taxiway MAIN TAXIWAY: Surface: Hardcore
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGER AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	WDI: 590924N 0023835W.

EGER 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**
20/APPROACH 02/TAKE-OFF	Building Ridge Line	590929.23N 0023816.90W	45 FT		No	
20/APPROACH 02/TAKE-OFF	Cottage Chimney	590927.52N 0023820.52W	35 FT		No	
28/APPROACH 10/TAKE-OFF	Hydro Pole	590918.27N 0023806.48W	41 FT		No	
28/APPROACH 10/TAKE-OFF	Hydro Pole	590911.14N 0023759.89W	48 FT		No	
02/APPROACH 20/TAKE-OFF	Hydro Pole	590852.86N 0023858.28W	67 FT		No	
02/APPROACH 20/TAKE-OFF	Hydro Pole	590852.55N 0023859.98W	72 FT		No	
02/APPROACH 20/TAKE-OFF	Hydro Pole	590852.35N 0023853.81W	68 FT		No	
02/APPROACH 20/TAKE-OFF	Hydro Pole	590851.12N 0023843.16W	88 FT		No	
02/APPROACH 20/TAKE-OFF	Hydro Pole	590850.60N 0023857.31W	79 FT		No	
02/APPROACH 20/TAKE-OFF	Hydro Pole	590850.10N 0023834.35W	111 FT		No	
02/APPROACH 20/TAKE-OFF	Hydro Pole	590849.03N 0023825.15W	149 FT		No	
02/APPROACH 20/TAKE-OFF	Hydro Pole	590848.53N 0023854.53W	83 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**
02/APPROACH 20/TAKE-OFF	Hydro Pole	590848.31N 0023818.74W	161 FT		No	
02/APPROACH 20/TAKE-OFF	Hydro Pole	590846.02N 0023851.20W	85 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**
	Hydro Pole	590930.60N 0023810.00W	53 FT		No	
	Building Chimney	590930.17N 0023811.28W	63 FT		No	
	Hydro Pole	590927.86N 0023809.22W	51 FT		No	
	Hydro Pole	590925.04N 0023808.41W	50 FT		No	
	Hydro Pole	590922.22N 0023807.58W	37 FT		No	

EGER AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGER AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
02	019.86°	515 x 18 M	RWY surface: Graded Hardcore	590911.15N 0023835.27W	THR 41.9 FT	
20	199.86°	515 x 18 M	RWY surface: Graded Hardcore	590925.20N 0023825.39W	THR 16.2 FT	
10	096.22°	331 x 30 M	RWY surface: Grass	590919.34N 0023841.34W	THR 13.5 FT	
28	276.22°	331 x 30 M	RWY surface: Grass	590918.18N 0023820.61W	THR 40.4 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**
						RWY 02 While arriving or departing Runway 02 for approximately 300 M, the 20 threshold is not visible. Starter extension of 13 M.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
						RWY 20 While arriving or departing Runway 20 for approximately 200 M, the 02 threshold is not visible. Starter extension of 30 M.
						RWY 10
						RWY 28

EGER AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
02	476 M	476 M	476 M	463 M	TORA, TODA and ASDA include a 13 M starter extension.
20	493 M	493 M	493 M	463 M	TORA, TODA and ASDA include a 30 M starter extension.
10	331 M	331 M	331 M	331 M	
28	331 M	331 M	331 M	331 M	

EGER 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 low				Omni-directional White Light intensity low	Red Light intensity low		
20		Green Light intensity low				Omni-directional White Light intensity low	Red Light intensity low		
10		Green Light intensity low				Omni-directional White Light intensity low	Red Light intensity low		
28		Green Light intensity low				Omni-directional White Light intensity low	Red Light intensity low		

EGER 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: 590914.41N 0023823.56W

3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGER AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 590914.90N 0023825.50W
2	TLOF and/or FATO elevation	TLOF: 47.3 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: Letter H
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	

EGER AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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EGER AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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EGER AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGER AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All GA aircraft must park only on the clearly designated grass GA APRON. GA aircraft must not park on the main tarmac apron.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Visiting pilots should note that during periods of prolonged rainfall the grass runway can become very soft especially during the winter months.
b) Runway 02/20: Graded hardcore runway is generally unsuitable for light aircraft with low ground/propeller clearance due to unstabilised surface and as a result it would be advisable to carry out any power checks on the tarmac apron before departure.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGER AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGER AD 2.22 FLIGHT PROCEDURES

a) RTF contact with Kirkwall (EGPA) recommended.

EGER AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGER AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGER AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

EGPB — SUMBURGH

EGPB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPB — SUMBURGH

EGPB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 595253N Long: 0011738W Mid-point of 09/27.
2	Direction and distance from city	17 NM S of Lerwick.
3	Elevation / Reference temperature / Mean Low Temperature	24 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	161 FT
5	Magnetic Variation / Annual Change	0.18°E (2027) / 0.22°E
6	AD Administration	HIGHLANDS AND ISLANDS AIRPORTS LTD.
	Address	Sumburgh Airport, Virkie Shetland, ZE3 9JP.
	Telephone	01950-461000 (HIAL) 01950-461008 (ATC)
	Telefax	01950-460218 (HIAL) 01950-460718 (ATC)
	E-mail address	sumbatc@hial.co.uk
	Web address	www.hial.co.uk/sumburgh-airport/
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGPB AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0730-2000 (0630-1900); Sat 0745-1615 (0645-1515); Sun 1130-2000 (1030-1900).
2	Customs and immigration	By arrangement with ATC or by request from Loganair.
3	Health and sanitation	On request.
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	As AD hours.
7	ATS	Mon-Fri 0715-2000 (0615-1900); Sat 0730-1615 (0630-1515); Sun 1115-2000 (1015-1900); and by arrangement.
8	Fuelling	Mon-Fri 0730-2000 (0630-1900); Sat 0745-1615 (0645-1515); Sun 1130-2000 (1030-1900). Fuel supplied by North Air; see AD 2.4 remarks.
9	Handling	By arrangement. See AD 2.4 Remarks.
10	Security	Mon-Fri 0630-2015 (0530-1915); Sat 0630-1615 (0530-1515); Sun 1015-2015 (0915-1915).
11	De-icing	By arrangement with Loganair.
12	Remarks	Request for extension of hours should be made to Sumburgh ATC 01950-461008.

EGPB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	
4	De-icing facilities	Available through Loganair.
5	Hangar space for visiting aircraft	Limited and only by arrangement with HIAL.
6	Repair facilities for visiting aircraft	

7	Remarks	Pilots not using a resident handling agent must ensure that all relevant airport documentation is completed upon initial arrival. Such documentation may be obtained from security or HIAL administration staff. Fuel supplied by North Air. Tel: 01950-460367; E-Mail: LSIOPS@north-air.co.uk. Hook-up fee and minimum fuel charge on cash sales. No credit card facilities available. Payment by Air BP Card, Fuel Release or cash only. Contact North Air for further information.

EGPB AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Sumburgh and Lerwick.
2	Restaurants	Buffet, bar.
3	Transportation	Buses, Taxis and Car Hire.
4	Medical facilities	Limited first aid.
5	Bank and Post Office	Bank - Lerwick. Post Office - Mainland's Shop, Boddam.
6	Tourist Office	
7	Remarks	

EGPB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A5 RFF Category A6 available under remission. 24 hours notice period required.
2	Rescue equipment	Water rescue facilities are available for Runway 09/27 and Helicopter Runway 06/24 during published opening hours. Special and on call openings subject to serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations.
3	Capability for removal of disabled aircraft	Nil at Airport. MTWA: 30,000 kg using external sources available on the main island.
4	Remarks	

EGPB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and chemical de-icing. Surfaces de-iced/anti-iced with KFOR/ NAFO.
2	Clearance priorities	Runways, taxiways, Aprons.
3	Remarks	Latest information from: ATC 01950-461008.

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

1	Apron surface and strength	TERMINAL EAST Surface: Concrete PCN 29/R/B/W/T TERMINAL WEST Surface: Concrete PCN 16/R/B/W/T
2	Taxiway width, surface and strength	Taxiway CHARLIE: 18 M Surface: Asphalt PCN 20/F/B/X/T Taxiway EAST: 15 M Surface: Concrete PCN 29/R/B/W/T Taxiway NORTH: 18 M Surface: Asphalt PCN 20/F/B/X/T Taxiway SOUTH: 15 M Surface: Concrete and asphalt PCN 31/F/B/X/T

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: 2024 FT ALT 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. ATZ 2000 FT AAL.

EGPB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	SUMBURGH TOWER	118.255 DOC 30 NM/ 10,000 FT.			Mon-Fri 0715-2000 (0615-1900); Sat 0730-1615 (0630-1515); Sun 1115-2000 (1015-1900); and by arrangement.	
RADAR	SUMBURGH RADAR	123.155 Standby frequency not continuously monitored.			0630-2200 (0530-2100).	This service is provided by NATS Aberdeen.
		131.300 Radar services for both Approach Radar and offshore sectors.			0630-2200 (0530-2100).	
AFIS	SUMBURGH INFORMATION	118.255			By arrangement outside hours of ATC. Normally only available for SAR, ambulance flights and aircraft in emergency.	
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

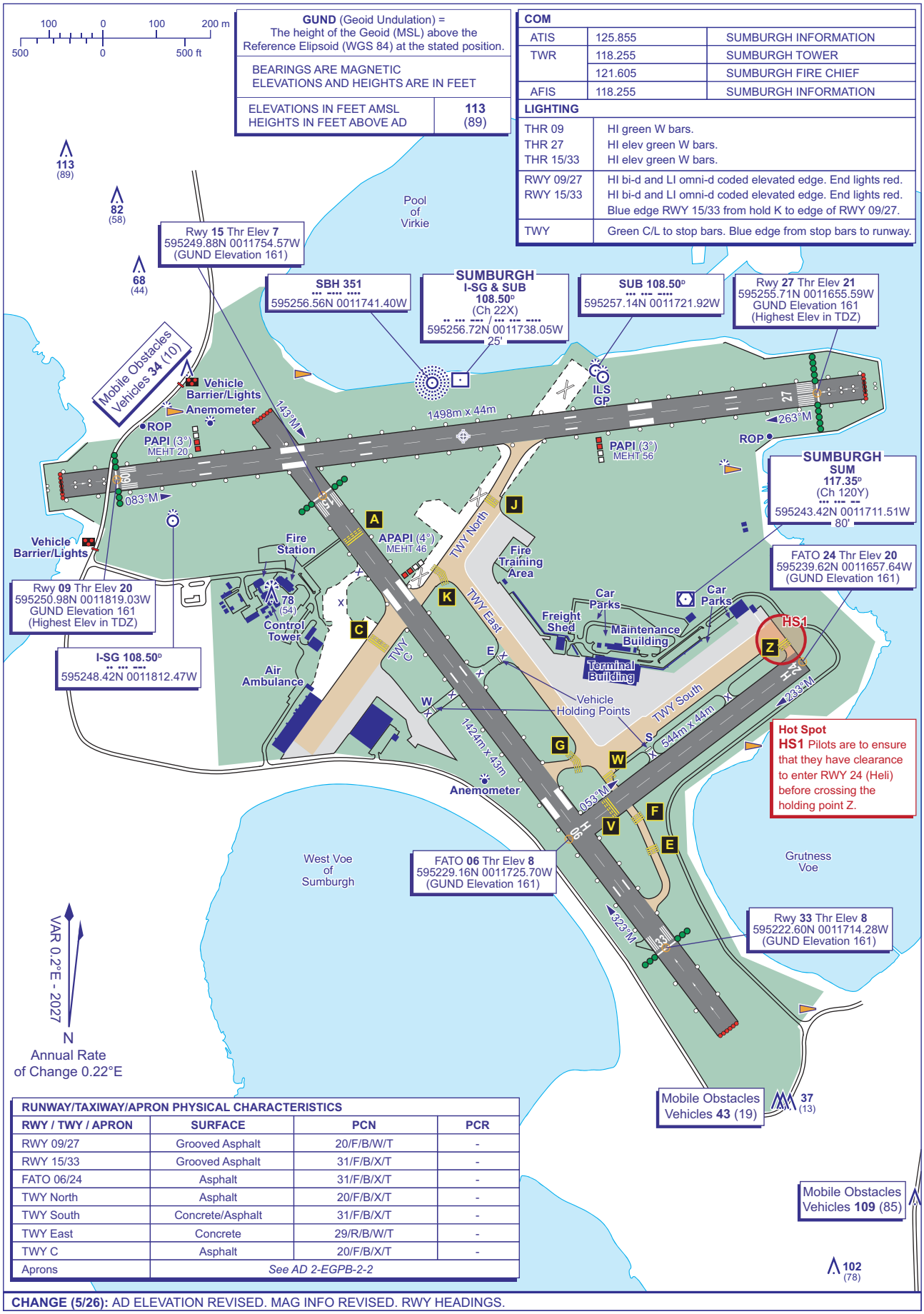
Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC OTHER:NOCAT 0.18°E (2027)	SUB	108.500 MHz	HO	595257.14N 0011721.92W		(RWY 09) Ignore any glidepath indications 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.

AERODROME CHART - ICAO

ARP 595253N 0011738W

AD ELEV 24FT

SUMBURGH
EGPB



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	PCR
RWY 09/27	Grooved Asphalt	20/F/B/W/T	-
RWY 15/33	Grooved Asphalt	31/F/B/X/T	-
FATO 06/24	Asphalt	31/F/B/X/T	-
TWY North	Asphalt	20/F/B/X/T	-
TWY South	Concrete/Asphalt	31/F/B/X/T	-
TWY East	Concrete	29/R/B/W/T	-
TWY C	Asphalt	20/F/B/X/T	-
Aprons	*See AD 2-EGPB-2-2*		

CHANGE (5/26): AD ELEVATION REVISED. MAG INFO REVISED. RWY HEADINGS.

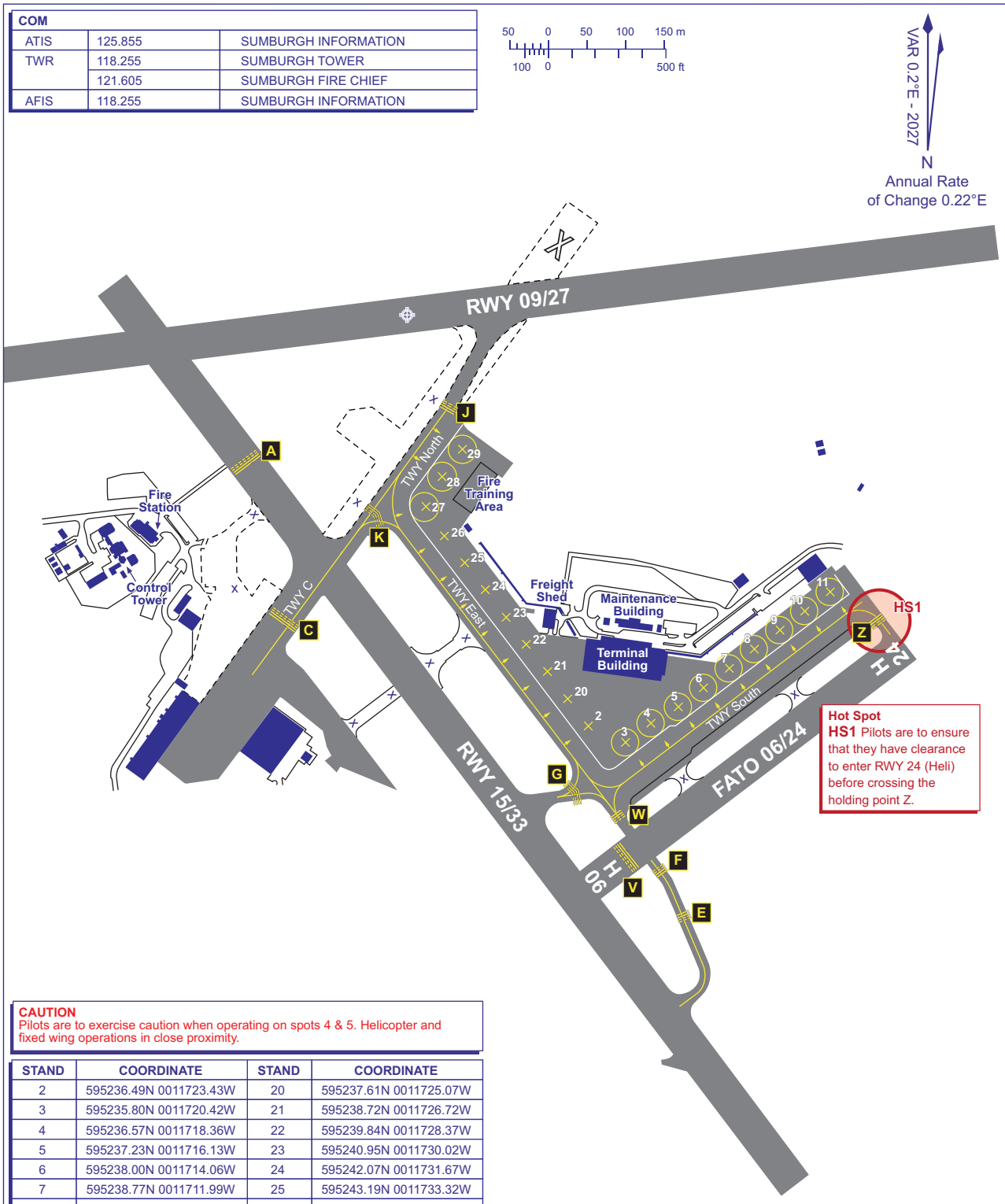
AERO INFO DATE 04 MAR 26

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 595253N 0011738W AD ELEV 24FT

SUMBURGH
EGPB

COM		
ATIS	125.855	SUMBURGH INFORMATION
TWR	118.255	SUMBURGH TOWER
	121.605	SUMBURGH FIRE CHIEF
AFIS	118.255	SUMBURGH INFORMATION



CAUTION
Pilots are to exercise caution when operating on spots 4 & 5. Helicopter and fixed wing operations in close proximity.

STAND	COORDINATE	STAND	COORDINATE
2	595236.49N 0011723.43W	20	595237.61N 0011725.07W
3	595235.80N 0011720.42W	21	595238.72N 0011726.72W
4	595236.57N 0011718.36W	22	595239.84N 0011728.37W
5	595237.23N 0011716.13W	23	595240.95N 0011730.02W
6	595238.00N 0011714.06W	24	595242.07N 0011731.67W
7	595238.77N 0011711.99W	25	595243.19N 0011733.32W
8	595239.54N 0011709.93W	26	595244.30N 0011734.97W
9	595240.31N 0011707.86W	27	595245.49N 0011736.42W
10	595241.08N 0011705.80W	28	595246.71N 0011735.05W
11	595241.85N 0011703.74W	29	595247.82N 0011733.40W

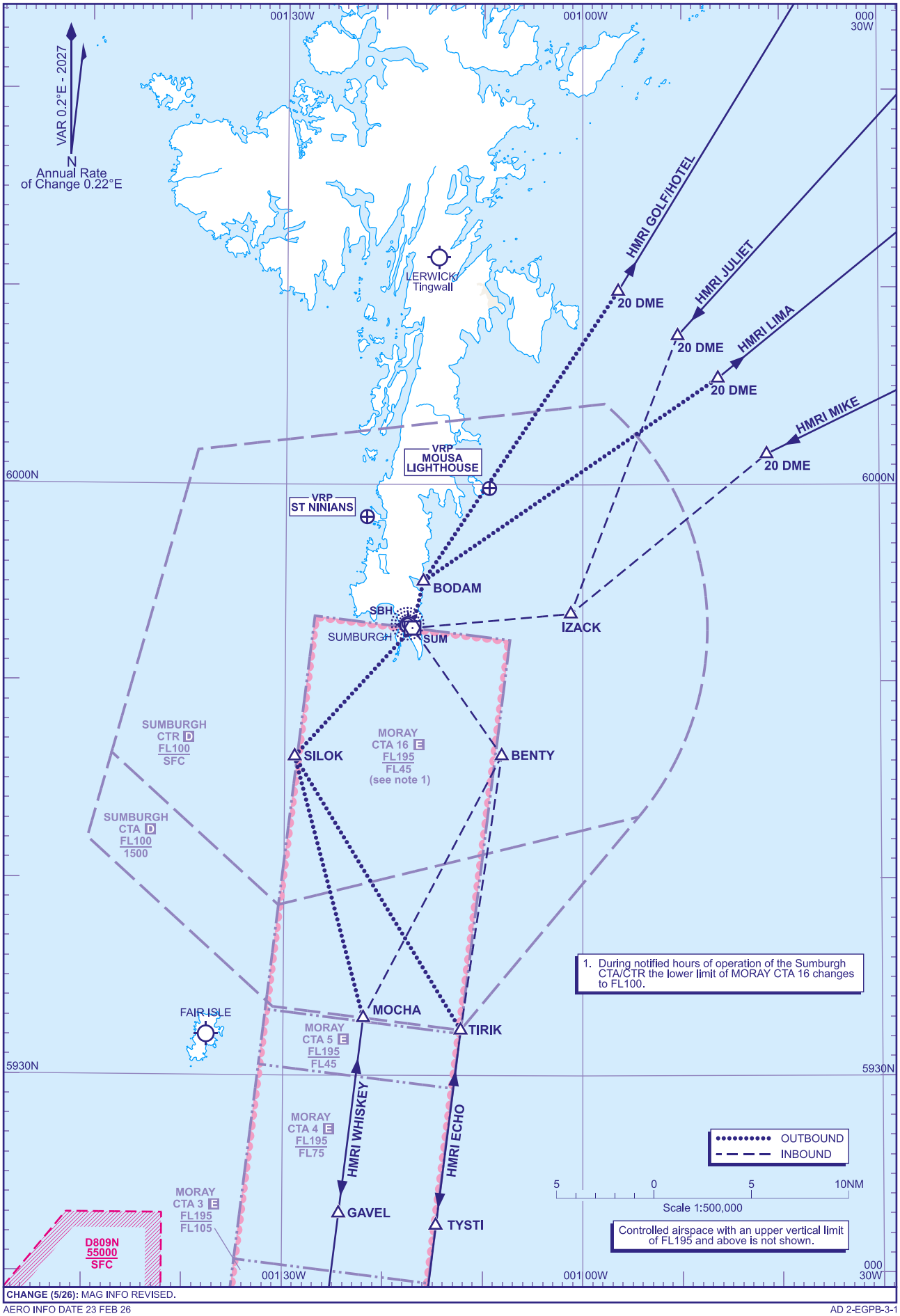
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

APRON / RWY / TWY	SURFACE	PCN	PCR	ELEVATION
Terminal East	Concrete	29/R/B/W/T	-	-
Terminal West	Concrete	16/R/B/W/T	-	-
RWY (All)	*See AD 2-EGPB-2-1*			
TWY (All)				

CHANGE (5/26): AD ELEVATION REVISED. MAG INFO REVISED.

AERO INFO DATE 04 MAR 26

CTR-WESTERLY OUTBOUND/INBOUND HMRI — SUMBURGH

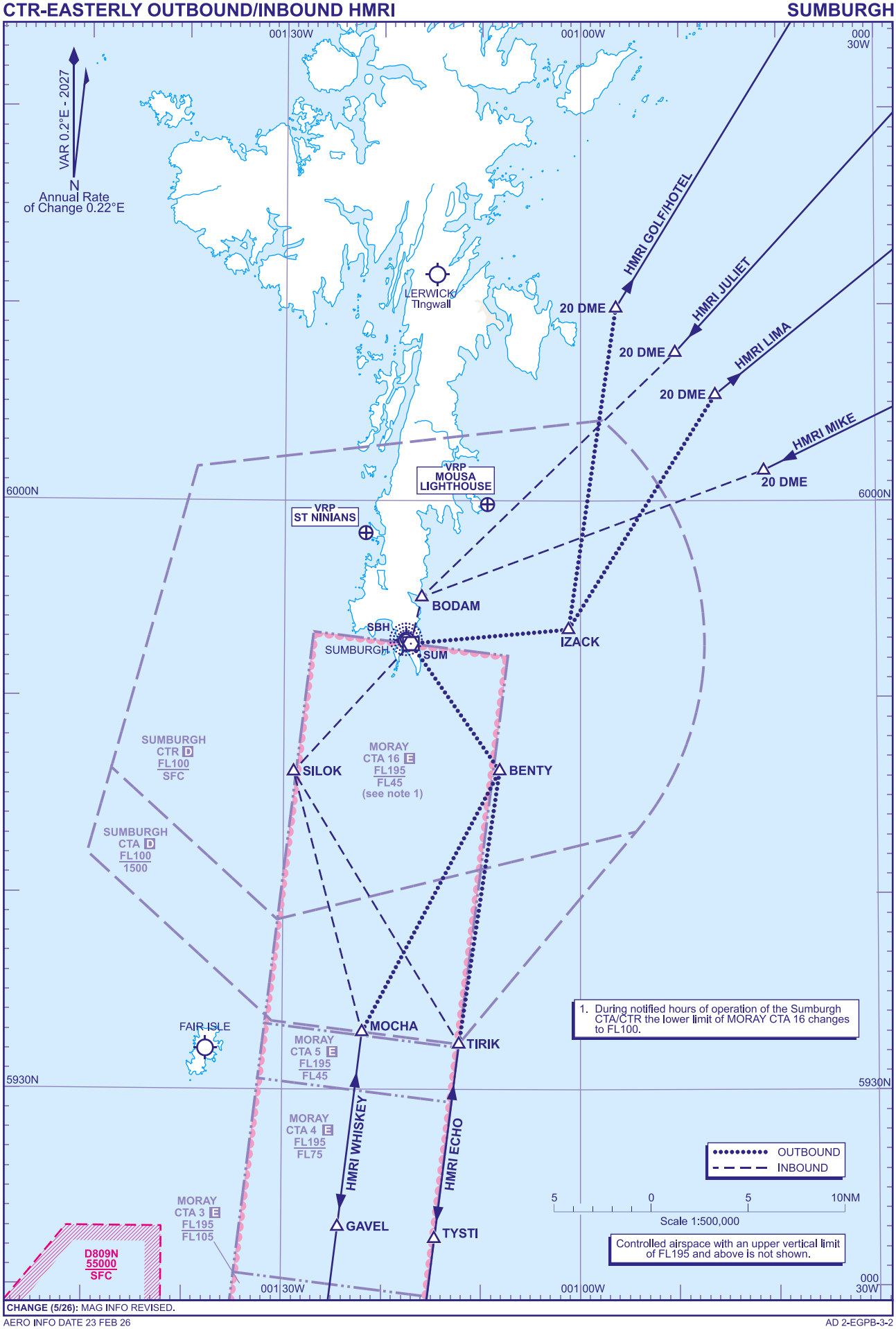


CHANGE (5/26): MAG INFO REVISED.

AERO INFO DATE 23 FEB 26

AD 2-EGPB-3-1

CTR-EASTERLY OUTBOUND/INBOUND HMRI — SUMBURGH



CHANGE (5/26): MAG INFO REVISED.

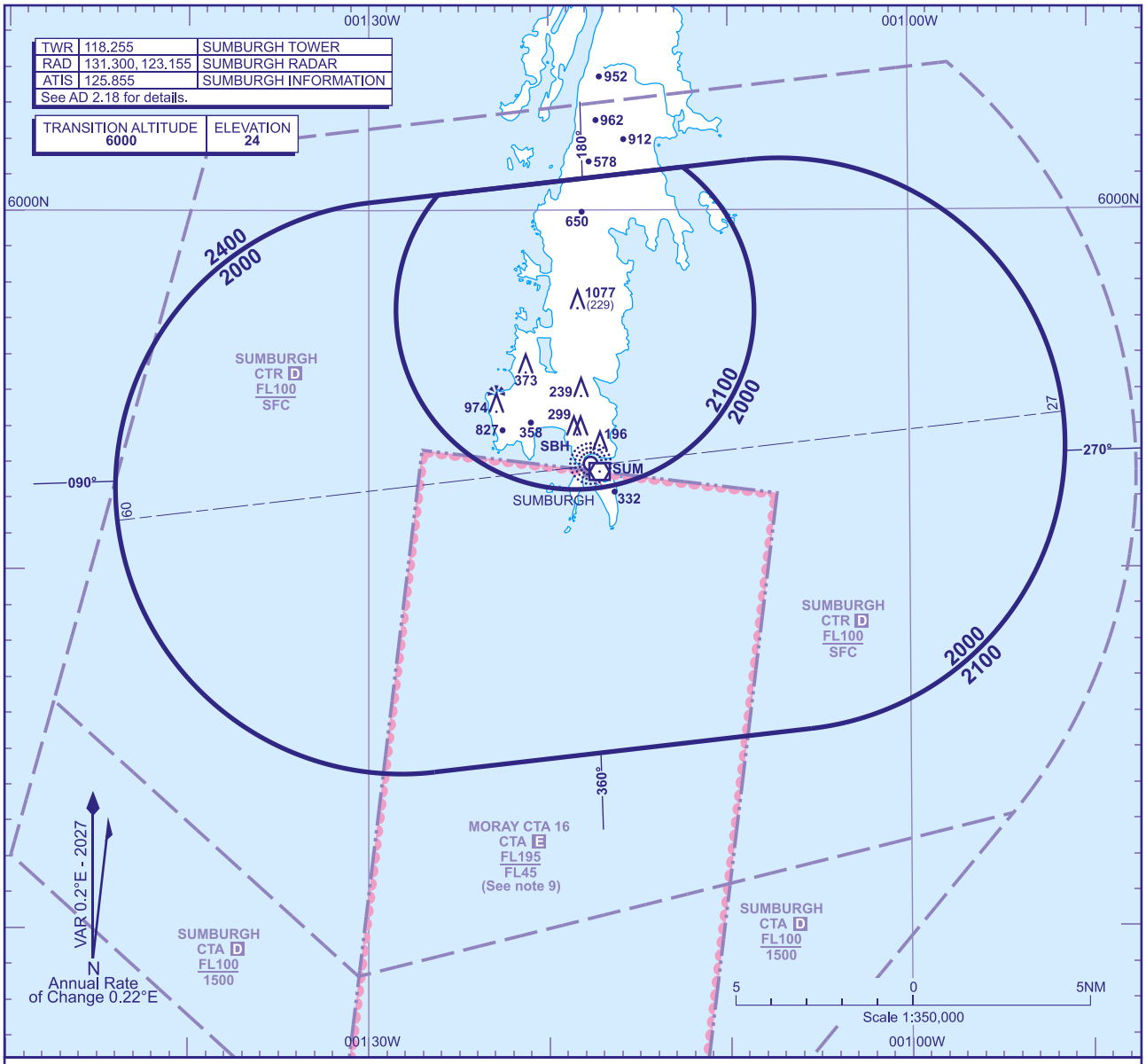
AERO INFO DATE 23 FEB 26

AD 2-EGPB-3-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1077
HEIGHTS IN FEET AGL (229)

SUMBURGH



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

a) **2000** in the sector defined by the lateral limits; 600013N 0013000W - 600124N 0010859W thence clockwise by an arc of a circle radius 8NM centred on 595328N 0010714W to 594532N 0010530W - 594421N 0012621W thence clockwise by an arc of a circle radius 8NM centred on 595217N 0012810W to 600013N 0013000W, except;
b) **2100** in the sector defined by the lateral limits; 600026N 0012609W - 600112N 0011234W thence clockwise by an arc of a circle radius 5NM centred on 595713N 0011832W to 600026N 0012609W.

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 2100, or last assigned level if higher to **VOR SUM**†.
Intermedlate and FInal Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **VOR SUM**†.
† 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. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
8. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.
9. During notified hours of operation of the Sumburgh CTA/CTR the lower limit of MORAY CTA 16 changes to FL100.

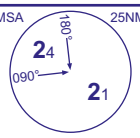
CHANGE (5/26): AD ELEVATION. MAG INFO REVISED.

AERO INFO DATE 23 FEB 26
AD 2-EGPB-5-1

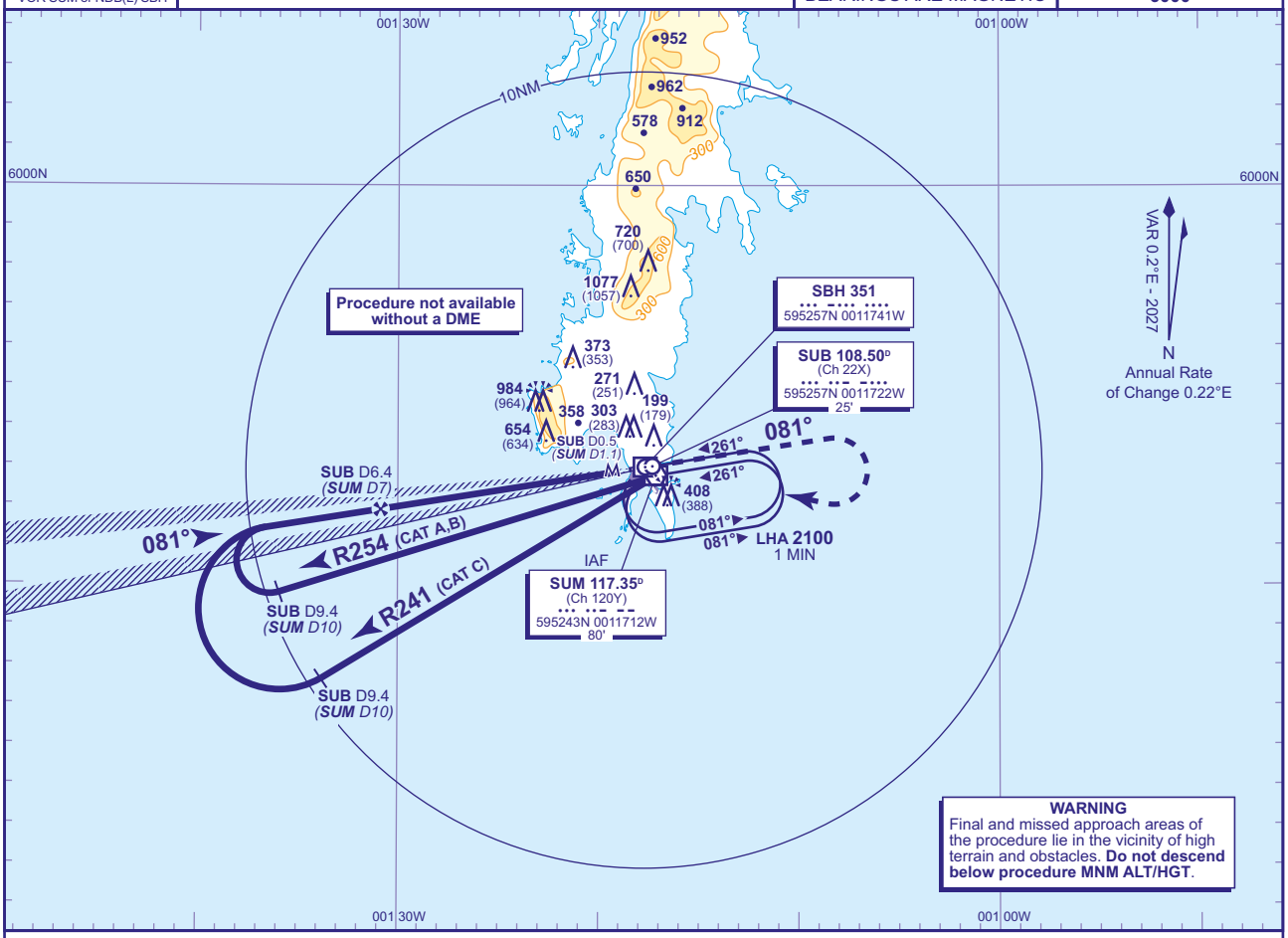
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INSTRUMENT APPROACH CHART - ICAO

SUMBURGH LOC/DME/ VOR or NDB(L) RWY 09
(ACFT CAT A,B,C)



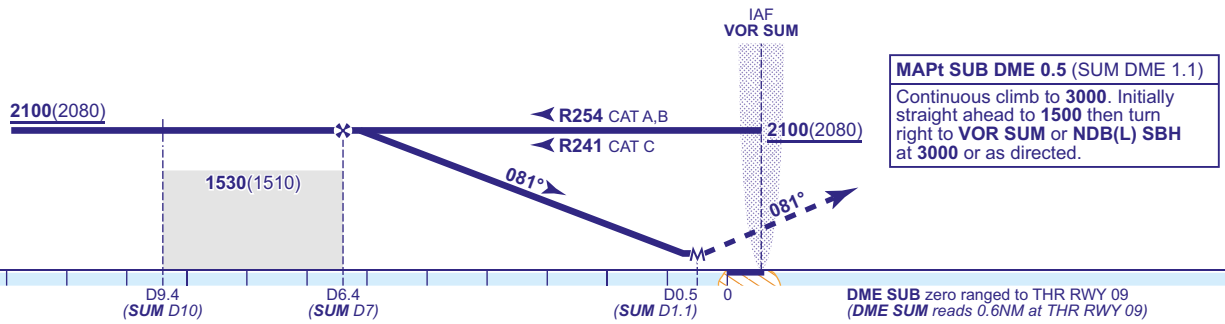
TWR	118.255	SUMBURGH TOWER	AD ELEVATION	24	TRANSITION ALTITUDE 6000
RAD	131.300, 123.155	SUMBURGH RADAR	THR ELEVATION	20	
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION 1077 AMSL (1057) (ABOVE THR)		
AFIS	118.255	SUMBURGH INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

SUB DME(SUM)	6(6.6)	5(5.6)	4(4.6)	3(3.6)	2(2.6)	1(1.6)
ALT(HGT)	**1980**(1960)	**1660**(1640)	**1340**(1320)	**1030**(1010)	**710**(690)	**390**(370)

Arrival **not below MSA**. Shuttle in hold as necessary.



MAPt SUB DME 0.5 (SUM DME 1.1)
Continuous climb to **3000**. Initially straight ahead to **1500** then turn right to **VOR SUM** or **NDB(L) SBH** at **3000** or as directed.

Aircraft Category		A	B	C
OCA (OCH)	Procedure	**300**(280)	**300**(280)	**300**(280)
VM(C)OCA (OCH AAL)	Total Area	**800**(776)	**1200**(1176)	**1400**(1376)

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

ALTERNATIVE PROCEDURE
IAF NDB(L) SBH. As for main procedure except fly outbound on baseturn procedure on NDB(L) SBH QDR 252° (CAT A,B), QDR 238° (CAT C).

NOTE LOC is offset 2.2° south of the extended RWY C/L and intercepts the RWY C/L 0.8NM from the THR

CHANGE (5/26): AD ELEVATION. MAG VAR. MAG TRACKS. VM(C)OCA (OCH AAL). NOTES.

AERO INFO DATE 17 FEB 26

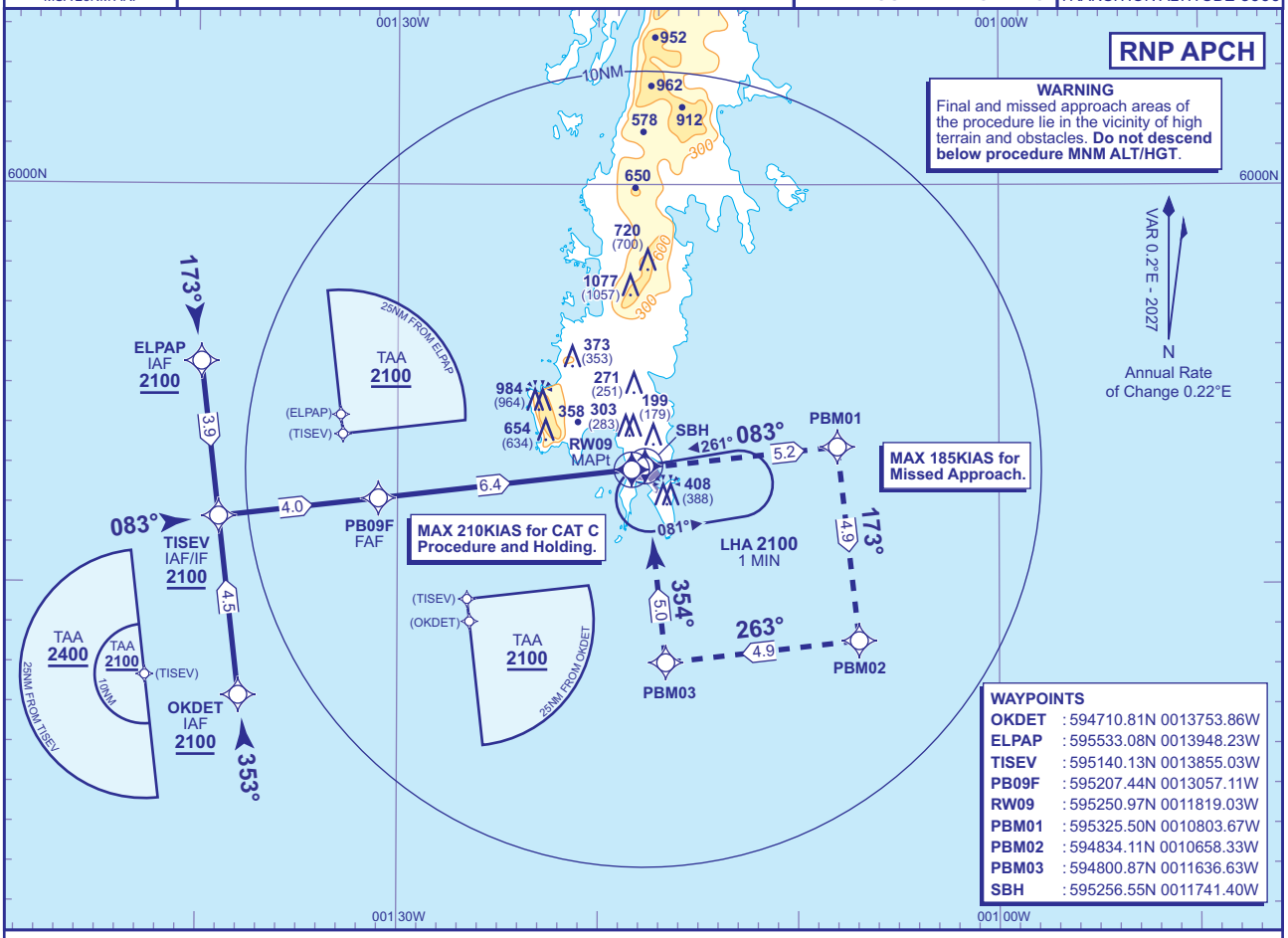
AD 2-EGPB-8-1

INSTRUMENT APPROACH CHART - ICAO

SUMBURGH
RNP
RWY 09
(ACFT CAT A,B,C)

MSA 25NM ARP

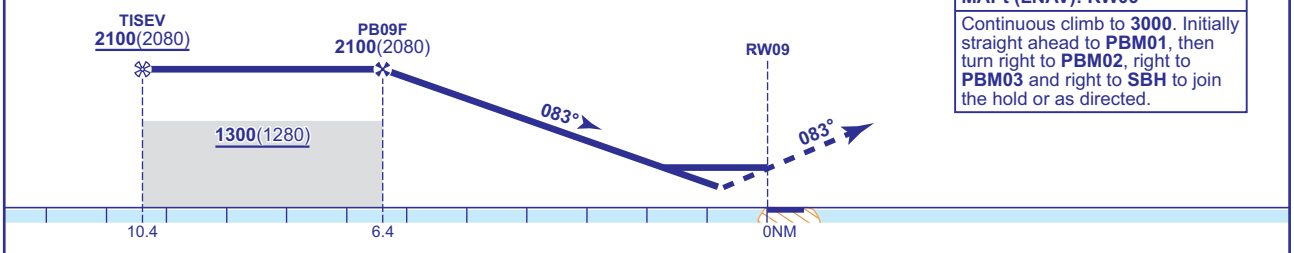
TWR	118.255	SUMBURGH TOWER	AD ELEVATION	24	
RAD	131.300, 123.155	SUMBURGH RADAR	THR ELEVATION	20	
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION		
AFIS	118.255	SUMBURGH INFORMATION	**1077 AMSL** (1057) (ABOVE THR)		
			BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE **6000**	



RECOMMENDED PROFILE Gradient 5.24%, 318FT /NM

NM to RW09	6	5	4	3	2	1
ALT(HGT)	**1970**(1950)	**1650**(1630)	**1330**(1310)	**1020**(1000)	**700**(680)	**380**(360)

TCH 40



MAPt (LNAV): RW09
Continuous climb to **3000**. Initially straight ahead to **PBM01**, then turn right to **PBM02**, right to **PBM03** and right to **SBH** to join the hold or as directed.

Aircraft Category		A	B	C
OCA (OCH)	Procedure	**300**(280)	**300**(280)	**300**(280)
VM(C)OCA (OCH AAL)	Total Area	**800**(776)	**1200**(1176)	**1400**(1376)

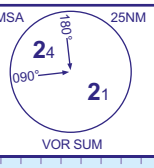
Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

CHANGE (5/26): AD ELEVATION. MAG VAR. MAG TRACKS. VM(C)OCA (OCH AAL). NOTES.

AERO INFO DATE 17 FEB 26

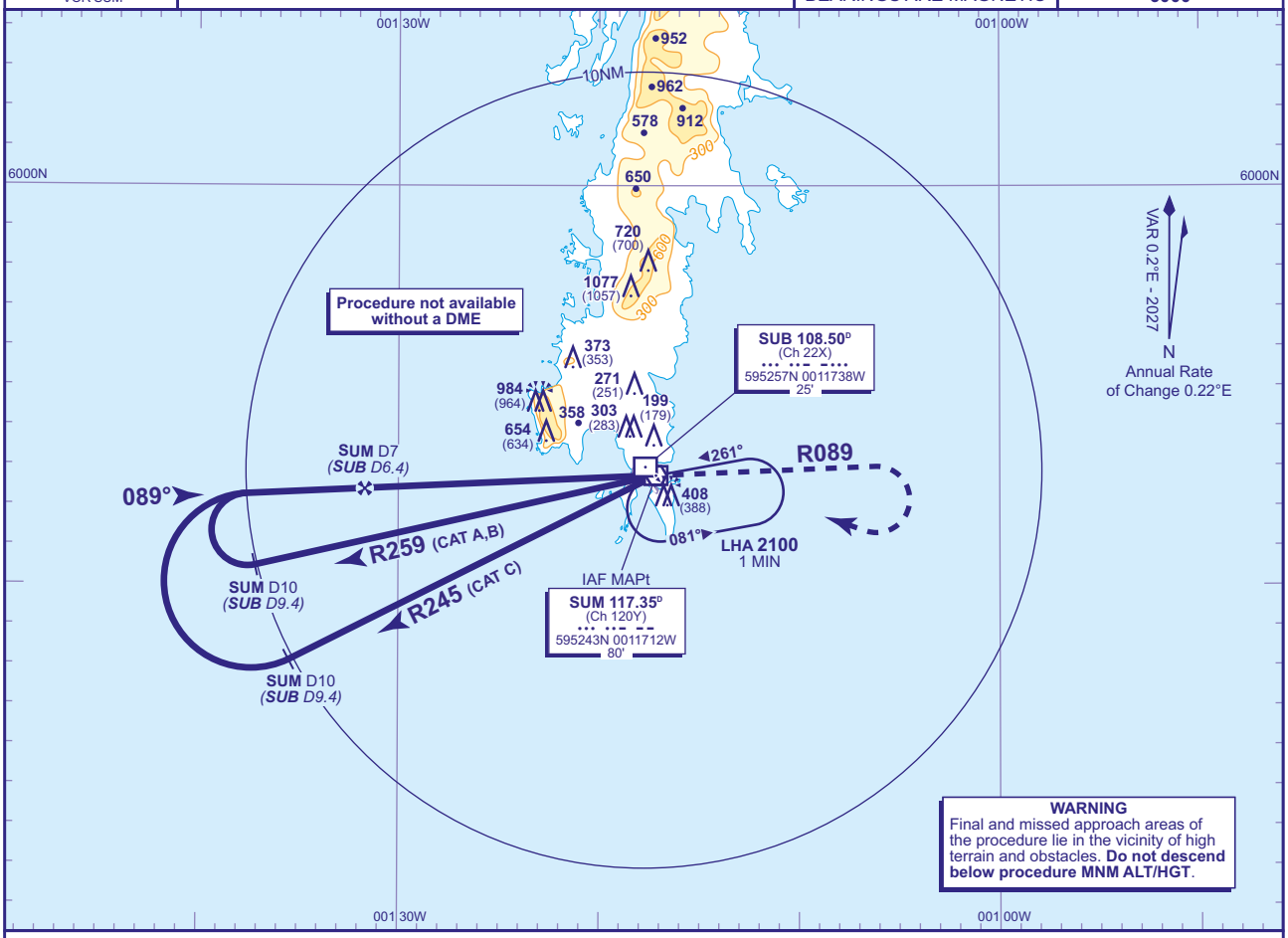
INSTRUMENT APPROACH CHART - ICAO

SUMBURGH VOR/DME RWY 09
(ACFT CAT A,B,C)



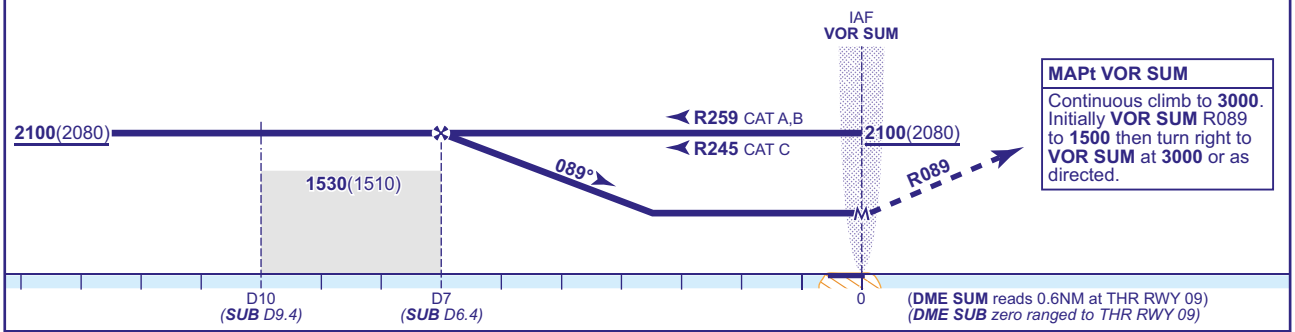
TWR	118.255	SUMBURGH TOWER	AD ELEVATION	24
RAD	131.300, 123.155	SUMBURGH RADAR	THR ELEVATION	20
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION	
AFIS	118.255	SUMBURGH INFORMATION	1077 AMSL (1057) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.22%, 317FT/NM			
SUM DME(SUB)	6(5.4)	5(4.4)	4(3.4)
ALT(HGT)	**1790**(1770)	**1470**(1450)	**1150**(1130)

Arrival **not below MSA**. Shuttle in hold as necessary.



MAPt VOR SUM

Continuous climb to **3000**. Initially **VOR SUM** R089 to **1500** then turn right to **VOR SUM** at **3000** or as directed.

Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**300**(280)	**300**(280)	**300**(280)
VM(C)OCA (OCH AAL)	**Total Area**	**900**(876)	**1200**(1176)	**1400**(1376)

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

NOTE FAT is offset 5.1° north of the extended RWY C/L and intercepts the RWY C/L 1.6NM from the THR.

CHANGE (5/26): AD ELEVATION. MAG VAR. VM(C)OCA (OCH AAL). NOTES.

AERO INFO DATE 02 MAR 26

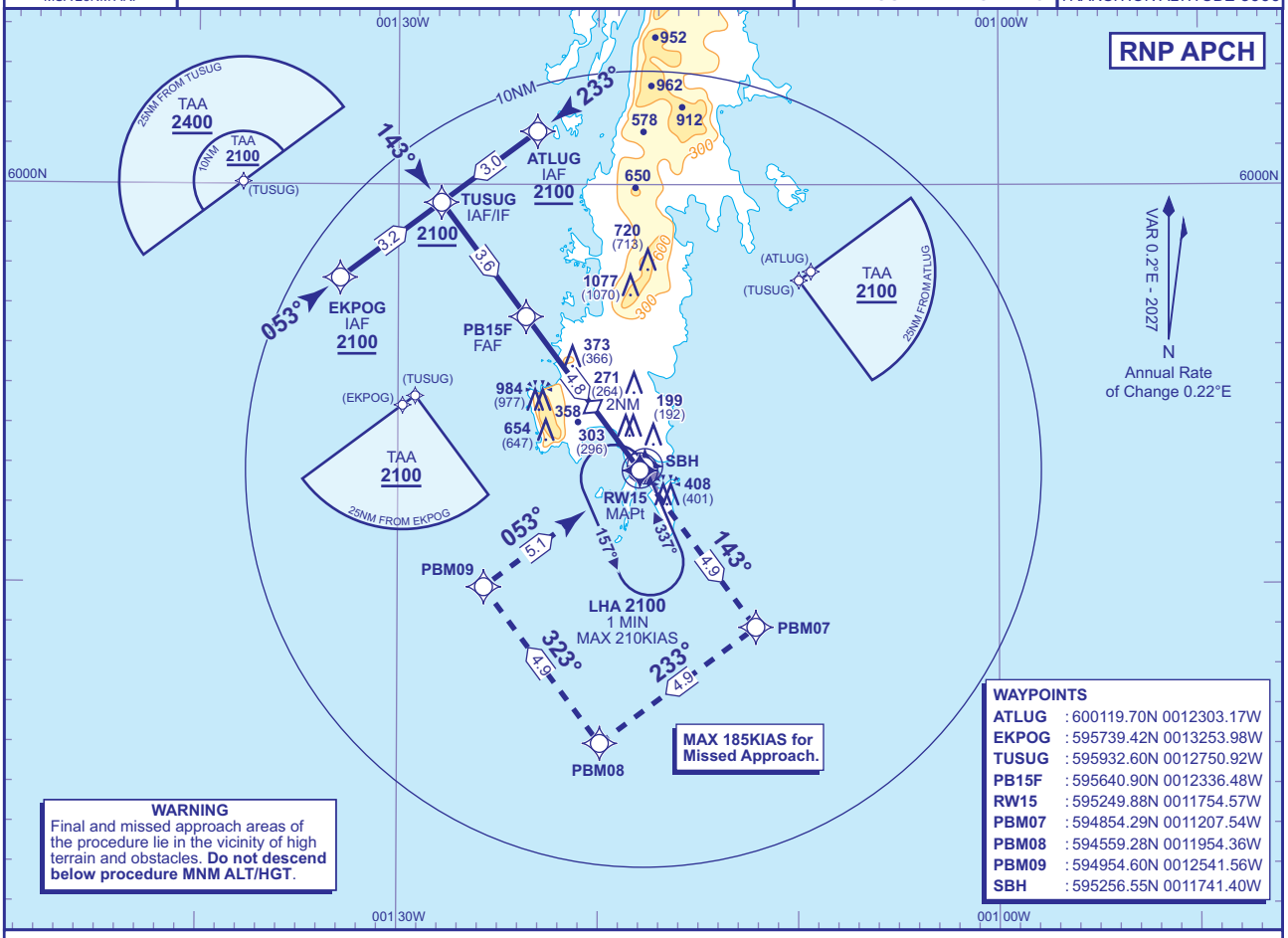
AD 2-EGPB-8-3

INSTRUMENT APPROACH CHART - ICAO

SUMBURGH
RNP
RWY 15
(ACFT CAT A,B,C)

TWR	118.255	SUMBURGH TOWER	AD ELEVATION	24
RAD	131.300, 123.155	SUMBURGH RADAR	THR ELEVATION	7
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION 1077 AMSL (1070) (ABOVE THR)	
AFIS	118.255	SUMBURGH INFORMATION		
			BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000

MSA 25NM ARP

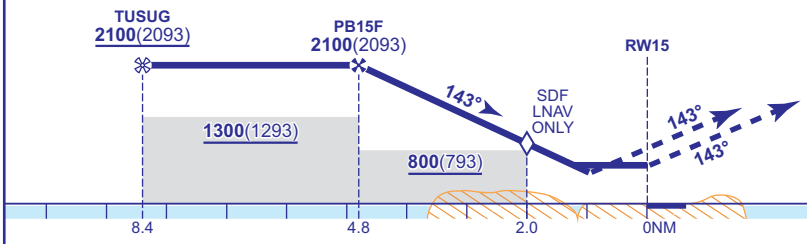


WARNING
Final and missed approach areas of the procedure lie in the vicinity of high terrain and obstacles. **Do not descend below procedure MNM ALT/HGT**.

RECOMMENDED PROFILE Gradient 6.99%, 425FT /NM

NM to RW15	4	3	2 (SDF)	1
ALT(HGT)	**1760**(1753)	**1330**(1323)	**910**(903)	**480**(473)

TCH 50



MAPt (LNAV): RW15
Continuous climb to **3000**. Initially straight ahead to **PBM07**, then turn right to **PBM08**, right to **PBM09** and right to **SBH** to join the hold or as directed.

Aircraft Category		A	B	C
OCA (OCH)	LNAV	**560**(553)	**560**(553)	**610**(603)
VM(C)OCA (OCH AAL)	Total Area	**800**(776)	**1200**(1176)	**1400**(1376)

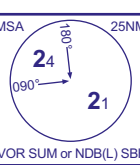
Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

CHANGE (5/26): AD ELEVATION. MAG VAR. MAG TRACKS. VM(C)OCA (OCH AAL). NOTES.

AERO INFO DATE 17 FEB 26

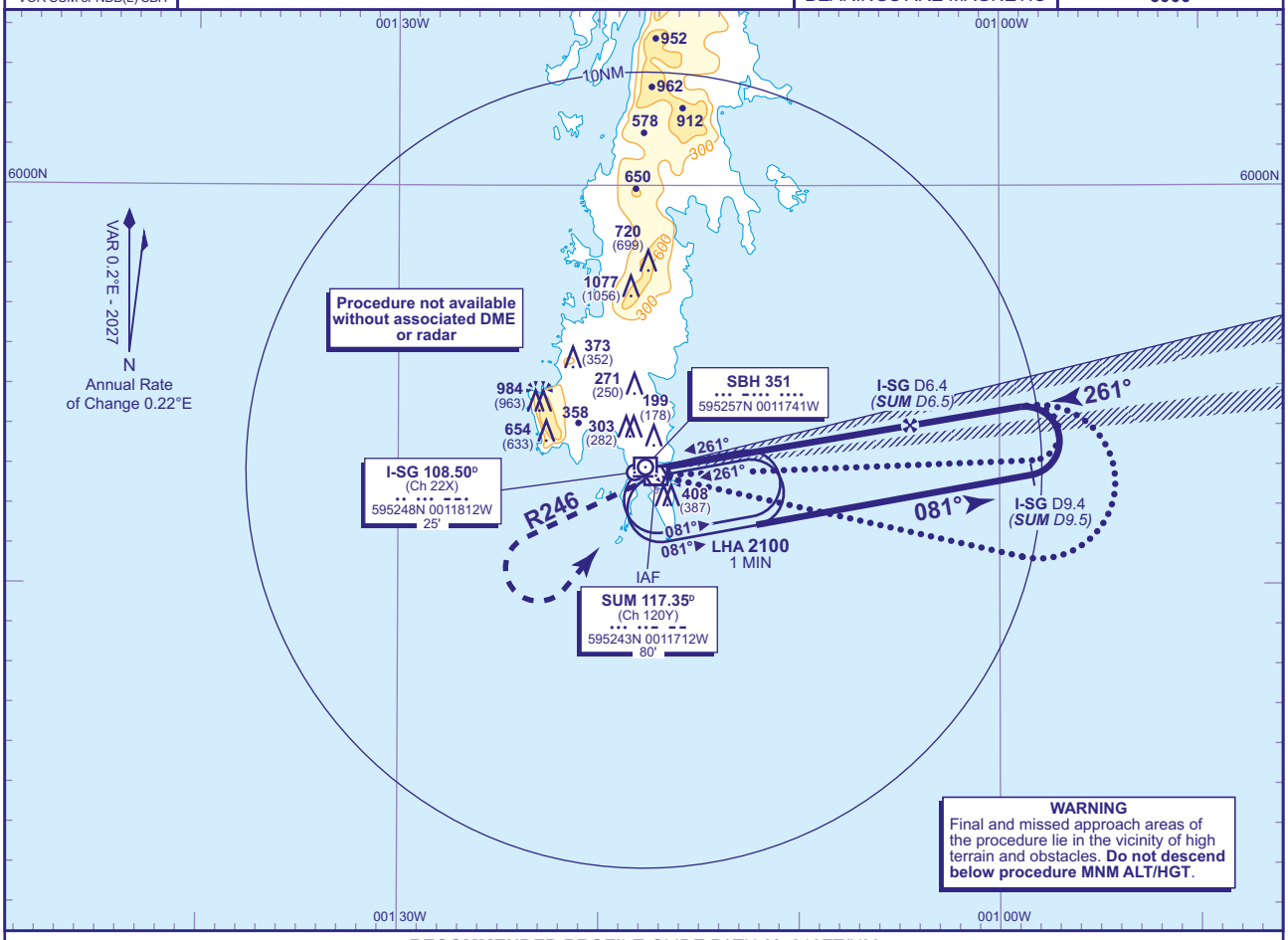
INSTRUMENT APPROACH CHART - ICAO

SUMBURGH ILS/DME/ VOR or NDB(L) RWY 27
(ACFT CAT A,B,C)



TWR	118.255	SUMBURGH TOWER	AD ELEVATION	24	
RAD	131.300, 123.155	SUMBURGH RADAR	THR ELEVATION	21	
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION		
AFIS	118.255	SUMBURGH INFORMATION	1077 AMSL (1056) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**

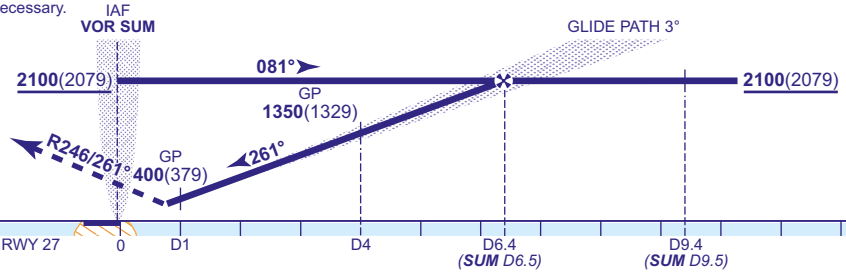


RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

I-SG DME	6	5	4	3	2	1
ALT(HGT)	**1990**(1969)	**1670**(1649)	**1350**(1329)	**1030**(1009)	**710**(689)	**400**(379)

RDH 56 Arrival **not below MSA**. Shuttle in hold as necessary.

Continuous climb to **3000**. Initially straight ahead to until abeam **VOR SUM** then turn left to establish on **SUM VOR** R246 (**NDB(L) SBH** QDM 244°). On reaching **1500** turn left to **VOR SUM** or **NDB(L) SBH** climbing to **3000** or as directed.



Aircraft Category		A	B	C
OCA (OCH)	**CAT I**	**267**(246)	**267**(246)	**267**(246)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(776)	**1200**(1176)	**1400**(1376)

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

ALTERNATIVE PROCEDURES
From NDB(L) SBH hold: As for main procedure except fly outbound on extended outbound leg of the NDB(L) SBH hold.
From overhead VOR SUM or NDB(L) SBH: From the overhead **not below 2100**(2079) fly outbound on SUM VOR R089/NDB(L) SBH QDR 090 ° (CAT A,B), SUM VOR R104/NDB(L) SBH QDR 104° (CAT C) **not below 2100**(2079). At I-SG DME 9.4 (SUM DME 9.5) base turn left to establish on the LOC. Once established continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-SG
Advise ATC. Equivalent radar ranges will be provided at 9.4NM outbound and inbound at 7NM approaching the FAP and at 4NM.

NOTE 1 LOC is offset 2.6° north of the extended RWY C/L and intercepts the RWY C/L 0.4NM from the THR.
2 Due to the relative position of VOR/DME and the THR of RWY 27, DME SUM does not provide reliable ranges to the THR.

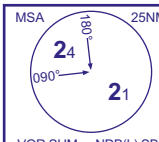
CHANGE (5/26): AD ELEVATION. MAG VAR. MAG TRACKS. VM(C)OCA (OCH AAL). NOTES.

AERO INFO DATE 17 FEB 26

AD 2-EGPB-8-5

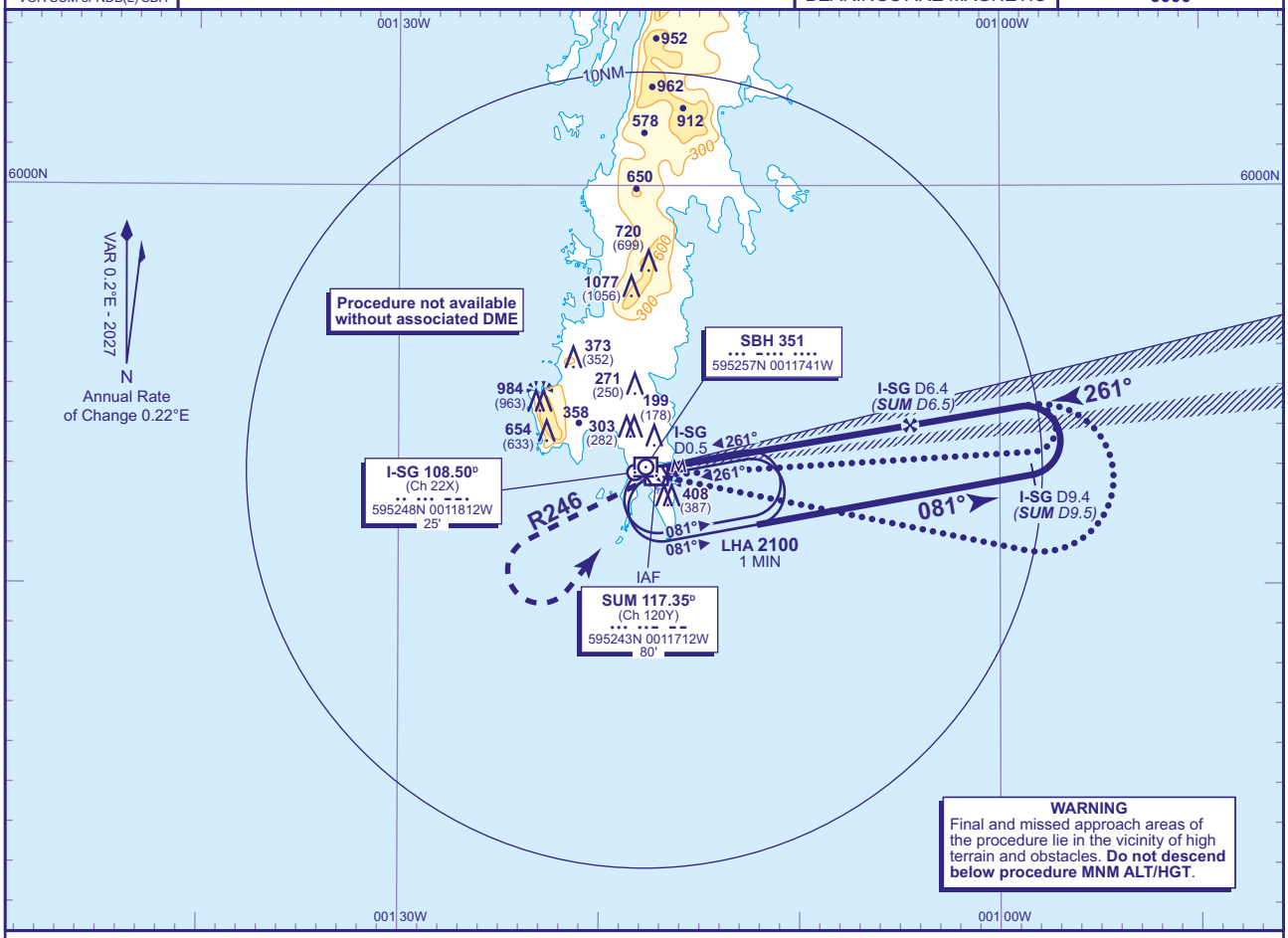
INSTRUMENT APPROACH CHART - ICAO

SUMBURGH LOC/DME/ VOR or NDB(L) RWY 27 (ACFT CAT A,B,C)



TWR	118.255	SUMBURGH TOWER	AD ELEVATION	24	
RAD	131.300, 123.155	SUMBURGH RADAR	THR ELEVATION	21	
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION	**1077 AMSL** (1056) (ABOVE THR)	
AFIS	118.255	SUMBURGH INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**



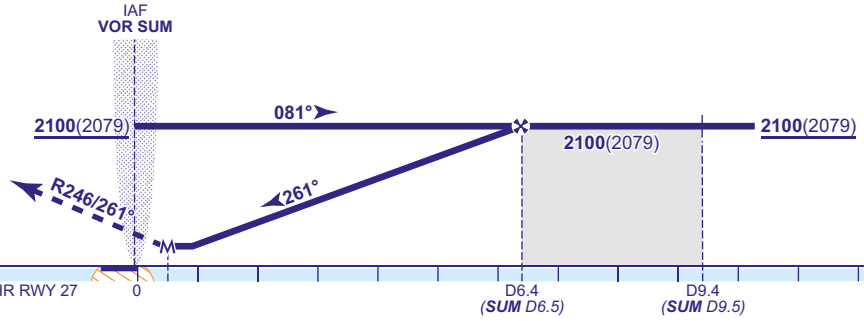
RECOMMENDED PROFILE GRADIENT 5.24%, 318FT/NM

I-SG DME	6	5	4	3	2	1
ALT(HGT)	**1990**(1969)	**1670**(1649)	**1350**(1329)	**1030**(1009)	**710**(689)	**400**(379)

Arrival **not below MSA**. Shuttle in hold as necessary.

MAPt I-SG DME 0.5

Continuous climb to **3000**. Initially straight ahead until abeam **VOR SUM** then turn left to establish on **SUM VOR** R246 (**NDB(L) SBH** QDM 244°). On reaching **1500** turn left to **VOR SUM** or **NDB(L) SBH** climbing to **3000** or as directed.



Aircraft Category		**A**	**B**	**C**
OCA (OCH)	**Procedure**	**330**(309)	**330**(309)	**330**(309)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(776)	**1200**(1176)	**1400**(1376)

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

ALTERNATIVE PROCEDURES
From NDB(L) SBH hold: As for main procedure except fly outbound on extended outbound leg of the NDB(L) SBH hold.
From overhead VOR SUM or NDB(L) SBH: From the overhead **not below 2100**(2079) fly outbound on SUM VOR R089/NDB(L) SBH QDR 090° (CAT A,B), SUM VOR R104/NDB(L) SBH QDR 104° (CAT C) **not below 2100**(2079). At I-SG DME 9.4 (SUM DME 9.5) base turn left to establish on the LOC. Once established continue as for main procedure.

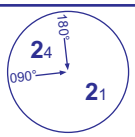
NOTE 1 LOC is offset 2.6° north of the extended RWY C/L and intercepts the RWY C/L 0.4NM from the THR.
2 Due to the relative position of VOR/DME and the THR of RWY 27, DME SUM does not provide reliable ranges to the THR.

CHANGE (5/26): AD ELEVATION. MAG VAR. MAG TRACKS. VM(C)OCA (OCH AAL). NOTES.

AERO INFO DATE 17 FEB 26 AD 2-EGPB-8-6

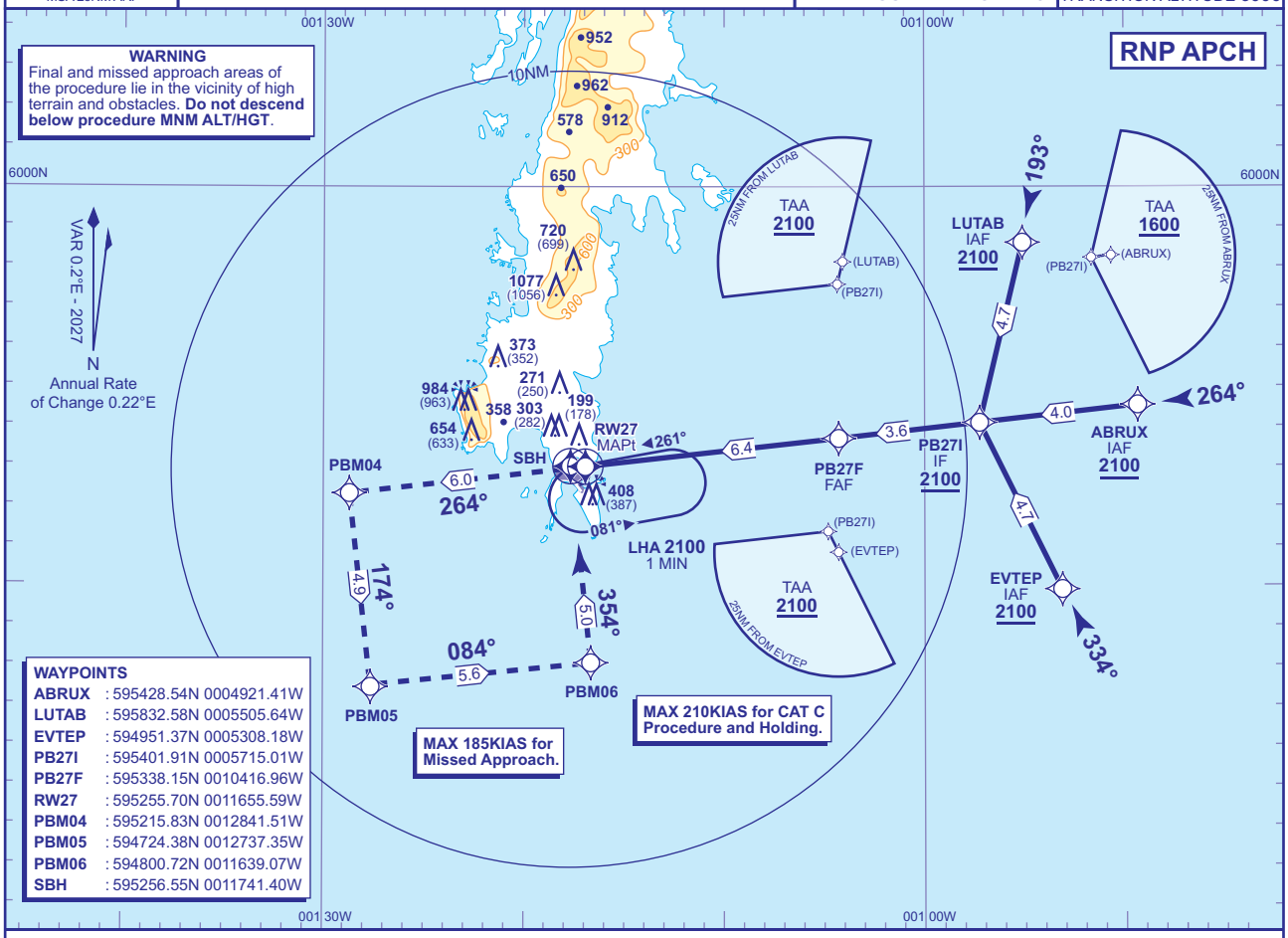
INSTRUMENT APPROACH CHART - ICAO

SUMBURGH RNP RWY 27
(ACFT CAT A,B,C)



MSA 25NM ARP

TWR	118.255	SUMBURGH TOWER	AD ELEVATION	24
RAD	131.300, 123.155	SUMBURGH RADAR	THR ELEVATION	21
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION	
AFIS	118.255	SUMBURGH INFORMATION	1077 AMSL (1056) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000

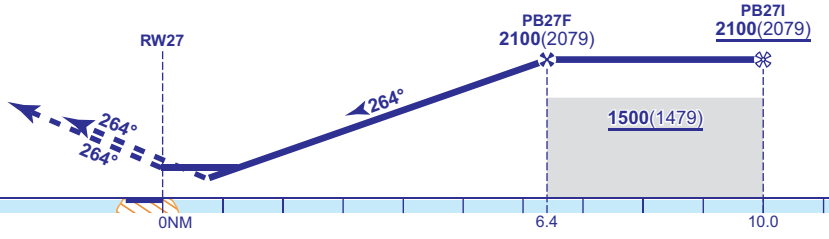


RECOMMENDED PROFILE Gradient 5.24%, 318FT /NM

NM to RW27	6	5	4	3	2	1
ALT(HGT)	**1970**(1949)	**1650**(1629)	**1330**(1309)	**1020**(999)	**700**(679)	**380**(359)

TCH 40

MAPt (LNAV): RW27
Continuous climb to **3000**. Initially climb straight ahead to **PBM04**, then turn left **PBM05**, left to **PBM06** and left to **SBH** to join the hold or as directed.



Aircraft Category			A	B	C
OCA (OCH)	LNAV	2.5%	**730**(709)	**730**(709)	**730**(709)
		5.0%	**470**(449)	**470**(449)	**470**(449)
VM(C)OCA (OCH AAL)	Total Area		**800**(776)	**1200**(1176)	**1400**(1376)

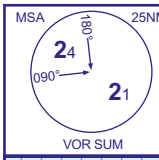
Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

CHANGE (5/26): AD ELEVATION. MAG VAR. MAG TRACKS. VM(C)OCA (OCH AAL). NOTES.

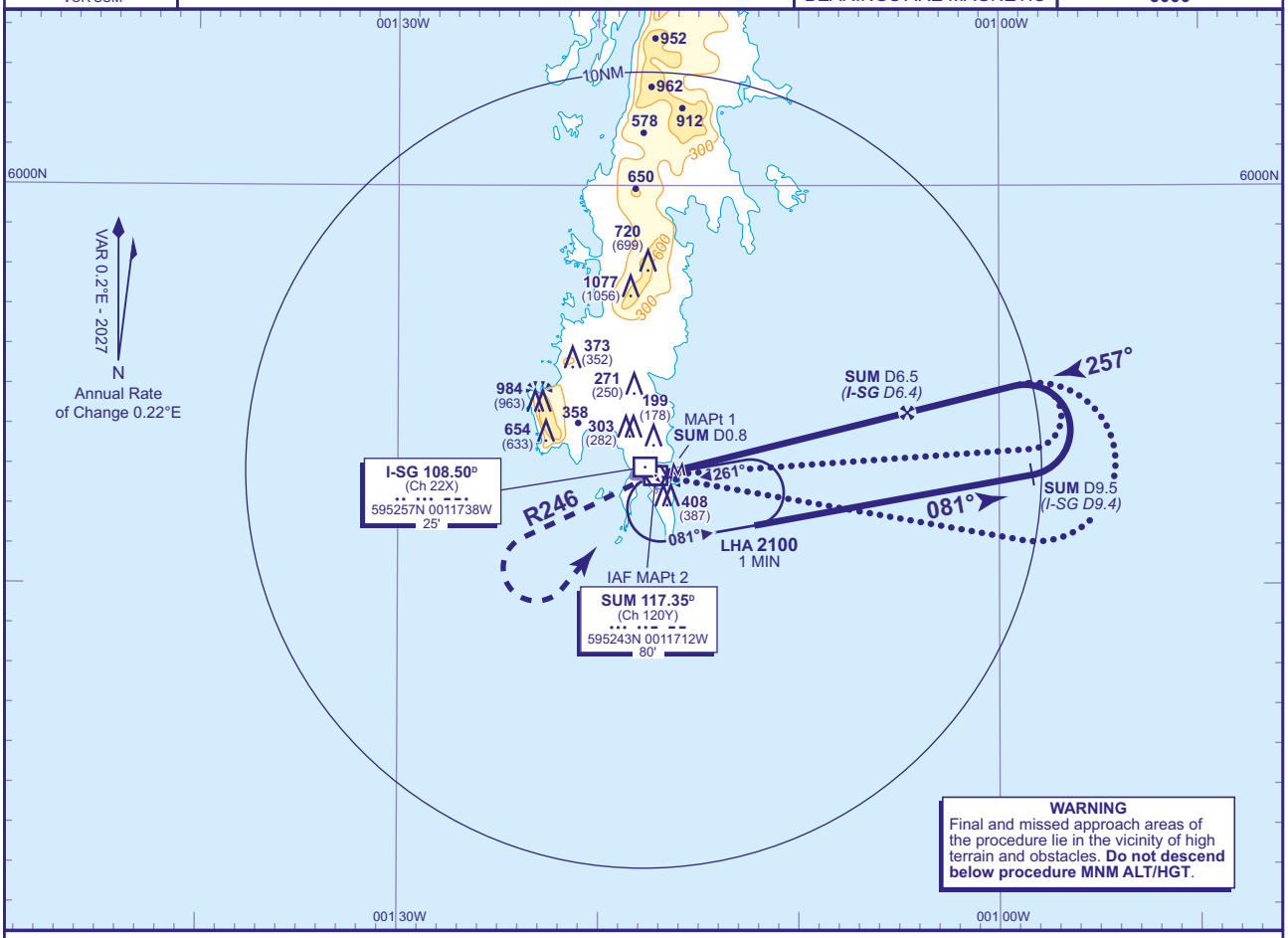
AERO INFO DATE 17 FEB 26

INSTRUMENT APPROACH CHART - ICAO

SUMBURGH VOR/DME RWY 27
(ACFT CAT A,B,C)



TWR	118.255	SUMBURGH TOWER	AD ELEVATION	24	TRANSITION ALTITUDE 6000
RAD	131.300, 123.155	SUMBURGH RADAR	THR ELEVATION	21	
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION 1077 AMSL (1056) (ABOVE THR)		
AFIS	118.255	SUMBURGH INFORMATION	BEARINGS ARE MAGNETIC		

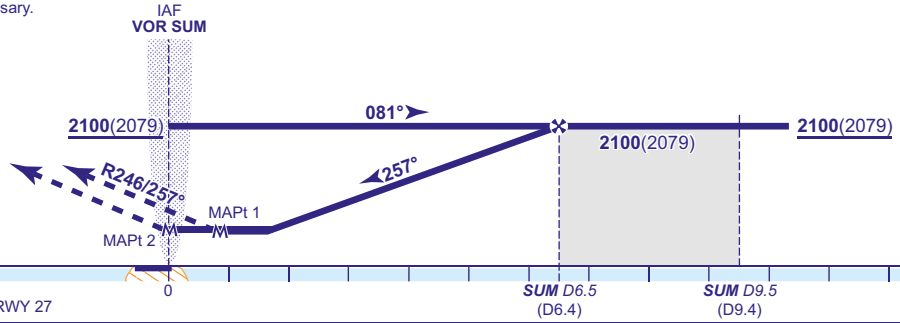


RECOMMENDED PROFILE Gradient 5.21%, 316FT/NM

SUM DME (I-SG)	6(5.9)	5(4.9)	4(3.9)	3(2.8)	2(1.8)
ALT(HGT)	**1940**(1919)	**1630**(1609)	**1310**(1289)	**990**(969)	**680**(659)

Arrival **not below MSA**. Shuttle in hold as necessary.

MAPt 1 (WITH DME) SUM DME 0.8
MAPt 2 (NO DME) SUM VOR
Continuous climb to **3000**. Initially straight ahead to **VOR SUM** then turn left to establish on **SUM VOR** R246. On reaching **1500** turn left to **VOR SUM** climbing to **3000** or as directed.



I-SG DME zero ranged to THR RWY 27

Aircraft Category		A	B	C
OCA (OCH)	**WITH DME**	**560**(539)	**560**(539)	**560**(539)
	NO DME	**590**(569)	**590**(569)	**590**(569)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(776)	**1200**(1176)	**1400**(1376)

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

ALTERNATIVE PROCEDURE
From overhead VOR SUM: From overhead **not below 2100**(2079) fly outbound on SUM VOR R086 (CAT A,B), SUM VOR R101 (CAT C) **not below 2100**(2079). At SUM DME 9.5 (I-SG DME 9.4) base turn left to establish on the FAT. Once established continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME Advise ATC. Fly outbound on Racetrack or Alternative Baseturn procedure for 3MIN (CAT A,B) 2.5MIN(CAT C), then turn left to establish on the FAT. Once established descend to OCA(H).

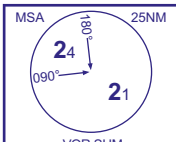
NOTE 1 FAT is offset 6.8° north of the extended RWY C/L and intercepts the RWY C/L 0.4NM from the THR.
2 Due to the relative position of VOR/DME SUM and the THR of RWY 27, DME SUM does not provide reliable ranges to the THR.

CHANGE (5/26): AD ELEVATION. MAG VAR. VM(C)OCA (OCH AAL). NOTES.

AERO INFO DATE 17 FEB 26 AD 2-EGPB-8-8

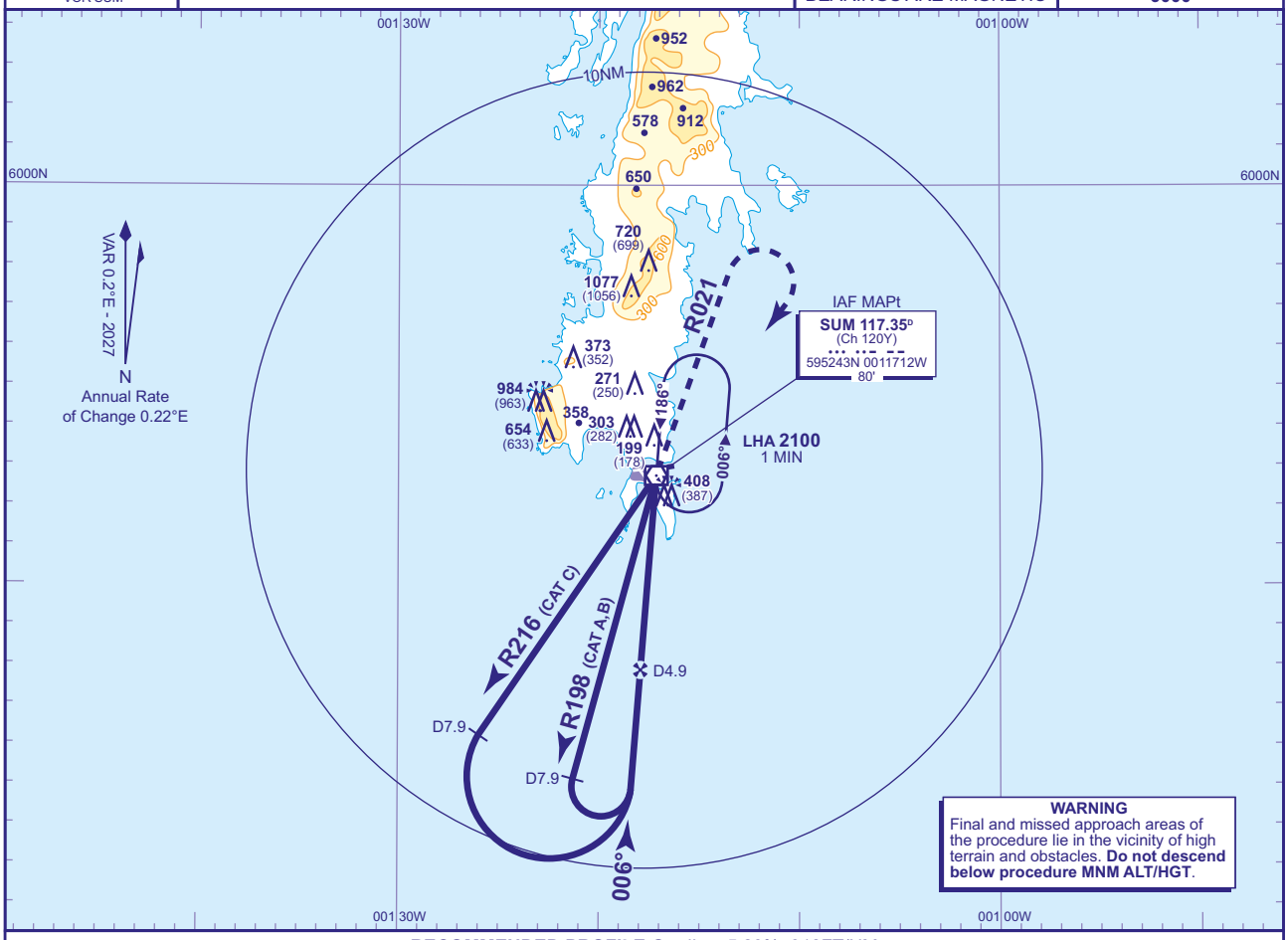
INSTRUMENT APPROACH CHART - ICAO

SUMBURGH VOR/DME 006° TO AERODROME
(ACFT CAT A,B,C)



TWR	118.255	SUMBURGH TOWER	AD ELEVATION	24
RAD	131.300, 123.155	SUMBURGH RADAR		
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION	
AFIS	118.255	SUMBURGH INFORMATION	1077 AMSL (1056) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

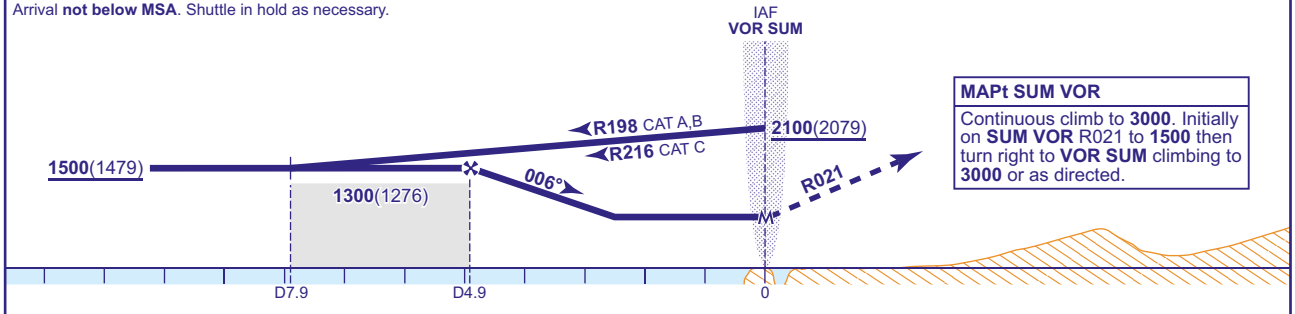
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.23%, 318FT/NM

SUM DME	4	3
ALT(HGT)	**1230**(1209)	**910**(889)

Arrival **not below MSA**. Shuttle in hold as necessary.



MAPt SUM VOR
Continuous climb to **3000**. Initially on **SUM VOR** R021 to **1500** then turn right to **VOR SUM** climbing to **3000** or as directed.

Aircraft Category	A	B	C
OCA (OCH)	**APPROACH TO VM(C)**		
VM(C)OCA (OCH AAL)	**Total Area**	**800**(776)	**1200**(1176)	**1400**(1376)

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

AIRCRAFT UNABLE TO RECEIVE DME
Advise ATC. Fly outbound on base turn procedure for 2.5MIN (CAT A,B) 2MIN (CAT C), then turn left to establish on the FAT. Once established descend to MDA(H).

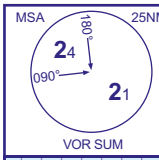
CHANGE (5/26): AD ELEVATION. MAG VAR. VM(C)OCA (OCH AAL). NOTES.

AERO INFO DATE 17 FEB 26

AD 2-EGPB-8-9

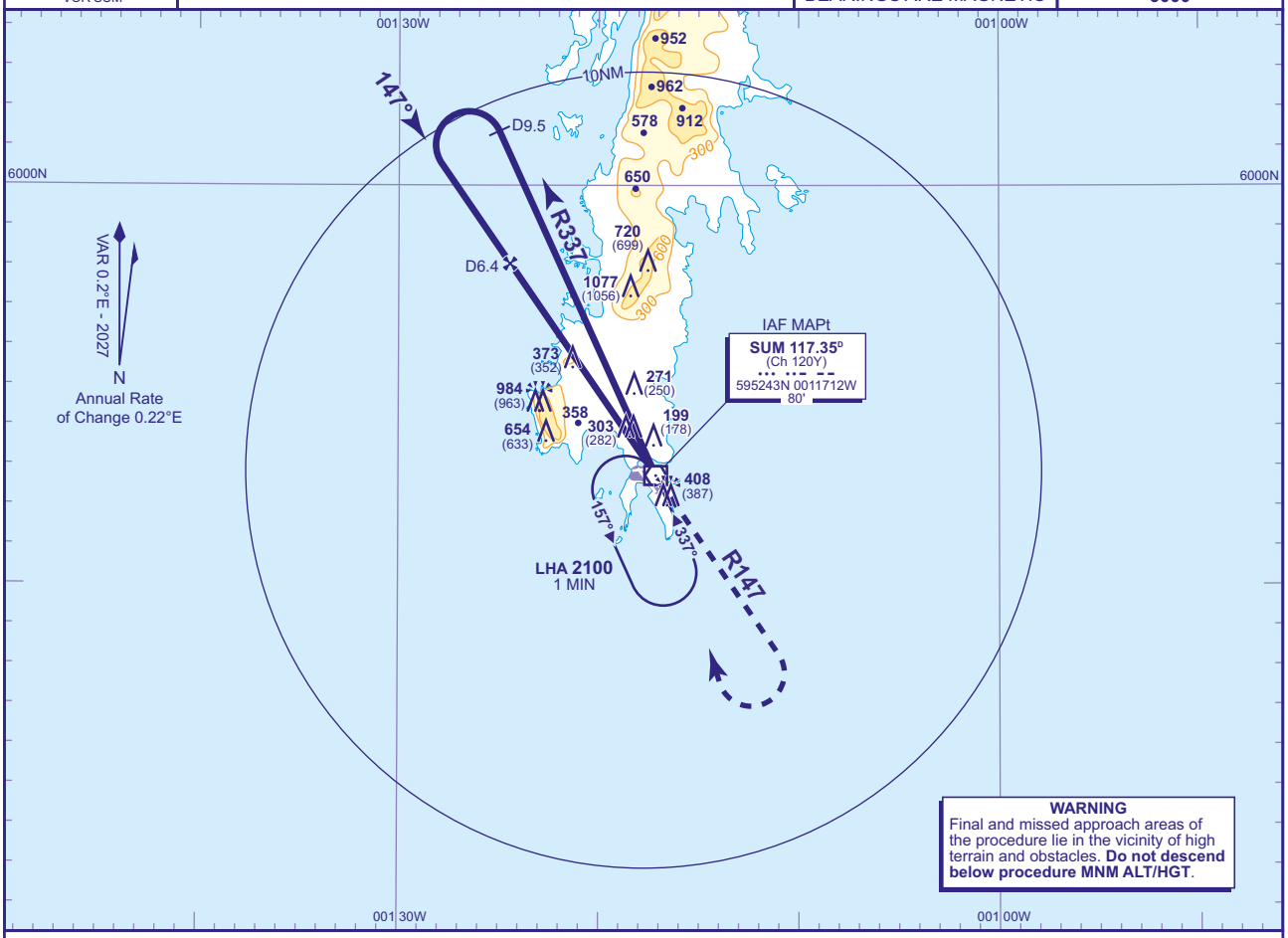
INSTRUMENT APPROACH CHART - ICAO

SUMBURGH VOR/DME 147° TO AERODROME (ACFT CAT A,B)



TWR	118.255	SUMBURGH TOWER	AD ELEVATION	24
RAD	131.300, 123.155	SUMBURGH RADAR		
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION	
AFIS	118.255	SUMBURGH INFORMATION	**1077 AMSL** (1056) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

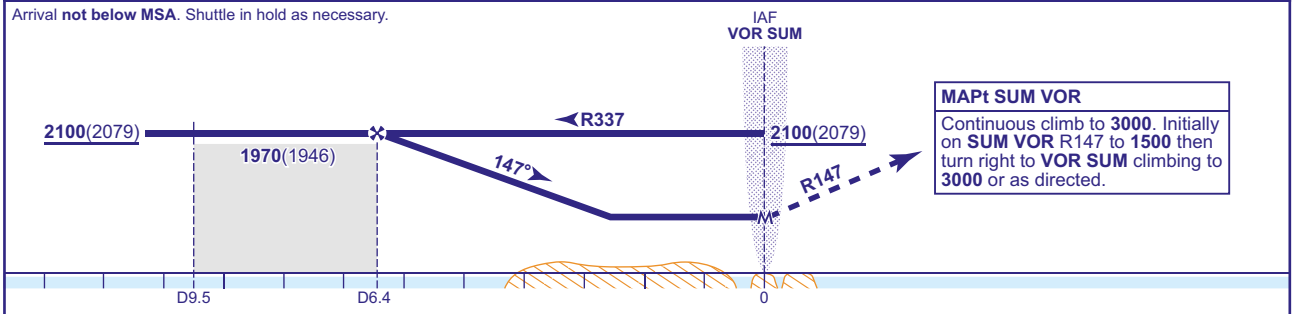
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.22%, 317FT/NM

SUM DME	6	5	4	3
ALT(HGT)	**1850**(1829)	**1540**(1519)	**1220**(1199)	**900**(879)

Arrival **not below MSA**. Shuttle in hold as necessary.



MAPt SUM VOR
Continuous climb to **3000**. Initially on **SUM VOR** R147 to **1500** then turn right to **VOR SUM** climbing to **3000** or as directed.

Aircraft Category		**A**	**B**
OCA (OCH)	**APPROACH TO VM(C)**		
VM(C)OCA (OCH AAL)	**Total Area**	**860**(836)	**1200**(1176)

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

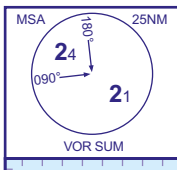
AIRCRAFT UNABLE TO RECEIVE DME
Fly outbound on base turn procedure for 3MIN then turn left to establish on the FAT.

CHANGE (5/26): AD ELEVATION. MAG VAR. VM(C)OCA (OCH AAL). NOTES.

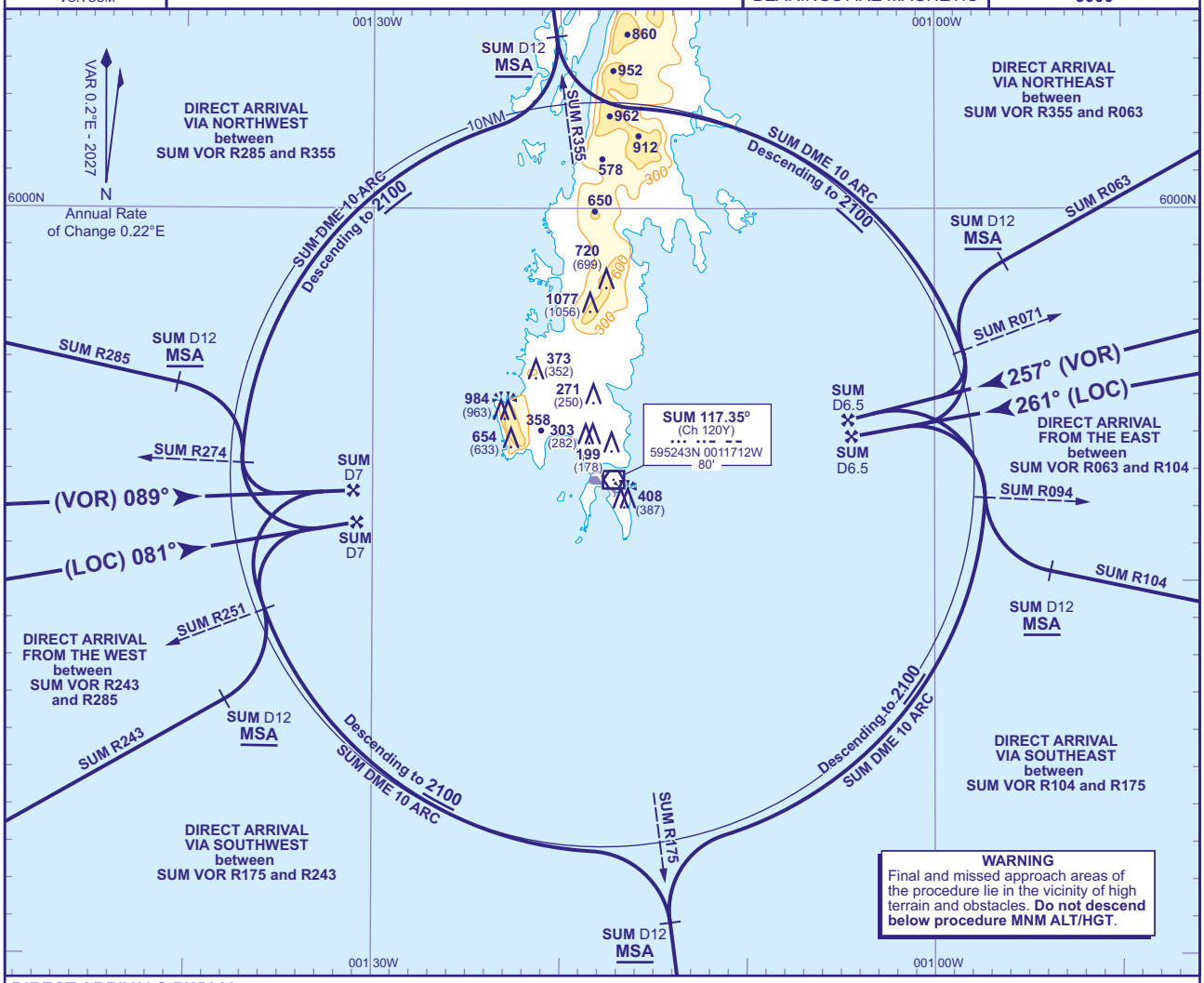
AERO INFO DATE 17 FEB 26 AD 2-EGPB-8-10

INSTRUMENT APPROACH CHART - ICAO

SUMBURGH Direct Arrivals RWY 09/27
(ACFT CAT A,B,C)



TWR	118.255	SUMBURGH TOWER	AD ELEVATION 24	
RAD	131.300, 123.155	SUMBURGH RADAR		
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION 1077 AMSL (1056) (ABOVE THR)	
AFIS	118.255	SUMBURGH INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000



DIRECT ARRIVALS RWY 09

From the Northwest (SUM VOR R285 to R355)
Track towards VOR SUM on any radial between SUM VOR R285 and R355 **not below MSA**. At SUM DME 12 turn right to establish on the SUM DME 10 arc anti-clockwise. Once established on the arc descend to **not below 2100**. At SUM R274 turn left to establish on the LOC or FAT. Once established continue as for main procedure.

From the Southwest (SUM VOR R175 to R243)
Track towards VOR SUM on any radial between SUM VOR R175 and R243 **not below MSA**. At SUM DME 12 turn left to establish on the SUM DME 10 arc clockwise. Once established on the arc descend to **not below 2100**. At SUM R251 turn right to establish on the LOC or FAT. Once established continue as for main procedure.

From the West (SUM VOR R243 to R285)
Establish on the extended LOC or FAT **not below MSA**. Once established descend to **2100** and continue as for main procedure.

DIRECT ARRIVALS RWY 27

From the Northeast (SUM VOR R355 to R063)
Track towards VOR SUM on any radial between SUM VOR R355 and R063 **not below MSA**. At SUM DME 12 turn left to establish on the SUM DME 10 arc clockwise. Once established on the arc descend to **not below 2100**. At SUM R071 turn right to establish on the LOC or FAT. Once established continue as for main procedure.

From the Southeast (SUM VOR R104 to R175)
Track towards VOR SUM on any radial between SUM VOR R104 and R175 **not below MSA**. At SUM DME 12 turn right to establish on the SUM DME 10 arc anti-clockwise. Once established on the arc descend to **not below 2100**. At SUM R094 turn left to establish on the LOC or FAT. Once established continue as for main procedure.

From the East (SUM VOR R063 to R104)
Establish on the extended LOC or FAT **not below MSA**. Once established descend to **2100** and continue as for main procedure.

CHANGE (5/26): AD ELEVATION. MAG VAR. MAG TRACKS.

AERO INFO DATE 17 FEB 26

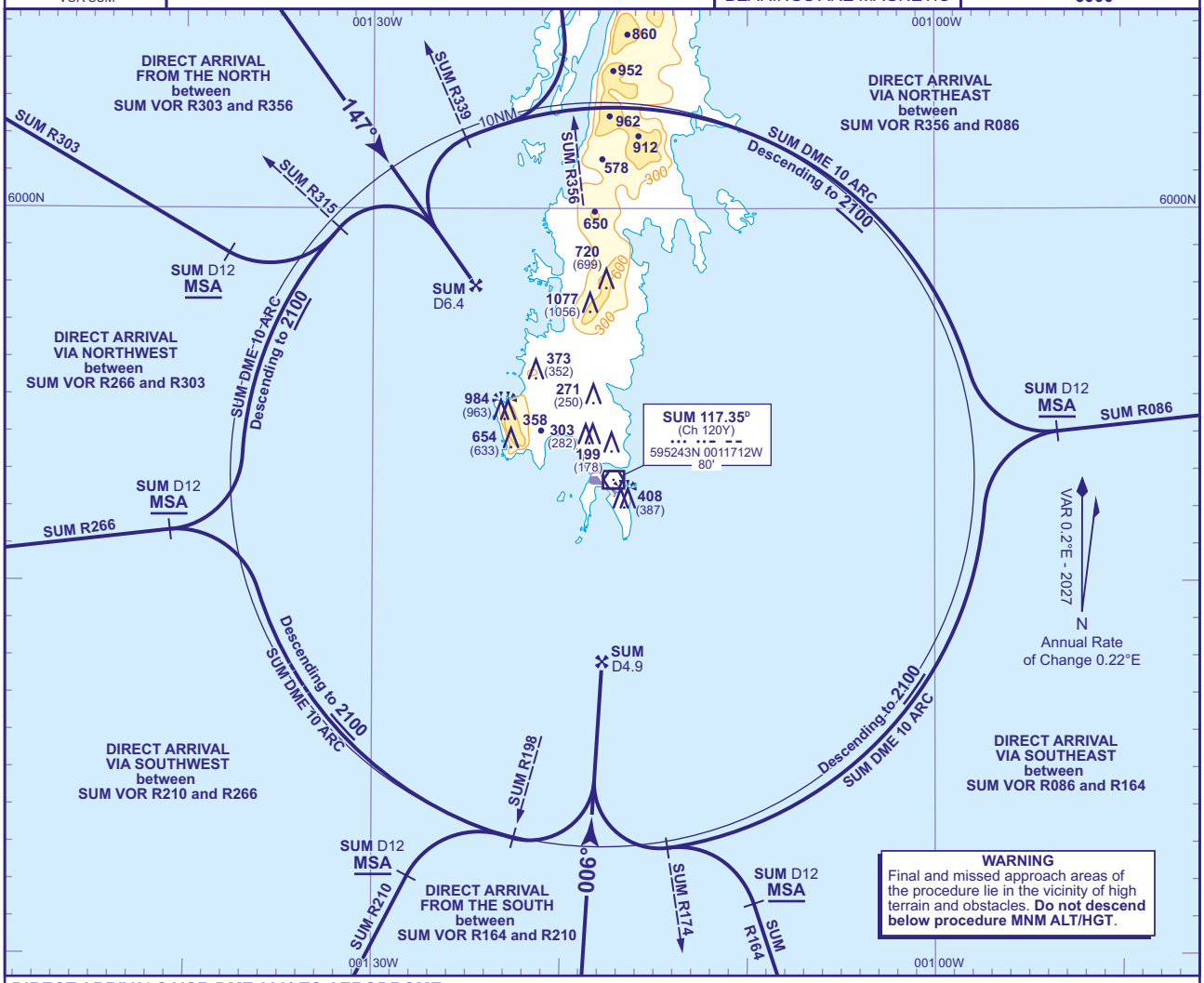
AD 2-EGPB-8-11

INSTRUMENT APPROACH CHART - ICAO

SUMBURGH
Direct Arrivals
VOR/DME 147°/006°
TO AERODROME
(ACFT CAT A,B,C)

MSA 25NM 180° 090° 24 21 VOR SUM

TWR	118.255	SUMBURGH TOWER	AD ELEVATION 24	TRANSITION ALTITUDE 6000
RAD	131.300, 123.155	SUMBURGH RADAR		
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION 1077 AMSL (1056) (ABOVE THR)	
AFIS	118.255	SUMBURGH INFORMATION	BEARINGS ARE MAGNETIC	



DIRECT ARRIVALS VOR DME 006° TO AERODROME

From the Southwest (SUM VOR R210 to R266)
Track towards VOR SUM on any radial between SUM VOR R210 and R266 **not below MSA**. At SUM DME 12 turn right to establish on the SUM DME 10 arc anti-clockwise. Once established on the arc descend to **not below 2100**. At SUM R198 turn left to establish on the FAT. Once established continue as for main procedure.

From the Southeast (SUM VOR R086 to R164)
Track towards VOR SUM on any radial between SUM VOR R086 and R164 **not below MSA**. At SUM DME 12 turn left to establish on the SUM DME 10 arc clockwise. Once established on the arc descend to **not below 2100**. At SUM R174 turn right to establish on the FAT. Once established continue as for main procedure.

From the South (SUM VOR R164 to R210)
Establish on the extended FAT **not below MSA**. Once established and within SUM DME 10 descend to **1500** and continue as for main procedure.

DIRECT ARRIVALS VOR DME 147° TO AERODROME

From the Northwest (SUM VOR R266 to R303)
Track towards VOR SUM on any radial between SUM VOR R266 and R303 **not below MSA**. At SUM DME 12 turn left to establish on the SUM DME 10 arc clockwise. Once established on the arc descend to **not below 2100**. At SUM R315 turn right to establish on the FAT. Once established continue as for main procedure.

From the Northeast (SUM VOR R356 to R086)
Track towards VOR SUM on any radial between SUM VOR R356 and R086 **not below MSA**. At SUM DME 12 turn right to establish on the SUM DME 10 arc anti-clockwise. Once established on the arc descend to **not below 2100**. At SUM R339 turn left to establish on the FAT. Once established continue as for main procedure.

From the North (SUM VOR R303 to R356)
Establish on the extended FAT **not below MSA**. Once established descend to **2100** and continue as for main procedure.

CHANGE (5/26): AD ELEVATION. MAG VAR.

AERO INFO DATE 17 FEB 26 AD 2-EGPB-8-12

Instrument Approach Procedure Coding Tables

Sumburgh RNP RWY 09 - Instrument Approach Procedure via OKDET

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	OKDET	N	-	-	2100	210	594710.81N 0013753.86W	IAF
R09R	002	TF	TISEV	N	353° (353.5°)	RIGHT	2100	-	595140.13N 0013855.03W	IF / 10.4NM
R09R	003	TF	PB09F	N	083° (083.5°)	-	2100	-	595207.44N 0013057.11W	FAF / 6.4NM
R09R	004	TF	RW09	Y	083° (083.4°)	-	-	-	595250.97N 0011819.03W	MAPt
R09R	005	CF	PBM01	N	083° (083.6°)	RIGHT	-	185	595325.50N 0010803.67W	-
R09R	006	TF	PBM02	N	173° (173.6°)	RIGHT	-	185	594834.11N 0010658.33W	-
R09R	007	TF	PBM03	N	263° (263.6°)	RIGHT	-	185	594800.87N 0011636.63W	-
R09R	008	TF	SBH	Y	354° (353.7°)	RIGHT	3000	185	595256.55N 0011741.40W	HOLD

Sumburgh RNP RWY 09 - Instrument Approach Procedure via TISEV

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	001	IF	TISEV	N	-	-	2100	210	595140.13N 0013855.03W	IF / 10.4NM
R09C	002	TF	PB09F	N	083° (083.5°)	-	2100	-	595207.44N 0013057.11W	FAF / 6.4NM
R09C	003	TF	RW09	Y	083° (083.4°)	-	-	-	595250.97N 0011819.03W	MAPt
R09C	004	CF	PBM01	N	083° (083.6°)	RIGHT	-	185	595325.50N 0010803.67W	-
R09C	005	TF	PBM02	N	173° (173.6°)	RIGHT	-	185	594834.11N 0010658.33W	-
R09C	006	TF	PBM03	N	263° (263.6°)	RIGHT	-	185	594800.87N 0011636.63W	-
R09C	007	TF	SBH	Y	354° (353.7°)	RIGHT	3000	185	595256.55N 0011741.40W	HOLD

Sumburgh RNP RWY 09 - Instrument Approach Procedure via ELPAP

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	ELPAP	N	-	-	2100	210	595533.08N 0013948.23W	IAF
R09L	002	TF	TISEV	N	173° (173.4°)	LEFT	2100	-	595140.13N 0013855.03W	IF / 10.4NM
R09L	003	TF	PB09F	N	083° (083.5°)	-	2100	-	595207.44N 0013057.11W	FAF / 6.4NM
R09L	004	TF	RW09	Y	083° (083.4°)	-	-	-	595250.97N 0011819.03W	MAPt
R09L	005	CF	PBM01	N	083° (083.6°)	RIGHT	-	185	595325.50N 0010803.67W	-
R09L	006	TF	PBM02	N	173° (173.6°)	RIGHT	-	185	594834.11N 0010658.33W	-
R09L	007	TF	PBM03	N	263° (263.6°)	RIGHT	-	185	594800.87N 0011636.63W	-
R09L	008	TF	SBH	Y	354° (353.7°)	RIGHT	3000	185	595256.55N 0011741.40W	HOLD

CHANGE (5/26): MAG TRACKS.
AERO INFO DATE 17 FEB 26

Instrument Approach Procedure Coding Tables

Sumburgh RNP RWY 15 - Instrument Approach Procedure via EKPOG

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
R15R	001	IF	EKPOG	N	-	-	2100	210	595739.42N 0013253.98W	IAF
R15R	002	TF	TUSUG	N	053° (053.3°)	RIGHT	2100	-	595932.60N 0012750.92W	IF / 8.4NM
R15R	003	TF	PB15F	N	143° (143.4°)	-	2100	-	595640.90N 0012336.48W	FAF / 4.8NM
R15R	004	TF	RW15	Y	143° (143.3°)	-	-	-	595249.88N 0011754.57W	MAPt
R15R	005	CF	PBM07	N	143° (143.4°)	RIGHT	-	185	594854.29N 0011207.54W	-
R15R	006	TF	PBM08	N	233° (233.4°)	RIGHT	-	185	594559.28N 0011954.36W	-
R15R	007	TF	PBM09	N	323° (323.4°)	RIGHT	-	185	594954.60N 0012541.56W	-
R15R	008	TF	SBH	Y	053° (053.0°)	RIGHT	3000	185	595256.55N 0011741.40W	HOLD

Sumburgh RNP RWY 15 - Instrument Approach Procedure via TUSUG

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
R15C	001	IF	TUSUG	N	-	-	2100	210	595932.60N 0012750.92W	IF / 8.4NM
R15C	002	TF	PB15F	N	143° (143.4°)	-	2100	-	595640.90N 0012336.48W	FAF / 4.8NM
R15C	003	TF	RW15	Y	143° (143.3°)	-	-	-	595249.88N 0011754.57W	MAPt
R15C	004	CF	PBM07	N	143° (143.4°)	RIGHT	-	185	594854.29N 0011207.54W	-
R15C	005	TF	PBM08	N	233° (233.4°)	RIGHT	-	185	594559.28N 0011954.36W	-
R15C	006	TF	PBM09	N	323° (323.4°)	RIGHT	-	185	594954.60N 0012541.56W	-
R15C	007	TF	SBH	Y	053° (053.0°)	RIGHT	3000	185	595256.55N 0011741.40W	HOLD

Sumburgh RNP RWY 15 - Instrument Approach Procedure via ATLUG

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
R15L	001	IF	ATLUG	N	-	-	2100	210	600119.70N 0012303.17W	IAF
R15L	002	TF	TUSUG	N	233° (233.4°)	LEFT	2100	-	595932.60N 0012750.92W	IF / 8.4NM
R15L	003	TF	PB15F	N	143° (143.4°)	-	2100	-	595640.90N 0012336.48W	FAF / 4.8NM
R15L	004	TF	RW15	Y	143° (143.3°)	-	-	-	595249.88N 0011754.57W	MAPt
R15L	005	CF	PBM07	N	143° (143.4°)	RIGHT	-	185	594854.29N 0011207.54W	-
R15L	006	TF	PBM08	N	233° (233.4°)	RIGHT	-	185	594559.28N 0011954.36W	-
R15L	007	TF	PBM09	N	323° (323.4°)	RIGHT	-	185	594954.60N 0012541.56W	-
R15L	008	TF	SBH	Y	053° (053.0°)	RIGHT	3000	185	595256.55N 0011741.40W	HOLD

CHANGE (5/26): MAG TRACKS.
AERO INFO DATE 17 FEB 26

Instrument Approach Procedure Coding Tables

Sumburgh RNP RWY 27 - Instrument Approach Procedure via LUTAB

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R27R	001	IF	LUTAB	N	-	-	2100	210	595832.58N 0005505.64W	IAF
R27R	002	TF	PB27I	N	193° (193.5°)	RIGHT	2100	-	595401.91N 0005715.01W	IF / 10.0NM
R27R	003	TF	PB27F	N	264° (263.7°)	-	2100	-	595338.15N 0010416.96W	FAF / 6.4NM
R27R	004	TF	RW27	Y	264° (263.7°)	-	-	-	595255.70N 0011655.59W	MAPt
R27R	005	CF	PBM04	N	264° (263.7°)	LEFT	-	185	595215.83N 0012841.51W	-
R27R	006	TF	PBM05	N	174° (173.7°)	LEFT	-	185	594724.38N 0012737.35W	-
R27R	007	TF	PBM06	N	084° (083.7°)	LEFT	-	185	594800.72N 0011639.07W	-
R27R	008	TF	SBH	Y	354° (354.0°)	RIGHT	3000	185	595256.55N 0011741.40W	HOLD

Sumburgh RNP RWY 27 - Instrument Approach Procedure via ABRUX

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
R27C	001	IF	ABRUX	N	-	-	2100	210	595428.54N 0004921.41W	IAF
R27C	002	TF	PB27I	N	264° (263.7°)	-	2100	-	595401.91N 0005715.01W	IF / 10.0NM
R27C	003	TF	PB27F	N	264° (263.7°)	-	2100	-	595338.15N 0010416.96W	FAF / 6.4NM
R27C	004	TF	RW27	Y	264° (263.7°)	-	-	-	595255.70N 0011655.59W	MAPt
R27C	005	CF	PBM04	N	264° (263.7°)	LEFT	-	185	595215.83N 0012841.51W	-
R27C	006	TF	PBM05	N	174° (173.7°)	LEFT	-	185	594724.38N 0012737.35W	-
R27C	007	TF	PBM06	N	084° (083.7°)	LEFT	-	185	594800.72N 0011639.07W	-
R27C	008	TF	SBH	Y	354° (354.0°)	RIGHT	3000	185	595256.55N 0011741.40W	HOLD

Sumburgh RNP RWY 27 - Instrument Approach Procedure via EVTEP

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R27L	001	IF	EVTEP	N	-	-	2100	210	594951.37N 0005308.18W	IAF
R27L	002	TF	PB27I	N	334° (333.7°)	LEFT	2100	-	595401.91N 0005715.01W	IF / 10.0NM
R27L	003	TF	PB27F	N	264° (263.7°)	-	2100	-	595338.15N 0010416.96W	FAF / 6.4NM
R27L	004	TF	RW27	Y	264° (263.7°)	-	-	-	595255.70N 0011655.59W	MAPt
R27L	005	CF	PBM04	N	264° (263.7°)	LEFT	-	185	595215.83N 0012841.51W	-
R27L	006	TF	PBM05	N	174° (173.7°)	LEFT	-	185	594724.38N 0012737.35W	-
R27L	007	TF	PBM06	N	084° (083.7°)	LEFT	-	185	594800.72N 0011639.07W	-
R27L	008	TF	SBH	Y	354° (354.0°)	RIGHT	3000	185	595256.55N 0011741.40W	HOLD

CHANGE (5/26): MAG TRACKS.
AERO INFO DATE 17 FEB 26

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EGHK — PENZANCE HELIPORT

EGHK AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGHK — PENZANCE HELIPORT

EGHK AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 500750N Long: 0053044W
2	Direction and distance from city	1 NM NE of Penzance Town.
3	Elevation / Reference temperature / Mean Low Temperature	21 FT / 16.5 °C / -
4	Geoid undulation at AD ELEV PSN	174 FT
5	Magnetic Variation / Annual Change	0.34°W (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address Web address	PENZANCE HELIPORT Jelbert Way, Long Rock, Penzance TR18 3FL. 01736-780828 (Heliport). pnzops@starspeed.co.uk www.penzanceheliport.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGHK AD 3.3 OPERATIONAL HOURS

1	Heliport Operator	Mon-Sat 0800-1700 (0730-1830).
2	Customs and Immigration	
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As Heliport hours. Self briefing.
7	Air Traffic Service	
8	Fuelling	As Heliport hours.
9	Handling	As Heliport hours.
10	Security	During public transport operations and by arrangement.
11	De-icing	
12	Remarks	Certain flights not requiring Licensed facilities may operate during daylight hours strictly by prior arrangement.

EGHK AD 3.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	JET A-1
3	Fuelling facilities/capacity	Gravity refueling only.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Strictly by prior arrangement.
6	Repair facilities for visiting aircraft	
7	Remarks	

EGHK AD 3.5 PASSENGER FACILITIES

1	Hotels	Penzance Town.
2	Restaurants	Penzance Town.
3	Transportation	Shuttle bus available during AD hours to Penzance Railway Station.
4	Medical facilities	Basic first aid.
5	Bank and Post Office	Numerous in Penzance Town.
6	Tourist Office	Penzance Tourist Information Centre, Penzance Town.

7	Remarks	

EGHK AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category H2
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGHK AD 3.7 SEASONAL AVAILABILITY - CLEARING

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EGHK AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron/ helicopter stands surface and strength	APRON Surface: Concrete
2	Ground taxiway width, surface and designation	
3	Air taxiway width and designation	
4	Altimeter checkpoint location and elevation	
5	VOR checkpoints	
6	INS checkpoints	
7	Remarks	

EGHK AD 3.9 MARKINGS AND MARKERS

1	Final approach and take-off markings	TLOF MAIN: Yellow circular TLOF/Aiming Point. White 'H' Heliport identification marking in centre of aiming point aligned to preferred final approach direction. SECONDARY: Delineated by white corner markers.
2	Taxiway, air taxiway and air transit route markers	
3	Remarks	Two WDI: 500749.34N 0053057.37W; 500752.02N 0053045.84W.

EGHK AD 3.10 HELIPORT OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHK1199) 26/APPROACH 08/ TAKE-OFF	TREE	500752.29N 0053033.07W	73 FT	42 FT	No	
(EGHK1182) 26/APPROACH 08/ TAKE-OFF	TREE	500751.43N 0053039.90W	57 FT	35 FT	No	
(EGHK1183) 26/APPROACH 08/ TAKE-OFF	TREE	500751.10N 0053039.76W	54 FT	33 FT	No	
(EGHK1109) 08/APPROACH 26/ TAKE-OFF	FENCE	500749.66N 0053053.85W	34 FT	4 FT	No	
(EGHK1092) 08/APPROACH 26/ TAKE-OFF	WINDSOCK	500749.34N 0053057.37W	51 FT	20 FT	No	
(EGHK1264) 08/APPROACH 26/ TAKE-OFF	TREE	500748.98N 0053100.38W	54 FT	24 FT	No	
(EGHK1073) 08/APPROACH 26/ TAKE-OFF	TREE	500747.69N 0053100.51W	55 FT	35 FT	No	
(EGHK1068) 08/APPROACH 26/ TAKE-OFF	TREE	500747.47N 0053102.40W	62 FT	43 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**
(EGHK1234)	NATURAL_HIGHPOINT	500919.07N 0053009.54W	415 FT	0 FT	No	
(EGHK1035)	TREES	500907.49N 0053120.61W	574 FT	47 FT	No	
(EGHK1024)	NATURAL_HIGHPOINT	500907.33N 0053136.71W	509 FT	0 FT	No	
(EGHK1212)	NATURAL_HIGHPOINT	500905.73N 0053030.59W	472 FT	0 FT	No	
(EGHK1251)	PYLON	500902.11N 0052908.30W	295 FT	85 FT	No	
(EGHK1247)	PYLON	500902.08N 0052918.55W	291 FT	92 FT	No	
(EGHK1239)	PYLON	500902.06N 0052939.91W	349 FT	89 FT	No	
(EGHK1017)	NATURAL_HIGHPOINT	500856.30N 0053203.18W	344 FT	0 FT	No	
(EGHK1236)	BUILDING	500847.38N 0053001.35W	361 FT	16 FT	No	
(EGHK1007)	NATURAL_HIGHPOINT	500846.83N 0053238.98W	443 FT	0 FT	No	
(EGHK1226)	NATURAL_HIGHPOINT	500846.26N 0053018.88W	380 FT	0 FT	No	
(EGHK1241)	NATURAL_HIGHPOINT	500844.07N 0052936.87W	323 FT	0 FT	No	
(EGHK1051)	NATURAL_HIGHPOINT	500842.09N 0053113.31W	457 FT	0 FT	No	
(EGHK1243)	CHURCH	500841.55N 0052935.99W	344 FT	86 FT	No	
(EGHK1220)	NATURAL_HIGHPOINT	500839.08N 0053022.75W	367 FT	0 FT	No	
(EGHK1242)	TREE	500838.21N 0052936.19W	314 FT	74 FT	No	
(EGHK1021)	NATURAL_HIGHPOINT	500835.85N 0053151.23W	312 FT	0 FT	No	
(EGHK1009)	NATURAL_HIGHPOINT	500832.57N 0053224.60W	377 FT	0 FT	No	
(EGHK1250)	BUILDING	500828.78N 0052908.82W	129 FT	13 FT	No	
(EGHK1218)	TREE	500826.65N 0053022.94W	346 FT	63 FT	No	
(EGHK1003)	NATURAL_HIGHPOINT	500825.23N 0053256.56W	436 FT	0 FT	No	
(EGHK1217)	TREE	500822.46N 0053024.99W	307 FT	65 FT	No	
(EGHK1208)	TREE	500821.86N 0053029.91W	293 FT	71 FT	No	
(EGHK1228)	NATURAL_HIGHPOINT	500821.39N 0053015.33W	219 FT	0 FT	No	
(EGHK1240)	NATURAL_HIGHPOINT	500821.09N 0052936.75W	188 FT	0 FT	No	
(EGHK1231)	TREE	500818.24N 0053011.11W	189 FT	36 FT	No	
(EGHK1207)	TREE	500817.25N 0053030.17W	240 FT	64 FT	No	
(EGHK1172)	TREE	500816.49N 0053043.46W	266 FT	36 FT	No	
(EGHK1213)	TREE	500816.43N 0053026.69W	181 FT	57 FT	No	
(EGHK1257)	WOOD	500815.62N 0052833.46W	137 FT	48 FT	No	
(EGHK1013)	ELECTRIC POLE	500814.86N 0053213.06W	294 FT	55 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**
(EGHK1026)	TREE	500813.95N 0053130.37W	335 FT	52 FT	No	
(EGHK1225)	TREE	500812.63N 0053017.57W	134 FT	44 FT	No	
(EGHK1230)	TREE	500811.94N 0053010.80W	125 FT	43 FT	No	
(EGHK1110)	TREE	500811.64N 0053055.44W	294 FT	44 FT	No	
(EGHK1025)	TREE	500809.52N 0053132.12W	311 FT	74 FT	No	
(EGHK1184)	TREE	500807.97N 0053040.92W	218 FT	30 FT	No	
(EGHK1023)	TREE	500806.97N 0053133.47W	286 FT	84 FT	No	
(EGHK1190)	ELECTRIC POLE	500806.65N 0053038.31W	192 FT	25 FT	No	
(EGHK1170)	TREE	500805.02N 0053042.75W	217 FT	25 FT	No	
(EGHK1042)	BUSH	500804.67N 0053113.44W	243 FT	27 FT	No	
(EGHK1041)	WATER_TOWER	500759.91N 0053113.17W	171 FT	28 FT	Yes Red	
(EGHK1248)	TREE	500759.37N 0052912.73W	140 FT	107 FT	No	
(EGHK1147)	TREE	500758.60N 0053047.66W	146 FT	41 FT	No	
(EGHK1249)	TREE	500758.37N 0052912.02W	137 FT	105 FT	No	
(EGHK1263)	NATURAL_HIGHPOINT	500757.32N 0052812.42W	188 FT	0 FT	No	
(EGHK1006)	WOOD	500757.01N 0053238.91W	374 FT	107 FT	No	
(EGHK1032)	CHURCH	500756.65N 0053116.66W	169 FT	80 FT	No	
(EGHK1261)	TREE	500755.31N 0052820.47W	215 FT	22 FT	No	
(EGHK1259)	NATURAL_HIGHPOINT	500749.80N 0052823.76W	191 FT	0 FT	No	
(EGHK1014)	MAST	500749.98N 0053203.20W	280 FT	68 FT	No	
(EGHK1260)	NATURAL_HIGHPOINT	500739.45N 0052819.91W	209 FT	0 FT	No	
(EGHK1016)	TREE	500735.09N 0053157.35W	194 FT	68 FT	No	
(EGHK1258)	TREE	500733.58N 0052827.44W	214 FT	122 FT	No	
(EGHK1019)	TREE	500731.38N 0053155.31W	225 FT	61 FT	No	
(EGHK1018)	TREE	500729.29N 0053156.05W	226 FT	74 FT	No	
(EGHK1262)	NATURAL_HIGHPOINT	500728.98N 0052816.72W	176 FT	0 FT	No	
(EGHK1005)	WIND TURBINE	500728.72N 0053242.32W	353 FT	141 FT	No	
(EGHK1008)	AERIAL	500717.30N 0053224.68W	239 FT	87 FT	No	
(EGHK1010)	BUILDING	500715.35N 0053218.75W	163 FT	26 FT	No	
(EGHK1011)	BUILDING	500714.63N 0053218.33W	187 FT	50 FT	No	
(EGHK1004)	TREE	500711.29N 0053250.38W	182 FT	25 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**
(EGHK1002)	BUILDING	500709.35N 0053253.48W	182 FT	27 FT	No	
(EGHK1012)	DOME	500707.38N 0053213.16W	190 FT	92 FT	No	
(EGHK1015)	CHURCH	500659.34N 0053159.45W	180 FT	117 FT	No	
(EGHK1252)	FLAG	500659.23N 0052841.28W	283 FT	184 FT	Yes Red	
(EGHK1266)	MAST	500644.11N 0053315.32W	321 FT	105 FT	No	

EGHK AD 3.11 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.
6	Flight documentation Language(s) used	English.
7	Charts and other information available for briefing or consultation	Printed METAR/TAF/Charts available.
8	Supplementary equipment available for providing information	Skyview Met System.
9	ATS units provided with information	PENZANCE HELIPORT
10	Additional information (limitation of service, etc.)	No ATZ. No AD METAR or TAF available.

EGHK AD 3.12 HELIPORT DATA

1	Heliport type	Level surface.
2	TLOF dimensions	MAIN: 20 M x 20 M SECONDARY: 20 M x 20 M
3	FATO, GEO bearing	08: 080.19° 26: 260.19°
4	FATO dimensions and surface type	FATO: 20 M x 20 M Surface: Concrete
5	TLOF surface and bearing strength	MAIN Surface: Concrete SECONDARY Surface: . Reinforced grass surface.
6	Co-ordinates of geometric centre TLOF or threshold of FATO	FATO 08: 500749.34N 0053050.73W FATO 26: 500749.45N 0053049.74W TLOF MAIN: 500749.39N 0053050.24W TLOF SECONDARY: 500750.13N 0053043.79W
7	TLOF and/ or FATO elevation and slope	FATO 08: 21 FT FATO 26: 21 FT TLOF MAIN: 21 FT TLOF SECONDARY: 21 FT
8	Safety area dimensions	TLOF MAIN: 28 M x 28 M
9	Helicopter clearway dimensions	
10	Obstacle-free sector	
11	Remarks	

EGHK AD 3.13 DECLARED DISTANCES

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EGHK AD 3.14 APPROACH AND FATO LIGHTING

1	Approach lighting system type, length, intensity	
2	Type of visual approach slope indicator system	
3	FATO area lighting characteristics and location	
4	Aiming point lighting characteristics and location	
5	TLOF lighting system characteristics and location	MAIN: Edge Green Omni-Directional.
6	Remarks	

EGHK AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Heliport BCN location, characteristics and hours of operation	
2	WDI location and lighting	Anemometer: Mast situated at 500751.65N 0053047.88W. Mast is lit with a solid red obstruction light.
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGHK AD 3.16 AIR TRAFFIC SERVICES AIRSPACE

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EGHK AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	PENZANCE RADIO	120.060 A/G frequency.			Mon-Sat 0800-1700 (0730-1830).	

EGHK AD 3.18 RADIO NAVIGATION AND LANDING AIDS

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EGHK AD 3.19 LOCAL HELIPORT REGULATIONS

1 GROUND MOVEMENT

a) Helicopters may not be ground taxied. Movements between the hangar, apron and helipads are to be carried out by towing.

2 HELIPORT OPERATIONS

a) Helicopters will primarily be operated on the Scheduled Service to/from the Isles of Scilly by Starspeed Ltd. Other flights may be carried out for maintenance, positioning or by emergency services helicopters on a strictly PPR basis. All visiting pilots are to obtain a verbal briefing (Telephone) from Penzance Heliport Operations 01736-780950 on the flight paths required to conform with the Heliport Local Authority Planning Conditions.

3 TRAINING

a) Company helicopter training flights may be carried out in addition to the Scheduled Service.

HELICOPTER CHART - ICAO

ARP 500750N 0053044W

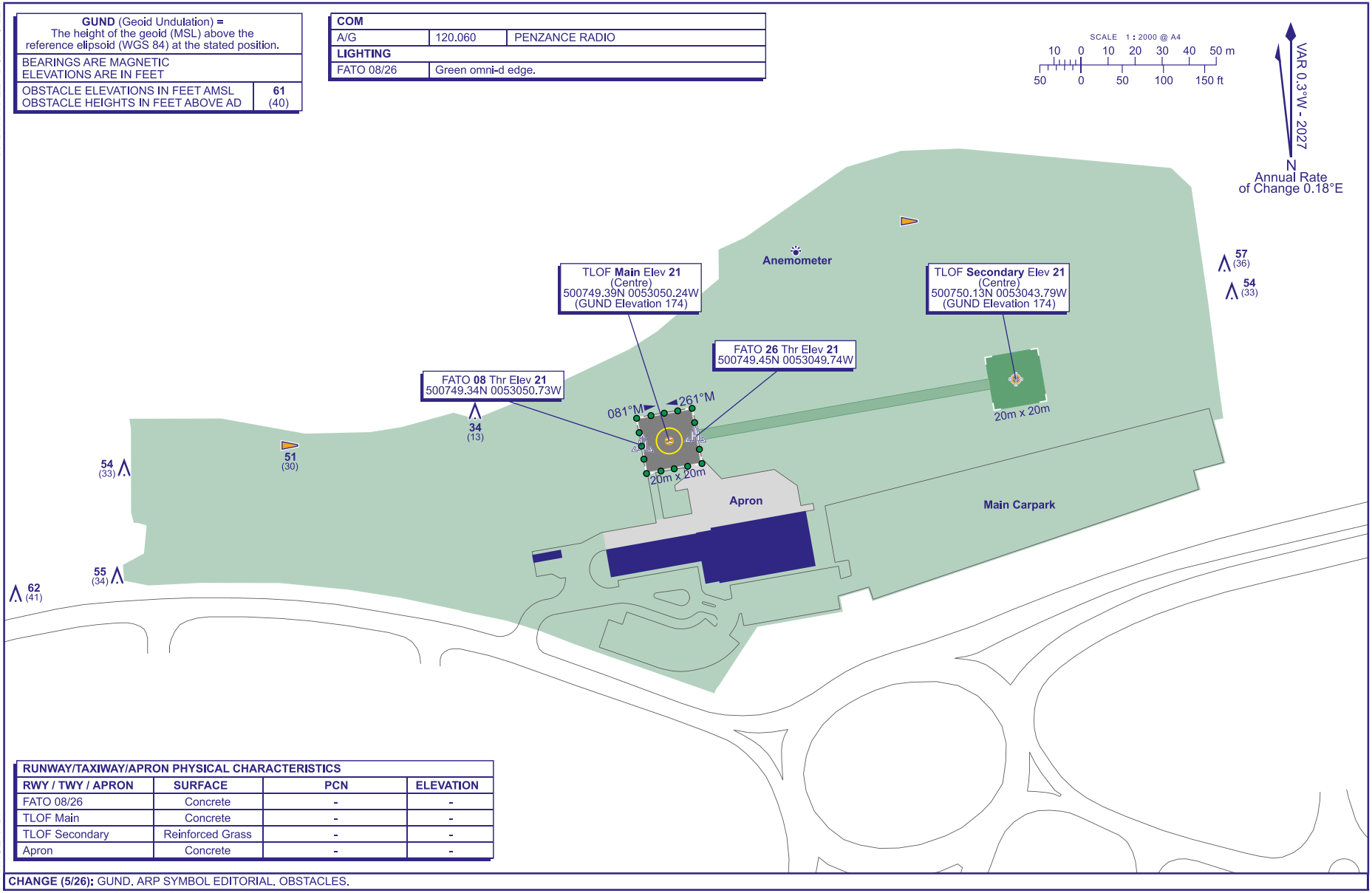
AD ELEV 21 ft

PENZANCE HELIPORT
EGHK

AERO INFO DATE 03 MAR 26

GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS ARE IN FEET	
OBSTACLE ELEVATIONS IN FEET AMSL OBSTACLE HEIGHTS IN FEET ABOVE AD	**61** (40)

COM		
A/G	120.060	PENZANCE RADIO
LIGHTING		
FATO 08/26	Green omni-d edge.	



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	**SURFACE**	**PCN**	**ELEVATION**
FATO 08/26	Concrete	-	-
TLOF Main	Concrete	-	-
TLOF Secondary	Reinforced Grass	-	-
Apron	Concrete	-	-

CHANGE (5/26): GUND. ARP SYMBOL EDITORIAL. OBSTACLES.

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