Civil Aviation Authority

NATS

UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

AIRAC 06/2026 - EFFECTIVE DATE: 11 Jun 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	Paragraph 1.6 Notification of civil helicopter flights to Northern Ireland. Section 6 Appendix A - Airports designated under Terrorism Act 2000 - Coventry removed. Section 8 Appendix C - Designated international airports - Customs, Immigration and Health - Coventry removed.
GEN 2.4	Location indicators - EGBE (COVENTRY) removed due to AD closure.
GEN 3.1	Paragraph 3.6.3.4 Table - UK NOTAM Series - Coventry removed. Section 6 Digital datasets - Paragraph 6.9 - UK UAS flight restriction dataset corrected.
GEN 3.2	Paragraph 5.4 Aerodrome Obstacle Charts - ICAO TYPE A - Coventry entry removed.
GEN 3.3	Paragraph 3.8.5.3 Editorial. Section 6 ATS units address list - Western Radar admin phone number updated.
GEN 3.4	Paragraph 4.1.4 Radio tests in flight.
GEN 3.5	Paragraph 3.6.2 - Table 3.5.3.2 Aerodrome providing METARs - Southampton entry updated. Paragraph 3.7 Coventry entry removed.
ENR 1.1	Section 1.1 ATS routes - description. Paragraph 1.4.5 Current airspace warning - Hazardous situation in Libya amended. Section 1.5 Flight planning restrictions. Paragraph 1.6.3.4.1 Night time fuel saving routes.
ENR 1.6	Paragraph 2.6 UK SSR Code Allocation Plan - Coventry conspicuity code removed. Paragraph 4.2.1 Western Radar admin phone number updated.
ENR 1.11	Section 3 VFR Flight plan addressing - Coventry entry removed.
ENR 2.1	BELFAST/CITY CTA 1/2/3 - Belfast Approach and Belfast Radar frequencies changed to a 8.33 kHz channel. BELFAST CTA 1/2/3, BELFAST TMA 1/2 - Belfast Aldergrove Radar frequency revised.
ENR 3.2	Magnetic tracks recalculated due to magnetic variation change. L10 - Belfast Aldergrove Radar frequency revised.
ENR 4.4	KEFTE, MAKUX, OMENU, RIBEL, TUPEM, VAMEB - FRA usage revised.
ENR 5.1	Contact details updated for multiple restricted areas. EGD026 - Activation times revised. EGD213 KINETON - SUAAIS - Coventry service removed due to AD closure. EGRU213A - C - Flight restriction zones removed due to AD closure. AIRAC - EGR1U100 WHITFIELD restricted area established.
ENR 5.5	KENLEY glider site - Operator/user details updated. MEIKLE WARTLE model aircraft flying site added.
ENR 6	ENR 6-42 Bedford, Coventry and Northhampton unlicensed airports removed. ENR 6-75 EGD213 reference to Coventry removed. ENR 6-80 Belfast City and Belfast Aldergrove frequencies revised. ENR 6-81 Coventry, Northampton Sywell, Peterborough Connington unlicensed airport removed.
AD 0.1	Coventry entry removed due to aerodrome closure.
AD 1.3	Coventry entry removed. Graphic updated.
AD 1.4	Paragraph 1.5 Coventry entry removed.
AD 1.5	Coventry entry removed.
AD 2.EGPD	AD 2.9 Surface movement and guidance and control system and markings - Stands. AD 2.20 Local aerodrome regulations - Ground movement.
AD 2.EGPD-8	AD 2 EGPD 8-1 to 8-7 Circling minima revised.
AD 2.EGAA	AD 2.4 Handling services and facilities. AD 2.18 ATS communication facilities - Aldergrove Tower, Approach and Fire frequencies changes to a 8.33 kHz channel. AD 2.20 Local aerodrome regulations - Airport regulations. AD 2.22 Flight procedures - Frequency monitoring code (FMC).

AD 2.EGAA-2	AD 2 EGAA 2-1/2-2 Frequencies revised.
AD 2.EGAA-5	AD 2 EGAA 5-1 Magnetic info and frequencies revised.
AD 2.EGAA-8	AD 2 EGAA 8-1 to 8-14 Magnetic info and tracks and frequencies revised.
AD 2.EGAC	AD 2.10 Aerodrome obstacles - New cranes added. AD 2.18 ATS communication facilities - Fire frequency changed to a 8.33 kHz channel. Belfast Approach and Belfast Radar frequencies changed to a 8.33 kHz channel. AD 2.22 Flight procedures - Frequencies updated.
AD 2.EGAC-2	AD 2 EGAC 2-1/2-2 Fire frequency.
AD 2.EGAC-5	AD 2 EGAC 5-1 Magnetic info an frequencies revised.
AD 2.EGAC-8	AD 2 EGAC 8-1 to 8-6 Magnetic info, magnetic tracks and frequencies revised.
AD 2.EGPL	AD 2.19 Radio navigation and landing aids - VOR/DME BEN declination date updated.
AD 2.EGBB	AD 2.22 Frequency monitoring code (FMC) - Revised.
AD 2.EGBB-4	AD 2 EGBB 4-3 Magnetic variation revised. Coventry airport removed.
AD 2.EGBB-5	AD 2 EGBB 5-1 Magnetic variation revised. Coventry airport removed.
AD 2.EGBB-6	AD 2 EGBB 6-1 to 6-9 Magnetic info and tracks revised.
AD 2.EGBB-7	AD 2 EGBB 7-1 to 7-11 Magnetic info and tracks revised. Coventry airport removed. AD 2 EGBB 7-2 to 7-6 Note 5 removed.
AD 2.EGBB-8	AD 2 EGBB 8-1 to 8-10 Magnetic info and tracks revised. Coventry airport removed.
AD 2.EGNH	AD 2.3 Operational hours - AD administration. Customs and immigration. AD 2.18 Air traffic services communication facilities - Hours of operations. AD 2.19 Radio navigation and landing aids - Hours of operation. ILS DME IBPL de-synchronisation. AD 2.20 Local aerodrome regulations - Airport regulations. Ground movement.
AD 2.EGHH	AD 2.3 Operational hours - Administration. Fuelling. PPR. AD 2.6 Rescue and fire fighting services - RFFS category availability. AD 2.18 Air traffic services communication facilities - Hours of operation revised. AD 2.20 Local aerodrome regulations - Airport regulations.
AD 2.EGSC	AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - OFZ. AD 2.13 Declared distances - Distances from intersection with TWY L1 added.
AD 2.EGSC-2	AD 2 EGSC 2-1 Obstacles.
AD 2.EGSC-5	AD 2 EGSC 5-1 Laser site removed. Waterbeach and Oakington mil heli sites removed.
AD 2.EGSC-8	AD 2 EGSC 8-1 to 8-6 Laser site removed.
AD 2.EGNX	AD 2.20 Local aerodrome regulations - Ground movement.
AD 2.EGNX-2	AD 2 EGNX 2-2 Stands 4 and 31 removed.
AD 2.EGNX-4	AD 2 EGNX 4-1 Coventry airport removed.
AD 2.EGPH-4	AD 2 EGPH 4-1 Magnetic info revised.
AD 2.EGPH-5	AD 2 EGPH 5-1 Magnetic info revised.
AD 2.EGPH-6	AD 2 EGPH 6-1 to 6-3 Magnetic info and headings revised.
AD 2.EGPH-7	AD 2 EGPH 7-1 to 7-7 Magnetic info and headings revised.
AD 2.EGPH-8	AD 2 EGPH 8-1 to 8-6 Charts republished due to a change to chart specification. Magnetic info and tracks revised.
AD 2.EGEF	AD 2.10 Aerodrome obstacles - Revised.
AD 2.EGEF-2	AD 2 EGEF 2-1 Windsleeve obstacle.
AD 2.EGPF	AD 2.9 Surface movement guidance and control system and markings - WDIs. AD 2.10 Aerodrome obstacles - Revised. AD 2.20 Local aerodrome regulations - Warnings.
AD 2.EGPF-2	AD 2 EGPF 2-1/2-2/2-3 Hotspots added. Obstacles removed. TWY lighting box editorial.
AD 2.EGBJ	AD 2.18 ATS communication facilities - Editorial.
AD 2.EGNR	AD 2.10 Aerodrome obstacles - Revised. AD 2.19 Radio navigation and landing aids - GP IHWD coordinates updated.
AD 2.EGNR-2	AD 2 EGNR 2-1 Obstacles.
AD 2.EGNS	AD 2 2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGNS-2	AD 2 EGNS 2-1/2-2 Magnetic info and RWY headings revised.
AD 2.EGPA	AD 2.2 Aerodrome geographical and administrative data - Contact details revised. AD 2.4 Handling services and facilities - Contact details revised. AD 2.14 Approach and runway lighting - Edge lighting. AD 2.18 ATC communication facilities - Fire frequency changed to a 8.33 kHz channel.
AD 2.EGPA-2	AD 2 EGPA 2-1 Fire frequency. Lighting table edge light editorial.
AD 2.EGHC	AD 2 2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGHC-2	AD 2 EGHC 2-1/2-2 Magnetic info and RWY headings revised.
AD 2.EGNM	AD 2 2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGNM-2	AD 2 EGNM 2-1/2-2 Magnetic info and RWY headings revised.
AD 2.EGGP	AD 2 2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGGP-2	AD 2 EGGP 2-1/2-2 Magnetic info and RWY headings revised.
AD 2.EGLC	AD 2 2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.10 Aerodrome obstacles - New crane 2026/CR/012 added.

AD 2.EGLC-2	AD 2 EGLC 2-1/2-2 Magnetic info and RWY headings revised.
AD 2.EGKK	AD 2.24 Charts related to an aerodrome - Chart titles revised - RNAV substitution only.
AD 2.EGKK-4	AD 2 EGKK 4-1 Magnetic info revised.
AD 2.EGKK-5	AD 2 EGKK 5-1 Magnetic info revised.
AD 2.EGKK-6	AD 2 EGKK 6-1 to 6-22 Magnetic info and headings revised. Procedures revised following a 5 year periodic review.
AD 2.EGKK-7	AD 2 EGKK 7-1 to 7-18 Magnetic info and headings revised.
AD 2.EGKK-8	AD 2 EGKK 8-1 to 8-9 Magnetic info and tracks revised.
AD 2.EGLL	AD 2.10 Aerodrome obstacles - New crane 20260206143 added. AD 2.24 Charts related to an aerodrome - Chart titles revised.
AD 2.EGLL-2	AD 2 EGLL 2-3 TWY Link 25 code F compliant.
AD 2.EGLL-7	AD 2 EGLL 7-20 to 7-26 Initial approach procedures - RNAV Substitution changes only.
AD 2.EGSS	AD 2 2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.9 Surface movement guidance and control system and markings - Runway and taxiway lighting. AD 2.20 Local aerodrome regulations - Ground movement.
AD 2.EGSS-2	AD 2 EGSS 2-1 to 2-3 Magnetic info and RWY headings revised.
AD 2.EGCC	AD 2.18 ATS communication facilities - Fire frequency changed to a 8.33 kHz channel.
AD 2.EGCC-2	AD 2 EGCC 2-1/2-2 Fire frequency.
AD 2.EGCC-8	AD 2 EGCC 8-12/8-15 IAF UPJEL changed to TICZU.
AD 2.EGNT	AD 2 2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2-EGNT-2	AD 2 EGNT 2-1/2-2 Magnetic info and RWY headings revised.
AD 2.EGSH	AD 2.2 Aerodrome geographical and administrative data - Contact details.
AD 2.EGSH-2	AD 2 EGSH 2-2 Stands heli 11 and stand 18 removed.
AD 2.EGTK	AD 2.8 Aprons, taxiways and check locations/positions data - Apron.
AD 2.EGTK-2	AD 2 EGTK 2-1 to 2-3 Apron renamed. TWY centrelines. Stand coordinates table.
AD 2.EGTO	AD 2.2 Aerodrome geographical and administrative data - Fax removed.
AD 2.EGHI	AD 2 2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGHI-2	AD 2 EGHI 2-1/2-2 Magnetic info and RWY headings revised.
AD 2.EGPO	AD 2 2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGPO-2	AD 2 EGPO 2-1 Magnetic info and RWY headings revised.
AD 2.EGPB	AD 2.12 Runway physical characteristics - RWY 09/27 RESA dimensions updated. AD 2.16 Helicopter landing area - Revised.
AD 2.EGPB-2	AD 2 EGPB 2-1 FATO 24 elevation and coordinates. TDZ marker positions.
AD 2.EGPB-8	AD 2 EGPB 8-2/8-3 Correction to minima.
AD 2.EGFH	AD 2.3 Operational hours - Licensed hours revised. AD 2.6 Rescue and fire fighting services - RFFS category availability. AD 2.12 Runway physical characteristics - RWY 10/28 unlicensed. AD 2.17 ATS airspace - ATZ hours of applicability. AD 2.18 ATS communication facilities - Remarks.
AD 2.EGFH-2	AD 2 EGFH 2-1 RWY 10/28 unlicensed.
AD 2.EGBM	AD 2.20 Local aerodrome regulations - Airport regulations.
AD 2.EGPU-8	AD 2 EGPU 8-1 MOCA revised. AD 2 EGPU 8-2/8-4 TAA and altitude restriction at LIVPO and BESNU revised.
AD 2.EGFA	AD 2.2 Aerodrome geographical and administrative data - Contact details. AD 2.3 Operational hours - Security. UAS request notice period. AD 2.4 Handling services and facilities - Revised. AD 2. 8 Aprons, taxiways and check locations/positions data - Apron. AD 2.11 Meteorological information provided - Revised. AD 2.15 Other lighting, secondary power supply - Remarks. AD 2.20 Local aerodrome regulations - Ground movement. Warnings. Helicopter operations. AD 2.22 Flight procedures - Circuits.
AD 2.EGFA-2	AD 2 EGFA 2-1 Apron renamed. Fuel label. UAS zone added.
AD 2.EGNW	AD 2.18 Air traffic services communication facilities - Hours of operation. AD 2.20 Local Aerodrome Regulations - Warnings. Helicopter operations.
AD 2.EGTB	AD 2.10 Aerodrome obstacles - Revised.
AD 2.EGTB-2	AD 2 EGTB 2-1 Obstacles. Apron pads added. Holds removed.
AD 2.EGHG	AD 2 2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGHG-2	AD 2 EGHG 2-1 Magnetic info and RWY headings revised.

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	2.EGPH-8-6	16 Apr 2026		2.EGPH-8-6	11 Jun 2026
	2.EGEF-2	11 Jul 2024		2.EGEF-2	11 Jun 2026
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	2.EGPF-5	19 Feb 2026		2.EGPF-5	11 Jun 2026
	2.EGPF-6	19 Feb 2026		2.EGPF-6	11 Jun 2026
	2.EGPF-7	19 Feb 2026		2.EGPF-7	11 Jun 2026
	2.EGPF-8	19 Mar 2026		2.EGPF-8	11 Jun 2026
	2.EGPF-9	16 Apr 2026		2.EGPF-9	11 Jun 2026
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	2.EGPF-2-3	14 May 2026		2.EGPF-2-3	11 Jun 2026
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	2.EGNR-3	19 Mar 2026		2.EGNR-3	11 Jun 2026
	2.EGNR-4	19 Mar 2026		2.EGNR-4	11 Jun 2026
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	2.EGPA-2-1	14 May 2026		2.EGPA-2-1	11 Jun 2026
	2.EGHC-1	14 May 2026		2.EGHC-1	11 Jun 2026
	2.EGHC-2-1	27 Nov 2025		2.EGHC-2-1	11 Jun 2026
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	2.EGLC-1	3 Oct 2024		2.EGLC-1	11 Jun 2026
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	2.EGKK-8-9	13 Jul 2023		2.EGKK-8-9	11 Jun 2026
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	2.EGLL-47	16 Apr 2026		2.EGLL-47	11 Jun 2026
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	2.EGLL-7-26	19 Mar 2026		2.EGLL-7-26	11 Jun 2026
	2.EGSS-1	7 Sep 2023		2.EGSS-1	11 Jun 2026
	2.EGSS-3	16 Apr 2026		2.EGSS-3	11 Jun 2026
	2.EGSS-4	22 Jan 2026		2.EGSS-4	11 Jun 2026
	2.EGSS-5	10 Jul 2025		2.EGSS-5	11 Jun 2026
	2.EGSS-11	22 Jan 2026		2.EGSS-11	11 Jun 2026
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	2.EGSS-13	10 Jul 2025		2.EGSS-13	11 Jun 2026
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	2.EGSH-2-2	14 May 2026		2.EGSH-2-2	11 Jun 2026
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	2.EGHI-1	16 Apr 2026		2.EGHI-1	11 Jun 2026
	2.EGHI-2-1	16 Apr 2026		2.EGHI-2-1	11 Jun 2026
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	2.EGPB-9	19 Mar 2026		2.EGPB-9	11 Jun 2026
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	2.EGPB-11	19 Mar 2026		2.EGPB-11	11 Jun 2026
	2.EGPB-2-1	14 May 2026		2.EGPB-2-1	11 Jun 2026
	2.EGPB-8-2	14 May 2026		2.EGPB-8-2	11 Jun 2026
	2.EGPB-8-3	14 May 2026		2.EGPB-8-3	11 Jun 2026
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	2.EGFH-2	25 Dec 2025		2.EGFH-2	11 Jun 2026
	2.EGFH-4	19 Mar 2026		2.EGFH-4	11 Jun 2026
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	2.EGFA-3	10 Jul 2025		2.EGFA-3	11 Jun 2026
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	2.EGTB-2	20 Feb 2025		2.EGTB-2	11 Jun 2026
	2.EGTB-3	10 Jul 2025		2.EGTB-3	11 Jun 2026
	2.EGTB-2-1	2 Oct 2025		2.EGTB-2-1	11 Jun 2026
	2.EGHG-1	11 Jul 2024		2.EGHG-1	11 Jun 2026
	2.EGHG-2-1	16 Apr 2026		2.EGHG-2-1	11 Jun 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	080/2025
AIC	NIL
NOTAM	A0789/26, A0855/26, A0856/26, A0857/26, A1071/26 B0394/26 C1217/26, C1362/26, C1519/26, C1520/26, C1611/26, C2315/26 H0875/26 I1415/26, I1416/26, I1417/26, I1661/26, I1686/26, I1688/26, I1954/26, I1956/26, I1966/26, I2234/26, I2235/26 L1400/26, L1412/26 V0009/26

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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		
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AIRAC 05/2023	06 Apr 2023	18 May 2023		
AIRAC 06/2023	04 May 2023	15 Jun 2023		
AIRAC 07/2023	01 Jun 2023	13 Jul 2023		
AIRAC 08/2023	29 Jun 2023	10 Aug 2023		
AIRAC 09/2023	27 Jul 2023	07 Sep 2023		
AIRAC 10/2023	24 Aug 2023	05 Oct 2023		
AIRAC 11/2023	21 Sep 2023	02 Nov 2023		
AIRAC 12/2023	19 Oct 2023	30 Nov 2023		
AIRAC 13/2023	16 Nov 2023	28 Dec 2023		
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AIRAC 03/2024	08 Feb 2024	21 Mar 2024		
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AIRAC 05/2024	04 Apr 2024	16 May 2024		
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AIRAC 09/2024	25 Jul 2024	05 Sep 2024		
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AIRAC 11/2024	19 Sep 2024	31 Oct 2024		
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AIRAC 13/2024	14 Nov 2024	26 Dec 2024		
AIRAC 01/2025	12 Dec 2024	23 Jan 2025		
AIRAC 02/2025	09 Jan 2025	20 Feb 2025		
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AIRAC 04/2025	06 Mar 2025	17 Apr 2025		
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AIRAC 07/2025	29 May 2025	10 Jul 2025		
AIRAC 08/2025	26 Jun 2025	07 Aug 2025		
AIRAC 09/2025	24 Jul 2025	04 Sep 2025		
AIRAC 10/2025	21 Aug 2025	02 Oct 2025		
AIRAC 11/2025	18 Sep 2025	30 Oct 2025		
AIRAC 12/2025	16 Oct 2025	27 Nov 2025		
AIRAC 13/2025	13 Nov 2025	25 Dec 2025		
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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		
AIRAC 06/2026	30 Apr 2026	11 Jun 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
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
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
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
075/2025	NOTTINGHAM AIRPORT (EGBN) - AIRPORT UNAVAILABLE TO FIXED-WING AIRCRAFT	AD	21 AUG 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

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

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

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
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
032/2026	KIRKWALL AIRPORT (EGPA) - VOR/DME KWL UNSERVICEABLE	AD	30 APR 2026 - UFN
033/2026	LEEDS BRADFORD (EGNM) - RWY 32 BACK TRACK PROCEDURES - LANDING TRAFFIC	AD	30 APR 2026 - UFN
034/2026	FARNBOROUGH AIRPORT (EGLF) - INTERNATIONAL AIRSHOW 2026 FLYING DISPLAY TEMPORARY HOLDING PATTERN	AD	30 APR 2026 - UFN
035/2026	LEEDS BRADFORD AIRPORT (EGNM) - BACKUP SSR REDUCED LOW LEVEL COVERAGE	AD	30 APR 2026 - UFN
036/2026	BIGGIN HILL AIRPORT (EGKB) - RUNWAY 03 RNP APPROACH - AIRSPACE TRIAL, 30 APRIL - 14 OCTOBER 2026	AD	30 APR 2026 - UFN
037/2026	TRAFFIC DISTRIBUTION RULES 1991 FOR AIRPORTS SERVING THE LONDON AREA - REPLACES SUP 106/2025	AD	30 APR 2026 - UFN
038/2026	TEMPORARY DANGER AREA (NORTHERN NORTH SEA) BVLOS OPERATIONS, 27 MAY - 27 AUGUST 2026	ENR	30 APR 2026 - UFN
039/2026	TEMPORARY DANGER AREA (NORTH SEA) BVLOS RPAS FLIGHT, 04 MAY - 30 JULY 2026	ENR	30 APR 2026 - UFN
040/2026	BRISTOL AIRPORT (EGGD) - SUMMER PLANNED OVERNIGHT CLOSURES	AD	30 APR 2026 - UFN
041/2026	SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	30 APR 2026 - UFN

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GEN 0.4 CHECKLIST OF AIP PAGES

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* 0.3-1	11 Jun 2026	1.5-5	27 Feb 2020	1.7-30	14 May 2026	2.3-7	23 Jan 2025
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* 0.4-4	11 Jun 2026	1.5-11	27 Nov 2025	1.7-36	14 May 2026	* 2.4-6	11 Jun 2026
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* 0.4-8	11 Jun 2026	1.5-15	27 Nov 2025	1.7-40	14 May 2026	2.5-4	25 Dec 2025
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* 1.2-3	11 Jun 2026	1.7-4	14 May 2026	1.7-57	14 May 2026	3.2-3	23 Jan 2025
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* 1.4-2	11 Jun 2026	2.EGJA-8-7	19 Feb 2026	2.EGAC-2	10 Jul 2025	2.EGKB-15	16 Apr 2026
* 1.5-1	11 Jun 2026	2.EGJA-8-8	10 Sep 2020	2.EGAC-3	16 May 2024	2.EGKB-2-1	14 May 2026
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* 2.EGBB-6-5	11 Jun 2026	2.EGNH-8-4	16 Apr 2026	2.EGGD-6-1	14 May 2026	2.EGEC-4	10 Jul 2025
* 2.EGBB-6-6	11 Jun 2026	2.EGNH-8-5	16 Apr 2026	2.EGGD-6-2	14 May 2026	2.EGEC-5	19 Mar 2026
* 2.EGBB-6-7	11 Jun 2026	2.EGNH-8-6	16 Apr 2026	2.EGGD-6-3	14 May 2026	2.EGEC-6	19 Feb 2026
* 2.EGBB-6-8	11 Jun 2026	2.EGNH-8-7	31 Dec 2020	2.EGGD-7-1	14 May 2026	2.EGEC-7	31 Oct 2024
* 2.EGBB-6-9	11 Jun 2026	* 2.EGHH-1	11 Jun 2026	2.EGGD-7-2	14 May 2026	2.EGEC-2-1	16 Apr 2026
* 2.EGBB-7-1	11 Jun 2026	* 2.EGHH-2	11 Jun 2026	2.EGGD-7-3	14 May 2026	2.EGEC-8-1	16 Apr 2026
* 2.EGBB-7-2	11 Jun 2026	2.EGHH-3	2 Oct 2025	2.EGGD-7-4	14 May 2026	2.EGEC-8-2	16 Apr 2026
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* 2.EGBB-7-4	11 Jun 2026	2.EGHH-5	14 May 2026	2.EGGD-7-6	14 May 2026	2.EGEC-8-4	16 Apr 2026
* 2.EGBB-7-5	11 Jun 2026	2.EGHH-6	19 Feb 2026	2.EGGD-7-7	14 May 2026	2.EGFF-1	14 May 2026
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* 2.EGBB-7-11	11 Jun 2026	2.EGHH-12	19 Mar 2026	2.EGGD-8-3	14 May 2026	2.EGFF-7	19 Mar 2026
* 2.EGBB-8-1	11 Jun 2026	2.EGHH-13	19 Mar 2026	2.EGGD-8-4	14 May 2026	2.EGFF-8	19 Feb 2026
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2.EGLK-12	19 Mar 2026	2.EGGD-3	3 Oct 2024	2.EGSC-9	25 Dec 2025	2.EGFF-7-7	23 Mar 2023
2.EGLK-2-1	16 Apr 2026	2.EGGD-4	10 Jul 2025	2.EGSC-10	25 Dec 2025	2.EGFF-7-8	4 Sep 2025
2.EGLK-2-2	16 Apr 2026	2.EGGD-5	10 Jul 2025	2.EGSC-11	25 Dec 2025	2.EGFF-7-9	12 Jun 2025
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2.EGNH-2	13 Jun 2024	2.EGGD-7	18 May 2023	2.EGSC-2-2	22 Jan 2026	2.EGFF-8-1	10 Aug 2023
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2.EGNH-5	7 Aug 2025	2.EGGD-10	14 May 2026	* 2.EGSC-8-2	11 Jun 2026	2.EGFF-8-4	2 Dec 2021
* 2.EGNH-6	11 Jun 2026	2.EGGD-11	22 Jan 2026	* 2.EGSC-8-3	11 Jun 2026	2.EGFF-8-5	10 Aug 2023
* 2.EGNH-7	11 Jun 2026	2.EGGD-12	25 Dec 2025	* 2.EGSC-8-4	11 Jun 2026	2.EGFF-8-6	10 Aug 2023
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2.EGFF-8-11	2 Dec 2021	2.EGTC-8-5	25 Dec 2025	2.EGSU-5	25 Dec 2025	2.EGNX-8-9	27 Nov 2025
2.EGFF-8-12	10 Aug 2023	2.EGTC-8-6	25 Dec 2025	2.EGSU-6	15 May 2025	2.EGNX-8-10	27 Nov 2025
2.EGFF-8-13	10 Aug 2023	2.EGTC-8-7	12 Jun 2025	2.EGSU-2-1	2 Oct 2025	2.EGNX-8-11	27 Nov 2025
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2.EGEL-3	10 Jul 2025	2.EGBD-4	19 Mar 2026	2.EGNX-13	30 Oct 2025	2.EGPH-13	14 May 2026
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2.EGEL-2-1	2 Oct 2025	2.EGPN-1	16 Apr 2026	2.EGNX-16	27 Nov 2025	2.EGPH-16	14 May 2026
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2.EGEY-2	5 Sep 2024	2.EGPN-3	19 Feb 2026	2.EGNX-18	27 Nov 2025	2.EGPH-2-1	14 May 2026
2.EGEY-3	10 Jul 2025	2.EGPN-4	19 Feb 2026	2.EGNX-2-1	14 May 2026	2.EGPH-2-2	14 May 2026
2.EGEY-4	10 Jul 2025	2.EGPN-5	19 Feb 2026	* 2.EGNX-2-2	11 Jun 2026	2.EGPH-2-3	14 May 2026
2.EGEY-5	29 Dec 2022	2.EGPN-6	16 Apr 2026	* 2.EGNX-4-1	11 Jun 2026	* 2.EGPH-4-1	11 Jun 2026
2.EGEY-6	29 Dec 2022	2.EGPN-7	19 Feb 2026	2.EGNX-5-1	17 Apr 2025	* 2.EGPH-5-1	11 Jun 2026
2.EGEY-2-1	2 Oct 2025	2.EGPN-8	19 Feb 2026	2.EGNX-6-1	17 Apr 2025	* 2.EGPH-6-1	11 Jun 2026
2.EGHA-1	2 Oct 2025	2.EGPN-9	19 Feb 2026	2.EGNX-6-2	17 Apr 2025	* 2.EGPH-6-2	11 Jun 2026
2.EGHA-2	27 Nov 2025	2.EGPN-2-1	16 Apr 2026	2.EGNX-6-3	20 Mar 2025	* 2.EGPH-6-3	11 Jun 2026
2.EGHA-3	10 Jul 2025	2.EGPN-4-1	28 Apr 2016	2.EGNX-7-1	19 Mar 2026	* 2.EGPH-7-1	11 Jun 2026
2.EGHA-4	19 Mar 2026	2.EGPN-8-1	16 Apr 2026	2.EGNX-7-2	19 Mar 2026	* 2.EGPH-7-2	11 Jun 2026
2.EGHA-5	19 Feb 2026	2.EGPN-8-2	16 Apr 2026	2.EGNX-7-3	16 May 2024	* 2.EGPH-7-3	11 Jun 2026
2.EGHA-2-1	27 Nov 2025	2.EGPN-8-3	16 Apr 2026	2.EGNX-7-4	30 Oct 2025	* 2.EGPH-7-4	11 Jun 2026
2.EGHA-4-1	25 Jan 2024	2.EGPN-8-4	16 Apr 2026	2.EGNX-7-5	16 May 2024	* 2.EGPH-7-5	11 Jun 2026
2.EGTC-1	19 Feb 2026	2.EGPN-8-5	16 Apr 2026	2.EGNX-7-6	19 Mar 2026	* 2.EGPH-7-6	11 Jun 2026
2.EGTC-2	19 Feb 2026	2.EGPN-8-6	16 Apr 2026	2.EGNX-7-7	19 Mar 2026	* 2.EGPH-7-7	11 Jun 2026
2.EGTC-3	2 Oct 2025	2.EGPN-8-7	16 Apr 2026	2.EGNX-7-8	16 May 2024	* 2.EGPH-8-1	11 Jun 2026
2.EGTC-4	2 Oct 2025	2.EGTU-1	2 Oct 2025	2.EGNX-7-9	16 May 2024	* 2.EGPH-8-2	11 Jun 2026
2.EGTC-5	2 Oct 2025	2.EGTU-2	19 Feb 2026	2.EGNX-7-10	17 Apr 2025	* 2.EGPH-8-3	11 Jun 2026
2.EGTC-6	19 Mar 2026	2.EGTU-3	10 Jul 2025	2.EGNX-7-11	17 Apr 2025	* 2.EGPH-8-4	11 Jun 2026
2.EGTC-7	19 Feb 2026	2.EGTU-4	19 Mar 2026	2.EGNX-8-1	27 Nov 2025	* 2.EGPH-8-5	11 Jun 2026
2.EGTC-8	19 Feb 2026	2.EGTU-5	23 Mar 2023	2.EGNX-8-2	27 Nov 2025	* 2.EGPH-8-6	11 Jun 2026
2.EGTC-9	19 Feb 2026	2.EGTU-6	23 Mar 2023	2.EGNX-8-3	27 Nov 2025	2.EGTR-1	2 Oct 2025
2.EGTC-2-1	25 Dec 2025	2.EGTU-2-1	19 Feb 2026	2.EGNX-8-4	27 Nov 2025	2.EGTR-2	27 Nov 2025
2.EGTC-8-1	25 Dec 2025	2.EGSU-1	2 Oct 2025	2.EGNX-8-5	27 Nov 2025	2.EGTR-3	10 Jul 2025
2.EGTC-8-2	25 Dec 2025	2.EGSU-2	19 Feb 2026	2.EGNX-8-6	27 Nov 2025	2.EGTR-4	19 Mar 2026

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

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2.EGJB-7-2	16 Apr 2026	2.EGNJ-2-2	16 Apr 2026	2.EGNS-3	22 Jan 2026	2.EGJJ-7-5	16 Apr 2026
2.EGJB-8-1	19 Feb 2026	2.EGNJ-5-1	25 Dec 2025	2.EGNS-4	28 Nov 2024	2.EGJJ-8-1	19 Feb 2026
2.EGJB-8-2	19 Feb 2026	2.EGNJ-8-1	25 Dec 2025	2.EGNS-5	28 Nov 2024	2.EGJJ-8-2	19 Feb 2026
2.EGJB-8-3	19 Feb 2026	2.EGNJ-8-2	25 Dec 2025	2.EGNS-6	28 Nov 2024	2.EGJJ-8-3	19 Feb 2026
2.EGJB-8-4	19 Feb 2026	2.EGNJ-8-3	25 Dec 2025	2.EGNS-7	19 Mar 2026	2.EGJJ-8-4	19 Feb 2026
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2.EGJB-8-6	19 Feb 2026	2.EGNJ-8-5	25 Dec 2025	2.EGNS-9	19 Feb 2026	2.EGJJ-8-6	19 Feb 2026
2.EGJB-8-7	19 Feb 2026	2.EGNJ-8-6	25 Dec 2025	2.EGNS-10	19 Feb 2026	2.EGJJ-8-7	19 Feb 2026
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2.EGJB-8-9	19 Feb 2026	2.EGNJ-8-8	25 Dec 2025	2.EGNS-12	19 Feb 2026	2.EGJJ-8-9	19 Feb 2026
2.EGJB-8-10	8 Oct 2020	2.EGPE-1	14 May 2026	2.EGNS-13	19 Feb 2026	2.EGJJ-8-10	19 Feb 2026
2.EGJB-8-11	19 Feb 2026	2.EGPE-2	14 May 2026	* 2.EGNS-2-1	11 Jun 2026	2.EGJJ-8-11	25 Dec 2025
2.EGJB-8-12	8 Oct 2020	2.EGPE-3	14 May 2026	* 2.EGNS-2-2	11 Jun 2026	2.EGJJ-8-12	8 Oct 2020
2.EGFE-1	2 Oct 2025	2.EGPE-4	25 Dec 2025	2.EGNS-5-1	5 Sep 2024	2.EGJJ-8-13	25 Dec 2025
2.EGFE-2	19 Mar 2026	2.EGPE-5	14 May 2026	2.EGNS-8-1	5 Sep 2024	2.EGJJ-8-14	8 Oct 2020
2.EGFE-3	19 Mar 2026	2.EGPE-6	14 May 2026	2.EGNS-8-2	5 Sep 2024	2.EGBP-1	16 Apr 2026
2.EGFE-4	19 Mar 2026	2.EGPE-7	2 Oct 2025	2.EGNS-8-3	5 Sep 2024	2.EGBP-2	31 Oct 2024
2.EGFE-5	4 Sep 2025	2.EGPE-8	10 Jul 2025	2.EGNS-8-4	5 Sep 2024	2.EGBP-3	20 Feb 2025
2.EGFE-6	10 Aug 2023	2.EGPE-9	25 Dec 2025	2.EGNS-8-5	5 Sep 2024	2.EGBP-4	4 Sep 2025
2.EGFE-2-1	2 Oct 2025	2.EGPE-10	2 Oct 2025	2.EGNS-8-6	5 Sep 2024	2.EGBP-5	20 Feb 2025
2.EGNR-1	30 Oct 2025	2.EGPE-11	2 Oct 2025	2.EGNS-8-7	5 Sep 2024	2.EGBP-6	19 Mar 2026
2.EGNR-2	10 Jul 2025	2.EGPE-2-1	14 May 2026	2.EGNS-8-8	5 Sep 2024	2.EGBP-7	10 Jul 2025
* 2.EGNR-3	11 Jun 2026	2.EGPE-2-2	14 May 2026	2.EGNS-8-9	5 Sep 2024	2.EGBP-8	20 Feb 2025
* 2.EGNR-4	11 Jun 2026	2.EGPE-5-1	12 Jun 2025	2.EGNS-8-10	5 Sep 2024	2.EGBP-2-1	16 Apr 2026
* 2.EGNR-5	11 Jun 2026	2.EGPE-8-1	14 May 2026	2.EGJJ-1	14 May 2026	2.EGBP-2-2	16 Apr 2026
2.EGNR-6	19 Mar 2026	2.EGPE-8-2	12 Jun 2025	2.EGJJ-2	14 May 2026	2.EGBP-8-1	16 Apr 2026
2.EGNR-7	19 Mar 2026	2.EGPE-8-3	14 May 2026	2.EGJJ-3	10 Jul 2025	2.EGBP-8-2	16 Apr 2026
* 2.EGNR-8	11 Jun 2026	2.EGPE-8-4	12 Jun 2025	2.EGJJ-4	14 May 2026	2.EGBP-8-3	16 Apr 2026
2.EGNR-9	27 Nov 2025	2.EGPE-8-5	14 May 2026	2.EGJJ-5	12 Jun 2025	2.EGBP-8-4	16 Apr 2026
2.EGNR-10	31 Oct 2024	2.EGPE-8-6	12 Jun 2025	2.EGJJ-6	10 Jul 2025	* 2.EGPA-1	11 Jun 2026
2.EGNR-11	31 Oct 2024	2.EGPE-8-7	12 Jun 2025	2.EGJJ-7	11 Jul 2024	2.EGPA-2	22 Jan 2026
2.EGNR-12	31 Oct 2024	2.EGPE-8-8	12 Jun 2025	2.EGJJ-8	19 Mar 2026	2.EGPA-3	14 May 2026
* 2.EGNR-2-1	11 Jun 2026	2.EGPE-8-9	12 Jun 2025	2.EGJJ-9	19 Feb 2026	2.EGPA-4	14 May 2026
2.EGNR-5-1	30 Oct 2025	2.EGPE-8-10	12 Jun 2025	2.EGJJ-10	14 May 2026	* 2.EGPA-5	11 Jun 2026
2.EGNR-8-1	30 Oct 2025	2.EGPE-8-11	14 May 2026	2.EGJJ-11	14 May 2026	* 2.EGPA-6	11 Jun 2026
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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
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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
2.EGNJ-1	25 Dec 2025	2.EGPI-3	30 Oct 2025	2.EGJJ-3-1	20 Feb 2025	2.EGPA-8-3	25 Jan 2024
2.EGNJ-2	7 Oct 2021	2.EGPI-4	30 Oct 2025	2.EGJJ-5-1	25 Dec 2025	2.EGPA-8-4	25 Jan 2024
2.EGNJ-3	11 Jul 2024	2.EGPI-5	19 Mar 2026	2.EGJJ-6-1	16 Apr 2026	2.EGPA-8-5	25 Jan 2024
2.EGNJ-4	19 Mar 2026	2.EGPI-6	19 Mar 2026	2.EGJJ-6-2	16 Apr 2026	2.EGPA-8-6	25 Jan 2024
2.EGNJ-5	19 Mar 2026	2.EGPI-7	19 Mar 2026	2.EGJJ-6-3	16 Apr 2026	2.EGPA-8-7	25 Jan 2024
2.EGNJ-6	10 Jul 2025	2.EGPI-2-1	19 Mar 2026	2.EGJJ-6-4	16 Apr 2026	2.EGPA-8-8	25 Jan 2024
2.EGNJ-7	19 Mar 2026	2.EGPI-8-1	19 Mar 2026	2.EGJJ-6-5	16 Apr 2026	2.EGPA-8-9	25 Jan 2024
2.EGNJ-8	16 Apr 2026	2.EGPI-8-2	19 Mar 2026	2.EGJJ-6-6	25 Dec 2025	2.EGPA-8-10	25 Jan 2024
2.EGNJ-9	19 Mar 2026	2.EGPI-8-3	19 Mar 2026	2.EGJJ-7-1	16 Apr 2026	2.EGPA-8-11	25 Jan 2024
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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	11 Jun 2026	* 2.EGNM-2-1	11 Jun 2026	2.EGGP-13	19 Mar 2026	2.EGLC-6-3	2 Nov 2023
2.EGHC-2	11 Jul 2024	* 2.EGNM-2-2	11 Jun 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
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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	11 Jun 2026	2.EGKK-4	16 Apr 2026
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2.EGSS-19	27 Nov 2025	2.EGAE-5	16 Apr 2026	2.EGCC-16	14 May 2026	2.EGCB-8	16 Apr 2026
2.EGSS-20	19 Mar 2026	2.EGAE-6	19 Mar 2026	2.EGCC-17	14 May 2026	2.EGCB-9	16 Apr 2026
2.EGSS-21	19 Mar 2026	2.EGAE-7	2 Oct 2025	2.EGCC-18	14 May 2026	2.EGCB-10	16 Apr 2026
2.EGSS-22	19 Mar 2026	2.EGAE-8	16 Apr 2026	2.EGCC-19	14 May 2026	2.EGCB-2-1	16 Apr 2026
2.EGSS-23	19 Mar 2026	2.EGAE-9	16 Apr 2026	2.EGCC-20	14 May 2026	2.EGCB-4-1	4 Sep 2025
2.EGSS-24	19 Mar 2026	2.EGAE-10	16 Apr 2026	2.EGCC-21	14 May 2026	2.EGNF-1	27 Nov 2025
2.EGSS-25	19 Mar 2026	2.EGAE-2-1	16 Apr 2026	2.EGCC-22	16 Apr 2026	2.EGNF-2	10 Jul 2025
* 2.EGSS-2-1	11 Jun 2026	2.EGAE-2-2	16 Apr 2026	2.EGCC-23	14 May 2026	2.EGNF-3	10 Jul 2025
* 2.EGSS-2-2	11 Jun 2026	2.EGAE-4-1	19 Feb 2026	2.EGCC-24	14 May 2026	2.EGNF-4	19 Mar 2026
* 2.EGSS-2-3	11 Jun 2026	2.EGAE-8-1	19 Feb 2026	* 2.EGCC-2-1	11 Jun 2026	2.EGNF-5	10 Jul 2025
2.EGSS-2-4	8 Aug 2024	2.EGAE-8-2	19 Feb 2026	* 2.EGCC-2-2	11 Jun 2026	2.EGNF-6	10 Jul 2025
2.EGSS-4-1	20 Feb 2025	2.EGAE-8-3	19 Feb 2026	2.EGCC-2-3	19 Feb 2026	2.EGNF-2-1	27 Nov 2025
2.EGSS-4-3	25 Jan 2024	2.EGAE-8-4	19 Feb 2026	2.EGCC-2-4	16 Apr 2026	* 2.EGNT-1	11 Jun 2026
2.EGSS-5-1	20 Feb 2025	2.EGAE-8-5	19 Feb 2026	2.EGCC-3-1	27 Nov 2025	2.EGNT-2	10 Aug 2023

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2.EGNT-4	14 May 2026	2.EGHQ-8-6	25 Dec 2025	2.EGSV-3	25 Dec 2025	2.EGPK-9	19 Mar 2026
2.EGNT-5	14 May 2026	2.EGHQ-8-7	25 Dec 2025	2.EGSV-4	19 Mar 2026	2.EGPK-10	19 Feb 2026
2.EGNT-6	14 May 2026	2.EGHQ-8-8	25 Dec 2025	2.EGSV-5	25 Dec 2025	2.EGPK-11	19 Feb 2026
2.EGNT-7	14 May 2026	2.EGAD-1	2 Oct 2025	2.EGSV-6	25 Dec 2025	2.EGPK-12	19 Feb 2026
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
2.EGNT-9	2 Oct 2025	2.EGAD-3	10 Jul 2025	2.EGTH-1	19 Mar 2026	2.EGPK-14	19 Feb 2026
2.EGNT-10	19 Mar 2026	2.EGAD-4	14 Jul 2022	2.EGTH-2	10 Aug 2023	2.EGPK-15	19 Mar 2026
2.EGNT-11	19 Mar 2026	2.EGAD-5	19 Mar 2026	2.EGTH-3	10 Aug 2023	2.EGPK-16	19 Mar 2026
2.EGNT-12	7 Aug 2025	2.EGAD-6	23 Jan 2025	2.EGTH-4	10 Jul 2025	2.EGPK-2-1	14 May 2026
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2.EGNT-14	11 Jul 2024	2.EGAD-2-1	2 Oct 2025	2.EGTH-6	10 Jul 2025	2.EGPK-4-1	27 Nov 2025
2.EGNT-15	19 Mar 2026	2.EGEN-1	16 Apr 2026	2.EGTH-2-1	2 Oct 2025	2.EGPK-5-1	27 Nov 2025
2.EGNT-16	31 Oct 2024	2.EGEN-2	16 Apr 2026	2.EGTK-1	30 Oct 2025	2.EGPK-6-1	27 Nov 2025
* 2.EGNT-2-1	11 Jun 2026	2.EGEN-3	16 Apr 2026	* 2.EGTK-2	11 Jun 2026	2.EGPK-6-2	27 Nov 2025
* 2.EGNT-2-2	11 Jun 2026	2.EGEN-4	16 Apr 2026	* 2.EGTK-3	11 Jun 2026	2.EGPK-6-3	27 Nov 2025
2.EGNT-4-1	17 Apr 2025	2.EGEN-5	16 Apr 2026	* 2.EGTK-4	11 Jun 2026	2.EGPK-6-4	25 Dec 2025
2.EGNT-5-1	17 Apr 2025	2.EGEN-6	16 Apr 2026	2.EGTK-5	14 May 2026	2.EGPK-7-1	27 Nov 2025
2.EGNT-6-1	31 Oct 2024	2.EGEN-2-1	16 Apr 2026	2.EGTK-6	4 Sep 2025	2.EGPK-7-2	19 Mar 2026
2.EGNT-6-2	31 Oct 2024	* 2.EGSH-1	11 Jun 2026	2.EGTK-7	19 Mar 2026	2.EGPK-7-3	27 Nov 2025
2.EGNT-6-3	31 Oct 2024	2.EGSH-2	25 Dec 2025	2.EGTK-8	19 Mar 2026	2.EGPK-7-4	27 Nov 2025
2.EGNT-6-4	31 Oct 2024	2.EGSH-3	19 Feb 2026	2.EGTK-9	14 May 2026	2.EGPK-7-5	27 Nov 2025
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	11 Jun 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	11 Jun 2026	2.EGPK-8-1	27 Nov 2025
2.EGNT-7-5	22 Feb 2024	2.EGSH-8	16 Apr 2026	* 2.EGTK-2-2	11 Jun 2026	2.EGPK-8-2	27 Nov 2025
2.EGNT-8-1	11 Jul 2024	2.EGSH-9	22 Jan 2026	* 2.EGTK-2-3	11 Jun 2026	2.EGPK-8-3	27 Nov 2025
2.EGNT-8-2	11 Jul 2024	2.EGSH-10	31 Oct 2024	2.EGTK-5-1	19 Mar 2026	2.EGPK-8-4	27 Nov 2025
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
2.EGNT-8-4	11 Jul 2024	2.EGSH-2-1	14 May 2026	2.EGTK-8-2	19 Mar 2026	2.EGPK-8-6	27 Nov 2025
2.EGNT-8-5	11 Jul 2024	* 2.EGSH-2-2	11 Jun 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
2.EGHQ-3	23 Jan 2025	2.EGBN-2	17 Apr 2025	2.EGEP-2-1	16 Apr 2026	2.EGPK-8-15	27 Nov 2025
2.EGHQ-4	25 Dec 2025	2.EGBN-3	10 Jul 2025	2.EGPT-1	2 Oct 2025	2.EGPK-8-16	27 Nov 2025
2.EGHQ-5	23 Jan 2025	2.EGBN-4	17 Apr 2025	2.EGPT-2	30 Nov 2023	2.EGPK-8-17	27 Nov 2025
2.EGHQ-6	28 Nov 2024	2.EGBN-5	19 Mar 2026	2.EGPT-3	10 Jul 2025	2.EGPK-8-18	27 Nov 2025
2.EGHQ-7	19 Mar 2026	2.EGBN-6	19 Mar 2026	2.EGPT-4	19 Mar 2026	2.EGKR-1	27 Nov 2025
2.EGHQ-8	30 Oct 2025	2.EGBN-2-1	2 Oct 2025	2.EGPT-5	10 Jul 2025	2.EGKR-2	1 Dec 2022
2.EGHQ-9	10 Jul 2025	2.EGEO-1	19 Feb 2026	2.EGPT-6	10 Jul 2025	2.EGKR-3	10 Jul 2025
2.EGHQ-10	10 Jul 2025	2.EGEO-2	15 Jun 2023	2.EGPT-2-1	2 Oct 2025	2.EGKR-4	10 Jul 2025
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2.EGHQ-5-1	25 Dec 2025	2.EGEO-5	15 Jun 2023	2.EGPK-3	16 May 2024	2.EGKR-7	19 Mar 2026
2.EGHQ-8-1	25 Dec 2025	2.EGEO-6	19 Mar 2026	2.EGPK-4	17 Apr 2025	2.EGKR-8	19 Mar 2026
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2.EGNE-2	22 Jan 2026	2.EGBS-2	27 Jan 2022	2.EGHI-7-7	8 Aug 2024	2.EGSY-9	2 Oct 2025
2.EGNE-3	22 Jan 2026	2.EGBS-3	10 Jul 2025	2.EGHI-8-1	27 Nov 2025	2.EGSY-10	30 Oct 2025
2.EGNE-4	22 Jan 2026	2.EGBS-4	19 Mar 2026	2.EGHI-8-2	27 Nov 2025	2.EGSY-11	30 Oct 2025
2.EGNE-5	19 Mar 2026	2.EGBS-5	15 May 2025	2.EGHI-8-3	27 Nov 2025	2.EGSY-12	30 Oct 2025
2.EGNE-6	22 Jan 2026	2.EGBS-6	20 Mar 2025	2.EGHI-8-4	27 Nov 2025	2.EGSY-13	30 Oct 2025
2.EGNE-7	22 Jan 2026	2.EGBS-2-1	2 Oct 2025	2.EGHI-8-5	27 Nov 2025	2.EGSY-2-1	16 Apr 2026
2.EGNE-2-1	22 Jan 2026	2.EGKA-1	25 Dec 2025	2.EGHI-8-6	27 Nov 2025	2.EGSY-4-1	25 Dec 2025
* 2.EGTO-1	11 Jun 2026	2.EGKA-2	12 Jun 2025	2.EGHI-8-7	27 Nov 2025	2.EGSY-5-1	25 Dec 2025
2.EGTO-2	25 Dec 2025	2.EGKA-3	16 Apr 2026	2.EGHI-8-8	27 Nov 2025	2.EGSY-8-1	25 Dec 2025
2.EGTO-3	25 Dec 2025	2.EGKA-4	16 Apr 2026	2.EGHI-8-9	27 Nov 2025	2.EGSY-8-2	25 Dec 2025
2.EGTO-4	25 Dec 2025	2.EGKA-5	16 Apr 2026	2.EGHI-8-10	27 Nov 2025	2.EGSG-1	2 Oct 2025
2.EGTO-5	23 Jan 2025	2.EGKA-6	12 Jun 2025	2.EGHI-8-11	17 Jun 2021	2.EGSG-2	31 Dec 2020
2.EGTO-6	19 Mar 2026	2.EGKA-7	19 Mar 2026	2.EGMC-1	14 May 2026	2.EGSG-3	10 Jul 2025
2.EGTO-7	25 Dec 2025	2.EGKA-8	12 Jun 2025	2.EGMC-2	25 Dec 2025	2.EGSG-4	19 Mar 2026
2.EGTO-8	25 Dec 2025	2.EGKA-9	12 Jun 2025	2.EGMC-3	8 Sep 2022	2.EGSG-5	2 Oct 2025
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2.EGES-1	16 Apr 2026	2.EGKA-2-1	16 Apr 2026	2.EGMC-5	4 Sep 2025	2.EGSG-2-1	2 Oct 2025
2.EGES-2	16 Apr 2026	2.EGKA-2-2	16 Apr 2026	2.EGMC-6	4 Sep 2025	* 2.EGPO-1	11 Jun 2026
2.EGES-3	16 Apr 2026	2.EGKA-4-1	13 Jul 2023	2.EGMC-7	8 Aug 2024	2.EGPO-2	14 May 2026
2.EGES-4	16 Apr 2026	2.EGKA-8-1	25 Dec 2025	2.EGMC-8	8 Aug 2024	2.EGPO-3	22 Jan 2026
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2.EGCF-2	19 Mar 2026	2.EGCV-2	8 Aug 2024	2.EGMC-13	2 Oct 2025	2.EGPO-8	19 Feb 2026
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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
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2.EGHE-8-2	19 Feb 2026	2.EGHI-10	2 Oct 2025	2.EGMC-8-3	14 May 2026	2.EGPO-8-10	12 Jun 2025
2.EGCJ-1	22 Jan 2026	2.EGHI-11	2 Oct 2025	2.EGMC-8-4	14 May 2026	2.EGER-1	16 Apr 2026
2.EGCJ-2	7 Sep 2023	2.EGHI-12	22 Jan 2026	2.EGMC-8-5	14 May 2026	2.EGER-2	14 May 2026
2.EGCJ-3	10 Jul 2025	2.EGHI-13	22 Jan 2026	2.EGMC-8-6	14 May 2026	2.EGER-3	14 May 2026
2.EGCJ-4	7 Sep 2023	* 2.EGHI-2-1	11 Jun 2026	2.EGMC-8-7	14 May 2026	2.EGER-4	14 May 2026
2.EGCJ-5	19 Mar 2026	* 2.EGHI-2-2	11 Jun 2026	2.EGMC-8-8	14 May 2026	2.EGER-5	14 May 2026
2.EGCJ-6	7 Sep 2023	2.EGHI-4-1	22 Jan 2026	2.EGSY-1	25 Dec 2025	2.EGER-6	14 May 2026
2.EGCJ-7	31 Oct 2024	2.EGHI-5-1	17 Apr 2025	2.EGSY-2	30 Oct 2025	2.EGER-2-1	16 Apr 2026
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2.EGCJ-8-2	22 Jan 2026	2.EGHI-7-3	8 Aug 2024	2.EGSY-5	16 Apr 2026	2.EGPB-3	19 Feb 2026
2.EGCJ-8-3	22 Jan 2026	2.EGHI-7-4	8 Aug 2024	2.EGSY-6	16 Apr 2026	* 2.EGPB-4	11 Jun 2026
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* 2.EGPB-7	11 Jun 2026	2.EGNV-8-2	30 Oct 2025	2.EGNO-11	30 Oct 2025	2.EGPC-8-4	19 Mar 2026
* 2.EGPB-8	11 Jun 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	11 Jun 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	11 Jun 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	11 Jun 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	11 Jun 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	11 Jun 2026	2.EGHO-6	19 Mar 2026	2.EGCW-1	25 Dec 2025	* 2.EGNW-4	11 Jun 2026
* 2.EGPB-8-3	11 Jun 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
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2.EGPB-8-11	14 May 2026	2.EGPU-7	28 Nov 2024	* 2.EGFA-3	11 Jun 2026	2.EGBO-7	25 Dec 2025
2.EGPB-8-12	14 May 2026	2.EGPU-2-1	25 Dec 2025	* 2.EGFA-4	11 Jun 2026	2.EGBO-8	4 Sep 2025
2.EGPB-8-13	14 May 2026	* 2.EGPU-8-1	11 Jun 2026	* 2.EGFA-5	11 Jun 2026	2.EGBO-2-1	25 Dec 2025
2.EGPB-8-14	14 May 2026	* 2.EGPU-8-2	11 Jun 2026	* 2.EGFA-6	11 Jun 2026	2.EGTB-1	2 Oct 2025
2.EGPB-8-15	14 May 2026	2.EGPU-8-3	25 Dec 2025	* 2.EGFA-2-1	11 Jun 2026	* 2.EGTB-2	11 Jun 2026
* 2.EGFH-1	11 Jun 2026	* 2.EGPU-8-4	11 Jun 2026	2.EGEW-1	16 Apr 2026	* 2.EGTB-3	11 Jun 2026
* 2.EGFH-2	11 Jun 2026	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	11 Jun 2026	2.EGNL-3	30 Oct 2025	2.EGEW-4	16 Apr 2026	2.EGTB-6	20 Feb 2025
* 2.EGFH-5	11 Jun 2026	2.EGNL-4	10 Jul 2025	2.EGEW-5	16 Apr 2026	2.EGTB-7	20 Feb 2025
* 2.EGFH-6	11 Jun 2026	2.EGNL-5	31 Oct 2024	2.EGEW-6	16 Apr 2026	* 2.EGTB-2-1	11 Jun 2026
* 2.EGFH-2-1	11 Jun 2026	2.EGNL-6	19 Mar 2026	2.EGEW-2-1	16 Apr 2026	* 2.EGHG-1	11 Jun 2026
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	11 Jun 2026	2.EGNL-2-1	27 Nov 2025	2.EGLM-4	19 Mar 2026	2.EGHG-5	22 Jan 2026
* 2.EGBM-5	11 Jun 2026	2.EGNL-8-1	30 Oct 2025	2.EGLM-5	10 Jul 2025	2.EGHG-6	19 Mar 2026
* 2.EGBM-6	11 Jun 2026	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	11 Jun 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
2.EGNV-3	16 Apr 2026	2.EGNL-8-6	30 Oct 2025	2.EGPC-2	21 Mar 2024	2.EGHG-8-2	4 Sep 2025
2.EGNV-4	16 Apr 2026	2.EGNL-8-7	30 Oct 2025	2.EGPC-3	22 Jan 2026	2.EGHG-8-3	4 Sep 2025
2.EGNV-5	7 Aug 2025	2.EGNL-8-8	30 Oct 2025	2.EGPC-4	22 Jan 2026	2.EGHG-8-4	19 Feb 2026
2.EGNV-6	19 Mar 2026	2.EGNO-1	30 Oct 2025	2.EGPC-5	28 Nov 2024	2.EGHG-8-5	4 Sep 2025
2.EGNV-7	16 Apr 2026	2.EGNO-2	22 Jan 2026	2.EGPC-6	19 Mar 2026	2.EGHG-8-6	4 Sep 2025
2.EGNV-8	16 Apr 2026	2.EGNO-3	30 Oct 2025	2.EGPC-7	25 Dec 2025	2.EGHG-8-7	25 Feb 2021
2.EGNV-9	18 Apr 2024	2.EGNO-4	30 Oct 2025	2.EGPC-8	28 Nov 2024	2.EGHG-8-8	2 Dec 2021
2.EGNV-10	4 Sep 2025	2.EGNO-5	30 Oct 2025	2.EGPC-9	28 Nov 2024	3.EGBC-1	2 Oct 2025
2.EGNV-2-1	16 Apr 2026	2.EGNO-6	30 Oct 2025	2.EGPC-10	23 Feb 2023	3.EGBC-2	20 Mar 2025
2.EGNV-2-2	16 Apr 2026	2.EGNO-7	30 Oct 2025	2.EGPC-2-1	19 Mar 2026	3.EGBC-3	20 Mar 2025
2.EGNV-4-1	30 Oct 2025	2.EGNO-8	19 Mar 2026	2.EGPC-8-1	19 Mar 2026	3.EGBC-4	20 Apr 2023
2.EGNV-5-1	30 Oct 2025	2.EGNO-9	30 Oct 2025	2.EGPC-8-2	19 Mar 2026	3.EGBC-5	20 Apr 2023

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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
3.EGHK-7	4 Nov 2021
3.EGHK-2-1	14 May 2026
3.EGDP-1	30 Oct 2025
3.EGDP-2	30 Nov 2023
3.EGDP-3	5 Sep 2024
3.EGDP-4	5 Sep 2024
3.EGDP-5	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
3.EGHT-2	4 Sep 2025
3.EGHT-3	15 May 2025
3.EGHT-4	15 May 2025
3.EGHT-5	10 Jul 2025
3.EGHT-2-1	2 Oct 2025

GEN 1.2 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 channel 133.130 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 Cer-

tificate of Agreement airports, just prior notification using the General Aviation Report (GAR)).

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;

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

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);
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)

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

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

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

Scotland

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
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 2.4 LOCATION INDICATORS

† Location indicators with NO connectivity with AFS

Table GEN 2.4-1: 1. Encode

Location	Indicator
ABERDEEN/DYCE	EGPD
ABERPORTH	EGUC
ALDERNEY	EGJA
ALSCOT	EGBL
ANDREW (OIL RIG)	EGRO†
ANDREWSFIELD	EGSL
ANTARCTIC SKY-BLU	EGAT
ASCOT HELIPORT	EGLT†
ASHAIG/ISLE OF SKYE	EGEI†
ASHCROFT	EGCR
BAGBY	EGNG
BARKSTON HEATH	EGYE
BARRA	EGPR
BECCLES	EGSM†
BEDFORD	EGBF
BELFAST ALDERGROVE	EGAA
BELFAST/CITY	EGAC
BEMBRIDGE	EGHJ
BENBECULA	EGPL
BENBECULA (MOD)	EGXM
BENSON	EGUB
BEVERLEY/LINLEY HILL	EGNY
BIGGIN HILL	EGKB
BIRMINGHAM	EGBB
BLACKBUSHE	EGLK
BLACKPOOL	EGNH
BODMIN	EGLA
BOSCOMBE DOWN	EGDM
BOULMER (MOD)	EGQM
BOURNEMOUTH	EGHH
BRAMPTON (MOD)	EGYB
BRIMPTON	EGLP
BRISTOL	EGGD
BRIZE NORTON	EGVN
BROOKLANDS	EGLB†
BROUGH	EGNB†
BRUCE (OIL RIG)	EGRK†
CACC MID EAST	EGIF
CACC MID WEST	EGIE
CACC NORTH EAST	EGID
CACC NORTH WEST	EGIC
CACC SCOTLAND/NORTHERN IRELAND	EGIA
CACC SOUTH EAST	EGIH
CACC SOUTH WEST	EGIG
CACC WALES	EGIB
CAERNARFON	EGCK
CAMBRIDGE	EGSC
CAMPBELTOWN	EGEC
CARDIFF	EGFF
CARDIFF/TREMORFA FORESHORE HELIPORT	EGFC†
CARLISLE	EGNC
CHALGROVE	EGLJ
CHALLOCK	EGKE†
CHANNEL ISLANDS	EGJT
CHELTENHAM HELIPORT	EGBC†

Location	Indicator
CHICHESTER/GOODWOOD	EGHR
CLACTON	EGSQ
CLAIR (OIL RIG)	EGRF†
CLEETON (OIL RIG)	EGRT†
COLERNE	EGUO
COLL	EGEL†
COLONSAY	EGEY†
COMPTON ABBAS	EGHA
CONINGSBY	EGXC
CORMORANT ALPHA (OIL RIG)	EGRG†
COSFORD	EGWC
COTTESMORE	EGXJ
CRANFIELD	EGTC
CRANWELL	EGYD
CROWFIELD	EGSO†
CULDROSE	EGDR
CULTER HELIPAD	EGEA
CUMBERNAULD	EGPG
DAMYNS HALL	EGML
DEANLAND	EGKL†
DENHAM	EGLD
DERBY	EGBD
DISHFORTH	EGXD
DONCASTER SHEFFIELD	EGCN
DONNA NOOK (MOD)	EGXS
DUNDEE	EGPN
DUNKESWELL	EGTU
DUNSFOLD	EGTD
DUXFORD	EGSU
EAGLESCOTT	EGHU†
EARLS COLNE	EGSR
EAST MIDLANDS	EGNX
EDAY	EGED†
EDINBURGH	EGPH
ELMSETT	EGST
ELSTREE	EGTR
ENNISKILLEN/ST ANGELO	EGAB
ENSTONE	EGTN
EXETER	EGTE
FAIR ISLE	EGEF
FAIRFORD	EGVA
FAIROAKS	EGTF
FARNBOROUGH	EGLF
FARTHING CORNER	EGMF
FASLANE (MOD)	EGXO
FENLAND	EGCL
FIFE	EGPJ
FOREST MOOR	EGXF
FOWLMERE	EGMA
FULL SUTTON	EGNU
FULMAR ALPHA (OIL RIG)	EGRN†
GARVIE ISLAND (MOD)	EGQC†
GATWICK CAA SRG (AVIATION HOUSE)	EGGR
GLASGOW	EGPF†
GLASGOW CITY HELIPORT	EGEG†

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GEN 2.4 LOCATION INDICATORS (continued)

Location	Indicator
GLASGOW WEATHER CENTRE	EGRA
GLOUCESTERSHIRE	EGBJ
GOODWOOD RACECOURSE HELIPORT	EGKG†
GUERNSEY	EGJB
HALLEY RESEARCH STATION	EGAH
HALTON	EGWN†
HARDING (OIL RIG)	EGRL†
HAVERFORDWEST	EGFE†
HAWARDEN	EGNR
HENSTRIDGE	EGHS
HEREFORD	EGVH
HIGH WYCOMBE (MET)	EGRH
HIGH WYCOMBE (MOD)	EGUH
HM SHIPS (ALL)	EGYY
HOLBEACH (MOD)	EGYH
HONINGTON	EGXH
HQ 2 GROUP (MOD)	EGDH
HQ SPTA	EGDS
HUCKNALL	EGNA†
HUMBERSIDE	EGNJ
INVERNESS	EGPE
ISLAY	EGPI
ISLE OF MAN	EGNS
ISLE OF WIGHT/SANDOWN	EGHN
ISLEWORTH	EGLI
JERSEY	EGJJ
JERSEY MET	EGJX†
KEMBLE	EGBP
KENLEY (MOD)	EGKN†
KINLOSS	EGQK
KIRKNEWTON (MOD)	EGKT†
KIRKWALL	EGPA
KITTYHAWK	EGKF
LAKENHEATH	EGUL
LAND'S END	EGHC
LANGFORD LODGE	EGAL†
LASHAM	EGHL
LASHENDEN/HEADCORN	EGKH
LECONFIELD	EGXV
LEE-ON-SOLENT	EGHF
LEEDS BRADFORD	EGNM
LEEDS EAST	EGCM†
LEEDS HELIPORT	EGNP†
LEEMING	EGXE
LEICESTER	EGBG
LERWICK/TINGWALL	EGET
LEUCHARS	EGQL
LITTLE GRANSDEN	EGMJ†
LITTLE RISSINGTON	EGVL†
LIVERPOOL	EGGP
LLANBEDR	EGFD†
LONDON (CAA HQ)	EGGA
LONDON (DFT AVIATION DIRECTORATE)	EGGC
LONDON ACC (CIVIL)	EGTT
LONDON AREA	EGGO
LONDON CITY	EGLC
LONDON GATWICK	EGKK
LONDON HEATHROW	EGLL

Location	Indicator
LONDON HELIPORT	EGLW
LONDON LUTON	EGGW
LONDON STANSTED	EGSS
LONDONDERRY/EGLINTON	EGAE
LOSSIEMOUTH	EGQS
LOWESTOFT HARBOUR	EGMW†
LYDD	EGMD
LYNEHAM	EGDL
MAGNUS (OIL RIG)	EGRE†
MANCHESTER	EGCC
MANCHESTER BARTON	EGCB
MANCHESTER/WOODFORD	EGCD†
MANSTON	EGMH
MARHAM	EGYM
MARNOCK (OIL RIG)	EGRS†
MARSHLAND, WISBEACH	EGSI†
MAYPOLE	EGHB
MCA FALMOUTH	EGQF†
MERRYFIELD	EGDI†
MET OFFICE ABERDEEN	EGRQ
MET OFFICE EXETER	EGRR
MET OFFICE LONDON	EGRB†
MIDDLE WALLOP	EGVP
MILDENHALL	EGUN
MILLER (OIL RIG)	EGRM†
MOD UK AIR	EGWB
MOD UK NAVY	EGWI†
MOUNT PLEASANT	EGYP
MOUNTWISE	EGDB
MUHARRAQ (RAF)	EGYR
MUNGO (OIL RIG)	EGRP†
MURDOCH (OIL RIG)	EGRU†
NEATISHEAD (MOD)	EGUJ
NETHERAVON	EGDN
NETHERTHORPE	EGNF
NEWCASTLE	EGNT
NEWMARKET RACECOURSE	EGSW†
NEWQUAY	EGHQ
NEWTOWNARDS	EGAD
NORTH RONALDSAY	EGEN†
NORTH WEALD	EGSX
NORTHAMPTON/SYWELL	EGBK
NORTHOLT	EGWU†
NORTHOLT (AIDU)	EGVC
NORTHOLT (RN NAIC)	EGXA
NORTHWOOD (MOD)	EGWX
NORWICH	EGSH
NOTTINGHAM	EGBN
OAKSEY PARK	EGTW†
OBAN	EGEO
ODIHAM	EGVO
OLD BUCKENHAM	EGSV
OLD SARUM	EGLS
OLD WARDEN	EGTH
OXFORD	EGTK
PAPA WESTRAY	EGEP†
PEMBREY	EGFP†
PEMBRY (MOD)	EGOP†

GEN 2.4 LOCATION INDICATORS (continued)

Location	Indicator
PENZANCE HELIPORT	EGHK†
PERRANPORTH	EGTP
PERTH/SCONE	EGPT
PETERBOROUGH/CONINGTON	EGSF
PETERBOROUGH/SIBSON	EGSP
PETERHEAD/LONGSIDE HELIPORT	EGPS†
PLYMOUTH (MIL)	EGVE
POPHAM	EGHP
PORTLAND HELIPORT	EGDP†
PORTSMOUTH/FLEETLANDS	EGVF
PREDANNACK	EGDO†
PRESTWICK	EGPK
RAF MOBILES	EGWW
RAF MONA	EGOQ†
RALEIGH (MOD)	EGVR
RAVENSPURN N (OIL RIG)	EGRV†
REDHILL	EGKR
RETFORD/GAMSTON	EGNE
ROCHESTER	EGTO
ROTHERA RESEARCH STATION	EGAR
SANDAY	EGES†
SANDTOFT	EGCF
SCHIEHALLION (OIL RIG)	EGRI†
SCILLY ISLES/ST MARY'S	EGHE
SCOTTISH ACC (CIVIL)	EGPX
SEETHING	EGSJ
SHANWICK OAC	EGGX
SHAWBURY	EGOS
SHERBURN-IN-ELMET	EGCJ
SHIPDHAM	EGSA†
SHOBDON	EGBS
SHOREHAM	EGKA
SILVERSTONE HELIPORT	EGBV
SLEAP	EGCV
SOUTH CERNEY (MOD)	EGCY†
SOUTHAMPTON	EGHI
SOUTHEND	EGMC
SOUTHPORT BIRKDALE SANDS	EGCO†
SPADEADAM (MOD)	EGOM
ST ATHAN	EGSY†
STAPLEFORD	EGSG
STORNOWAY	EGPO
STRONSAY	EGER†
STRUBBY HELIPORT	EGCG
STURGATE	EGCS
SUMBURGH	EGPB
SWANSEA	EGFH
SWANTON MORLEY (MOD)	EGYX†
SWANWICK ATCC (MIL)	EGVV
SYERSTON (MOD)	EGXY
TAIN (MOD)	EGQA†
TATENHILL	EGBM
TEESSIDE INTERNATIONAL	EGNV
TERNHILL	EGOE
THORNE	EGCP†
THRUXTON	EGHO†
THURROCK	EGMT†
TILSTOCK	EGCT†
TIREE	EGPU
TOPCLIFFE	EGXZ
TRESCO HELIPORT	EGHT†
TRURO	EGHY†
TURWESTON	EGBT
UK AFTN/CIDIN CENTRE	EGGG
UK AIRPROX BOARD	EGGF
UK CACC (BLOCKED 9)	EGGT
UK MCC	EGQP
UK MOTNE CENTRE	EGGY
UK NOTAM OFFICE(NOF)	EGGN
UNST	EGPW†
UXBRIDGE	EGUU
VALLEY	EGOV
WADDINGTON	EGXW
WALNEY	EGNL
WARTON	EGNO
WATTISHAM	EGUW
WELLESBOURNE MOUNTFORD	EGBW
WELSHPOOL	EGCW
WEST FREUGH	EGOY
WEST SOLE (OIL RIG)	EGRW†
WEST WALES/ABERPORTH	EGFA†
WESTRAY	EGEW†
WHALSEY	EGEH†
WHITE WALTHAM	EGLM
WICK	EGPC
WICKENBY	EGNW
WITTERING	EGXT
WOLVERHAMPTON/HALFPENNY GREEN	EGBO
WOODVALE	EGOW
WYCOMBE AIR PARK/BOOKER	EGTB
WYTON	EGUY
YEOVIL/WESTLAND	EGHG
YEOVILTON	EGDY

Table GEN 2.4-2: 2. Decode

Indicator	Location
EGAA	BELFAST ALDERGROVE
EGAB	ENNISKILLEN/ST ANGELO
EGAC	BELFAST/CITY
EGAD	NEWTOWNARDS
EGAE	LONDONDERRY/EGLINTON
EGAH	HALLEY RESEARCH STATION
EGAL†	LANGFORD LODGE
EGAR	ROTHERA RESEARCH STATION
EGAT	ANTARCTIC SKY-BLU
EGBB	BIRMINGHAM
EGBC†	CHELTENHAM HELIPORT
EGBD	DERBY
EGBF	BEDFORD
EGBG	LEICESTER
EGBJ	GLOUCESTERSHIRE
EGBK	NORTHAMPTON/SYWELL
EGBL	ALSCOT
EGBM	TATENHILL
EGBN	NOTTINGHAM

GEN 2.4 LOCATION INDICATORS (continued)

Indicator	Location
EGBO	WOLVERHAMPTON/HALFPENNY GREEN
EGBP	KEMBLE
EGBS	SHOBDON
EGBT	TURWESTON
EGBV	SILVERSTONE HELIPORT
EGBW	WELLESBOURNE MOUNTFORD
EGCB	MANCHESTER BARTON
EGCC	MANCHESTER
EGCD†	MANCHESTER/WOODFORD
EGCF	SANDTOFT
EGCG	STRUBBY HELIPORT
EGCJ	SHERBURN-IN-ELMET
EGCK	CAERNARFON
EGCL	FENLAND
EGCM†	LEEDS EAST
EGCN	DONCASTER SHEFFIELD
EGCO†	SOUTHPORT BIRKDALE SANDS
EGCP†	THORNE
EGCR	ASHCROFT
EGCS	STURGATE
EGCT†	TILSTOCK
EGCV	SLEAP
EGCW	WELSHPOOL
EGCY†	SOUTH CERNEY (MOD)
EGDB	MOUNTWISE
EGDH	HQ 2 GROUP (MOD)
EGDI†	MERRYFIELD
EGDL	LYNEHAM
EGDM	BOSCOMBE DOWN
EGDN	NETHERAVON
EGDO†	PREDANNACK
EGDP†	PORTLAND HELIPORT
EGDR	CULDROSE
EGDS	HQ SPTA
EGDY	YEOVILTON
EGEA	CULTER HELIPAD
EGEC	CAMPBELTOWN
EGED†	EDAY
EGEF	FAIR ISLE
EGEG†	GLASGOW CITY HELIPORT
EGEH†	WHALSEY
EGEI†	ASHAIG/ISLE OF SKYE
EGEL†	COLL
EGEN†	NORTH RONALDSAY
EGEO	OBAN
EGEP†	PAPA WESTRAY
EGER†	STRONSAY
EGES†	SANDAY
EGET	LERWICK/TINGWALL
EGEW†	WESTRAY
EGEY†	COLONSAY
EGFA†	WEST WALES/ABERPORTH
EGFC†	CARDIFF/TREMORFA FORESHORE HELIPORT
EGFD†	LLANBEDR
EGFE†	HAVERFORDWEST
EGFF	CARDIFF
EGFH	SWANSEA
EGFP†	PEMBREY

Indicator	Location
EGGA	LONDON (CAA HQ)
EGGC	LONDON (DFT AVIATION DIRECTORATE)
EGGD	BRISTOL
EGGF	UK AIRPROX BOARD
EGGG	UK AFTN/CIDIN CENTRE
EGGN	UK NOTAM OFFICE(NOF)
EGGO	LONDON AREA
EGGP	LIVERPOOL
EGGR	GATWICK CAA SRG (AVIATION HOUSE)
EGGT	UK CACC (BLOCKED 9)
EGGW	LONDON LUTON
EGGX	SHANWICK OAC
EGGY	UK MOTNE CENTRE
EGHA	COMPTON ABBAS
EGHB	MAYPOLE
EGHC	LAND'S END
EGHE	SCILLY ISLES/ST MARY'S
EGHF	LEE-ON-SOLENT
EGHG	YEOVIL/WESTLAND
EGHH	BOURNEMOUTH
EGHI	SOUTHAMPTON
EGHJ	BEMBRIDGE
EGHK†	PENZANCE HELIPORT
EGHL	LASHAM
EGHN	ISLE OF WIGHT/SANDOWN
EGHO†	THRUXTON
EGHP	POPHAM
EGHQ	NEWQUAY
EGHR	CHICHESTER/GOODWOOD
EGHS	HENSTRIDGE
EGHT†	TRESCO HELIPORT
EGHU†	EAGLESCOTT
EGHY†	TRURO
EGIA	CACC SCOTLAND/NORTHERN IRELAND
EGIB	CACC WALES
EGIC	CACC NORTH WEST
EGID	CACC NORTH EAST
EGIE	CACC MID WEST
EGIF	CACC MID EAST
EGIG	CACC SOUTH WEST
EGIH	CACC SOUTH EAST
EGJA	ALDERNEY
EGJB	GUERNSEY
EGJJ	JERSEY
EGJT	CHANNEL ISLANDS
EGJX†	JERSEY MET
EGKA	SHOREHAM
EGKB	BIGGIN HILL
EGKE†	CHALLOCK
EGKF	KITTYHAWK
EGKG†	GOODWOOD RACECOURSE HELIPORT
EGKH	LASHENDEN/HEADCORN
EGKK	LONDON GATWICK
EGKL†	DEANLAND
EGKN†	KENLEY (MOD)
EGKR	REDHILL
EGKT†	KIRKNEWTON (MOD)
EGLA	BODMIN

GEN 2.4 LOCATION INDICATORS (continued)

Indicator	Location
EGLB†	BROOKLANDS
EGLC	LONDON CITY
EGLD	DENHAM
EGLF	FARNBOROUGH
EGLI	ISLEWORTH
EGLJ	CHALGROVE
EGLK	BLACKBUSHE
EGLL	LONDON HEATHROW
EGLM	WHITE WALTHAM
EGLP	BRIMPTON
EGLS	OLD SARUM
EGLT†	ASCOT HELIPORT
EGLW	LONDON HELIPORT
EGMA	FOWLMERE
EGMC	SOUTHEND
EGMD	LYDD
EGMF	FARTHING CORNER
EGMH	MANSTON
EGMJ†	LITTLE GRANSDEN
EGML	DAMYNS HALL
EGMT†	THURROCK
EGMW†	LOWESTOFT HARBOUR
EGNA†	HUCKNALL
EGNB†	BROUGH
EGNC	CARLISLE
EGNE	RETFORD/GAMSTON
EGNF	NETHERTHORPE
EGNG	BAGBY
EGNH	BLACKPOOL
EGNJ	HUMBERSIDE
EGNL	WALNEY
EGNM	LEEDS BRADFORD
EGNO	WARTON
EGNP†	LEEDS HELIPORT
EGNR	HAWARDEN
EGNS	ISLE OF MAN
EGNT	NEWCASTLE
EGNU	FULL SUTTON
EGNV	TEESSIDE INTERNATIONAL
EGNW	WICKENBY
EGNX	EAST MIDLANDS
EGNY	BEVERLEY/LINLEY HILL
EGOE	TERNHILL
EGOM	SPADEADAM (MOD)
EGOP†	PEMBRY (MOD)
EGOQ†	RAF MONA
EGOS	SHAWBURY
EGOV	VALLEY
EGOW	WOODVALE
EGOY	WEST FREUGH
EGPA	KIRKWALL
EGPB	SUMBURGH
EGPC	WICK
EGPD	ABERDEEN/DYCE
EGPE	INVERNESS
EGPF†	GLASGOW
EGPG	CUMBERNAULD
EGPH	EDINBURGH

Indicator	Location
EGPI	ISLAY
EGPJ	FIFE
EGPK	PRESTWICK
EGPL	BENBECULA
EGPN	DUNDEE
EGPO	STORNOWAY
EGPR	BARRA
EGPS†	PETERHEAD/LONGSIDE HELIPORT
EGPT	PERTH/SCONE
EGPU	TIREE
EGPW†	UNST
EGPX	SCOTTISH ACC (CIVIL)
EGQA†	TAIN (MOD)
EGQC†	GARVIE ISLAND (MOD)
EGQF†	MCA FALMOUTH
EGQK	KINLOSS
EGQL	LEUCHARS
EGQM	BOULMER (MOD)
EGQP	UK MCC
EGQS	LOSSIEMOUTH
EGRA	GLASGOW WEATHER CENTRE
EGRB†	MET OFFICE LONDON
EGRE†	MAGNUS (OIL RIG)
EGRF†	CLAIR (OIL RIG)
EGRG†	CORMORANT ALPHA (OIL RIG)
EGRH	HIGH WYCOMBE (MET)
EGRI†	SCHIEHALLION (OIL RIG)
EGRK†	BRUCE (OIL RIG)
EGRL†	HARDING (OIL RIG)
EGRM†	MILLER (OIL RIG)
EGRN†	FULMAR ALPHA (OIL RIG)
EGRO†	ANDREW (OIL RIG)
EGRP†	MUNGO (OIL RIG)
EGRQ	MET OFFICE ABERDEEN
EGRR	MET OFFICE EXETER
EGRS†	MARNOCK (OIL RIG)
EGRT†	CLEETON (OIL RIG)
EGRU†	MURDOCH (OIL RIG)
EGRV†	RAVENSPURN N (OIL RIG)
EGRW†	WEST SOLE (OIL RIG)
EGSA†	SHIPDHAM
EGSC	CAMBRIDGE
EGSF	PETERBOROUGH/CONINGTON
EGSG	STAPLEFORD
EGSH	NORWICH
EGSI†	MARSHLAND, WISBEACH
EGSJ	SEETHING
EGSL	ANDREWSFIELD
EGSM†	BECCLES
EGSO†	CROWFIELD
EGSP	PETERBOROUGH/SIBSON
EGSQ	CLACTON
EGSR	EARLS COLNE
EGSS	LONDON STANSTED
EGST	ELMSETT
EGSU	DUXFORD
EGSV	OLD BUCKENHAM
EGSW†	NEWMARKET RACECOURSE

GEN 2.4 LOCATION INDICATORS (continued)

Indicator	Location
EGSX	NORTH WEALD
EGSY†	ST ATHAN
EGTB	WYCOMBE AIR PARK/BOOKER
EGTC	CRANFIELD
EGTD	DUNSFOLD
EGTE	EXETER
EGTF	FAIROAKS
EGTH	OLD WARDEN
EGTK	OXFORD
EGTN	ENSTONE
EGTO	ROCHESTER
EGTP	PERRANPORTH
EGTR	ELSTREE
EGTT	LONDON ACC (CIVIL)
EGTU	DUNKESWELL
EGTW†	OAKSEY PARK
EGUB	BENSON
EGUC	ABERPORTH
EGUH	HIGH WYCOMBE (MOD)
EGUJ	NEATISHEAD (MOD)
EGUL	LAKENHEATH
EGUN	MILDENHALL
EGUO	COLERNE
EGUU	UXBRIDGE
EGUW	WATTISHAM
EGUY	WYTON
EGVA	FAIRFORD
EGVC	NORTHOLT (AIDU)
EGVE	PLYMOUTH (MIL)
EGVF	PORTSMOUTH/FLEETLANDS
EGVH	HEREFORD
EGVL†	LITTLE RISSINGTON
EGVN	BRIZE NORTON
EGVO	ODIHAM
EGVP	MIDDLE WALLOP
EGVR	RALEIGH (MOD)
EGVV	SWANWICK ATCC (MIL)
EGWB	MOD UK AIR
EGWC	COSFORD
EGWI†	MOD UK NAVY
EGWN†	HALTON
EGWU†	NORTHOLT
EGWW	RAF MOBILES
EGWX	NORTHWOOD (MOD)
EGXA	NORTHOLT (RN NAIC)
EGXC	CONINGSBY
EGXD	DISHFORTH
EGXE	LEEMING
EGXF	FOREST MOOR
EGXH	HONINGTON
EGXJ	COTTESMORE
EGXM	BENBECULA (MOD)
EGXO	FASLANE (MOD)
EGXS	DONNA NOOK (MOD)
EGXT	WITTERING
EGXV	LECONFIELD
EGXW	WADDINGTON
EGXY	SYERSTON (MOD)

Indicator	Location
EGXZ	TOPCLIFFE
EGYB	BRAMPTON (MOD)
EGYD	CRANWELL
EGYE	BARKSTON HEATH
EGYH	HOLBEACH (MOD)
EGYM	MARHAM
EGYP	MOUNT PLEASANT
EGYR	MUHARRAQ (RAF)
EGYX†	SWANTON MORLEY (MOD)
EGYY	HM SHIPS (ALL)

GEN 3.1 AERONAUTICAL INFORMATION SERVICES (continued)

The Cycle, indicated by two digits, is a part of the serial number of the amendment, eg. AIRAC Cycle 01/2020. When necessary to provide additional advance notice of AIRAC changes, the Amendment may be issued in several parts, each relating to a common effective date. These Amendments will be identified by a part number suffix, eg. AIRAC Cycle 01/2020 Part 1.

3.4 **Supplements to the AIP (AIP SUP)**

3.4.1 UK AIP Supplements will normally contain temporary changes of long duration (three months or longer) and information of short duration containing extensive text or graphics which affect one or more parts of the AIP. Information must be of operational significance (e.g. major air exercises or aerodrome work programmes) that preclude 'complete' promulgation by NOTAM. See also paragraph 3.6.1.2.

3.4.2 UK AIP Supplements are freely available on the internet http://www.nats.aero/ais and are normally issued every 28 days.

3.4.3 AIP Supplements are to be retained for as long as all or some of their contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the Supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or to advise of the cancellation of an AIP Supplement.

3.4.4 A checklist of UK AIP SUP currently in force is normally included within each issue of Supplements.

3.5 **Aeronautical Information Circulars (AIC)**

3.5.1 As a general rule, AICs refer to subjects of an administrative rather than of an operational nature. They are, however, also used to publish advance warnings of impending operational changes and to add explanations or emphasis on matters of safety or operational significance. Aeronautical chart issues are also notified through the medium of the AIC.

3.5.2 UK AIC are freely available on the internet http://www.nats.aero/ais and are normally issued every 28 days.

3.5.3 AIC serial number are Series, Serial number and year; eg AIC W 076/2020. AIC are colour coded according to their subject matter as follows:

- White - Administrative matters (e.g. licence examination dates, services and publications).
- Yellow - Operational matters (including ATS facilities and requirements).
- Pink - Safety related matters.
- Mauve - UK Airspace Restrictions imposed under the Restriction of Flying Regulations.
- Green - Maps and Charts.

3.6 **NOTAM**

3.6.1 **General**

3.6.1.1 All operationally significant information not covered by AIP Amendment or AIP Supplement will be issued as a NOTAM (via the Aeronautical Fixed Telecommunication Network - AFTN).

3.6.1.2 All operationally significant information issued as AIRAC UK AIP Amendments or UK AIP Supplements will be additionally announced by NOTAM. The NOTAM will give an abbreviated description of the change, condition or activity together with the effective date(s) and the Amendment or Supplement reference number. These 'trigger' NOTAM ensure that brief entries appear in the appropriate Pre-flight Information Bulletins (PIB).

3.6.1.3 Trigger NOTAM used for Permanent changes in the AIP will remain valid for a maximum of 14 days after the effective date of change.

Trigger NOTAM used for an AIP Supplement (SUP) will remain valid for a maximum of 14 days after the effective period. If the information published in the SUP exceeds 14 days then the period the SUP is in force shall be indicated in NOTAM field E.

3.6.2 **NOTAM Proposals**

3.6.2.1 NOTAM Proposals shall be submitted by AFS to EUECYIYP. In the event of an outage to your AFS connection, email submissions will be accepted to notam.proposals@nats.co.uk using the online form.

3.6.2.2 NOTAM Proposals shall be submitted whenever possible, at least 24 HR in advance, to permit timely completion of the notification process and to facilitate airspace utilisation planning.

3.6.3 NOTAM Construction

3.6.3.1 To assist the automated processing of data, ICAO format NOTAM are issued with a 'qualifier line' (identified by the letter 'Q') which is composed by the issuing NOTAM Office (NOF).

3.6.3.2 Three NOTAM types are issued and are identified as follows:

- NOTAM **N** - New information/proposal;
- NOTAM **R** - Replaces a previous NOTAM;

GEN 3.1 AERONAUTICAL INFORMATION SERVICES (continued)

- NOTAM **C** - Cancels a previous NOTAM.

3.6.3.3 For AIS to receive the proposal, the first line of the message must be constructed according to a specific format indicating the type (T) and NOTAM identifier. NOTAM<T> PROPOSAL EGGN <Series>. Content of Series is optional. (See Table below for details of the subject matter of each individual NOTAM Series).

If the first line is incorrect, an automatic rejection will be issued, sent to the AFTN address of the sender, stating the non-compliance, together with instructions of the correct format for re-submission.

The textual content below the first line can take any form, see the examples below:

NOTAMN PROPOSAL EGGN

FROM 0800 ON 23 JAN TIL 2300 ON 24 JAN

E)OBSTACLE ERECTED AT 600FT AMSL, 500FT AGL IN THE MIDDLE OF NOWHERE)

NOTAMN PROPOSAL EGGN A

Q)EGTT/QOBCE/IV/M/E/000/005/XXXXNXXXXXE001

A)EGGN B) 2412121212 C)2412232323

E)THIS OBSTACLE IS IN THE MIDDLE OF NOWHERE)

NOTAMR PROPOSAL EGGN A0123/08

A)EGGN B) 0812121212 C)0812232323

E)CHANGE THE HEIGHT OF THIS OBSTACLE IN THE MIDDLE OF NOWHERE TO 900FT AMSL, 800FT AGL)

NOTAMC PROPOSAL EGGN A0125/08

E)THIS OBSTACLE HAS BEEN REMOVED FROM THE MIDDLE OF NOWHERE)

3.6.3.4

Table – UK NOTAM Series

Series	Content
A	Licensed Aerodromes within the London FIR: Cambridge, Cardiff, Liverpool, London Gatwick, London Heathrow, London Luton, London Stansted, Manchester, Norwich, and Southend.
B	En-route Airspace London FIR/UIR & Scottish FIR/UIR and the Channel Islands Airspace: Regulations & Procedures, En-route Navigation Aids described in ENR 4.1 (Inc. facilities used as Approach Aids), ATS and Air/Ground Communications.
C	Licensed Aerodromes within the London FIR and Channel Islands Aerodromes: Alderney, Biggin Hill, Birmingham, Blackpool, Bournemouth, Bristol, East Midlands, Exeter, Farnborough, Guernsey, Humberside, Isle of Man, Jersey, Leeds Bradford, London City, Lydd, Newquay, Shoreham, Southampton and Teesside International.
D	Special Use Airspace within ENR 5.1 and ENR 5.2 not described in Series G or M.
E	Unlicensed Aerodromes within the London FIR and Scottish FIR for the notification of safety related subjects relating to facilities and services.
G	En-route Airspace Shanwick Oceanic FIR: Regulations & Procedures, ATS, Air/Ground Communications, Special Use Airspace within ENR 5.1 and ENR 5.2, and Navigation Warnings and Temporary Danger Areas (TDA).
H	Navigation Warnings (except those catered for in Series G).
I	Licensed Aerodromes within the Scottish FIR.
J	Temporary Danger Areas (TDA), Restricted Areas (Temporary) in the London FIR/UIR & Scottish FIR/UIR.
L	Licensed Aerodromes within the London FIR, not covered in Series A or C.
M	AMC Managed Special Use Airspace within ENR 5.1 and ENR 5.2 including relevant Military Exercises in the London FIR/UIR & Scottish FIR/UIR.
N	En-route Obstacles and lights above 100 M (328 FT) AGL and En-route Obstacles and lights below 100 M (328 FT) AGL within the UK Military Low Flying System.
U	UK Military Aerodrome, UK Sovereign Bases and Overseas Territories: Gibraltar, Mount Pleasant, Port Stanley and British Antarctica Airstrips Rothera, Halley and Sky Blu.
V	Notification of Security Advice to UK Air Operators by Government to provide guidance/instructions on Airspace Security Risks. Volcanic Ash related information within En-Route Airspace London FIR/UIR, Scottish FIR/UIR, Shannon FIR/UIR and Shanwick Oceanic FIR.
X	Contingency: Series applied in event of unplanned, long-term outage of normal NOTAM production system. Only time critical NOTAM shall be issued during period of outage. Distribution as per all of the above Series.

3.6.3.5 Each NOTAM series resets at the beginning of each calendar year (begins with 0001 on January 1 at 0000 UTC). NOTAM are

GEN 3.1 AERONAUTICAL INFORMATION SERVICES (continued)

present this metadata to end users. The metadata describes usage limitation, remarks and contact details applicable to the dataset.

6.7 The datasets are for Aviation Use Only.

6.8 ADQ non-compliances as reported in GEN 1.7 of the UK AIP applies to the datasets and should be referred to.

6.9 The following UK digital datasets are made available on the AIS website. A dataset checklist listing all datasets, and their effective date is available on the AIS website and should be referred to.

Dataset Title	General Description	Data Subjects Included (general)	Geographical Scope[1]	Usage Limitations/Remarks/Contact Details
UK ICAO AIP Dataset	Aeronautical information of lasting character representing the AIP content.	Aerodrome/heliport, Airspace, Final approach and take-off area, Radio navigation aid, Route, Route segment, Runway, Runway direction, Special activity airspace, Touch down and lift-off area (TLOF), Waypoint - en route.	Area 1	For Aviation Use Only, plus see dataset metadata and product specification. Contact: AIS.
UK ICAO Obstacle Dataset Area 1	Obstacles affecting air navigation (100 M AGL and above).	Vertical Structures Obstacle area	Area 1	For Aviation Use Only, plus see dataset metadata and product specification. Remarks: Replaces ENR 5.4 table. Contact: AIS.
UK ICAO Terrain Dataset Area 1	Area 1 Terrain.	Terrain	Area 1	See: https://www.ordnancesurvey.co.uk/products/os-terrain-50
UK ICAO Instrument Flight Procedures (IFP) Dataset	UK Licensed Aerodromes RNAV Instrument Flight Procedures.	RNAV Instrument Flight Procedures	Area 1	For Aviation Use Only, plus see dataset metadata and product specification. Remarks: For Evaluation Only. Contact: AIS.
UK UAS Flight Restrictions Dataset	Airspace restrictions applicable to UAS.	Airspace	Area 1	For Aviation Use Only, plus see dataset metadata and product specification. Contact: AIS.
UK Visual Reference Points (VRP) Dataset	Visual Reference Points.	Designated Points	Area 1	For Aviation Use Only, plus see dataset metadata and product specification. Contact: AIS.
London Area Control (LAC) and Prestwick Control (PC) Sector Dataset	Sector volumes reflecting operational sectorisation for London Area and Prestwick ATC centres.	Airspace	Area 1	For Aviation Use Only, plus see dataset metadata and product specification. Contact: AIS.
Aerodrome Obstacle Datasets[2]	Obstacles affecting air navigation at aerodromes.	Vertical Structures Obstacle area	Obstacle areas 2, 3, 4 as appropriate for the specified aerodrome	For Aviation Use Only, plus see dataset metadata and product specification. Contact: AIS.
Aerodrome Terrain Datasets[3]	Terrain affecting air navigation at aerodromes.	Terrain	Terrain areas 2, 3, 4 as appropriate for the specified aerodrome	For Aviation Use Only. Contact: Individual Aerodrome.
Standard Route Document (SRD)	A list of preferred IFR routes between airports in the UK and Ireland.	Routes, Route segments	Area 1	For Aviation Use Only Contact: Dataset Sponsor.
Secondary Surveillance Radar (SSR) Code List	SSR code List.	Secondary Surveillance Radar (SSR) Codes	Area 1	For Aviation Use Only. Contact: Dataset Sponsor.

GEN 3.1 AERONAUTICAL INFORMATION SERVICES (continued)

[1]Area 1 is defined as the entire territory and airspace of the UK and UK Crown Dependencies (the Isle of Man and the Bailiwicks of Jersey and Guernsey).

[2]Aerodrome Obstacle Datasets will be provided following the submission of the aerodromes next survey to AIS. At the same time the Aerodromes AD 2.10 section will be removed.

[3]Aerodrome Terrain Datasets are not provisioned by AIS. Availability and contact information is provided the AIS website.

GEN 3.2 AERONAUTICAL CHARTS (continued)

d) **UK ATS Airspace Classifications - 1:1,000,000:** This chart depicts UK airspace in accordance with ATS airspace classification criteria. This chart is available online from the NATS/AIS website at www.nats.aero/ais.
e) **Miscellaneous AIP Charts:** The UK AIP charts are available to the public.

4.2.5 Refer to GEN 3.2 paragraph 5 for lists of available charts.

4.3 Symbol Sheet

4.3.1 The aeronautical symbols used on charts are shown at GEN 2.3. They correspond with the internationally agreed symbols contained in ICAO Annex 4, except that some additional symbols are included where appropriate ICAO equivalents do not exist.

5 List of Aeronautical Charts Available

5.1 Aeronautical Charts, ICAO, United Kingdom (Scale 1:500,000) (see Index at GEN 3.2 paragraph 6)

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

Sheet Ref	Chart Title
2150ABCD	Scotland
2171AB	Northern England and Northern Ireland
2171CD	Southern England and Wales

5.2 Topographical Air Charts of the United Kingdom (Scale 1:250,000) (see Index at GEN 3.2 paragraph 7)

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

Sheet Ref	Chart Title
1	Northern Scotland West
2	Northern Scotland East
3	Northern Ireland
4	The Borders
5	Central England and Wales
6	England East
7	The West and South Wales
8	England South

Note: *All the above Charts (listed in para 5.1 and 5.2) are available as laminated sheets.(Postage and Packing are extra).*

5.2.1 For comments/feedback on these charts:

Post: Aeronautical Chart Section, Aeronautical Information Service (AIS), NATS Swanwick, Sopwith Way, Southampton, Hants, SO31 7AY.
Email: vfrcharts@nats.co.uk

5.3 Instrument Approach and Aerodrome Charts - ICAO, SID/STAR Charts, and Noise Abatement Charts

Refer to paragraph 5.6, and to Sections AD 2 and AD 3.

5.4 Aerodrome Obstacle Charts - ICAO TYPE A - Operating Limitations

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

GEN 3.2 AERONAUTICAL CHARTS (continued)

Chart Title	
Aberdeen/Dyce	Runway 16/34
Alderney	Runway 08/26
Belfast Aldergrove	Runway 07/25 Runway 17/35
Belfast/City	Runway 04/22
Benbecula	Runway 06/24
Biggin Hill	Runway 03/21
Birmingham	Runway 15/33
Blackpool	Runway 10/28
Bournemouth	Runway 08/26
Bristol	Runway 09/27
Cambridge	Runway 05/23
Campbeltown	Runway 11/29
Cardiff	Runway 12/30
Cranfield	Runway 03/21
Dundee	Runway 09/27
East Midlands	Runway 09/27
Edinburgh	Runway 06/24
Exeter	Runway 08/26
Farnborough	Runway 06/24
Glasgow	Runway 05/23
Gloucestershire	Runway 09/27
Guernsey	Runway 09/27
Haverfordwest	Runway 03/21
Hawarden	Runway 04/22
Humberside	Runway 02/20
Inverness	Runway 05/23
Islay	Runway 12/30
Isle of Man	Runway 08/26 Runway 03/21
Jersey	Runway 08/26
Kirkwall	Runway 09/27
Leeds Bradford	Runway 14/32
Liverpool	Runway 09/27
London/City	Runway 09/27
London Gatwick	Runway 08R/26L Runway 08L/26R
London Heathrow	Runway 09L/27R Runway 09R/27L
London Luton	Runway 07/25
London Stansted	Runway 04/22
Londonderry/Eglinton	Runway 08/26
Lydd	Runway 03/21
Manchester	Runway 05L/23R Runway 05R/23L
Newcastle	Runway 07/25
Newquay	Runway 12/30
Norwich	Runway 09/27
Oban	Runway 01/19
Oxford	Runway 01/19
Prestwick	Runway 12/30 Runway 02/20
Shoreham	Runway 02/20
Southampton	Runway 02/20 Runway 20 +15° slew
Southend	Runway 05/23
Stornoway	Runway 18/36
Sumburgh	Runway 15/33

GEN 3.2 AERONAUTICAL CHARTS (continued)

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

5.5 Precision Approach Terrain Charts - ICAO

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

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

5.6 Other Charts

5.6.1 Miscellaneous Charts

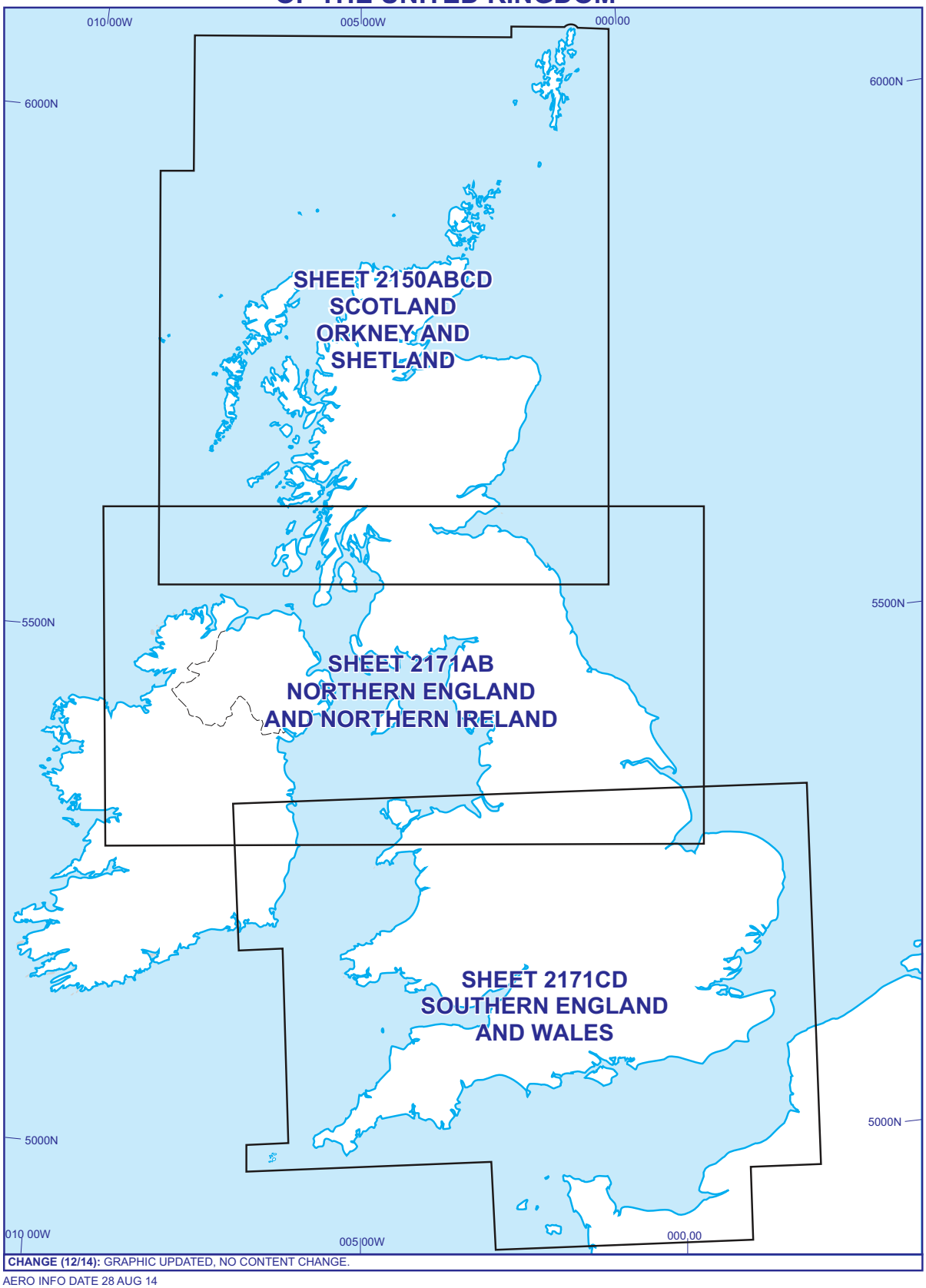
Copies of these charts may be obtained from NATS Ltd Chart Stockists - see www.nats.aero/ais for details.

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

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

GEN 3.2 AERONAUTICAL CHARTS (continued)

6 Aeronautical Charts - ICAO 1: 500,000



GEN 3.3 AIR TRAFFIC SERVICES (continued)

in IMC the first call should be made to Approach Control at least 10 minutes before ETA at the aerodrome.

3.8.1.1 As soon as practicable after pilots have made contact with Approach Control they will be given:

a) Runway-in-use;
b) Current meteorological information which will include:

i. Surface wind direction (in degrees magnetic) and speed;
ii. visibility;
iii. present weather;
iv. significant cloud amount and height of base;
v. QFE or QNH (with height of aerodrome);
vi. any other relevant information (gusts, icing, etc);
vii. Runway Visual Range

Note: *This information may be reduced to items (i) and (v) when aircraft are below cloud, flying in VMC and able to continue in VMC to the landing, or at busy aerodromes within Control Zones when visibility and cloud base permit approaches under VFR.*

c) Current runway surface conditions where appropriate;
d) any changes in the operational status of visual and non-visual aids essential for approach and landing.

3.8.2 **Holding**

3.8.2.1 Holding will normally be carried out in accordance with the procedures set out on IAC. Certain procedures are mandatory and are notified for the purpose of Rule 34(3) of the Rules of the Air Regulations 2007. If none have been published, or if a pilot does not know them, Approach Control should be advised and full instructions will then be given.

3.8.2.2 If for any reason a pilot is unable to comply with any particular holding instruction he should advise Approach Control and ask permission to follow an alternative procedure. Permission will normally be given if traffic conditions permit.

3.8.2.3 A pilot will be given a time at which to leave the holding point and commence his approach. This will be given sufficiently in advance for him to arrange his flight so as to arrive at the holding point at the time specified.

3.8.3 **Procedures for Arriving VFR Flights**

3.8.3.1 An aircraft approaching an aerodrome under VFR where an Approach Control Service is available should make initial RTF contact when 15 nm or five minutes flying time from the Aerodrome Traffic Zone boundary, whichever is the greater. If the aircraft is not equipped with the Approach frequency, communication on the Aerodrome Control frequency will be acceptable. As well as landing information, ATC will pass information on pertinent known traffic to assist pilots of VFR flights to maintain separation from both IFR and other VFR flights.

3.8.3.2 If radar sequencing of IFR flights is in progress, ATC will provide VFR flights with information to enable them to fit into the landing sequence.

3.8.4 **Instrument Approaches**

3.8.4.1 Pilots will be expected to be conversant with the correct notified Instrument Approach Procedures detailed in published charts, but on request, in exceptional circumstances, Approach Control will supply the following information

a) The aid concerned, aircraft category and Final Approach Track;
b) arrival level;
c) type of reversal manoeuvre, including outbound track, length in time or distance, level instructions, and direction of procedure turn where applicable;
d) intermediate and final approach tracks and fixes, and step down fixes (where applicable), with level instructions;
e) Obstacle Clearance Height;
f) Missed Approach Point and Missed Approach Procedure.

3.8.4.2 A pilot finding that he can see the ground before he has completed the approach procedure must, nevertheless, carry out the entire procedure, unless he specifically requests and ATC gives permission for him to complete his approach visually. This permission will only be given when:

a) The pilot can maintain visual reference to the surface; and
b) the reported cloud ceiling is not below the initial approach level or the pilot reports that visibility will permit a visual approach and he is reasonably confident that a landing can be accomplished.

ATC will continue to provide IFR separation from other aircraft.

3.8.4.3 Providing that it is not at night or in Class A Airspace, a pilot is entitled to ask ATC to cancel his IFR plan during his approach to land providing that he can continue in uninterrupted VMC. In this case, he must accept responsibility for maintaining his own

separation from other aircraft.

3.8.4.4 An arriving aircraft may be cleared, by day only, to descend remaining in VMC and maintaining own separation if reports indicate that this is possible. Essential traffic information will be given.

3.8.5 **Visual Circuit Reporting Procedures**

3.8.5.1 In order that the maximum use may be made of aerodromes for the purpose of landing and taking-off, it is essential that pilots accurately report their positions in the circuit.

3.8.5.2 **Standard Overhead Join**

3.8.5.2.1 An aircraft which has been instructed to complete a standard overhead join will:

a) Overfly the aerodrome at 2000 FT AAL;
b) descend on the 'dead side' to circuit height;
c) join the circuit by crossing the upwind end of the runway at circuit height;
d) position downwind.

3.8.5.3 Position reports are to be made as follows:

a) **Downwind** - Aircraft are to report 'Downwind' when abeam the upwind end of the runway. Aircraft report ‘Late downwind’ if they are on downwind leg, have been unable to report ‘Downwind’ and have passed abeam the downwind end of the runway.
b) **Base Leg** - Aircraft are to 'Report Base', if requested by ATC, immediately on completion of the turn on to base leg.
c) **Final** - Aircraft are to report 'Final' after the completion of the turn on to final approach and when at a range of not more than 4 NM from the approach end of the runway.
d) **Long Final** - Aircraft flying a final approach of a greater length than 4 NM are to report 'Long Final' when beyond that range, and 'Final' when a range of 4 NM is reached. Aircraft flying a straight-in approach are to report 'Long Final' at 8 NM from the approach end of the runway, and 'Final' when a range of 4 NM is reached.

Note 1: *At grass aerodromes, the area to be used for landing should be regarded as the runway for the purposes of position reporting.*

Note 2: *Pilots are reminded that, when operating in the vicinity of aerodromes and not in receipt of Air Traffic Control instructions to the contrary, SERA.3225 (Operation on and in the Vicinity of an Aerodrome) applies, and that an aircraft operated on or in the vicinity of an aerodrome shall:*

i. observe other aerodrome traffic for the purpose of avoiding collision;
ii. conform with or avoid the pattern of traffic formed by other aircraft in operation;
iii. except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;
iv. except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable, and they should 'conform to the pattern of traffic formed by other aircraft intending to land at that aerodrome'.
Flights contemplating carrying out a straight in approach should bear in mind that, on many occasions, this method of joining will may not permit compliance with this Rule.

3.8.6 **Visual Approaches**

3.8.6.1 Subject to the conditions in paragraph 3.7.6.3, clearance for an IFR flight to execute a visual approach may be requested by a flight crew or initiated by the controller. In the latter case, the concurrence of the flight crew shall be required.

3.8.6.2 Controllers will exercise caution in initiating a visual approach when there is reason to believe that the flight crew concerned is not familiar with the aerodrome and its surrounding terrain. Controllers will also take into consideration the prevailing traffic and meteorological conditions when initiating visual approaches.

3.8.6.3 An IFR flight may be cleared to execute a visual approach provided the pilot can maintain visual reference to the terrain and:

a) the reported ceiling is at or above the approved initial approach level for the aircraft so cleared; or
b) the pilot reports at the initial approach level or at any time during the instrument approach procedure that the meteorological conditions are such that with reasonable assurance a visual approach and landing can be completed.

3.8.6.4 Separation shall be provided between an aircraft cleared to execute a visual approach and other arriving and departing aircraft.

3.8.6.5 For successive visual approaches, separation will be maintained by the controller until the pilot of a succeeding aircraft reports having the preceding aircraft in sight. The aircraft will then be instructed to follow and maintain own separation from the preceding aircraft. When both aircraft are of a heavy wake turbulence category, or the preceding aircraft is of a heavier wake turbulence category than the following, and the distance between the aircraft is less than the appropriate wake turbulence minimum, the controller will issue a caution of possible wake turbulence. The pilot-in-command of the aircraft concerned shall be responsible for ensuring that the spacing from a preceding aircraft of a heavier wake turbulence category is acceptable. If it is determined that

GEN 3.3 AIR TRAFFIC SERVICES (continued)

signals in the Aerodrome Signals Area.

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

3.13 **Initial Calls**

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

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

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

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

3.13.2 **IFR Flights**

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

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

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

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

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

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

4 Co-ordination between the Operator and ATS

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

5 Minimum Flight Altitude

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

6 ATS Units Address List

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

GEN 3.3 AIR TRAFFIC SERVICES (continued)

Name	Postal Address	Tel	Fax	Telex	AFS
	Flight Plan Processing Section	01489-612423/ 612424/612425	01489-612448		
	Western Radar	01489-445560			EGTTZFZC
Scottish AC (Prestwick) Shanwick OAC (Prestwick)	Prestwick Centre Fresson Avenue Prestwick Ayrshire KA9 2GX	01292-479800	01292-653250		EGPXZRZX
	Prestwick Centre Ops Sup	01294-655300	01292-653250		

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

GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES (continued)

3.2.8 **Emergency Satellite Voice Calls from Aircraft** – See GEN 3.6.

3.2.9 **Radio Communications between Aerodrome Fire Services and Aircraft during an Emergency**

a) Whenever an emergency has been declared at an aerodrome where this service is notified, aircraft may communicate direct with the Fire Service in attendance with the following conditions:

i. The service must be used only when the aircraft is on the ground.
ii. Contact with ATC, on the appropriate frequency must be maintained.

Note: *This service is only available by arrangement via ATC and may only be used for the duration of the emergency. The fire service does not normally monitor this service at other times.*

b) The availability of this service is indicated in the AD section at item 2.18. It should be noted that the service provided is not an Air Traffic Service.

3.2.10 **Aeronautical Fixed Services**

3.2.10.1 In the United Kingdom the following Aeronautical Fixed Services are provided:

a) The Operational Telephone Network for use by ATC and supporting operational services;
b) the Administrative Telephone Network for use by authorised agencies connected with air traffic operations;
c) the Aeronautical Fixed Telecommunications Network (AFTN), for the exchange of messages between aeronautical fixed stations within the network.

Note: *Messages of authorised categories can be accepted at designated stations for transmission on the AFS. The rules and procedures for handling of communications on the AFS are contained in Annex 10, Vol II Chapters 3-4.*

3.3 Aeronautical Broadcast Service

3.3.1 The Aeronautical Broadcast Services provide broadcasts which contain meteorological, navigation and aerodrome information.

3.3.2 Details of navigation and aerodrome information broadcasts are listed under the name of the controlling aerodrome or Air Traffic Control Unit in the AD section at 2.18/3.17 (Air Traffic Services Communication Facilities).

3.3.3 Meteorological Radio Broadcasts (VOLMET) are available for the use of aircraft in flight. Full details are given in subsection GEN 3.5, paragraph 7 (VOLMET Service).

3.3.4 Aeronautical Fixed Service (AFS) Operational Meteorological (OPMET) information broadcasts are disseminated to all civil aviation users that register for access to the AFS OPMET Service. Full details are given in subsection GEN 3.5, paragraph 9 (Other automated meteorological services).

4 Requirements and Conditions

4.1 **Approval and Licensing of Aircraft Radio Stations**

4.1.1 **General**

4.1.1.1 The Civil Aviation Authority must approve in writing the design and installation of radio equipment in aircraft and the station must be licensed by the Ofcom, Aeronautical Licensing Section before such radio equipment may be operated in an aircraft. The regulations governing the compulsory carriage of radio equipment are contained in Part III of the UK Air Navigation Order.

4.1.2 **Approval and Licensing Procedure**

4.1.2.1 Full details of the procedure governing the approval and licensing of aircraft radio stations, together with information regarding modifications to such stations, are contained in Assimilated Regulation (EU) 2018/1139 (the UK Basic Regulation) and its delegated and implementing act.

The approval of an aircraft radio station is based, among other things, upon the results of radio tests in flight; details of the associated procedures are given below.

4.1.3 **Carriage of Radio and Radar Equipment**

4.1.3.1 The requirements for the carriage of radio and radar equipment are contained in the UK Air Navigation Order and the Air Navigation (General) Regulations 1993 as amended. The main provisions are published at GEN 1.5 paragraph 5.

4.1.4 **Radio Tests in Flight**

4.1.4.1 The CAA only expects Radio Tests in flight to be carried out in exceptional circumstances.

4.1.4.2 Tests of VHF RTF communications equipment may be carried out with one of the Air Traffic Service Units listed below. Such tests may only be carried out on the frequency stated and when the aircraft is within the Designated Operational Coverage (DOC) of

GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES (continued)

the station as described in the table below.

Air Traffic Service Unit	RTF Call sign	Channel/ Frequency (MHz)	DOC (based upon ARP unless otherwise stated)
Aberdeen/Dyce	Aberdeen Approach / Aberdeen Radar	119.055	55 NM / FL 250
Belfast Aldergrove	Aldergrove Approach / Aldergrove Radar	133.130	60 NM / FL 245
Birmingham	Birmingham Radar	123.980	40 NM / FL 200
Bournemouth	Bournemouth Approach / Bournemouth Radar	119.480	50 NM / FL 120
Cambridge	Cambridge Approach	120.965	40 NM / FL 200
Cardiff	Cardiff Approach / Cardiff Radar	125.855	50 NM / FL 190
East Midlands	East Midlands Radar	134.180	60 NM / FL 150
Edinburgh	Edinburgh Approach /Edinburgh Radar	121.205	40 NM / FL 100
Exeter	Exeter Approach / Exeter Radar	128.980	40 NM / FL 160
Glasgow	Glasgow Approach / Glasgow Radar	119.105	25 NM / FL 100
Isle of Man	Ronaldsway Approach / Ronaldsway Radar	120.855	40 NM / FL 100
Leeds Bradford	Leeds Approach / Leeds Radar	134.580	40 NM / FL 100
Liverpool	Liverpool Approach /Liverpool Radar	119.855	40 NM / FL 100
London Terminal Control	Stansted Radar	120.625	Within the operational area of Stansted Radar.
Newcastle	Newcastle Approach / Newcastle Radar	124.380	60 NM / FL 250
Norwich	Norwich Approach / Norwich Radar	119.355	40 NM / FL 70
Prestwick	Prestwick Approach / Prestwick Radar	129.450	40 NM / FL 195
Shoreham	Shoreham Approach / Shoreham Tower / Shoreham Radio	123.155	25 NM / FL 100
Southend	Southend Approach / Southend Radar	130.780	40 NM / FL 100
Sumburgh	Sumburgh Tower	118.255	25 NM / FL 40

4.1.4.3 Please note that not all these aeronautical radio stations operate H24, for hours of operation refer to the relevant aerodrome's AIP entry.

4.1.4.4 Prior arrangement with these aeronautical radio stations is not required, however, when radio traffic conditions are unfavourable it may not be possible for tests to be carried out. Where possible prior arrangements with the ATSU concerned should be made.

4.1.4.5 Test of HF RTF communications equipment may be carried out with any ATSU that is suitably equipped, it should be noted that the UK does not have any ATSU that operate HF for this purpose.

4.1.4.6 Radio tests in flight of other radio equipment, including the testing of all prototype radio equipment, shall only be carried out with the prior agreement of the Safety Regulation Group of the Civil Aviation Authority.

4.1.4.7 **Conditions for Tests**

4.1.4.7.1 Except where problems are suspected to have developed during the current flight, RTF equipment tests in flight shall only be made following satisfactory ground testing.

4.1.4.7.2 VHF RTF test transmission may only be made with the following emission characteristics.

4.1.4.7.2.1 6K80A3EJN for 25 kHz frequency assignments.

4.1.4.7.2.2 5K00A3EJN for 8.33 Channel assignments.

4.1.4.7.3 HF RTF test transmissions may only be made, using fixed or trailing antenna, with either 2K70J3EJN or 6K00A3EJN emission characteristics as appropriate to the radio station that the communications is with.

4.1.4.8 **Priority of Messages**

4.1.4.8.1 Communications concerning safety or flight regularity will always be given priority over messages transmitted for test purposes.

4.1.4.9 **Radio Test in Flight Procedure**

4.1.4.9.1 Aircraft must meet minimum airworthiness requirements before commencing any flight for radio test in flight purposes.

4.1.4.9.2 Aircraft must comply with the Air Traffic Service rules applicable to the area within which they are flying.

4.1.4.9.3 All radio transmissions for test in flight purposes shall be of the minimum duration necessary for the test and shall not continue for

GEN 3.5 METEOROLOGICAL SERVICES (continued)

The aerodromes are so classified at Table 3.5.3.2.

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

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

Table 3.5.3.2 —Aerodromes providing METARs

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

GEN 3.5 METEOROLOGICAL SERVICES (continued)

Table 3.5.3.2 —Aerodromes providing METARs

Aerodrome/ Location Indicator	Observations			Surface Wind	RVR		Obs Hours	Climatological Data
	Type	Freq	Warnings		Sites	Eqpt		
Hawarden EGNR	METAR	h	AW	Average			HO	D
Humberside EGNJ	METAR ¶	h	AW	Average	02/20 TDZ	OBS	HO	C
Inverness EGPE	METAR ¶	h	AW	Average	05/23 TDZ/END	AGIVIS	HO	D
Islay EGPI	METAR ¶	h	AW	Average			HO	D
Isle of Man EGNS	METAR	h/H	AW	Average			H24	A
Jersey EGJJ	METAR ¶	h	AW	Average	08/26 TDZ/MID/END	Biral FSM	HO+	A
Kirkwall EGPA	METAR ¶	h	AW	Average	09/27 TDZ	AGIVIS	HO+	A
Land's End EGHC	METAR	h	AW	Average			HO	D
Leeds Bradford EGNM	METAR	h	AW	Average	14 TDZ/MID/END 32 TDZ/MID/END	AGIVIS	H24	C
Liverpool EGGP	METAR #	h	AW	Average	09 TDZ/MID/END 27 TDZ/MID/END	Telvent Telvent	H24	A, C
London/City EGLC	METAR ‡	h	AW Windshear	Average	09 TDZ/MID/END 27 TDZ/MID/END	AGIVIS AGIVIS	HO+	C
London Gatwick EGKK	METAR #	h	AW	Average	08R TDZ/MID/END 26L TDZ/MID/END 08L TDZ/MID 26R TDZ/END	AGIVIS AGIVIS AGIVIS AGIVIS	H24	A
London Heathrow EGLL	METAR ‡*	h	AW Windshear	Average	09L TDZ/MID/END 09R TDZ/MID/END 27L TDZ/MID/END 27R TDZ/MID/END	AGIVIS AGIVIS AGIVIS AGIVIS	H24	A
London Luton EGGW	METAR ‡	h	AW	Average	07 TDZ/MID/END 25 TDZ/MID/END	AGIVIS AGIVIS	H24	C
London Stansted EGSS	METAR ‡	h	AW	Average	04 TDZ/MID/END 22 TDZ/MID/END	AGIVIS AGIVIS	H24	A
Londonderry/Eglinton EGAE	METAR	h	AW	Average	08/26 TDZ	OBS	HO	C
Lydd EGMD	METAR ¶#	h	AW	Average	03/21 TDZ	OBS	HO	C
Manchester EGCC	METAR ‡*	h	AW	Average	05 TDZ/MID/END 23 TDZ/MID/END	AGIVIS Biral FSM	H24	A, C
Newcastle EGNT	METAR #	h	AW	Average	07 TDZ/MID/END 25 TDZ/MID/END	AGIVIS Biral FSM	H24	C
Newquay EGHQ	METAR ¶	h	AW	Average	12/30 TDZ/MID/END	Campbell Scientific	HO	A
Norwich EGSH	METAR ¶*	h	AW	Average	09/27 TDZ/END	AGIVIS Biral FSM	HO	C
Oban EGEO	METAR	h	AW	Average			HO	D
Oxford EGTK	METAR	h	AW	Average	01/19 TDZ	Vaisala FSM	HO	C
Prestwick EGPK	METAR #	h	AW	Average	12/30 TDZ	OBS	H24	A
Scilly Isles/St Mary's EGHE	METAR	h	AW	Average			HO	A, C
Shoreham EGKA	METAR	h	AW	Average			HO	C
Southampton EGHI	METAR ¶ ‡	h	AW	Average	02/20 TDZ	Biral FSM OBS	HO	C

GEN 3.5 METEOROLOGICAL SERVICES (continued)

Table 3.5.3.2 —Aerodromes providing METARs

Aerodrome/ Location Indicator	Observations			Surface Wind	RVR		Obs Hours	Climatological Data
	Type	Freq	Warnings		Sites	Eqpt		
Southend EGMC	METAR	h	AW	Average	05/23 TDZ/END	Biral FSM	HO	C
St Athan EGSY	METAR ¶	h	AW	Average			HO	A
Stornoway EGPO	METAR ¶	h	AW	Average	18/36 TDZ	OBS	HO	A
Sumburgh EGPB	METAR ¶*	h	AW	Average	09/27 TDZ	OBS	HO+	A
Teesside International EGNV	METAR ¶#	h	AW	Average	05/23 TDZ	OBS	HO	C
Tiree EGPU	METAR ¶	h	AW	Average			HO	A
Warton EGNO	METAR	h	AW	Average	07/25 TDZ	OBS	HO	D
Wick EGPC	METAR ¶	h	AW	Average			HO	A

Table 3.5.3.3 — Explanation of Terms used in Table 3.5.3.2

Observation Type (column 2)	METAR	Aviation Routine Weather Report (actual)
	METAR ‡	AUTO METAR produced during aerodrome opening hours (AUTO METARs produced during aerodrome opening hours are overseen by a certificated Met Observer)
	METAR ¶	AUTO METAR produced outside aerodrome opening hours
	METAR #	AUTO METAR issued during agreed observer duty breaks overnight
	METAR *	Trend Forecast appended to METAR
Observation Frequency (column 3)	h	half-hourly
	h/H	half-hourly during operational hours/Hourly overnight
Observation Warnings (column 4)	AW	Aerodrome warning includes warning of Marked Temperature Inversion.
	Windshear	Aerodrome warning includes warning of windshear.
Surface Wind (column 5)		See paragraphs 3.1 and 3.2.
RVR (columns 6 and 7)	TDZ	touchdown zone
	MID	mid-point
	END	stop end
	OBS	human observer
	AGIVIS, Biral, CS, MET-1, Telvent & Vaisala	types of IRVR system
	FSM	Forward Scatter Meter
Observing hours (column 8)	HO	available to meet operational requirements (ie during aerodrome opening hours)
	HO+	more than HO but not H24
	H24	24 hours
Climatological data (column 9)	A, B, C, D	See Table 3.5.3.1
Note: *Table 3.5.3.2 lists only those aerodromes with accredited observers that produce METARs. Observations from other aerodromes not listed shall be regarded as unofficial.*		

3.7 The following aerodromes are certified to provide local meteorological observations:

Aerodrome / Location Indicator

Barra EGPR, Blackbushe EGLK, Chichester Goodwood EGHR, Duxford EGSU, Elstree EGTR, Fairoaks EGTF, Kemble EGBP, Lerwick/Tingwall EGET, Llanbedr EGFD, London Heliport EGLW, Manchester Barton EGCB, Old Warden EGTH, Penzance Heliport EGHK, Redhill EGKR, Shobdon EGBS, Solent EGHF, Walney EGNL, Warton EGNO, Wellesbourne Mountford EGBW, West Wales/Aberporth EGFA, Wolverhampton/Halfpenny Green EGBO, Wycombe Air Park/Booker EGTB, Yeovil/Westland EGHG →

GEN 3.5 METEOROLOGICAL SERVICES (continued)

3.8 **Aerodrome Weather Report Codes (Actuals)**

3.8.1 The content and format of an actual weather report is as shown in the following table:

Report Type	Location Identifier	Date/Time	Automatic Observation	Wind	Visibility	RVR	Present weather
METAR	EGZZ	231020Z	AUTO	31015G30KT 280V350	6000 2500SW	R24/P1500	SHRA

Cloud	Temp/ Dewpoint	QNH	Recent Weather	Windshear	Sea Surface Temperature and Sea State	TREND
FEW005 SCT010CB BKN025	10/03	Q0995	RETS	WS RWY 24	W07/S4	NOSIG

Note: *UK Aerodromes should not insert windshear groups in METAR since these are passed to pilots by the ATS unit.*

3.8.2 **Identifier**

3.8.2.1 The identifier has three components as shown below:

a) Report type

i. METAR - Aviation routine weather report. These are compiled half-hourly at fixed times while the aeronautical station is open;
ii. SPECI - Aviation selected special weather report. Special reports are prepared to supplement routine reports when improvements or deteriorations through certain criteria occur. However, by ICAO Regional Air Navigation agreement, they are not disseminated in Europe.

b) Location indicator

ICAO four-letter code letters (for UK aerodromes, see GEN 2.4)

c) Date/Time

The date and time of observation, specified as the day of the month, hours and minutes UTC, followed by the letter Z. Example: METAR EGSS 231020Z.

d) AUTO

At aerodromes where a Met observing system is installed that can be operated automatically, it may be possible for the system to generate fully automated weather reports in the form of AUTO METARs. Should an aerodrome wish to provide AUTO METARs then the permission of the CAA is required. Where a report contains fully automated observations with no human intervention, it will be indicated by the code word 'AUTO', inserted immediately before the wind group. Users are reminded that in particular reports of visibility, present weather and cloud from automated systems should be treated with caution due to the limitations of the sensors themselves, the spatial area sampled by the sensors and the associated algorithms employed by the observing system. AUTO METAR shall indicate the limitations of the observing equipment through the use of additional codes, where applicable, given in paragraph 3.8.16.

3.8.3 **Wind**

3.8.3.1 The mean wind direction is given in degrees True (three digits) rounded to the nearest 10 degrees, followed by the mean windspeed (two digits, exceptionally three). The mean is usually calculated from the ten minute period immediately preceding the time of observation. These are followed without a space by one of the abbreviations KT, KMH or MPS, to specify the unit used for reporting the windspeed.

Example: 31015KT

3.8.3.2 A further two or three digits preceded by a G gives the maximum gust speed in knots when it exceeds the mean speed by 10 KT or more

Example: 31015G30KT.

3.8.3.3 Calm is indicated by '00000', followed by the units abbreviation, and variable wind direction by the abbreviation 'VRB' followed by the speed and unit.

3.8.3.4 If, during the 10 minute period preceding the time of the observation, the total variation in wind direction is 60° or more, the observed two extreme directions between which the wind has varied will be given in clockwise order, separated by the indicator letter V but only when the mean speed is 3 KT or more.

Example: 31015G30KT 280V350.

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1 ATS Routes and Upper Control Areas (UTA)

1.1 ATS Routes — Description

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

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

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

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

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

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

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

1.1.7 In addition to published ATS routes, specific direct (DCT) options are allowed via the RAD Annex 3B. Specified DCT routes connecting the Reykjavik/Scottish boundary points and the UK Upper ATS route network should be used when flight planning to cross 61N between 000E and 006W.

1.2 ATS Route Designators

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

1.3 Free Route Airspace

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

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

1.4 Airspace Security Warnings by the Department for Transport

1.4.1 **Introduction**

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

1.4.2 **Information**

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

ENR 1.1 GENERAL RULES (continued)

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

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

1.4.3 **Guidance**

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

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

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

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

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

1.4.3.5 Queries can be made to:

Global Risk & Response Team, Aviation Security Division: +44 (0)207-082 6639, Mon-Fri 0830-1630 (0730-1530);

If urgent, out of hours the Aviation Security Duty Officer can be contacted via +44 (0)207-944 3111.

1.4.4 **International Co-ordination**

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

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

1.4.5 **Current Airspace Warnings**

Serial	Location	Text	Lower Altitude	Upper Altitude	Date of Issue
1	(Gulf of) Aqaba	**Security - Hazardous Situation in Gulf of Aqaba** UK civil air operators are advised to take risk into account when operating up to 150 NM from the centre point of the Gulf of Aqaba (calculated to be 284536N 344236E) due to potential risk from heightened military activity.	Surface	Unlimited	26 Dec 24
2	Belarus	**Security - Hazardous Situation in Belarus** UK civil air operators are recommended not to enter FIR MINSK (UMMV). Potential safety and security risks.	Surface	Unlimited	24 Jan 22

ENR 1.1 GENERAL RULES (continued)

3	Democratic Republic of the Congo	**Security - Hazardous Situation in the Democratic Republic of the Congo** UK civil air operators are recommended not to enter FIR KINSHASA (FZZA) within 200 NM of the eastern boundary, between the 1st parallel north and the 5th parallel south. Potential risk from anti-aircraft weaponry.	Surface	Unlimited	16 Apr 26
4	Iran	**Security - Hazardous Situation in Iran** UK civil air operators are recommended not to enter FIR TEHRAN (OIIX). Potential risk from anti-aircraft weaponry and heightened military activity.	Surface	Unlimited	03 Oct 24
5	Haiti	**Security - Hazardous Situation in Haiti** UK civil air operators are recommended not to enter FIR PORT-AU-PRINCE (MTEG) below 10,000 FT AGL due to potential risk to aviation from small arms fire.	Surface	10,000 FT AGL	15 Nov 24
6	Iraq	**Security - Hazardous Situation in Iraq** UK civil air operators are recommended not to enter FIR BAGHDAD (ORBB) below FL 320. Potential risk from anti-aircraft weaponry.	Surface	FL 320	12 Sep 22
7	Libya	**Security - Hazardous Situation in Libya** UK registered air operators are recommended not to enter FIR TRIPOLI (HLLL). Potential risk from anti-aircraft weaponry.	Surface	Unlimited	12 Jun 15
8	Mali	**Security - Hazardous Situation in Mali** UK civil air operators are advised to take potential risk into account within FIR NIAMEY (DRRR) and FIR DAKAR (GOOO) within the territory and airspace of Mali. Potential risk from anti-aircraft weaponry.	Surface	Unlimited	17 Mar 23
9	Myanmar	**Security - Hazardous Situation in Myanmar** UK civil air operators are advised to take potential risk into account when operating below 25,000 FT above ground level (AGL) in FIR YANGON (VYYF). Potential risk from anti-aircraft weaponry.	Surface	25,000 FT AGL	15 May 25
10	North Korea / Sea of Japan	**Security - Hazardous Situation in North Korea / Sea of Japan** UK civil air operators are recommended not to enter FIR PYONGYANG (ZKKP) and are advised to take potential risk into account over the Sea of Japan (within the geographical coordinates of 1280000E and 1400000E degrees of longitude). Potential risk from unannounced missile tests.	Surface	Unlimited	23 Aug 17
11	Red Sea	**Security - Hazardous Situation in the Red Sea** UK civil air operators are advised to take potential risk into account when operating over the waters of the Red Sea due to potential risk from heightened military activity.	Surface	Unlimited	26 Dec 24
12	Somalia	**Security - Hazardous Situation in Somalia** UK civil air operators are recommended not to enter FIR MOGADISHU (HCSM) below 25,000 FT above ground level (AGL). Potential risk from anti-aircraft weaponry.	Surface	25,000 FT AGL	15 Jan 16
13	Sudan	**Security - Hazardous Situation in Sudan** UK civil air operators are recommended not to enter FIR KHARTOUM (HSSS) within the territory and airspace of Sudan. Potential risk from anti-aircraft weaponry and heightened Military activity.	Surface	Unlimited	21 Apr 23

ENR 1.1 GENERAL RULES (continued)

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

1.5 Flight Planning Restrictions

1.5.1 Flight planning restrictions applicable to UK airspace are published within the **Network Manager (NM) RAD**. UK restrictions are contained within the RAD denoted with 'EG'. Please refer to the Eurocontol website for full details of the RAD: https://www.nm.eurocontrol.int/

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

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

1.5.2 For information on standard routings within UK airspace, and alternative routings during danger area activity, users should refer to the **UK & Ireland Standard Route Document (SRD)** as published at https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/digital-datasets/

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

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

ENR 1.1 GENERAL RULES (continued)

requirement and parameters during the airspace planning phase of Airspace Management.

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

1.6 Rules and Procedures

1.6.1 **Control Areas (Airways)**

1.6.1.1 **Radio Communications and Equipment**

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

1.6.1.2 **ATC Clearance**

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

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

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

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

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

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

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

1.6.1.4 **Flights Joining Airways**

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

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

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

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

a) From the ATSU with which the aircraft is already in communication; or

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

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

1.6.1.5 **Flights Crossing Airways in IFR**

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

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

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

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

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

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

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

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

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

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

1.6.1.6.1.1 Powered aircraft may cross an Airway in VMC by day without compliance with the full IFR requirements in relation to the aircraft equipment provided that the pilot holds a valid Instrument Rating and that clearance is obtained from the appropriate ACC. This clearance must be obtained by RTF (normally on the FIR frequency); the request for clearance and a crossing report should be made as shown in paragraphs 1.4.1.5.3 and 1.4.1.5.5.

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

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

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

1.6.1.7 **Procedures for Military Aircraft**

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

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

1.6.1.7.1.2 Military aircraft crossing Airways will do so either:

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

ENR 1.1 GENERAL RULES (continued)

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

1.6.2 **Air Traffic Advisory Routes**

None are currently established by the UK.

1.6.3 **The Upper Airspace Control Area**

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

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

1.6.3.1.1 **Altimeter Setting Procedures**

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

1.6.3.1.2 **Cruising Levels**

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

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

1.6.3.1.3 **Exemptions**

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

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

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

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

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

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

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

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

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

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

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

quiring a service should discuss their proposed task with the relevant ATS Unit prior to commencement of the flight.

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

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

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

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

1.6.3.4.1 **Night Time Fuel Saving Routes**

1.6.3.4.1.1 Night Time Fuel Saving Routes (NTFSR) are introduced in UK upper airspace, excluding airspace defined as FRA, and are routes that formalise the practice of giving flight plannable direct routings (DCT) to GAT at set times overnight. NTFSR will enable the proportion of flights flying direct to increase during their hours of operation and will thereby produce a reduction in CO_2 emissions. Details of the routes are included in Annex 3B of the NM RAD.

1.6.3.4.2 **Loss of Communication**

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

1.6.3.5 **Military Training Areas (MTA)**

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

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

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

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

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

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

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

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

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

1.6.3.7 **FRA Reduced Co-Ordination Area**

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

1.7 Reporting Points

1.7.1 Compulsory Reporting Points are marked with a ▲. Reporting Points marked with a ∆ are 'on request' Reporting Points, at which

ENR 1.1 GENERAL RULES (continued)

a report will be made only when requested by the controlling authority.

1.8 Terrain Clearance

1.8.1 **Control Areas (Airways)**

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

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

1.9 En-Route Holding

1.9.1 **Control Areas (Airways)**

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

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

1.9.1.3 Pilots are required to report as follows:

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

1.9.2 **En-Route High Level Holding**

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

1.10 Hazards and Danger Areas

1.10.1 **The Upper Airspace Control Area**

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

1.11 Glider Operations above FL 195

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

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

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

1.11.2.1 VFR criteria:

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

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

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

1.11.2.4 Radio contact must be maintained on the appropriate frequency.

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

ENR 1.1 GENERAL RULES (continued)

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

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

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

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

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

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

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

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

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

1.11.4.3 Area Control contact telephone numbers:

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

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

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

1.11.4.5 The glider pilot shall establish 2-way RTF contact passing FL 200 in the climb, obtain an ATC clearance to enter the TRA (G), maintain a listening watch on the frequency, and report again when passing FL 240 in descent.

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

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

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

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

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

ENR 1.1 GENERAL RULES (continued)

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

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

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

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

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

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

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

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

1.11.6.2 Other Gliding Activity

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

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

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

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

1.12.3 Other than that portion of airspace notified as Class A, C and D Airspace the background airspace classification of Non-SSR Glider Areas is Class G, with UK FIS provided on request, where available; and in accordance with ENR 1.1 and ENR 1.6.

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

2 UK Flight Information Services

2.1 Overview

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

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

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

2.2 Service Principles

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

ENR 1.1 GENERAL RULES (continued)

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

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

2.2.4 Instructions issued by controllers/FISOs to pilots operating outside controlled airspace are not mandatory; however, the services rely upon pilot compliance with the specified terms and conditions so as to promote a safer operating environment for all airspace users.

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

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

2.3 Basic Service

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

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

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

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

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

2.4 Traffic Service

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

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

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

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

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

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

the controller.

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

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

2.5 Deconfliction Service

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

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

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

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

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

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

2.6 Procedural Service

2.6.1 A Procedural Service is a non surveillance ATS where, in addition to the provisions of a Basic Service, the controller provides instructions, which if complied with, shall achieve deconfliction minima against other aircraft participating in the Procedural Service. Neither traffic information nor deconfliction advice can be passed with respect to unknown traffic.

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

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

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

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

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

3 General Flight Procedures

3.1 Position Reporting within the London and Scottish FIR/UIR

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

a) After transfer of communication;

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

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

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

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

3.1.2 **Omit Position Report Procedure**

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

3.1.3 **DME Distance Reports to ATC**

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

3.2 Climb and Descent

3.2.1 **Vacating (Leaving) Levels**

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

3.2.2 **Level Restrictions**

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

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

3.2.2.3 **Maximum Rates of Climb and Descent**

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

3.2.2.4 **Minimum Rates of Climb and Descent**

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

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

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

ENR 1.1 GENERAL RULES (continued)

3.2.2.5 **Noise Abatement Approach Techniques**

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

3.3 Speed Control

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

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

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

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

3.4 Radiotelephony, Radio Failure and Loss of Communication Procedures

3.4.1 **General Radiotelephony Procedures**

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

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

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

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

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

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

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

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

3.4.1.4 **Operations Normal**

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

inactivity of 30 minutes.

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

3.4.2 **Radio Failure Procedures For Pilots**

3.4.2.1 **Failure of Navigation Equipment**

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

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

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

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

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

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

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

3.4.2.2.3 It should be noted that for many aerodromes in the UK, the radio communications failure procedures published in the AD 2 section differ from, or amplify, the basic procedures published below.

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

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

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

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

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

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

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

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

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

London D&D Tel: 01489-612406

ENR 1.1 GENERAL RULES (continued)

3.4.2.3 **Visual Meteorological Conditions (VMC)**

3.4.2.3.1 A VFR flight experiencing communication failure shall:

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

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

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

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

3.4.2.4 **Instrument Meteorological Conditions (IMC)**

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

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

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

a) Operate secondary radar transponder on Mode A code 7600 with Mode C.
b)
   i. Maintain for a period of seven minutes, the current speed and last assigned level or minimum safe altitude, if this is higher. The period of seven minutes begins when the transponder is set to 7600 and this should be done as soon as the pilot has detected communications failure.
   ii. If failure occurs when the aircraft is following a notified departure procedure such as a Standard Instrument Departure (SID) and clearance to climb, or re-routing instructions have not been given, the procedure should be flown in accordance with the published lateral track and vertical profile, including any stepped climbs, until the last position, fix, or waypoint, published for the procedure, has been reached. Then, for that part of the period of seven minutes that may remain, maintain the current speed and last assigned level or minimum safe altitude if this is higher.
   iii. Following the period of seven minutes, adjust the speed and level in accordance with the current flight plan and continue the flight to the appropriate designated landing aid serving the destination aerodrome. Attempt to transmit position reports and altitude/flight level on the appropriate frequency when over routine reporting points.
c) If being radar vectored, or proceeding offset according to RNAV, without a specified limit, continue in accordance with ATC instructions last acknowledged for three minutes only and then proceed in the most direct manner possible to rejoin the current flight planned route. Pilots should ensure that they remain at, or above, the minimum safe altitude.
d) Comply with the loss of communications procedures notified for the destination aerodrome in the AD 2 section of the UK AIP.
e)
   i. Arrange the flight to arrive over the appropriate designated landing aid serving the destination aerodrome as closely as possible to the ETA last acknowledged by ATC. If no such ETA has been acknowledged, the pilot should use an ETA derived from the last acknowledged position report and the flight-planned times for the subsequent sections of the flight.
   ii. Arrange the flight to arrive over the appropriate designated landing aid serving the destination aerodrome at the highest notified Minimum Sector Altitude taking account of en-route terrain clearance requirements.
   iii. If following a notified Standard Arrival Route (STAR), after the seven minute period detailed in paragraph (b) (i) has been completed, pilots should arrange descent as close as possible to the published descent planning profile. If no descent profile is published, pilots should arrange descent to be at the minimum published level at the appropriate designated Initial Approach fix.
f) On reaching the appropriate designated landing aid serving the destination aerodrome, begin further descent at the last acknowledged EAT. If no EAT has been acknowledged, the descent should be started at the ETA calculated in (e) (i), above, or as close as possible to this time. If necessary, remain within the holding pattern until the minimum holding level, published for the facility, has been reached. The rate of descent in holding patterns should not be less than 500 FT per minute. If 'Delay not determined' has been given, do not attempt to land at the destination aerodrome, divert to the alternate destination specified in the current flight plan or another suitable airfield.
g) Carry out the notified instrument approach procedure as specified for the designated navigational aid and, if possible, land within 30 minutes of the EAT or the calculated ETA. When practical, pilots should take account of visual landing aids and keep watch for instructions that may be issued by visual signals from the ground.

ENR 1.1 GENERAL RULES (continued)

3.4.3 **Actions taken by ATC**

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

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

3.5.1 **General**

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

3.5.1.2 The Traffic Alert and Collision Avoidance System (TCAS) II is accepted by the Civil Aviation Authority (CAA) as a suitable ACAS system provided its installation is certificated by the State of Registry, and that its operation by flight crew is in accordance with appropriate operating instructions.

3.5.2 **Procedures to be Established**

3.5.2.1 An operator shall establish procedures to ensure that:

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

3.5.3 **TCAS II Operating Characteristics**

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

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

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

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

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

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

for which mandatory carriage of a transponder is required.

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

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

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

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

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

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

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

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

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

3.5.6.5 Flight Crews should note that:

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

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

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

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

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

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

the phraseology that Flight Crews will use and the replies that Air Traffic Controllers should make.

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

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

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

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

3.6 Emergency Descents

3.6.1 **General**

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

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

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

3.6.2.2 If a turn away from an assigned route or track is initiated, pilots should note that they may not be aware of traffic in their proximity (especially if flying on an assigned heading); nor of aircraft below them, not on the selected frequency, or in adjacent airspace sectors. However, it is ultimately the pilot’s responsibility to take the action most appropriate in the circumstances.

3.7 Diversion

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

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

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

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

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

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

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

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

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

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

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

ENR 1.1 GENERAL RULES (continued)

3.8 Low Level Cross-Channel Operations - UK/France

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

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

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

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

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

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

4.1 Non-Standard Flights (NSFs) in Controlled Airspace

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

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

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

4.1.1.2 Applicants using the website based application should ensure that the file sizes do not exceed 5MB. Zipped files are acceptable.

4.1.2 New applications or a renewal of a previously approved application shall give a minimum of **21 days** notice and include the information listed below (Any modification to a previously approved NSF application, without a change to the validity date, shall give a minimum of 10 days notice from the date of modification):

a) Purpose of flight;
b) the area of operation and proposed tracks to be flown, to include graphical depiction on a suitable **aeronautical chart** plus a list of National Ordnance Survey Grid and/or WGS84 co-ordinates detailing the requested areas of operation in relation to Controlled Airspace;
c) estimated duration of aerial task;
d) operating levels;
e) aircraft type, callsign and registration letters on any aircraft likely to be used;
f) aerodrome of departure;
g) planned date of operation and requested validity period;
h) communications equipment (including transponder fit).

4.1.2.1 Those applications which are agreed will be allocated a non-standard flight reference number. This is only an approval in principle and prior clearance must be obtained from the appropriate ATC Watch Supervisor on the day. This is normally obtained by telephone 1 hour prior to departure. However, since many tasks are weather-dependent, some have to be abandoned after the aircraft is airborne. To overcome the particular difficulty of having to land and co-ordinate another detail by telephone, the following procedures may be adopted by pilots of those NSFs which have been previously allocated a NSF number by London Area Control (Swanwick) or London Terminal Control (Swanwick), and who wish to abandon the original task co-ordinated prior to take-off and proceed to another location.

4.1.2.1.1 The aircraft commander will establish RTF contact on the London FIS frequency (callsign 'London Information') appropriate to the area of the country over which the new task is required to be flown, prefixing the message with the phrase 'Non-Standard Flight Request'. The following information will then be passed to the Flight Information Service Officer (FISO):

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

e) the duration of the task;
f) the aircraft callsign.

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

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

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

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

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

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

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

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

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

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

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

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

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

4.1.8 **Unmanned Aircraft Systems (UAS)**

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

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

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

4.1.8.3 The FRZ consists of:

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

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

4.1.8.4 Protected Aerodromes are those which are certified, Government, national licensed or otherwise as specifically prescribed. A list

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of aerodromes which are certified aerodromes and national licensed can be found within the AIP Aerodrome section (Part 3 AD 2).

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

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

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

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

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

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

4.1.8.8 FRZ Permission Requirement Summary.

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

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

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

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

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

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

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

4.1.8.13 FRZ NOTAM Requirement Summary.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.2 Non Deviating Status (NDS)

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

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

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

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

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

a) Operating authority, including a point of contact;
b) type of aircraft operation (e.g. flight trial, calibration etc);
c) reference number or other discrete nomenclature;
d) aircraft registration(s) and/or callsign(s);
e) details of flight(s);

   i. departure aerodrome and destination;
   ii. route or area;
   iii. profiles (if appropriate);
   iv. times;
   v. altitudes or Flight Levels;
   vi. facilities to be used (if appropriate);
   vii. any non-ATC agencies involved;
   viii. any specific requirements eg frequencies to be used etc.

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

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

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

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

4.3 Unusual Aerial Activities (UAA) Outside Controlled Airspace

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.4 Royal Flights

4.4.1 **Introduction**

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

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

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

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

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

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

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

a) **Temporary Control Zones.** Temporary Control Zones, Class D, will be established, where appropriate, around airfields of departure and destination where no permanent control zones exist. Control Zones for Royal Flights will extend between 5 and 10 NM radius from the centre of the aerodrome from ground level to an upper level designated for each Royal Flight dependent upon the Royal aircraft type and the aerodromes surrounding airspace. The Control Zone will be established for a period (for outbound flights) of 15 minutes before, until 30 minutes after, the ETD of the Royal aircraft or, for inbound flights, a period of 15 minutes before, until 30 minutes after, the ETA of the Royal aircraft at the airfield concerned. Overall control of these Control Zones is to be exercised, as appropriate, by the Commanding Officer of a military airfield or the appropriate ATS authority of a civil airfield.
b) **Temporary Control Areas.** Temporary Control Areas, dimensions and duration thereof, will be established to meet the specific requirements of a Royal Flight. The controlling authority will be the appropriate civil or military ATCC.
c) **Permanent Control Zones and Areas.** The controlling authority will be the designated controlling authority for the Permanent Control Zone or Area and the duration will be as laid down in sub-paras 4.4.2.1.3 (a) and (b). Where an airfield has its own Control Zone, then the requirement to establish a Temporary Control Zone of the dimensions specified in para 4.4.2.1.3 (a) may be waived. The ATC Supervisor is to ensure that, when a Royal Flight is active or expected in the same airspace, Special VFR clearances stipulate conditions that provide separation standards against the Royal Flight mirroring IFR separation standards (para 4.4.2.2.2 refers).
d) **Temporary Controlled Airways.** Class D airways will be established to join temporary or permanent Control Zones or Control Areas, as appropriate. Class C airways will be established for transit through an active TRA. Such airspace will be established for 15 minutes before ETA at the start point of the temporary airway until 30 minutes after ETD from the end/departure point of the temporary airway. The lateral dimensions of such airways will be 5 NM each side of the intended track of the Royal Flight and vertical limits will be designated as required. The controlling authority will be the appropriate civil or military ATCC.

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

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

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

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

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

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

4.4.2.3 **Promulgation of Royal Flight Information**

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

4.4.3 **Royal Flights in Helicopters**

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

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

a) Waypoints, approximately 20 minutes flying time apart, will coincide with turning points. The Notification Message will indicate the ETDs/ETAs for given check-points.
b) Within the RLLC, protected sectors, applying to military aircraft only, are established extending 5 NM either side of the helicopter's intended track and from ground level up to 1000 FT above the maximum cruise altitude.
c) In accordance with Military Regulations (RA 3237), prior to entering and when operating inside RLLCs, controllers and pilots of military aircraft should ensure that the military aircraft is in receipt of an ATS (either under Visual Flight Rules (VFR) or Instrument Flight Rules (IFR)) from:
    i. The same Air Traffic Control (ATC) unit that is controlling the Royal Helicopter; or
    ii. Another ATC unit that has established radar contract with the Royal Helicopter.
d) In addition to the requirements at 4.4.3.2(c), standard separation should be applied between military aircraft and the Royal Helicopter in accordance with Military Regulation RA 3228, with the following exceptions:
    i. Light aeroplanes and helicopters operating under VFR with an Indicated Air Speed of 140 KT or less should be provided with sufficient traffic information to assist the military pilots to keep well clear of the Royal Helicopter; or
    ii. Military aircraft operating VFR above 140 KT with the approval of the Royal Helicopter Commander.

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

4.4.4 **Royal Flight Callsigns**

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

a) **Royal Flights.** Royal flight callsigns are as follows:
    i. **No. 32 (The Royal) Squadron (See note).** The 3-letter operator designator KRF followed by an identification number and the letter R, eg KRF 1R, and the radiotelephony callsign 'KITTYHAWK' followed by an identification number and the letter R.
    ii. **TKHF.** The 3-letter designator TKF followed by an identification number and the letter R, eg TKF 1R, and the radiotelephony callsign 'RAINBOW' followed by an identification number and the letter R.
    iii. **Civilian Chartered Aircraft.** The 3-letter designator KRH followed by an identification number and the letter R, eg KRH 1R, and the radiotelephony callsign 'SPARROWHAWK' followed by an identification number and the letter R.
b) **Flights by Passengers entitled to CAA Priority.** Callsigns for flights by aircraft carrying passengers entitled to CAA priority are as follows:
    i. **No. 32 (The Royal) Squadron (See note).** The 3-letter operator designator KRF and the radiotelephony callsign 'KITTYHAWK' followed by an identification number.

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ii. **TKHF.** The 3-letter operator designator TKF and the radiotelephony callsign 'RAINBOW' followed by an identification number and the letter S.
iii. **Civilian Chartered Fixed-wing Aircraft.** The 3-letter operator designator KRH and the radiotelephony callsign 'SPARROWHAWK' followed by an identification number.
iv. **Civilian Chartered Rotary-wing Aircraft.** The 3-letter operator designator KRH and the radiotelephony callsign 'SPARROWHAWK' followed by an identification number and the letter S.

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

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

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

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

4.5 Observation Flights Conducted Under the Treaty on Open Skies

4.5.1 Introduction

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

4.5.2 Observation Flights

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

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

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

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

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

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

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

4.5.2.6 The Open Skies Scottish Highland Area is within the area bounded by straight lines joining the following coordinates: 555300N 0050000W – 560400N 0045200W – 560100N 0044200W – 565400N 0022900W – 572800N 0025300W – 572600N 0044000W –

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

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

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

4.6 Special Flights

4.6.1 **Introduction**

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

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

4.6.2 **Content**

4.6.2.1 SFNs will contain details of:

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

4.6.3 **Promulgation**

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

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

4.6.4 **Enquiries**

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

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

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Phone: 01293-983880
Email: arops@caa.co.uk

4.7 Civilian Formation Flights - ATC Procedures

4.7.1 **General**

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

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

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

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

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

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

4.7.2 **Controlled Airspace**

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

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

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

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

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

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

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

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

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

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

ENR 1.1 GENERAL RULES (continued)

ANNEX A TO 3.01.18
CIVIL AIR TEST PROFORMA

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

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

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

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

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

CIVIL AIRTESTS ARE ACCEPTED SUBJECT TO MILITARY TRAFFIC LEVELS.

ENR 1.1 GENERAL RULES (continued)

4.9 Civil Air Tests within the London FIR and UIR

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

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

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

For non-standard flights, please see section 4.1.

5 Special Use Airspace and Hazards to Flight

5.1 Special Use Airspace

5.1.1 **Overview**

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

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

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

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

5.1.1.5 Airspace Management (ASM) protocols are used to apply differences to the national ASM priorities set out in CAP740 or limitations on the use of SUA. ASM protocols are defined in LoAs between impacted parties and where they apply, will be annotated in the remarks column of ENR 5.

5.1.2 **Special Use Airspace Activities**

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

Activity Descriptor	Definition
Ordnance, Munitions and Explosives (OME)	Live or practice OME delivered from the surface or air (including delivery by parachute), including bombing, torpedo dropping, demolition, and explosions, and large rockets capable of operating below the stratosphere as defined in the Air Navigation Order 2016.
High Energy Manoeuvres	Single or multiple aircraft conducting high energy manoeuvres, including supersonic flight, that may result in pilot(s) not being able to comply with the Rules of the Air.
Unmanned Aircraft System (UAS)	Unmanned aircraft operating autonomously or piloted remotely without a pilot on board.

ENR 1.1 GENERAL RULES (continued)

Activity Descriptor	Definition
Para Dropping	Activities involving the dropping of articles or parachutists.
Target Towing	Aircraft towing targets with cable lengths which, although normally 6000 FT, may extend to 24,000 FT. Targets may be anything up to 2500 FT below the towing aircraft.
Balloons	Large Balloons that are either tethered or released.
Electronic/Optical Hazards	Hazards that may interfere with aircraft systems or present a hazard to aircrew, including electronic warfare training and lasers.
Test and Evaluation	Single or multiple aircraft conducting manoeuvres that may not be able to comply with the Rules of the Air.
Spaceflight Activities	Activities as defined in the Space Industry Act 2018.

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

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

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

5.1.3 **Restriction of Flying Regulations**

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

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

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

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

5.1.4 **Emergency Restriction of Flying Regulations**

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

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

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

5.1.4.3 The ECA, which will be identified in the relevant NOTAM, is the only authority that may grant permission for an aircraft to be flown within the designated area. Subject to any overriding considerations of safety, flights by aircraft directly associated with emergency action will invariably be given priority over those seeking to overfly the area for any other reason. Whenever possible, ATSUs in the vicinity of emergency incidents are requested to inform aircraft already airborne of the introduction of a TDA or RA(T). Details

ENR 1.1 GENERAL RULES (continued)

of RA(T)s will also be included on the NATS Aeronautical Information Service Freephone telephone number 08085-354802. Notification of the withdrawal of airspace restrictions will be published by NOTAM at the appropriate time.

5.1.4.4 Should a pilot see an emergency incident, which they believe may not have been previously notified, they should report the details to any ATSU by the quickest means possible.

5.1.4.5 To avoid any confusion between Air Traffic Controllers and Pilots, only the phrases 'Temporary Danger Area' or 'Restricted Area (Temporary)' are to be employed when describing temporary airspaces associated with the handling of emergency incidents.

5.1.5 **Danger Areas, Temporary Segregated Areas and Temporary Reserved Areas**

5.1.5.1 The publication of the policy for the Establishment and Operation of Special Use Airspace has changed some of the requirements for Danger Areas and Temporary Reserved Areas meaning some of the information in this section is no longer aligned with current policy. However, operations remain extant until reviewed and updated to align with the policy.

5.1.5.2 **Danger Area** - airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

5.1.5.3 **Temporary Segregated Area** - a defined volume of airspace, temporarily segregated and allocated for the exclusive use of a particular user during a determined period of time and through which other traffic will not be allowed to transit.

5.1.5.4 **Temporary Reserved Area** - airspace that is temporarily reserved and allocated for the specific use of a particular user during a determined period of time and through which other traffic may or may not be allowed to transit in accordance with the air traffic management arrangements notified for that volume of airspace.

5.1.5.5 **Cross Border Area** - an Airspace Restriction or Reservation established over international borders for specific operational requirements. Cross Border Areas may come in the form of a Danger Area, Temporary Segregated Area or Temporary Reserved Area.

5.1.5.6 Danger Areas, Temporary Segregated Areas and Temporary Reserved Areas are established to provide protection for or from specific operations that are taking place within them. Certain aircraft operating within some of these areas may be unable to comply with certain elements of SERA (such as SERA.3135 Formation Flights, SERA.3201 General, SERA.3205 Proximity and SERA.3210 Right-of-Way). Pilots should not enter these areas unless they have approval to do so and are strongly advised to make use of an Air Traffic Service when operating in the vicinity.

5.1.5.7 Approved Agencies are units that are permitted to request the reservation of Special Use Airspace from an AMC and are referenced in the Remarks column of the relevant area in ENR 5.1 and ENR 5.2 as the ‘Contact: Booking’. Where the MAMC is described as the Approved Agency, the MAMC is responsible for ensuring only authorised users can reserve the Special Use Airspace. Entities not listed as an Approved Agency who wish to reserve AMC Managed Areas must seek approval from the relevant SUA Authority.

5.1.5.8 Permanent Danger Areas are tabulated at ENR 5.1. Temporary Segregated and Temporary Reserved Areas established on a permanent basis are tabulated at ENR 5.2.

5.1.6 **Danger Area Byelaws**

5.1.6.1 Unauthorised entry into many Danger Areas is prohibited within the period of activity of the Danger Area as listed at ENR 5.1 by reason of Byelaws made under the Military Lands Act 1892 and associated legislation. For those Danger Areas where Byelaws which prohibit entry apply, the Remarks column of ENR 5.1 includes the year and number of the relevant Statutory Instruments (SI). It should be noted that the geographical area of the Danger Area as presented in ENR 5.1 may not coincide with the areas defined within the associated SI. Information on the MOD SIs can be found at https://www.gov.uk/guidance/ministry-of-defence-byelaws or by contacting the MOD on 01276-412471.

5.1.6.2 ENR 5.1 contains details only of those UK Danger Areas that have an upper limit in excess of 500 FT above ground level. There are many ranges (rifle, small arms etc) with upper limits of 500 FT or less above ground level, see paragraph 5.3.1 Small Arms Ranges and details as listed at ENR 5.3. Pilots should therefore satisfy themselves that they are clear of such Small Arms Ranges when flying at or below 500 FT.

5.1.7 **Obtaining Information Regarding the Status of Special Use Airspace**

5.1.7.1 **Pre-flight information**
Pre-flight information on the status (active/not active) of SUA can be obtained from several sources such as the AIP ENR 5.1 and 5.2 and NOTAMs. Obtaining pre-flight information can help pilots plan their flight safely and efficiently. Pre-flight information is not classified as a SUA Activity Information Service, which can be used to obtain information regarding the status of SUA while in flight, as described below. The existence of an SUA Activity Information Service does not absolve pilots from the responsibility of obtaining as much information as possible on a relevant SUA as part of normal pre-flight briefing procedures.

5.1.7.2 **SUA Activity Information Service**
A SUA Activity Information Service allows pilots to obtain an airborne update of the notified status (active/not active) of a SUA. Information obtained from a SUA Activity Information Service does not imply permission to enter SUA, but it can assist a pilot in

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5.1.9.1.3 The requirement for VFR operations by civil aircraft above FL 195 has been assessed to be very small. Therefore, other than the schematic charts included at ENR 6-13, details of these TRAs will not be included in the CAA 1:500,000 chart series, but are represented on the military En-Route Low Altitude chart series, available from RAF AIDU, Customer Services Department, Tel: 020-8833 8587 or 020-8833 8209.

5.1.9.2 **ATS Routes**

5.1.9.2.1 Some ATS Routes exist within the lateral limits of TRAs 001, 002, 007 and 008 and are available during certain weekday periods

and throughout weekends and PHs. Airspace users are to ensure they remain clear of these ATS routes unless they are in receipt of an appropriate Radar Control service. Details of such ATS routes are detailed in ENR 3.3.

5.1.9.3 **Air Traffic Services and Separation Requirements**

5.1.9.3.1 Class C requirements for the provision of ATS do not apply within these TRAs. ATS will be provided in accordance with UK Flight Information Services (UK FIS) by the appropriate military or civil Air Traffic Service Providers. Autonomous operations are permitted in TRAs in accordance with paragraph 5.1.9.7.

5.1.9.3.2 Airspace users are to note that the lateral limits of TRAs are coincident with adjacent Lower ATS routes. Aircraft operating within a TRA receiving a UK FIS will be advised of the proximity of aircraft operating within adjacent Class C Airspace and offered appropriate advice.

5.1.9.3.3 ATS above FL 195 will be provided by existing ACCs/ATCCs, approved military ATS and ASACS units and autonomous radar units in accordance with established operating limitations. Specified military ATS units may be authorised by the CAA to provide ATS within an active TRA to below FL 245 in accordance with the approval conditions. Unless approved by the CAA, provision of ATS by ATC Approach Units/Military ATC Terminal Units will be restricted to below FL 195.

5.1.9.4 **Operational Procedures**

5.1.9.4.1 Operations should normally be conducted on SPS (1013.2 mb).

5.1.9.4.2 IFR flights within a TRA should conform to the semicircular cruising levels at ENR 1.7 paragraph 6.1 within an active TRA.

5.1.9.4.3 Aircraft in receipt of a radar service may operate to the extremities of the TRAs and will be provided with advice from the controller that is appropriate to the service being received in order to remain clear of aircraft operating in adjacent Controlled Airspace.

5.1.9.4.4 Details for autonomous operations are included in the access requirements at paragraph 5.1.9.7.

5.1.9.4.5 Military airspace users and ANSPs should note that transponder equipped Gliders are permitted to enter TRA under appropriate ATS. However, gliders without transponders are only permitted to enter TRA (G) that have been specifically designed to cater for non-transponder equipped gliders. Airspace users and ANSPs should note that due to a CAA Safety Regulatory Requirement, no IFR traffic is permitted to enter a TRA (G) (except aircraft in emergency or Air Defence Priority Flights).

5.1.9.4.6 Glider access requirements to a TRA are detailed in ENR 1.1, paragraph 1.11.

5.1.9.4.7 Derogations from airborne carriage obligations of 8.33 KHz in Controlled Airspace above FL195 may be approved. Specific exemptions and arrangements for military aircraft operations in 8.33 KHz airspace are detailed separately in the Military AIP and ENR 1.8.

5.1.9.5 **VFR Weather Minima**

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

5.1.9.6 **Access Requirements**

5.1.9.6.1 **IFR**

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

5.1.9.6.2 **VFR**

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

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

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

ENR 1.1 GENERAL RULES (continued)

5.1.9.7 **Military Autonomous Operations**

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

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

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

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

5.1.9.8 **Booking Procedures Outside Promulgated Hours of Activity**

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

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

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

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

5.2 Hazards to Flight

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

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

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

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

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

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

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

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

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

5.2.5.1 Test flight aircraft are routinely flown from MoD Boscombe Down in the Advisory Radio Area as shown at ENR 5.2. A test profile involves manoeuvres that are required to take place overland but which may place the aircraft at the limits of its flight envelope. Consequently, whilst the test pilot remains responsible for the safe conduct of the flight, there could be occasions when the pilot would be unable to manoeuvre the aircraft in compliance with SERA and the Rules of the Air Regulations 2015.

5.2.5.2 Pilots of other aircraft flying in the area are strongly advised to call Boscombe Down (ENR 5.2), who will provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour of the test area.

5.2.5.3 Participation in the Advisory Radio Area, which is highly recommended, is designed to enhance flight safety. It does not afford any

form of increased separation or right of way for the test flights and is not intended to inhibit the passage of other aircraft in the area.

5.2.6 **Warton Advisory Radio Area** (As depicted at ENR 6-76)

5.2.6.1 Test flight aircraft are routinely flown from BAe Warton in the Advisory Radio Area as shown at ENR 5.2. A test profile involves manoeuvres that are required to take place overland, or sea, but which may place the aircraft at the limits of its flight envelope. Consequently, whilst the test pilot remains responsible for the safe conduct of the flight, there could be occasions when the pilot would be unable to manoeuvre the aircraft in compliance with SERA and the Rules of the Air Regulations 2015.

5.2.6.2 Pilots of other aircraft flying in the area are strongly advised to call Warton (ENR 5.2), who will provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour of the test area or provision of an air traffic service subject to controller workload.

5.2.6.3 Participation in the Advisory Radio Area, which is highly recommended, is designed to enhance flight safety. It does not afford any form of increased separation or right of way for the test flights and is not intended to inhibit the passage of other aircraft in the area.

5.2.7 **UK Military Low Flying System**

5.2.7.1 Military low flying occurs in most parts of the United Kingdom at any height up to 2000 FT above the surface. However, the greatest concentration is between 250 FT and 500 FT and civil pilots are advised to avoid flying in that height band whenever possible. See also ENR 1.10, subsection 7 Military Low Flying Training in the UK.

5.2.7.2 Military aircraft are considered to be low flying when:

a) Fixed-wing aircraft, except light propeller-driven aircraft, are flying below 2000 FT above the surface;
b) Light propeller-driven aircraft and helicopters are flying below 500 FT above the surface.

5.2.7.3 **Military helicopter operations in the Salisbury Plain Area**

5.2.7.3.1 A considerable number of helicopters operate to and from the military establishments in, and around, the Salisbury Plain Area.

5.2.7.3.2 In addition to the intensive daytime activities, military helicopters may be encountered operating during the hours of darkness without, or with restricted, navigation lights within the area enclosed by the following co-ordinates:

513000N 0014200W - 513600N 0011336W thence anti-clockwise by an arc of a circle radius 5 NM centred on 513654N 0010543W - 513324N 0010000W - 513000N 0010000W - 513000N 0010600W - 512400N 0010600W - 511821N 0010036W thence clockwise by an arc of a circle radius 5 NM centred on 511403N 0005634W - 511114N 0005000W - 505336N 0005000W - 505654N 0011305W - 510115N 0011039W thence anti-clockwise by an arc of a circle radius 8 NM centred on 505701N 0012124W (EGHI ATZ) - 510459N 0012017W - 510123N 0012722W - 505512N 0013047W - 505003N 0020205W - 505027N 0020549W - 505718N 0021200W - 511109N 0021749W - 512036N 0020922W - 512224N 0020257W - 512909N 0014402W - 513000N 0014200W.

5.2.7.4 Geographical details of military low flying activities within the United Kingdom are shown on the chart ENR 6-76, copies of which may be obtained from:

NATS AIS Supervisor

Phone: 01489-887462
Email: aissupervisor@nats.co.uk

5.3 Activities of a Dangerous Nature

5.3.1 **Small Arms Ranges**

5.3.1.1 Small arms ranges in the UK with a vertical hazard height of 500 FT AGL do not attract UK Danger Area status. However, firing at some ranges can take place across open areas of ground over which an aircraft might legally be flown below 500 FT AGL.

5.3.1.2 Listed at ENR 5.3 are the details of the small arms ranges notified to the Authority which might pose a hazard to flight below 500 FT AGL. The small arms ranges may be in use at any time and pilots are strongly advised to avoid these areas. The list includes small arms ranges, located within the lateral boundaries of UK Danger Areas, which may be in use outside the activity hours of those Danger Areas.

5.3.2 **High Intensity Radio Transmission Area (HIRTA)** - Airspace of defined dimensions within which there is radio energy of an intensity which may cause interference with and on rare occasions damage to communications and navigation equipment.

5.3.2.1 Areas within which there is radio energy of an intensity which could cause interference with and on rare occasions, cause damage to, communications and navigation equipment such as Radio Altimeter, VOR, ILS and Doppler are listed at ENR 5.3. The intensity may be sufficient to detonate electrically initiated explosive devices carried or fitted in aircraft.

5.3.2.2 Only the most significant sources are listed and in some of these areas the intensity of the radio energy may be such that it would

be injurious to remain for more than one minute in the immediate vicinity of the energy source. This is especially relevant to helicopter operations and the list contains appropriate warnings; however it would be prudent for helicopter pilots to avoid lingering closer than 100 M to any radar aerial. Pilots approaching oil production platforms on which dish aerials can be observed should, wherever possible, approach from a direction out of the general line-of-shoot of such aerials.

5.3.2.3 Airborne Early Warning (AEW) aircraft operate within United Kingdom airspace. Due to possible radiation hazards all aircraft should maintain a minimum separation of 1000 M lateral and 1000 FT vertical from AEW aircraft. AEW aircraft operate in pre-designated areas; these areas are non-segregated. ATC will issue direction to ensure minimum separation distances are maintained between civilian aircraft and AEW aircraft. UK Orbit Areas and Operating Areas are listed at ENR 5.3.

5.3.3 **Gas Venting Operations**

5.3.3.1 Severe turbulence and power fluctuations in turbine engines could be experienced over gas venting sites during venting of natural (methane) gas under high pressure. Locations of gas venting sites are listed at ENR 5.3.

5.3.4 **Laser Sites**

5.3.4.1 Laser sites, as listed at ENR 5.3, are locations where laser sources are located permanently and which have been notified to the Airspace Regulation (Utilisation) (AR(U)). Only those sites which radiate sufficient power to cause distraction or eye damage, and which intentionally emit laser beams into airspace or are likely to in the event of a malfunction, are included.

5.3.5 **Radiosonde Balloon Ascents**

5.3.5.1 The Met Office releases helium or hydrogen filled balloons from a number of locations throughout the United Kingdom which are listed at ENR 5.3. These balloons carry a small radio transmitter which sends back atmospheric information about temperature, pressure and humidity; by way of a tracking system the balloons also provide data on wind speed and direction at various levels. A typical installation consists of a balloon, diameter at launch approximately 1.5 metres, to which is attached a small parachute. The radiosonde is attached underneath the parachute on a suspension string of approximately 33 metres in length. The distance the balloons travel away from the launch site is dependant on the wind strength, but they can attain altitudes of over 80000 FT.

5.3.5.2 Balloon launches from all other sites by organisations and members of the public require written permission from the CAA in accordance with the UK Air Navigation Order before releasing meteorological balloons into notified airspace. The ANO specifies the requirements for notification and permission for the launch of balloons; such permission may be conditional. Organisations and members of the public wishing to obtain permission for the above activity shall contact Airspace Regulation (Utilisation) (AR(U)) at Airspace Regulation, Aviation House, Gatwick RH6 0YR, e-mail: arops@caa.co.uk at least five working days in advance, to allow AR(U) to take appropriate notification action.

5.3.5.3 Radiosondes, minus the balloon, may also be air dropped; this activity will be promulgated by NOTAM.

5.4 Air Navigation Obstacles

5.4.1 **List of Air Navigation Obstacles**

5.4.1.1 The majority of air navigation obstacles listed in ENR 5.4 are solely identified by a combined Area Code and Reference Number e.g. UK0105A052F. These obstacles do not meet the accuracy requirements of original field work as specified in ICAO Annexes 11 and 14. Those obstacles identified additionally with an aerodrome ICAO identification code followed by the survey reference number are derived from aerodrome surveys and do meet the accuracy requirements of the original field work. The current Data Management Process does not provide assurance of the integrity of air navigation obstacles listed in ENR 5.4.

5.4.1.2 Air Navigation Obstacles listed in ENR 5.4 with an elevation but no height indicated are Off-Shore obstacles.

5.4.1.3 The Civil Aviation Authority (CAA) does not guarantee that the list of Air Navigation Obstacles in ENR 5.4 is complete.

5.4.2 **Aerodrome Obstacles**

5.4.2.1 An aerodrome obstacle is one that is located on an area intended for the surface movement of aircraft or that extends above a defined surface intended to protect aircraft in flight. Obstacle limitation surfaces can extend to distances greater than 15 KM from the runway thresholds. Details of aerodrome obstacles selected as significant are listed in the AD Section and are shown on Aerodrome and Instrument Approach Charts where these have been published. Obstacle data is provided to AIS in accordance with CAP 232 'Aerodrome Survey Information' or CAP 1732 'Aerodrome Survey Guidance'. By December 2023 all certificated aerodromes and aerodromes with Instrument Flight Procedures should be fully compliant with CAP 1732. The method of lighting aerodrome obstacles is detailed in CAP 168 'Licensing of Aerodromes' and is briefly described in CAP 637 'Visual Aids Handbook'.

5.4.3 **Land Based Air Navigation Obstacles**

5.4.3.1 Article 225A of the Air Navigation Order 2016 mandates the requirement for the CAA to be notified of any existing or proposed en-route obstacles (permanent or temporary) which (or will) attain or exceed a height of 100 M (328 FT) AGL. Proposed changes to any existing en-route obstacles which (or will) attain or exceed a height of 100 M (328 FT) AGL must also be notified. This requirement is applicable to any building or work, including waste heaps, which attains or exceeds the above-stated height. Details

of those obstacles of which the CAA has been notified are listed in ENR 5.4. In cases where a number of structures form the obstacle, the position of the highest is given. In the case of masts, the position of the centre of the mast is given (but it should be noted that the stays or guys may spread out for a considerable distance). Article 222 of the Air Navigation Order 2016 imposes mandatory lighting requirements on en-route obstacles that are 150 M (492 FT) AGL or more in height. For en-route obstacles that are less than 150 M (492 FT) AGL in height, the CAA recommends that such structures should be lit if, by virtue of their nature or location, they are considered to present a significant hazard to air navigation.

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

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

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

5.4.4 **Off-shore Air Navigation Obstacles**

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

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

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

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

5.5 Aerial Sporting and Recreational Activities

5.5.1 **Glider Launching Sites**

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

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

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

5.5.2 **Hang Gliding, Paragliding and Parascending Sites**

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

5.5.2.2 The locations of cable-launched hang/paragliding sites are listed at ENR 5.5. Foot launched activity sites are severely affected by wind speed and direction existing at the time. Although activity is usually at a peak during weekends, hang-gliding and/or parascending may take place at any time, particularly in the summer months. Airspace users should be aware that single or groups of soaring and motorised hang/para-gliders can be found flying anywhere in Class G airspace up to 15,000 FT, and are therefore

not listed.

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

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

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

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

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

5.5.4 **Free-fall Parachuting Drop Zones**

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

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

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

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

5.5.5 **Microlight Flying sites**

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

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

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

5.5.7 **Kites**

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

5.5.8 **Training and Unusual Activity Aerodromes**

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

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

ENR 1.1 GENERAL RULES (continued)

aerodrome will be listed within the AD section.

6 Other Temporary Hazards

6.1 Hazards of a temporary nature will be notified, whenever time permits, by NOTAM as Temporary Navigation Warnings.

6.2 Activity of a hazardous nature may occur without notification within the Aerodrome Traffic Zones of active aerodromes not normally available to civil aircraft (see ENR 2.2).

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ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

2.6 UK SSR Code Allocation Plan

(as detailed in the table at ENR 1.6-9 (See also notes below)).

Note 1: *Pilots are not to preselect Mode A code settings for discrete codes until instructed to do so by the appropriate controlling agency.*

Note 2: *The codes or series annotated * are used for conspicuity, co-ordination or special purposes and, unless procedures have been agreed with UK CAA Safety and Airspace Regulation Group, the Mode A code and associated Mode C pressure-altitude reporting data must be considered unvalidated and unverified.*

Note 3: *These codes are assigned by Aberdeen for helicopters operating in Northern North Sea Off-shore area and out to 5° West.*

Note 4: *Ground based transponder equipment.*

Note 5: *This code is allocated to Transit (ORCAM) UK and is temporarily assigned for use by London Control (Swanwick) FIS. Notwithstanding, it retains all the properties and protection of an ORCAM Transit code.*

Note 6: *These codes will be assigned to aircraft on air policing missions operating under Air Defence Priority Flight (ADPF) status. NATO Air Surveillance and Control System (ASACS) units, NATO Airborne Early Warning aircraft or military ATCCs will normally control the aircraft. The actual controlling unit for a particular flight will be notified by the relevant NATO ASACS unit to the military ATC supervisor whose area of responsibility contains the intended route of the ADPF aircraft. The military ATC supervisor will then inform the relevant civil ATCC. Where any doubt about the controlling agency exists, the relevant military ATC supervisor with the responsibility for the area within which the ADPF aircraft is operating should be contacted in the first instance.*

Note 7: *This code is assigned by the FISO to aircraft requesting entry into Controlled Airspace for the purpose of joining or crossing the ATS Route network. Pilots shall only select the code when they are within two-way communication with the London FIS. Where available, the Mode C pressure-altitude reporting mode of the transponder should also be selected. If communication is lost or the aircraft leaves the FIS frequency, pilots shall deselect this special purpose code. The assignment of this code does not imply the provision of a radar service and the code and any associated Mode C pressure-altitude reporting data must be considered to be unvalidated and unverified.*

Note 8: *All Spadeadam squawks indicating flight above FL 50 will be validated and verified by Spadeadam ATC.*

Note 9: *This conspicuity code shall be used by aircraft operating in an Off-shore Safety Area (OSA) when contact with the Area Air Traffic Service Provider (ATSP) has not been established and no other code has previously been allocated.*

Note 10: *These codes will be assigned to Unmanned Aeronautical Vehicles operating within an active danger area, which will be validated but may be unverified.*

Note 11: *Aircraft operating within, and in the vicinity of, EGD123, EGD124, EGD125, EGD126, EGD128.*

Note 12: *This conspicuity code shall be used by Unmanned Aerial Systems/Remotely Piloted Aircraft that have lost communications with their remote pilot and are following a pre-programmed Lost Link flight profile.*

Note 13: *This code may also be used for Blackpool Instrument Training.*

Note 14: *For use within a 20 NM radius of Land's End up to 4000 FT AMSL.*

Note 15: *Codes allocated to HQ Air Command are reserved for the purpose of major Operations or Exercises under HQ Air Command control including national events coordinated under HQ 11 Gp.*

Note 16: *Codes "On loan to CCAMS" may be reallocated to Special Events (e.g. Royal International Air Tattoo) providing at least two weeks' notice is submitted to SSRCodeAllocation@caa.co.uk.*

Note 17: *The use of the BVLOS UAS/RPA Code does not, in itself, constitute approval to operate Beyond Visual Line of Sight (BVLOS). Operators must ensure they obtain the necessary permissions and approvals from the relevant regulatory authorities prior to conducting any BVLOS operations. When the system is being provided a Flight Information Service or requires positive identification to enable control, a discrete SSR codes from the controlling unit is to be utilised.*

Codes / Series	Controlling Authority / Function
* 0000	SSR data unreliable
* 0001	Height Monitoring Unit **(See note 4)**
* 0002	Ground Transponder Testing **(Refer to ENR 1.6, paragraph 2.2.3)**
* 0003	Surrey/Sussex HEMS (HLE60)
0004 — 0005	Scottish Non-standard Flights
* 0006	British Transport Police ASU
* 0007	Off-shore Safety Area (OSA) Conspicuity **(See note 9)**
* 0010	This code may be used when flying in the vicinity of Birmingham, operating outside of Birmingham CTR/ Birmingham CTA and monitoring Birmingham Radar frequency **(Refer to ENR 1.6, paragraph 2.2.5)**
* 0011	Aircraft operating in the vicinity of Bournemouth Control Zone and monitoring Bournemouth Radar Frequency West **(Refer to ENR 1.6, paragraph 2.2.5)**
* 0012	This code may be used when flying in the vicinity of London City and London Heathrow and monitoring Thames Director frequency **(Refer to ENR 1.6, paragraph 2.2.5)**

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
* 0013	This code may be used when flying in the vicinity of London Luton and monitoring Luton Radar frequency **(Refer to ENR 1.6, paragraph 2.2.5)**
* 0014	Kent Air Ambulance (HLE21)
* 0015	Essex Air Ambulance (HLE07)
* 0016	Thames Valley Air Ambulance (HLE24)
* 0017	London Air Ambulance (HLE27)
* 0020	Air Ambulance Helicopter Emergency Medivac
* 0021	Fixed-wing aircraft (Receiving service from a ship)
* 0022	Helicopter(s) (Receiving service from a ship)
* 0023	Aircraft engaged in actual SAR Operations
* 0024	Radar Flight Evaluation/Calibration **(Refer to ENR 1.6, paragraph 2.2.2.2)**
0025	Scottish Non-standard Flights
* 0026	Special Tasks
* 0027	London Control (Swanwick) Ops Crossing/Joining CAS **(See note 7)**
* 0030	FIR Lost
* 0031	Hertfordshire Air Ambulance (HLE55)
* 0032	Aircraft engaged in police air support operations
* 0033	Aircraft Paradropping **(Refer to ENR 1.6, paragraph 2.2.2.2)**
* 0034	Antenna trailing/target towing/glider towing
* 0035	Selected Flights - Helicopters
* 0036	Helicopter Pipeline/Powerline Inspection Flights
* 0037	Royal Flights - Helicopters
* 0040	Civil Helicopters North Sea
* 0041 — 0061	Police Air Support
* 0062 — 0076	Battlespace Management Force HQ
* 0077	UAS/RPA Operating Beyond Visual Line of Sight Conspicuity **(See note 17)**
* 0100	HQ Air Command **(See note 15)**
0101 — 0117	Transit (ORCAM) Brussels
0120 — 0137	Transit (ORCAM) Germany
0140 — 0177	Transit (ORCAM) Amsterdam
* 0200	HQ Air Command **(See note 15)**
0201 — 0277	Allocated to NATS as CCAMS redundancy
* 0300	HQ Air Command **(See note 15)**
0301 — 0377	Assigned by CCAMS
* 0400	HQ Air Command **(See note 15)**
* 0401	RAF Leeming Conspicuity
0401 — 0417	Birmingham Radar
0401 — 0437	Ireland Domestic
0401 — 0450	Exeter Approach
0401 — 0461	RAF Lakenheath
0402 — 0437	RAF Leeming
0421 — 0427	Farnborough Zone/Approach Radar IFR/SVFR
* 0430	Hawarden Airport Conspicuity Code
0430 — 0437	Edinburgh Approach
0430 — 0456	Farnborough LARS West
0431 — 0446	Hawarden Approach
* 0440	This code may be used when flying in the vicinity of Edinburgh, operating outside of Edinburgh CTR/ Edinburgh CTA and monitoring Edinburgh Radar frequency **(Refer to ENR 1.6, para 2.2.5)**
0441 — 0443	Edinburgh Approach
* 0450	Blackpool Basic Service Conspicuity

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
* 0451	Blackpool Procedural Service Conspicuity **(See note 13)**
* 0452	Morecambe Bay Helicopter Conspicuity
* 0453	Liverpool Bay Helicopter Conspicuity
0455	Ekofisk RMZ
* 0457	Farnborough LARS West VFR Conspicuity Code for periods when no discrete SSR code is available
0460 — 0467	Farnborough Zone VFR
* 0462 — 0467	USAFE autonomous use in EGD323 complex and Vale of York AIAA.
0470 — 0477	Allocated to NATS as CCAMS redundancy
* 0500	HQ Air Command **(See note 15)**
0501 — 0577	Assigned by CCAMS
* 0600	HQ Air Command **(See note 15)**
0601 — 0637	Transit (ORCAM) Germany
0640 — 0677	Transit (ORCAM) Paris
* 0700	HQ Air Command **(See note 15)**
0701 — 0727	Transit (ORCAM) Maastricht
0730 — 0767	Assigned by CCAMS
0770 — 0777	Transit (ORCAM) Maastricht

Codes / Series	Controlling Authority / Function
1000	IFR GAT flights operating in designated Mode S Airspace
1001 — 1067	Transit (ORCAM) Spain
1070 — 1077	Assigned by CCAMS
* 1100	HQ Air Command **(See note 15)**
1101 — 1137	Transit (ORCAM) Germany
1140 — 1176	Assigned by CCAMS
* 1177	London Control (Swanwick) FIS **(Refer to ENR 1.6, paragraph 2.2.2.2 and note 5)**
* 1200	HQ Air Command **(See note 15)**
1201 — 1247	Channel Islands Domestic
1250 — 1257	Assigned by CCAMS
1260 — 1277	Queen Elizabeth Class aircraft carrier operations
* 1300	HQ Air Command **(See note 15)**
* 1301 — 1306	Assigned by CAA
1307 — 1327	NATO - Air Policing (Air Defence Priority Flights) **(See note 6)**
1330 — 1377	Transit (ORCAM) Germany
* 1400	HQ Air Command **(See note 15)**
1401 — 1407	Irish CCAMS Contingency Codes
1410 — 1477	Assigned by CCAMS
* 1500	HQ Air Command **(See note 15)**
* 1501 — 1577	Battlespace Management Force HQ
* 1600	HQ Air Command **(See note 15)**

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
* 1601 — 1677	Battlespace Management Force HQ
* 1700	HQ Air Command **(See note 15)**
* 1701 — 1727	Battlespace Management Force HQ
1730 — 1746	Newquay Approach
1730 — 1746	Farnborough LARS East
* 1730 — 1767	RAF Spadeadam **(See note 8)**
1730 — 1776	RAF Coningsby
* 1747	Farnborough LARS East Conspicuity
* 1747	Newquay Conspicuity
1750 — 1757	Farnborough Zone (IFR/SVFR)
1750 — 1756	Newquay Approach
* 1757	Newquay LARS when no discrete SSR code is available
1760 — 1777	RNAS Yeovilton Fighter Control
* 1777	RAF Coningsby Conspicuity

Codes / Series	Controlling Authority / Function
* 2000	Conspicuity when entering United Kingdom airspace from an adjacent region where the operation of transponders has not been required; or when operating within United Kingdom airspace in accordance with IFR and is either not receiving an ATS or has not received a specific instruction from ATS concerning the setting of the transponder; or unless instructed otherwise by ATS, Mode S transponder equipped aircraft on the aerodrome surface when under tow, or parked and prior to selecting Off or STBDY. **(Refer to ENR 1.6, paragraphs 2.2.1 e and 2.2.2.1.3)**
2001 — 2077	Assigned by CCAMS
* 2100	HQ Air Command **(See note 15)**
2101 — 2147	Transit (ORCAM) Amsterdam
2150 — 2177	Assigned by CCAMS
* 2200	HQ Air Command **(See note 15)**
2201 — 2277	Assigned by CCAMS
* 2300	HQ Air Command **(See note 15)**
2301 — 2377	Transit (ORCAM) France
* 2400	HQ Air Command **(See note 15)**
* 2401 — 2477	Battlespace Management Force HQ
* 2500	HQ Air Command **(See note 15)**
2501 — 2577	Transit (ORCAM) Germany
* 2600	HQ Air Command **(See note 15)**
2601 — 2617	Glasgow Approach
2601 — 2637	RAF Cranwell
2601 — 2645	MoD Boscombe Down
2601 — 2657	Irish Domestic Westbound departures and Eastbound arrivals
* 2620	This code may be used when flying in the vicinity of Glasgow, operating outside of Glasgow CTR/ Glasgow CTA and monitoring Glasgow Radar frequency **(Refer to ENR 1.6 para 2.2.5)**
2621 — 2630	Aberdeen (Sumburgh Approach)
2631 — 2637	Aberdeen (Northern North Sea Off-shore) **(See note 3)**
2640 — 2642	RAF Cranwell - Lincolnshire AIAA
2640 — 2657	Aberdeen (Northern North Sea Off-shore - Sumburgh Sector) **(See note 3)**
2643 — 2644	RAF Cranwell

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
* 2645	RAF Cranwell Conspicuity
2646 — 2647	RAF Cranwell
2646 — 2647	MoD Boscombe Down - UAS
* 2650	MoD Boscombe Down Conspicuity
2650 — 2653	Leeds Bradford Approach
2651 — 2657	MoD Boscombe Down
* 2654	Leeds Bradford Conspicuity
2655 — 2676	Leeds Bradford Approach
* 2660	Thruxton conspicuity
2660 — 2677	Aberdeen (Northern North Sea Off-shore) **(See note 3)**
2661 — 2675	Middle Wallop
* 2676	Middle Wallop Conspicuity
2677	Middle Wallop Conspicuity
* 2677	This code may be used when flying in the vicinity of Leeds Bradford and monitoring the Leeds Radar Frequency **(Refer to ENR 1.6, para 2.2.5)**
* 2700	HQ Air Command **(See note 15)**
2701 — 2737	Assigned by CCAMS
2740 — 2777	Transit (ORCAM) Zurich

Codes / Series	Controlling Authority / Function
3000	NATO Aircraft receiving a service from AEW aircraft
3001 — 3077	Transit (ORCAM) Zurich
3100	NATO Aircraft receiving a service from AEW aircraft
3101 — 3127	Transit (ORCAM) Germany
3130 — 3177	Transit (ORCAM) Amsterdam
3200	NATO Aircraft receiving a service from AEW aircraft
3201 — 3277	Transit (ORCAM) Turkey - may also be Assigned by CCAMS
3300	NATO Aircraft receiving a service from AEW aircraft
3301 — 3303	Swanwick (Military) Special Tasks
3304 — 3306	Aircraft receiving a service from London D&D Cell
* 3307	D&D Conspicuity Training Fix
3310 — 3367	Swanwick (Military)
3370 — 3377	Allocated to NATS as CCAMS redundancy
3400	NATO Aircraft receiving a service from AEW aircraft
3401 — 3477	Assigned by CCAMS
3500	NATO Aircraft receiving a service from AEW aircraft
3501 — 3507	Transit (ORCAM) Luxembourg
3510 — 3537	Assigned by CCAMS
3540 — 3577	Transit (ORCAM) Berlin
3600	NATO Aircraft receiving a service from AEW aircraft
3601 — 3623	RAF Benson
3601 — 3632	Scottish UK FIS Purposes
3601 — 3634	RAF Waddington
3601 — 3647	Jersey Approach

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
3601 — 3657	Cardiff Approach
* 3624	RAF Benson Conspicuity
3625 — 3627	RAF Benson
* 3636	This code may be used when flying in the vicinity of Cardiff, operating outside of Cardiff CTR/Cardiff CTA and monitoring Cardiff Approach frequency **(Refer to ENR 1.6, para 2.2.5)**
* 3637	Wycombe Air Park Conspicuity. Not to be used outside 20 NM from the airfield.
3640 — 3645	RAF Odiham
3640 — 3666	RAF Marham
3640 — 3677	Aberdeen (Northern North Sea Off-shore) **(See note 3)**
3641 — 3647	BAE Systems Warton
* 3646	RAF Odiham Conspicuity
3646 — 3657	Cardiff Approach
* 3647	RAF Odiham Visual Circuit/MATZ Conspicuity when in Contact with Odiham Tower
3650 — 3653	RAF Odiham
* 3650	BAE Systems Warton Conspicuity
3651 — 3657	BAE Systems Warton
* 3660	This code may be used when flying in the vicinity of Warton Aerodrome and monitoring Warton Radar frequency **(Refer to ENR 1.6, para 2.2.5)**
3660 — 3665	Solent Approach (Southampton)
3661 — 3677	BAE Systems Warton
* 3666	Solent Radar Conspicuity
* 3667	RAF Marham - FIS Conspicuity
3667 — 3677	Solent Approach (Southampton)
3700	NATO Aircraft receiving a service from AEW aircraft
3701 — 3706	Norwich Approach
3707	Norwich Basic Service
3710	Norwich Approach
* 3701 — 3717	Military aircraft under service from RN AEW aircraft in South West Approaches
3701 — 3736	RAF Brize Norton
3701 — 3727	Guernsey Approach
3701 — 3767	RAF Lossiemouth
3720 — 3725	RAF Valley
3720 — 3727	RAF Wittering Approach/Director
3720 — 3766	Newcastle Approach
3726	RAF Valley Basic Service
* 3727	This code may be used when flying in the vicinity of RAF Brize Norton, operating outside of Brize Norton CTR and monitoring Brize Norton LARS frequency (Refer to ENR 1.6, paragraph 2.2.5)
* 3727	RAF Valley
3730 — 3736	RAF Valley
3730 — 3747	RAF Wittering Tutor Operations
* 3737	RAF Valley - Visual Recovery
* 3737	RAF Brize Norton Approach Conspicuity
* 3737	This code may be used when flying in the vicinity of Newcastle, operating outside of Newcastle CTR and Newcastle CTA and monitoring Newcastle Radar frequency **(Refer to ENR 1.6, para 2.2.5)**
3740 — 3745	RAF Brize Norton
3740 — 3747	RAF Valley
* 3750	RAF Wittering Zone Conspicuity (Basic Service)
3750 — 3751	RAF Valley
3750 — 3761	TC Gatwick
3751 — 3757	RAF Wittering Zone Transits
3752	RAF Valley - RIFA
* 3753	RAF Valley - Low Level Helicopters
* 3754	RAF Valley - Special Tasks
3755 — 3756	RAF Valley
3757	RAF Valley Rotary at RAF Mona
3760	RAF Wittering
3760 — 3762	RAF Valley

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
3761	RAF Wittering – Cranwell/Wittering/Cranwell VFR Transit
* 3762	Shoreham ATS IFR
3762	RAF Wittering
* 3763	Shoreham ATS VFR
3763 — 3765	RAF Valley - Approach/Director
3764 — 3766	Gatwick Tower
3766 — 3767	RAF Valley
* 3767	Redhill Approach Conspicuity
* 3767	Newcastle Approach Conspicuity
3770 — 3777	Western Radar

Codes / Series	Controlling Authority / Function
4000	NATO Aircraft receiving a service from AEW aircraft
4001 — 4077	Transit (ORCAM) France
4100	NATO Aircraft receiving a service from AEW aircraft
4101 — 4177	Transit (ORCAM) Germany
4200	NATO Aircraft receiving a service from AEW aircraft
4201 — 4210	Western Radar
4211 — 4214	Assigned by CAA
4215 — 4247	Assigned by CCAMS
4250 — 4257	Belfast City Approach
4250 — 4267	Aberdeen Approach
4250 — 4277	Humberside Approach
* 4255	This code may be used when flying in the vicinity of Belfast/City, operating outside of Belfast/City CTR/ Belfast TMA and monitoring Belfast Approach frequency **(Refer to ENR 1.6, para 2.2.5)**
* 4270	This code may be used when flying in the vicinity of Aberdeen Airport and operating outside of the Aberdeen CTR/ Aberdeen CTA **(Refer to ENR 1.6, para 2.2.5)**
4300	NATO Aircraft receiving a service from AEW aircraft
4301 — 4305	Assigned by CAA
* 4306	Lee-on-Solent Conspicuity
4307 — 4317	London Control Non-Standard Flights
4320 — 4327	Ireland Domestic
4320 — 4327	RNAS Yeovilton
4330 — 4337	UK Domestic (Prestwick Centre Special Sector Codes)
4340 — 4353	UK Domestic (Scottish Special Sector Codes)
* 4354 — 4356	Westland Helicopters Yeovil
4357	Ireland Domestic
* 4357	RNAS Yeovilton Conspicuity
4360 — 4361	Oil Survey Helicopters - Faeroes/Iceland Gap
* 4360 — 4367	Westland Helicopters Yeovil
4360 — 4367	RAF Northolt
4370 — 4377	Anglia Radar
4370 — 4377	Ireland Domestic
4370 — 4377	RNAS Yeovilton
4400	NATO Aircraft receiving a service from AEW aircraft
4401 — 4427	Transit (ORCAM) Brussels
4430 — 4477	Assigned by CCAMS
4500	NATO Aircraft receiving a service from AEW aircraft
* 4501	Land's End GNSS Approach **(See note 14)**

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
* 4501	Wattisham Conspicuity
4501 — 4516	Oxford Approach
4501 — 4517	Prestwick Approach
4502 — 4547	Wattisham Approach
4506	RAF Topcliffe
* 4517	This code may be used when flying in the vicinity of Oxford Airport and monitoring Oxford Radar frequency **(Refer to ENR 1.6, para 2.2.5)**
* 4520	Prestwick Conspicuity
* 4520	Oxford Approach Basic Service
* 4521 — 4527	West Wales Radar (NQY)
* 4530	MoD Aberporth Conspicuity
* 4530	Gloucestershire Airport Instrument Approach Training
4530 — 4546	Plymouth (Military) Radar
4531 — 4537	MoD Aberporth
* 4531	Gloucestershire Airport Conspicuity only to be used within 25 NM and 10,000 FT of the airfield and monitoring the Gloucestershire Airport Frequency
* 4540 — 4542	MoD Aberporth **(See note 10)**
* 4540 — 4541	RAF Topcliffe Conspicuity Code
* 4543	West Wales Airport UAS Conspicuity Code. Shall only be selected with AFIS direction.
* 4547	Plymouth (Military) Radar conspicuity
4550 — 4567	Plymouth (Military) Radar
4550 — 4567	Isle of Man
4550 — 4570	East Midlands Radar
* 4571	East Midlands LARS Basic Service Conspicuity
* 4572	Aircraft operating outside of East Midlands Controlled Airspace/Zone and monitoring East Midlands Radar frequency **(Refer to ENR 1.6, paragraph 2.2.5)**
* 4572	Farnborough LARS West VFR Frequency Monitoring Code **(Refer to ENR 1.6, paragraph 2.2.5)**
* 4573	Costock Helicopters operating inside East Midlands CTR - Conspicuity
* 4574	Southdown Gliding Club Conspicuity
* 4575	Southend Airport Conspicuity
* 4575	Haverfordwest RNP Approach Conspicuity. Only to be used within 20 NM and 10,000 FT of the aerodrome
* 4576	Walney Aerodrome Conspicuity. Only to be used within 25 NM and 10,000 FT of the aerodrome and in communication with Walney ATS.
* 4576	RAF Honington
* 4577	Allocated by the CAA
4600	NATO Aircraft receiving a service from AEW aircraft
* 4601	MoD Ops in Salisbury Plain Training Area **(See note 11)**
4602 — 4607	Anglia Radar
* 4607	This code may be used when flying in the vicinity of Hawarden and monitoring the Hawarden Radar Frequency **(Refer to ENR 1.6 para 2.2.5)**
4610 — 4667	Assigned by CCAMS
4670 — 4676	TC Stansted/TC Luton
* 4677	Luton Airport Tower Conspicuity
4700	NATO Aircraft receiving a service from AEW aircraft
4701 — 4777	Assigned by CCAMS

Codes / Series	Controlling Authority / Function
5000	NATO Aircraft receiving a service from AEW aircraft
5001 — 5012	London Control Non-Standard Flights
5013 — 5017	Assigned by CCAMS
5020 — 5036	Farnborough LARS North
* 5037	Farnborough LARS North Conspicuity
5040 — 5047	Assigned by CAA
* 5050	Liverpool Conspicuity

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Military ATZs.

a) **LARS North**

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

b) **LARS East**

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

c) **LARS West**

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

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

4.2.1 **Availability of Service**

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

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

Unit and Callsign	Operating Hours	Initial Contact Frequency (ICF)	Telephone Number
78 Squadron Swanwick (Swanwick Mil)	H24 (Subject to 4.2.3)	North West Sector 134.300 MHz, North Sector 136.375 MHz, North East Sector 135.075 MHz, East Sector 133.325 MHz, Central Sector 128.700 MHz, West Sector (Northern) 127.450 MHz, West Sector (Southern) 133.900 MHz & South West Sector 135.150 MHz.	01489-612943 01489-612408 01489-612417
Western Radar	0645-1930 (0545-1830)	132.300 MHz	Admin: 01489-445560

4.2.1.3 Participating aircraft must be equipped with a serviceable transponder.

4.2.2 **Type of Service**

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

4.2.3 **Availibility of Service**

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

4.2.4 **Procedures**

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

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

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

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

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

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

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

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

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

The flight plan should include the following information:

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

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

4.2.4.1.1 **Changes to Flight Details**

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

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

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

4.3 (Former) Pennine Radar Area of Responsibility

4.3.1 **Area of Responsibility**

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

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

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

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

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

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1 IFR Flight plan addressing

1.1 An IFR Flight Plan is to be addressed as follows (add all addresses that apply):

Route	Message Address
Flight wholly within the IFPS Zone (ENR 1.10 refers)	EUCHZMFP and EUCBZMFP **or use** IFPS collective address EGZYIFPS
Within the Shanwick OCA and FIR	EUCHZMFP and EUCBZMFP
Flights which will transit the SOTA	EUCHZMFP and EUCBZMFP
Flights which will transit the BOTA	LFRRZQZX
Flights requiring a service from Swanwick Military	EGZYOATT
Flight or part of flight outside the IFPS Zone	As detailed in the AIP of the State or country flown through – see note.

2 Mixed IFR/VFR Flight plan addressing

2.1 The IFR portion of a mixed mode (IFR/VFR) Flight Plan is to be addressed as per the table above; the VFR portion is to be addressed as per the guidance below.

3 VFR Flight plan addressing

3.1 A VFR Flight Plan is to be addressed to the Departure and Destination aerodrome (ICAO Location Indicator + ZTZX) plus any additional addresses as specified in the tables below (add all addresses that apply):

Aerodrome	Requirement
EGAC (Belfast/City)	Add EGAAZTZX (Aldergrove ARO)
EGAD (Newtownards)	Add EGACZTZX (Belfast City ATC)
EGEC (Campbeltown)	Add EGPEZEZA
EGFF (Cardiff)	Add EGFFZIZF (for VFR departures from Cardiff and VFR flight plans requiring onward transmission) Add EGFFFDMS (for all VFR or IFR departures from Cardiff)
EGHH (Bournemouth)	Add EGHIZTZX (Southampton Zone)
EGLK (Blackbushe)	Add EGLFZTZX (Farnborough ATC)
EGNH (Blackpool)	Add EGNOZTZX (Warton Approach)
EGNL (Walney)	Add EGNOZTZX (Warton Approach)
EGPA (Kirkwall)	Add EGPEZEZA
EGPB (Sumburgh) and any other Shetland Isles aerodrome/destination	Add EGPDZTZX Add EGPEZEZA
EGPC (Wick)	Add EGPEZEZA
EGPE (Inverness)	Add EGPEZEZA
EGPH (Edinburgh)	Add EGPHZGZX
EGPI (Islay)	Add EGPEZEZA
EGPL (Benbecula)	Add EGPEZEZA
EGPN (Dundee)	Add EGPEZEZA
EGPO (Stornoway)	Add EGPEZEZA
EGPR (Barra)	Add EGPEZEZA
EGPU (Tiree)	Add EGPEZEZA
EGSY (St Athan)	Add EGFFZTZX
EGTF (Fairoaks)	Add EGLFZTZX

Route	Address
Entering or remaining within Scottish FIR/UIR	EGZYVFRP
Entering or remaining within London FIR/UIR	EGZYVFRT
Within the Shanwick Oceanic FIR	EGGXZOZX
Entering or remaining within Channel Islands CTR or CTAs	EGJJZRZX
Entering any Aberdeen ATSU Off-shore Area of Responsibility (shown at ENR 6-23)	EGPDZTZX
Any flight or portion of flight through an FIR of a neighbouring state (eg Cross Channel flight)	As detailed in the AIP of the State or country flown through – see note.

Note: *AIPs for all Eurocontrol states can be downloaded free of charge from the Eurocontrol Website at: http://www.ead.eurocontrol.int/eadcms/eadsite/index.php.html*

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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
BELFAST/CITY CTA 1 542802N 0060613W - 543121N 0060219W - 542739N 0055306W - 542422N 0055701W - 542802N 0060613W Upper limit: 2000 FT ALT Lower limit: 1500 FT ALT Class: D	BELFAST APP	BELFAST APPROACH English 0630-2130 (0530-2030).	130.855 DOC 40 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. Note 1: The actual time of the switch of frequencies in the evening can vary depending on traffic delays.
		BELFAST RADAR English As directed by ATC.	134.805 DOC 40 NM/15,000 FT.	
	BELFAST ALDERGROVE APP	ALDERGROVE RADAR English 2130-0630 (2030-0530). Note 1	133.130	
BELFAST/CITY CTA 2 544431N 0054635W - 545014N 0053939W - 544632N 0053024W - 544048N 0053721W - 544431N 0054635W Upper limit: 2000 FT ALT Lower limit: 1500 FT ALT Class: D	BELFAST APP	BELFAST APPROACH English 0630-2130 (0530-2030).	130.855 DOC 40 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. Note 1: The actual time of the switch of frequencies in the evening can vary depending on traffic delays.
		BELFAST RADAR English As directed by ATC.	134.805 DOC 40 NM/15,000 FT.	
	BELFAST ALDERGROVE APP	ALDERGROVE RADAR English 2130-0630 (2030-0530). Note 1	133.130	
BELFAST/CITY CTA 3 542422N 0055701W - 544632N 0053024W - 544449N 0052608W - 542016N 0054647W - 542422N 0055701W Upper limit: 3500 FT ALT Lower limit: 2000 FT ALT Class: D	BELFAST APP	BELFAST APPROACH English 0630-2130 (0530-2030).	130.855 DOC 40 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. Note 1: The actual time of the switch of frequencies in the evening can vary depending on traffic delays.
		BELFAST RADAR English As directed by ATC.	134.805 DOC 40 NM/15,000 FT.	
	BELFAST ALDERGROVE APP	ALDERGROVE RADAR English 2130-0630 (2030-0530). Note 1	133.130	
BERRY HEAD CTA 1 511115N 0032929W - 511010N 0031341W - 504336N 0031822W - 504441N 0033401W - 511115N 0032929W Upper limit: FL195 Lower limit: FL65 Minimum limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24 (Note 1)	134.755	Part of ATS Routes N40, N92 and N864 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	

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**
BERRY HEAD CTA 2 511505N 0025335W - 504216N 0025936W - 504336N 0031822W - 511010N 0031341W - 511505N 0025335W Upper limit: FL195 Lower limit: FL105 Class: A	LONDON ACC	LONDON CONTROL English Fri 1600 (1500) - Mon 0745 (0645). (Note 1)	134.755	Part of ATS Routes N40 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. 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 Fri 1600 (1500) - Mon 0745 (0645). (Note 1)	125.855	
BERRY HEAD CTA 3 504441N 0033401W - 504336N 0031822W - 502452N 0032136W - 502257N 0033739W - 504441N 0033401W Upper limit: FL195 Lower limit: FL65 Minimum limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	126.080	Part of the following ATS Routes are incorporated within the CTA: L149, N90, N92, N864 and P16. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
BERRY HEAD CTA 4 504336N 0031822W - 504216N 0025936W - 502708N 0030219W - 500000N 0024049W following the line of latitude to - 500000N 0030048W - 502546N 0032127W - 504336N 0031822W Upper limit: FL195 Lower limit: FL105 Class: A	LONDON ACC	LONDON CONTROL English Fri 1600 (1500) - Mon 0745 (0645).	126.080	Parts of the following ATS Routes are incorporated within the CTA: L149, N40 and N862. 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.
BERRY HEAD CTA 5 502546N 0032127W - 500000N 0030048W following the line of latitude to - 500000N 0031958W - 502251N 0033827W - 502452N 0032136W - 502546N 0032127W Upper limit: FL195 Lower limit: FL85 Class: A	LONDON ACC	LONDON CONTROL English H24	126.080	Parts of the following ATS Routes are incorporated within the CTA: L22, N22, N90, N862, N864 and P16. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

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

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	**2**	**3**	**4**	**5**
YORKSHIRE CTA 16 543356N 0023451W - 541110N 0021856W - 540828N 0022515W - 541638N 0023531W - 541042N 0024912W - 543356N 0031901W following the line of latitude to - 543356N 0023451W Upper limit: FL125 Lower limit: FL95 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English 2000-0700 (1900-0600)	124.825 (Note 1) 126.300 (Note 1) 135.715 (Note 1)	Part of the following ATS Routes are incorporated within the CTA: N57 & N601. 2000-0700 (1900-0600) only. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. Note 1: Freq: 124.825/126.300 (North of 5415N) Freq: 135.715 (South of 5415N).
YORKSHIRE CTA 17 543406N 0020308W - 543135N 0013929W - 542344N 0014159W - 542615N 0020534W - 543406N 0020308W Upper limit: FL125 Lower limit: FL105 Class: D	NEWCASTLE APP	NEWCASTLE RADAR English See remarks.	124.380 125.830	Part of ATS Route P18 is incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. ATS Provision is delegated to Newcastle Radar during their hours of operation.
	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	
BELFAST TMA 1 545310N 0054701W - 544632N 0053024W - 542422N 0055701W - 542130N 0060507W - 542634N 0061018W thence clockwise by the arc of a circle radius 13 NM centred on 543927N 0061257W to 545030N 0062442W - 545310N 0054701W Upper limit: FL105 Lower limit: 700 FT AGL Class: D	BELFAST ALDERGROVE APP	ALDERGROVE RADAR English H24	133.130	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. FL 105 / 2000 FT ALT * : Class D (* Or 700 FT AGL, whichever is higher) (But excluding the Belfast CTR) (See EGAA AD 2.17)
BELFAST TMA 2 545310N 0054701W - 545418N 0053000W - 545715N 0051530W - 541100N 0055428W - 542130N 0060507W - 542422N 0055701W - 544632N 0053024W - 545310N 0054701W Upper limit: FL105 Lower limit: 3500 FT ALT Class: D	BELFAST ALDERGROVE APP	ALDERGROVE RADAR English H24	133.130	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 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 Channel: 133.130 (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 Channel: 133.130 (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
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)	017°/ -	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)	017°/ -	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)	346°/ -	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
△ NIRIF	521755.87N 0053404.33W					FIR Boundary. Extremity of N12.
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
N14						
△ NIBDA	510052.20N 0005501.48W					Westbound route only. Extremity of N14.
(RNAV 5)	325°/ -	3.2 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: 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).
△ VOUGA	510332.85N 0005750.20W					
(RNAV 5)	328°/ -	19.6 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. Between VOUGA and 10 NM from VOUGA: 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). Between 10 NM from VOUGA and NUBRI: 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 105); Freq: 134.125 (Below FL 105).
△ NUBRI	512016.68N 0011355.99W					

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)	338°/ -	11.5 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. Between NUBRI and 5 NM from NUBRI: 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 105); Freq: 134.125 (Below FL 105). Between 5 NM from NUBRI and HEKXA: 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					Intersection with Q63.
(RNAV 1)	338°/ -	5.8 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: 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).
△ 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 L9 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 L9 between DIDZA and BIBPE. London ACC Freq: 134.755 (All Levels).
△ BIBPE	514258.91N 0015108.70W					
(RNAV 1)	283°/ -	26.6 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: 134.755 (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
△ OKTAD	514904.47N 0023246.30W					
(RNAV 1)	282°/ -	10.5 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C. London ACC Freq: 134.755 (All Levels).
△ ELNIF	515119.24N 0024921.61W					
(RNAV 1)	282°/ -	4.1 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C. London ACC Freq: 134.755 (All Levels).
△ DOBEM	515210.52N 0025545.33W					Extremity of N14.

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
N16						
△ GIBSO	504459.08N 0023107.33W					FRA Exit Point. Eastbound route only. Extremity of N16.
(RNAV 5)	088°/ -	48.9 NM	FL 460 / FL 195	odd FL 450 / FL 210		Class C. London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ BEGTO	504545.12N 0011407.99W					
(RNAV 5)	072°/ -	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: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
AVANT	504912.00N 0005618.05W		GWC R252 7.2 NM 122 FT			
(RNAV 5)	072°/ -	7.2 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ GOODWOOD DME (GWC)	505118.79N 0004524.25W					
(RNAV 5)	045°/ -	27.6 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: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 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**
				↓	↑	
△ OTSID	511022.54N 0001351.01W					
(RNAV 5)	045°/ -	13.8 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: 135.805 (Below FL 215 to FL 175); Freq: 120.530 (Below FL 175).
△ BIGGIN DME (BIG)	511951.15N 0000205.32E					
(RNAV 5)	347°/ -	25.7 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between BIG and 8 NM north of 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 to FL 175); Freq: 120.530 (Below FL 175). Between 8 NM north of BIG and 5 NM south of BPK: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 115); Freq: 118.825 (Below FL 115). Between 5 NM south of BPK and BPK: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115).

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)	022°/ -	15.7 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between BPK and 5 NM north of BPK: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115). Between 5 NM north of BPK and 10 NM north of BPK: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155). Between 10 NM north of BPK and BKY: 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: 129.280 (Below FL 155).
△ BARKWAY DME (BKY)	515923.17N 0000342.87E					Extremity of N16.
Route Remarks: Due to ATC operational requirements, the cruising level allocation between BIG and BPK 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
N17						
△ DAWLY	503427.31N 0032750.23W					Eastbound route only. Extremity of N17.
(RNAV 1)	079°/ -	18.4 NM	FL 245 / FL 195	odd FL 230 / FL 210		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 ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ ELRIP	503744.67N 0025923.73W					
(RNAV 1)	079°/ -	18.4 NM	FL 245 / FL 195	odd FL 230 / FL 210		Class C. London ACC Freq: 126.080 (All Levels).
△ OTMET	504055.06N 0023053.37W					FRA Exit Point.
(RNAV 1)	093°/ -	18.7 NM	FL 460 / FL 195	odd FL 450 / FL 210		Class C. London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ SOKDU	503939.22N 0020133.06W					
(RNAV 1)	088°/ -	18.3 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: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ NEDUL	503958.00N 0013251.86W		SAM R203 19.0 NM 64 FT			
(RNAV 1)	073°/ -	31.4 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: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ TELTU	504839.92N 0004517.69W					Extremity of N17.
Route Remarks: DAWLY - OTMET CDR H24. Rest of N17 - 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
N18						
△ GUBJE	520227.50N 0053242.80W					Eastbound route only. Extremity of N18. Intersection with N24.
(RNAV 5)	- /146°	6.5 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).
△ ECCIT	520747.90N 0053843.73W					
(RNAV 5)	- /146°	6.0 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).
△ RUKOH	521242.83N 0054417.55W					FIR Boundary. Extremity of N18.
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
N19						
△ ADKIK	504748.52N 0023245.46W					FRA Entry Point. Westbound route only. Extremity of N19.
(RNAV 1)	- /257°	21.5 NM	FL 460 / FL 195		even FL 430 / FL 200	Class C. London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ NULGU	505216.60N 0015939.01W					
(RNAV 1)	- /258°	25.2 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: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ SOUTHAMPTON DME (SAM)	505718.90N 0012042.20W					Extremity of N19.

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
N20						
△ KUNAV	503054N 0010356E					Westbound route only. FIR boundary. For continuation see AIP France.
(RNAV 5)	263°/ -	15.7 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: 128.430 (FL 145 and above); Freq: 120.180 (Below FL 145).
△ ELDAX	502918.36N 0003930.42E					Intersection with M8.
(RNAV 5)	277°/ -	41.6 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: 135.055 (FL 175 and above); Freq: 133.180 (Below FL 175).
△ NOTGI	503510.14N 0002502.94W					
(RNAV 5)	314°/ -	8.6 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: 135.055 (FL 175 and above); Freq: 133.180 (Below FL 175).
△ EVEXU	504115.78N 0003440.86W					Extremity of N20. Intersection with N859.
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
N21						
△ CAWZE	512227.35N 0015920.05W					Eastbound route only. Extremity of N21. Intersection with P2.
(RNAV 1)	- /118°	18.7 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).
△ YORQI	513118.51N 0022535.78W					Extremity of N21.

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
N22						
△ FIMCA	501648.49N 0033000.82W					Eastbound route only. Extremity of N22.
(RNAV 1)	002°/ -	7.1 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).
△ BERRY HEAD VOR/DME (BHD)	502354.96N 0032937.28W					Extremity of N22. Intersection with N864.
Route Remarks: 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
N24						
△ ADHAV	515452.88N 0051348.51W					Eastbound route only. Extremity of N24. Intersection with P70.
(RNAV 1)	- /123°	13.9 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).
△ GUBJE	520227.50N 0053242.80W					
(RNAV 5)	- /158°	13.0 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).
△ BAKUR	521429.61N 0054048.81W					FIR Boundary. Extremity of N24.
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
N27						
△ ICTAM	513137.37N 0010948.12W					Westbound route only. Extremity of N27. Intersection with L179, Q63 and T421.
(RNAV 5)	- /224°	8.5 NM	FL 460 / FL 75		even FL 430 / FL 80	FL 460/FL 195 Class C, FL 195/FL 75 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).
△ DEGGE	513740.40N 0010009.12W					
(RNAV 5)	- /224°	7.5 NM	FL 460 / FL 75		even FL 430 / FL 80	FL 460/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 121.030 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125).
△ RODNI	514256.50N 0005141.83W		CPT R044 19.0 NM 498 FT			
(RNAV 5)	- /224°	3.8 NM	FL 460 / FL 75		even FL 430 / FL 80	FL 460/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 121.030 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125).
△ HENTON NDB (HEN)	514535.07N 0004725.05W					Intersection with N84.
(RNAV 5)	- /270°	22.5 NM	FL 460 / FL 75		even FL 430 / FL 80	FL 460/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 129.080 (Below FL 215 to FL 165); Freq: 119.780 (Below FL 165).
△ SAXBI	514504.03N 0001113.77W					Extremity of N27.

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**
				↓	**↑**	
N30						
△ ADHAV	515452.88N 0051348.51W					Eastbound route only. Extremity of N30. Intersection with P70.
(RNAV 1)	- /094°	37.5 NM	FL 245 / FL 155		odd FL 230 / FL 170	FL 245/FL 195 Class C, FL 195/FL 155 Class A. Between BANBA and the eastern boundary of the BANBA CTA (515653N 0060559W): ATS delegated to Shannon ACC at FL 195 and above. Shannon ACC Freq: 132.150 (FL 195 and above); London ACC Freq: 129.380 (Below FL 195). Between the eastern boundary of the BANBA CTA (515653N 0060559W) and ADHAV: London ACC Freq: 129.380 (All Levels).
△ BANBA	515710.10N 0061420.59W					FIR Boundary. Extremity of N30.
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**
				↓	**↑**	
N34						
△ NEVRI	540406.03N 0061611.42W					Northbound route only. FIR Boundary. For continuation see AIP Ireland.
(RNAV 5)	003°/ -	13.5 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).
△ ABSUN	541732.20N 0061517.74W					
(RNAV 5)	003°/ -	22.2 NM	FL 255 / FL 55	odd FL 250 / FL 70		FL 255/FL 195 Class C, FL 195/FL 55 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ BELZU	543940.00N 0061348.00W					Extremity of N34.
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
N38						
△ AVTIC	524304.81N 0030757.93W					Eastbound route only. Extremity of N38.
(RNAV 5)	025°/ -	11.9 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: 133.600 (All Levels).
△ ANJAK	525350.17N 0025933.44W					FRA Exit Point.
(RNAV 5)	020°/ -	11.5 NM	FL 460 / FL 155	even FL 430 / FL 160		FL 460/FL 195 Class C, FL 195/FL 155 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).
△ NOKIN	530436.00N 0025258.25W					Extremity of N38. Intersection with (U)P16 and (U)P17.
Route Remarks: 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
N40						
△ KLAKI	502216.59N 0030754.14W					Eastbound route only. Extremity of N40. Intersection with L149.
(RNAV 1)	- /170°	23.7 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).
△ SIDHO	504538.88N 0031417.65W					Intersection with N862.
(RNAV 1)	- /179°	19.2 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. 0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ LUFMA	510448.01N 0031438.16W					The base level change at LUFMA is coincident with the western boundary of Berry Head CTA 2.

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)	- /143°	7.4 NM	FL 245 / FL 65		odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A. 0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ EXMOR	511042.76N 0032135.11W		BHD R005 47.1 NM 218 FT			Extremity of N40.
Route Remarks: CDR Fri 1700 - Mon 0745 (0645).						

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
N42						
△ MIDJO	524754.42N 0024827.24W					Eastbound route only. Extremity of N42. Intersection with P17. Base level change is aligned with PEPZE CTA 6.
(RNAV 1)	- /141°	11.8 NM	FL 245 / FL 95		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 133.600 (All Levels).
△ ELLIQ	525706.48N 0030030.80W					
(RNAV 1)	- /141°	8.8 NM	FL 245 / FL 65		odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ REXAM	530400.00N 0030937.21W		WAL R183 19.6 NM 55 FT			Extremity of N42.

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
N57						
△ DEVAL	505125.35N 0012800.00E					Westbound route only btn DEVAL and SAPCO. FIR Boundary.
(RNAV 5)	308°/ -	19.6 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.905 (FL 195 and above); Freq: 135.325 (Below FL 195).
△ SANDY	510350.81N 0010403.13E		DET R128 22.9 NM 645 FT			
(RNAV 5)	308°/ -	22.9 NM	FL 245 / FL 95	even FL 240 / FL 100		FL 245/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195).
△ DETLING DME (DET)	511814.41N 0003550.19E					
(RNAV 5)	319°/ -	26.5 NM	FL 245 / FL 95	even FL 240 / FL 100		FL 245/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 134.905 (All Levels).
△ LAMBOURNE DME (LAM)	513845.69N 0000906.13E					
(RNAV 5)	313°/ -	51.9 NM	FL 245 / FL 95	even FL 240 / FL 100		FL 245/FL 195 Class C, FL 195/FL 95 Class A. Between LAM and 15 NM from LAM: 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 15 NM from LAM and 22 NM from LAM: London ACC Freq: 132.605 (FL 215 and above); Freq: 130.925 (Below FL 215 to FL 165); Freq: 129.280 (Below FL 165). Between 22 NM from LAM and 38 NM from LAM: London ACC Freq: 127.105 (FL 215 and above); Freq: 130.925 (Below FL 215). Between 38 NM from LAM and WELIN: London ACC Freq: 127.105 (FL 195 and above); Freq: 130.925 (Below FL 195).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
△ WELIN	521450.25N 0005108.41W		HON R101 30.6 NM 435 FT			Intersection with T420.
(RNAV 5)	313°/ -	25.6 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A. Between WELIN and abm Birmingham: London ACC Freq: 127.105 (FL 195 and above); Freq: 130.925 (Below FL 195). Between abm Birmingham and SAPCO: London ACC Freq: 127.105 (FL 195 and above); Scottish ACC Freq: 119.530 (Below FL 195).
△ SAPCO	523225N 0012125W		HON R045 15.8 NM 435 FT			Intersection with Y53.
(RNAV 5)	339°/159°	32.9 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. FL 140 not available between SAPCO and TNT. London ACC Freq: 127.105 (Above FL 195); Scottish ACC Freq: 119.530 (Below FL 195).
△ TRENT DME (TNT)	530314.23N 0014011.90W					Intersection with L28 and M868.
(RNAV 5)	339°/159°	7.2 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. Dual designation with M868 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)	339°/159°	22.7 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: 119.530 (Below FL 195).
△ DENBY	533112.53N 0015740.39W		POL R159 14.4 NM 1438 FT			Intersection with L975.
(RNAV 5)	339°/159°	14.4 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: 135.715 (Below FL 195).
△ POLE HILL VOR/DME (POL)	534437.60N 0020611.83W					Eastbound route only btn DCS and POL. Intersection with P18.
(RNAV 5)	- /143°	10.0 NM	FL 245 / 4500 FT ALT		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/Alt 4500 FT 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
△ BAMEP	535242N 0021609W					
(RNAV 5)	- /143°	10.0 NM	FL 245 / FL 55		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).
△ SETEL	540044.64N 0022608.71W		POL R323 20.0 NM 1438 FT			
(RNAV 5)	- /143°	6.0 NM	FL 255 / FL 75		odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 75 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ OLPOP	540532N 0023208W					
(RNAV 5)	- /143°	10.1 NM	FL 255 / FL 75		odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 75 Class A. (Variable lower limit) Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ IPNOX	541340N 0024222W					
(RNAV 5)	- /143°	37.1 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) Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ DEAN CROSS DME (DCS)	544318.88N 0032026.30W					Extremity of N57.
Route Remarks: Daily from 0700-2000 (0600-1900) btn DCS and OLPOP the lower limit is FL 125. 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
N58						
△ KARNO	525339.55N 0025354.05W					FRA Entry Point. Westbound route only. Extremity of N58. Intersection with N862.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
(RNAV 5)	- /206°	38.6 NM	FL 460 / FL 145		odd FL 450 / FL 150	Between BARTN and 530626N 0024335W: Class C. Between 530626N 0024335W and KARNO: 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).
△ BARTN	532814.17N 0022541.11W		POL R215 20.1 NM 1438 FT			Extremity of N58.
Route Remarks: 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**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
N63						
△ LELNA	495856.80N 0020623.42W					Westbound route only. FIR/UIR Boundary. Extremity of N63.
(RNAV 1)	- /206°	50.3 NM	FL 460 / FL 105		odd FL 450 / FL 210 even FL 200 / FL 120	FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between LELNA and abeam NEDUL: London ACC Freq: 129.430 (All Levels). Between abeam NEDUL and OLGUD: London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ OLGUD	504356.27N 0013121.75W					
(RNAV 1)	- /206°	15.0 NM	FL 460 / FL 105		odd FL 450 / FL 210 even FL 200 / FL 120	FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between OLGUD and 6 NM from OLGUD: London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305). Between 6 NM from OLGUD 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).

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					Intersection with L620, M140, N19, N621, N866, Y8 and Z171.
(RNAV 1)	- /246°	15.7 NM	FL 460 / FL 75		even FL 430 / FL 80	FL 460/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305 to FL 175); Freq: 133.175 (Below FL 175).
△ VOUGA	510332.85N 0005750.20W					
(RNAV 1)	- /246°	17.7 NM	FL 460 / FL 75		even FL 430 / FL 80	FL 460/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 175); Freq: 133.175 (Below FL 175).
△ IMVUR	511028.90N 0003156.40W					Extremity of N63.
Route Remarks: SAM - LELNA CDR above FL 195 H24. Rest of N63 - PERM. Due to ATC operational requirements, the cruising level allocation between SAM and LELNA above FL 200 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
N80						
△ OZZIL	513821.34N 0022549.17W					Westbound route only. Extremity of N80.
(RNAV 1)	287°/ -	34.7 NM	FL 245 / FL 155	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 155 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					Extremity of N80. Intersection with L9.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
N83						
△ OFSOX	520145.18N 0051143.62W					Westbound route only btn OFSOX and GUBJE. Extremity of N83.
(RNAV 5)	274°/ -	13.0 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).
△ GUBJE	520227.50N 0053242.80W					
(RNAV 5)	274°/093°	18.4 NM	FL 245 / FL 155	even FL 240 / FL 160	odd FL 170 / FL 170	FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).
△ ENJEX	520321.06N 0060227.78W					FIR Boundary. Extremity of N83.
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
N84						
△ DIDZA	513627.71N 0012343.46W					Westbound route only. Extremity of N84. Intersection with N14 and P86.
(RNAV 5)	- /247°	24.4 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: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 121.030 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125).
△ HENTON NDB (HEN)	514535.07N 0004725.05W					Extremity of N84.

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
N90						
△ SKESO	494929.42N 0030202.60W					Eastbound (southbound) route only. Extremity of N90.
(RNAV 1)	- /187°	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: 126.080 (FL 195 and above). Jersey Control Freq: 125.205 (Below FL 195).
△ EPLEF	495531.78N 0030044.62W					
(RNAV 1)	- /152°	20.7 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between ENHEL and 5 NM from EPLEF: London ACC Freq: 126.080 (All Levels). Between 5 NM from EPLEF and EPLEF: London ACC Freq: 126.080 (FL 195 and above). Jersey Control Freq: 125.205 (Below FL 195).
△ ENHEL	501354.15N 0031523.42W					Intersection with N862.
(RNAV 1)	- /152°	11.0 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: 126.080 (All Levels).
△ ZEFIQ	502338.06N 0032314.11W					
(RNAV 1)	- /152°	7.4 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: 126.080 (All Levels).
△ ABBEW	503011.88N 0032833.64W					Extremity of N90.
Route Remarks: CDR H24. Due to ATC operational requirements, the cruising level allocation between EPLEF and SKESO is inappropriate to the MAG Track.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
N91						
△ EPACE	511420.88N 0033111.46W					Eastbound route only. Extremity of N91.
(RNAV 1)	038°/ -	13.7 NM	FL 245 / FL 195	odd FL 230 / FL 210		Class C. London ACC Freq: 134.755 (All Levels).
△ CARWI	512505.88N 0031744.16W					

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)	038°/ -	30.9 NM	FL 245 / FL 125	odd FL 230 / FL 130		FL 245/FL 195 Class C, FL 195/FL 125 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ MULYM	514917.14N 0024657.01W					
(RNAV 1)	038°/ -	10.6 NM	FL 245 / FL 125	odd FL 230 / FL 130		Class C. London ACC Freq: 134.755 (All Levels).
△ FIGZI	515734.77N 0023613.57W					Extremity of N91.
Route Remarks: CARWI – FIGZI CDR H24. Rest of N91 Perm.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
N92						
△ DAWLY	503427.31N 0032750.23W					Extremity of N92. Intersection with L149 and N864.
(RNAV 5)	006°/186°	14.2 NM	FL 245 / FL 65	even FL 160 / FL 80	odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A. Between DAWLY and 10 NM from DAWLY: London ACC Freq: 126.080 (All Levels). Between 10 NM from DAWLY and TIVER: 0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ TIVER	504832.58N 0032525.65W		BHD R005 24.8 NM 218 FT			

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)	006°/186°	22.3 NM	FL 245 / FL 65	even FL 160 / FL 80	odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A. 0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ EXMOR	511042.76N 0032135.11W		BHD R005 47.1 NM 218 FT			
(RNAV 1)	- /218°	1.1 NM	FL 245 / FL 75		even FL 240 / FL 80	FL 245/FL 195 Class C, FL 195/FL 105 Class A, FL 105/FL 75 Class D. 0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ WIGGU	511136.66N 0032027.75W					
(RNAV 1)	- /218°	13.8 NM	FL 245 / FL 125		even FL 240 / FL 140	FL 245/FL 195 Class C, FL 195/FL 125 Class A. 0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ PACSE	512226.78N 0030650.70W					Intersection with N862.
(RNAV 1)	- /218°	13.7 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: 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).
△ ZESPE	513309.63N 0025314.43W					

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)	- /218°	8.3 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: 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)	- /218°	8.3 NM	FL 245 / FL 125		even FL 240 / FL 140	Between BUCGO and the southern boundary of Cotswold CTA 15 (514435N 0023834W): Class C. Between the southern boundary of Cotswold CTA 15 (514435N 0023834W) and ICCIN: FL 245/FL 195 Class C, FL 195/FL 125 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).
△ BUCGO	514606.08N 0023637.20W					Intersection with L9.
(RNAV 1)	- /218°	3.8 NM	FL 245 / FL 125		even FL 240 / FL 140	Class C. London ACC Freq: 134.755 (All Levels).
△ OKTAD	514904.47N 0023246.30W					Intersection with N14.
(RNAV 1)	- /222°	12.7 NM	FL 245 / FL 125		even FL 240 / FL 140	Class C. London ACC Freq: 134.755 (All Levels).
△ DUCNO	515824.34N 0021851.65W					
(RNAV 1)	- /222°	13.8 NM	FL 245 / FL 75		even FL 240 / FL 80	Class C. London ACC Freq: 134.755 (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
△ LUXTO	520830.66N 0020338.38W					
(RNAV 1)	- /188°	14.3 NM	FL 460 / FL 75		even FL 430 / FL 80	Between BRUMI and abm PEPUL: FL 460/FL 195 Class C, FL 195/FL 145 Class A, FL 145/FL 75 Class D. Between abm PEPUL and LUXTO: Class C. London ACC Freq: 135.255 (FL 355 and above); Freq: 133.600 (Below FL 355 to FL 265); Freq: 134.755 (Below FL 265 to FL 145); Birmingham APP Freq: 123.980 (Below FL 145).
△ BRUMI	522237.21N 0020019.14W					Extremity of N92.
Route Remarks: LUXTO – OKTAD CDR H24. Rest of N92 Perm. Due to ATC operational requirements, the cruising level allocation between DAWLY and EXMOR 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
N93						
△ LUXTO	520830.66N 0020338.38W					Extremity of N93. Intersection with N92.
(RNAV 1)	- /220°	9.9 NM	FL 460 / FL 105		even FL 430 / FL 120	FL 460/FL 195 Class C, FL 195/FL 145 Class A, FL 145/FL 105 Class C. London ACC Freq: 135.255 (FL 355 and above); Freq: 133.600 (Below FL 355 to FL 265); Freq: 134.755 (Below FL 265 to FL 145). Birmingham APP Freq: 123.980 (Below FL 145).

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
△ PEPUL	521603.00N 0015314.37W					
(RNAV 1)	- /250°	16.6 NM	FL 460 / FL 105		even FL 430 / FL 120	Between ADMEX and 521744N 0014537W: FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between 521744N 0014537W and 521620N 0015158W: FL 460/FL 195 Class C, FL 195/FL 145 Class A, FL 145/FL 105 Class D. Between 521620N 0015158W and PEPUL: FL 460/FL 195 Class C, FL 195/FL 145 Class A, FL 145/FL 105 Class C. London ACC Freq: 135.255 (FL 355 and above); Freq: 133.600 (Below FL 355 to FL 265); Freq: 134.755 (Below FL 265 to FL 145). Birmingham APP Freq: 123.980 (Below FL 145).
△ ADMEX	522139.20N 0012744.81W		HON R087 7.4 NM 435 FT			Extremity of N93.
Route Remarks: Tactical use only. Not available for flight planning.						

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
N110						
△ DOLAS	525842.96N 0010003.43E					Extremity of N110. Intersection with L603.
(RNAV 5)	306°/126°	26.2 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).
△ ABTOS	531444.92N 0002536.29E					Intersection with Y70.
(RNAV 5)	306°/126°	32.9 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
△ ESHIN	533437.20N 0001813.05W					Intersection with L46.
(RNAV 5)	325°/145°	9.0 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).
△ USEKA	534202.24N 0002645.13W					
(RNAV 5)	325°/144°	24.1 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).
△ ERKIT	540148.85N 0004948.85W					FRA Entry/Exit Point. Extremity of N110.

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
N160						
△ EVCOR	505614.13N 0070651.86W					Extremity of N160.
(RNAV 5)	318°/138°	25.0 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).
△ LEDGO	511423.78N 0073404.65W					FIR Boundary. Extremity of N160.
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
N514						
△ ADKIK	504748.52N 0023245.46W					FRA Entry Point. Westbound route only. Extremity of N514
(RNAV 1)	- /254°	21.4 NM	FL 460 / FL 195		even FL 430 / FL 200	Class C. London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (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
△ OSNUG	505336.26N 0020013.95W					
(RNAV 1)	- /254°	24.5 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: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ EXARO	510003.26N 0012249.54W					
(RNAV 1)	- /231°	7.9 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: 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).
△ EVTES	510454.66N 0011257.07W					
(RNAV 1)	- /231°	12.2 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: 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).
△ GASGU	511223.99N 0005736.02W		SAM R043 21.0 NM 64 FT			Extremity of N514.

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
N546						
△ NICXI	520046.40N 0050317.78W					Westbound route only. Extremity of N546.
(RNAV 5)	301°/ -	20.1 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).
△ EVTOL	521101.34N 0053114.02W					Intersection with N12.
(RNAV 5)	301°/ -	6.8 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).
△ BAKUR	521429.61N 0054048.81W					FIR/UIR Boundary. Extremity of N546.
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
N552						
△ RUBEX	551912.14N 0065607.21W					FIR Boundary. Extremity of N552.
(RNAV 5)	082°/263°	44.5 NM	FL 255 / FL 195	odd FL 250 / FL 210	even FL 240 / FL 200	Class C. Scottish ACC Freq: 127.275 (All Levels).
△ MACHRIHANISH DME (MAC)	552548.08N 0053901.49W					Extremity of N552. Intersection with N562.
Route Remarks: For use by tfc climbing to or descending from the NOTA. 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
N560						
△ GLASGOW DME (GOW)	555213.81N 0042644.60W					Extremity of N560. Intersection with L612 and L602.
(RNAV 5)	008°/188°	16.5 NM	FL 255 / FL 195	odd FL 250 / FL 210	even FL 240 / FL 200	Class C. Scottish ACC Freq: 127.275 (All Levels).
△ FOYLE	560834.13N 0042256.41W		GOW R008 16.5 NM 46 FT			
(RNAV 5)	008°/188°	19.4 NM	FL 255 / FL 195	odd FL 250 / FL 210	even FL 240 / FL 200	Class C. Scottish ACC Freq: 127.275 (All Levels).
△ ERSON	562747.58N 0041823.67W					
(RNAV 5)	008°/188°	14.4 NM	FL 255 / FL 125	odd FL 250 / FL 130	even FL 240 / FL 140	FL 255/FL 195 Class C, FL 195/FL 125 Class E and TMZ. Scottish ACC Freq: 127.275 (All Levels).
△ INBAS	564200.00N 0041459.11W					
(RNAV 5)	008°/188°	11.7 NM	FL 255 / FL 105	odd FL 250 / FL 110	even FL 240 / FL 120	FL 255/FL 195 Class C, FL 195/FL 105 Class E and TMZ. Scottish ACC Freq: 127.275 (All Levels).
△ LAGAV	565335.12N 0041210.37W					
(RNAV 5)	008°/188°	13.9 NM	FL 255 / FL 105	odd FL 250 / FL 110	even FL 240 / FL 120	FL 255/FL 195 Class C, FL 195/FL 105 Class E and TMZ. Scottish ACC Freq: 127.275 (All Levels).
△ NESDI	570718.00N 0040848.32W					
(RNAV 5)	008°/188°	5.5 NM	FL 195 / FL 105	odd FL 190 / FL 110	even FL 180 / FL 120	Class E and TMZ. Scottish ACC Freq: 127.275 (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
△ GUSSI	571246.93N 0040726.86W		INS R189 20.0 NM 42 FT			
(RNAV 5)	008°/188°	8.0 NM	FL 195 / FL 95	odd FL 190 / FL 110	even FL 180 / FL 100	Class E and TMZ. Scottish ACC Freq: 127.275 (All Levels).
△ DAVOT	572041.57N 0040528.57W					
(RNAV 5)	008°/188°	12.0 NM	FL 195 / FL 95	odd FL 190 / FL 110	even FL 180 / FL 100	Class E and TMZ. Scottish ACC Freq: 127.275 (All Levels).
△ RIMOL	573233.45N 0040229.55W					Intersection with Y906.
(RNAV 5)	336°/156°	23.1 NM	FL 195 / FL 95	odd FL 190 / FL 110	even FL 180 / FL 100	Class E and TMZ. Scottish ACC Freq: 134.850 (All Levels).
△ BONBY	575330N 0042036W					
(RNAV 5)	050°/230°	6.6 NM	FL 195 / FL 75	odd FL 190 / FL 90	even FL 180 / FL 80	Class E and TMZ. Scottish ACC Freq: 134.850 (All Levels).
△ CHINN	575751.00N 0041117.14W					
(RNAV 5)	050°/230°	45.6 NM	FL 195 / FL 75	odd FL 190 / FL 90	even FL 180 / FL 80	Class E and TMZ. Scottish ACC Freq: 134.850 (All Levels).
△ WICK VOR/DME (WIK)	582731.74N 0030601.34W					Intersection with Y904.
(RNAV 5)	012°/193°	30.8 NM	FL 195 / FL 75	odd FL 190 / FL 90	even FL 180 / FL 80	Class E and TMZ. Scottish ACC Freq: 134.850 (All Levels).
△ KOKAL	585734.82N 0025338.21W					Extremity of N560.

Route Remarks:
Transponder carriage and operation required within that part of N560 notified as Class E and TMZ.

Inverness Radar provide a radar service for tfc inbound to and outbound from Inverness via N560 during the promulgated hours of Inverness Radar as published in UK AIP AD 2.EGPE AD 2.18 (and as amended by NOTAM).

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

En-route Danger Area EGD703 to the east between RIMOL and WIK.

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
N562						
△ TURNBERRY DME (TRN)	551848.28N 0044701.91W					Extremity of N562.
(RNAV 5)	284°/104°	7.6 NM	FL 255 / FL 105	even FL 240 / FL 120	odd FL 250 / FL 110	FL 255/FL 195 Class C, FL 195/FL 105 Class E and TMZ. (See Note) Within the confines of the Scottish TMA, N562 assumes the airspace classification of the Scottish TMA. Scottish ACC Freq: 127.275 (All Levels).
△ HERON	552035.29N 0050000.00W					
(RNAV 5)	284°/104°	22.9 NM	FL 255 / FL 105	even FL 240 / FL 120	odd FL 250 / FL 110	FL 255/FL 195 Class C, FL 195/FL 105 Class E and TMZ. (See Note) Scottish ACC Freq: 127.275 (All Levels).
△ MACHRIHANISH DME (MAC)	552548.08N 0053901.49W					Intersection with N552.
(RNAV 5)	286°/106°	35.0 NM	FL 255 / FL 195	even FL 240 / FL 200	odd FL 250 / FL 210	Class C. Scottish ACC Freq: 127.275 (All Levels).
△ AMCON	553431.14N 0063837.46W					
(RNAV 5)	286°/105°	36.8 NM	FL 255 / FL 195	even FL 240 / FL 200	odd FL 250 / FL 210	Class C. Scottish ACC Freq: 127.275 (All Levels).
△ DONIB	554309.46N 0074144.04W					
(RNAV 5)	285°/104°	79.7 NM	FL 255 / FL 195	even FL 240 / FL 200	odd FL 250 / FL 210	Class C. Scottish ACC Freq: 127.275 (All Levels).
△ MIMKU	560000N 0100000W					FIR Boundary. Extremity of N562.

Route Remarks:
The portion of N562 between HERON and MAC below FL 195 is Class E and TMZ.

See also ENR 1.1, paragraph 1.1.3.

Note: Transponder carriage and operation required within that part of N562 notified as Class E and TMZ.

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**
				↓	**↑**	
N601						
△ DETLING DME (DET)	511814.41N 0003550.19E					Extremity of N601.
(RNAV 5)	314°/134°	37.6 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 DET and 29 NM from BPK: London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195). Between 29 NM from BPK and 25 NM from BPK: London ACC Freq: 132.605 (FL 215 and above); Freq: 127.955 (Below FL 215 to FL 175); Freq: 118.825 (Below FL 175). Between 25 NM from BPK and 14 NM from BPK: London ACC Freq: 132.605 (FL 215 and above); Freq: 127.955 (Below FL 215 to FL 175); Freq: 118.825 (Below FL 175). Between 14 NM from BPK and 9 NM from BPK: London ACC Freq: 132.605 (FL 215 and above); Freq: 127.955 (Below FL 215 to FL 115); Freq: 118.825 (Below FL 115). Between 9 NM from BPK and BPK: 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					Westbound route only btn BPK and TLA.
(RNAV 5)	328°/ -	23.4 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: 130.925 (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 ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ POTON	520504.32N 0002537.78W					
(RNAV 5)	328°/ -	9.8 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 132.605 (FL 215 and above); Freq: 130.925 (Below FL 215).
△ BEDFO	521330.00N 0003347.81W					
(RNAV 5)	328°/ -	9.4 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 127.105 (FL 195 and above); Freq: 130.925 (Below FL 195).
△ EBOTO	522133.30N 0004139.63W					
(RNAV 5)	328°/ -	17.6 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 127.105 (FL 195 and above); Freq: 130.925 (Below FL 195).
△ PIPIN	523636.06N 0005630.04W					
(RNAV 5)	328°/ -	9.2 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 127.105 (FL 195 and above); Freq: 130.925 (Below FL 195).
△ LESTA	524427.09N 0010419.42W					Intersection with P6 and Y250.
(RNAV 5)	328°/ -	15.7 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 119.530 (Below FL 195).
△ EMBOR	525748.00N 0011745.25W					
(RNAV 5)	328°/ -	23.1 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 119.530 (Below FL 195).
△ XAPOS	531728.59N 0013751.25W					
(RNAV 5)	328°/ -	12.4 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 119.530 (Below FL 195).
△ BOLBI	532759.75N 0014845.07W					
(RNAV 5)	328°/ -	9.3 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 119.530 (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
△ ULSAX	533554N 0015700W					
(RNAV 5)	327°/ -	10.3 NM	FL 245 / FL 85	even FL 240 / FL 100		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).
△ POLE HILL VOR/DME (POL)	534437.60N 0020611.83W					
(RNAV 5)	338°/ -	7.7 NM	FL 245 / FL 95	even FL 240 / FL 100		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).
△ NELSA	535148.00N 0021105.27W					
(RNAV 5)	338°/ -	9.9 NM	FL 245 / FL 95	even FL 240 / FL 100		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).
△ RIBEL	540058.00N 0021722.76W					
(RNAV 5)	337°/ -	9.1 NM	FL 255 / FL 95	even FL 240 / FL 100		FL 255/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).
△ ERGAB	540922N 0022312W					
(RNAV 5)	338°/ -	22.3 NM	FL 255 / FL 95	even FL 240 / FL 100		FL 255/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).
△ SHAPP	543000.00N 0023738.33W					
(RNAV 5)	337°/ -	13.5 NM	FL 255 / FL 95	even FL 240 / FL 100		FL 255/FL 195 Class C, FL 195/FL 95 Class A. (Variable lower limit; see Route Remarks) Scottish ACC Freq: 126.300 (All Levels).
△ ABEVI	544227.00N 0024629.24W					
(RNAV 5)	337°/ -	11.0 NM	FL 255 / FL 95	even FL 240 / FL 100		FL 255/FL 195 Class C, FL 195/FL 95 Class A. (Variable lower limit; see Route Remarks) Scottish ACC Freq: 126.300 (All Levels).
△ INPIP	545235.54N 0025346.10W					
(RNAV 5)	337°/ -	16.4 NM	FL 255 / FL 95	even FL 240 / FL 100		FL 255/FL 195 Class C, FL 195/FL 95 Class A. (Variable lower limit; see Route Remarks) Scottish ACC Freq: 126.300 (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
△ UTOGU	550740N 0030443W					
(RNAV 5)	337°/ -	1.4 NM	FL 255 / FL 85	even FL 240 / FL 100		FL 255/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 126.300 (All Levels).
△ INREV	550857.44N 0030539.46W					
(RNAV 5)	337°/ -	9.8 NM	FL 255 / FL 85	even FL 240 / FL 100		FL 255/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 126.300 (All Levels).
△ ESKDO	551756.00N 0031215.26W					
(RNAV 5)	337°/ -	5.1 NM	FL 255 / FL 85	even FL 240 / FL 100		FL 255/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 126.300 (All Levels).
△ IPDOR	552239N 0031545W					
(RNAV 5)	337°/ -	7.9 NM	FL 255 / FL 85	even FL 240 / FL 100		FL 255/FL 195 Class C, FL 195/FL 85 Class D. Scottish ACC Freq: 126.300 (All Levels).
△ TALLA VOR/DME (TLA)	552956.84N 0032110.09W					
(RNAV 5)	345°/165°	43.4 NM	FL 255 / 6000 FT ALT	even FL 240 / FL 80	odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/ALT 6000 FT Class D. Scottish ACC Freq: 126.300 (All Levels).
△ GRICE	561148.00N 0034107.79W		GOW R053 32.2 NM 46 FT			Intersection with P600. Extremity of N601.
Route Remarks: Variable lower limit: Daily from 0700-2000 (0600-1900) btn ERGAB and UTOGU the lower limit is FL 125.						

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
N621						
△ LELNA	495856.80N 0020623.42W					Westbound route only. FIR/UIR Boundary. Extremity of N621.
(RNAV 5)	- /184°	15.9 NM	FL 460 / FL 195		odd FL 450 / FL 210	Class C. London ACC Freq: 129.430 (All Levels).
△ MARUK	501446.56N 0020420.41W					
(RNAV 5)	- /198°	27.1 NM	FL 460 / FL 195		odd FL 450 / FL 210	Class C. 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**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ KAPEX	504029.70N 0015059.80W					
(RNAV 5)	- /228°	25.5 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: 129.430 (All Levels).
△ SOUTHAMPTON DME (SAM)	505718.90N 0012042.20W					Intersection with L620.
(RNAV 5)	- /212°	9.0 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: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305 to FL 155); Freq: 134.125 (Below FL 155).
△ EVTES	510454.66N 0011257.07W					Intersection with N514.
(RNAV 5)	- /212°	15.0 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: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305 to FL 155); Freq: 134.125 (Below FL 155).
△ GOGSI	511727.16N 0010002.31W		SAM R032 24.0 NM 64 FT			Extremity of N621.
Route Remarks: Due to Brest ACC 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**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
N859						
△ SITET	500600N 0000000E					Eastbound route only btn EVEXU and SITET. FIR Boundary. Continues as UN859 and intersects with A34 (See AIP France).
(RNAV 5)	- /154°	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 L151 btn SITET and DRAKE. 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
△ DRAKE	501234N 0000434W					
(RNAV 5)	- /145°	31.7 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between 25 NM before DRAKE and DRAKE: London ACC Freq: 135.055 (All Levels). Between INKEK and 25 NM before DRAKE: London ACC Freq: 135.055 (FL 175 and above); Freq: 133.180 (Below FL 175).
△ INKEK	503853N 0003209W					
(RNAV 5)	- /145°	2.9 NM	FL 245 / FL 65		odd FL 230 / FL 90	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).
△ EVEXU	504115.78N 0003440.86W					
(RNAV 5)	325°/145°	12.1 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. London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175).
△ GOODWOOD DME (GWC)	505118.79N 0004524.25W					Eastbound route only btn CPT and GWC.
(RNAV 5)	- /154°	26.3 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 GWC and GWC: 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 VAPID and 10 NM before GWC: 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
△ VAPID	511513.97N 0010242.40W					
(RNAV 5)	- /154°	9.4 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 to FL 155); Freq: 129.080 (Below FL 155 to FL 105); Freq: 134.125 (Below FL 105).
△ ALHAD	512346.75N 0010858.16W					
(RNAV 5)	- /154°	6.3 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 155); Freq: 134.125 (Below FL 155).
△ COMPTON VOR/DME (CPT)	512929.66N 0011310.89W					Intersection with Y321.
(RNAV 5)	342°/162°	10.0 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. London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 165); Freq: 129.080 (Below FL 165 to FL 135); Freq: 134.125 (Below FL 135).
△ DIGUT	513901.29N 0011759.47W					
(RNAV 5)	342°/162°	7.6 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 DIGUT and 5 NM from DIGUT: London ACC Freq: 132.165 (FL 215 and above); Freq: 133.080 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125). Between 5 NM from DIGUT and KIDLI: London ACC Freq: 132.165 (FL 215 and above); Freq: 133.080 (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
△ KIDLI	514617.00N 0012140.87W		CPT R342 17.6 NM 498 FT			Intersection with L151.
(RNAV 5)	342°/161°	36.9 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between KIDLI and 10 NM from KIDLI: London ACC Freq: 132.165 (FL 215 and above); Freq: 133.080 (Below FL 215). Between 10 NM from KIDLI and HON: London ACC Freq: 134.390 (FL 225 and above); Freq: 133.080 (Below FL 225).
△ HONILEY VOR/DME (HON)	522124.04N 0013949.41W					Southbound route only btn SANBA and HON. Intersection with L10, L15, L612 and P155.
(RNAV 5)	- /152°	44.1 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between abm EGBB and HON: London ACC Freq: 134.390 (FL 195 and above); Freq: 133.080 (Below FL 195). Between 10 NM after UTUXA and abm EGBB: London ACC Freq: 134.390 (FL 195 and above). Scottish ACC Freq: 134.430 (Below FL 195). Between UTUXA and 10 NM after UTUXA: Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 134.430 (Below FL 195).
△ UTUXA	530030.45N 0021312.52W					Intersection with P18.
(RNAV 5)	- /152°	8.9 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 134.430 (Below FL 195).
△ SANBA	530821.53N 0022002.98W		HON R332 53.0 NM 435 FT			Extremity of N859.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

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
N862						
△ SKESO	494929.42N 0030202.60W					FIR Boundary. Extremity of N862. Intersection with A25 (see AIP France).
(RNAV 5)	332°/152°	11.8 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 126.080 (FL 195 and above); Jersey Control Freq: 125.205 (Below FL 195).
△ SKERY	500000.00N 0031023.06W		BHD R152 26.9 NM 218 FT			Westbound (southbound) route only btn WAL and SKERY.
(RNAV 1)	- /167°	14.3 NM	FL 245 / FL 85		odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 126.080 (All Levels).
△ ENHEL	501354.15N 0031523.42W					Intersection with N90.
(RNAV 1)	- /167°	9.5 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 126.080 (All Levels).
△ TONQU	502309.42N 0031845.03W					
(RNAV 1)	- /187°	5.2 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 126.080 (All Levels).
△ BUDXE	502818.29N 0031744.21W					Intersection with L149.
(RNAV 1)	- /187°	17.5 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 126.080 (All Levels).
△ SIDHO	504538.88N 0031417.65W					Intersection with N40.
(RNAV 1)	- /187°	37.1 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. 0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ PACSE	512226.78N 0030650.70W					Intersection with N92.

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)	- /187°	30.7 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ ABWIV	515248.67N 0030032.70W					
(RNAV 5)	- /183°	4.3 NM	FL 245 / FL 145		odd FL 230 / FL 150	FL 245/FL 195 Class C, FL 195/FL 145 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ UBCAM	515704.18N 0030012.19W					
(RNAV 5)	- /183°	10.6 NM	FL 245 / FL 145		odd FL 230 / FL 150	FL 245/ FL 195 Class C, FL 195/FL 145 Class A. Between WEVBE and abm DIZIM: London ACC Freq: 133.600 (All Levels). Between abm DIZIM and UBCAM: 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).
△ WEVBE	520736.93N 0025921.14W					
(RNAV 5)	- /183°	10.0 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: 133.600 (All Levels).
△ RUMKE	521735.37N 0025832.48W					
(RNAV 5)	- /183°	19.6 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: 133.600 (All Levels).
△ LUCSA	523706.60N 0025656.18W					
(RNAV 5)	- /183°	5.6 NM	FL 245 / FL 145		odd FL 230 / FL 150	FL 245/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 133.600 (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
△ ALHUP	524244.24N 0025628.15W					Base level change is aligned with PEPZE CTA 9.
(RNAV 5)	- /188°	5.4 NM	FL 245 / FL 125		odd FL 230 / FL 130	FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 133.600 (FL 145 and above). Scottish ACC Freq: 128.055 (Below FL 145).
△ OGTAW	524807.11N 0025512.39W					Base level change is aligned with PEPZE CTA 8.
(RNAV 5)	- /188°	5.6 NM	FL 245 / FL 95		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 133.600 (FL 145 and above). Scottish ACC Freq: 128.055 (Below FL 145).
△ KARNO	525339.55N 0025354.05W					FRA Entry Point.
(RNAV 5)	- /183°	8.2 NM	FL 460 / FL 95		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 95 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).
△ RISLA	530151.39N 0025312.29W					Intersection with L15.
(RNAV 5)	- /183°	2.8 NM	FL 460 / FL 95		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 95 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).
△ NOKIN	530436.00N 0025258.25W					
(RNAV 5)	- /154°	21.0 NM	FL 460 / FL 95		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 95 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).

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					Extremity of N862.

Route Remarks:
SIDHO - SKERY CDR H24.

PACSE - ENHEL below FL 195 only available for flight planning Fri 1700 - Mon 0745 (0645).

PACSE - SIDHO above FL 195 only available for flight planning Mon-Thu 1700-0830 (1700-0730) and Fri (or the day preceding a PH) 1700 to Mon (or the day following a PH) 0830 (0730).

Due to ATC operational requirements, the cruising level allocation between NOKIN and TONQU 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
N864						
△ SKERY	500000.00N 0031023.06W		BHD R152 26.9 NM 218 FT			Extremity of N864. Intersection with N862.
(RNAV 5)	332°/152°	26.9 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 126.080 (All Levels).
△ BERRY HEAD VOR/DME (BHD)	502354.96N 0032937.28W					
(RNAV 5)	006°/186°	6.3 NM	FL 245 / FL 65	even FL 240 / FL 80	odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A. London ACC Freq: 126.080 (All Levels).
△ ABBEW	503011.88N 0032833.64W					
(RNAV 5)	006°/186°	4.3 NM	FL 245 / FL 65	even FL 240 / FL 80	odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A. London ACC Freq: 126.080 (All Levels).

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
△ DAWLY	503427.31N 0032750.23W					Intersection with N92.
(RNAV 1)	007°/187°	37.5 NM	FL 245 / FL 65	even FL 240 / FL 80	odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A. Between DAWLY and 10 NM from DAWLY: London ACC Freq: 126.080 (All Levels). Between 10 NM from DAWLY and WIGGU: 0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ WIGGU	511136.66N 0032027.75W					Eastbound (northbound) route only btn WIGGU and WAL.
(RNAV 1)	007°/ -	13.6 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A. Between WIGGU and 5 NM from CARWI: 0600-2300 (0500-2200) London ACC Freq: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels). Between 5 NM from CARWI and CARWI: 0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ CARWI	512505.88N 0031744.16W					Intersection with N91.
(RNAV 5)	007°/ -	16.5 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ ETNAH	514126.45N 0031423.74W					

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)	007°/ -	7.0 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ TIGWE	514822.73N 0031257.91W					Intersection with L9.
(RNAV 5)	007°/ -	6.0 NM	FL 245 / FL 135	even FL 240 / FL 140		FL 245/FL 195 Class C, FL 195/FL 135 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).
△ AZCAL	515417.03N 0031144.52W					
(RNAV 5)	002°/ -	8.1 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: 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).
△ DIZIM	520223.59N 0031107.44W					
(RNAV 5)	002°/ -	5.6 NM	FL 245 / FL 145	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 133.600 (All Levels).
△ KIPWI	520757.35N 0031041.87W					
(RNAV 5)	002°/ -	29.6 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: 133.600 (All Levels).
△ KISWO	523727.16N 0030824.49W					
(RNAV 5)	003°/ -	5.6 NM	FL 245 / FL 145	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 133.600 (All Levels).
△ AVTIC	524304.81N 0030757.93W					Base level change is aligned with PEPZE CTA 7. Intersection with N38.

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)	352°/ -	5.5 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: 133.600 (FL 145 and above). Scottish ACC Freq: 128.055 (Below FL 145).
△ OSWEZ	524832.27N 0030915.07W					Base level change is aligned with PEPZE CTA 5.
(RNAV 5)	352°/ -	5.1 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: 133.600 (FL 145 and above). Scottish ACC Freq: 128.055 (Below FL 145).
△ MONTY	525334.00N 0031026.44W		WAL R183 30.0 NM 55 FT			Intersection with P16.
(RNAV 5)	003°/ -	5.4 NM	FL 245 / FL 65	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 65 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ GODPA	525900N 0031001W					
(RNAV 5)	003°/ -	5.0 NM	FL 245 / 4500 FT ALT	even FL 240 / FL 60		FL 245/FL 195 Class C, FL 195/4500 FT Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ REXAM	530400.00N 0030937.21W		WAL R183 19.6 NM 55 FT			
(RNAV 5)	003°/ -	3.8 NM	FL 245 / 4500 FT ALT	even FL 240 / FL 60		FL 245/FL 195 Class C, FL 195/4500 FT Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ IVLOD	530746N 0030919W					
(RNAV 5)	003°/ -	15.8 NM	FL 245 / 3000 FT ALT	even FL 240 / FL 60		Between IVLOD and the northern boundary of PEPZE CTA 1 (532002N 0030821W): FL 245/FL 195 Class C, FL 195/3000 FT Class A. Between the northern boundary of PEPZE CTA 1 (532002N 0030821W) and WAL: Class C. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ WALLASEY VOR/DME (WAL)	532330.97N 0030804.06W					Intersection with L10, L151, M146, N862 and Y53.
(RNAV 5)	355°/175°	12.2 NM	FL 245 / FL 195	even FL 240 / FL 200	odd FL 230 / FL 210	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
△ GUNTU	533537.40N 0030953.64W					
(RNAV 5)	355°/175°	8.3 NM	FL 245 / FL 195	even FL 240 / FL 200	odd FL 230 / FL 210	Class C. Scottish ACC Freq: 118.780 (All Levels).
△ BILVO	534352.26N 0031108.89W					
(RNAV 5)	355°/175°	16.2 NM	FL 245 / FL 195	even FL 240 / FL 200	odd FL 230 / FL 210	Class C. Scottish ACC Freq: 118.775 (FL 195 and above); Freq: 133.050 (Below FL 195).
△ EGTOC	540000.00N 0031337.49W					
(RNAV 5)	355°/175°	22.9 NM	FL 255 / FL 95	even FL 240 / FL 100	odd FL 250 / FL 110	Class C. Scottish ACC Freq: 118.775 (FL 195 and above); Freq: 133.050 (Below FL 195).
△ SUBUK	542247.81N 0031710.85W					
(RNAV 5)	355°/175°	20.6 NM	FL 255 / FL 95	even FL 240 / FL 100	odd FL 250 / FL 110	Class C. Scottish ACC Freq: 124.825 (All Levels).
△ DEAN CROSS DME (DCS)	544318.88N 0032026.30W					Intersection with L612.
(RNAV 5)	000°/180°	20.1 NM	FL 255 / FL 95	even FL 240 / FL 100	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: 126.300 (All Levels).
△ ASRUS	550321N 0032045W					
(RNAV 5)	000°/180°	17.9 NM	FL 255 / FL 85	even FL 240 / FL 100	odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 126.300 (All Levels).
△ UNURO	552111N 0032102W					
(RNAV 5)	000°/180°	8.8 NM	FL 255 / FL 65	even FL 240 / FL 80	odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/FL 65 Class D. Scottish ACC Freq: 126.300 (All Levels).
△ TALLA VOR/DME (TLA)	552956.84N 0032110.09W					
(RNAV 5)	008°/188°	37.5 NM	FL 255 / 6000 FT ALT	odd FL 250 / FL 70	even FL 240 / FL 80	FL 255/FL 195 Class C, FL 195/ALT 6000 FT Class D. Scottish ACC Freq: 124.500 (All Levels).
△ PIPAR	560700.00N 0031205.74W					
(RNAV 5)	008°/188°	5.1 NM	FL 255 / FL 65	odd FL 250 / FL 70	even FL 240 / FL 80	FL 255/FL 195 Class C, FL 195/FL 65 Class A. Scottish ACC Freq: 124.500 (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
△ NOVBA	561200N 0031051W					
(RNAV 5)	008°/188°	11.3 NM	FL 255 / FL 85	odd FL 250 / FL 90	even FL 240 / FL 100	FL 255/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 124.500 (All Levels).
△ IBOLU	562310N 0030803W					
(RNAV 5)	008°/188°	18.7 NM	FL 255 / FL 105	odd FL 250 / FL 110	even FL 240 / FL 120	FL 255/FL 195 Class C, FL 195/FL 105 Class A. Scottish ACC Freq: 124.500 (All Levels).
△ ASNUD	564139.00N 0030320.35W					Extremity of N864. Intersection with P600.
Route Remarks: Due to ATC operational requirements, the cruising level allocation between BHD and AVTIC, MONTY and WAL, and DCS and TLA is inappropriate to the MAG Track. Variable lower limit: Daily from 0700-2000 (0600-1900) between DCS and ASRUS the lower limit is FL 125.						

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
N866						
△ LORKU	495618.10N 0022215.64W					Westbound route only btn DIGSU and LORKU. FIR/UIR Boundary. Extremity of N866.
(RNAV 5)	- /184°	20.5 NM	FL 460 / FL 245		odd FL 450 / FL 250	Class C. London ACC Freq: 129.430 (All Levels).
△ LAWJO	501645.92N 0021943.34W					
(RNAV 5)	- /197°	14.2 NM	FL 460 / FL 245		odd FL 450 / FL 250	Class C. London ACC Freq: 129.430 (All Levels).
△ ROKSI	503012.62N 0021251.28W					
(RNAV 5)	- /197°	10.9 NM	FL 460 / FL 165		odd FL 450 / FL 170	FL 460/FL 195 Class C, FL 195/FL 165 Class A. London ACC Freq: 129.430 (All Levels).
△ BILNI	504031.08N 0020732.56W					
(RNAV 5)	- /240°	34.1 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: 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					Intersection with L620.
(RNAV 5)	- /223°	21.0 NM	FL 460 / FL 75		odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 129.430 (FL 155 and above); Freq: 134.125 (Below FL 155).
△ GASGU	511223.99N 0005736.02W		SAM R043 21.0 NM 64 FT			
(RNAV 5)	- /230°	77.2 NM	FL 460 / FL 245		even FL 430 / FL 260	Class C. Between DIGSU and 00025E: London ACC Freq: 133.940 (All Levels). Between 00025E and 00030W: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305). Between 00030W and GASGU: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305).
△ DIGSU	520126N 0003805E					Intersection with P5 and P144.
(RNAV 5)	058°/238°	37.2 NM	FL 460 / FL 245	odd FL 450 / FL 250	even FL 430 / FL 260	Class C. London ACC Freq: 133.940 (All Levels).
△ BANEM	522008.11N 0013019.26E					Westbound route only btn AKOKO and BANEM.
(RNAV 5)	- /240°	53.8 NM	FL 460 / FL 245		even FL 430 / FL 260	Class C. Between BUKUT and 25 NM from BANEM: London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355). Between 25 NM from BANEM and BANEM: London ACC Freq: 133.940 (All Levels).
△ BUKUT	524530.21N 0024801.68E					Intersection with P7.
(RNAV 5)	- /205°	12.4 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).
△ KUBAX	525633.93N 0025713.20E					
(RNAV 5)	- /205°	12.4 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).

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
△ TOLSA	530736.89N 0030629.38E					
(RNAV 5)	- /205°	7.5 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).
△ AKOKO	531416.24N 0031207.03E					FRA Exit Point. Extremity of N866.
Route Remarks: SAM - LORKU CDR H24. Rest of N866 - PERM. Due to Brest ACC operational requirements, the cruising level allocation is inappropriate to the MAG Track between GASGU and LORKU.						

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
N867						
△ GARMI	500000.00N 0012249.59W					Eastbound route only. FIR Boundary. For continuation see AIP France.
(RNAV 1)	008°/ -	30.6 NM	FL 245 / FL 125	even FL 240 / FL 200		Between GARMI and 502619N 0011615W: Class C. Between 502619N 0011615W and VASUX: FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 127.830 (All Levels).
△ VASUX	503009.23N 0011516.99W					
(RNAV 1)	031°/ -	22.6 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: 127.830 (All Levels).
△ AVANT	504912.00N 0005618.05W		GWC R252 7.2 NM 122 FT			Extremity of N867.
Route Remarks: GARMI - VASUX FL 195 and above CDR, below FL 195 unavailable for Flight Planning (but may be used tactically by ATC) H24. Rest of N867 - PERM. Due to ATC operational requirements, the cruising level allocation 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
P1						
△ GODOS	531456.55N 0032546.79E					Eastbound route only. FIR/UIR Boundary. Continues as P1 (see AIP Netherlands).
(RNAV 5)	339°/ -	9.7 NM	FL 255 / FL 175	even FL 240 / FL 180		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.
△ BINBO	532406.07N 0032029.35E					
(RNAV 5)	339°/ -	16.6 NM	FL 255 / FL 175	even FL 240 / FL 180		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 P1.

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
P2						
△ DOVER DME (DVR)	510945.44N 0012132.71E					Eastbound route only. Extremity of P2. Intersection with (U)L9, L10 and L18.
(RNAV 1)	- /094°	30.0 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: 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).
△ ZORFE	511256.13N 0003407.87E					
(RNAV 1)	- /094°	11.0 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: 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).
△ HABCI	511401.12N 0001644.96E					Intersection with 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**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
(RNAV 1)	- /094°	9.1 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: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 255); Freq: 128.430 (Below FL 255 to FL 195); Freq: 120.530 (Below FL 195).
△ PAWDE	511453.21N 0000216.94E					
(RNAV 1)	- /093°	45.7 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between NIGIT and 15 NM before PAWDE: 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 15 NM before PAWDE and PAWDE: 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 165); Freq: 120.530 (Below FL 165).
△ NIGIT	511846.96N 0011014.71W		MID R306 25.8 NM 233 FT			Intersection with L18.
(RNAV 1)	- /096°	15.0 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between SIRIC and 7 NM before NIGIT: London ACC Freq: 134.460 (FL 305 and above); Freq: 133.600 (Below FL 305 to FL 265); Freq: 134.755 (Below FL 265). Between 7 NM before NIGIT and NIGIT: 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).
△ SIRIC	512036.17N 0013358.89W					FRA Exit Point.
(RNAV 1)	- /096°	16.0 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: 134.755 (All Levels).
△ CAWZE	512227.35N 0015920.05W					

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)	- /096°	18.0 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: 134.755 (All Levels).
△ ORZEB	512425.86N 0022753.73W					
(RNAV 1)	- /095°	43.7 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. London ACC Freq: 134.755 (All Levels)
△ AMFUL	512844.40N 0033721.36W					Extremity of P2.

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
P4						
△ HAWFA	513208.71N 0023812.55W					Eastbound route only btn BCN and HAWFA. Extremity of P4. Intersection with L607.
(RNAV 5)	- /105°	9.7 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. 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).
△ LEKCI	513440.46N 0025314.66W					
(RNAV 5)	- /122°	16.6 NM	FL 245 / FL 75		odd FL 230 / FL 90	Between BCN and the southern boundary of Cotswold CTA 12 (513634N 0025802W): FL 245/FL 195 Class C, FL 195/FL 75 Class A. Between the southern boundary of Cotswold CTA 12 (513634N 0025802W) and LEKCI: FL 245/FL 195 Class C, FL 195/FL 105 Class A, FL 105/FL 75 Class D. 0600-2300 (0500-2200) London ACC Freq: 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).

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
△ BRECON DME (BCN)	514331.89N 0031546.92W					Westbound route only btn BCN and FELCA.
(RNAV 1)	300°/ -	5.6 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 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300 - 0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ TIZDU	514622.64N 0032337.75W					
(RNAV 1)	300°/ -	6.2 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 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ FELCA	514930.86N 0033219.61W					Extremity of P4. Intersection with L9.

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
P5						
△ DIGSU	520126N 0003805E					Extremity of P5. Intersection with N866 and UM185.
(RNAV 5)	014°/194°	20.2 NM	FL 460 / FL 245	odd FL 450 / FL 250	even FL 430 / FL 260	Class C. London ACC Freq: 133.940 (All Levels).
△ UMBAG	522052.37N 0004657.48E					
(RNAV 5)	013°/193°	63.4 NM	FL 460 / FL 245	odd FL 450 / FL 250	even FL 430 / FL 260	Class C. Between UMBAG and 5 NM north of UMBAG: London ACC Freq: 133.940 (All Levels). Between 5 NM north of UMBAG and ELNAB: 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
△ ELNAB	532211N 0011251E					
(RNAV 5)	013°/193°	24.5 NM	FL 460 / FL 245	odd FL 450 / FL 250	even FL 430 / FL 260	Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355).
△ BUZDE	534551.20N 0012312.42E					FRA Entry/Exit Point. Extremity of P5.
Route Remarks: DIGSU - BUZDE 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
P6						
△ LESTA	524427.09N 0010419.42W					Westbound route only. Extremity of P6.
(RNAV 5)	316°/ -	41.4 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C. Between LESTA and 15 NM south of RODOL: London ACC Freq: 127.105 (All Levels). Between 15 NM south of RODOL and RODOL: Scottish ACC Freq: 118.780 (All Levels).
△ RODOL	531417N 0015143W					Extremity of partition of P6. Intersection with L28.
(RNAV)						ROUTE BREAK - THIS ROUTE IS NOT CONTINUOUS.
△ NELBO	542924.15N 0051810.39W					Westbound route only. Extremity of partition of P6.
(RNAV 5)	289°/ -	5.5 NM	FL 255 / FL 55	even FL 240 / FL 60		FL 255/FL 195 Class C, FL 195/FL 55 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ IPSET	543105.63N 0052708.92W					
(RNAV 5)	289°/ -	28.5 NM	FL 255 / FL 55	even FL 240 / FL 60		FL 255/FL 195 Class C, FL 195/FL 55 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ BELZU	543940.00N 0061348.00W					Extremity of 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
P7						
△ LOGAN	514451.32N 0013642.58E		CLN R108 18.3 NM 100 FT			Westbound route only. Extremity of P7. Intersection with L980.
(RNAV 5)	- /227°	13.6 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).
△ IDESI	515351.74N 0015308.08E					
(RNAV 5)	- /227°	18.9 NM	FL 460 / FL 85		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between 5 NM before IDESI and 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 SONOG and 5 NM before IDESI: London ACC Freq: 133.940 (FL 215 and above); Freq: 135.425 (Below FL 215).
△ SONOG	520619.71N 0021610.08E					Intersection with Y4.
(RNAV 5)	- /204°	25.0 NM	FL 460 / FL 215		even FL 430 / FL 220	Class C. London ACC Freq: 133.940 (All Levels).
△ BARMI	522841.76N 0023413.73E					Intersection with P25.
(RNAV 5)	- /204°	18.8 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).
△ BUKUT	524530.21N 0024801.68E					Extremity of P7.

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
P16						
△ SKESO	494929.42N 0030202.60W					Eastbound (northbound) route only between SKESO and NOKIN. FIR Boundary. Extremity of P16.

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)	297°/ -	6.1 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 (FL 195 and above). Jersey Control Freq: 125.205 (Below FL 195).
△ LIFOX	495220.46N 0031022.75W					
(RNAV 1)	332°/ -	12.4 NM	FL 245 / FL 85	even FL 240 / FL 100		FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between LIFOX and 4 NM before EMWIP: London ACC Freq: 126.080 (FL 195 and above). Jersey Control Freq: 125.205 (Below FL 195). Between 4 NM before EMWIP and EMWIP: London ACC Freq: 126.080 (All Levels).
△ EMWIP	500319.72N 0031908.98W					
(RNAV 1)	332°/ -	15.2 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).
△ FIMCA	501648.49N 0033000.82W					Intersection with N22.
(RNAV 1)	332°/ -	13.8 NM	FL 245 / FL 145	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 126.080 (All Levels).
△ TOJAQ	502859.78N 0033956.26W					
(RNAV 1)	007°/ -	6.4 NM	FL 245 / FL 145	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 126.080 (All Levels).
△ ILZIC	503518.71N 0033844.20W					
(RNAV 1)	007°/ -	9.7 NM	FL 245 / FL 145	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 126.080 (All Levels).
△ EXKIC	504453.02N 0033654.36W					
(RNAV 1)	007°/ -	11.5 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: 126.080 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 126.080 (All Levels).
△ FARJO	505616.27N 0033442.70W					

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
(RNAV 1)	007°/ -	18.2 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C. London ACC Freq: 126.080 (All Levels).
△ EPACE	511420.88N 0033111.46W					Intersection with N91.
(RNAV 1)	007°/ -	41.8 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C. London ACC Freq: 134.755 (All Levels).
△ ACCOP	515544.33N 0032257.07W					
(RNAV 1)	002°/ -	12.6 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C. London ACC Freq: 133.600 (All Levels).
△ BIFCU	520816.67N 0032202.77W					
(RNAV 1)	002°/ -	19.6 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: 133.600 (All Levels).
△ MOCQO	522748.08N 0032037.20W					
(RNAV 1)	002°/ -	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: 133.600 (All Levels).
△ PEPZE	523746.62N 0031952.98W					
(RNAV 1)	020°/ -	5.9 NM	FL 245 / FL 145	even FL 240 / FL 160		FL 245/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 133.600 (All Levels).
△ AXCIS	524319.48N 0031634.76W					
(RNAV 1)	020°/ -	5.7 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 133.600 (FL 145 and above). Scottish ACC Freq: 128.055 (Below FL 145).
△ MOFWE	524839.37N 0031323.42W					
(RNAV 1)	020°/ -	5.2 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: 133.600 (FL 145 and above). Scottish ACC Freq: 128.055 (Below FL 145).
△ MONTY	525334.00N 0031026.44W		WAL R183 30.0 NM 55 FT			Intersection with N864.
(RNAV 5)	043°/ -	15.3 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 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 ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ NOKIN	530436.00N 0025258.25W					Intersection with N862 and P17.
(RNAV 5)	020°/200°	23.7 NM	FL 245 / FL 105	even FL 240 / FL 200	odd FL 230 / FL 190	FL 245/FL 195 Class C, FL 195/FL 105 Class A. Scottish ACC Freq: 118.780 (Above FL 195); Freq: 128.055 (FL 195 and below).
△ ASMIM	532645.75N 0023910.71W		WAL R079 17.6 NM 55 FT			
(RNAV 5)	020°/200°	11.6 NM	FL 245 / FL 105	even FL 240 / FL 200	odd FL 230 / FL 190	FL 245/FL 195 Class C, FL 195/FL 105 Class A. Scottish ACC Freq: 118.780 (Above FL 195); Freq: 128.055 (FL 195 and below).
△ CROFT	533736.89N 0023219.85W		WAL R056 25.6 NM 55 FT			Intersection with L612 and Y70.
(RNAV 5)	020°/200°	25.0 NM	FL 245 / FL 105	even FL 240 / FL 200	odd FL 230 / FL 190	FL 245/FL 195 Class C, FL 195/FL 105 Class A. Scottish ACC Freq: 118.780 (Above FL 195); Freq: 135.715 (FL 195 and below).
△ RIBEL	540058.00N 0021722.76W					Eastbound route only btn GASKO and RIBEL. Intersection with N601.
(RNAV 5)	- /223°	17.2 NM	FL 255 / FL 125		odd FL 250 / FL 190	FL 255/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 118.780 (Above FL 195); Freq: 135.715 (FL 195 and below).
△ GASKO	541328.97N 0015721.30W		POL R010 29.4 NM 1438 FT			Extremity of P16.
Route Remarks: Due to ATC operational requirements, the cruising level allocation between TOJAQ and GASKO 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
P17						
△ ZESPE	513309.63N 0025314.43W					Westbound (southbound) route only between NOKIN and ZESPE. Extremity of P17. Intersection with N92.
(RNAV 1)	- /187°	18.3 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. London ACC Freq: 134.755 (All Levels).
△ ELNIF	515119.24N 0024921.61W					
(RNAV 1)	- /183°	3.1 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. London ACC Freq: 134.755 (All Levels)
△ OXCUD	515423.03N 0024906.11W					

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)	- /183°	8.9 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. London ACC Freq: 134.755 (All Levels).
△ OSSEP	520317.32N 0024820.85W					
(RNAV 1)	- /183°	17.4 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. London ACC Freq: 133.600 (All Levels).
△ EDFAR	522035.66N 0024652.02W					
(RNAV 1)	- /183°	10.0 NM	FL 245 / FL 175		odd FL 230 / FL 190	FL 245/FL 195 Class C, FL 195/FL 175 Class A. London ACC Freq: 133.600 (All Levels).
△ BEPHE	523033.98N 0024600.31W					
(RNAV 1)	- /183°	6.2 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: 133.600 (All Levels).
△ ATHAS	523644.93N 0024528.05W					
(RNAV 1)	- /170°	5.8 NM	FL 245 / FL 145		odd FL 230 / FL 150	FL 245/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 133.600 (All Levels).
△ CONHA	524226.44N 0024659.26W					
(RNAV 1)	- /170°	5.5 NM	FL 245 / FL 125		odd FL 230 / FL 130	FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 133.600 (FL 145 and above). Scottish ACC Freq: 128.055 (Below FL 145).
△ MIDJO	524754.42N 0024827.24W					
(RNAV 1)	- /170°	16.9 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. Between NOKIN and 6 NM from MIDJO: Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195). Between 6 NM from MIDJO and MIDJO: London ACC Freq: 133.600 (FL 145 and above). Scottish ACC Freq: 128.055 (Below FL 145).
△ NOKIN	530436.00N 0025258.25W					Intersection with N862 and P16.
(RNAV 5)	034°/214°	12.9 NM	FL 245 / FL 105	even FL 240 / FL 120	odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 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 ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ KUXEM	531511.07N 0024046.76W		MCT R247 16.3 NM 280 FT			
(RNAV 5)	034°/214°	15.9 NM	FL 245 / FL 105	even FL 240 / FL 120	odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ BARTN	532814.17N 0022541.11W		POL R215 20.1 NM 1438 FT			Intersection with L612 and L975.
(RNAV 5)	035°/215°	20.1 NM	FL 245 / FL 105	even FL 240 / FL 120	odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ POLE HILL VOR/DME (POL)	534437.60N 0020611.83W					Eastbound route only btn POL and MEJAC. Intersection with N601 and P18.
(RNAV 5)	015°/ -	17.2 NM	FL 245 / FL 95	odd FL 230 / FL 110		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).
△ NUKPE	540110.08N 0015839.48W					
(RNAV 5)	015°/ -	3.9 NM	FL 255 / FL 125	odd FL 250 / FL 130		FL 255/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).
△ IPSIR	540454N 0015657W					
(RNAV 5)	015°/ -	5.9 NM	FL 255 / FL 125	odd FL 250 / FL 130		FL 255/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ OBOXA	541035.55N 0015420.13W					
(RNAV 5)	015°/ -	10.0 NM	FL 255 / FL 195	odd FL 250 / FL 210		FL 255/FL 195 Class C. Scottish ACC Freq: 118.780.
△ MEJAC	542012.55N 0014952.57W					Extremity of P17.

Route Remarks:
ATHAS - OXCUD CDR H24.

Due to ATC operational requirements, the cruising level allocation between NOKIN and POL and between ATHAS and ZESPE is inappropriate to the MAG Track.

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
P18						
△ TELBA	523952.00N 0021906.97W					Extremity of P18.
(RNAV 5)	013°/193°	12.2 NM	FL 245 / FL 145	even FL 240 / FL 160	odd FL 230 / FL 150	FL 245/FL 195 Class C, FL 195/FL 145 Class A. London ACC Freq: 134.390 (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 L8.
(RNAV 5)	005°/185°	8.9 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 134.430 (Below FL 195).
△ UTUXA	530030.45N 0021312.52W					Intersection with N859.
(RNAV 5)	005°/185°	8.1 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. 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 L612.
(RNAV 5)	005°/185°	36.2 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 LISTO and abm MCT: Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 134.430 (Below FL 195). Between abm MCT 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					Intersection with N57 and P17.
(RNAV 5)	010°/190°	16.8 NM	FL 245 / FL 95	even FL 240 / FL 100	odd FL 230 / FL 110	FL 255/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).
△ LEHOC	540108.08N 0020108.08W					
(RNAV 5)	010°/190°	4.7 NM	FL 255 / FL 125	even FL 240 / FL 140	odd FL 250 / FL 130	FL 255/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 135.715 (Below FL 195).
△ IDKOL	540543N 0015945W					
(RNAV 5)	010°/190°	3.2 NM	FL 255 / FL 125	even FL 240 / FL 140	odd FL 250 / FL 130	FL 255/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 133.800 (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
△ ABKAT	540853.12N 0015846.69W					
(RNAV 5)	010°/190°	4.7 NM	FL 255 / FL 125	even FL 240 / FL 140	odd FL 250 / FL 130	FL 255/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 133.800 (All Levels).
△ GASKO	541328.97N 0015721.30W		POL R010 29.4 NM 1438 FT			Intersection with P16 and Y250.
(RNAV 5)	010°/190°	11.7 NM	FL 255 / FL 125	even FL 240 / FL 140	odd FL 250 / FL 130	FL 255/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 133.800.
△ UVAVU	542500.07N 0015345.95W					
(RNAV 5)	010°/190°	8.0 NM	FL 255 / FL 105	even FL 240 / FL 120	odd FL 250 / FL 110	FL 255/FL 195 Class C, FL 195/FL 125 Class A, FL 125/FL 105 Class D. Scottish ACC Freq: 124.500 (FL 225 and above); Freq: 133.800 (Below FL 225 to FL 165); Newcastle Approach Freq: 124.380 (Below FL 165).
△ TILNI	543251.41N 0015117.89W		POL R010 49.1 NM 1438 FT			
(RNAV 5)	010°/190°	10.0 NM	FL 255 / FL 75	even FL 240 / FL 80	odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 125 Class A, FL 125/FL 75 Class D. Scottish ACC Freq: 124.500 (FL 225 and above); Freq: 133.800 (Below FL 225 to FL 165); Newcastle Approach Freq: 124.380 (Below FL 165).
△ GIRLI	544240.51N 0014811.49W					
(RNAV 5)	010°/190°	20.0 NM	FL 255 / FL 55	even FL 240 / FL 60	odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/FL 125 Class A, FL 125/FL 55 Class D. Scottish ACC Freq: 124.500 (FL 225 and above); Freq: 133.800 (Below FL 225 to FL 165); Newcastle Approach Freq: 124.380 (Below FL 165).
△ NATEB	550218.41N 0014154.13W					Intersection with Y96.
(RNAV 5)	010°/190°	4.7 NM	FL 255 / FL 75	even FL 240 / FL 80	odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 75 Class D. Scottish ACC Freq: 124.500 (All Levels).
△ ELMUD	550656N 0014024W					
(RNAV 5)	010°/190°	20.3 NM	FL 255 / FL 155	even FL 240 / FL 160	odd FL 250 / FL 170	FL 255/FL 195 Class C, FL 195/FL 155 Class D. Scottish ACC Freq: 124.500 (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
△ ALASO	552650.23N 0013353.69W					
(RNAV 5)	348°/168°	15.7 NM	FL 255 / FL 155	even FL 240 / FL 160	odd FL 250 / FL 170	FL 255/FL 195 Class C, FL 195/FL 155 Class D. Scottish ACC Freq: 124.500 (All Levels).
△ RITSI	554209.36N 0013925.50W					
(RNAV 5)	348°/168°	12.9 NM	FL 255 / FL 155	even FL 240 / FL 160	odd FL 250 / FL 170	FL 255/FL 195 Class C, FL 195/FL 155 Class D. Scottish ACC Freq: 124.500 (All Levels).
△ MADAD	555447.35N 0014402.48W					
(RNAV 5)	348°/168°	18.4 NM	FL 255 / FL 155	even FL 240 / FL 160	odd FL 250 / FL 170	FL 255/FL 195 Class C, FL 195/FL 155 Class D. Scottish ACC Freq: 124.500 (All Levels).
△ NEXUS	561243.34N 0015040.99W					
(RNAV 5)	348°/168°	17.5 NM	FL 255 / FL 135	even FL 240 / FL 140	odd FL 250 / FL 150	FL 255/FL 195 Class C, FL 195/FL 135 Class D. Scottish ACC Freq: 124.500 (All Levels).
△ BALID	562949.16N 0015706.88W					
(RNAV 5)	348°/168°	10.0 NM	FL 255 / FL 115	even FL 240 / FL 120	odd FL 250 / FL 130	FL 255/FL 195 Class C, FL 195/FL 115 Class D. Scottish ACC Freq: 124.500 (All Levels).
△ UPGET	563935N 0020050W					
(RNAV 5)	348°/168°	10.0 NM	FL 255 / FL 75	even FL 240 / FL 80	odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 75 Class D. Scottish ACC Freq: 124.500 (All Levels).
△ OKPAL	564921N 0020435W					
(RNAV 5)	348°/168°	6.3 NM	FL 255 / FL 65	even FL 240 / FL 80	odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/FL 65 Class D. Scottish ACC Freq: 124.500 (All Levels).
△ EPCAN	565532N 0020659W					
(RNAV 5)	348°/168°	23.7 NM	FL 255 / FL 115	even FL 240 / FL 120	odd FL 250 / FL 130	FL 255/FL 195 Class C, FL 195/FL 115 Class D. Scottish ACC Freq: 124.500 (All Levels).
△ ABERDEEN VOR/DME (ADN)	571837.62N 0021602.09W					Extremity of P18.

Route Remarks:
NATEB - ADN CDR H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z.

Rest of P18 - PERM.

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

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
P25						
△ LAPRA	520707.18N 0011236.45E					Westbound route only. Extremity of P25.
(RNAV 5)	- /245°	15.8 NM	FL 460 / FL 105		even FL 430 / FL 120	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).
△ MIPVO	521329N 0013609E					
(RNAV 5)	- /245°	8.9 NM	FL 460 / FL 165		even FL 430 / FL 180	FL 460/FL 195 Class C, FL 195/FL 165 Class A. London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ DITOB	521701.15N 0014927.08E					
(RNAV 5)	- /245°	10.0 NM	FL 460 / FL 195		even FL 430 / FL 200	Class C. London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ MEGEL	522057.94N 0020425.20E					
(RNAV 5)	- /245°	19.8 NM	FL 460 / FL 195		even FL 430 / FL 200	Class C. London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ BARMI	522841.76N 0023413.73E					Extremity of P25.

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
P44						
△ BRAIN	514839.91N 0003906.00E		BKY R114 24.4 NM 486 FT			Eastbound route only. Extremity of P44.
(RNAV 5)	081°/ -	5.3 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).
△ DAGGA	514919.37N 0004739.00E		CLN R262 13.2 NM 100 FT			
(RNAV 5)	081°/ -	13.2 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 121.230 (Below FL 155).

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
△ CLACTON VOR/DME (CLN)	515054.50N 0010851.32E					Intersection with L620.
(RNAV 5)	065°/ -	21.6 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between CLN and 9 NM from CLN: London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 121.230 (Below FL 155). Between 9 NM from CLN and RATLO: London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ RATLO	515929.13N 0014055.18E					Intersection with M197.
(RNAV 5)	060°/ -	11.2 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).
△ PIXAM	520447N 0015650E					
(RNAV 5)	060°/ -	29.1 NM	FL 460 / FL 195	odd FL 450 / FL 210		Class C. London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ SOMVA	521826.00N 0023838.44E					FIR/UIR Boundary. Extremity of P44. Intersection with UP155 (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
P49						
△ XAMAN	514704.77N 0021326.94E					Westbound route only. FIR/UIR Boundary. Extremity of P49.
(RNAV 5)	296°/ -	14.3 NM	FL 460 / FL 105	even FL 430 / FL 120		FL 460/FL 195 Class C, FL 195/FL 105 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
△ IDESI	515351.74N 0015308.08E					Intersection with Y6.
(RNAV 5)	296°/ -	28.3 NM	FL 460 / FL 105	even FL 430 / FL 120		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					Extremity of P49.
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
P69						
△ BRECON DME (BCN)	514331.89N 0031546.92W					Eastbound route only. Extremity of P69.
(RNAV 5)	008°/ -	5.0 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above). Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ EXBUM	514829.61N 0031433.78W					
(RNAV 5)	008°/ -	5.0 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ FEBWI	515327.13N 0031320.42W					
(RNAV 5)	008°/ -	4.0 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).

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
△ INFUS	515725.85N 0031221.35W					
(RNAV 5)	008°/ -	5.0 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: 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).
△ DIZIM	520223.59N 0031107.44W					Extremity of P69. Intersection with N864.
Route Remarks: 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
P70						
△ AGCAT	515128.74N 0044454.82W					Eastbound route only. Extremity of P70. Intersection with Q63.
(RNAV 1)	- /101°	18.2 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).
△ ADHAV	515452.88N 0051348.51W					
(RNAV 1)	- /106°	31.3 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).
△ ENJEX	520321.06N 0060227.78W					FIR Boundary. Extremity of P70.
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
P72						
△ ALHAD	512346.75N 0010858.16W					Eastbound route only. Extremity of P72.

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)	063°/ -	38.4 NM	FL 460 / FL 165	odd FL 450 / FL 170		FL 460/FL 195 Class C, FL 195/FL 165 Class A. Between ALHAD and 17 NM before IPRIL: 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 17 NM before IPRIL 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).
△ IPRIL	514028.81N 0001335.35W					Intersection with M197.
(RNAV 5)	043°/ -	6.3 NM	FL 460 / FL 165	odd FL 450 / FL 170		FL 460/FL 195 Class C, FL 195/FL 165 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).
△ BROOKMANS PARK DME (BPK)	514459.05N 0000624.25W					Extremity of P72. Intersection with UM185, N16 and Q295.

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
P73						
△ GOBNU	512052.92N 0010625.12W					Eastbound route only. Extremity of P73.
(RNAV 1)	- /119°	15.7 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: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 155); Freq: 134.125 (Below FL 155).
△ REFQI	512846.15N 0012804.33W					
(RNAV 1)	- /084°	7.9 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: 134.755 (All Levels).
△ NUCHU	512808.10N 0014035.43W					Extremity of P73.

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
P83						
△ BOLRO	500000.00N 0014129.43W					Eastbound route only. FIR Boundary. Extremity of P83.
(RNAV 5)	023°/ -	34.2 NM	FL 245 / FL 125	even FL 240 / FL 200		Between BOLRO and 501437N 0013130W: Class C. Between 501437N 0013130W and KATHY: FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 127.830 (All Levels).
△ KATHY	503113.59N 0012000.23W		SAM R178 26.1 NM 64 FT			Intersection with L89 and L980.
(RNAV 5)	358°/ -	8.6 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: 127.830 (All Levels).
△ ELDER	503948.10N 0012013.93W		SAM R178 17.5 NM 64 FT			
(RNAV 5)	358°/ -	17.5 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: 127.830 (All Levels).
△ SOUTHAMPTON DME (SAM)	505718.90N 0012042.20W					Extremity of P83. Intersection with Q41.
Route Remarks: BOLRO - KATHY FL 195 and above CDR, below FL 195 unavailable for Flight Planning but may be used tactically by ATC. Rest of P83 - PERM. Due to ATC operational requirements, the cruising level allocation 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
P86						
△ SAWPE	513504.67N 0013916.42W					FRA Entry Point. Westbound route only. Extremity of P86. Intersection with Q63.
(RNAV 5)	- /261°	9.8 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: 134.460 (FL 305 and above); Freq: 133.600 (Below FL 305 to FL 265); Freq: 134.755 (Below FL 265).
△ DIDZA	513627.71N 0012343.46W					Intersection with L9 and N14.

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)	- /224°	20.5 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: 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: 119.780 (Below FL 165).
△ SILVA	515051.34N 0010019.40W					Extremity of P86.

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
P87						
△ BOLRO	500000.00N 0014129.43W					Eastbound route only. FIR Boundary. Extremity of P87.
(RNAV 1)	016°/ -	16.7 NM	FL 245 / FL 125	even FL 240 / FL 200		Between BOLRO and 501101N 0013609W: Class C. Between 501101N 0013609W and ROXOG: FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 127.830 (All Levels).
△ ROXOG	501558.29N 0013344.41W					Extremity of P87. Intersection with L982.

Route Remarks:
FL 195 and above CDR, below FL195 unavailable for Flight Planning but may be used tactically by ATC.

Due to ATC operational requirements, the cruising level allocation 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
P88						
△ ODREP	500000.00N 0013007.46W					Eastbound route only. FIR Boundary. Extremity of P88.
(RNAV 1)	016°/ -	15.8 NM	FL 245 / FL 125	even FL 240 / FL 200		Class C. London ACC Freq: 127.830 (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**
					↓	**↑**	
△	GOKTU	501504.87N 0012244.57W					
(RNAV 1)		016°/ -	15.8 NM	FL 245 / FL 125	even FL 240 / FL 200		Between GOKTU and 502510N 0011746W: Class C. Between 502510N 0011746W and VASUX: FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 127.830 (All Levels).
△	VASUX	503009.23N 0011516.99W					Extremity of P88.
Route Remarks: FL 195 and above CDR, below FL195 unavailable for Flight Planning but may be used tactically by ATC. Due to ATC operational requirements, the cruising level allocation 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**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
					↓	**↑**	
P137							
△	REDFA	520652.75N 0022916.81E					Eastbound route only. UIR Boundary. Extremity of P137. Intersection with UL620 (see AIP Netherlands).
(RNAV 5)		- /097°	91.8 NM	FL 460 / FL 205		odd FL 450 / FL 210	Class C. London ACC Freq: 133.940 (All Levels).
△	SIVDA	522121.54N 0000147.01E					Extremity of P137.

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
P144						
△ MATCH	514645.20N 0001500.00E		BPK R082 13.4 NM 392 FT			Eastbound route only. Extremity of P144.
(RNAV 5)	043°/ -	20.5 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between MATCH and 8 NM from MATCH: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155). Between 8 NM from MATCH and DIGSU: London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 121.230 (Below FL 155).
△ DIGSU	520126N 0003805E					Intersection with M85 and N866.
(RNAV 5)	034°/ -	23.6 NM	FL 460 / FL 195	odd FL 450 / FL 210		Class C. Between DIGSU and 12 NM from DIGSU: London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245). Between 12 NM from DIGSU and TUZLA: London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ TUZLA	522040.55N 0010011.74E					
(RNAV 5)	034°/ -	67.6 NM	FL 460 / FL 245	odd FL 450 / FL 250		Class C. Between TUZLA and 6 NM from TUZLA: London ACC Freq: 133.940 (All Levels). Between 6 NM from TUZLA and LATMU: London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355).
△ LATMU	531525N 0020522E					
(RNAV 5)	032°/ -	16.3 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).
△ SAMHO	532853.89N 0022043.51E					FRA Entry Point. Extremity of P144.
Route Remarks: MATCH - SAMHO 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
P155						
△ SOMVA	521826.00N 0023838.44E					Eastbound route only. FIR Boundary. Continues as UP155 (see AIP Netherlands).
(RNAV 5)	- /090°	28.5 NM	FL 460 / FL 245		odd FL 450 / FL 250	Class C. London ACC Freq: 133.940 (All Levels).
△ ABEDA	521939.63N 0015215.84E					
(RNAV 5)	- /090°	13.5 NM	FL 460 / FL 195		odd FL 450 / FL 210	Class C. London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ BANEM	522008.11N 0013019.26E					
(RNAV 5)	- /090°	26.6 NM	FL 460 / FL 195		odd FL 450 / FL 210	Class C. London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△ UMBAG	522052.37N 0004657.48E					
(RNAV 5)	- /089°	27.7 NM	FL 460 / FL 195		odd FL 450 / FL 210	Class C. London ACC Freq: 133.940 (FL 215 and above); Freq: 124.930 (Below FL 215).
△ SIVDA	522121.54N 0000147.01E					Intersection with P137.
(RNAV 5)	- /089°	9.7 NM	FL 460 / FL 195		odd FL 450 / FL 210	Class C. London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 215); Freq: 130.925 (Below FL 215).
△ BANTO	522127.65N 0001357.38W					
(RNAV 5)	- /089°	17.0 NM	FL 460 / FL 195		odd FL 450 / FL 210	Class C. London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 215); Freq: 130.925 (Below FL 215).
△ EBOTO	522133.30N 0004139.63W					
(RNAV 5)	- /089°	25.7 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 450/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 215); Freq: 130.925 (Below FL 215).
△ UNGAP	522129.49N 0012338.97W		HON R089 9.9 NM 435 FT			
(RNAV 5)	- /089°	9.9 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 450/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 225); 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 L15 and UL612.
(RNAV 5)	- /088°	22.9 NM	FL 460 / FL 305		odd FL 450 / FL 310	Class C. London ACC Freq: 134.390 (All levels).
△ FACTU	522102.96N 0021713.23W					FRA Exit Point. Extremity of P155.
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
P166						
△ DAVENTRY DME (DTY)	521048.51N 0010649.64W					Eastbound route only. Extremity of P166.
(RNAV 5)	066°/ -	10.5 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: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 215); Freq: 130.925 (Below FL 215).
△ WELIN	521450.25N 0005108.41W		HON R101 30.6 NM 435 FT			
(RNAV 5)	073°/ -	23.8 NM	FL 460 / FL 205	odd FL 450 / FL 210		Class C. London ACC Freq: 133.940 (All Levels).
△ BANTO	522127.65N 0001357.38W					Extremity of P166. Intersection with P155.

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
P600						
△ ROTEV	540143.72N 0060358.39W					Northbound route only btn ROTEV and BLACA. FIR Boundary.
(RNAV 5)	027°/ -	37.8 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).

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
△ GOTNA	543541.43N 0053552.85W					
(RNAV 5)	042°/ -	23.1 NM	FL 255 / FL 55	odd FL 250 / FL 70		FL 255/FL 195 Class C, FL 195/FL 55 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ BLACA	545300.00N 0050931.92W		TRN R208 28.9 NM 586 FT			Intersection with P620.
(RNAV 5)	027°/207°	15.3 NM	FL 255 / FL 55	odd FL 250 / FL 70	even FL 240 / FL 60	FL 255/FL 195 Class C, FL 195/FL 55 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ TUNSO	550640.24N 0045740.78W		TRN R208 13.6 NM 586 FT			
(RNAV 5)	027°/207°	5.0 NM	FL 255 / FL 55	odd FL 250 / FL 70	even FL 240 / FL 60	FL 255/FL 195 Class C, FL 195/FL 55 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ GIRVA	551107.99N 0045346.67W		TRN R208 8.6 NM 586 FT			Base level change is aligned with Scottish TMA.
(RNAV 5)	027°/207°	8.6 NM	FL 255 / 6000 FT ALT	odd FL 250 / FL 70	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).
△ TURNBERRY DME (TRN)	551848.28N 0044701.91W					
(RNAV 5)	035°/216°	29.4 NM	FL 255 / 6000 FT ALT	odd FL 250 / FL 70	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).
△ FENIK	554254.65N 0041730.91W		GOW R152 10.7 NM 46 FT			Intersection with L612.
(RNAV 5)	036°/216°	5.4 NM	FL 255 / 6000 FT ALT	odd FL 250 / FL 70	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).
△ GOSAM	554719.18N 0041202.10W		TRN R035 34.8 NM 586 FT			
(RNAV 5)	036°/216°	30.0 NM	FL 255 / 6000 FT ALT	odd FL 250 / FL 70	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).
△ GRICE	561148.00N 0034107.79W		GOW R053 32.2 NM 46 FT			Intersection with N601.
(RNAV 5)	036°/216°	2.7 NM	FL 255 / 6000 FT ALT	odd FL 250 / FL 70	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).
△ ENUKU	561400N 0033819W					
(RNAV 5)	036°/216°	4.4 NM	FL 255 / FL 55	odd FL 250 / FL 70	even FL 240 / FL 60	FL 255/FL 195 Class C, FL 195/FL 55 Class A. Scottish ACC Freq: 124.500 (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
△ EDONU	561736N 0033341W					
(RNAV 5)	036°/216°	5.6 NM	FL 255 / FL 85	odd FL 250 / FL 90	even FL 240 / FL 100	FL 255/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 124.500 (All Levels).
△ FINDO	562209.05N 0032748.80W					
(RNAV 5)	036°/216°	5.4 NM	FL 255 / FL 85	odd FL 250 / FL 90	even FL 240 / FL 100	FL 255/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 124.500 (All Levels).
△ PERTH VOR (PTH)	562632.63N 0032206.96W					
(RNAV 5)	035°/215°	18.4 NM	FL 255 / FL 105	odd FL 250 / FL 110	even FL 240 / FL 120	FL 255/FL 195 Class C, FL 195/FL 105 Class A. Scottish ACC Freq: 124.500 (All Levels).
△ ASNUD	564139.00N 0030320.35W					Intersection with N864.
(RNAV 5)	035°/215°	5.1 NM	FL 255 / FL 105	odd FL 250 / FL 110	even FL 240 / FL 120	FL 255/FL 195 Class C, FL 195/FL 105 Class A. Scottish ACC Freq: 124.500 (All Levels).
△ GANKI	564548N 0025808W					
(RNAV 5)	035°/215°	10.0 NM	FL 255 / FL 85	odd FL 250 / FL 90	even FL 240 / FL 100	FL 255/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 124.500 (All Levels).
△ GLESK	565400.00N 0024745.28W					
(RNAV 5)	035°/215°	4.1 NM	FL 255 / FL 55	odd FL 250 / FL 70	even FL 240 / FL 60	FL 255/FL 195 Class C, FL 195/FL 55 Class A. Scottish ACC Freq: 124.500 (All Levels).
△ NAXIL	565724N 0024326W					
(RNAV 5)	035°/215°	26.0 NM	FL 255 / FL 115	odd FL 250 / FL 130	even FL 240 / FL 120	FL 255/FL 195 Class C, FL 195/FL 115 Class A. Scottish ACC Freq: 124.500 (All Levels).
△ ABERDEEN VOR/DME (ADN)	571837.62N 0021602.09W					Intersection with Y904 and Y905.
(RNAV 5)	066°/246°	26.0 NM	FL 195 / FL 65	odd FL 190 / FL 70	even FL 180 / FL 80	Class E and TMZ. (See Note) Within the confines of the Aberdeen CTR/CTA, P600 assumes the airspace classification of the Aberdeen CTR/ CTA. Scottish ACC Freq: 134.850 (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
△ OSLEL	572858.48N 0013158.07W					
(RNAV 5)	066°/247°	9.1 NM	FL 195 / FL 105	odd FL 190 / FL 110	even FL 180 / FL 120	Class E and TMZ. (See Note) Scottish ACC Freq: 134.850 (All Levels).
△ LESNI	573233.14N 0011622.40W					
(RNAV 5)	067°/247°	24.9 NM	FL 255 / FL 105	odd FL 250 / FL 110	even FL 240 / FL 120	FL 255/FL 195 Class C, FL 195/FL 105 Class E and TMZ. (See Note) Scottish ACC Freq: 134.850 (All Levels).
△ BUDON	574206.85N 0003343.38W					
(RNAV 5)	067°/247°	30.0 NM	FL 255 / FL 195	odd FL 250 / FL 210	even FL 240 / FL 200	Class C. Scottish ACC Freq: 134.850 (All Levels).
△ OVDAN	575320.66N 0001818.06E					Extremity of P600.

Route Remarks:
When gliding conditions are favourable the use of P600 between GRICE and PTH may be suspended during daylight hours on Saturdays and Sundays. Aircraft will then be routed via N864 by Scottish ACC.

Transponder carriage and operation required within that part of P600 notified as Class E and TMZ.

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
P620						
△ NIMAT	535754.10N 0054431.75W					Westbound route only. FIR Boundary. For continuation see AIP Ireland.
(RNAV 5)	- /207°	12.0 NM	FL 255 / FL 95		even FL 240 / FL 100	FL 255/FL 195 Class C, FL 195/FL 95 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ NUMPI	540840.17N 0053536.26W					
(RNAV 5)	- /207°	23.1 NM	FL 255 / FL 95		even FL 240 / FL 100	FL 255/FL 195 Class C, FL 195/FL 95 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ NELBO	542924.15N 0051810.39W					
(RNAV 5)	- /193°	24.2 NM	FL 255 / FL 95		even FL 240 / FL 100	FL 255/FL 195 Class C, FL 195/FL 95 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ BLACA	545300.00N 0050931.92W		TRN R208 28.9 NM 586 FT			Extremity of P620.

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
Q3						
△ LAMBOURNE DME (LAM)	513845.69N 0000906.13E					Westbound route only btn LAM and OCK.
(RNAV 5)	226°/ -	30.4 NM	FL 245 / FL 95	even FL 240 / FL 100		FL 245/FL 195 Class C, FL 195/FL 95 Class A. Between LAM and abm BPK: London ACC Freq: 128.160 (All Levels). Between abm BPK and 5 NM north of OCK: London ACC Freq: 132.165 (FL 215 and above); Freq: 127.955 (Below FL 215). Between 5 NM north of OCK and OCK: London ACC Freq: 132.605 (FL 215 and above); Freq: 127.955 (Below FL 215).
△ OCKHAM DME (OCK)	511818.17N 0002649.86W					Eastbound route only btn OCK and MOGLI.
(RNAV 5)	001°/ -	30.1 NM	FL 460 / FL 185	odd FL 450 / FL 190		FL 460/FL 195 Class C, FL 195/FL 185 Class A. Between OCK and 5 NM south of HEMEL: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215). Between 5 NM south of HEMEL and HEMEL: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 130.925 (Below FL 215).
△ HEMEL	514820.00N 0002509.78W					Intersection with T420.
(RNAV 5)	009°/ -	30.7 NM	FL 460 / FL 245	odd FL 450 / FL 250		Class C. Between HEMEL and 10 NM north of HEMEL: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305). Between 10 NM north of HEMEL and MOGLI: London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295).
△ MOGLI	521830.00N 0001608.63W					Extremity of Q3. 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
Q4						
△ EMBOR	525748.00N 0011745.25W					Westbound route only btn EMBOR and LISTO. Extremity of Q4.
(RNAV 5)	291°/ -	14.6 NM	FL 245 / FL 115	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 115 Class A. London ACC Freq: 127.105 (FL 195 and above). Scottish ACC Freq: 134.430 (Below FL 195).
△ TRENT DME (TNT)	530314.23N 0014011.90W					Intersection with L28.
(RNAV 5)	285°/ -	19.9 NM	FL 245 / FL 75	even FL 240 / FL 80		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).
△ LISTO	530835.93N 0021156.54W		POL R185 36.2 NM 1438 FT			
(RNAV 5)	296°/116°	21.6 NM	FL 245 / FL 75	even FL 240 / FL 80	odd FL 230 / FL 210	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).
△ VABKA	531808.31N 0024410.02W					Intersection with L8.
(RNAV 5)	290°/110°	15.3 NM	FL 245 / FL 75	even FL 240 / FL 80	odd FL 230 / FL 210	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).
△ WALLASEY VOR/DME (WAL)	532330.97N 0030804.06W					Eastbound route only btn GIGTO and WAL. Intersection with L10, L975, M146 and N864.
(RNAV 5)	- /113°	11.7 NM	FL 245 / FL 145		odd FL 230 / FL 150	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ NOMSU	532806.04N 0032603.79W					
(RNAV 5)	- /113°	25.7 NM	FL 245 / FL 145		odd FL 230 / FL 150	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ GIGTO	533801.06N 0040550.62W					Extremity of Q4.

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
Q36						
△ NUGRA	530146.43N 0021813.52W		WAL R126 37.0 NM 55 FT			Eastbound route only. Extremity of Q36. Intersection with Y53.
(RNAV 1)	- /113°	45.4 NM	FL 460 / FL 145		odd FL 450 / FL 150	Between NUGRA and 6 NM east of EPOXI: FL 460/FL 195 Class C, FL 195/FL 145 Class A. Between 6 NM east of EPOXI and EPOXI: 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).
△ EPOXI	531958.70N 0032717.71W					Intersection with L15.
(RNAV 1)	- /113°	7.4 NM	FL 460 / FL 85		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).
△ NOSLO	532253.72N 0033841.89W					Intersection with Z197.
(RNAV 1)	- /094°	11.8 NM	FL 460 / FL 85		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).
△ ALAVA	532342.60N 0035817.31W					Intersection with Z195.
(RNAV 1)	- /094°	32.0 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).
△ ABGEP	532539.32N 0045139.71W					
(RNAV 1)	- /094°	11.0 NM	FL 460 / FL 125		odd FL 450 / FL 130	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 ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ RULAV	532614.35N 0051001.25W					
(RNAV 1)	- /093°	12.0 NM	FL 460 / FL 45		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 to FL 245). ATS delegated to Dublin ACC Freq: 129.180 (Below FL 245).
△ ENDEQ	532644.38N 0053000.00W					FIR/UIR Boundary. Extremity of Q36.
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
Q37						
△ MALUD	532448.17N 0033630.30W		WAL R275 17.1 NM 55 FT			Eastbound route only. Extremity of Q37. Intersection with L15, (U)L975 and Q38.
(RNAV 1)	- /109°	13.4 NM	FL 460 / FL 85		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).
△ DONAX	532911.34N 0035740.24W					
(RNAV 1)	- /094°	32.0 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).
△ BAVUD	533108.30N 0045109.14W					
(RNAV 1)	- /094°	11.0 NM	FL 460 / FL 125		odd FL 450 / FL 130	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 ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ BAKOX	533143.40N 0050933.03W					
(RNAV 1)	- /093°	12.2 NM	FL 460 / FL 45		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 to FL 245). ATS delegated to Dublin ACC Freq: 129.180 (Below FL 245).
△ BOFUM	533213.98N 0053000.00W					FIR/UIR Boundary. Extremity of Q37.
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
Q38						
△ NUGRA	530146.43N 0021813.52W		WAL R126 37.0 NM 55 FT			Eastbound route only. Extremity of Q38. Intersection with (U)Y53.
(RNAV 1)	- /116°	42.7 NM	FL 460 / FL 145		odd FL 450 / FL 150	Between NUGRA and 3 NM east of VOLFI: FL 460/FL 195 Class C, FL 195/FL 145 Class A. Between 3 NM east of VOLFI and VOLFI: Class C (All Levels). 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).
△ VOLFI	532035.13N 0032150.51W					Intersection with Z197.
(RNAV 1)	- /116°	9.7 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
△ MALUD	532448.17N 0033630.30W		WAL R275 17.1 NM 55 FT			
(RNAV 1)	- /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).
△ GIGTO	533801.06N 0040550.62W					Intersection with (U)Q4.
(RNAV 1)	- /127°	18.3 NM	FL 285 / FL 145		odd FL 270 / FL 150	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ SOSIM	534855.75N 0043030.46W					Intersection with (U)L28. FRA Exit Point.
(RNAV 1)	- /127°	16.1 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: 133.050 (All Levels).
△ MAKUX	535829.90N 0045227.89W					
(RNAV 1)	- /127°	22.0 NM	FL 255 / FL 145		odd FL 250 / FL 150	Between MAKUX and 540305N 0050307W: Class C (All Levels). Between 540305N 0050307W and VAKPO: FL 255/FL 195 Class C, FL 195/FL 145 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ VAKPO	541125.09N 0052239.23W					
(RNAV 1)	- /127°	8.3 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).
△ PEPOD	541616.31N 0053409.26W					Extremity of Q38.

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
Q39						
△ NOMSU	532806.04N 0032603.79W					Eastbound route only. Extremity of Q39. Intersection with Q4.
(RNAV 1)	- /125°	22.5 NM	FL 460 / FL 85		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).

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
△ DANDI	534103.71N 0035658.08W					Intersection with (U)L28.
(RNAV 1)	- /125°	19.7 NM	FL 460 / FL 85		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).
△ INKOB	535216.19N 0042414.43W					FRA Exit Point.
(RNAV 1)	- /125°	8.4 NM	FL 255 / FL 85		odd FL 250 / FL 90	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ TIMIS	535700.98N 0043556.41W					
(RNAV 1)	- /130°	8.8 NM	FL 255 / FL 85		odd FL 250 / FL 90	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ ETIGA	540239.17N 0044726.67W					
(RNAV 1)	- /130°	22.1 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).
△ BABGU	541639.33N 0051625.07W					
(RNAV 1)	- /126°	12.7 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: 129.100 (FL 255 and above); Freq: 123.775 (Below FL 255).
△ RINGA	542354.44N 0053415.66W					Extremity of Q39.

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
Q41						
△ ORTAC	495957.02N 0020018.02W		GUR R035 41.0 NM 343 FT			FIR Boundary. For continuation see AIP France.
(RNAV 5)	023°/203°	32.7 NM	FL 135 / FL 55	odd FL 130 / FL 70	even FL 120 / FL 60	Class A. London ACC Freq: 129.430 (All Levels).
△ THRED	502955.11N 0013950.03W		SAM R203 30.0 NM 64 FT			Intersection with Z171.
(RNAV 5)	023°/203°	11.0 NM	FL 125 / FL 55	odd FL 110 / FL 70	even FL 120 / FL 60	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		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
△ NEDUL	503958.00N 0013251.86W		SAM R203 19.0 NM 64 FT			Intersection with Z171.
(RNAV 5)	023°/203°	19.0 NM	FL 125 / FL 55	odd FL 110 / FL 70	even FL 120 / FL 60	Class A. Between NEDUL and 11 NM from NEDUL: London ACC Freq: 129.430 (All Levels). Between 11 NM from NEDUL and SAM: London ACC Freq: 129.080 (FL 105 and above); Freq: 134.125 (Below FL 105).
△ SOUTHAMPTON DME (SAM)	505718.90N 0012042.20W					Intersection with Z171.
(RNAV 5)	014°/194°	15.0 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: 129.430 (All Levels).
△ PEPIS	511147.95N 0011437.22W		SAM R014 15.0 NM 64 FT			
(RNAV 5)	014°/194°	10.4 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: 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).
△ TABEN	512149.05N 0011022.46W					
(RNAV 5)	014°/194°	7.2 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. Between TABEN and 5 NM north of TABEN: 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 105); Freq: 134.125 (Below FL 105). Between 5 NM north of TABEN and NORRY: 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).

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
△ NORRY	512847.11N 0010724.13W					
(RNAV 5)	014°/194°	8.5 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. Between NORRY and 5 NM south of COWLY: 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 5 NM south of COWLY and COWLY: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 121.030 (Below FL 215).
△ COWLY	513657.58N 0010353.72W					
(RNAV 5)	008°/188°	14.1 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: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 121.030 (Below FL 215).
△ SILVA	515051.34N 0010019.40W					Extremity of Q41. Intersection with 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
Q60						
△ KOPUL	513231.76N 0010813.84E		DET R053 24.8 NM 645 FT			Westbound route only. Extremity of Q60.
(RNAV 5)	274°/ -	47.2 NM	FL 460 / FL 315	even FL 430 / FL 320		Class C. Between KOPUL and 13 NM from KOPUL: London ACC Freq: 128.160 (All Levels). Between 13 NM from KOPUL and UGBET: London ACC Freq: 127.430 (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**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ UGBET	513701.15N 0000705.18W					
(RNAV 5)	274°/ -	58.8 NM	FL 460 / FL 315	even FL 430 / FL 320		Class C. Between UGBET and abm UMLAT: London ACC Freq: 127.430 (All Levels). Between abm UMLAT and OKSAW: London ACC Freq: 134.460 (All Levels).
△ OKSAW	514215.31N 0014108.54W					FRA Entry Point. Extremity of Q60.

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**
				↓	↑	
Q63						
△ SUMUM	513814.25N 0020627.77E					Westbound route only btn SUMUM and ICTAM. FIR/UIR Boundary. For continuation see AIP Netherlands.
(RNAV 1)	260°/ -	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: 118.480 (Below FL 245 to FL 215); Freq: 135.425 (Below FL 215).
△ BLIXY	513730.25N 0015831.54E					
(RNAV 1)	260°/ -	5.3 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: 118.480 (Below FL 245 to FL 215); Freq: 135.425 (Below FL 215).
△ ARREK	513643.04N 0015007.27E					Intersection with Y4.
(RNAV 1)	259°/ -	8.5 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: 118.480 (Below FL 245 to FL 215); Freq: 135.425 (Below FL 215).
△ ERING	513526.45N 0013643.00E					Intersection with L179.
(RNAV 1)	259°/ -	18.0 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).

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)	267°/ -	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)	267°/ -	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)	269°/ -	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°/044°	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)	288°/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)	275°/095°	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)	275°/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 ↓	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)	- /101°	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)	- /101°	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
△ LANPI	521115.07N 0052329.75W					
(RNAV 5)	350°/ -	12.4 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: 129.380 (All Levels).
△ TIBGA	522326.45N 0052705.01W					
(RNAV 5)	350°/ -	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 Boundary. Extremity of Q63. Intersection with M17 (see AIP Ireland).
Route Remarks: KOPUL - IPKUS, NICXI - VATRY CDR H24. Rest of Q63 - 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
Q70						
△ VABIK	511447.30N 0020000.00E					Eastbound route only. FIR Boundary. For continuation see AIP Belgium.
(RNAV 5)	- /092°	19.4 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: 127.430 (FL 315 and above); Freq: 134.905 (Below FL 315 to FL 135); Freq: 135.325 (Below FL 135).
△ MOKBU	511610.10N 0012913.78E					
(RNAV 5)	- /092°	16.4 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: 127.430 (FL 315 and above); Freq: 134.905 (Below FL 315 to FL 195); Freq: 120.530 (Below FL 195).
△ ITVIP	511713.75N 0010312.30E					Intersection with L10.
(RNAV 5)	- /092°	17.2 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: 127.430 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 195); 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
△ DETLING DME (DET)	511814.41N 0003550.19E					
(RNAV 5)	- /093°	21.2 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: 127.430 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 120.530 (Below FL 215).
△ BIGGIN DME (BIG)	511951.15N 0000205.32E					Intersection with L9 and L15.
(RNAV 5)	- /111°	38.8 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: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 119.780 (Below FL 215).
△ BENSU	513444.26N 0005508.45W					Intersection with M605.
(RNAV 5)	- /111°	5.9 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: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 119.780 (Below FL 215).
△ COWLY	513657.58N 0010353.72W					Extremity of Q70.
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
Q75						
△ BUZAD	515632.08N 0003308.21W		BNN R358 13.0 NM 558 FT			Westbound route only. Extremity of Q75. Intersection with L10 and T420.
(RNAV 5)	- /262°	18.0 NM	FL 245 / FL 95		even FL 240 / FL 100	FL 245/FL 195 Class C, FL 195/FL 95 Class A. Between 5nm west of UTAVA and BUZAD: London ACC Freq: 127.105 (Below FL 215 to FL 195); Freq: 130.925 (Below FL 195 to FL 165); Freq: 121.280 (Below FL 165 to FL 125); Freq: 119.780 (Below FL 125). Between UTAVA and 5nm west of UTAVA: London ACC Freq: 130.925 (FL 155 and above); Freq: 129.280 (Below FL 155).
△ UTAVA	515846.91N 0000418.79W		BKY R262 5.0 NM 486 FT			Not available for flight planning btn BKY and UTAVA.
(RNAV 5)	- /262°	5.0 NM	FL 245 / FL 95		even FL 240 / FL 100	FL 245/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 130.925 (FL 155 and above); Freq: 129.280 (Below FL 155).
△ BARKWAY DME (BKY)	515923.17N 0000342.87E					Extremity of Q75.

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

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	**Route Usage Notes**					
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)	070°/ -	41.7 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 5 NM from ICTAM: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.800 (Below FL 215 to FL 155); Freq: 134.125 (Below FL 155). Between 5 NM from ICTAM and 18 NM from ICTAM: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 135.800 (Below FL 215 to FL 155); Freq: 119.780 (Below FL 155). Between 18 NM from ICTAM and 31 NM from ICTAM: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 175); Freq: 135.800 (Below FL 175 to FL 155); Freq: 119.780 (Below FL 155). Between 31 NM from ICTAM and BPK: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115).

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					Eastbound route only btn BPK and SOMVA.
(RNAV 5)	081°/ -	11.4 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL460/FL195 Class C, FL195/FL 85 Class A. Between BPK and 6 NM from BPK: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115). Between 6 NM from BPK and TOTRI: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).
△ TOTRI	514629.57N 0001147.72E					
(RNAV 5)	081°/ -	2.0 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).
△ MATCH	514645.20N 0001500.00E		BPK R082 13.4 NM 392 FT			
(RNAV 5)	081°/ -	15.1 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between MATCH and 11 NM from MATCH: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155). Between 11 NM from MATCH and BRAIN: London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

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

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
Q602						
△ GLASGOW DME (GOW)	555213.81N 0042644.60W					Intersection with N560 and L612. Extremity of Q602.
(RNAV 5)	296°/116°	13.0 NM	FL 255 / 5500 FT ALT	even FL 240 / FL 80	odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/Alt 5500 FT Class E and TMZ. (See Note) Scottish ACC Freq: 127.275 (All Levels).
△ CLYDE	555748.43N 0044731.51W		GOW R296 13.0 NM 46 FT			
(RNAV 5)	296°/116°	12.0 NM	FL 255 / 5500 FT ALT	even FL 240 / FL 60	odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/Alt 5500 FT Class E and TMZ. (See Note) Scottish ACC Freq: 127.275 (All Levels).
△ FYNER	560256.12N 0050655.19W		GOW R296 25.0 NM 46 FT			
(RNAV 5)	296°/116°	26.8 NM	FL 255 / 5500 FT ALT	even FL 240 / FL 60	odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/Alt 5500 FT Class E and TMZ. (See Note) Scottish ACC Freq: 127.275 (All Levels).

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
IZLAW	510325.45N 0032251.31W			EGGD STARs - EGFF STARs
JACKO	514408.65N 0012536.00E	L980, M189		EGKB STARs - EGLC STARs - EGMC STARS
JETZI	513027.09N 0035211.94W		I	
JOZMA	503738.14N 0035635.42W		I	
JUMZI	521943.58N 0002430.31W			EGGW STARs
KAMJU	523450.15N 0023150.54W		X	
KAPEX	504029.70N 0015059.80W	N621		
KARNO	525339.55N 0025354.05W	N58, N862	E	
KATHY	503113.59N 0012000.23W	L89, L980, P83, UP83		En-route Hold - EGKK STARs - EGLF STARs
KEFTE	540112.37N 0014435.47W	UY250, Y250	EXD	FRA (D): EGBB, EGNX FRA (X): ODD FL EGNT STARs
KEGUN	531132.90N 0030901.35W			EGGP STARs
KELLY	535419.47N 0042150.52W	L10	EX	FRA (X): ODD FL
KEMPY	520738.51N 0003845.57E			EGSS STARs
KENET	513113.63N 0012718.00W			EGHH STARs - EGHI STARs - EGKB STARs - EGKK SIDs
KEPAD	524835.41N 0022844.28W	L15, L151		
KESEG	600058N 0060056W		IAD	FRA (AD): EGPA
KESIX	565700N 0140000W			NOTA landfall point. See also AIP Ireland
KIDLI	514617.00N 0012140.87W	L151, N859, UN859		EGHH STARs - EGKK STARs - EGHI STARs
KIPWI	520757.35N 0031041.87W	N864		
KISWO	523727.16N 0030824.49W	N864	ID	FRA (D): EGFF, EGGD, EGVN, EGBJ, EGBP
KITFE	514407.29N 0020715.54W	L9		
KLAKI	502216.59N 0030754.14W	L149, N40	IA	FRA (I): ODD FL FRA (A): EGJJ, EGJB
KLONN	582324.44N 0024944.12E		I	FRA (I): Polaris FIR
KOBBI	514113.77N 0000918.34W	M185, M197, UM185		
KOGAD	493000N 0150000W			SOTA. See also AIP Ireland
KOKAL	585734.82N 0025338.21W	N560	IAD	FRA (AD): EGPB, EGQS
KOKIB	543000N 0140000W			NOTA landfall point. See also AIP Ireland
KOLID	533425.70N 0024520.23W	L70, UL70, UP6, Y70		
KONAN	510750.75N 0020000.00E	L607, L9, M84, UL9		EGKB STARs - EGLC STARs - EGKK STARs
KOPUL	513231.76N 0010813.84E	L610, Q60, Q63		
KORXA	514214.41N 0044718.68W		I	
KOTEM	500000.00N 0010313.83W	M184, UM184		
KRAGY	520710.73N 0045655.16W		I	
KUBAX	525633.93N 0025713.20E	N866, Z150		
KUGUR	553000N 0100000W		I	FRA (I): NOTA NOTA UIR Boundary
KUKIS	514156.23N 0030436.53W			EGFF STARs
KUMIL	503431.39N 0013638.81W			EGKK STARs - EGLL STARs
KUNAV	503054N 0010356E	N20, T421, Y8		EGKK STARs
KUVOX	580458.86N 0073623.54W		IAD	FRA (AD): EGPO
KUXEM	531511.07N 0024046.76W	P17, UP17		EGCC SIDs
LAGAV	565335.12N 0041210.37W	N560	IAD	FRA (A): EGPH FRA (D): EGPF, EGPG
LAKEY	541420.00N 0025852.38W	L612	I	EGCC STARs - EGGP STARs
LAMIX	531828.66N 0004055.52W	L603, UT29		EGNM SIDs
LAMMA	555130.00N 0024603.39W		I	
LAMRO	570151.49N 0033309.09E		I	
LAMSO	524358.43N 0025939.68E	L603		
LANAK	554200.87N 0035618.64W			EGPF STARs

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
LANON	522551.90N 0042220.94W	L18	IA	FRA (A): EIDW, EIWT, EIME
LANPI	521115.07N 0052329.75W	Q63	I	
LANVA	534347.86N 0042637.51W	M145		
LAPRA	520707.18N 0011236.45E	M604, P25, P49		En-route Hold - EGGW STARs - EGSS STARs
LARCK	505441.83N 0002647.93E			EGKK STARs
LARDI	533616.09N 0033057.16E	L74	I	
LARGA	545149.54N 0040911.97E		I	
LARLA	492241.13N 0070715.22W			
LASNO	483554N 0090000W	T9		SOTA. See also AIP Ireland
LATMU	531525N 0020522E	P144		
LAVRI	511549N 0003449E	UL9		
LAWJO	501645.92N 0021943.34W	N866		
LEDGO	511423.78N 0073404.65W	L37, N160	I	FRA (I): Shannon FIR
LEGRO	531934.86N 0013045.89E	L602		
LEHOC	540108.08N 0020108.08W	L613, P18, UP18	E	
LEKCI	513440.46N 0025314.66W	L180, P4		EGFF SIDs
LELDO	534259.53N 0040507.00W	L28, M145, UL28, Z196		
LELNA	495856.80N 0020623.42W	N621, N63, Z171		EGJB STARs - EGJJ STARs
LEMGU	522421.56N 0052236.38W	M17	A	FRA (A): EIDW, EIME, EIWT
LESLU	510000N 0080000W		I	FRA (I): Shannon FIR SOTA UIR Boundary
LESNI	573233.14N 0011622.40W	P600	IAD	FRA (AD): EGQS
LESRA	552307.98N 0050000.00E		IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
LESTA	524427.09N 0010419.42W	N601, P6, UN601, UP6, UY250, Y250		EGGP STARs - EGCC STARs
LIBBA	554326.21N 0034443.21W			EGPF STARs
LIBSO	533129.33N 0000536.32E	L46, L90, UL975, UT29		EGCC STARs - EGBB STARs - EGNX STARs - EGGP STARs
LIFFY	532848.28N 0053000.00W	L975, UL975		
LIFOX	495220.46N 0031022.75W	P16		
LIMKA	543026.50N 0051311.22W	M148		
LINDY	512814.12N 0010257.19W	L151, UL9		
LIPGO	530350.13N 0053000.00W	L18	I	FRA (I): Shannon FIR
LISBO	543130.00N 0060524.10W	L603		
LISTO	530835.93N 0021156.54W	L612, P18, Q4, UL612, UQ4, UY124, Y124, Z197		EGLC STARs - EGGW STARs - EGSS STARs - EGCC SIDs - EGMC STARs - EGKB STARs
LIVSU	514148.74N 0005057.72E	L980		
LIZAD	493525.24N 0041948.55W		EX	FRA (X): ODD FL EGJJ SIDs
LOFFO	515012.00N 0003556.37E			EGGW STARs - EGSS STARs
LOGAN	514451.32N 0013642.58E	L608, L980, P7		En-route Hold - EGLC STARs - EGGW STARs - EGSS STARs - EGKB STARs - EGMC STARs
LOMON	560345.57N 0043447.86W			EGPF SID
LOMVO	531615.87N 0051045.82W	UY124, Y124		
LONAM	535022.32N 0035633.03E		I	Amsterdam FIR
LOREL	520050.20N 0000309.52W			EGGW STARs - EGSS STARs
LORKU	495618.10N 0022215.64W	M195, N866		
LORTA	553145.72N 0035630.83W		I	
LOVEL	531506.00N 0021627.98W	L612, UL612		
LUCCO	552048.54N 0043341.11W	Z248, Z250		EGPK SIDs
LUCSA	523706.60N 0025656.18W	N862	A	FRA (A): EGFF, EGGD
LUFMA	510448.01N 0031438.16W	N40		

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
LUGIS	500000.00N 0005220.10W	M185, UM185		
LULOX	502200N 0080000W		I	FRA (I): Shannon FIR SOTA UIR Boundary
LUSEN	603000.00N 0100000.00W		EX	Shanwick OCA NOT AVAILABLE FOR FLIGHT PLANNING
LUSIV	554001.54N 0041440.50W	L612	I	EGPF SIDs
LUSOD	535622.70N 0041926.37W	M146	ED	FRA (D): EGCC, EGCM, EGGP, EGNH, EGNL, EGNM, EGNO, EGNR
LUTIP	531521.89N 0044415.59W	UY124, Y124		
LUTOV	551421.66N 0100000.00W		IAD	FRA (I): NOTA FRA (AD): EGAE NOTA UIR Boundary
LUXIV	510510.63N 0004657.06W			EGLF STARs
LUXTO	520830.66N 0020338.38W	N92, N93	X	
LYNAS	532633.02N 0042000.00W	L975, UL975		
MADAD	555447.35N 0014402.48W	P18	IA	FRA (A): EGPD
MAGEE	544729.53N 0053630.02W	M147, M148	I	
MAKUX	535829.90N 0045227.89W	L15, Q38	IAD	FRA (A): EGBB, EGCC, EGCM, EGGP, EGNH, EGNJ, EGNL, EGNM, EGNO, EGNR, EGNX FRA (D): EGAA, EGAC EGBB STARs - EGCC STARs - EGNX STARs
MAKZA	543217.00N 0034753.00W		I	
MALUD	532448.17N 0033630.30W	L15, L975, Q37, Q38, UL975, Z195		EGGP STARs - EGCC STARs - EGBB STARs - EGNX STARs
MAMUL	532505.20N 0011648.45W	L60, L603, L613, UY250, Y250		
MANGO	514133.88N 0004725.58E	L620, L980		
MANIG	494707.01N 0031533.72W		X	FRA (X): ODD FL
MARUK	501446.56N 0020420.41W	M195, N621		
MASOP	540921.02N 0042115.26W	M148, Z198	IA	FRA (A): EGAA, EGAC (RNAV 5)
MATCH	514645.20N 0001500.00E	P144, Q295		EGGW SIDs
MATIK	610000N 0080400W		EX	Reykjavik OCA
MATUT	541017.23N 0043821.89W	M147		
MAVET	540257N 0033104W		I	
MAXIT	511459.08N 0003342.83W	Y803		EGLL SIDs
MAYLA	513740.76N 0004311.80E			EGMC STARs
MEDOG	515701.32N 0033257.83W		I	
MEGEL	522057.94N 0020425.20E	P25, Z150		EGGW STARs - EGSS STARs
MEJAC	542012.55N 0014952.57W	P17	D	FRA (D): EGCC, EGGP, EGNJ, EGNR, EGXC, EGXW, EGYD
MEZRE	500200.00N 0001200.00W			
MIDJO	524754.42N 0024827.24W	N42, P17	X	
MIMFO	511358.23N 0002930.43E	Y312		EGKK SIDs
MIMKU	560000N 0100000W	N562	I	FRA (I): NOTA NOTA UIR Boundary
MIMVA	530603.21N 0031812.63E	L602		
MIPVO	521329N 0013609E	P25		
MIRSI	533216.69N 0024242.16W			EGCC STARs
MITSO	533906.86N 0005337.75W	L46		
MIVLA	504630.00N 0011558.02W			EGHH STARs - EGHI STARs
MOCHA	593255.50N 0012159.47W	Y905	I	
MOCQO	522748.08N 0032037.20W	P16	A	FRA (A): EGGP, EGNR, EGCC, EGNM, EGNH, EGNO
MODGO	602642.86N 0073955.20W		I	
MODMI	511400.99N 0002909.99W	M185, UM185		EGLL SIDs
MOFWE	524839.37N 0031323.42W	P16		
MOGLI	521830.00N 0001608.63W	L613, Q3, UP6		
MOGLO	553000N 0140000W			NOTA landfall point. See also AIP Ireland

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
MOGMO	532443N 0011251W	L60		
MOGTA	531008N 0023810W	UY124, UY53, Y124, Y53		
MOKBU	511610.10N 0012913.78E	Q70		
MOLAK	543648.90N 0093022.73W		I	FRA (I) Shannon FIR
MOLIX	524919.21N 0030407.22E	L17		
MONAV	582306.02N 0013811.02W	Y905	IAD	FRA (AD): EGPD, EGQS
MONTY	525334.00N 0031026.44W	N864, P16, UN864, UP16	X	FRA (X): EVEN FL EGCC SIDs/STARs
MOPAT	512955.20N 0070537.23W		I	FRA (I): Shannon FIR
MORAG	524510N 0053000W		I	FRA (I): Shannon FIR
MOREZ	511233.91N 0002948.60W			EGGW STARs
MOSUN	515337.69N 0022610.09W			Tactical Way Point only for use by flights arriving and departing EGBB via the adjacent ATS Route structure.
MOTOX	505727.52N 0012800.00E	L15		
MOVEN	520342.81N 0014846.72W			EGHH STAR - EGHI STAR
MOXDE	540757.72N 0003328.85E		I	
MUCTE	521031.13N 0011225.43E			EGGW STARs
MULYM	514917.14N 0024657.01W	N91		
NAKID	494254.09N 0043722.57W		I	
NALAN	610000N 0060000W		EX	Reykjavik OCA Scottish/Reykjavik UIR Boundary Fix.
NALAX	532859.89N 0002405.94E	L46, L602		
NANEV	573428.67N 0022713.91W	Y904		
NANTI	530814.54N 0023400.51W	L8, UL8, UY53, Y53		EGGP SIDs/STARs
NANUM	520134.97N 0013747.00W	L151, L8		Oxford Airways departure joining CAS at KENET
NAPEX	531222.64N 0005139.78W	M16		
NATEB	550218.41N 0014154.13W	P18, Y96	I	
NATKO	532711.99N 0043806.92W	L975, UL975		
NAVEL	553513.43N 0005030.70E		I	
NAVPI	523249.58N 0025025.80E			
NAVSO	551322.02N 0034848.63W	L612	ID	FRA (D): EGPH
NAXAT	514721N 0015756W			EGVN Departures for L9
NAXIL	565724N 0024326W	P600	IA	FRA (A): EGPF, EGPG, EGPH, EGPK
NEDEX	515237.17N 0012819.67W	L151		EGHH STARs - EGHI STARs
NEDUL	503958.00N 0013251.86W	N17, Q41, Z171		EGHH STARs - EGHI STARs - EGKK STARs
NELBO	542924.15N 0051810.39W	P6, P620	IAD	FRA (A): EGAB, EGAE, EIDW FRA (D): EGPK
NELKO	504214.18N 0005717.79W	M184, UM184		EGKK STARs
NELSA	535148.00N 0021105.27W	N601, UN601		EGNM SIDs
NEPNA	512958.33N 0002656.55E			EGGW SIDs
NERTU	490000N 0140000W			SOTA landfall point. See also AIP Ireland
NESDI	570718.00N 0040848.32W	N560	IA	FRA (A): EGPF, EGPG
NETKI	550000N 0140000W			NOTA landfall point. See also AIP Ireland
NETVU	502445.00N 0002854.00E			EGKB STARs - EGKK STARs - EGLC STARs - EGMC STARs
NEVIL	500000.00N 0002205.64W	M189		EGKB STARs - EGKK STARs - EGLC STARs - EGMC STARs
NEVIS	564143.27N 0043240.70W		IAD	FRA (AD): EGPU, EGQS
NEVRI	540406.03N 0061611.42W	N34		
NEXUS	561243.34N 0015040.99W	P18	IAD	FRA (A): EGNT, EGNV FRA (D): EGPD, EGNT, EGNV
NIBDA	510052.20N 0005501.48W	L620, N14		
NIBOG	550000N 0100000W		I	FRA (I): NOTA NOTA UIR Boundary

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
NICXI	520046.40N 0050317.78W	L9, M17, N546, Q63	ID	FRA (D): EGGD, EGFF
NIDGO	505657.98N 0004607.77W			EGLF STARs
NIGIT	511846.96N 0011014.71W	L18, P2		EGKK STARs - EGLL STARs - EGGW STARs - EGSS STARs
NILAV	450000N 0132500W	T13		
NILON	513546.46N 0003803.93E	L610, M40		
NIMAT	535754.10N 0054431.75W	P620	I	FRA (I) Shannon FIR
NINEB	540344.27N 0040741.84W	M148	IA	FRA (A): EGAC
NINEX	585119.55N 0093000.00W		I	Oceanic Landfall Fix
NIPIT	542709.29N 0082409.78W		I	FRA (I) Shannon FIR
NIRIF	521755.87N 0053404.33W	N12	I	FRA (I): Shannon FIR
NISBI	532129N 0003921W	L60		
NISKA	541500.00N 0023033.35W			EGPF STARs - EGPK STARs
NIVKO	505605.77N 0003227.54E	T421		
NIVUN	573411.91N 0040812.72E		I	FRA (I): Polaris FIR
NOBDO	550453.28N 0024747.63E		I	
NOCAD	535836.63N 0045913.06W	Y911		
NOKIN	530436.00N 0025258.25W	N38, N862, P16, P17, UP16, UP17		EGBB STARs - EGNX STARs
NOMSU	532806.04N 0032603.79W	Q39, Q4, UQ4		
NONVA	513846.45N 0012144.31E	M84		
NOPKI	540515.93N 0042608.29W	M147		
NORBO	553545.36N 0044543.46W	L186, T256, Y96	I	EGPF SIDs
NORLA	513708.84N 0065211.29W		I	FRA (I): Shannon FIR
NORRY	512847.11N 0010724.13W	L9, Q41, UL9		EGGW STARs - EGSS STARs
NOSLO	532253.72N 0033841.89W	Q36, Z197		
NOTGI	503510.14N 0002502.94W	N20		EGHI STARs - EGHH STARs - EGLF STARs
NOVBA	561200N 0031051W	N864		
NOVMA	510211.79N 0004514.92W	L620		EGKK SIDs
NOZHU	494141.05N 0034552.48W		E	FRA (E): EVEN FL
NUBRI	512016.68N 0011355.99W	L18, N14, Y321		EGHH STARs - EGHI STARs
NUCHU	512808.10N 0014035.43W	L18, L607, P73, Q295	X	
NUDNA	520354.90N 0005016.56E			EGKB STARs - EGLC STARs
NUGBO	515821.96N 0000412.09W	M183		EGSS SIDs
NUGRA	530146.43N 0021813.52W	Q36, Q38, UY53, Y53		EGLL STARs - EGNX STARs
NUKPE	540110.08N 0015839.48W	P17		
NULGU	505216.60N 0015939.01W	N19		
NUMPI	540840.17N 0053536.26W	P620		
OBOXA	541035.55N 0015420.13W	P17, Y250	I	
OBUBA	574640.41N 0073319.04W		IAD	FRA (AD): EGPL
OBUNI	535440N 0024433W	L612, UL612		EGGP STARs
ODIGI	551144.28N 0032539.03W			EGPF STARs
ODMIX	565812.06N 0012802.95E		I	
ODMOS	544526.32N 0030252.23E		I	
ODPEX	592435.66N 0093000.00W		I	
ODREP	500000.00N 0013007.46W	P88, UP88		
ODROB	513915.11N 0015445.17E	Y4		
ODUKU	513531.78N 0001715.47E	M84		EGLC SIDs
ODVIK	510957.40N 0002909.33E	Y311		EGKK SIDs
ODVOD	520755.98N 0000852.98E			EGKB STARs - EGLC STARs
OFCOT	570253.47N 0024733.79W		I	

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
OFJES	521302.03N 0003929.77E			EGGW STARs
OFSOX	520145.18N 0051143.62W	L9, N83	IA	FRA (A): EIWF
OGTAW	524807.11N 0025512.39W	N862	I	
OGTUG	534012N 0050850W	L70, M144, UL70		
OKPAL	564921N 0020435W	P18	I	
OKSAW	514215.31N 0014108.54W	L9, N14, Q60	EXD	FRA (D): EGKB, EGLC, EGMC
OKTAD	514904.47N 0023246.30W	N14, N92	ID	FRA (D): EGLL
OKVAP	505748.96N 0011955.98E			En-route Hold - EGKB STARs - EGLC STARs - EGMC STARs
OLGUD	504356.27N 0013121.75W	N63		
OLNEY	520740.22N 0004403.32W	L608, T420		EGGW SIDs
OLPOP	540532N 0023208W	N57		
OMENU	540115.84N 0013943.78W		A	FRA (A): EGBB, EGNX EGBB STARs - EGNX STARs
OMOKO	485020.30N 0120000.00W	T13, T16		SOTA. See also AIP Ireland
ORIST	500000N 0015042W	L982, Y110		EGJB SIDs - EGJJ SIDs
ORSUM	570307.47N 0051741.00W		IAD	FRA (AD): EGPF, EGPN, EGPO, EGPT, EGQL, EGQS
ORTAC	495957.02N 0020018.02W	Q41		EGJA Arrivals - EGJB SIDs/STARs - EGJJ SIDs/ STARs
ORTAV	593000.00N 0100000.00W		EX	Shanwick OCA FIR/UIR Boundary
ORVIK	593817.75N 0004008.65E		I	FRA (I): Polaris FIR
ORVUL	551038.52N 0041007.02W	T256		
ORZEB	512425.86N 0022753.73W	P2	A	FRA (A): EGLL, EGWU, EGKK En-Route hold - EGFF STARs
OSBON	610000N 0050000W		EX	Reykjavik OCA Scottish/Reykjavik UIR Boundary Fix.
OSBOX	564823N 0124806W			NOTA. See also AIP Ireland
OSDEB	505654.53N 0002447.85E			EGKK STARs
OSKOT	522029.96N 0020330.27W			EGBB STARs
OSLEL	572858.48N 0013158.07W	P600	I	
OSMEG	550826N 0040603W	T256, Z248, Z249		
OSNUG	505336.26N 0020013.95W	N514		
OSPOL	500900.00N 0001107.84W	M189		EGKB STARs - EGKK STARs - EGLC STARs - EGMC STARs
OSSEP	520317.32N 0024820.85W	P17	I	
OSWEZ	524832.27N 0030915.07W	N864		
OTBED	531716.71N 0000154.61E	L60, Y70		EGCC STARs
OTBUN	551650.10N 0022600.00W	Y96	D	FRA (D): EGPH
OTMET	504055.06N 0023053.37W	N17	XA	FRA (A): EGLF EGKK STARs - EGLL STARs
OTSID	511022.54N 0001351.01W	N16		
OVDAN	575320.66N 0001818.06E	P600	IA	FRA (A): EGPD
OVZOG	505106.32N 0071529.77W	L37	IA	FRA (A): EICK
OXCUD	515423.03N 0024906.11W	L180, P17	I	
OXDUF	520636.20N 0001900.00E			EGGW STARs
OXLOW	510154.80N 0020000.00W	M140, M142	EX	
OZBOC	521523.66N 0021104.56W		X	
OZRAT	534835.01N 0044931.86W		I	
OZZIL	513821.34N 0022549.17W	N80, Q63	ID	FRA (D): EGLF, EGHI, EGTK
OZZOT	514028.93N 0000952.93W			EGGW STARs
PAAVO	515149.03N 0005115.76E	M604, Q295		
PACSE	512226.78N 0030650.70W	N862, N92	IAD	FRA (A): EGHQ FRA (D): EGVN, EGVA, EGBP
PAVLO	505604.77N 0055344.28W		I	
PAWDE	511453.21N 0000216.94E	P2		

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
PEDIG	524447.59N 0014309.97W	M605, Y53		EGGP STARs - EGLC STARs - EGGW STARs - EGSS STARs - EGMC STARs - EGKB STARs
PEGZA	513730.55N 0030609.50W			EGGD STARs
PELET	543912.33N 0032551.54E		I	
PEMOB	520837.77N 0050941.13W	M17	I	
PEMOS	610000N 0040000W		EX	Reykjavik OCA Scottish/Reykjavik UIR Boundary Fix.
PENIL	533657.47N 0033948.72W	L10, L28, L60, L70, M144, UL28, UL70		EGGP STARs - EGCC STARs
PENUN	570635.65N 0045010.79E		I	FRA (I): Polaris FIR
PENUX	510632N 0003412E	M140		
PENWU	514630.59N 0043510.52W		I	
PEPEG	540106.49N 0043105.30W	M146		
PEPIN	595931.24N 0000054.01E		IAD	FRA (I): Polaris FIR FRA (AD): EGPB
PEPIS	511147.95N 0011437.22W	Q41, Y321		EGHH STARs - EGHI STARs - EGLF STARs
PEPOD	541616.31N 0053409.26W	L15, L603, Q38	ID	FRA (D): EGAB
PEPUL	521603.00N 0015314.37W	L151, N93, Y322		EGHH STARs - EGHI STARs
PEPZE	523746.62N 0031952.98W	P16	I	EGGP STARs
PERUP	514233.95N 0025632.40W			
PETIL	555619.93N 0050000.00E		IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
PETOX	573333N 0014902W	Y905		En-Route Hold
PEWBI	511851.01N 0050146.28W		I	
PIBUX	513458.88N 0014657.42E	L179, Y4		
PIGOT	522942.57N 0010407.08W			EGNX STARs
PIKIL	560000N 0150000W			NOTA. See also AIP Ireland
PILIP	502003.05N 0010026.13W	M184, N6, UM184, UN6		
PIPAR	560700.00N 0031205.74W	N864	I	
PIPEM	580922.55N 0034418.86W		I	
PIPIN	523636.06N 0005630.04W	N601, UN601		
PIXAM	520447N 0015650E	P44		
PIXUP	520151N 0010640W	L15		
POMAX	513137.63N 0020452.42W			EGGD STARs
POTON	520504.32N 0002537.78W	L608, N601, UN601		
PUFAX	521852.01N 0012042.20W			EGBB STARs
QUSHI	530629.30N 0014629.41W			EGCC STARs & RNAV5 DCT
RAMID	525727.79N 0023000.00E	L17		
RAMOX	533936.72N 0045022.41W	L70, M144, UL70		
RAPIX	512638.39N 0020000.00E	L610		
RAPUM	545518.28N 0015258.08W		I	
RATKA	493000N 0080000W			SOTA UIR Boundary
RATLO	515929.13N 0014055.18E	M197, P44		
RATSU	610000N 0100000W		EX	Reykjavik OCA
RAVDI	592957.26N 0012242.18W	Y905		
RAVLO	525501.21N 0030853.81E	Y70		
REDFA	520652.75N 0022916.81E	L620, M183, M197, P137		
REFQI	512846.15N 0012804.33W	P73		
REGSI	525118.97N 0000151.04E			
REKNA	561029.10N 0033000.00E		I	
REMSI	535736.81N 0034931.80W		I	
RENEQ	541424.84N 0041759.87E		I	Amsterdam FIR
RESNO	550000N 0150000W			NOTA. See also AIP Ireland

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
RETSI	523042.42N 0025232.93W	Y125	A	FRA (A): EGLL
REXAM	530400.00N 0030937.21W	N42, N864, UN864		EGGP SIDs - EGCC STARs
RIBEL	540058.00N 0021722.76W	N601, P16, UN601, UP16	EXD	FRA (X): EVEN FL to UP16 Only FRA (D): EGBB, EGNJ, EGNX EGGP STARs
RIGVU	584735.84N 0020917.84E		I	FRA (I): Polaris FIR
RIMOL	573233.45N 0040229.55W	N560, Y906	IAD	FRA (AD): EGPC, EGPO, EGPD, EGEO
RIMTO	534303.25N 0012558.78W	L46, UY250, Y250		EGNT STARs
RIMUP	505149.08N 0004339.11W			EGLF STARs
RIMVU	534511.14N 0050824.68W	M145		
RINGA	542354.44N 0053415.66W	L10, Q39	I	
RINIS	515429.66N 0021920.82E	M40		EGGW STARs - EGSS STARs
RINTI	510158.33N 0013655.91E	L10		
RIPNO	545632N 0034415W	T256	D	FRA (D): EGEC, EGPF, EGPG
RISDU	573631.42N 0014823.78W	Y905		
RISIN	514139.05N 0012627.64W			EGHH STARs - EGHI STARs
RISLA	530151.39N 0025312.29W	L15, N862		
RITSI	554209.36N 0013925.50W	P18	I	
RIVOT	562428.71N 0004637.49E		IAD	FRA (AD): EGPD
RIXUN	610000N 0030000W		EX	Reykjavik OCA Scottish/Reykjavik UIR Boundary Fix.
ROBBO	555322.96N 0045436.56W			EGPF SIDs/STARs
ROBEM	552733.36N 0010113.69W		IA	FRA (A): EGCM, EGNC, EGNM
ROBOP	542708.56N 0052005.35W	M146, M147		
RODEL	503000N 0150000W			SOTA. See also AIP Ireland
RODNI	514256.50N 0005141.83W	N27		EGGW SIDs - EGLC SIDs
RODOL	531417N 0015143W	L28, P6, UL28, UM65, UP6		
RODSI	544755.62N 0025335.05E		I	
ROGAG	531405.79N 0001745.46W	L603		
ROGBI	521746.63N 0012006.37W			EGLC STARs - EGGW STARs - EGSS STARs - EGMC STARs - EGKB STARs
ROKAN	533947.50N 0031119.84E	M982, P1	I	
ROKKE	510411.95N 0000241.82E	M140, M142		
ROKSI	503012.62N 0021251.28W	N866		
ROKUP	530102.13N 0013057.29W			EGNX STARs
ROLEX	532542.14N 0035803.85W	L975, UL975		EGGP STARs
ROLUM	541819.85N 0031831.29E		I	
ROPAL	550816.53N 0035642.67E		I	
ROPMU	520614.46N 0002917.16E			En-route Hold - EGLC STARs - EGKB STARs
ROSUN	534008.09N 0022057.26W			EGCC STARs
ROTEV	540143.72N 0060358.39W	P600	IA	FRA (I): Shannon FIR FRA (A): EGEC
ROTNO	505126.07N 0004641.20E	T420		EGLL STARs
ROVLA	552338.18N 0042824.96W	T256	I	
ROXAT	532449.03N 0030000.00E	M981	I	
ROXOG	501558.29N 0013344.41W	L982, P87, UP87		
RUBEX	551912.14N 0065607.21W	N552	I	
RUDMO	504639.60N 0010127.00W			EGHI STARs - EGHH STARs - EGLF STARs
RUGER	532857.75N 0032652.40W			EGGP STARs
RUGID	572208.80N 0045354.84W		IAD	FRA (AD): EGPL, EGPN, EGPT, EGPU, EGQL
RUHUN	513539.92N 0033541.28W	L607	IA	FRA (A): EGVN, EGVA, EGTK, EGBP
RUKOH	521242.83N 0054417.55W	N18	I	FRA (I): Shannon FIR
RULAV	532614.35N 0051001.25W	Q36		
RUMKE	521735.37N 0025832.48W	N862		

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
TINAN	503959.79N 0032653.53W		I	EGGD STARs - EGFF STARs
TIPAN	543554.13N 0042356.20E		I	
TIPIL	531000.00N 0014423.13W	M868, N57, UM868		
TIPOD	532608.20N 0031705.06W			EGGP STARs
TIPTA	544812.54N 0013641.03W		ID	FRA (D): EGCM, EGNM
TIVER	504832.58N 0032525.65W	N92	D	FRA (D): EGBJ EGGD STARs - EGFF STARs
TIXEX	520748.00N 0010043.20W			EGLC STARs - EGKB STARs
TIZDU	514622.64N 0032337.75W	P4		
TOBID	521259.55N 0012759.21W			EGLL STARs
TOBIX	513617.39N 0011651.40E	L179		
TOBMO	564538.16N 0062810.51W	Y958	AD	FRA (AD): EGPI, EGPO, EGEC
TOJAQ	502859.78N 0033956.26W	P16	IA	FRA (A): EGFF, EGGD, EGBJ EGGD STARs - EGFF STARs
TOLSA	530736.89N 0030629.38E	N866		
TONQU	502309.42N 0031845.03W	N862	IAD	FRA (I): ODD FL FRA (A): EGJJ, EGJB FRA (D): EGFF, EGGD
TOPPA	532408.99N 0033341.01E	L74, M982	IA	Amsterdam FIR FRA (A): EBAW, EHAL, EHAM, EHBD, EHBK, EHDR, EHEH, EHHV, EHKD, EHLE, EHMZ, EHOW, EHRD, EHSE, EHST, EHTL, EHTW, EHTX
TORGO	530756.88N 0031558.78W			EGGP STARs
TOSVA	514037.40N 0020426.34E	Y6		EGGW STARs - EGSS STARs
TOTRI	514629.57N 0001147.72E	Q295		
TOVGU	514403.18N 0004537.55E	M604, M84		
TOWTE	544421.52N 0004001.72W		I	
TOXTA	551505.77N 0042704.69W			EGPK STARs
TRIPO	514246.54N 0010457.56E	L980		EGLL STARs
TUBSU	520406N 0014028W	L151		
TUFOZ	510101.01N 0003024.31W			EGKK STARs
TUGPO	513709.84N 0005451.93E	L179		
TUJAG	500200.00N 0012800.00W			
TULTA	483436.57N 0080000.00W			SOTA. See also AIP Ireland and AIP France
TUMTI	530439.54N 0013615.16W	UP6		
TUNBY	511008N 0001929E			
TUNSO	550640.24N 0045740.78W	P600		EGPH STAR
TUPEM	535016.57N 0032854.85W	UP6	ED	FRA (D): EGBB, EGNX
TURLU	500435N 0080000W			
TUXOS	555824.08N 0073135.39W		I	
TUZLA	522040.55N 0010011.74E	P144		
UBCAM	515704.18N 0030012.19W	N862		EGGD STARs - EGFF STARs
UDDIZ	521504.21N 0001111.43E			EGGW STARs
UGBET	513701.15N 0000705.18W	L179, Q60		
ULLAP	575400.00N 0051009.20W	Y906	ID	FRA (D): EGQS
ULSAX	533554N 0015700W	N601, UN601		
ULTIB	513935.57N 0001643.51W	T420		EGLL SIDs
UMBAG	522052.37N 0004657.48E	P155, P5		
UMBUR	512733.00N 0000708.17E	M40		EGHH STARs - EGHI STARs
UMKIL	531105.53N 0023723.06W	L8, UL8		
UMLAT	514019.70N 0004139.32W	T418		EGLL SIDs
UMTUM	511227.30N 0010102.78E	L9, M87, UL9		EGKB STARs - EGLC STARs
UNDUG	504723.71N 0002530.03E	M733, UM733		EGGW STARs - EGSS STARs
UNDUX	533830.25N 0041838.76W	L70, M144, UL70		
UNFIT	512520.28N 0041857.44W		I	
UNGAP	522129.49N 0012338.97W	L608, P155		EGBB SIDs

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
UNIGO	533340N 0013339W	L975, UL975		
UNSAD	513340.24N 0005745.91E	L610		
UNTAL	545435.20N 0014423.27W			
UNURO	552111N 0032102W	N864		
UNZIB	512929.62N 0015920.96W	L18, L607	I	
UPCAB	505348.30N 0061901.57W		I	
UPDUK	523426.66N 0005630.11W			EGNX STARs
UPGAS	551440.77N 0050000.00E		IE	FRA (I): ABV FL 285 FRA (E): BLW FL 285 Copenhagen FIR
UPGET	563935N 0020050W	P18	I	
UPJAX	545316.00N 0021538.00W		I	
UPNAL	552516.67N 0022451.00E		I	
UPTON	533513.00N 0011802.58W	L975, UL975, UY250, Y250		EGCC STARs - EGGP STARs
USEKA	534202.24N 0002645.13W	N110		
UTAVA	515846.91N 0000418.79W	Q75		EGSS SIDs
UTFAV	510107.18N 0013307.11E			
UTOGU	550740N 0030443W	N601		
UTUXA	530030.45N 0021312.52W	N859, P18, UN859		
UVAVU	542500.07N 0015345.95W	P18	I	
UVPOK	535939.61N 0041235.26W	M147	A	FRA (A): EGAA (RNAV 1)
VABIK	511447.30N 0020000.00E	L18, Q70		
VABKA	531808.31N 0024410.02W	L8, Q4, UL8, UQ4		
VADNO	572711.05N 0033737.70W		IAD	FRA (AD): EGPC
VAKPO	541125.09N 0052239.23W	L15, Q38		
VALBO	550743.65N 0050000.00E		IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
VAMEB	540010N 0024832W	L612, UL612	XA	FRA (X): ODD FL FRA (A): EGBB, EGNJ, EGNX, EGXC, EGXW, EGYD EGGP STARs
VAPID	511513.97N 0010242.40W	L18, N859, T71, UN859, UT71		
VAPPI	553138.92N 0034542.62W			EGPF STARs
VASUX	503009.23N 0011516.99W	L982, N867, P88, UN867, UP88		EGKK STARs
VATON	512603.83N 0002056.10W			EGGW STARs - EGSS STARs
VATRY	523316N 0053000W	M17, Q63	I	FRA (I): Shannon FIR
VAXIT	563215N 0050000E		IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
VEGAR	530233.76N 0015823.43W			EGNX STARs - EGBB STARs
VEGUS	532400.54N 0002110.76W	UT29, Y70		EGBB STARs - EGNX STARs - EGGP STARs
VELAG	522435.82N 0010049.56W			EGNX STARs
VENAS	541819.85N 0033908.23E		I	
VENER	543000N 0150000W			NOTA. See also AIP Ireland
VEXEN	500821.98N 0014934.38W	L980, Y110		
VEXUB	511409.00N 0003645.76W			EGLF STARs
VIDOK	522439.05N 0020231.12W	L151		
VOLFI	532035.13N 0032150.51W	Q38, Z197		
VOUGA	510332.85N 0005750.20W	N14, N63		
WAFFU	503456.89N 0002059.29E	M189, M605, M8, UM189, UM605, UM8, Y8		

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification 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 (0700-2300), 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
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: 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
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.

Identification 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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.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
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
EGR105 HIGHGROVE HOUSE A circle, 1.5 NM radius, centred at 513720N 0021050W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Service; any aircraft flying in the service of the Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Gloucestershire Constabulary Royalty Household Protection Group; any aircraft either operated by a member of the Royal Family, or landing in the grounds of Highgrove House at the invitation of the person in charge of the household there, provided that the Gloucestershire Constabulary Royalty Household Protection Group has been informed in advance of such intended flight or landing. SI 907/2018. Contact: Refer to Statutory Instrument.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGR106 RAYMILL HOUSE, LACOCK A circle, 1 NM radius, centred at 512523N 0020646W	Upper limit: 1600 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Services; any aircraft flying in the service of Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight. Flying in accordance with an agreed exemption issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department. SI 703/2021. Contact: Refer to Statutory Instrument.
EGR107 BELMARSH 513020N 0000529E thence clockwise by the arc of a circle radius 0.5 NM centred on 512951N 0000541E to 512943N 0000454E - 513020N 0000529E	Upper limit: 2000 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter for the purpose of carrying out an IFR approach to London/City Airport for cloud break purposes. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 as amended by SI 1993/2123. Contact: CAA Airspace Regulation Operations, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.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
EGR156 WINDSOR CASTLE A circle, 1.25 NM radius, centred at 512902N 0003614W	Upper limit: 2500 FT ALT Lower limit: SFC	Flight permitted by: any aircraft operating for or on behalf of National Police Air Service; any aircraft operating for or on behalf of The Helicopter Emergency Medical Service; any aircraft operating for or on behalf of The Maritime and Coastguard Agency for the purposes of search and rescue operations; any aircraft operating for or on behalf of The King's Helicopter Flight; any aircraft operated by a member of the Royal Family; any aircraft flying in accordance with an agreed exemption issued by, or with the permission of, the Metropolitan Police (Royalty and Special Protection); or landing in the grounds of Windsor Great Park at the invitation of the Director of Royal Travel provided that Protective Security Operations (PSO) has been informed in advance of such intended flight or landing; any aircraft approaching to, or departing from, London Heathrow Airport. SI 1137/2021. Contact: Refer to Statutory Instrument.
EGR157 HYDE PARK 513212N 0000911W - 513020N 0000648W thence clockwise by the arc of a circle radius 0.55 NM centred on 513000N 0000730W to 513001N 0000637W - 512917N 0000634W thence clockwise by the arc of a circle radius 0.55 NM centred on 512915N 0000726W to 512852N 0000649W - 512834N 0000719W thence clockwise by the arc of a circle radius 0.55 NM centred on 512857N 0000756W to 512858N 0000849W - 512921N 0000847W - 512939N 0001132W thence clockwise by the arc of a circle radius 0.55 NM centred on 513011N 0001123W to 513028N 0001209W - 513208N 0001038W thence clockwise by the arc of a circle radius 0.55 NM centred on 513151N 0000952W to 513212N 0000911W	Upper limit: 1400 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route H4; any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit. See also ENR 1.1, paragraph 4.1.6. SI 1300/2017 Contact: www.nats.co.uk/nsf
EGR158 CITY OF LONDON 513125N 0000547W - 513118N 0000439W - 513043N 0000418W - 513016N 0000433W - 513037N 0000704W - 513108N 0000653W - 513125N 0000547W	Upper limit: 1400 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route H4; any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit. See also ENR 1.1, paragraph 4.1.6. SI 2092/2004. Contact: www.nats.co.uk/nsf
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGR160 THE SPECIFIED AREA 512912N 0001716W - 513420N 0001407W - 513318N 0000904W - 513409N 0000318W - 513130N 0000045W - 512645N 0000044W - 512712N 0000610W - 512515N 0001222W - 512854N 0001407W - 512912N 0001716W Excluding so much of the bed of the River Thames as lies within that area between the ordinary high water marks on each of its banks.	Upper limit: UNL Lower limit: SFC	Except with the written permission of the Civil Aviation Authority a helicopter shall not fly over the Specified Area of Central London below such a height as would enable it, in the event of an engine failure, to land clear of that area. See also ENR 1.1, subsection 4. Further information may be obtained from the General Aviation Department (for non-public transport operations) or Flight Operations Department (for public transport operations) of the Civil Aviation Authority, Tel: 01293-567171. SI 964/2005.
EGR161 WINDSOR GREAT PARK A circle, 0.65 NM radius, centred at 512635N 0003814W	Upper limit: 2500 FT ALT Lower limit: SFC	Flight permitted by: any aircraft making an approach to or departure from London Heathrow Airport whilst under the control of London Terminal Control, Swanwick or the air traffic control unit at London Heathrow Airport; any aircraft operated by or on behalf of a Police Air Support Unit; any aircraft operated by or on behalf of an Emergency Medical Service; any aircraft operated by or on behalf of the Maritime and Coastguard Agency for the purposes of search and rescue operations; any aircraft operated by or on behalf of the King's Helicopter Flight; any aircraft operated by or on behalf of a member of the Royal Family; any aircraft flying in accordance with an agreed exemption issued by, or with the permission of, the Thames Valley Police Service. SI 1177/2025. Contact: Thames Valley Police Service - pgairspacerequests@thamesvalley.police.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.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
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
EGR219 SANDRINGHAM HOUSE 524810N 0002901E thence clockwise by the arc of a circle radius 1.5 NM centred on 524939N 0002840E to 525108N 0002819E - 525132N 0003424E thence anti-clockwise by the arc of a circle radius 1.5 NM centred on 525003N 0003447E to 524834N 0003510E - 524810N 0002901E	Upper limit: 2000 FT ALT Lower limit: SFC	Flight Permitted by: any aircraft operated by or on behalf of a Police Air Support Unit; any aircraft operated by or on behalf of an Emergency Medical Service; any aircraft operated by or on behalf of the Maritime and Coastguard Agency; any aircraft operated by or on behalf of the King's Helicopter Flight; any aircraft operated by or on behalf of a member of the Royal Family; any Aircraft flying in accordance with the permission of the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit; any aircraft landing in the grounds of Sandringham House at the invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been informed in advance of such intended landing. SI 276/2025 283/2025. 1027/2025. Contact: Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit: SandringhamSCR@norfolk.police.uk
EGR220 ANMER HALL A circle, 1.5 NM radius, centred at 525003N 0003447E	Upper limit: 2000 FT ALT Lower limit: SFC	Flight Permitted by: any aircraft operated by or on behalf of a Police Air Support Unit; any aircraft operated by or on behalf of an Emergency Medical Service; any aircraft operated by or on behalf of the Maritime and Coastguard Agency; any aircraft operated by or on behalf of the King's Helicopter Flight; any aircraft operated by or on behalf of a member of the Royal Family; any aircraft flying in accordance with the permission of the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit; any aircraft landing in the grounds of Anmer Hall at the invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been informed in advance of such intended landing. SI 265/2025. Contact: Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit: SandringhamSCR@norfolk.police.uk
EGR311 CAPENHURST A circle, 2 NM radius, centred at 531550N 0025708W	Upper limit: 2200 FT ALT Lower limit: SFC	SI 1003/2016. Contact: CAA Airspace Regulation Operations, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.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
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.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
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.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
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.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
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, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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
EGR1U100 WHITFIELD 510856N 0011641E - 510907N 0011655E - 510912N 0011707E - 510910N 0011724E - 510904N 0011734E - 510855N 0011736E - 510852N 0011732E - 510845N 0011735E - 510838N 0011730E - 510831N 0011707E following the line of latitude to - 510831N 0011658E - 510842N 0011641E - 510849N 0011638E - 510856N 0011641E	Upper limit: 1000 FT ALT Lower limit: SFC	Flight permitted by; any unmanned aircraft operated by or on behalf of a Police Air Support Unit; any unmanned aircraft operated by or on behalf of an Emergency Medical Service; any unmanned aircraft operated by or on behalf of the Maritime and Coastguard Agency; any unmanned aircraft flying in accordance with the permission of Border Force. SI: www.legislation.gov.uk Contact: secmankent@homeoffice.gov.uk
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

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

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
KENLEY GLIDER SITE (MIL), SURREY (AD) (W) 511821N 0000536W	Upper limit: 1700 FT AGL Lower limit: SFC	Glider site is active 7-days a week. User / Unit normal operating periods are listed below but may be amended without notice. Airfield Duty Supervisor during notified hours: 615 VGS (weekends and PHs) 07920-782194. Surrey Hills Gliding Club (weekdays except PHs) 07477-878845. Aerodrome Operator Tel Syerston Ops: 01400-264520, Email: SYE-RAFKenley@mod.gov.uk.	Freq: 119.760 MHz. Site elevation: 565 FT AMSL. Note 1: Civ and Mil AGCS available during notified hours. Note 2: PNR for Military/Police aircraft. PPR for civil aircraft not available. Hours: SR to SS+15.
KENNEL FARM HANGGLIDER SITE, WARLINGHAM, SURREY A circle, 2 NM radius, centred at 511849N 0000229W	Upper limit: 500 FT AGL Lower limit: SFC		Site elevation: 590 FT AMSL. Hours: HJ
KERNAN MICROLIGHT SITE 542311N 0062359W		Phone: Kernan Aviation 07711-841492.	Site elevation: 65 FT AMSL.
KETTLE FIELD MODEL AIRCRAFT FLYING, HOLYWELL, NORTH WALES 531611N 0031823W	Upper limit: 1000 FT AGL Lower limit: SFC	Phone: Delyn Model Flying Club 07940-351819.	Site elevation: 620 FT AMSL. VFR ID: M24 Hours: SR-SS.
KEYSLEY DOWN MODEL AIRCRAFT FLYING, WILTSHIRE 510717N 0021048W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07962-013388.	Site elevation: 650 FT AMSL. VFR ID: M4 Hours: HJ
KILLYKERGAN PARACHUTE SITE, CO LONDONDERRY A circle, 1.5 NM radius, centred at 550103N 0063951W	Upper limit: FL150 Lower limit: SFC	Phone: 028-2955 8609. Londonderry/Eglinton ATC: 028-7181 1099. Scottish Control (Prestwick): 01294-655300.	Activity notified on the day to Londonderry/Eglinton ATC or Scottish Control (Prestwick) outside hours of Londonderry/Eglinton. Area overlaps Movenis drop Zone. Alternative contact: 129.905 MHz. Hours: Normally during daylight hours.
KINGS COLLEGE HOSPITAL HELICOPTER LANDING SITE 512805N 0000531W			Site elevation: 195 FT AMSL.
KINGS FARM MICROLIGHT SITE, RUTLAND 523702N 0003611W			Site elevation: 210 FT AMSL. Hours: HJ
KINGS LYNN HOSPITAL HELICOPTER LANDING SITE 524518N 0002650E			Site elevation: 40 FT AMSL.
KIRKBRIDE MICROLIGHT SITE 545256N 0031220W			Site elevation: 38 FT AMSL.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
LONDON COLNEY MODEL AIRCRAFT FLYING, HERTFORDSHIRE 514259N 0001541W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07710-924721.	Site elevation: 270 FT AMSL. VFR ID: M5 Hours: HJ
LONDONDERRY ALTNAGALVIN HOSPITAL HELICOPTER LANDING SITE 545904N 0071718W			Site elevation: 201 FT AMSL.
LONG MYND GLIDER SITE, SALOP (W AND T) 523108N 0025233W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Midland Gliding Club 01588-650206.	Freq: 123.815. Site elevation: 1411 FT AMSL. Hours: HJ
LONG SUTTON MICROLIGHT SITE 524642N 0000536E		Phone: 01406-366678/ 07850-542907.	Site Elevation: 10 FT AMSL. PPR by telephone. Hours: SR-30 to SS+30.
LONGSIDE TRAINING AERODROME 573056N 0015230W		Phone: 07814-875556 Email: operations@buchanaeroclub.co.uk.	Site elevation: 120 FT AMSL. Training Aerodrome.
LORNE AND ISLANDS HOSPITAL HELICOPTER LANDING SITE 562358N 0052829W			Site elevation: 62 FT AMSL.
LYVEDEN GLIDER SITE, NORTHANTS (W) 522758N 0003430W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Welland Gliding Club 01832-205237.	Site elevation: 279 FT AMSL. Hours: HJ
MAIDSTONE HOSPITAL HELICOPTER LANDING SITE 511636N 0002905E			Site elevation: 272 FT AMSL.
MANCHESTER ROYAL INFIRMARY HOSPITAL HELICOPTER LANDING SITE 532748N 0021343W			Site elevation: 205 FT AMSL.
MANTON MICROLIGHT SITE 512543N 0014627W			Site elevation: 610 FT AMSL.
MARSH BENHAM BALLOON LAUNCH SITE 512310N 0013852W			Frequent launchings of manned balloons take place at or near Marsh Benham, Newbury, Berks (several sites in or around Newbury).
MAYTHORN MODEL AIRCRAFT FLYING, W YORKSHIRE 533251N 0014226W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07973-755472.	Site elevation: 1050 FT AMSL. VFR ID: M6 Hours: 1000-1800 (0900-1700)
MEIKLE WARTLE MODEL AIRCRAFT FLYING, ABERDEENSHIRE 572146N 0022656W	Upper limit: 1100 FT AGL Lower limit: SFC	Phone: Inverurie & District Model Flying Club 07722-883203 (Mobile) or 07704-171305 (Mobile).	Site elevation: 420 FT AMSL. VFR ID: M34 Hours: SR-SS
MEMBURY TRAINING AERODROME 512830N 0013330W		Phone: 01488-71774.	Site elevation: 667 FT AMSL. Training Aerodrome.
MENDLESHAM HANGGLIDER SITE, SUFFOLK A circle, 2 NM radius, centred at 521342N 0010729E	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 221 FT AMSL. Hours: HJ
METFIELD HANGGLIDER SITE, SUFFOLK A circle, 2 NM radius, centred at 522151N 0012330E	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 182 FT AMSL. Hours: HJ Sat, Sun, PH & after 1700 (1600) Mon-Fri.
MIDDLE BRIDGE MODEL AIRCRAFT FLYING, EAST SUSSEX 505022N 0002153E	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07850-843917.	Site elevation: 10 FT AMSL. VFR ID: M19 Hours: HJ

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
MIDDLE WALLOP GLIDER SITE, HANTS (AD) (W AND T) 510858N 0013413W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 297 FT AMSL. Hours: Weekends and Public Holidays SR-30 to SS+30.
MIDDLETON SANDS MICROLIGHT SITE 535952N 0025346W			Site elevation: 17 FT AMSL.
MILFIELD GLIDER SITE, NORTHUMBERLAND (T) 553514N 0020510W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Borders Gliding Club 01668-216284.	Freq: 124.965. Site elevation: 150 FT AMSL. Hours: HJ
MILSON MICROLIGHT SITE 522141N 0023245W			Site elevation: 500 FT AMSL.
MONTROSE MICROLIGHT SITE 564351N 0022704W			Site elevation: 25 FT AMSL.
MOVENIS MICROLIGHT SITE (MCMASTERS FARM) 545915N 0063853W			Site elevation: 180 FT AMSL.
MOVENIS PARACHUTE SITE, CO LONDONDERRY A circle, 1.5 NM radius, centred at 545915N 0063853W	Upper limit: FL150 Lower limit: SFC	Phone: 028-2955 8609. Londonderry/Eglinton ATC: 028-7181 1099. Scottish Control (Prestwick): 01294-655300.	Activity notified on the day to Londonderry/Eglinton ATC or Scottish Control (Prestwick) outside hours of Londonderry/ Eglinton. Alternative contact: 129.905 MHz. Hours: Normally during daylight hours.
NAPTON MODEL AIRCRAFT FLYING, WARWICKSHIRE 521434N 0012038W	Upper limit: 1200 FT AGL Lower limit: SFC	Phone: 07901-986949.	Site elevation: 50 FT AMSL. VFR ID: M7 Hours: HJ Fri and Sun
NETHERAVON PARACHUTE SITE, WILTS A circle, 1.5 NM radius, centred at 511423N 0014615W	Upper limit: FL150 Lower limit: SFC	Phone: 01980-628289. Salisbury Operations: 01980-674710/674730.	Activity notified on the day to Salisbury Operations. Initial Contact: 'Salisbury Information': Channel: 122.755 Parachute Site: 'Netheravon DZ' Channel: 128.305 Hours of applicability for Rule 11: Police/SAR/Air Ambulance are approved to transit the ATZ without ATS provision. They should call Netheravon Information 128.305 (When ATZ open) or Netheravon DZ 128.305 when para activity is taking place. Refer to Salisbury Plain Training Area (SPTA) Air Ops procedures for transits and entry into SPTA Danger Areas & Low Level Routing. Hours: Normally during daylight hours. Occasionally at night by NOTAM.
NEWBIGGIN KITE FLYING SITE, CUMBRIA A circle, 1 NM radius, centred at 540640N 0030717W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 16 FT AMSL. VFR ID: K31 Hours: SR-SS. Activated by NOTAM.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
NEWTON PEVERIL MICROLIGHT SITE 504738N 0020603W			Site elevation: 9 FT AMSL.
NORFOLK AND NORWICH HOSPITAL HELICOPTER LANDING SITE 523709N 0011315E			Site elevation: 68 FT AMSL.
NORMANS BAY KITE FLYING SITE, EAST SUSSEX A circle, 1 NM radius, centred at 504935N 0002350E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 19 FT AMSL. VFR ID: K32 Hours: SR-SS. Activated by NOTAM.
NORTH HILL GLIDER SITE, DEVON (W AND T) 505107N 0031639W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Devon & Somerset Gliding Club 01404-841386.	Site elevation: 921 FT AMSL. Hours: HJ
NORTH LUFFENHAM HANGGLIDER SITE, RUTLAND (AD) (W) A circle, 2 NM radius, centred at 523758N 0003629W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Rutland Airsports.	Site elevation: 350 FT AMSL. Hours: Wed, Fri 1200-SS+30 (1100-SS+30); Sun 1000-SS+30 (0900-SS+30).
NORTH WEALD (TRAINING UNUSUAL ACT AERODROME) 514318N 0000915E		Phone: 01992-564200. Tower: 01992-524740.	Freq: 123.530 MHz. Site elevation: 321 FT AMSL. Training and Unusual Activity Aerodrome. Occasional opposite direction circuits being used by warbirds aircraft including run and breaks.
NORTH WEALD AD MODEL AIRCRAFT FLYING, ESSEX 514323N 0000936E	Upper limit: 500 FT AGL Lower limit: SFC	Phone: 01992-564200.	Site elevation: 250 FT AMSL. VFR ID: M20 Hours: HJ
NORTHAMPTON (SYWELL) UNUSUAL ACT AERODROME 521822N 0004732W		Phone: 01604-801620 (Administration), 01604-801630 (A/G).	Freq: 122.705 MHz. Site elevation: 424 FT AMSL. Unusual Activity. Training and Unusual Activity Aerodrome. Intensive helicopter and fixed-wing training, aerobatics, warbird testing, and PAX flights, including run-and-break manoeuvres.
NORTHIAM MICROLIGHT SITE 510016N 0003718E		Phone: Witherenden Flying Club 01580-712773 : Website: www.witherenden.co.uk.	Site Elevation: 60 FT AMSL. PPR.
NYMPSFIELD GLIDER SITE, GLOS (W AND T) 514251N 0021701W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Bristol & Gloucester Gliding Club 01453-860342.	Freq: 129.980 MHz. Site elevation: 700 FT AMSL. Hours: HJ
OAKSEY PARK TRAINING AERODROME 513757N 0020055W		Phone: 01666-577130 Email: oakseyairfield@supanet.com.	Site elevation: 250 FT AMSL. Training Aerodrome.
ODIHAM GLIDER SITE (MIL), HANTS (AD) (W AND T) 511405N 0005657W	Upper limit: 2500 FT AGL Lower limit: SFC	Phone: Kestrel Gliding Club 07796-908168.	Strictly PPR. Channel: 119.230. Site elevation: 405 FT AMSL. Hours: SR to SS+15.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
OLD SARUM PARACHUTE SITE, WILTS A circle, 1.5 NM radius, centred at 510556N 0014703W	Upper limit: FL150 Lower limit: SFC	Phone: 01722-567863. London Control (Swanwick): 01489-612420.	Activity notified on the day to London Control (Swanwick). Alternative contact: 129.905 MHz. Hours: Normally during daylight hours.
OTHERTON MICROLIGHT SITE 524231N 0020541W			Site elevation: 340 FT AMSL.
OUSTON MODEL AIRCRAFT FLYING, NEWCASTLE-UPON-TYNE 550125N 0015227W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: S.W. Model Flyers 07742-131833.	Site elevation: 475 FT AMSL. VFR ID: M31 Hours: HJ
OVER FARM MICROLIGHT SITE, GLOUCESTER 515239N 0021657W		Phone: 07831-237353.	Strictly PPR. Site elevation: 47 FT AMSL. Hours: HJ
OXTON MICROLIGHT SITE 530241N 0010006W			Site elevation: 273 FT AMSL.
PACKINGTON MICROLIGHT SITE 524258N 0012817W			Site elevation: 320 FT AMSL.
PARHAM GLIDER SITE, W SUSSEX (W AND T) 505532N 0002828W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Southdown Gliding Club 01903-746706.	Freq: 124.965. Site elevation: 110 FT AMSL. Hours: HJ
PARK HALL MICROLIGHT SITE 525859N 0012215W		Phone: Ram Air Microlights 07974-466923.	Site elevation: 377 FT AMSL.
PENRHOS MODEL AIRCRAFT FLYING, GWYNEDD 525220N 0042836W	Upper limit: 1000 FT AGL Lower limit: SFC	Phone: 01758-701404.	Site elevation: 70 FT AMSL. VFR ID: M21 Hours: HJ
PERRANPORTH GLIDER SITE, CORNWALL (AD) (W AND T) 501947N 0051039W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Perranporth Flying Club 01872-552266.	Site elevation: 330 FT AMSL. Freq: 119.755 MHz. Hours: HJ
PERRANPORTH PARACHUTE SITE, CORNWALL A circle, 1.5 NM radius, centred at 501954N 0051039W	Upper limit: FL150 Lower limit: SFC	Phone: 07885-628772 or 01872-552266.	Activity must be notified on the day to Newquay ATC (133.405 MHz (Tel: 01637-861300)) and Culdrose ATC. Hours: Normally during daylight hours.
PETERBOROUGH/SIBSON PARACHUTE SITE, CAMBS A circle, 1.5 NM radius, centred at 523329N 0002349W	Upper limit: FL150 Lower limit: SFC	Phone: 01832-280490. Marham ATC: 01760-337261 Ext: 4949. London Control (Swanwick): 023-8040 1102.	Activity notified on the day to Marham ATC during weekdays or London Control (Swanwick) outside hours of Marham. Alternative contact: 129.905 MHz or 120.330 MHz. Hours: Normally during daylight hours.
PETERLEE PARACHUTE SITE, CO DURHAM A circle, 1.5 NM radius, centred at 544556N 0012243W	Upper limit: FL150 Lower limit: SFC	Phone: 0191-517 1234. Newcastle ATC: 0191-286 0966.	Activity notified on the day to Newcastle ATC. Alternative contact: 129.905 MHz. Hours: Normally during daylight hours.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
PILLING SANDS MICROLIGHT SITE 535631N 0025608W			Site elevation: 17 FT AMSL.
PLAISTOWS MICROLIGHT SITE (CHISWELL GREEN) 514341N 0002247W			Site elevation: 395 FT AMSL.
POCKLINGTON GLIDER SITE, EAST YORKSHIRE (AD) (W AND T) 535541N 0004751W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Wolds Gliding Club 01759-303579.	Freq: 122.915. Site elevation: 87 FT AMSL. Hours: HJ
POPHAM TRAINING AERODROME 511140N 0011410W		Phone: 01256-397733 Email: pophamairfield@btconnect.com.	Site elevation: 550 FT AMSL. Training Aerodrome.
PORTMOAK GLIDER SITE, TAYSIDE (AD) (W AND T) 561121N 0031945W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Scottish Gliding Centre 01592-840543. Email: office@scottishglidingcentre.co.uk.	Channel: 122.915. Site elevation: 360 FT AMSL. Hours: SR-30 - SS+30.
PORTSMOUTH QUEEN ALEXANDRA HOSPITAL HELICOPTER LANDING SITE 505104N 0010409W			Site elevation: 185 FT AMSL.
POUND GREEN MICROLIGHT SITE, WORCS 522414N 0022115W			Site elevation: 360 FT AMSL.
PREDANNACK GLIDER SITE (MIL), CORNWALL (AD) (W) 500007N 0051351W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: 626 VGS 01326-241197, 07776-227318 (Mobile). Mil Ops (Culdrose) 01326-552415.	Strictly PPR. Channel: 134.055 (Culdrose APP); Channel: 124.105 (VGS). Site elevation: 299 FT AMSL. Hours: SR to SS+15 Fri, Sat, Sun & PH or as notified by NOTAM.
PRESTATYN KITE FLYING SITE, DENBIGHSHIRE A circle, 1 NM radius, centred at 532021N 0032432W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 18 FT AMSL. VFR ID: K34 Hours: SR-SS. Activated by NOTAM.
PWLLHELI KITE FLYING SITE, GWYNEDD A circle, 1 NM radius, centred at 525250N 0042457W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 10 FT AMSL. VFR ID: K33 Hours: SR-SS. Activated by NOTAM.
RATTLESDEN GLIDER SITE, SUFFOLK (AD) (W AND T) 521001N 0005216E	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Rattlesden Gliding Club 01449-737789.	Freq: 130.290. Site elevation: 305 FT AMSL. Hours: HJ
RECTORY FARM MICROLIGHT SITE, NEWARK 530510N 0005055W		Phone: 07885-460270.	Site Elevation: 40 FT AMSL. Hours: 0800 (0700) to SS+30 (Summer) / SR-30 to SS+30 (Winter). Strictly PPR.
RECULVER KITE FLYING SITE, KENT A circle, 1 NM radius, centred at 512248N 0011245E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 11 FT AMSL. VFR ID: K24 Hours: SR-SS. Activated by NOTAM.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
REDWICK ROCKET SITE A circle, 1 NM radius, centred at 513322N 0025018W	Upper limit: 3500 FT AGL Lower limit: SFC	Phone: Fins Over Gwent Rocketry 07903-254338.	Site elevation: 21 FT AMSL. VFR ID: R3 Hours: HJ Activated by NOTAM.
RIDGEWELL GLIDER SITE, ESSEX (AD) (W AND T) 520253N 0003330E	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Essex Gliding Club 01440-785103.	Freq: 132.910. Site elevation: 273 FT AMSL. Hours: HJ
RINGMER GLIDER SITE, KITSONS FIELD, SUSSEX (W AND T) 505423N 0000618E	Upper limit: 2500 FT AGL Lower limit: SFC	Phone: East Sussex Gliding Club 01825-840347.	Freq: 129.965. Site elevation: 72 FT AMSL. Hours: HJ
RITTON BANK MODEL AIRCRAFT FLYING, NORTHUMBERLAND 551445N 0015246W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07986-010743/ 07719-383674.	Site elevation: 760 FT AMSL. VFR ID: M8 Hours: HJ
RIVAR HILL GLIDER SITE, WILTS (W) 512038N 0013235W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Shalbourne Soaring Society 01264-731204.	Site elevation: 730 FT AMSL. Hours: HJ
ROGART MICROLIGHT SITE (ROVIE FARM) 575926N 0041019W			Site elevation: 33 FT AMSL.
ROSSALL FIELD MICROLIGHT SITE (COCKERHAM) 535603N 0025038W		Phone: Ribble Valley Microlight Club.	Site elevation: 15 FT AMSL.
ROYAL CORNWALL HOSPITAL HELICOPTER LANDING SITE 501602N 0050540W			Site elevation: 330 FT AMSL.
ROYAL DERBY HOSPITAL HELICOPTER LANDING SITE 525437N 0013053W			Site elevation: 350 FT AMSL.
ROYAL DEVON & EXETER HOSPITAL HELICOPTER LANDING SITE 504305N 0033019W			Site elevation: 122 FT AMSL.
ROYAL LONDON HOSPITAL HELICOPTER LANDING SITE 513105N 0000330W			Site elevation: 325 FT AMSL.
ROYAL PRESTON HOSPITAL HELICOPTER LANDING SITE 534728N 0024231W			Site elevation: 162 FT AMSL.
ROYAL SUSSEX HOSPITAL HELICOPTER LANDING SITE 504911N 0000659W			Site elevation: 380 FT AMSL.
ROYAL VICTORIA INFIRMARY HOSPITAL HELICOPTER LANDING SITE 545850N 0013710W			Site elevation: 290 FT AMSL.
SACKVILLE LODGE GLIDER SITE, RISELY, BEDS (W) 521551N 0002905W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Sackville Gliding Club 01234-708877.	Site elevation: 250 FT AMSL. Hours: HJ
SALFORD ROYAL HOSPITAL HELICOPTER LANDING SITE 532919N 0021922W			Site elevation: 225 FT AMSL.
SALTBY GLIDER SITE, LINCS (AD) (W AND T) 524947N 0004245W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Buckminster Gliding Club 01476-860385.	Freq: 129.965. Site elevation: 480 FT AMSL. Hours: HJ
SANDHAYS MODEL AIRCRAFT FLYING, LINCOLNSHIRE 532533N 0002754W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07740-165167.	Site elevation: 20 FT AMSL. VFR ID: M9 Hours: HJ
SANDHILL FARM GLIDER SITE, WILTS (W AND T) 513614N 0014030W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Vale of White Horse Gliding Club 01793-783685.	Freq: 129.980 MHz. Site elevation: 350 FT AMSL. Hours: HJ

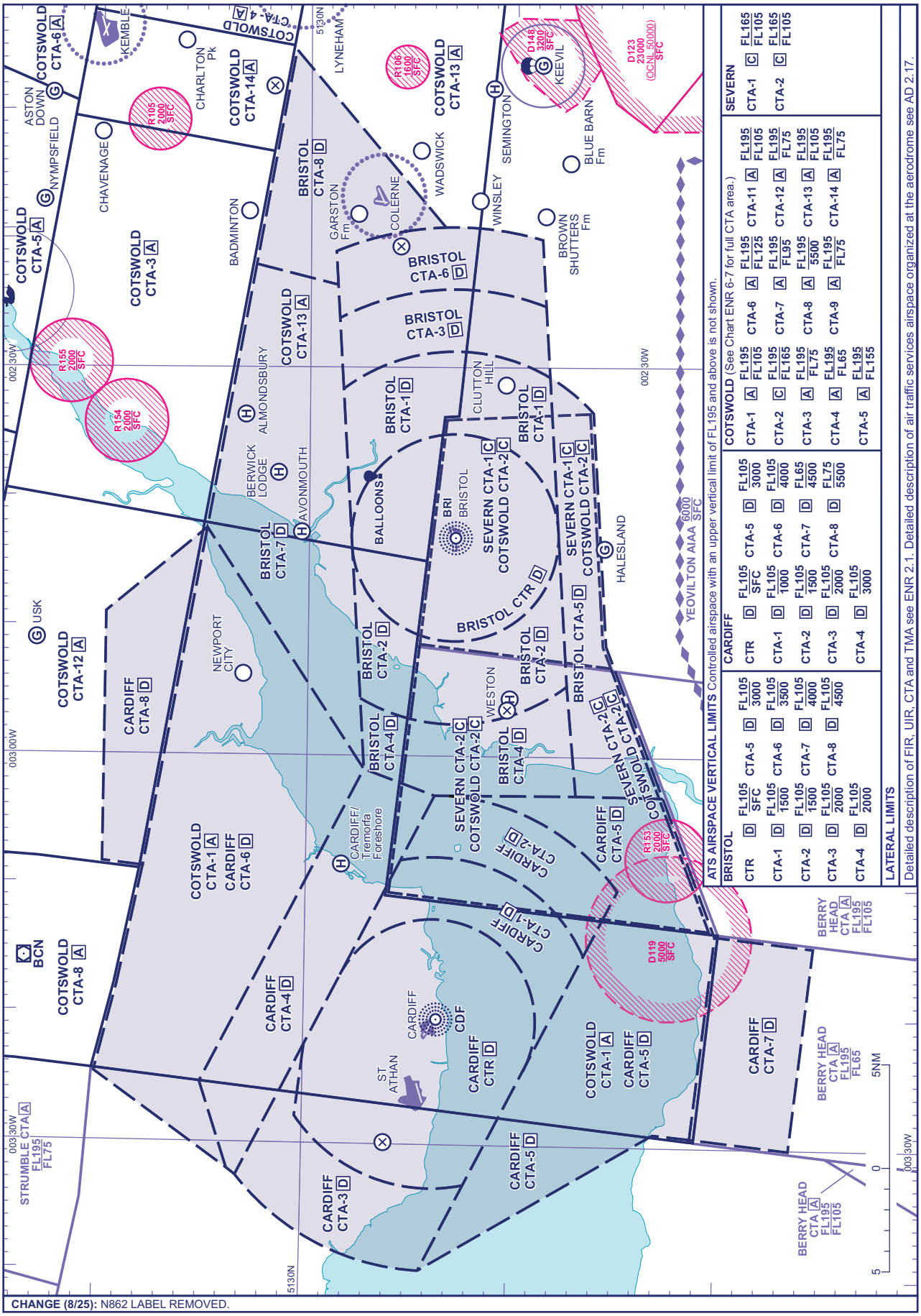
ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

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

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

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

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



CHANGE (8/25): N862 LABEL REMOVED.

AERO INFO DATE 07 MAY 25

ENR 6-41

LONDON TMA



CHANGE (6/26): BEDFORD, COVENTRY, NORTHAMPTON UNLICENSED AIRPORTS REMOVED.

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

LONDON			LONDON			LONDON			LONDON			LONDON		
TMA 1	A	FL195 / 2500	TMA 6	A	FL195 / 4500	TMA 11	A	FL195 / 4500	TMA 16	A	FL195 / 5500	TMA 21	A	FL195 / FL65
TMA 3	A	FL195 / 3500	TMA 7	A	FL195 / 4500	TMA 13	A	FL195 / 5500	TMA 17	A	FL195 / FL75	TMA 23	A	FL195 / 5500
TMA 4	A	FL195 / 3500	TMA 8	A	FL195 / 5500	TMA 14	A	FL195 / 5000	TMA 18	A	FL195 / FL75	TMA 24	A	FL195 / 4500
TMA 5	A	FL195 / 4500	TMA 9	A	FL195 / 5500				TMA 19	A	FL195 / 5500			
			TMA 10	A	FL195 / 5500				TMA 20	A	FL195 / 4500			

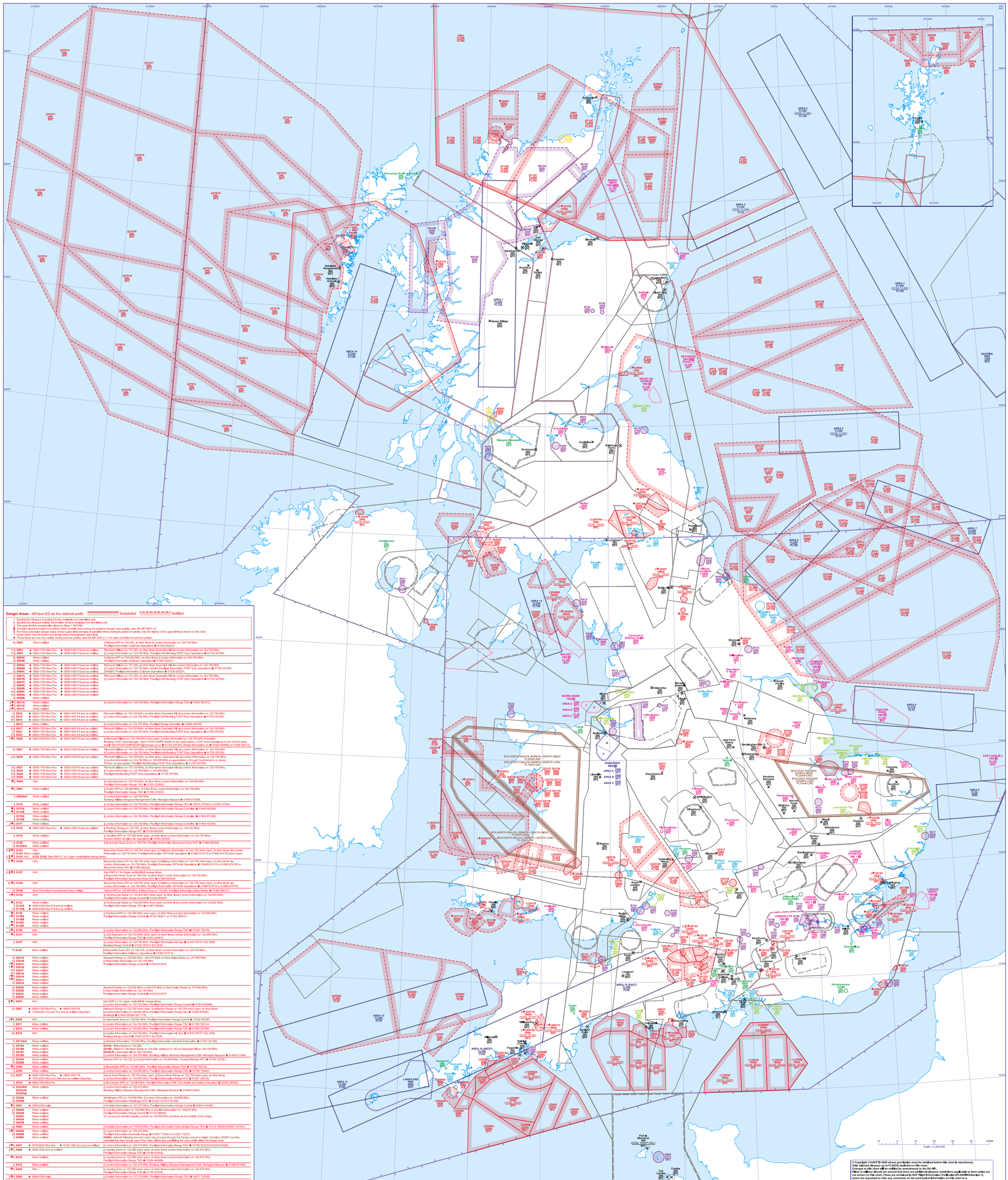
LATERAL LIMITS

See London TMA ENR 2.1

AERO INFO DATE 10 MAR 26

ENR 6-42

CHART OF UNITED KINGDOM AIRSPACE RESTRICTIONS AND HAZARDOUS AREAS


AREA 1 FL260 FL129
AREA 2 FL290 (OCNL FL350) FL100
AREA 3 FL290 (OCNL FL350) FL100
AREA 4 FL240 (OCNL FL350) FL70
AREA 5 FL240 (OCNL FL350) FL70
AREA 6 FL100
AREA 7 FL450 FL100
AREA 8 FL170 FL70
AREA 9 FL50 2000
AREA 10 (EAST) FL500 FL80
AREA 11 FL200 FL85
AREA 12 FL180 FL70
AREA 13 FL240 FL100
AREA 14 FL245 FL100
D901 FL500 FL245
D712A FL660 FL245
D712B FL660 FL245
D712C FL660 FL245
D712D FL660 FL245
D713 FL500 FL245
D514 FL660 FL85
D613A FL660 FL100
D613B FL660 FL100
D613C FL660 FL100
D613D FL660 FL100
EKOFBSK RMZ 1500 SFC
GREATER WASH TMZ FL100 SFC
HUMBER GATEWAY TMZ FL105 SFC
SEAGREEN TMZ (Phase 1) FL100 SFC
NEART NA GAOITHE TMZ FL100 SFC
MORAY FIRTH TMZ FL100 SFC
EAST ANGLIA 3 TMZ FL100 SFC
LONDON STANSTED TMZ 1500 SFC
LONDON HEATHROW TMZ 2 SFC
LONDON GATWICK TMZ SFC
LONDON ARMY TMZ SFC
WALNEY TMZ FL100 SFC
BURBO BANK TMZ
MTA NORTH WALES (NWMTA - NORTH HIGH) FL285-FL660
MTA NORTH WALES (NWMTA - NORTH LOW) FL195-FL285
MTA NORTH WALES (NWMTA - SOUTH HIGH) FL285-FL660
MTA NORTH WALES (NWMTA - SOUTH LOW) FL195-FL285
MTA EAST ANGLIAN (EAMTA HIGH) FL285-FL660
MTA EAST ANGLIAN (EAMTA LOW) FL245-FL660
HAWARDEN RMZ
AREA A 5500 2000
AREA B 5500 2000
AREA C 5500 2000
Glasgow
Edinburgh
Manchester
Liverpool
Leeds Bradford
Newcastle
Aberdeen
Belfast City
Belfast International
Cardiff
Bristol
Southampton
Heathrow
Gatwick
Stansted
Luton
Birmingham
East Midlands
Norwich
Humberside
Prestwick
Inverness
Dundee
Isle of Man
Jersey
Guernsey
Danger Areas - All have EG as the national prefix. Scheduled. Notified.
† Special Use Airspace Crossing Service available from Identified unit.
§ Special Use Airspace Activity Information Service available from Identified unit.
‡ The upper limit is occasionally raised by Class 1 NOTAM.
✱ Contains airspace subject to byelaws which prohibit entry during the period of danger area activity. See UK AIP GEN 1.6.
‖ For those scheduled danger areas whose upper limit changes at specified times during its period of activity, only the higher of the upper limits is shown on the chart.
• Areas which may be active up to levels below the indicated upper limit.
◆ These times are one hour earlier during summer period. See UK AIP GEN 2.1.1 for start and finish of summer period.
¶§ D001 When notified. Cultdrose APP on 134.055, at other times § London Information on 124.750 MHz. Pre-flight Information Cultdrose Operations ☎ 01326 552415.
¶§ D003 ◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified. Plymouth Military on 121.255, at other times Swanwick Mil via London Information on 124.750 MHz.
¶§ D004 ◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified. § London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
¶§ D005A When notified. Cultdrose APP on 134.050 MHz, at other times § London Information on 124.750 MHz.
¶§ D005B When notified. Pre-flight Information Cultdrose Operations☎ 01326 552201.
¶§ D006A ◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified. Plymouth Military on 121.255, at other times Swanwick Mil via London Information on 124.750 MHz.
¶§ D006B ◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified. § London Information on 124.750 MHz, D006A Pre-flight Information FOST Duty Operations ☎ 01752 557550.
¶§ D006C ◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified. D006B/C Pre-flight Information Cultdrose Operations ☎ 01326 552201.
¶§ D007A ◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified. Plymouth Military on 121.255, at other times Swanwick Mil via London Information on 124.750 MHz.
¶§ D007B ◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified. § London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
¶§ D007C ◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.
¶§ D008A ◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.
¶§ D008B ◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.
¶§ D008C ◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.
¶§ D009A ◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.
¶§ D009B When notified.
‡✱§ D011A When notified. § London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 01837 657210.
‡✱§ D011B When notified.
‡✱§ D011C When notified.
¶§ D012 ◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified. Plymouth Military on 124.155 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 Information 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. Lyd Approach on 120.705 MHz, at other times London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 01303 225503.
‡✱§ D061 When notified. § Exeter APP on 128.980 MHz, at other times London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 01395 272972.
§ D064A-C When notified. § London Information on 124.750 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
§ D110 When notified. § London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 07870 377646 or 01395 277891.
‡✱§ D113A When notified. § London Information on 124.750 MHz. Pre-flight Information Range Controller ☎ 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 when open.
¶§ D124 When not notified. D123, D125: See ENR 5.1 for Upper vertical limit change times.
‡‡✱§ D125 H24. Boscombe Down ATC on 126.705 when open; § Salisbury Information on 122.755 when open, at other times via London Information on 124.750 MHz. Pre-flight Information SPTA Air Operations ☎ 01980 674710 or 01980 674730 or Boscombe Down ATC ☎ 01980 663246.
‡‡✱§ D127 H24. See ENR 5.1 for Upper vertical limit change times. § Boscombe Down Zone on 126.705, at other times London Information on 124.750 MHz. Pre-flight Information Boscombe Down ATC ☎ 01980 663246.
‡‡✱§ D128 H24. Boscombe Down ATC on 126.705 when open; § Salisbury Information on 122.755 when open, at other times via London Information on 124.750 MHz. Pre-flight Information SPTA Air Operations ☎ 01980 674710 or 01980 674730.
¶§ D129 Mon-Fri sunrise to sunset and when notified. Oxford APP on 125.090 MHz, § Brize Zone on 119.005. Pre-flight Information Brize Norton ☎ 01993 895147.
‡✱§ D130 H24. § Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Pre-flight Information Range Control ☎ 01420 483405.
✱§ D132 When notified. § Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz.
§ D133A ◆ 0800-2359 Mon-Fri and as notified. Pre-flight Information Range TSO ☎ 01483 798304.
‡✱§ D133B ◆ 0800-2359 Mon-Fri and as notified.
‡✱§ D136 When notified. § Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz.
‡✱§ D138A When notified. Pre-flight Information Range Control ☎ 01702 383211 or 01702 383212.
§ D138B When notified.
✱§ D138C When notified.
‡✱§ D138D When notified.
‡✱§ D139 H24. § London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 01206 736149.
‡✱§ D141 H24. § Lyd 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 not notified. § Boscombe Down ATC on 126.705, at other times London Information on 124.750 MHz. Pre-flight Information Salisbury Operations ☎ 01980 674710.
¶§ D201A When notified. Aberporth Radar on 120.835 MHz / 244.575 MHz or West Wales Radar on 127.090 MHz.
¶§ D201B When notified. § West Wales Information on 122.155 MHz.
†✱§ D201C When notified. Pre-flight Information Range Control ☎ 01239 813219.
†✱§ D201D When notified.
¶§ D201F When notified.
¶§ D201G When notified.
†✱§ D201H When notified.
†✱§ D201J When notified.
¶§ D201K When notified.
¶§ D202A When notified. Aberporth Radar on 120.835 MHz or 244.575 MHz or West Wales Radar on 127.090 MHz.
¶§ D202B When notified. § West Wales Information on 122.155 MHz.
¶§ D202C When notified. Pre-flight Information Range Control ☎ 01239 813219.
¶§ D202D When notified.
‖✱§ D203 H24. See ENR 5.1 for Upper vertical limit change times. § London Information on 124.750 MHz. Pre-flight Information Range Control ☎ 01874 635599.
¶§ D207 ◆ 0900-1700 Mon-Thu ◆ 0900-1200 Fri. Holbeach Range on 122.755 when open, § Holbeach Range on 122.755 when open; at other times ◆ 1700-2200 Tue and Thu and as notified (Sep-Apr). § 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 not hired. § London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 01785 763134.
§ D213 When not hired. § London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 01869 257489.
¶§ D216 H24. § London Information on 124.750 MHz. Pre-flight Information Air Ops ☎ 01432 357311 Ext 2369. Booking Range Control ☎ 01432 357311 Ext 3239.
§ D217A-K When notified. § Llanbedr Information 118.500 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.
¶§ D220B When notified.
¶§ D304 When not hired. § Manchester APP on 118.580 MHz. Pre-flight Information Range TSO ☎ 01785 763134.
§ D305 When not hired. § London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 07769 730481.
¶§ D307 ◆ 0900-1630 Mon-Thu ◆ 0900-1500 Fri. Donna Nook Range on 122.755 when open. § Donna Nook Range on 122.755 when open; at other times ◆ 1630-2200 Mon and Wed and as notified (Sep-Apr). § London Information on 124.600 MHz. Pre-flight Information Range ATC ☎ 01507 359126.
§ D314 ◆ 0800-0900 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 not hired. § London Information on 125.475 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
¶§ D324A When not hired. 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 not hired. § Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz.
¶§ D402B When not hired. Pre-flight Information Range Control ☎ 01776 888930.
§ D402C When not hired. On no account should negative contact on 130.050 MHz be taken as non activity of the range.
§ D403A When not hired.
§ D403B When not hired.
¶§ D405 When not hired. § Scottish Information on 119.875 MHz. Pre-flight Information Kirkcudbright Range TSO ☎ 01412 248500/248501 (DTSO).
‡✱§ D406A When not hired. § London Information on 125.475 MHz.
¶§ D406B When not hired. Pre-flight Information Eskmeals Range ☎ 01229 712245 or 01229 712233.
§ D406C When not hired. D406A – Aircraft following the west coast may proceed through the danger area at a height not below 2000FT, but it is essential that they remain east of the main railway line paralleling the coast while within the danger area.
‡✱§ D407 ◆ 0730-0200 Mon-Sat ◆ 0730-1300 Sun and as notified. § London Information on 125.475 MHz. Pre-flight Information Range TSO ☎ 01768 343223/343225/343226.
‡✱§ D408 ◆ 0830-1630 and as notified. § Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Pre-flight Information Range TSO ☎ 01748 875502.
¶§ D410 When not hired. § Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Pre-flight Information Range TSO ☎ 01904 442966.
§ D412 When not hired. § London Information on 125.475 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
¶§ D442 H24. § Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Pre-flight Information Range TSO ☎ 01748 875502.
‡✱§ D505 ◆ 0800-2359 daily. § Scottish Information on 127.275 MHz. Pre-flight Information Range TSO ☎ 02877 720029.
¶§ D508 ◆ 0800-1700 Mon-Fri and as notified. Newcastle APP on 124.380 MHz, § Scottish Information on 119.875 MHz. Pre-flight Information Range Reception ☎ 01434 220952.
§ D509 When not hired. § Scottish Information on 119.875 MHz. Pre-flight Information CTF311 Operations ☎ 01923 956371.
¶§ D510A-C ◆ 0900-1700 Mon-Thu ◆ 0900-1600 Fri and as notified. Spadeadam on 126.725 MHz, § Newcastle APP on 124.380 MHz. Pre-flight Information Range ATC ☎ 01697 749486 or 01697 749488.
‡✱§ D512A When not hired, not from ◆ 0600-0900 Mon-Fri or ◆ 1700-1900 Mon-Thu. § Scottish Information on 119.875 MHz. Pre-flight Information Range Control ☎ 01912 394261.
‡‡✱§ D512B H24. For not/from upper limit change times, not from ◆ 0600-0900 Mon-Fri or ◆ 1700-1900 Mon-Thu.
§ D513A When not hired. § Scottish Information on 134.775 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
§ D513B When not hired.
§ D513C When not hired.
§ D514 When not hired. § Scottish Information on 119.875 MHz and London Information on 125.475 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
§ D601 ◆ 0800-2359 daily and as notified. § Scottish Information on 119.875 MHz. Pre-flight Information Range TSO ☎ 01412 248123.
‡✱§ D604 H24. § Leuchars APP on 126.505. Pre-flight Information Range TSO ☎ 01313 103426.
§ D613A When not hired. § Swanwick Military on 136.375 MHz.
§ D613B When not hired. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
§ D613C When not hired.
§ D613D When not hired.
§ D701A-Y When not hired. § Scottish Information on 127.275 MHz. Pre-flight Information Range Control ☎ 01870 604449.
¶§ D702 ◆ 0800-1600 daily and as notified. § Inverness Radar on 122.605 MHz when open; at other times Scottish Information on 134.850 MHz. Pre-flight Information Range TSO ☎ 01313 108124 or 01313 108114.
‡‡✱§ D703 ◆ 0900-2200 Mon-Thu ◆ 0900-1400 Fri and as notified. Tain Range on 122.755 when open, § Tain Range on 122.755 when open; at other times, Scottish Information on 134.850 MHz. Pre-flight Information Range ATC ☎ 01862 892165 Ext 4945.
¶§ D704 When not hired. SUACS Benbecula APP on 119.205 when open. Pre-flight Information Range Control ☎ 01870 604449.
✱§ D710 When not hired sunrise to sunset Mon-Sat. § Scottish Information on 127.275 MHz. Pre-flight Information Range Control ☎ 01397 436720.
D712A When not hired. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
D712B When not hired.
D712C When not hired.
D712D When not hired.
D713 When not hired. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
§ D714A When not hired. § Scottish Information on 127.275 MHz. Pre-flight Information MOD Hebrides Range Control ☎ 01870 604449.
§ D714B When not hired.
✱§ D801 When not hired. § Scottish Information on 133.675 MHz. Pre-flight Information Range Control ☎ 01971 511242 when open; at other times
§ D802 When not hired. Talin Range ATC☎ 01862 892165 Ext 4945.
§ D803 When not hired.
§ D809N When not hired. § Scottish Information on 133.675 MHz.
§ D809C When not hired. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
§ D809S When not hired.
D901 When not hired. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
D902A-H When not hired. Contact: SaxaVord Range Operations ☎ 01479 782040, email: rangeops@shetlandspaceecentre.com.

Restricted Areas - All have EG as the national prefix. Scheduled. Notified.
R002 Devonport. Flight permitted by a helicopter for the purpose of landing at or taking off from Kimberley Point (KP) Helicopter Landing Site (HLS) and Ships within HM Naval Base with the permission of 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 Oxford (Kidlington) 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 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 (512233N 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 HX; any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit (R159 only - any aircraft approaching or departing from London/City Airport). See also ENR 1.1, paragraph 4.1.6,
R158 City of London
R159 Isle of Dogs
R160 The Specified Area. Except with written permission of the CAA (☎ 01293 567171) a helicopter shall not fly over this area below such a height as would enable it, in event of an engine failure, to land clear of the area. See also ENR 1.1, subsection 4.
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 Whitemoor. Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R214 Woodhill. Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R217 Stowell. Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Stowell, PPR.
R219 Sandringham House. Flight permitted by; any aircraft operated by or on behalf of a Police Air Support Unit; any aircraft operated by or on behalf of an Emergency Medical Service, any aircraft operated by or on behalf of the Maritime and Coastguard Agency, any aircraft operated by or on behalf of the King's Helicopter Flight, any aircraft operated by or on behalf of a member of the Royal Family, any aircraft flying in accordance with the permission of the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit, any aircraft landing in the grounds of Sandringham House at the invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been informed in advance of such Intended landing.
R220 Anmer Hall. Flight permitted by; any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Service; any aircraft flying in the service of the Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit; any aircraft either operated by a member of the Royal Family, or landing in the grounds of Anmer Hall at the invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been informed in advance of such Intended flight or landing.
R311 Capenhurst
R312 Springfields. (i) Flight permitted at not less than 1670FT AMSL for the purpose of landing at Blackpool Airport or in airspace lying south of a straight line joining 534644N 0024454W to 534513N 0025044W for the purpose of landing at or taking off from Warton Aerodrome. (ii) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Springfields, PPR.
R315 Full Sutton. Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R319 Manchester. Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R321 Wakefield. Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R322 Wyllfa. (i) Flight permitted at a height of not less than 2000FT AGL whilst operating under and in accordance with a clearance from ATC RAF Valley. (ii) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Wylfa, PPR.
R323 North West Transit Corridor. Flight permitted by any aircraft: (a) flying in accordance with the following criteria ; (i) at a speed which according to its airspeed Indicator is 140 KT or less; (ii) in VMC; (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 • It the National Police Air Service; (b) the Helicopter Emergency Medical Service; (c) 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 Fremlands/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 mRcallight 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 Suffolk. When active, entry of non-participating aircraft is prohibited unless flying with an authorisation given by the Low-Flying Operations Flight (LFOF) at RAF(U) Swanwick ☎ 01489 443100, EGR610C/D Additionally a tactical clearance may be provided by the Range Control Officer for Talin Range during their hours of operation on 122.755.
R610C Norfolk
R610D 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 LFRC and the Aeronautical Rescue Co-ordination 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 Coalport/Fasilane
P613 Dounreay

Permanently Sited Lasers
Cheddon 1 & 2. Visible (Slite 1), Invisible (Slite 2) beam is potentially hazardous to aircrew at night, Operator extinguishes beam when aircraft are sighted in the vicinity, Operational H24.
MOD Porton Down. Emitted light contained within range boundaries. Laser operations for short and sustained periods at various times of day and night.
NERC Space Geodesy Facility (Herstmonceux Castle). Visible beam is potentially hazardous to aircrew. Operator extinguishes beam when aircraft are sighted in the vicinity. Laser operations are H24 throughout the year.
Portsdown West. Operational H24.
Clwyd2 Penshore. Operational H24.
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 Druim a Starraig. Operational H24.
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 / High. When notified.
North Wales MTA (North). Low / High. When notified.
North Wales MTA (South). Low / High. When notified.

Air To Air Refuelling Areas
AREA 1 Active when notified. Information: Swanwick (Mil)
AREA 2 Permanently available. Information: Swanwick (Mil)
AREA 3 Permanently available. Information: Swanwick (Mil)
AREA 4 Permanently available. Information: Swanwick (Mil)
AREA 5 Permanently available. Information: Swanwick (Mil)
AREA 6 Permanently available. Information: Swanwick (Mil)
AREA 7 Permanently available. Information: Swanwick (Mil)
AREA 8 Permanently available. Information: Swanwick (Mil)
AREA 9 Permanently available. Information: Swanwick (Mil)
AREA 10 (E&W) Active when notified. Information: Swanwick (Mil)
AREA 11 Active when notified. Information: Swanwick (Mil)
AREA 12 Active when notified. Information: Swanwick (Mil)
AREA 13 Active when notified. Information: Swanwick (Mil)
AREA 14 Active when notified. Information: Swanwick (Mil)
Note 1: (R) Receiver, (T) Tanker.Secondary AA 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: Obscrete Fr

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

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Only selected airspace up to FL245 is depicted on this chart.
Changes to this chart will be notified by amendments to the UK AIP.
Users are requested to refer any comments on the portrayal of information on this chart to :-
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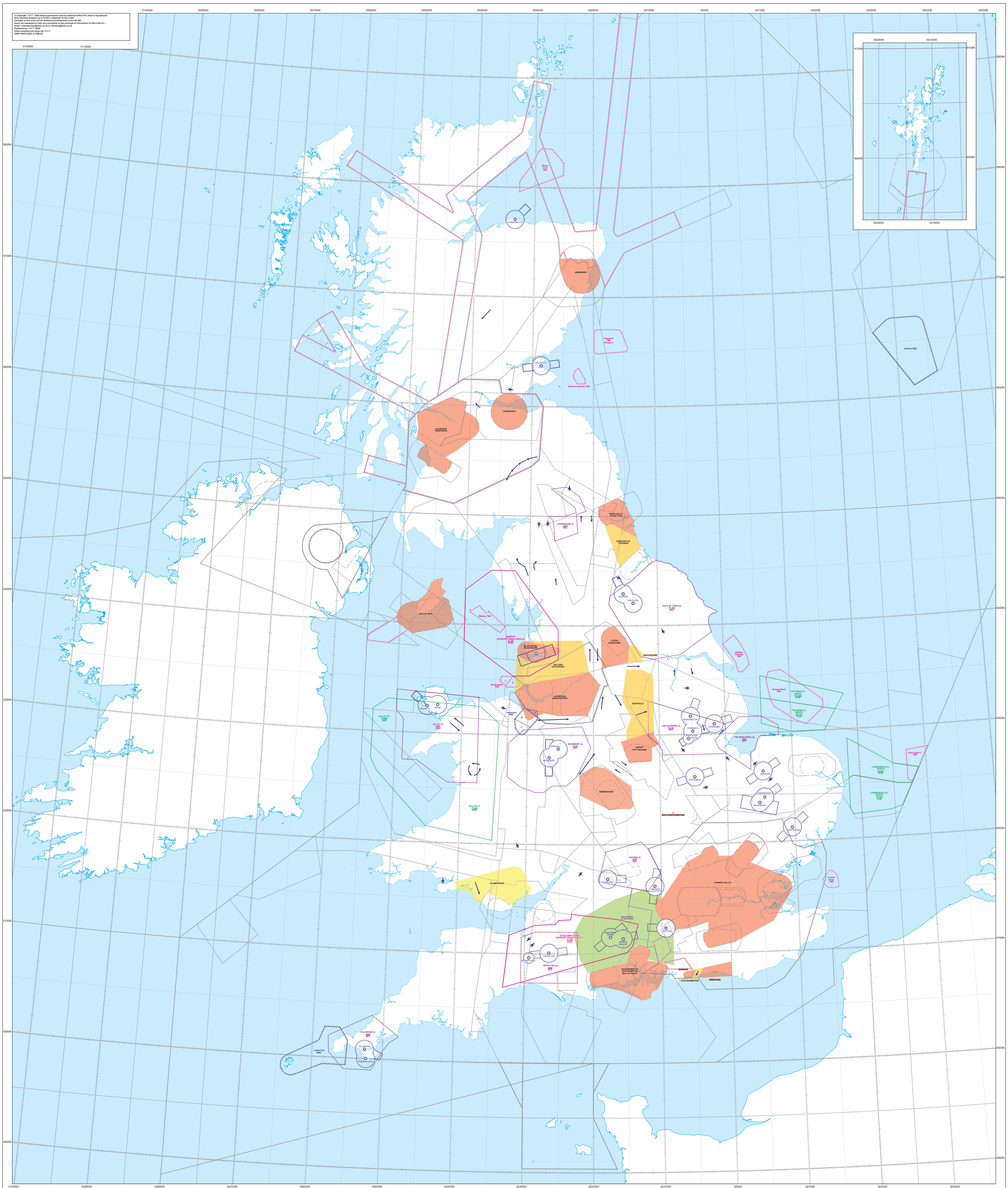


Areas of Intense Air Activity

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

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

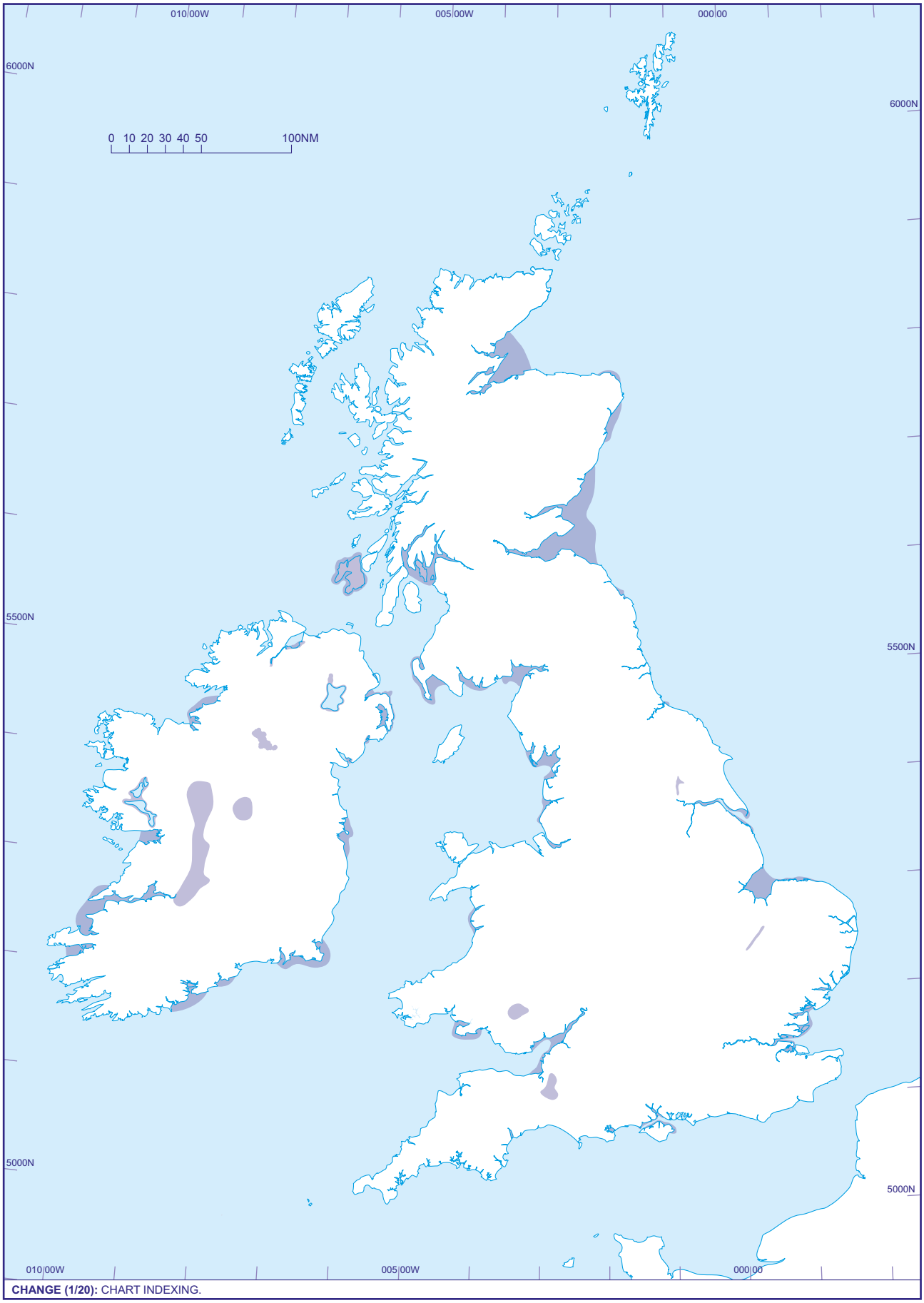
c. OTHER AERIAL ACTIVITIES
Tethered/captive balloons to a height greater than 200 feet (60 metres) AGL, kite flying - 5 or more kites from a specified site to a height greater than 200 feet (60 metres) AGL, aircraft operations from water, any other aerial activity likely to create an exceptional concentration 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

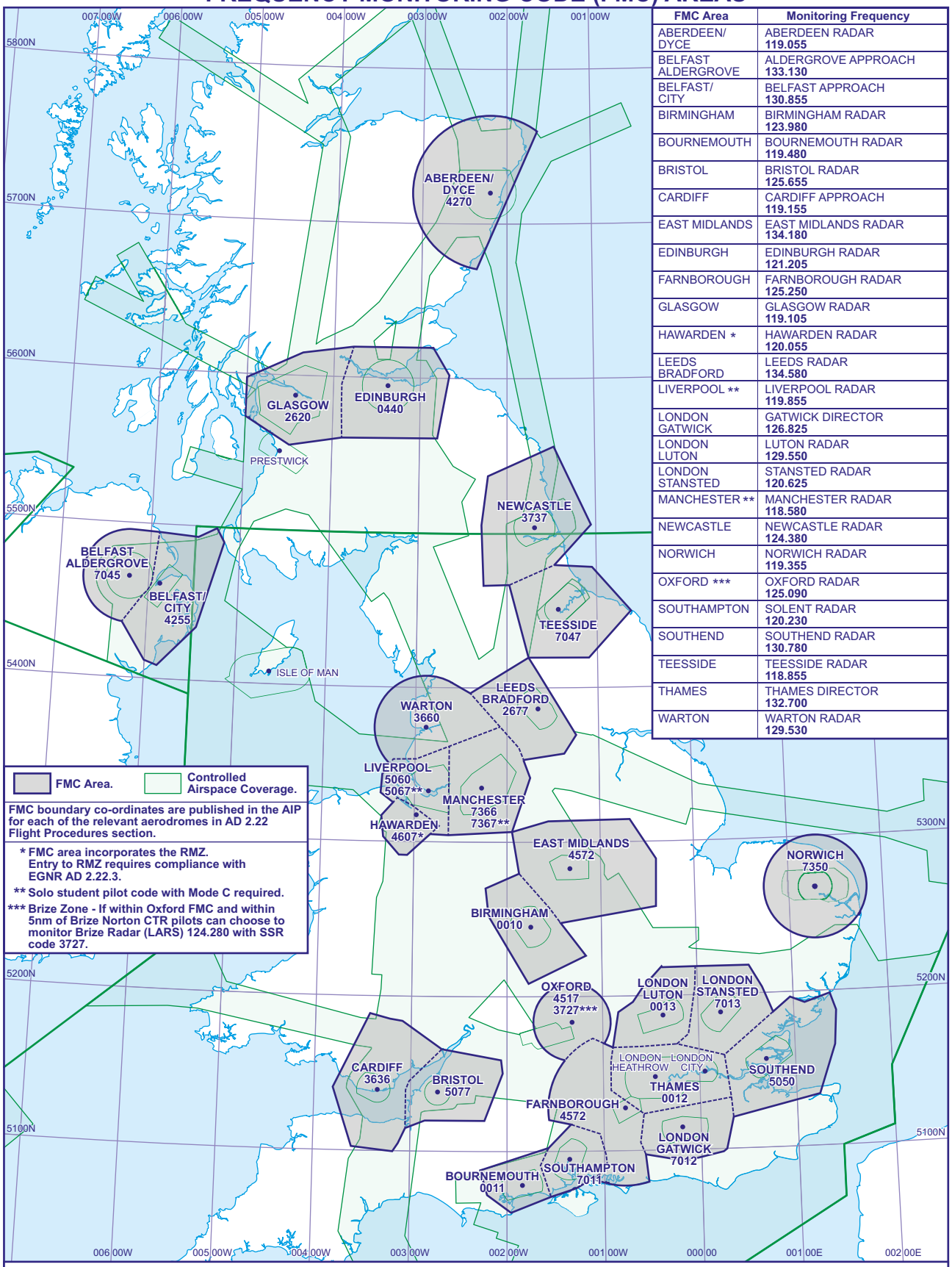


CHANGE (1/20): CHART INDEXING.

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 **133.130**
BELFAST/ CITY	BELFAST APPROACH **130.855**
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 (6/26): BELFAST ALDERGROVE FREQUENCY REVISED. BELFAST CITY FREQUENCY REVISED.

AERO INFO DATE 19 MAR 26

UK AREA MINIMUM ALTITUDES (AMA)

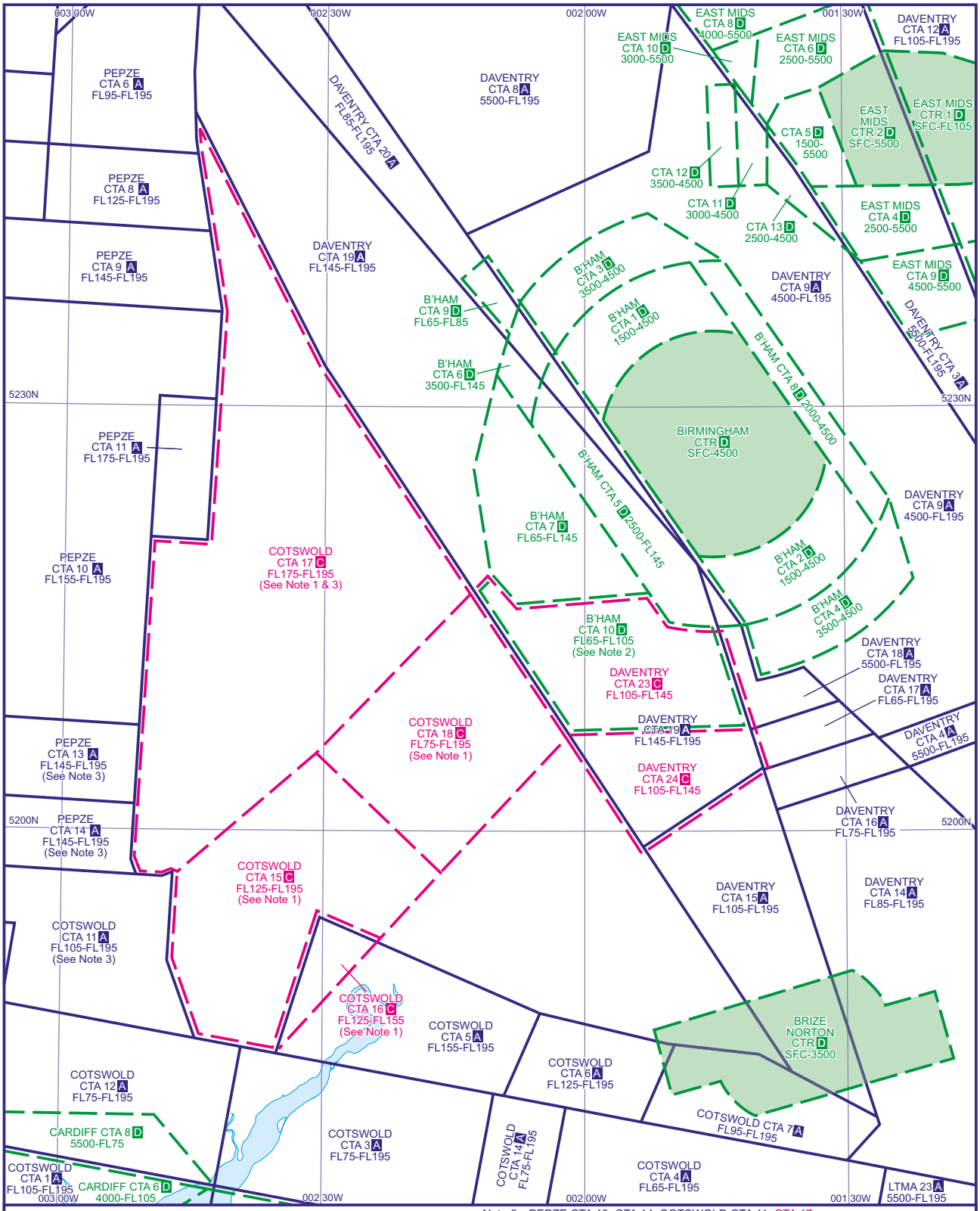
CHANGE (639): COVENTRY, NORTHAMPTON SYWELL, PETERBOROUGH CONINGTON UNLICENCED AIRPORTS REMOVED.

AERO INFO DATE 10 MAR 26

ENR 6-81

I

COTSWOLD (SHAWBURY TRIANGLE) FLEXIBLE USE AIRSPACE (FUA)



Note 1 COTSWOLD CTA 15, CTA 16, CTA 17 & CTA 18.
Flexible use of airspace.
Class C between hours 1700-0900 (1600-0800) Monday-Thursday and 1700 (1600) Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G.
COTSWOLD CTA 15, CTA 16, CTA 18
Access restrictions may apply during NOTAM activation of EGD218.

Note 2 BIRMINGHAM CTA 10.
Flexible use of airspace.
Class D between hours 1700-0900 (1600-0800) Monday-Thursday and 1700 (1600) Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G.

Note 3 PEPZE CTA 13, CTA 14, COTSWOLD CTA 11, CTA 17
The following two areas, between the CTAs base level and FL 195, and referred to as the OSSEP Gliding Areas, are notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and London ACC, Swanwick Mil and Cardiff ATC:
MADLEY Box great circle lines joining: 520734N 0025744W - 520712N 0024624W - 515640N 0024718W - 515701N 0025836W - 520734N 0025744W.
RAGLAN Box great circle lines joining: 515701N 0025836W - 515640N 0024718W - 515040N 0024748W - 515153N 0025901W - 515701N 0025836W.
During periods of activation of these areas ATC will direct aircraft to remain clear of the active area.

CHANGE (5/24): NOTE 1 REVISED.

AERO INFO DATE 22 FEB 24

ENR 6-82

PART 3 AERODROMES (AD)

AD 0

When applicable the following chapters are left blank: AD 0.2, AD 0.3, AD 0.4, AD 0.5, AD 0.6

AD 0.1 TABLE OF CONTENTS TO PART 3

AD 1 Aerodromes/Heliports - Introduction ..... **AD 1.1-1**

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE ..... **AD 1.1-1**
AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN ..... **AD 1.2-1**
AD 1.3 INDEX TO AERODROMES AND HELIPORTS ..... **AD 1.3-1**
AD 1.4 GROUPING OF AERODROMES/HELIPORTS ..... **AD 1.4-1**
AD 1.5 STATUS OF CERTIFICATION OF AERODROMES ..... **AD 1.5-1**

AD 2 Aerodromes

ABERDEEN/DYCE	EGPD
ALDERNEY	EGJA
ANDREWSFIELD	EGSL
BARRA	EGPR
BELFAST ALDERGROVE	EGAA
BELFAST/CITY	EGAC
BENBECULA	EGPL
BIGGIN HILL	EGKB
BIRMINGHAM	EGBB
BLACKBUSHE	EGLK
BLACKPOOL	EGNH
BOURNEMOUTH	EGHH
BRISTOL	EGGD
CAERNARFON	EGCK
CAMBRIDGE	EGSC
CAMPBELTOWN	EGEC
CARDIFF	EGFF
CHALGROVE	EGLJ
CHICHESTER/GOODWOOD	EGHR
COLL	EGEL
COLONSAY	EGEY
COMPTON ABBAS	EGHA
CRANFIELD	EGTC
CUMBERNAULD	EGPG
DENHAM	EGLD
DERBY	EGBD
DUNDEE	EGPN
DUNKESWELL	EGTU
DUXFORD	EGSU
EARLS COLNE	EGSR
EAST MIDLANDS	EGNX
EDAY	EGED
EDINBURGH	EGPH
ELSTREE	EGTR
ENNISKILLEN/ST ANGELO	EGAB
EXETER	EGTE
FAIR ISLE	EGEF
FAIROAKS	EGTF
FARNBOROUGH	EGLF
FENLAND	EGCL
GLASGOW	EGPF
GLOUCESTERSHIRE	EGBJ
GUERNSEY	EGJB
HAVERFORDWEST	EGFE
HAWARDEN	EGNR
HUMBERSIDE	EGNJ
INVERNESS	EGPE
ISLAY	EGPI
ISLE OF MAN	EGNS
JERSEY	EGJJ
KEMBLE	EGBP
KIRKWALL	EGPA
LAND'S END	EGHC
LASHENDEN/HEADCORN	EGKH
LEE-ON-SOLENT	EGHF
LEEDS BRADFORD	EGNM
LEEDS EAST	EGCM
LEICESTER	EGBG
LERWICK/TINGWALL	EGET
LIVERPOOL	EGGP
LONDON CITY	EGLC
LONDON GATWICK	EGKK
LONDON HEATHROW	EGLL
LONDON LUTON	EGGW
LONDON STANSTED	EGSS
LONDONDERRY/EGLINTON	EGAE
LYDD	EGMD
MANCHESTER	EGCC
MANCHESTER BARTON	EGCB
NETHERTHORPE	EGNF
NEWCASTLE	EGNT
NEWQUAY	EGHQ
NEWTOWNARDS	EGAD
NORTH RONALDSAY	EGEN
NORWICH	EGSH
NOTTINGHAM	EGBN
OBAN	EGEO
OLD BUCKENHAM	EGSV
OLD WARDEN	EGTH
OXFORD/KIDLINGTON	EGTK
PAPA WESTRAY	EGEP
PERTH/SCONE	EGPT
PRESTWICK	EGPK
REDHILL	EGKR
RETFORD/GAMSTON	EGNE
ROCHESTER	EGTO
SANDAY	EGES
SANDTOFT	EGCF
SCILLY ISLES/ST MARYS	EGHE
SHERBURN-IN-ELMET	EGCJ
SHOBDON	EGBS
SHOREHAM	EGKA
SLEAP	EGCV
SOUTHAMPTON	EGHI
SOUTHEND	EGMC
ST ATHAN	EGSY
STAPLEFORD	EGSG
STORNOWAY	EGPO
STRONSAY	EGER
SUMBURGH	EGPB
SWANSEA	EGFH
TATENHILL	EGBM
TEESSIDE INTERNATIONAL	EGNV
THRUXTON	EGHO
TIREE	EGPU
WALNEY	EGNL
WARTON	EGNO
WELLESBOURNE MOUNTFORD	EGBW
WELSHPOOL	EGCW
WEST WALES/ABERPORTH	EGFA
WESTRAY	EGEW
WHITE WALTHAM	EGLM
WICK	EGPC
WICKENBY	EGNW
WOLVERHAMPTON/ HALFPENNY GREEN	EGBO
WYCOMBE AIR PARK/ BOOKER	EGTB
YEOVIL/WESTLAND	EGHG

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AD 0.1 TABLE OF CONTENTS TO PART 3 (continued)

The following information is listed for each individual aerodrome:

AD 2.1 Aerodrome location indicator and name
AD 2.2 Aerodrome geographical and administrative data
AD 2.3 Operational hours
AD 2.4 Handling services and facilities
AD 2.5 Passenger facilities
AD 2.6 Rescue and fire fighting services
AD 2.7 Seasonal availability - clearing
AD 2.8 Aprons, taxiways and check locations/positions data
AD 2.9 Surface movement guidance and control system and markings
AD 2.10 Aerodrome obstacles
AD 2.11 Meteorological information provided
AD 2.12 Runway physical characteristics
AD 2.13 Declared distances
AD 2.14 Approach and runway lighting
AD 2.15 Other lighting, secondary power supply
AD 2.16 Helicopter landing area
AD 2.17 Air traffic services airspace
AD 2.18 Air traffic services communication facilities
AD 2.19 Radio navigation and landing aids
AD 2.20 Local aerodrome regulations
AD 2.21 Noise abatement procedures
AD 2.22 Flight procedures
AD 2.23 Additional information
AD 2.24 Charts related to an aerodrome
AD 2.25 Visual segment surface (VSS) penetration

AD 3 Heliports

CHELTENHAM HELIPORT	EGBC	LONDON HELIPORT	EGLW	PENZANCE HELIPORT	EGHK
PORTLAND HELIPORT	EGDP	TRESCO HELIPORT	EGHT		

The following information is listed for each individual heliport:

AD 3.1 Heliport location indicator and name
AD 3.2 Heliport geographical and administrative data
AD 3.3 Operational hours
AD 3.4 Handling services and facilities
AD 3.5 Passenger facilities
AD 3.6 Rescue and fire fighting services
AD 3.7 Seasonal availability - clearing
AD 3.8 Aprons, taxiways and check locations/positions data
AD 3.9 Markings and markers
AD 3.10 Heliport obstacles
AD 3.11 Meteorological information provided
AD 3.12 Heliport data
AD 3.13 Declared distances
AD 3.14 Approach and FATO lighting
AD 3.15 Other lighting, secondary power supply
AD 3.16 Air traffic services airspace
AD 3.17 Air traffic services communication facilities
AD 3.18 Radio navigation and landing aids
AD 3.19 Local heliport regulations
AD 3.20 Noise abatement procedures
AD 3.21 Flight procedures
AD 3.22 Additional information
AD 3.23 Charts related to a heliport

AD 1.3 INDEX TO AERODROMES AND HELIPORTS

Aerodrome/Heliport name Location Indicator		Type of traffic permitted to use the aerodrome/heliport			Reference to AD section and remarks
		International/National (INTL/NTL)	IFR/VFR	Scheduled (S) Non-scheduled (NS) Private (P)	
1		2	3	4	5
Aerodrome					
ABERDEEN/DYCE	EGPD	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPD page AD 2.EGPD-1
ALDERNEY	EGJA	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGJA page AD 2.EGJA-1
ANDREWSFIELD	EGSL	INTL-NTL	VFR	P	AD 2 - EGSL page AD 2.EGSL-1
BARRA	EGPR	NTL	IFR/VFR	P	AD 2 - EGPR page AD 2.EGPR-1
BELFAST ALDERGROVE	EGAA	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGAA page AD 2.EGAA-1
BELFAST/CITY	EGAC	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGAC page AD 2.EGAC-1
BENBECULA	EGPL	NTL	IFR/VFR	S, NS, P	AD 2 - EGPL page AD 2.EGPL-1
BLACKBUSHE	EGLK	INTL-NTL	IFR/VFR	P	AD 2 - EGLK page AD 2.EGLK-1
BLACKPOOL	EGNH	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNH page AD 2.EGNH-1
BOURNEMOUTH	EGHH	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGHH page AD 2.EGHH-1
BRISTOL	EGGD	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGGD page AD 2.EGGD-1
CAMPBELTOWN	EGEC	NTL	IFR/VFR	P	AD 2 - EGEC page AD 2.EGEC-1
CHALGROVE	EGLJ	NTL	IFR/VFR	P	AD 2 - EGLJ page AD 2.EGLJ-1
COLL	EGEL	NTL	VFR	S, P	AD 2 - EGEL page AD 2.EGEL-1
COLONSAY	EGEY	NTL	VFR	S, P	AD 2 - EGEY page AD 2.EGEY-1
COMPTON ABBAS	EGHA	INTL-NTL	VFR	P	AD 2 - EGHA page AD 2.EGHA-1
CRANFIELD	EGTC	INTL-NTL	IFR/VFR	P	AD 2 - EGTC page AD 2.EGTC-1
CUMBERNAULD	EGPG	INTL-NTL	VFR	P	AD 2 - EGPG page AD 2.EGPG-1
DENHAM	EGLD	INTL-NTL	VFR	P	AD 2 - EGLD page AD 2.EGLD-1
DERBY	EGBD	NTL	VFR	P	AD 2 - EGBD page AD 2.EGBD-1
DUNDEE	EGPN	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPN page AD 2.EGPN-1
DUNKESWELL	EGTU	INTL-NTL	VFR	P	AD 2 - EGTU page AD 2.EGTU-1
DUXFORD	EGSU	INTL-NTL	VFR	P	AD 2 - EGSU page AD 2.EGSU-1
EARLS COLNE	EGSR	INTL-NTL	VFR	P	AD 2 - EGSR page AD 2.EGSR-1
EAST MIDLANDS	EGNX	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNX page AD 2.EGNX-1
EDINBURGH	EGPH	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPH page AD 2.EGPH-1
ELSTREE	EGTR	INTL-NTL	VFR	P	AD 2 - EGTR page AD 2.EGTR-1
EXETER	EGTE	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGTE page AD 2.EGTE-1
FAIR ISLE	EGEF	NTL	VFR	P	AD 2 - EGEF page AD 2.EGEF-1
FAIROAKS	EGTF	INTL-NTL	VFR	P	AD 2 - EGTF page AD 2.EGTF-1
FARNBOROUGH	EGLF	INTL-NTL	IFR/VFR	NS, P	AD 2 - EGLF page AD 2.EGLF-1
FENLAND	EGCL	INTL-NTL	VFR	P	AD 2 - EGCL page AD 2.EGCL-1
GUERNSEY	EGJB	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGJB page AD 2.EGJB-1
ISLAY	EGPI	NTL	IFR/VFR	S, NS, P	AD 2 - EGPI page AD 2.EGPI-1
ISLE OF MAN	EGNS	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNS page AD 2.EGNS-1
JERSEY	EGJJ	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGJJ page AD 2.EGJJ-1
LAND'S END	EGHC	INTL-NTL	IFR/VFR	P	AD 2 - EGHC page AD 2.EGHC-1
LASHENDEN/HEADCORN	EGKH	INTL-NTL	VFR	P	AD 2 - EGKH page AD 2.EGKH-1
LEE-ON-SOLENT	EGHF	INTL-NTL	VFR	NS, P	AD 2 - EGHF page AD 2.EGHF-1
LEICESTER	EGBG	INTL-NTL	VFR	P	AD 2 - EGBG page AD 2.EGBG-1
LERWICK/TINGWALL	EGET	NTL	VFR	P	AD 2 - EGET page AD 2.EGET-1
LONDON LUTON	EGGW	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGGW page AD 2.EGGW-1
LONDONDERRY/EGLINTON	EGAE	INTL-NTL	IFR/VFR	P	AD 2 - EGAE page AD 2.EGAE-1
MANCHESTER BARTON	EGCB	INTL-NTL	VFR	P	AD 2 - EGCB page AD 2.EGCB-1
NETHERTHORPE	EGNF	INTL-NTL	VFR	P	AD 2 - EGNF page AD 2.EGNF-1
NEWCASTLE	EGNT	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNT page AD 2.EGNT-1
NEWQUAY	EGHQ	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGHQ page AD 2.EGHQ-1
NEWTOWNARDS	EGAD	INTL-NTL	VFR	P	AD 2 - EGAD page AD 2.EGAD-1
NORWICH	EGSH	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGSH page AD 2.EGSH-1
OLD BUCKENHAM	EGSV	INTL-NTL	VFR	P	AD 2 - EGSV page AD 2.EGSV-1
OLD WARDEN	EGTH	NTL	VFR	P	AD 2 - EGTH page AD 2.EGTH-1

AD 1.3 INDEX TO AERODROMES AND HELIPORTS (continued)

Aerodrome/Heliport name Location Indicator		Type of traffic permitted to use the aerodrome/heliport			Reference to AD section and remarks
		International/National (INTL/NTL)	IFR/VFR	Scheduled (S) Non-scheduled (NS) Private (P)	
1		2	3	4	5
OXFORD	EGTK	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGTK page AD 2.EGTK-1
PERTH/SCONE	EGPT	INTL-NTL	VFR	P	AD 2 - EGPT page AD 2.EGPT-1
RETFORD/GAMSTON	EGNE	INTL-NTL	VFR	P	AD 2 - EGNE page AD 2.EGNE-1
ROCHESTER	EGTO	INTL-NTL	VFR	P	AD 2 - EGTO page AD 2.EGTO-1
SANDTOFT	EGCF	INTL-NTL	VFR	P	AD 2 - EGCF page AD 2.EGCF-1
SCILLY ISLES/ST MARY'S	EGHE	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGHE page AD 2.EGHE-1
SHOBDON	EGBS	INTL-NTL	VFR	P	AD 2 - EGBS page AD 2.EGBS-1
SLEAP	EGCV	INTL-NTL	VFR	P	AD 2 - EGCV page AD 2.EGCV-1
SOUTHAMPTON	EGHI	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGHI page AD 2.EGHI-1
SOUTHEND	EGMC	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGMC page AD 2.EGMC-1
ST ATHAN	EGSY	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGSY page AD 2.EGSY-1
STAPLEFORD	EGSG	INTL-NTL	VFR	P	AD 2 - EGSG page AD 2.EGSG-1
STORNOWAY	EGPO	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPO page AD 2.EGPO-1
SWANSEA	EGFH	INTL-NTL	VFR	S, NS, P	AD 2 - EGFH page AD 2.EGFH-1
TATENHILL	EGBM	INTL-NTL	VFR	P	AD 2 - EGBM page AD 2.EGBM-1
TIREE	EGPU	NTL	IFR/VFR	S, NS, P	AD 2 - EGPU page AD 2.EGPU-1
WALNEY	EGNL	NTL	IFR/VFR	P	AD 2 - EGNL page AD 2.EGNL-1
WARTON	EGNO	INTL-NTL	IFR/VFR	P	AD 2 - EGNO page AD 2.EGNO-1
WELLESBOURNE MOUNTFORD	EGBW	INTL-NTL	VFR	P	AD 2 - EGBW page AD 2.EGBW-1
WELSHPOOL	EGCW	INTL-NTL	VFR	P	AD 2 - EGCW page AD 2.EGCW-1
WEST WALES/ABERPORTH	EGFA	NTL	VFR	P	AD 2 - EGFA page AD 2.EGFA-1
WHITE WALTHAM	EGLM	INTL-NTL	VFR	S, NS, P	AD 2 - EGLM page AD 2.EGLM-1
WICK	EGPC	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPC page AD 2.EGPC-1
WICKENBY	EGNW	NTL	VFR	P	AD 2 - EGNW page AD 2.EGNW-1
WYCOMBE AIR PARK/BOOKER	EGTB	INTL-NTL	VFR	P	AD 2 - EGTB page AD 2.EGTB-1
YEOVIL/WESTLAND	EGHG	INTL-NTL	IFR/VFR	P	AD 2 - EGHG page AD 2.EGHG-1
Aerodrome with helicopter landing area					
BIGGIN HILL	EGKB	INTL-NTL	IFR/VFR	P	AD 2 - EGKB page AD 2.EGKB-1
BIRMINGHAM	EGBB	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGBB page AD 2.EGBB-1
CAERNARFON	EGCK	INTL-NTL	VFR	P	AD 2 - EGCK page AD 2.EGCK-1
CAMBRIDGE	EGSC	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGSC page AD 2.EGSC-1
CARDIFF	EGFF	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGFF page AD 2.EGFF-1
CHICHESTER/GOODWOOD	EGHR	INTL-NTL	VFR	P	AD 2 - EGHR page AD 2.EGHR-1
EDAY	EGED	NTL	VFR	P	AD 2 - EGED page AD 2.EGED-1
ENNISKILLEN/ST ANGELO	EGAB	NTL	VFR	P	AD 2 - EGAB page AD 2.EGAB-1
GLASGOW	EGPF	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPF page AD 2.EGPF-1
GLOUCESTERSHIRE	EGBJ	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGBJ page AD 2.EGBJ-1
HAVERFORDWEST	EGFE	INTL-NTL	VFR	P	AD 2 - EGFE page AD 2.EGFE-1
HAWARDEN	EGNR	INTL-NTL	IFR/VFR	P	AD 2 - EGNR page AD 2.EGNR-1
HUMBERSIDE	EGNJ	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNJ page AD 2.EGNJ-1
INVERNESS	EGPE	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPE page AD 2.EGPE-1
KEMBLE	EGBP	NTL	IFR/VFR	NS, P	AD 2 - EGBP page AD 2.EGBP-1
KIRKWALL	EGPA	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPA page AD 2.EGPA-1
LEEDS BRADFORD	EGNM	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNM page AD 2.EGNM-1
LEEDS EAST	EGCM	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGCM page AD 2.EGCM-1
LIVERPOOL	EGGP	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGGP page AD 2.EGGP-1
LONDON CITY	EGLC	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGLC page AD 2.EGLC-1
LONDON GATWICK	EGKK	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGKK page AD 2.EGKK-1
LONDON HEATHROW	EGLL	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGLL page AD 2.EGLL-1
LONDON STANSTED	EGSS	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGSS page AD 2.EGSS-1
LYDD	EGMD	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGMD page AD 2.EGMD-1
MANCHESTER	EGCC	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGCC page AD 2.EGCC-1
NORTH RONALDSAY	EGEN	NTL	VFR	P	AD 2 - EGEN page AD 2.EGEN-1

AD 1.3 INDEX TO AERODROMES AND HELIPORTS (continued)

Aerodrome/Heliport name Location Indicator		Type of traffic permitted to use the aerodrome/heliport			Reference to AD section and remarks
		International/National (INTL/NTL)	IFR/VFR	Scheduled (S) Non-scheduled (NS) Private (P)	
1		2	3	4	5
NOTTINGHAM	EGBN	INTL-NTL	VFR	P	AD 2 - EGBN page AD 2.EGBN-1
OBAN	EGEO	INTL-NTL	VFR	P	AD 2 - EGEO page AD 2.EGEO-1
PAPA WESTRAY	EGEP	NTL	VFR	P	AD 2 - EGEP page AD 2.EGEP-1
PRESTWICK	EGPK	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPK page AD 2.EGPK-1
REDHILL	EGKR	INTL-NTL	VFR	S, NS, P	AD 2 - EGKR page AD 2.EGKR-1
SANDAY	EGES	NTL	VFR	P	AD 2 - EGES page AD 2.EGES-1
SHERBURN-IN-ELMET	EGCJ	INTL-NTL	IFR/VFR	P	AD 2 - EGCJ page AD 2.EGCJ-1
SHOREHAM	EGKA	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGKA page AD 2.EGKA-1
STRONSAY	EGER	NTL	VFR	P	AD 2 - EGER page AD 2.EGER-1
SUMBURGH	EGPB	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPB page AD 2.EGPB-1
TEESSIDE INTERNATIONAL	EGNV	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNV page AD 2.EGNV-1
THRUXTON	EGHO	INTL-NTL	VFR	P	AD 2 - EGHO page AD 2.EGHO-1
WESTRAY	EGEW	NTL	VFR	P	AD 2 - EGEW page AD 2.EGEW-1
WOLVERHAMPTON/HALFPENNY GREEN	EGBO	INTL-NTL	IFR/VFR	P	AD 2 - EGBO page AD 2.EGBO-1
Heliport					
CHELTENHAM HELIPORT	EGBC	NTL	VFR	P	AD 3 - EGBC page AD 3.EGBC-1
LONDON HELIPORT	EGLW	INTL-NTL	VFR	P	AD 3 - EGLW page AD 3.EGLW-1
PENZANCE HELIPORT	EGHK	INTL-NTL	VFR	P	AD 3 - EGHK page AD 3.EGHK-1
PORTLAND HELIPORT	EGDP	INTL-NTL	VFR	P	AD 3 - EGDP page AD 3.EGDP-1
TRESCO HELIPORT	EGHT	NTL	VFR	P	AD 3 - EGHT page AD 3.EGHT-1

AD 1.3 INDEX TO AERODROMES AND HELIPORTS (continued)

AD 1.4 GROUPING OF AERODROMES/HELIPORTS

1 Aerodrome Categorisation

1.1 Responsible Authority

1.1.1 The Civil Aviation Authority, through its Safety and Airspace Regulation Group (SARG), Manager Aerodromes and ATM, is responsible for the general surveillance of all licensed and certificated civil aerodromes in the United Kingdom. Enquiries relating to aerodromes and licensing/certification should be made to Aerodromes Sub-Department Tel: 01293-573419. See GEN 1.1 for address.

1.2 Licence Types

1.2.1 In the United Kingdom there are two types of civil aerodrome licence, namely Public Use Licence and Ordinary Licence.

1.2.2 Aerodromes or Heliports operated in accordance with a Public Use Licence must have their hours of availability notified in the UK AIP and the aerodrome/heliport must be available to all operators on certain equal terms and conditions. However, this does not necessarily mean that the aerodrome is available to all flights without limitation. Aircraft operators must check and comply with the requirements and conditions of use indicated at AD 2 or AD 3.

1.2.3 Aerodromes or Heliports operated in accordance with an Ordinary Licence may accept flights operated by the holder of the licence or by those specifically authorised by that licence holder. This normally means that prior permission is required for most flights but it does not exclude the possibility of scheduled or non-scheduled public transport flights being arranged after the formal agreement of the licence holder.

1.2.4 The annotations within column 4 of the table at AD 1.3 reflect the aerodrome/heliport licence type and must be interpreted in conjunction with the above descriptions and with the conditions of use indicated at AD 2 and AD 3.

1.3 Government Aerodromes

1.3.1 Detailed descriptions of Government aerodromes are not listed in the UK AIP.

1.3.2 Several Government aerodromes accept civil traffic subject to prior approval. These aerodromes are listed at AD 1.3 and detailed information about them is published in the UK Military documentation which is available to civil pilots on application to the RAF AIDU at Northolt (see GEN 3.2.3 for address and contact details).

1.3.3 Refer to AD 1.1 subsection 2 for general conditions of use.

1.4 Unlicensed Aerodromes/Heliports

1.4.1 Unlicensed Aerodromes/Heliports are not published in the UK AIP, except as detailed in Paragraph 1.4.2 below, however NOTAM may be issued notifying safety related changes affecting the operating conditions at any unlicensed Aerodrome/Heliport.

1.4.2 Where the CAA has approved a helicopter Point-in Space procedure (PinS) to an unlicensed Aerodrome or Heliport the unlicensed Aerodrome/Heliport will be published in the UK AIP AD 2 or AD 3. All PinS procedures are for use by CAA approved operators only, but details are published in the AIP to make airspace users aware of the presence of a PinS procedure and to assist users in taking appropriate mitigating actions in the vicinity of a PinS.

1.4.3 For further details regarding PinS refer to CAA Publication CAP2520 - Policy and Guidance for the implementation of Point-in-Space Helicopter Operations in the UK.

1.5 Aerodromes/Heliports published in the UK AIP that DO NOT operate under the conditions of IFR or SVFR are considered outside of the scope of aeronautical data quality requirements (ADQ) and are listed here:

Designator	Name
EGSL	ANDREWSFIELD
EGLK	BLACKBUSHE
EGCK	CAERNARFON
EGLJ	CHALGROVE
EGBC	CHELTENHAM HELIPORT
EGHR	CHICHESTER/GOODWOOD
EGEL	COLL
EGEY	COLONSAY
EGHA	COMPTON ABBAS
EGPG	CUMBERNAULD
EGLD	DENHAM
EGBD	DERBY
EGTU	DUNKESWELL

→

AD 1.4 GROUPING OF AERODROMES/HELIPORTS (continued)

Designator	Name
EGSU	DUXFORD
EGSR	EARLS COLNE
EGED	EDAY
EGTR	ELSTREE
EGAB	ENNISKILLEN/ST ANGELO
EGEF	FAIR ISLE
EGTF	FAIROAKS
EGCL	FENLAND
EGFE	HAVERFORDWEST
EGBP	KEMBLE
EGKH	LASHENDEN/HEADCORN
EGCM	LEEDS EAST
EGHF	LEE-ON-SOLENT
EGBG	LEICESTER
EGET	LERWICK/TINGWALL
EGLW	LONDON HELIPORT
EGCB	MANCHESTER BARTON
EGNF	NETHERTHORPE
EGAD	NEWTOWNARDS
EGEN	NORTH RONALDSAY
EGBN	NOTTINGHAM
EGEO	OBAN
EGSV	OLD BUCKENHAM
EGTH	OLD WARDEN
EGEP	PAPA WESTRAY
EGHK	PENZANCE HELIPORT
EGPT	PERTH/SCONE
EGKR	REDHILL
EGNE	RETFORD/GAMSTON
EGTO	ROCHESTER
EGES	SANDAY
EGCF	SANDTOFT
EGCJ	SHERBURN-IN-ELMET
EGBS	SHOBDON
EGCV	SLEAP
EGSG	STAPLEFORD
EGER	STRONSAY
EGFH	SWANSEA
EGBM	TATENHILL
EGHO	THRUXTON
EGHT	TRESCO HELIPORT
EGBW	WELLESBOURNE MOUNTFORD
EGCW	WELSHPOOL
EGFA	WEST WALES/ABERPORTH
EGEW	WESTRAY
EGLM	WHITE WALTHAM
EGNW	WICKENBY
EGBO	WOLVERHAMPTON/HALFPENNY GREEN
EGTB	WYCOMBE AIR PARK/BOOKER

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name and ICAO Location indicator		Date of certification	Validity of certification	RMK
1		2	3	4
ABERDEEN/DYCE	EGPD	2014-07-31		Valid until: Unlimited
ALDERNEY	EGJA			
ANDREWSFIELD	EGSL	1993-10-22		Valid until: Unlimited
BARRA	EGPR	2009-02-26		Valid until: Unlimited
BELFAST ALDERGROVE	EGAA	2015-03-26		Valid until: Unlimited
BELFAST/CITY	EGAC	2015-09-04		Valid until: Unlimited
BENBECULA	EGPL	2016-09-26		Valid until: Unlimited
BIGGIN HILL	EGKB	2016-09-26		Valid until: Unlimited
BIRMINGHAM	EGBB	2016-06-29		Valid until: Unlimited
BLACKBUSHE	EGLK	2015-01-16		Valid until: Unlimited
BLACKPOOL	EGNH	2014-12-12		Valid until: Unlimited
BOURNEMOUTH	EGHH	2015-03-26		Valid until: Unlimited
BRISTOL	EGGD	2014-07-28		Valid until: Unlimited
CAERNARFON	EGCK	2016-12-06		Valid until: Unlimited
CAMBRIDGE	EGSC	2017-03-09		Valid until: Unlimited
CAMPBELTOWN	EGEC	2017-11-01		Valid until: Unlimited
CARDIFF	EGFF	2016-08-30		Valid until: Unlimited
CHALGROVE	EGLJ	2015-04-15		Valid until: Unlimited
CHICHESTER/GOODWOOD	EGHR	2000-10-10		Valid until: Unlimited
COLL	EGEL	2008-06-05		Valid until: Unlimited
COLONSAY	EGEY	2008-06-05		Valid until: Unlimited
COMPTON ABBAS	EGHA	2009-04-01		Valid until: Unlimited
CRANFIELD	EGTC	2015-12-21		Valid until: Unlimited
CUMBERNAULD	EGPG	1997-11-03		Valid until: Unlimited
DENHAM	EGLD	1988-06-24		Valid until: Unlimited
DERBY	EGBD	1995-11-03		Valid until: Unlimited
DUNDEE	EGPN	2017-12-14		Valid until: Unlimited
DUNKESWELL	EGTU	1983-05-11		Valid until: Unlimited
DUXFORD	EGSU	2016-04-12		Valid until: Unlimited
EARLS COLNE	EGSR	2005-10-26		Valid until: Unlimited
EAST MIDLANDS	EGNX	2016-02-01		Valid until: Unlimited
EDAY	EGED	1983-11-16		Valid until: Unlimited
EDINBURGH	EGPH	2014-12-19		Valid until: Unlimited
ELSTREE	EGTR	1996-10-24		Valid until: Unlimited
ENNISKILLEN/ST ANGELO	EGAB	2013-03-07		Valid until: Unlimited
EXETER	EGTE	2015-07-01		Valid until: Unlimited
FAIR ISLE	EGEF	2008-12-04		Valid until: Unlimited
FAIROAKS	EGTF	2015-02-11		Valid until: Unlimited
FARNBOROUGH	EGLF	2017-07-03		Valid until: Unlimited
FENLAND	EGCL	2001-05-25		Valid until: Unlimited
GLASGOW	EGPF	2016-02-29		Valid until: Unlimited
GLOUCESTERSHIRE	EGBJ	2018-11-22		Valid until: Unlimited
GUERNSEY	EGJB			
HAVERFORDWEST	EGFE	2000-11-21		Valid until: Unlimited
HAWARDEN	EGNR	2016-01-06		Valid until: Unlimited
HUMBERSIDE	EGNJ	2016-01-15		Valid until: Unlimited
INVERNESS	EGPE	2015-06-02		Valid until: Unlimited
ISLAY	EGPI	2017-11-01		Valid until: Unlimited
ISLE OF MAN	EGNS			
JERSEY	EGJJ			
KEMBLE	EGBP	2015-01-09		Valid until: Unlimited
KIRKWALL	EGPA	2017-11-01		Valid until: Unlimited
LAND'S END	EGHC	2014-06-26		Valid until: Unlimited
LASHENDEN/HEADCORN	EGKH	2005-12-12		Valid until: Unlimited
LEE-ON-SOLENT	EGHF	2017-02-20		Valid until: Unlimited

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES (continued)

Aerodrome name and ICAO Location indicator		Date of certification	Validity of certification	RMK
1		2	3	4
LEEDS BRADFORD	EGNM	2016-11-07		Valid until: Unlimited
LEEDS EAST	EGCM	2017-04-28		Valid until: Unlimited
LEICESTER	EGBG	2010-12-14		Valid until: Unlimited
LERWICK/TINGWALL	EGET	2014-03-17		Valid until: Unlimited
LIVERPOOL	EGGP	2015-11-25		Valid until: Unlimited
LONDON CITY	EGLC	2016-02-22		Valid until: Unlimited
LONDON GATWICK	EGKK	2014-10-10		Valid until: Unlimited
LONDON HEATHROW	EGLL	2016-04-06		Valid until: Unlimited
LONDON LUTON	EGGW	2016-05-24		Valid until: Unlimited
LONDON STANSTED	EGSS	2016-03-18		Valid until: Unlimited
LONDONDERRY/EGLINTON	EGAE	2016-09-23		Valid until: Unlimited
LYDD	EGMD	2008-03-10		Valid until: Unlimited
MANCHESTER	EGCC	2015-03-02		Valid until: Unlimited
MANCHESTER BARTON	EGCB	2009-07-16		Valid until: Unlimited
NETHERTHORPE	EGNF	2009-10-23		Valid until: Unlimited
NEWCASTLE	EGNT	2015-01-27		Valid until: Unlimited
NEWQUAY	EGHQ	2015-09-14		Valid until: Unlimited
NEWTOWNARDS	EGAD	2001-12-21		Valid until: Unlimited
NORTH RONALDSAY	EGEN	2012-11-13		Valid until: Unlimited
NORWICH	EGSH	2014-09-24		Valid until: Unlimited
NOTTINGHAM	EGBN	2014-10-10		Valid until: Unlimited
OBAN	EGEO	2008-06-05		Valid until: Unlimited
OLD BUCKENHAM	EGSV	2013-11-18		Valid until: Unlimited
OLD WARDEN	EGTH	2019-05-01		Valid until: 2020-04-30
OXFORD	EGTK	2016-04-29		Valid until: Unlimited
PAPA WESTRAY	EGEP	1983-11-16		Valid until: Unlimited
PERTH/SCONE	EGPT	2000-01-21		Valid until: Unlimited
PRESTWICK	EGPK	2014-11-03		Valid until: Unlimited
REDHILL	EGKR	1988-04-14		Valid until: Unlimited
RETFORD/GAMSTON	EGNE	1995-08-09		Valid until: Unlimited
ROCHESTER	EGTO	2012-12-05		Valid until: Unlimited
SANDAY	EGES	1983-11-16		Valid until: Unlimited
SANDTOFT	EGCF	2015-11-18		Valid until: Unlimited
SCILLY ISLES/ST MARY'S	EGHE	1993-02-12		Valid until: Unlimited
SHERBURN-IN-ELMET	EGCJ	2003-02-13		Valid until: Unlimited
SHOBDON	EGBS	1993-03-18		Valid until: Unlimited
SHOREHAM	EGKA	2014-09-10		Valid until: Unlimited
SLEAP	EGCV	2009-10-23		Valid until: Unlimited
SOUTHAMPTON	EGHI	2014-08-27		Valid until: Unlimited
SOUTHEND	EGMC	2016-06-13		Valid until: Unlimited
ST ATHAN	EGSY	2019-03-27		Valid until: Unlimited
STAPLEFORD	EGSG	1982-06-25		Valid until: Unlimited
STORNOWAY	EGPO	2017-11-01		Valid until: Unlimited
STRONSAY	EGER	1983-11-16		Valid until: Unlimited
SUMBURGH	EGPB	2017-11-01		Valid until: Unlimited
SWANSEA	EGFH	2007-03-05		Valid until: Unlimited
TATENHILL	EGBM	2009-06-17		Valid until: Unlimited
TEESSIDE INTERNATIONAL	EGNV	2015-11-25		Valid until: Unlimited
THRUXTON	EGHO	2011-11-03		Valid until: Unlimited
TIREE	EGPU	2017-11-01		Valid until: Unlimited
WALNEY	EGNL	2006-01-13		Valid until: Unlimited
WARTON	EGNO	2013-01-23		Valid until: Unlimited
WELLESBOURNE MOUNTFORD	EGBW	1988-02-24		Valid until: Unlimited
WELSHPOOL	EGCW	2007-11-23		Valid until: Unlimited
WEST WALES/ABERPORTH	EGFA	2017-10-24		Valid until: Unlimited

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES (continued)

Aerodrome name and ICAO Location indicator		Date of certification	Validity of certification	RMK
1		2	3	4
WESTRAY	EGEW	1983-11-16		Valid until: Unlimited
WHITE WALTHAM	EGLM	1996-03-01		Valid until: Unlimited
WICK	EGPC	2016-01-12		Valid until: Unlimited
WICKENBY	EGNW	2015-09-24		Valid until: Unlimited
WOLVERHAMPTON/HALFPENNY GREEN	EGBO	2009-04-01		Valid until: Unlimited
WYCOMBE AIR PARK/BOOKER	EGTB	1984-05-18		Valid until: Unlimited
YEOVIL/WESTLAND	EGHG	2017-01-06		Valid until: Unlimited

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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 by the Commander: 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	

EGPD AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

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

2 GROUND MOVEMENT

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

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

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

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

e) Pilots must exercise caution to ensure no part of the airframe crosses over the apron boundary markings (delineated by double white lines) when commencing taxi following pushback.
f) Remote hold available at Holding Point D1A (facing west) with the following restrictions:

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

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

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

i) Holding Point T1 may only be used by aircraft with a wingspan up to 24.8 M.

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

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

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

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

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

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

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

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

5 HELICOPTER OPERATIONS

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

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

6 USE OF RUNWAYS

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

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

INSTRUMENT APPROACH CHART - ICAO

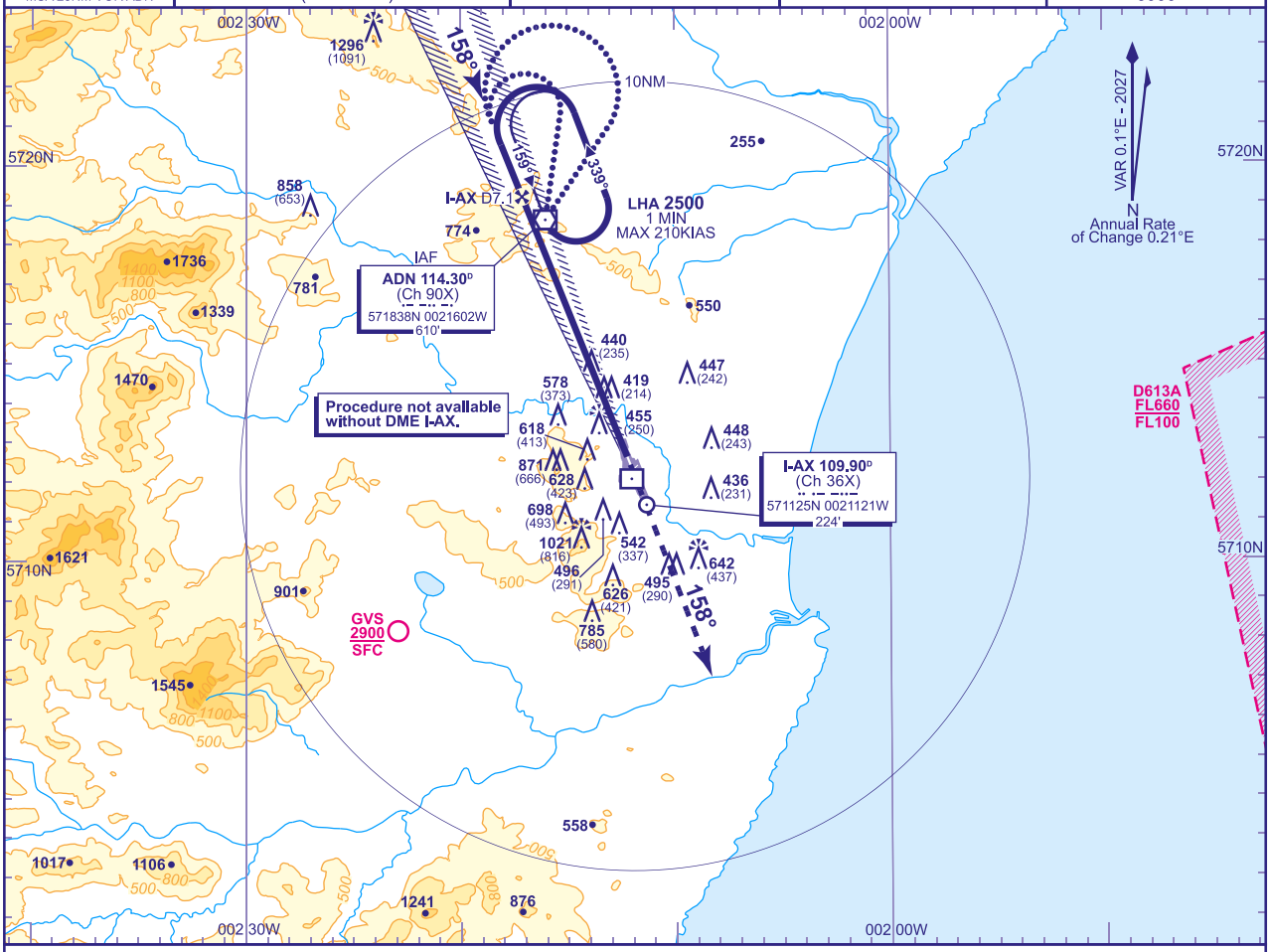
ABERDEEN/DYCE
ILS/DME
RWY 16
(ACFT CAT A,B,C,D)



MSA 25NM VOR ADN

APP 119.055	ABERDEEN APPROACH	AD ELEVATION	215
TWR 118.105	ABERDEEN TOWER	THR ELEVATION	205
121.705	ABERDEEN GROUND	OBSTACLE ELEVATION 1296 AMSL (1091) (ABOVE THR)	
RAD 119.055, 128.305	ABERDEEN RADAR		
ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE 6000

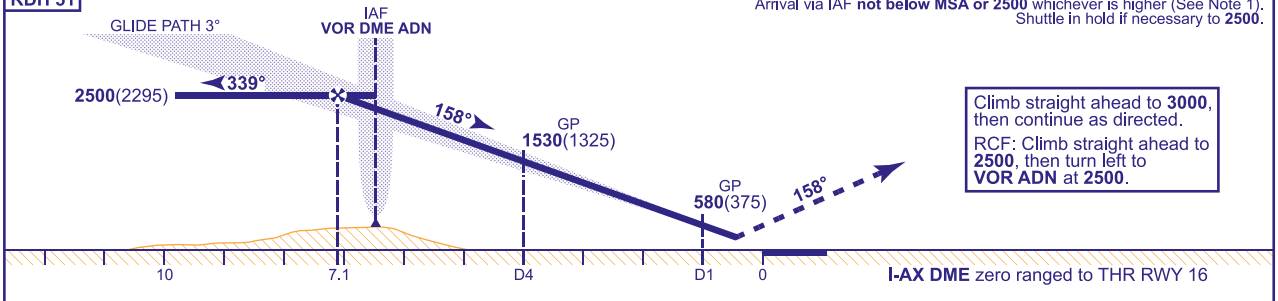


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-AX	6	5	4	3	2	1
ALT(HGT)	**2170**(1965)	**1850**(1645)	**1530**(1325)	**1210**(1005)	**900**(695)	**580**(375)

RDH 51

Arrival via IAF **not below MSA or 2500** whichever is higher (See Note 1).
Shuttle in hold if necessary to **2500**.



Climb straight ahead to **3000**, then continue as directed.
RCF: Climb straight ahead to **2500**, then turn left to **VOR ADN** at **2500**.

I-AX DME zero ranged to THR RWY 16

Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**369**(164)	**376**(171)	**385**(180)	**395**(190)
VM(C)OCA (OCH AAL)	Total Area	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)
	East of RWY 16/34	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)

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

ALTERNATIVE PROCEDURE BASE TURN REVERSAL
From VOR ADN: fly outbound on R008 (CAT A,B) or R034 (CAT C,D) descending as required to **not below 2500**. At I-AX DME 8.8 (ADN DME 3) base turn left to intercept the LOC. When established continue as for main procedure.

NOTE 1 Subject to ATC approval, aircraft inbound to VOR ADN may descend to **2900** when within 10NM of DME ADN and to **2500** when within 6NM of DME ADN.
2 VOR ADN is 0.35NM east of LOC.

CHANGE (6/26): VM(C)OCA(OCH AAL) EAST OF RWY 16/34.

AERO INFO DATE 12 MAR 26

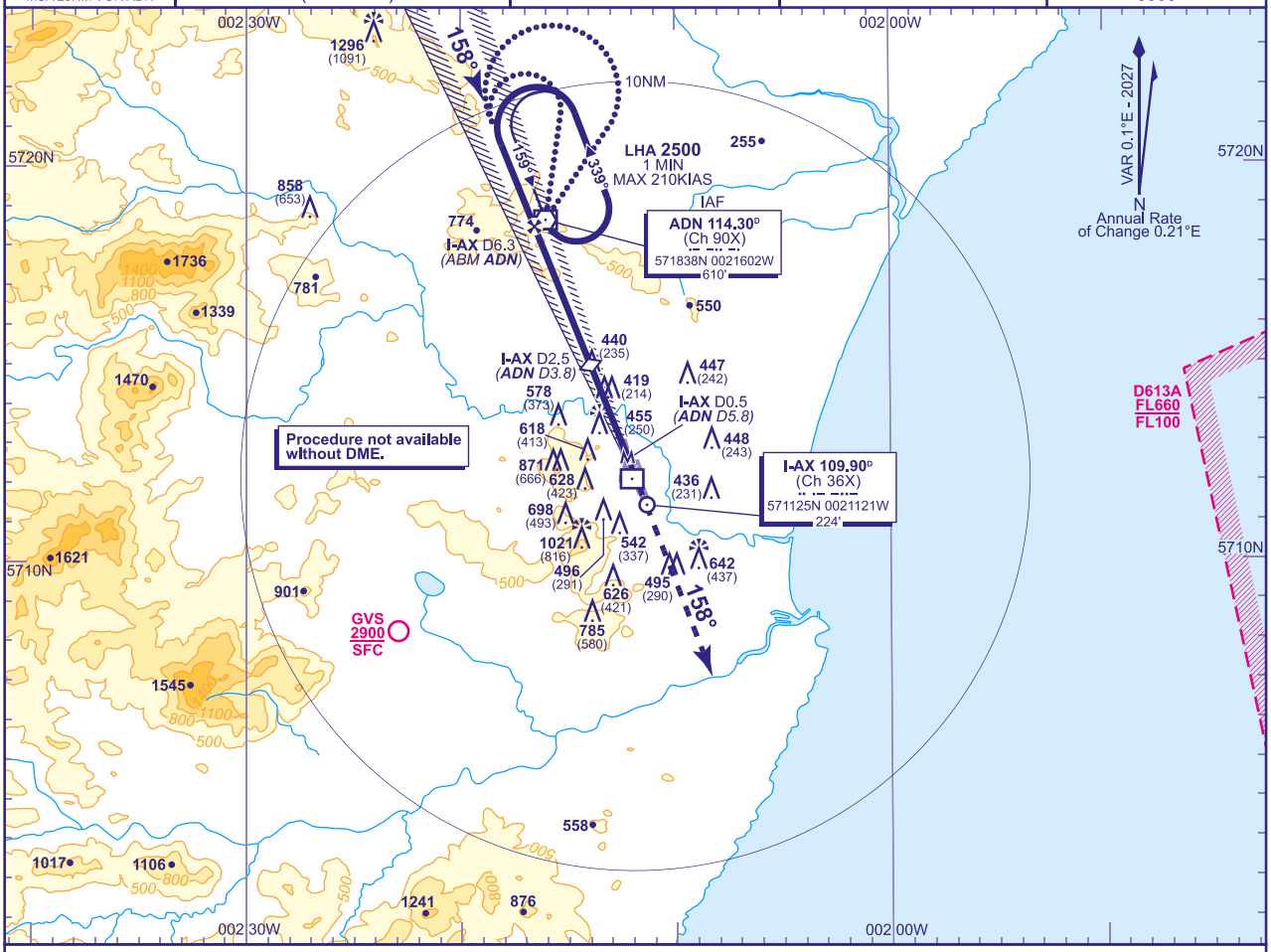
INSTRUMENT APPROACH CHART - ICAO

ABERDEEN/DYCE
LOC/DME
RWY 16
(ACFT CAT A,B,C,D)



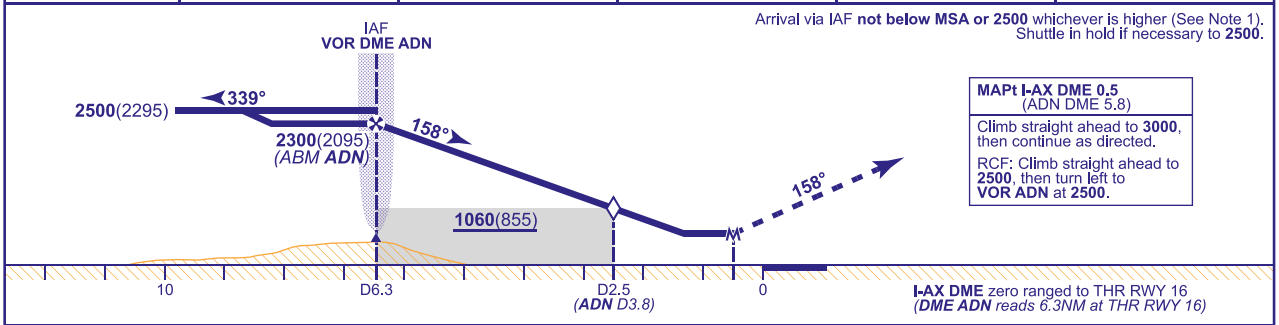
MSA 25NM VOR ADN

APP 119.055	ABERDEEN APPROACH	AD ELEVATION **215**	TRANSITION ALTITUDE **6000**
TWR 118.105	ABERDEEN TOWER	THR ELEVATION **205**	
121.705	ABERDEEN GROUND	OBSTACLE ELEVATION **1296 AMSL** (1091) (ABOVE THR)	
RAD 119.055, 128.305	ABERDEEN RADAR		
ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-AX (ADN)	6(0.5)	5(1.4)	4(2.4)	3(3.4)	2(4.3)
ALT(HGT)	**2170**(1965)	**1850**(1645)	**1530**(1325)	**1210**(1005)	**900**(695)



Arrival via IAF **not below MSA or 2500** whichever is higher (See Note 1).
Shuttle in hold if necessary to **2500**.

MAPt I-AX DME 0.5
(ADN DME 5.8)

Climb straight ahead to **3000**, then continue as directed.

RCF: Climb straight ahead to **2500**, then turn left to **VOR ADN** at **2500**.

I-AX DME zero ranged to THR RWY 16
(***DME ADN*** *reads 6.3NM at THR RWY 16*)

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**700**(495)	**700**(495)	**700**(495)	**700**(495)
VM(C)OCA (OCH AAL)	**Total Area**	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)
	East of RWY 16/34	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)

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

ALTERNATIVE PROCEDURE BASE TURN REVERSAL
From VOR ADN: fly outbound on R008 (CAT A,B) or R034 (CAT C,D) descending as required to **not below 2500**. At I-AX DME 8.8 (ADN DME 3) base turn left to intercept the LOC. When established continue as for main procedure.

NOTE 1 Subject to ATC approval, aircraft inbound to VOR ADN may descend to **2900** when within 10NM of DME ADN and to **2500** when within 6NM of DME ADN.
2 VOR ADN is 0.35NM east of LOC.
3 I-AX DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.

CHANGE (6/26): VM(C)OCA(OCH AAL) EAST OF RWY 16/34.

AERO INFO DATE 12 MAR 26

AD 2-EGPD-8-2

INSTRUMENT APPROACH CHART - ICAO

ABERDEEN/DYCE VOR/DME RWY 16

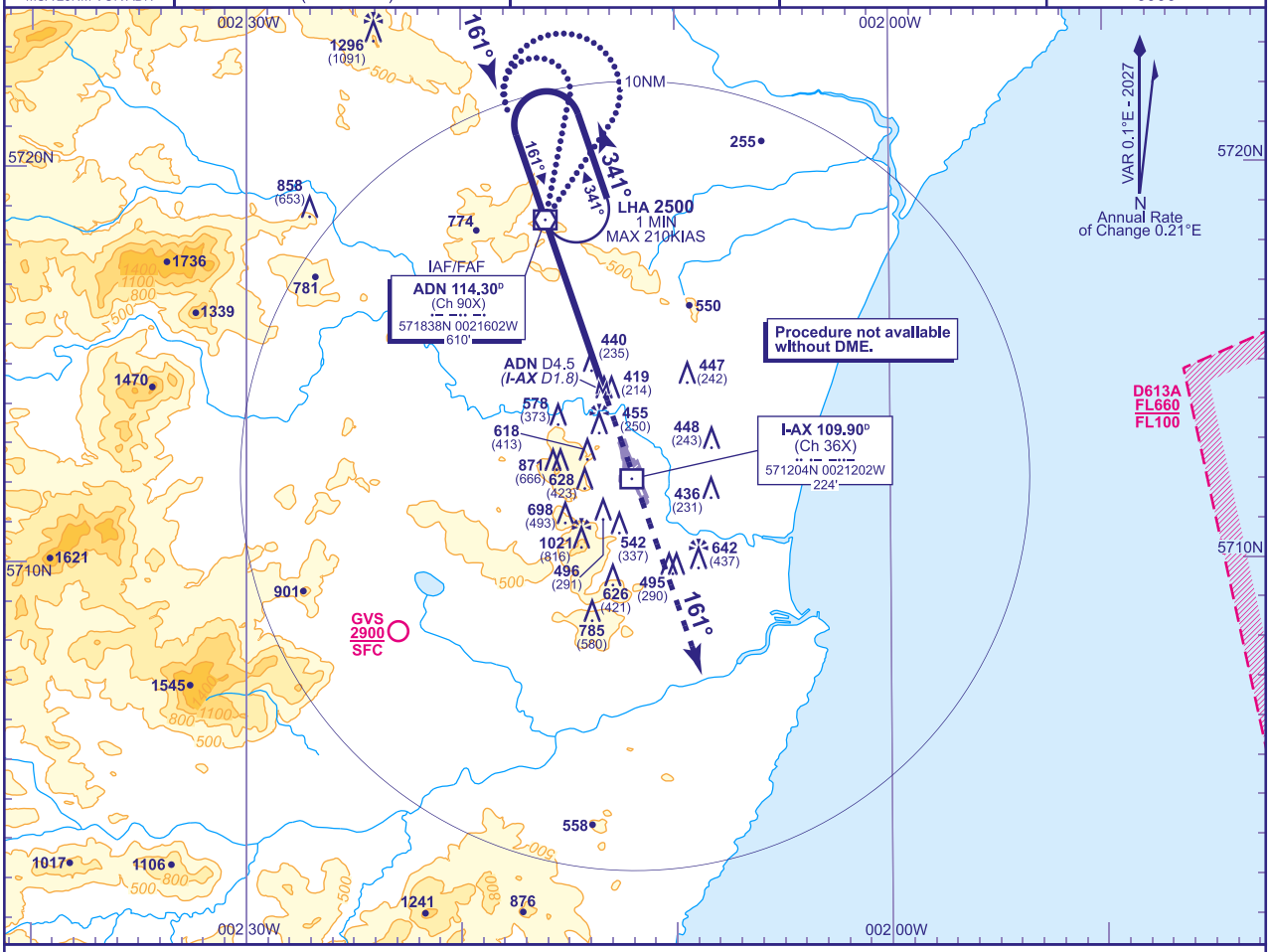
(ACFT CAT A,B,C,D)



MSA 25NM VOR ADN

APP 119.055	ABERDEEN APPROACH	AD ELEVATION	215
TWR 118.105	ABERDEEN TOWER	THR ELEVATION	205
121.705	ABERDEEN GROUND	OBSTACLE ELEVATION 1296 AMSL (1091) (ABOVE THR)	
RAD 119.055, 128.305	ABERDEEN RADAR		
ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	

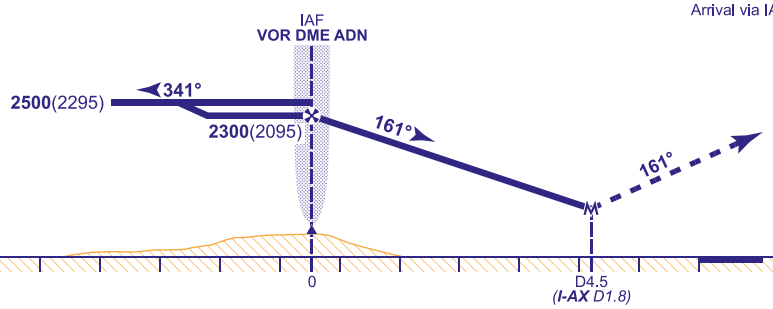
TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.3%, 320FT/NM

DME ADN (I-AX)	1(5.3)	2(4.3)	3(3.3)	4(2.3)
ALT(HGT)	**1980**(1775)	**1660**(1455)	**1340**(1135)	**1020**(815)

Arrival via IAF **not below MSA or 2500** whichever is higher (See Note 1).
Shuttle In hold If necessary to **2500**.



MAPt ADN DME 4.5
(I-AX DME 1.8)

Climb straight ahead to **3000**, then continue as directed.

RCF: Climb straight ahead to **2500**, then turn left to **VOR ADN** at **2500**.

DME ADN reads 6.3NM at THR RWY 16
***(I-AX DME** zero ranged to THR RWY 16)*

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**940**(735)	**940**(735)	**940**(735)	**940**(735)
VM(C)OCA (OCH AAL)	Total Area	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)
	East of RWY 16/34	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)

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

ALTERNATIVE PROCEDURE BASE TURN REVERSAL
From VOR ADN: fly outbound on R011 (CAT A,B) or R034 (CAT C,D) descending as required to **2500**. At ADN DME 3 (I-AX DME 8.8) base turn left to establish on the extended FAT. When established continue as for main procedure.

NOTE 1 Subject to ATC approval, aircraft inbound to VOR ADN may descend to **2900** when within 10NM of DME ADN and to **2500** when within 6NM of DME ADN.
2 FAT offset 3° from RWY C/L.
3 I-AX DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.
4 DME unlocks may occur within 1NM of DME ADN.

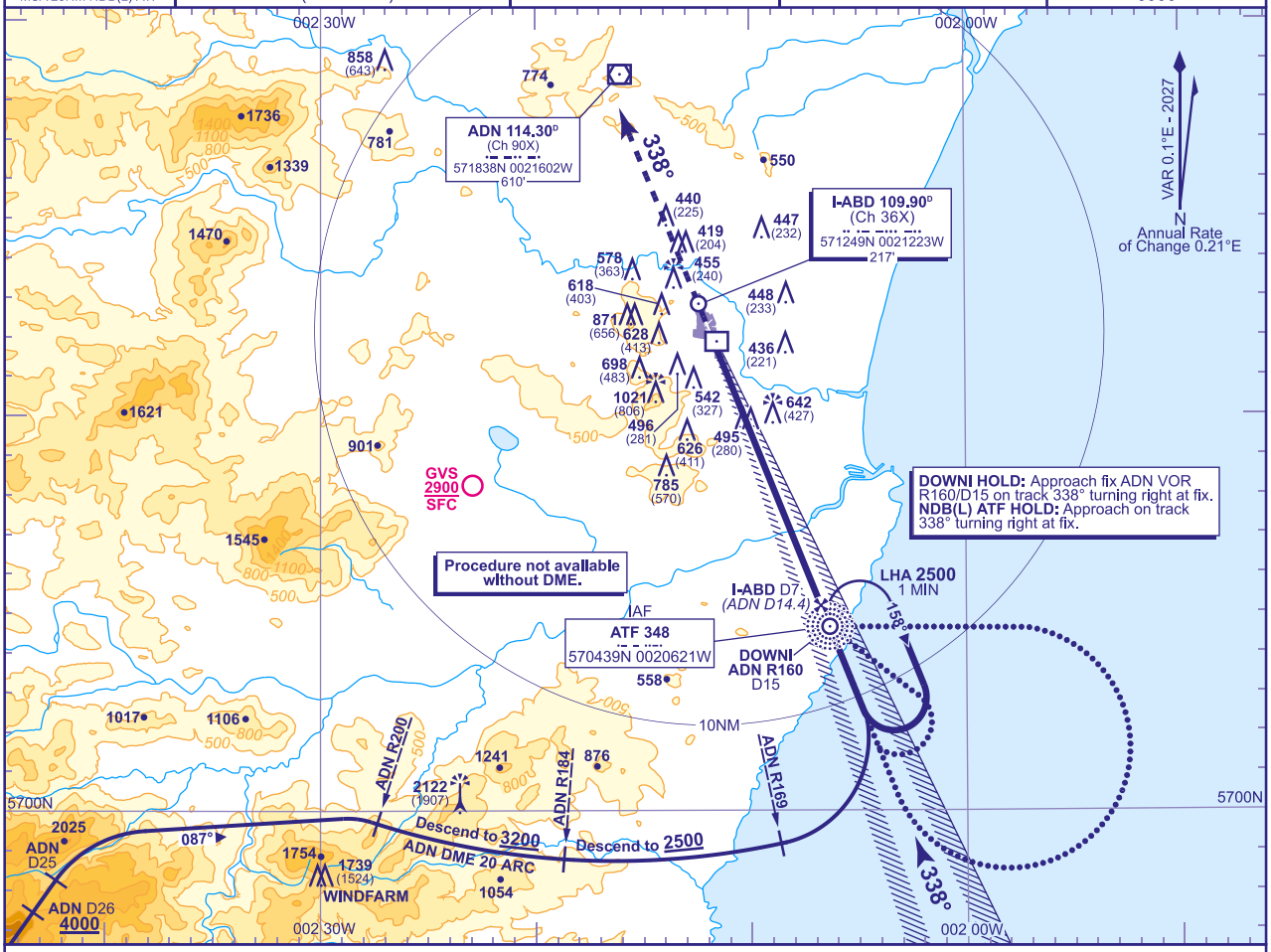
CHANGE (6/26): VM(C)OCA(OCH AAL) EAST OF RWY 16/34.

AERO INFO DATE 18 MAR 26

INSTRUMENT APPROACH CHART - ICAO

ABERDEEN/DYCE
ILS/DME
RWY 34
(ACFT CAT A,B,C,D)

MSA 25NM NDB(L) ATF	APP 119.055	ABERDEEN APPROACH	AD ELEVATION 215	TRANSITION ALTITUDE 6000
	TWR 118.105	ABERDEEN TOWER	THR ELEVATION 215	
	121.705	ABERDEEN GROUND	OBSTACLE ELEVATION 2122 AMSL (1907) (ABOVE THR)	
	RAD 119.055, 128.305	ABERDEEN RADAR		
	ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	

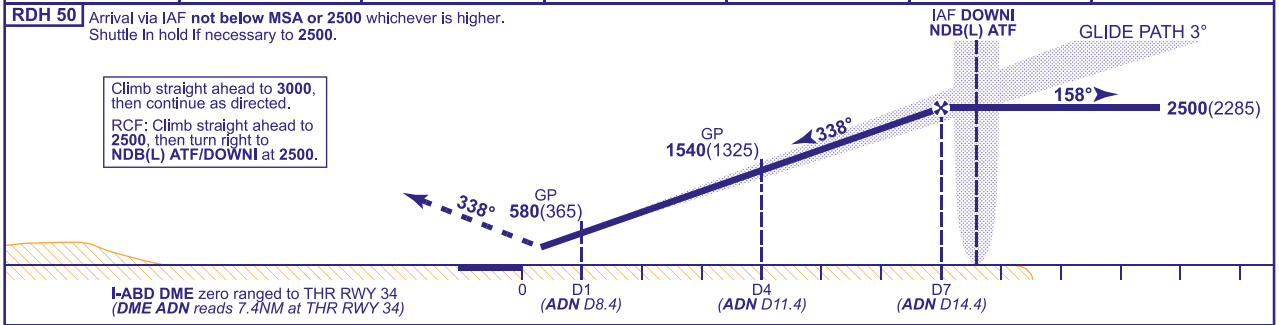


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-ABD(ADN)	6(13.4)	5(12.4)	4(11.4)	3(10.4)	2(9.4)	1(8.4)
ALT(HGT)	**2180**(1965)	**1860**(1645)	**1540**(1325)	**1220**(1005)	**900**(685)	**580**(365)

RDH 50 Arrival via IAF **not below MSA or 2500** whichever is higher.
Shuttle In hold If necessary to **2500**.

Climb straight ahead to **3000**, then continue as directed.
RCF: Climb straight ahead to **2500**, then turn right to **NDB(L) ATF/DOWNI** at **2500**.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**370**(155)	**378**(163)	**389**(174)	**399**(184)
VM(C)OCA (OCH AAL)	Total Area	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)
	East of RWY 16/34	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)

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

DIRECT ARRIVAL FROM AIRWAY P600 (Not available without VOR DME ADN)
Request clearance for direct approach before reaching GLESK. When cleared descend to **not below 4000** at ADN DME 26. At ADN DME 25, turn right onto nominal track 087° to intercept and follow ADN DME 20 arc anticlockwise. After passing VOR ADN R200 descend to **not below 3200**. (See plan).

ALTERNATIVE PROCEDURE BASE TURN REVERSAL
From NDB(L) ATF fly outbound on QDR 127° (CAT A,B) or QDR 090° (CAT C,D) descending as required to **not below 2500**. At I-ABD DME 10/ ADN DME 17.4 turn right to intercept the LOC. When established continue as for main procedure.

NOTE 1 I-ABD DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.

CHANGE (6/26): VM(C)OCA(OCH AAL) TOTAL AREA CAT A. VM(C)OCA(OCH AAL) EAST OF RWY 16/34.

AERO INFO DATE 18 MAR 26 AD 2-EGPD-8-4

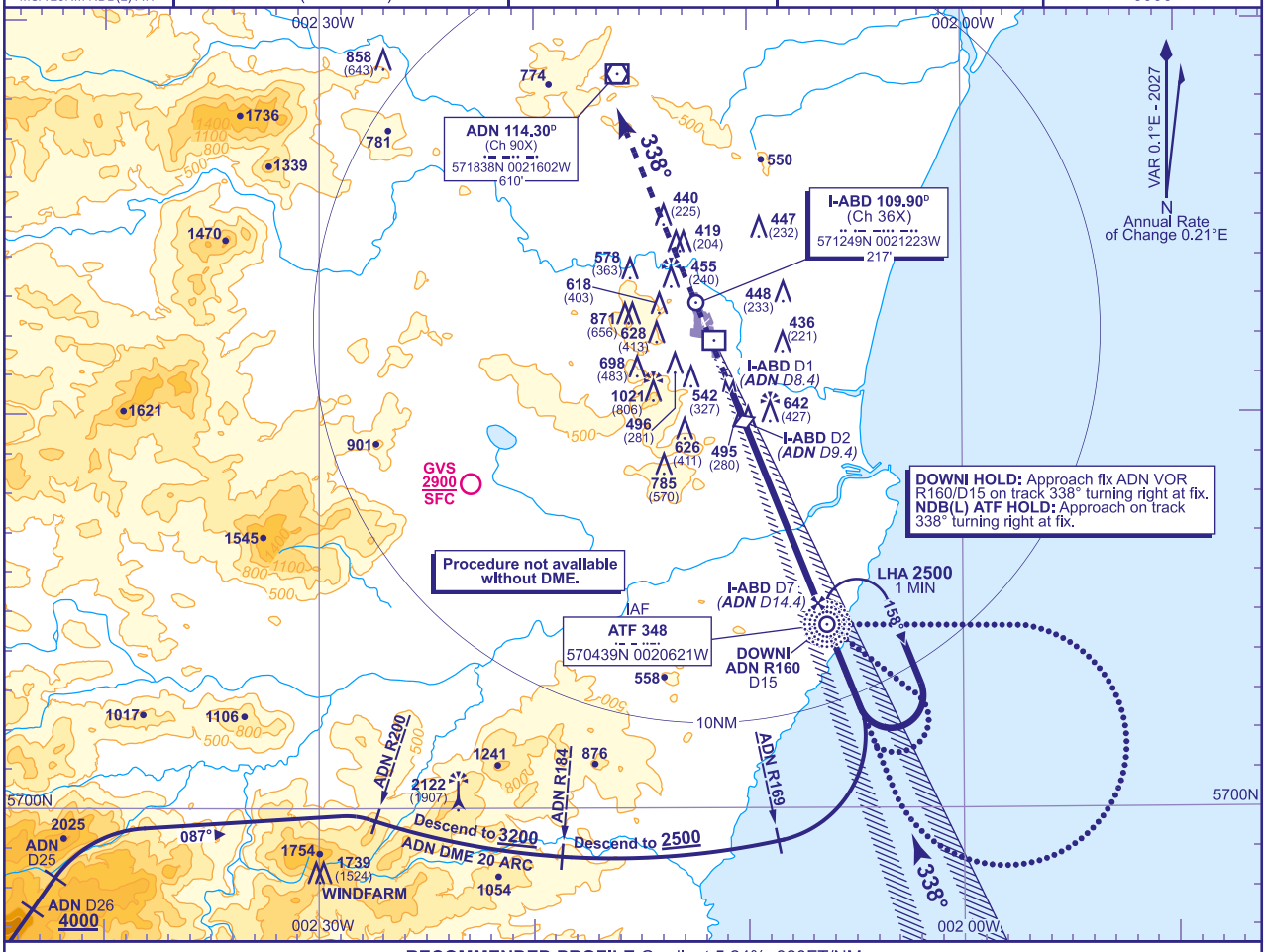
INSTRUMENT APPROACH CHART - ICAO

ABERDEEN/DYCE
LOC/DME
RWY 34
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) ATF

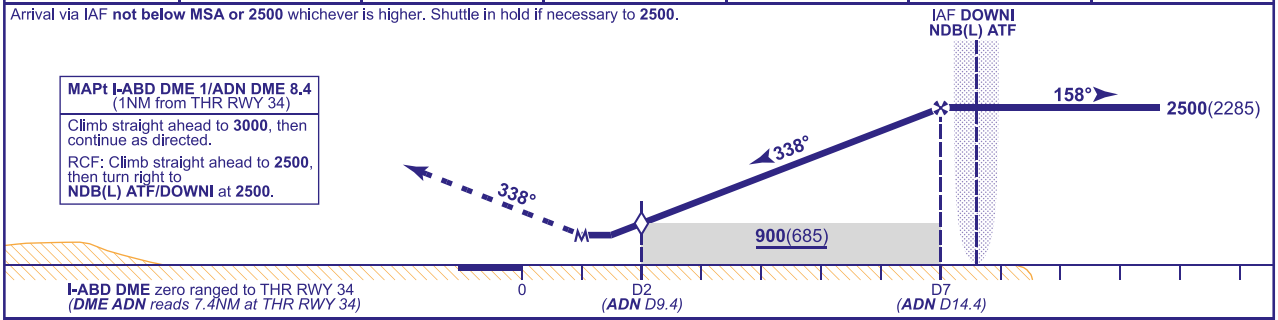
APP 119.055	ABERDEEN APPROACH	AD ELEVATION 215	
TWR 118.105	ABERDEEN TOWER	THR ELEVATION 215	
121.705	ABERDEEN GROUND	OBSTACLE ELEVATION 2122 AMSL (1907) (ABOVE THR)	
RAD 119.055, 128.305	ABERDEEN RADAR		
ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

DME I-ABD(ADN)	7(14.4)	6(13.4)	5(12.4)	4(11.4)	3(10.4)	2(9.4) **(SDF)**
ALT(HGT)	**2490**(2275)	**2180**(1965)	**1860**(1645)	**1540**(1325)	**1220**(1005)	**900**(685)

Arrival via IAF **not below MSA or 2500** whichever is higher. Shuttle in hold if necessary to **2500**.



MAPt I-ABD DME 1/ADN DME 8.4 (1NM from THR RWY 34)

Climb straight ahead to **3000**, then continue as directed.

RCF: Climb straight ahead to **2500**, then turn right to **NDB(L) ATF/DOWNI** at **2500**.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure (see note 1)	**720**(505)	**720**(505)	**720**(505)	**720**(505)
VM(C)OCA (OCH AAL)	Total Area	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)
	East of RWY 16/34	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)

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

DIRECT ARRIVAL FROM AIRWAY P600 (Not available without VOR DME ADN)
Request clearance for direct approach before reaching GLESK. When cleared descend to **not below 4000** at ADN DME 26. At ADN DME 25, turn right onto nominal track 087° to intercept and follow ADN DME 20 arc anticlockwise. After passing VOR ADN R200 descend to **not below 3200**. (See plan).

ALTERNATIVE PROCEDURE BASE TURN REVERSAL
From NDB(L) ATF fly outbound on QDR 127° (CAT A,B) or QDR 090° (CAT C,D) descending as required to **not below 2500**. At I-ABD DME 10/ ADN DME 17.4 turn right to intercept the LOC. When established continue as for main procedure.

NOTE 1 When ADN DME used to establish SDF range, OCA(H) for all CATS raised to **760**(545).
2 I-ABD DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.

CHANGE (6/26): VM(C)OCA(OCH AAL) TOTAL AREA CAT A. VM(C)OCA(OCH AAL) EAST OF RWY 16/34.

AERO INFO DATE 18 MAR 26

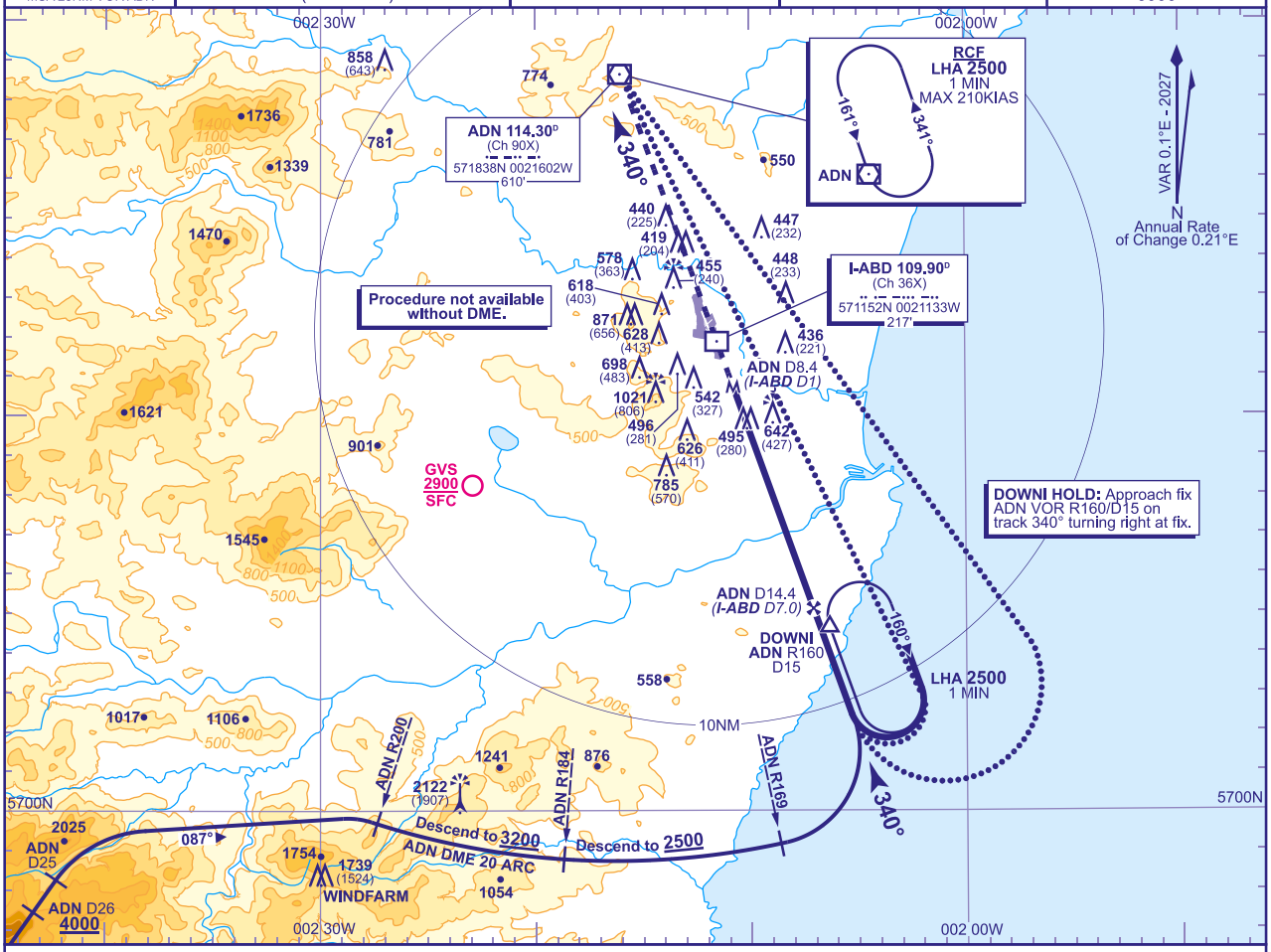
AD 2-EGPD-8-5

INSTRUMENT APPROACH CHART - ICAO

ABERDEEN/DYCE VOR/DME RWY 34
(ACFT CAT A,B,C,D)

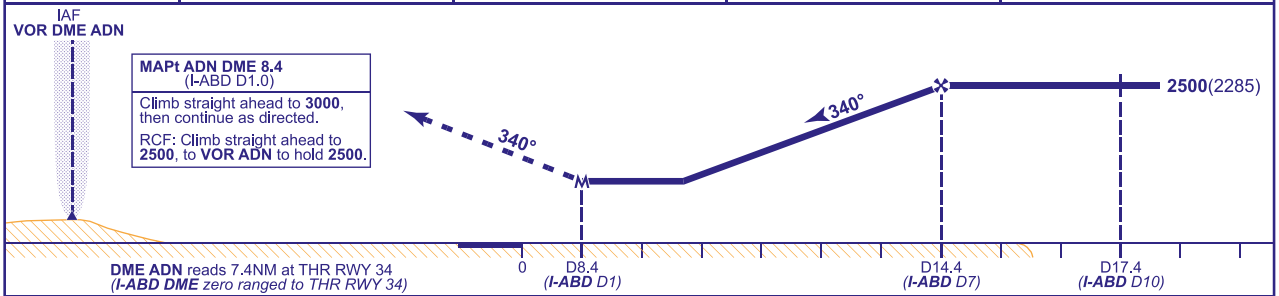
APP 119.055	ABERDEEN APPROACH	AD ELEVATION	215
TWR 118.105	ABERDEEN TOWER	THR ELEVATION	215
121.705	ABERDEEN GROUND	OBSTACLE ELEVATION 2122 AMSL (1907) (ABOVE THR)	
RAD 119.055, 128.305	ABERDEEN RADAR		
ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000

MSA 25NM VOR ADN



RECOMMENDED PROFILE Gradient 5.25%, 319FT/NM

ADN (I-ABD)	14(6.6)	13(5.6)	12(4.6)	11(3.6)
ALT(HGT)	**2370**(2155)	**2050**(1835)	**1730**(1515)	**1410**(1195)



Aircraft Category		A	B	C	D
OCA (OCH)	WITH DME	**1060**(845)	**1060**(845)	**1060**(845)	**1060**(845)
VM(C)OCA (OCH AAL)	Total Area	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)
	East of RWY 16/34	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)

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

ALTERNATIVE PROCEDURE BASE TURN REVERSAL
From VOR ADN fly outbound on QDR 155° (CAT A,B) or QDR 145° (CAT C,D) **not below 4000**. At ADN DME 12 descend to **not below 2500**. At ADN DME 17.4 (I-ABD D10) turn right to intercept FAT. When established continue as for main procedure.

DIRECT ARRIVAL FROM AIRWAY P600 (Not available without VOR DME ADN)
Request clearance for direct approach before reaching GLESK. When cleared descend to **not below 4000** at ADN DME 26. At ADN DME 25, turn right onto nominal track 087° to intercept and follow ADN DME 20 arc anticlockwise. After passing VOR ADN R200 descend to **not below 3200**. (See plan).

NOTE 1 FAT offset 1.8° west of RWY 34 C/L.
2 Note FAT passes 0.15NM west of DOWNI.
3 I-ABD DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.

CHANGE (6/26): VM(C)OCA(OCHAAL) TOTAL AREA CAT A. VM(C)OCA(OCH AAL) EAST OF RWY 16/34.

AERO INFO DATE 18 MAR 26

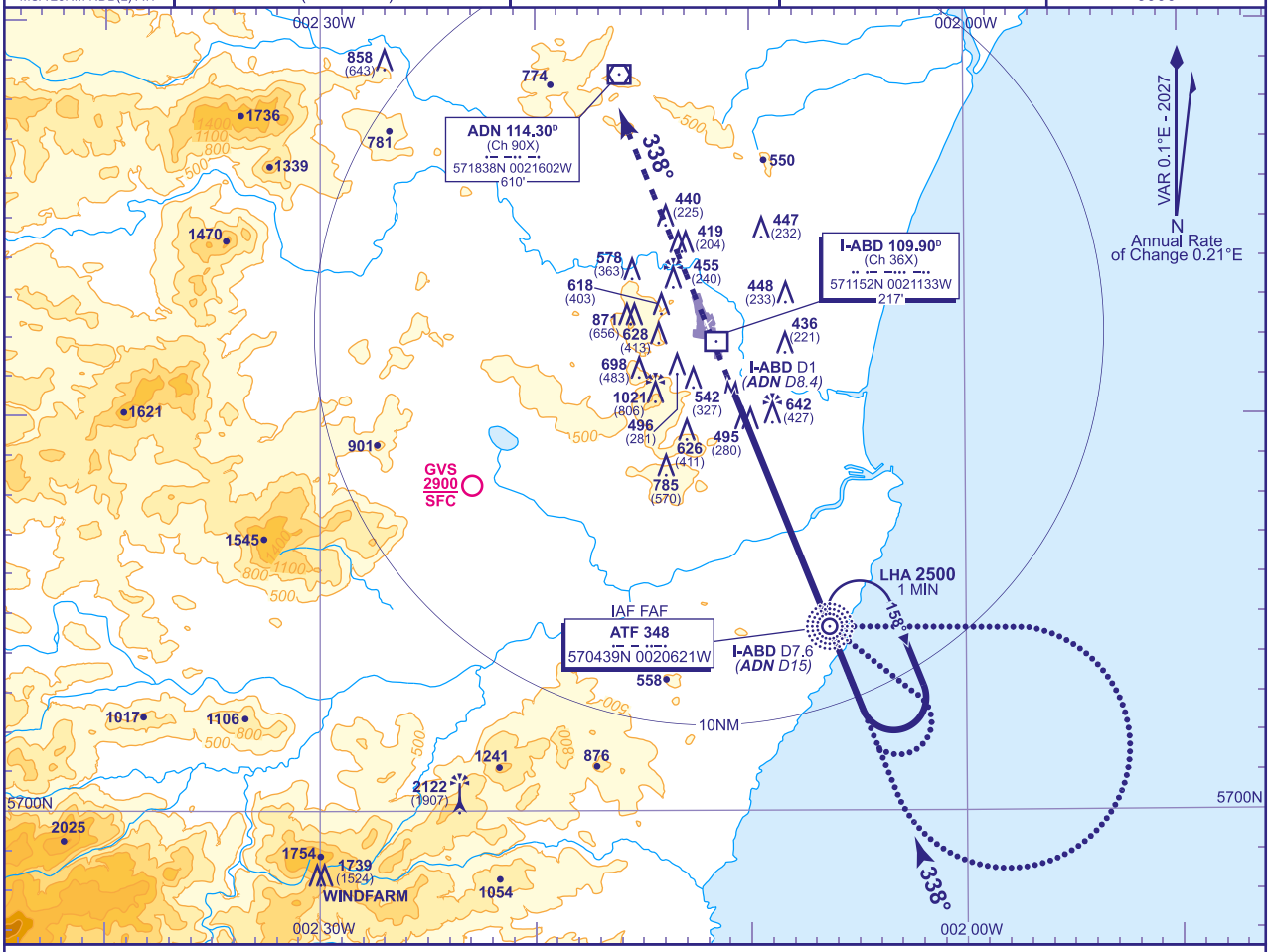
INSTRUMENT APPROACH CHART - ICAO

ABERDEEN/DYCE
NDB(L)/DME
RWY 34
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) ATF

APP 119.055	ABERDEEN APPROACH	AD ELEVATION 215	TRANSITION ALTITUDE 6000
TWR 118.105	ABERDEEN TOWER	THR ELEVATION 215	
121.705	ABERDEEN GROUND	OBSTACLE ELEVATION 2122 AMSL (1907) (ABOVE THR)	
RAD 119.055, 128.305	ABERDEEN RADAR		
ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE Gradient 4.8%, 300FT/NM

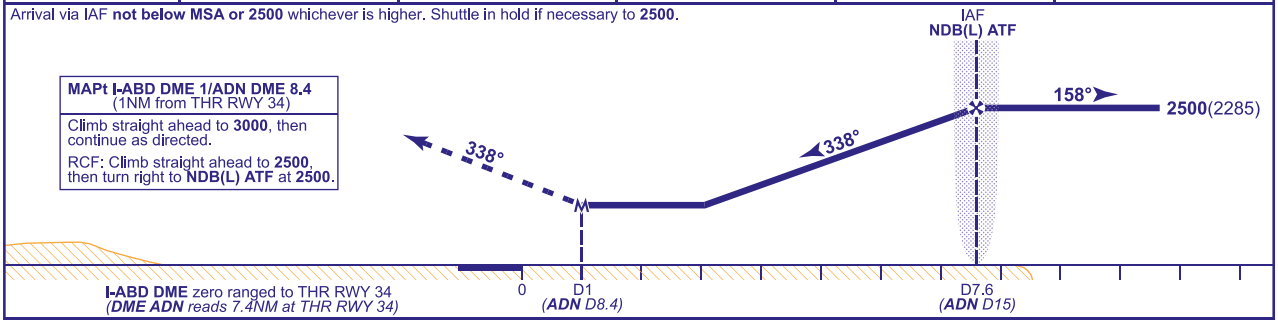
DME I-ABD(ADN)	7(14.4)	6(13.4)	5(12.4)	4(11.4)	3(10.4)
ALT(HGT)	**2320**(2105)	**2030**(1815)	**1740**(1525)	**1440**(1225)	**1150**(935)

Arrival via IAF **not below MSA or 2500** whichever is higher. Shuttle in hold if necessary to **2500**.

MAPt I-ABD DME 1/ADN DME 8.4 (1NM from THR RWY 34)

Climb straight ahead to **3000**, then continue as directed.

RCF: Climb straight ahead to **2500**, then turn right to **NDB(L) ATF** at **2500**.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**1150**(935)	**1150**(935)	**1150**(935)	**1150**(935)
VM(C)OCA (OCH AAL)	Total Area	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)
	East of RWY 16/34	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	780	690	590	490	390
NDB(L) ATF to MAPt	MIN:SEC	2:28	2:49	3:18	3:57	4:57

ALTERNATIVE PROCEDURE BASE TURN REVERSAL
From NDB(L) ATF fly outbound on QDR 127° (CAT A,B) or QDR 090° (CAT C,D) descending as required to **not below 2500**. At I-ABD DME 10/ ADN DME 17.4 turn right onto extended FAT. When established continue as for main procedure. Aircraft unable to receive DME should fly outbound for 1 MIN 06 SEC (CAT A,B); 0 MIN 48 SEC (CAT C,D) prior to baseturn right.

NOTE 1 I-ABD DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.

CHANGE (6/26): VM(C)OCA(OCH AAL) EAST OF RWY 16/34.

AERO INFO DATE 12 MAR 26

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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	All operators, including Executive and Private General Aviation, must make prior arrangements with a handling agent for ground handling of all flights. 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	

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
35	Centre-line with one crossbar. Last approach light 92 M from displaced threshold. 522 M Light intensity high	Green Light intensity high With HI green wingbars	PAPI Left/3° 47 FT 357 M from displaced threshold			HI elev bi-directional with LI omni-directional component 60 M spacing. White, with last 10 each side Yellow caution zone. One Red each side before displaced threshold. Turning areas are marked with blue edge lights.	Runway end: Red Wingbars: Green		

EGAA 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: 543918.14N 0061345.00W Lit solid red; 543936.97N 0061203.43W Lit solid red; 543909.66N 0061323.32W Not lit.
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Yes. Using local sub-station / 1 second.
5	Remarks	Obstacle lighting.

EGAA AD 2.16 HELICOPTER LANDING AREA

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EGAA 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
BELFAST CTR A circle, 9 NM radius, centred at 543927N 0061257W	Upper limit: FL105 Lower limit: SFC	D	ALDERGROVE APPROACH English	6000 FT		To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
BELFAST ALDERGROVE ATZ A circle, 2.5 NM radius, centred at 543927N 0061257W on longest notified runway (07/25)	Upper limit: 2268 FT ALT Lower limit: SFC	D	ALDERGROVE APPROACH English	6000 FT		ATZ 2000 FT AAL.

EGAA 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	ALDERGROVE APPROACH	133.130 DOC 60 NM/ 24,500 FT.			H24	ATZ hours coincident with Approach hours.
TWR	ALDERGROVE GROUND	121.755 DOC 2 NM/GND			As directed by ATC	When notified by ATIS, Radar and Tower will be provided as a combined function on channel 133.130, Callsign 'Aldergrove'.
	ALDERGROVE TOWER	118.305 DOC 25 NM/4,000 FT.			H24	
RADAR	ALDERGROVE DIRECTOR	120.905 DOC 40 NM/ 19,500 FT.			0700-2200 (0600-2100)	
ATIS	ALDERGROVE INFORMATION	126.130 DOC 60 NM/ 20,000 FT.			H24	
OTHER	BELFAST FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	ALDERGROVE EMERGENCY	121.500 Emergency frequency.			O/R	

EGAA 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 1.18°W (2027)	IFT	110.900 MHz	HO	543827.99N 0061309.03W		(RWY 17)
ILS/GP	IFT	330.800 MHz	HO	543918.80N 0061344.61W		3° ILS Ref Datum Hgt 50 FT. Aircraft may experience glidepath fluctuations outside of 8 NM.
ILS/LOC III 1.19°W (2027)	IAG	109.900 MHz	HO	543903.17N 0061425.19W		(RWY 25)
ILS/GP	IAG	333.800 MHz	HO	543937.65N 0061201.41W		3° ILS Ref Datum Hgt 52 FT. Caution due to small fluctuations apparent between 8 NM and 5 NM.
VOR/DME 1.19°W (2027) 1.2°W (2024)	BEL	119X 117.200 MHz	H24 Hours of operation for aerodrome purposes: HO	543940.12N 0061347.66W	221 FT	VOR/DME DOC: 40 NM/50,000 FT (200 NM/50,000 FT in Sector R226-346). There may be VOR bearing fluctuations in Sectors R060-110 and R140-180.
DME	IAG	36X 109.900 MHz	HO	543937.65N 0061201.41W	278 FT	(RWY 25) DME freq paired with ILS I-AG. Zero range is indicated at THR of Runway 25. For use with ILS approaches only.
DME	IFT	46X 110.900 MHz	HO	543918.82N 0061344.60W	228 FT	(RWY 17) DME freq paired with ILS I-FT. Zero range is indicated at THR of Runway 17. For use with ILS approaches only.

EGAA AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Mandatory handling applies for all operators, including non-based visiting aircraft.
b) Use governed by regulations applicable to Belfast CTR.
c) Use of this airport by aircraft not able to communicate with ATC by radio subject to prior permission.
d) Aircraft using Belfast International Airport are to carry third party insurance cover of not less than £3,000,000.
e) All commercial air transport operators should submit details of proposed flights and schedules to Airport Co-ordination Ltd, who act as agents on behalf of Belfast International Airport for this purpose. Tel: 0161-493 1850, Fax: 0161-493 1853, e-mail: LONACXH@acl-uk.org.
f) Belfast International Airport will waive charges for GA pilots in the case of genuine emergency or precautionary diversion landings. This concession applies to GA aircraft under 3 tonnes not flying for hire or reward, not having planned or intended Belfast International Airport as their destination or alternate.
g) To comply with EU Regulations, PRM requirements should be pre-notified 48 HR in advance to SITA BFSOCCR or OCS.PRM@bfs.aero or 028-9448 4957.
h) Due to limited aircraft stand availability, aircraft wishing to divert to Belfast International Airport may not be accepted, except in an emergency.

2 GROUND MOVEMENT

a) Aircraft engine running area is available by arrangement with the airport authority, however, engine runs are not permitted after 2300 (2200). Contact the Airport Duty Manager for details.
b) Apron Layout.

i. The arrangement of the apron stands showing stand numbers, is as shown on the plan at page AD 2-EGAA-2-2.
ii. Executive/Corporate/GA domestic and international aircraft over 2000 KG AUW will be allocated a stand on arrival.
iii. Aircraft who are allocated a stand should not enter the stand unless under guidance from ground staff.
iv. Aircraft below 2000 KG AUW will park, normally self manoeuvring, on the GA Apron or as directed.
v. Aircraft pushback procedures in progress on main Apron. Pilots will be instructed by ATC to push to a nominated position. Pilots are to pass the nominated position to the push back Team. Nominated positions are X-ray, Yankee, Zulu, Lima 1, Lima 2 Lima 3, Lima 4, Lima 5, Lima 6 and Lima 7.
vi. Aircraft taxiing from position Zulu should use minimum power until established on Taxiway Lima.
vii. When requesting start-up or push-back pilots should give the full call sign, type and stand number. Aircraft must be ready in all respects to start and if necessary push-back before calling on the appropriate frequency. Pilots should only request push-back when they are fully ready to do so.
viii. When requesting push-back clearance, pilots are to inform ATC if headset communication with ground crew is not established. Push back clearance must not be requested until the ground crew has confirmed to the flight deck that the aircraft is closed up and the tug is manned and fully ready to move.

c) Departing aircraft should report ready for departure.
d) International GA Flights including flights originating in the Republic of Ireland

i. Arrivals.

Flights will be parked for examination on the GA Apron Customs Examination Station as directed.

ii. The law requires that Pilots must present their aircraft and contents for Police and Border Force inspection on arrival.

e) Due to apron pushback procedures, prior permission is required from ATC for aircraft to vacate Runway 07/25 at Taxiway Bravo.
f) Aircraft of Boeing 737/Airbus 319 size or greater are not permitted to carry out 180° turns after landing on Runway 17. Aircraft should continue to the 35 turning circle.
g) IFR Procedural Standard Arrival Routing Runway 25

i. All IFR arrivals on Runway 25 which are planned to park at the main terminal should, after landing, and without instruction, vacate right onto Runway 35, right onto Taxiway Charlie and unless further ATC taxi clearance has been issued hold at holding point C2. ATC shall issue further progressive taxi instructions once the aircraft has vacated Runway 25.

Note: *This does not prevent either ATC from issuing alternate tactical instructions as required or the pilot vacating tactically as circumstances dictate.*

h) Two steel plates cover bad ground on Taxiway Bravo centreline. One 18 M south of Bravo Hold and one 18 M north of Bravo Hold.

3 CAT II/III OPERATIONS

a) Runway 25, subject to serviceability of the required facilities is suitable for Category II/III Operations by Operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF. Pilots can expect a flow rate of 10/60 for arrivals and 10/60 for departures

c) Departing Aircraft - Runway 25

i. ATC will request departing aircraft to hold at the Category II/III Hold on Alpha.
ii. If Taxiway Alpha is out of service departing aircraft will be required to backtrack Runway 25 from Taxiway Bravo and execute a 180° turn on 25 Threshold.

d) Arriving Aircraft

i. Landing clearance or go around instructions will be given no later than 2 NM from touchdown.
ii. Runway 25, where it intersects with Runway 35, is fitted with CAT II/III ground lighting and arriving aircraft may be instructed to vacate there.
iii. Backtracking on Runway 25 is not normally permitted. However if Taxiways Charlie or Delta are out of service aircraft will be instructed by ATC to use Category II/III ground lighting at Bravo to vacate Runway 25. Arriving aircraft will be under instruction from ATC:

1. Continue to the end of Runway 25;
2. Execute a 180° turn;
3. Backtrack the runway and vacate on to Taxiway Bravo;
4. Report established on Taxiway Bravo and constant taxiway green lights in sight.

e) Runway 25 is suitable for Lower than Standard Category I operations subject to the ILS radiating at CAT III and LVPs being declared in force by ATC, by Operators whose minima have been accepted by the Civil Aviation Authority.

4 WARNINGS

a) Except for light signals, ground signals are not displayed.
b) Bird scaring at times may only be carried out on the runway in use. In these circumstances, ATC will inform pilots of the bird scaring action notified to them by the Airport Authority.
c) Model aircraft flying takes place at Nutts Corner, a disused aerodrome situated 3 NM Southeast of Aldergrove. Flying takes place on a daily basis during daylight hours up to a maximum of 400 FT AGL.
d) Security fence east of Taxiway Foxtrot infringes Runways 17 and 35 strip by 3.8 M and 4.7 M.
e) Hazardous accumulations of whooper swans, and small gulls at Langford Lodge unlicensed aerodrome 3.5 KM southwest of the aerodrome may pose a risk to aircraft landing and taking off on Runway 07.
f) Apron stands 9 to 15 slopes are compliant along their east west axis, but deviates from CAP 168 criteria along the north south axis in that the slope from south to north varies from 1 in 93 to 1 in 55.
g) Pilots are warned that unauthorised ground based laser lights may be directed at their aircraft when arriving or departing at EGAA or when over flying the City of Belfast. All incidents should be reported immediately via ATC to the Police.
h) High ground rising to 536.5 M at edge of outer horizontal surface at a distance of 14,650 M from the runway to the south and east.
i) High ground rising to 334.4 M within the outer horizontal surface at a distance of 12,476 M from the runway to the north east.

5 HELICOPTER OPERATIONS

a) Helicopters frequently operate at low level south of Runway 25, but will remain at least 250 M from that runway until further cleared by ATC.
b) Prior permission required by civil helicopters wishing to land at Belfast International Airport due to parking spaces not available. Contact the Airport Duty Manager 0770-3203167.

6 USE OF RUNWAYS

a) In Winter conditions runway anti-icing and snow clearance operations will take priority over all other operations at the discretion of the Airport Authority. ATC will inform pilots of any expected delays. Runway 17/35 and associated taxiways will not normally be de-iced.
b) During winter conditions, Runway Condition Reports (RCRs) will be in operation when Runways 07/25 and 17/35 are contaminated. These condition reports will be in accordance with the ICAO Global Reporting Format (GRF) and will be disseminated via Snowtam and ATIS only.

7 TRAINING

a) Contact Airport Operations Control Centre on Tel: 028-9448 4401 or E-mail: control.centre@bfs.aero.

EGAA AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

a) Pilots must comply with the procedure detailed below and in particular with reference to speed control.
b) The Continuous Descent Arrival procedure provides pilots with the ATC assistance necessary for them to achieve a continuous descent during intermediate and final approach, at speeds which require minimum use of flap. The procedure is designed to minimise noise disturbance and fuel consumption during the approach phase.

2 ARRIVALS

a) Unless there are valid reasons, the Continuous Descent Arrival procedure is to be employed for all approaches by IFR aircraft to all runways between 2200-0700 (2100-0600).
b) Headings and Flight Levels/Altitudes to leave the holding facility will be passed by ATC. When holding is not necessary, radar vectors may be given prior to the aircraft reaching the holding pattern and descent clearance will include an estimate of track distance to touchdown.
c) Further distance information will be given between initial descent clearance and intercept headings to the ILS. On reciept of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, the object being to join the glidepath at the appropriate height for the distance without recourse to level flight.
d) Pilots should typically expect the following speed restrictions to be enforced:

i. 220 KT from the holding facility (or if holding is not required, 220 KT by 20 NM from touchdown) during intermediate approach phase;
ii. 180 KT on base leg/closing heading to the ILS;
iii. Between 180 KT and 160 KT when first established on the ILS, and thereafter 160 KT to 4 DME.

e) These speeds are applied for ATC separation purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (eg: an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons.
f) The term ‘No ATC Speed Restriction’ does not absolve a pilot from flying in accordance with the speeds stated in paragraph d.
g) When the Continuous Descent Arrival procedure is in force and an aircraft is being vectored for a non-precision approach, the pilot will decide to which point he will fly the Continuous Descent Arrival procedure in order to comply with Company Standard Operating Procedures.

3 DEPARTURES

a) During the hours of 2200-0700 (2100-0600), all departures with a MTOW greater than 5700 KG, will climb on the runway track to 2000 FT ALT before commencing any turn, thereafter as per ATC clearance.

EGAA AD 2.22 FLIGHT PROCEDURES

1 ALTIMETER SETTING

a) Pilots flying beneath Belfast TMA below the Transition Altitude (6000 FT should use the QNH of an aerodrome situated within the lateral limits of the TMA; except that the aerodrome QFE may be used when flying within the circuit.

2 PROCEDURES FOR INBOUND AIRCRAFT

a) **Warning**

The attention of pilots is drawn to the existence of Langford Lodge aerodrome. This unlicensed aerodrome, situated 3 NM southwest of Belfast Aldergrove, is provided with crossed Runways 08/26 and 03/21. Pilots making approaches to Belfast Aldergrove, when Runway 07 is in use, should exercise due caution to ensure they have identified the correct aerodrome. The 07 approach and runway lights will be selected 'ON' whenever 07 is in use regardless of weather conditions.

b) **Clearance to enter Belfast TMA and CTR.**

i. Aircraft flying on the Airways System will be cleared into the TMA/CTR without having to request a specific entry clearance.
ii. Aircraft wishing to enter the TMA or CTR from the open FIR, whether IFR or VFR, must obtain clearance from Aldergrove Approach Control.

c) **Standard Routes**

i. The standard initial routes for inbound aircraft, which are shown in the table below, may be varied at the discretion of ATC (eg for traffic reasons or to allow traffic to be sequenced by radar).

Approach from	Via	Route
NE	P600	BLACA - BELZU
E	FIR	BLACA/TMA Boundary - BELZU

Approach from	Via	Route
SE	L10 (RNAV 5 FL 75 and above)	IOM - NELBO - BELZU
	L10 (Below FL 75)	IOM - RINGA - BELZU
	UP6/L46 (RNAV 5)	REMSI - MASOP - NELBO - BELZU
	M146 (RNAV 1 Below FL 255)	ERDUV - LUSOD - PEPEG - ROBOP - IPSET - BELZU
	M147 (RNAV 1 FL 255 and above)	REMSI - UVPOK - NOPKI - MATUT - ROBOP - IPSET - BELZU
S	N34	NEVRI - ABSUN - BELZU
SW, W, NW and N	FIR	TMA Boundary - direct to BELZU

Note: *See also UK Standard Route Document. Available online from NATS/AIS website: http://www.nats.aero/ais.*

d) **Approach Procedures – With Radar Control**

i. When inbound traffic is being sequenced by Radar, the Approach Procedure will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
ii. Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point if so required.
iii. When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller, except in the case of radio communication failure in the aircraft or at the Radar Unit.
iv. Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
v. Speed Control may be applied on a tactical basis to the extent determined necessary by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him immediately and state what speeds will be used. In the interests of accurate spacing pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
vi. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.

e) **Approach Procedures - Without Radar Control**

i. When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility (VOR BEL) to carry out an Instrument Approach Procedure appropriate to the landing direction.

f) **Holding**

i. The primary holding pattern will be a 1-minute race-track pattern based on VOR BEL as detailed on the Instrument Approach charts.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) The standard routes for outbound aircraft are detailed in the following table. Routes may be varied at ATC discretion according to the prevailing traffic conditions.

Departing to	Via	Route
SE	L10, Q39	BEL VOR RDL 154° - LISBO - RINGA
	L15, L603, Q38	BEL VOR RDL 154° - LISBO - PEPOD
EGNS	L10	DCT - SLYDA - L10 - IOM - DCT
S	P620	BEL VOR RDL 154° - LISBO
N	P600	BEL VOR RDL 075° - BLACA

Note: *See also UK Standard Route Document. Available online from NATS/AIS website: http://www.nats.aero/ais.*

b) Aircraft must contact ATC no earlier than 20 minutes prior to EOBT to obtain airways clearance including transponder code. As there are no promulgated SIDs for Belfast Aldergrove, ATC will issue specific after departure instructions (typically a RADAR heading or to a designated waypoint), prior to issuing take-off clearance. Pilots must not depart until these instructions have been given and acknowledged.
c) **Warning: Pilots are reminded of the presence of high ground to the east, northeast and southeast of Belfast Aldergrove. It is the pilot's responsibility to maintain adequate terrain clearance.**
d) For ATC purposes, outbound aircraft will normally be required to cross LISBO at or above 4000 FT ALT. Pilots who cannot comply with the necessary climb profile must inform ATC in good time (ie before departure) so that an alternative routing can be coordinated.
e) North Atlantic Jet Departures.

i. Due to the proximity of the Shanwick Oceanic boundary to Belfast Aldergrove, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

f) Belfast Aldergrove departures via IOM – speed profile:

i. Traffic departing Belfast Aldergrove via L15/Q39 with a requested level of FL 290 or above is required to cross SOSIM/INKOB at FL 290 or above. To ensure that these aircraft can achieve the required level by SOSIM/INKOB speed restrictions are to be observed.
ii. All Belfast Aldergrove departures to the southeast with a requested flight level of FL 290 or above, are to fly in accordance with the following maximum speeds:

1. Jet Traffic with a MTOW greater than 35,000 KG Max 250 KT IAS until FL 100, then Max 290 KT IAS until FL 250;
2. Jet Traffic with a MTOW less than 35,000 KG and all non-jet traffic; Max 250 KT IAS until above FL 250.

iii. Aircraft unable to reach FL 290 by SOSIM/INKOB must advise Belfast Aldergrove prior to push-back, giving the anticipated flight level at SOSIM/INKOB. Specific climb instructions will be issued by Scottish Control.

4 VISUAL REFERENCE POINTS (VRP)

a) To facilitate the integration of VFR flights within the Belfast Airspace, pilots may be required to join/leave the airspace via specified VRPs.
b) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

5 VFR HELICOPTER OPERATIONS WITHIN EGAA CTR

a) **Flight Details**

i. Prior to lifting, the pilot shall book out with Aldergrove ATC by telephone at least ten minutes prior to departure giving call sign and details of flight including ETD. If the ETD varies by ten minutes or more, whether booking out or subject to a full flight plan, then Aldergrove ATC must be informed of the revised ETD.

Note: *The act of booking out does NOT constitute a zone clearance. Clearance must be obtained via RTF from Aldergrove ATC.*

ii. If a flight leaves UK airspace, eg routing to Dublin, then a full flight plan must be filed with Aldergrove ATC at least sixty minutes prior to departure.

b) **Operation - Outbound**

i. The pilot must:

1. Lift into the hover to a height of not greater than 200 FT AGL, squawking 7000 and obtain zone clearance. Aldergrove ATC will pass any appropriate traffic information.
2. Only when a clearance has been received, can the flight set course subject to any restrictions that Aldergrove ATC may impose.

c) **Operation - Inbound**

i. Contact should be made, where possible, with Aldergrove Approach at least ten minutes flying time before the Belfast TMA boundary (if flying above the TMA base altitude) or the CTR boundary (if flying below the TMA base altitude) with a request for clearance to enter Controlled Airspace.
ii. The pilot shall report when descending into the private site. It should be noted that after this report has been made, no further action will be initiated by ATC, eg incident/accident, unless information to the contrary is received. If no acknowledgement is received from Aldergrove Approach, then the pilot must telephone Aldergrove ATC as soon as practical after landing.

Note: *An inbound clearance does not absolve the pilot from the need to contact appropriate adjacent ATSUs for transit clearance.*

6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside, Belfast Aldergrove controlled airspace within the area defined below and maintaining a listening watch only on Aldergrove Approach channel, 133.130, are encouraged to select SSR code 7045:

545656N 0055417W - 545724N 0061134W - thence anti-clockwise by the arc of a circle radius 18 NM centred on 543927N 0061257W to 542135N 0061619W - 543233N 0060302W - thence anti-clockwise by the arc of a circle radius 9 NM centred on 543927N 0061257W to 543833N 0055732W - 545656N 0055417W.

b) Selection of 7045 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the controlled airspace at all times.
c) Whilst squawking 7045 pilots should be aware that Aldergrove Approach may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 7045 shall be deselected.

EGAA AD 2.23 ADDITIONAL INFORMATION

a) Not applicable.

EGAA AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGAA-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGAA-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGAA-5-1
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 07 - ICAO
AD 2.EGAA-8-1
INSTRUMENT APPROACH CHART RNP RWY 07 - ICAO
AD 2.EGAA-8-2
INSTRUMENT APPROACH CHART VOR/DME RWY 07 - ICAO
AD 2.EGAA-8-3
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 17 - ICAO
AD 2.EGAA-8-4
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 17 - ICAO
AD 2.EGAA-8-5
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 17 - ICAO
AD 2.EGAA-8-6
INSTRUMENT APPROACH CHART VOR/DME RWY 17 - ICAO
AD 2.EGAA-8-7
INSTRUMENT APPROACH CHART ILS/DME RWY 25 - ICAO
AD 2.EGAA-8-8
INSTRUMENT APPROACH CHART LOC/DME RWY 25 - ICAO
AD 2.EGAA-8-9
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 25 - ICAO
AD 2.EGAA-8-10
INSTRUMENT APPROACH CHART VOR/DME RWY 25 - ICAO
AD 2.EGAA-8-11
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 35 - ICAO
AD 2.EGAA-8-12
INSTRUMENT APPROACH CHART VOR/DME RWY 35 - ICAO
AD 2.EGAA-8-13
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 07
AD 2.EGAA-8-14

EGAA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 543927N 0061257W

AD ELEV 268FT

BELFAST ALDERGROVE
EGAA

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 07/25	Grooved Asphalt	71/R/B/X/T
RWY 17/35	Porous Friction Course	71/F/C/W/U
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
Aprons (All)	*See AD 2-EGAA-2-2*	

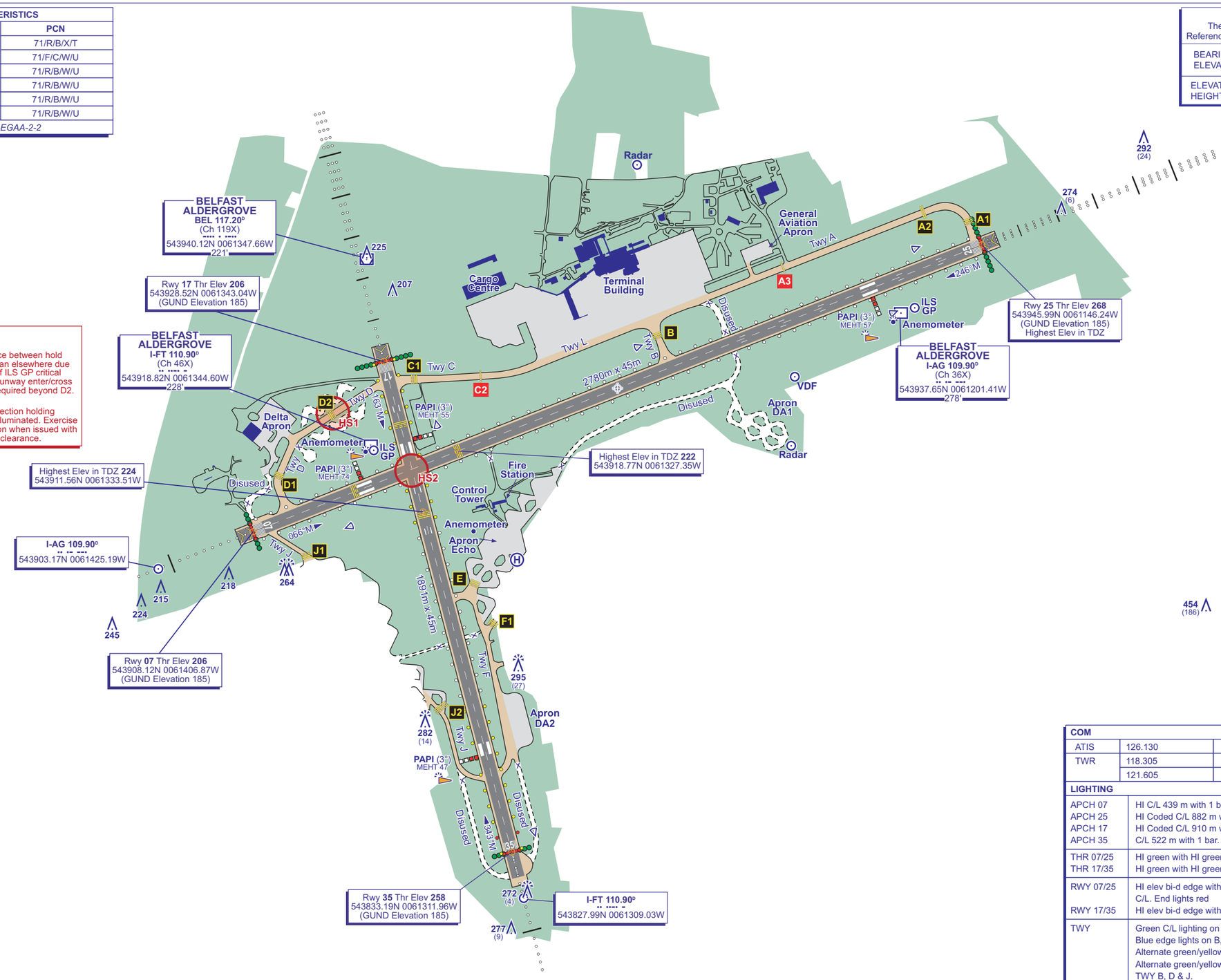
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	**454**
HEIGHTS IN FEET ABOVE AD	(186)

VAR 1.2°W - 2027
N
Annual Rate of Change 0.20°E

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



COM		
ATIS	126.130	ALDERGROVE INFO
TWR	118.305	ALDERGROVE TOWER
	121.605	BELFAST FIRE

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

CHANGE (6/26): TOWER & FIRE FREQUENCIES. EDITORIAL.

AERO INFO DATE 25 MAR 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

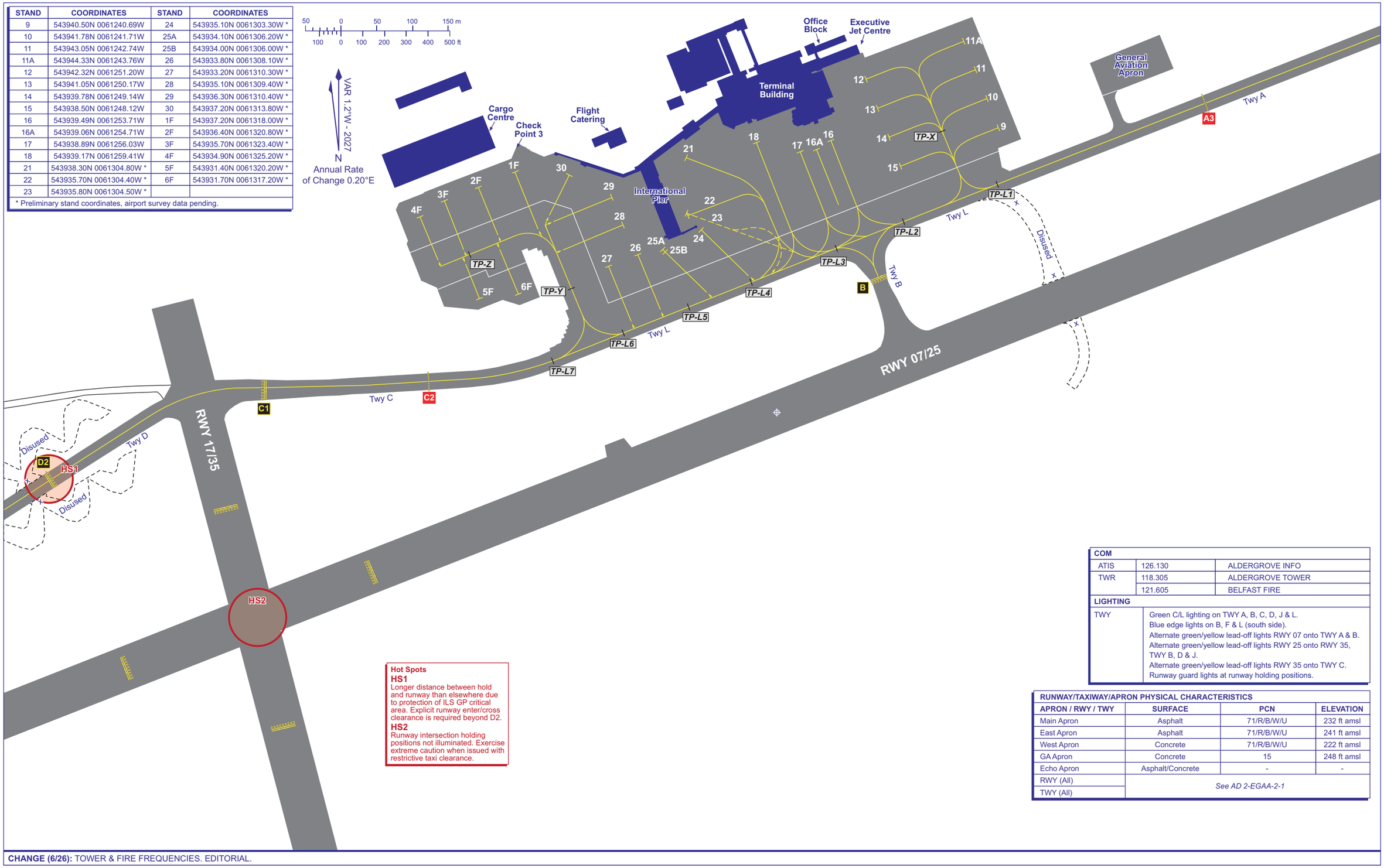
ARP 543927N 0061257W

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	118.305	ALDERGROVE TOWER
	121.605	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**
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	-	-
RWY (All)	*See AD 2-EGAA-2-1*		
TWY (All)			

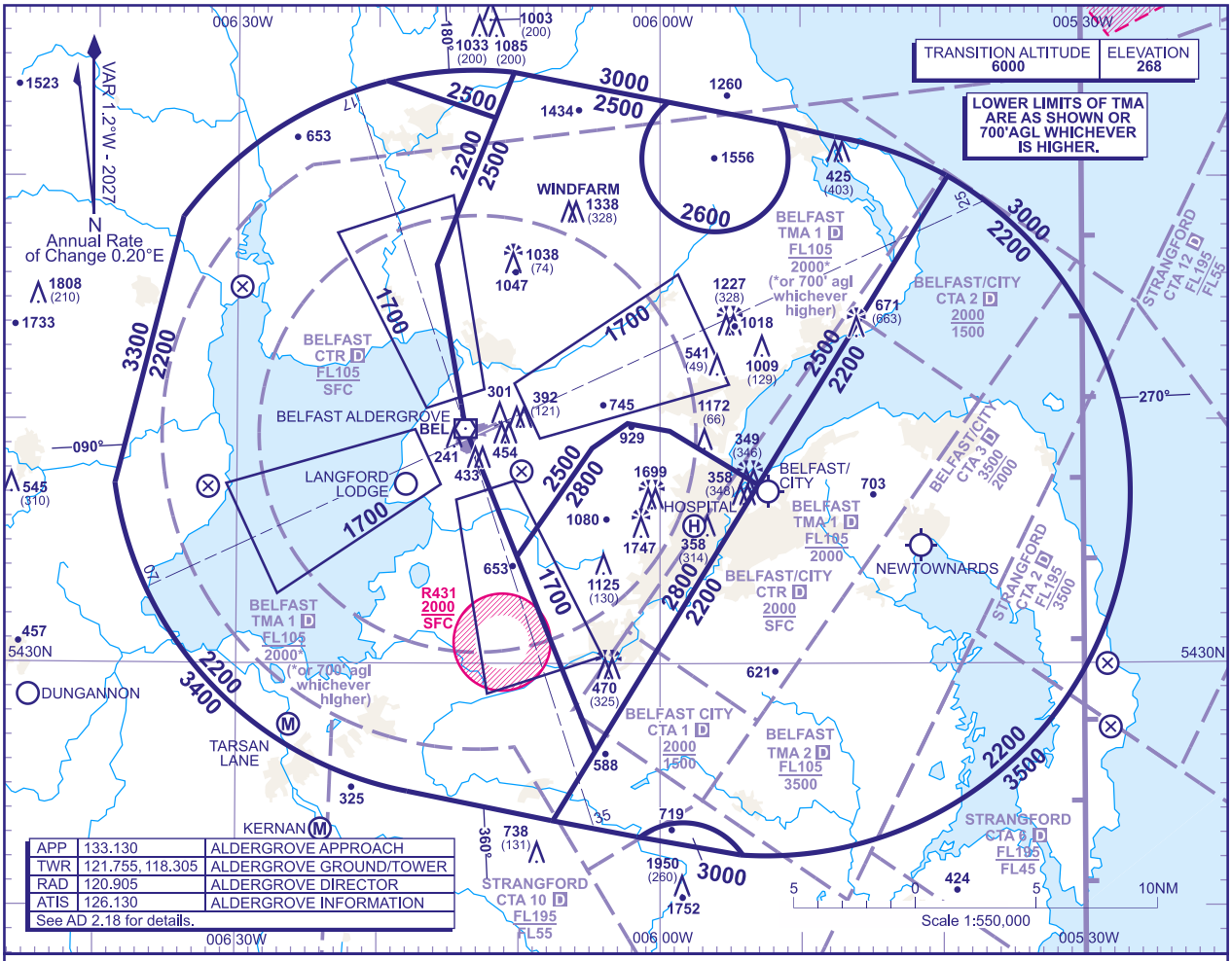
CHANGE (6/26): TOWER & FIRE FREQUENCIES. EDITORIAL.

AERO INFO DATE 25 MAR 26

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1950
HEIGHTS IN FEET AGL (770)

BELFAST ALDERGROVE



APP	133.130	ALDERGROVE APPROACH
TWR	121.755, 118.305	ALDERGROVE GROUND/TOWER
RAD	120.905	ALDERGROVE DIRECTOR
ATIS	126.130	ALDERGROVE INFORMATION
See AD 2.18 for details.		

MINIMUM INITIAL ALTITUDE

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

a) **2200** in the sector defined by the lateral limits; 545357N 0061923W - 545226N 0061135W - 544625N 0061551W - 543940N 0061348W - 542623N 0060435W - 542333N 0060733W - 542444N 0061744W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 543723N 0063830W - 544821N 0063345W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545357N 0061923W.

b) **2500** in the sector defined by the lateral limits; 545357N 0061923W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545421N 0061023W - 545226N 0061135W - 545357N 0061923W.

c) **2200** in the sector defined by the lateral limits; 545000N 0053935W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 542208N 0055411W thence anti-clockwise by an arc of a circle radius 3NM centred on 542031N 0055823W to 542253N 0060130W - 542333N 0060733W - 545000N 0053935W.

d) **2500** in the sector defined by the lateral limits; 545421N 0061023W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545409N 0060806W - 545309N 0055918W thence anti-clockwise by an arc of a circle radius 3NM centred on 545047N 0055605W to 545215N 0055132W - 545147N 0054723W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 545000N 0053935W - 543721N 0055303W - 543934N 0055920W - 543953N 0060220W - 543852N 0060451W - 543426N 0061008W - 543940N 0061348W - 544625N 0061551W - 545421N 0061023W.

e) **2600** in the sector defined by the lateral limits; 545309N 0055918W thence anti-clockwise by an arc of a circle radius 3NM centred on 545047N 0055605W to 545215N 0055132W - 545309N 0055918W.

f) **2800** in the sector defined by the lateral limits; 543426N 0061008W - 543852N 0060451W - 543953N 0060220W - 543934N 0055920W - 543721N 0055303W - 542623N 0060435W - 543426N 0061008W.

g) **3000** in the sector defined by the lateral limits; 542208N 0055411W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 542223N 0055716W - 542253N 0060130W thence clockwise by an arc of a circle radius 3NM centred on 542028N 0055827W to 542208N 0055411W.

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 **3000**, or last assigned level if higher to **BEL 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 **BEL 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 1.1.3.4.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be Issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (6/26): MAG INFO REVISED. ALDERGROVE TOWER/APPROACH FREQUENCIES REVISED.

AERO INFO DATE 18 MAR 26

AD 2-EGAA-5-1

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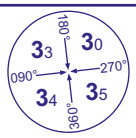
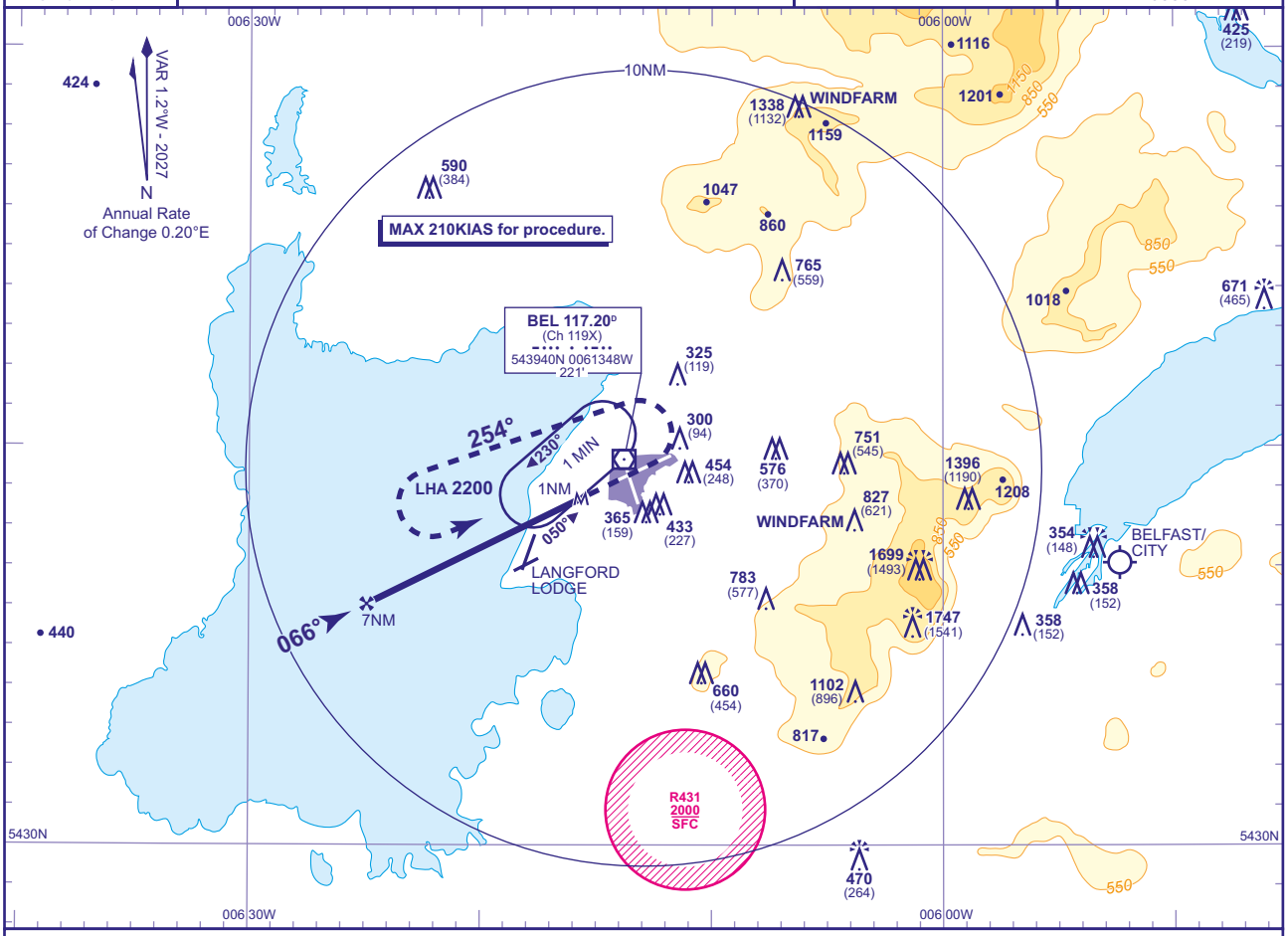
INSTRUMENT APPROACH CHART - ICAO

BELFAST ALDERGROVE
SRA RTR 2NM
RWY 07
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

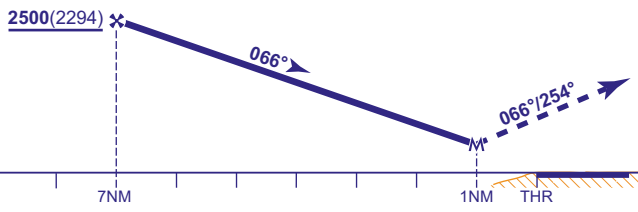
APP	133.130	ALDERGROVE APPROACH	AD ELEVATION	268	
TWR	118.305	ALDERGROVE TOWER	THR ELEVATION	206	
RAD	120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION	1747 AMSL (1541) (ABOVE THR)	
ATIS	126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 6000



RADAR ADVISORY HEIGHTS Gradient 5.39%, 328FT/NM

NM	6.0	5.0	4.0	3.0	2.0
ALT(HGT)	**2170**(1964)	**1840**(1634)	**1520**(1314)	**1190**(984)	**860**(654)

Initial and intermediate approach as directed by radar.



MAPt 1NM after RTR

Continuous climb to **3000**. Initially, straight ahead to **1200** then climbing left turn onto track 254° to **3000**, then turn left to **VOR BEL** or as directed.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	**630**(424)	**630**(424)	**630**(424)	**630**(424)		FT/MIN	800	700	600	500	400
VM(C)OCA (OCH AAL)	Total Area	**750**(482)	**840**(572)	**1180**(912)	**1290**(1022)	RTR to MAPt	MIN:SEC	0:22	0:26	0:30	0:36	0:45

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

CHANGE (6/26): TOWER/APPROACH FREQUENCIES. MAG VAR. MAG TRACKS.

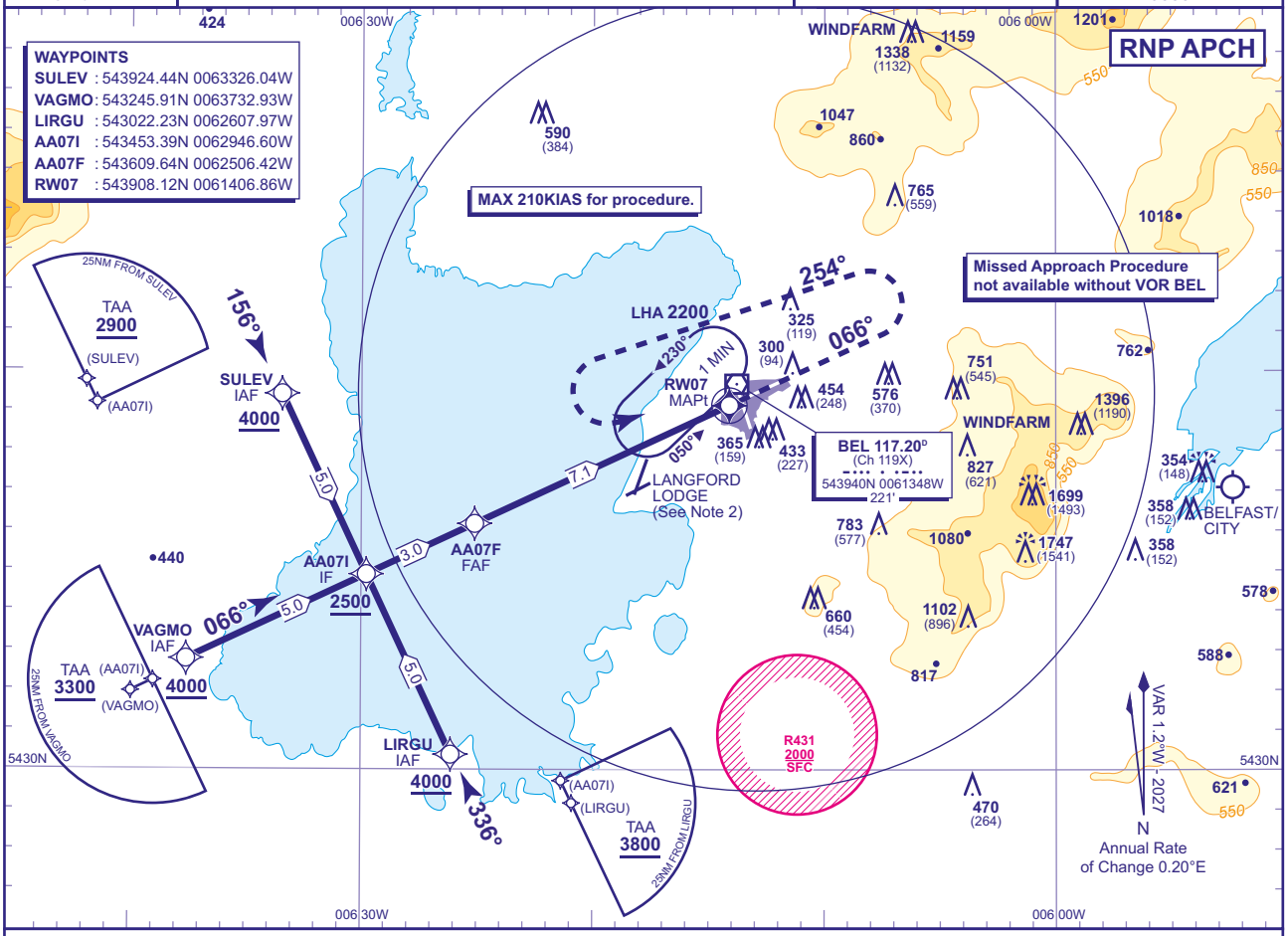
AERO INFO DATE 16 MAR 26

INSTRUMENT APPROACH CHART - ICAO

BELFAST ALDERGROVE RNP RWY 07

(ACFT CAT A,B,C,D)

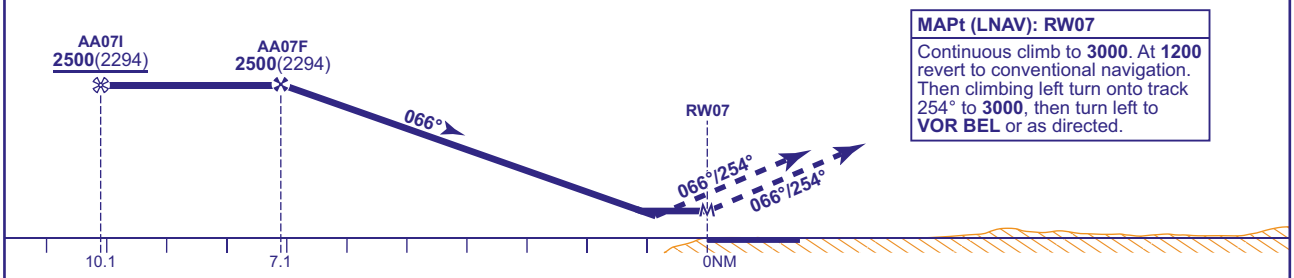
35 MSA 25NM ARP	APP 133.130	ALDERGROVE APPROACH	AD ELEVATION 268	MIN TEMP -15°C
	TWR 118.305	ALDERGROVE TOWER	THR ELEVATION 206	TRANSITION ALTITUDE 6000
	RAD 120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION 1747 AMSL (1541)(ABOVE THR)	
	ATIS 126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0°, 318FT/NM, LNAV - Gradient 5.24%, 318FT/NM

NM to RW07	6	5	4	3	2
ALT(HGT)	2170(1964)	1850(1644)	1530(1324)	1210(1004)	890(684)

TCH 50



MAPt (LNAV): RW07

Continuous climb to **3000**. At **1200** revert to conventional navigation. Then climbing left turn onto track 254° to **3000**, then turn left to **VOR BEL** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	520(314)	520(314)	520(314)	520(314)
	LNAV	610(404)	610(404)	610(404)	610(404)
VM(C)OCA (OCH AAL)	Total Area	750(482)	840(572)	1180(912)	1290(1022)

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

NOTE
1 Pilots should 'Request RNP Approach' on first contact with Aldergrove Approach.
2 Pilots are reminded of the close proximity of Langford Lodge, 3.5NM southwest of Belfast Aldergrove.

CHANGE (6/26): TOWER/APPROACH FREQUENCIES. MAG VAR. MAG TRACKS.

AERO INFO DATE 17 MAR 26

AD 2-EGAA-8-2

INSTRUMENT APPROACH CHART - ICAO

BELFAST ALDERGROVE VOR/DME RWY 07

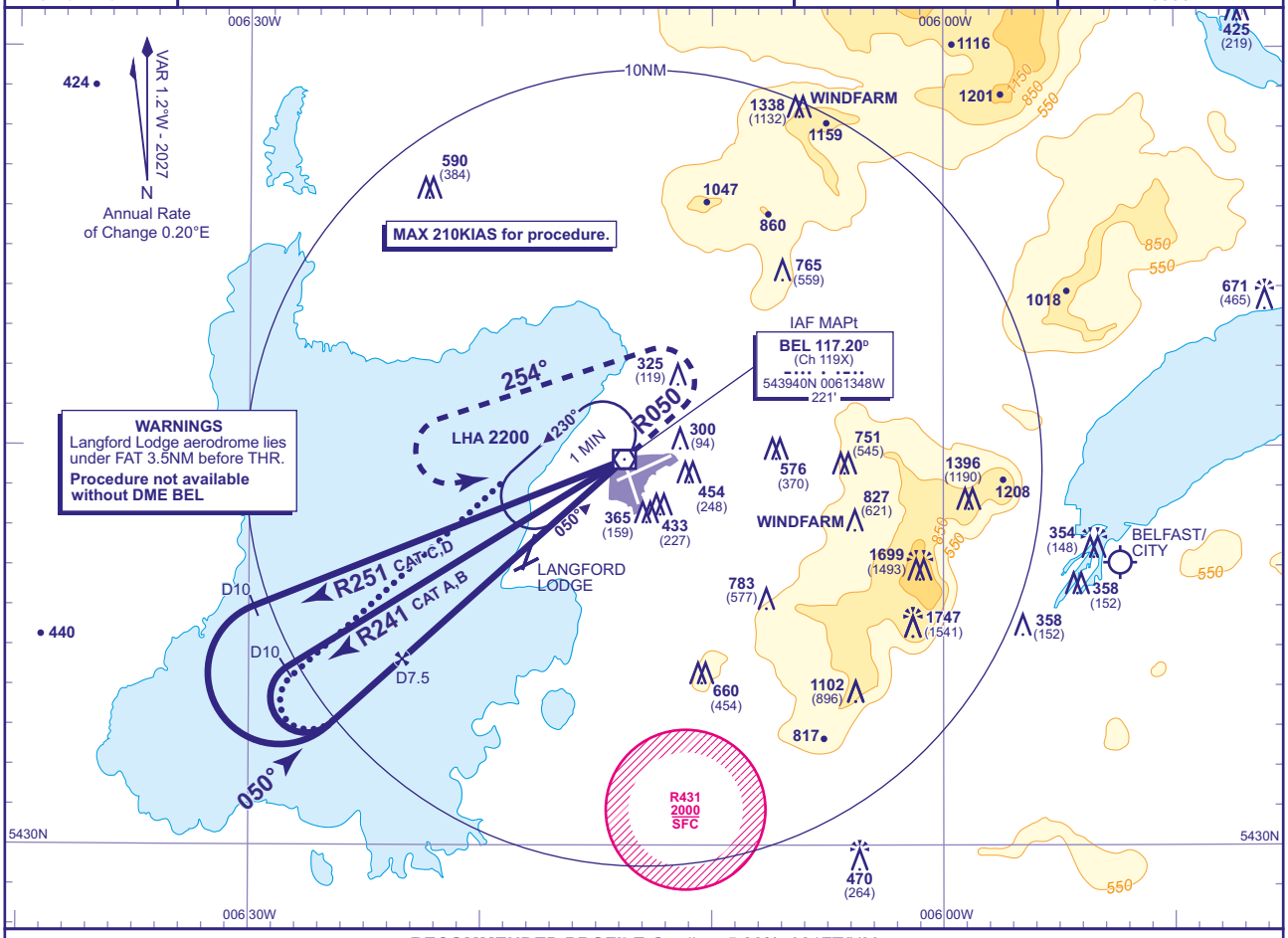
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

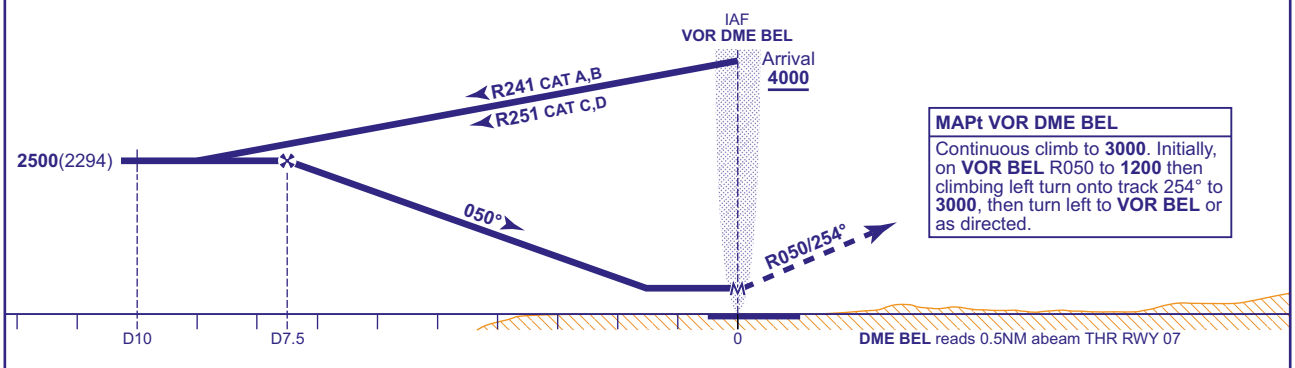
APP	133.130	ALDERGROVE APPROACH	AD ELEVATION	268
TWR	118.305	ALDERGROVE TOWER	THR ELEVATION	206
RAD	120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION	1747 AMSL (1541) (ABOVE THR)
ATIS	126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.28%, 321FT/NM

DME BEL	7	6	5	4	3	2
ALT(HGT)	**2340**(2134)	**2020**(1814)	**1700**(1494)	**1380**(1174)	**1060**(854)	**740**(534)



MAPt VOR DME BEL

Continuous climb to **3000**. Initially, on **VOR BEL** R050 to **1200** then climbing left turn onto track 254° to **3000**, then turn left to **VOR BEL** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**630**(424)	**630**(424)	**1180**(974)	**1290**(1084)
VM(C)OCA (OCH AAL)	**Total Area**	**750**(482)	**840**(572)	**1250**(982)	**1360**(1092)

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

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead VOR BEL (IAF) extend outbound leg of holding pattern descending to **2500**(2294). At BEL DME 10 turn left to intercept extended FAT, then as for main procedure.

NOTES **1** FAT is offset 16° and intercepts the RWY C/L 1.1NM from the THR (nominal BEL DME 2).
2 Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

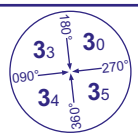
CHANGE (6/26): TOWER/APPROACH FREQUENCIES. MAG VAR. MAP TRACK.

AERO INFO DATE 16 MAR 26

AD 2-EGAA-8-3

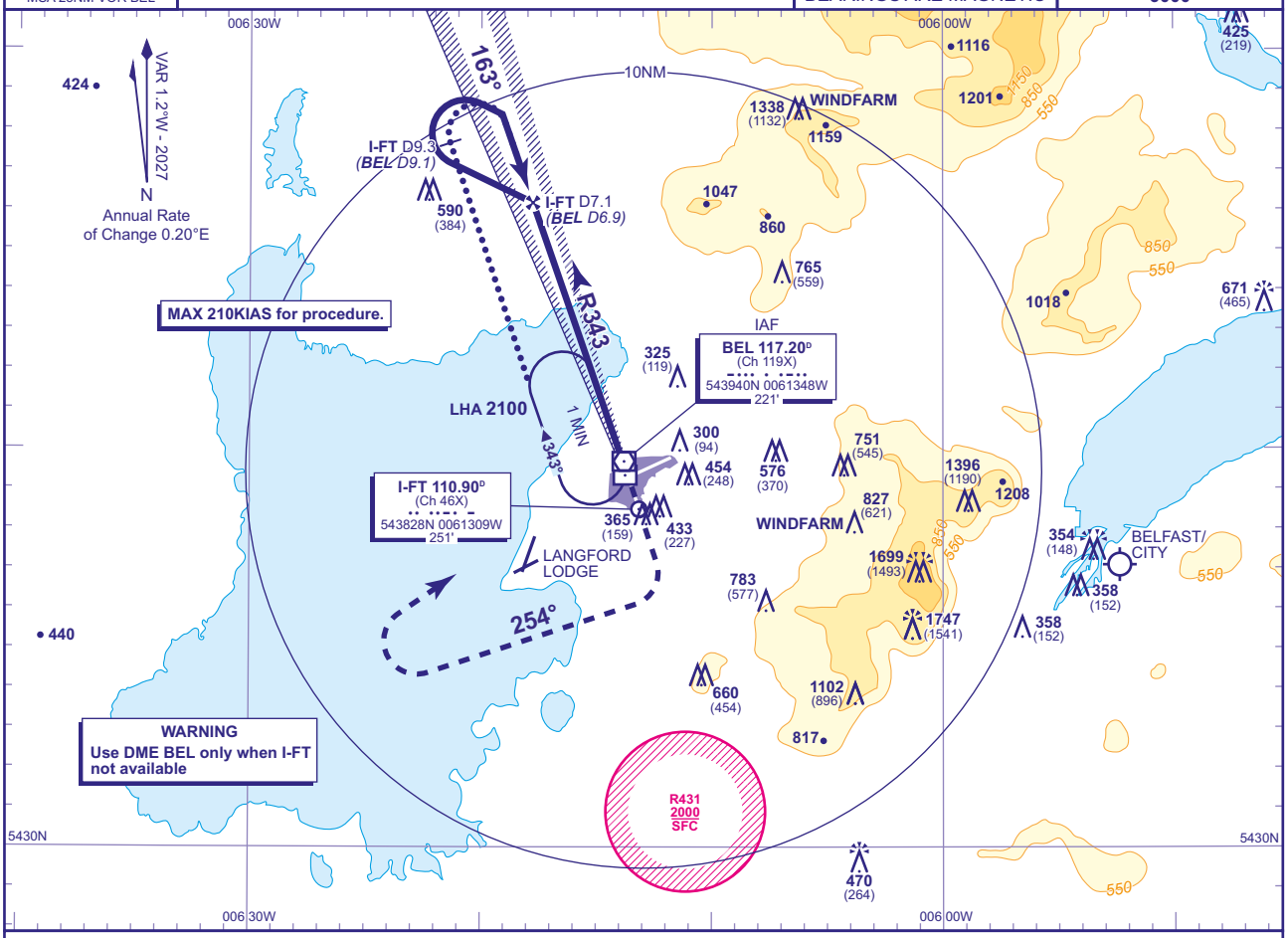
INSTRUMENT APPROACH CHART - ICAO

BELFAST ALDERGROVE
ILS/DME/VOR
RWY 17
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

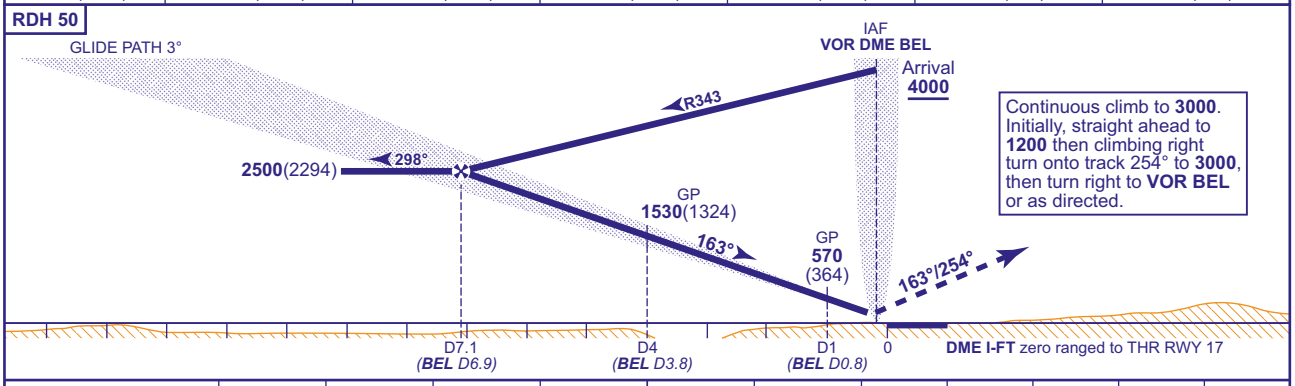
APP	133.130	ALDERGROVE APPROACH	AD ELEVATION	**268**	TRANSITION ALTITUDE **6000**
TWR	118.305	ALDERGROVE TOWER	THR ELEVATION	**206**	
RAD	120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION **1747 AMSL** (1541) (ABOVE THR)		
ATIS	126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE GLIDE PATH 3.00°, 318FT/NM

DME I-FT (BEL)	6(5.8)	5(4.8)	4(3.8)	3(2.8)	2(1.8)	1(0.8)
ALT(HGT)	**2170**(1964)	**1850**(1644)	**1530**(1324)	**1210**(1004)	**890**(684)	**570**(364)

RDH 50



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**373**(167)	**384**(178)	**397**(191)	**410**(204)
VM(C)OCA (OCH AAL)	Total Area	**750**(482)	**840**(572)	**1180**(912)	**1290**(1022)

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

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead VOR BEL (IAF) extend outbound leg of holding pattern descending to **2500**(2294). At I-FT DME 9.3 (BEL DME 9.1) turn right to establish on LOC inbound, then continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME
Inform ATC prior to commencing the procedure. Aircraft will be radar vectored onto the LOC, to be established at **2500**(2294) not later than 2.5NM before the FAP. Radar range will be passed at 4NM before the THR inbound.

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

CHANGE (6/26): TOWER/APPROACH FREQUENCIES. MAG VAR. MAG TRACKS.

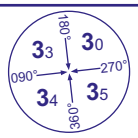
AERO INFO DATE 16 MAR 26

AD 2-EGAA-8-4

INSTRUMENT APPROACH CHART - ICAO

BELFAST ALDERGROVE LOC/DME/VOR RWY 17

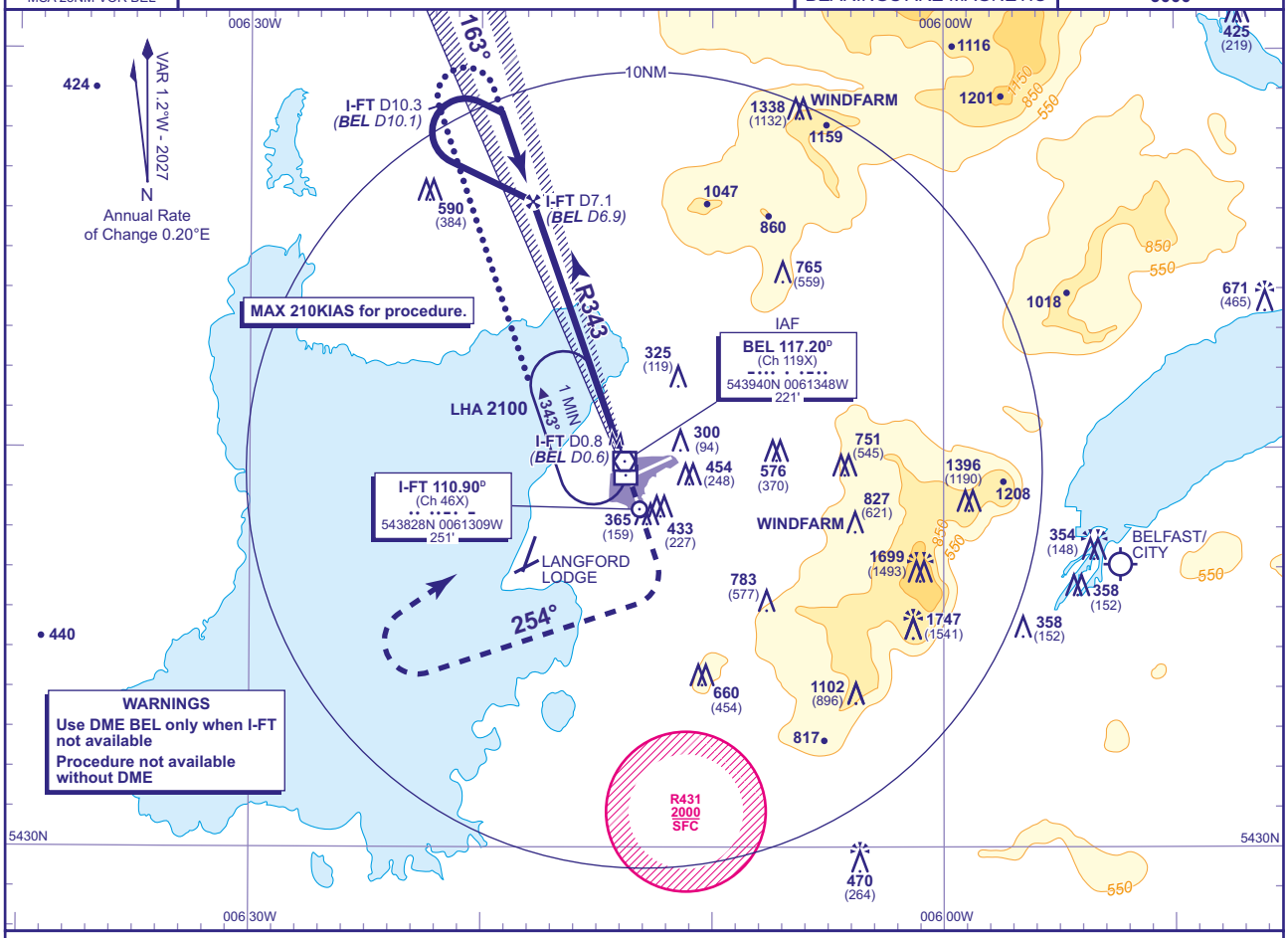
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

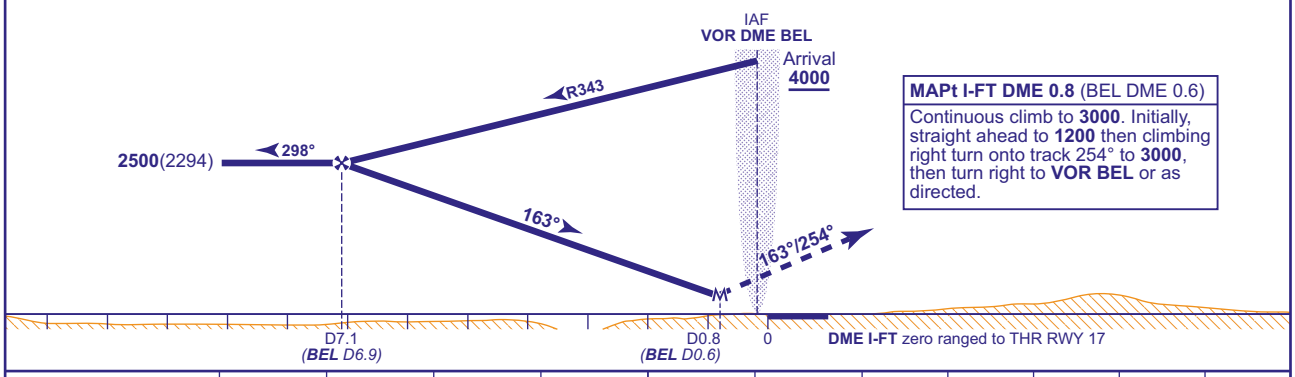
APP	133.130	ALDERGROVE APPROACH	AD ELEVATION	268
TWR	118.305	ALDERGROVE TOWER	THR ELEVATION	206
RAD	120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION	1747 AMSL (1541) (ABOVE THR)
ATIS	126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-FT (BEL)	6(5.8)	5(4.8)	4(3.8)	3(2.8)	2(1.8)	1(0.8)
ALT(HGT)	**2170**(1964)	**1850**(1644)	**1530**(1324)	**1210**(1004)	**890**(684)	**570**(364)



MAPt I-FT DME 0.8 (BEL DME 0.6)
Continuous climb to **3000**. Initially, straight ahead to **1200** then climbing right turn onto track 254° to **3000**, then turn right to **VOR BEL** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**500**(294)	**500**(294)	**500**(294)	**500**(294)
VM(C)OCA (OCH AAL)	**Total Area**	**750**(482)	**840**(572)	**1180**(912)	**1290**(1022)

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

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead VOR BEL (IAF) extend outbound leg of holding pattern descending to **2500**(2294). At I-FT DME 10.3 (BEL DME 10.1) turn right to establish on LOC inbound, then continue as for main procedure.

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

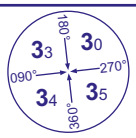
CHANGE (6/26): TOWER/APPROACH FREQUENCIES. MAG VAR. MAG TRACKS.

AERO INFO DATE 16 MAR 26

AD 2-EGAA-8-5

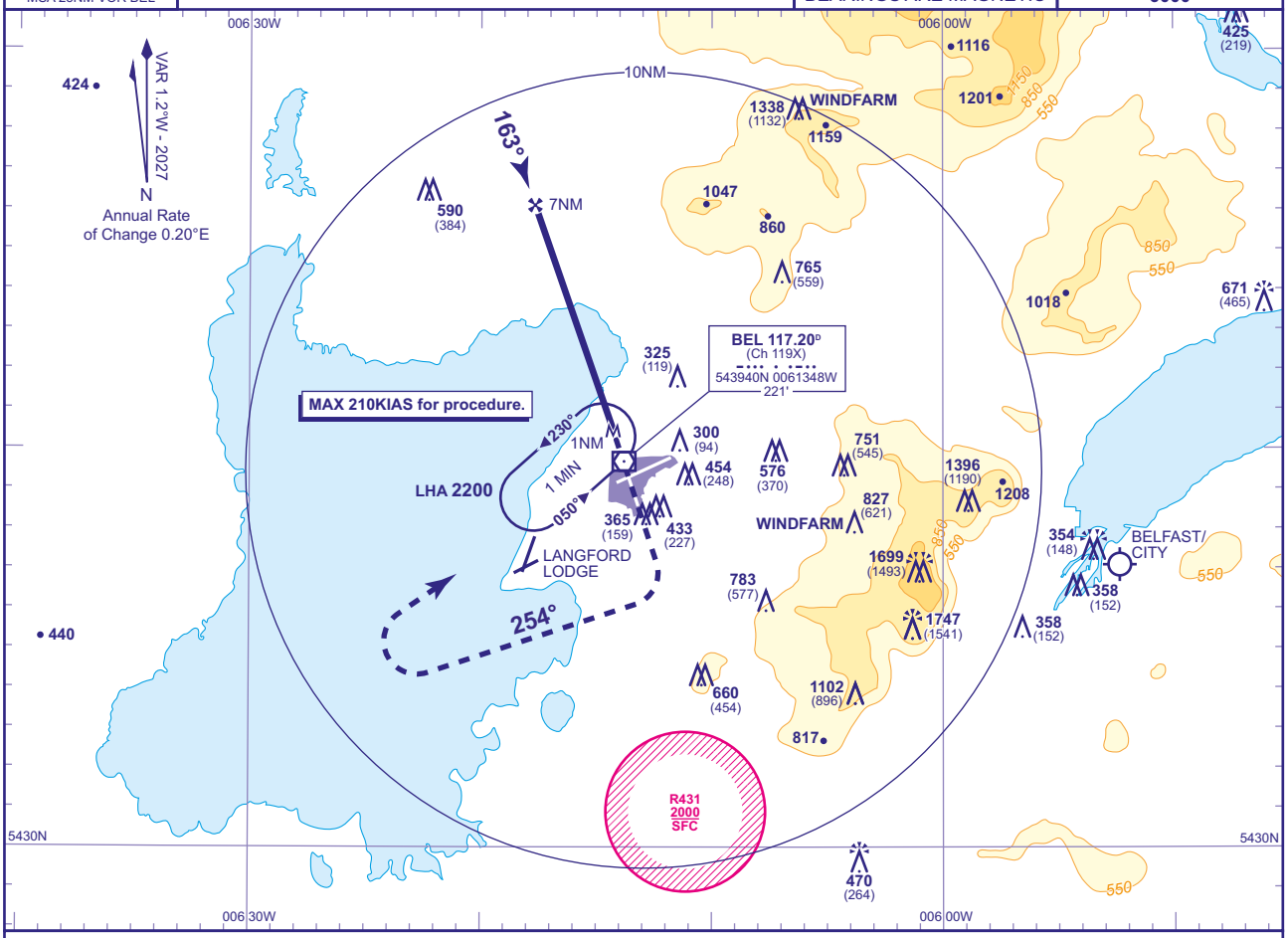
INSTRUMENT APPROACH CHART - ICAO

BELFAST ALDERGROVE
SRA RTR 2NM
RWY 17
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

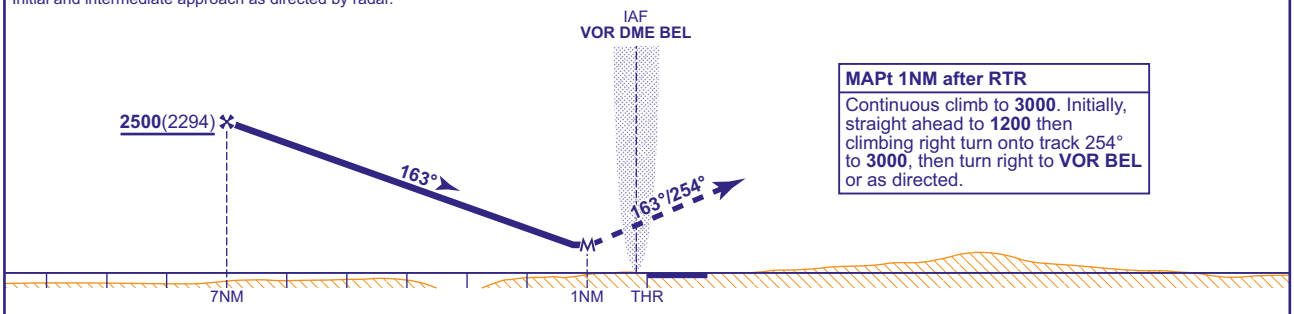
APP	133.130	ALDERGROVE APPROACH	AD ELEVATION	**268**	TRANSITION ALTITUDE **6000**
TWR	118.305	ALDERGROVE TOWER	THR ELEVATION	**206**	
RAD	120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION **1747 AMSL** (1541) (ABOVE THR)		
ATIS	126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC		



RADAR ADVISORY HEIGHTS Gradient 5.39%, 328FT/NM

NM	6.0	5.0	4.0	3.0	2.0
ALT(HGT)	**2170**(1964)	**1840**(1634)	**1520**(1314)	**1190**(984)	**860**(654)

Initial and intermediate approach as directed by radar.



MAPt 1NM after RTR
Continuous climb to **3000**. Initially, straight ahead to **1200** then climbing right turn onto track 254° to **3000**, then turn right to **VOR BEL** or as directed.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	**620**(414)	**620**(414)	**620**(414)	**620**(414)		FT/MIN	870	760	660	550	440
VM(C)OCA (OCH AAL)	Total Area	**750**(482)	**840**(572)	**1180**(912)	**1290**(1022)	RTR to MAPt	MIN:SEC	0:22	0:26	0:30	0:36	0:45

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

CHANGE (6/26): TOWER/APPROACH FREQUENCIES. MAG VAR. MAG TRACKS.

AERO INFO DATE 16 MAR 26

AD 2-EGAA-8-6

INSTRUMENT APPROACH CHART - ICAO

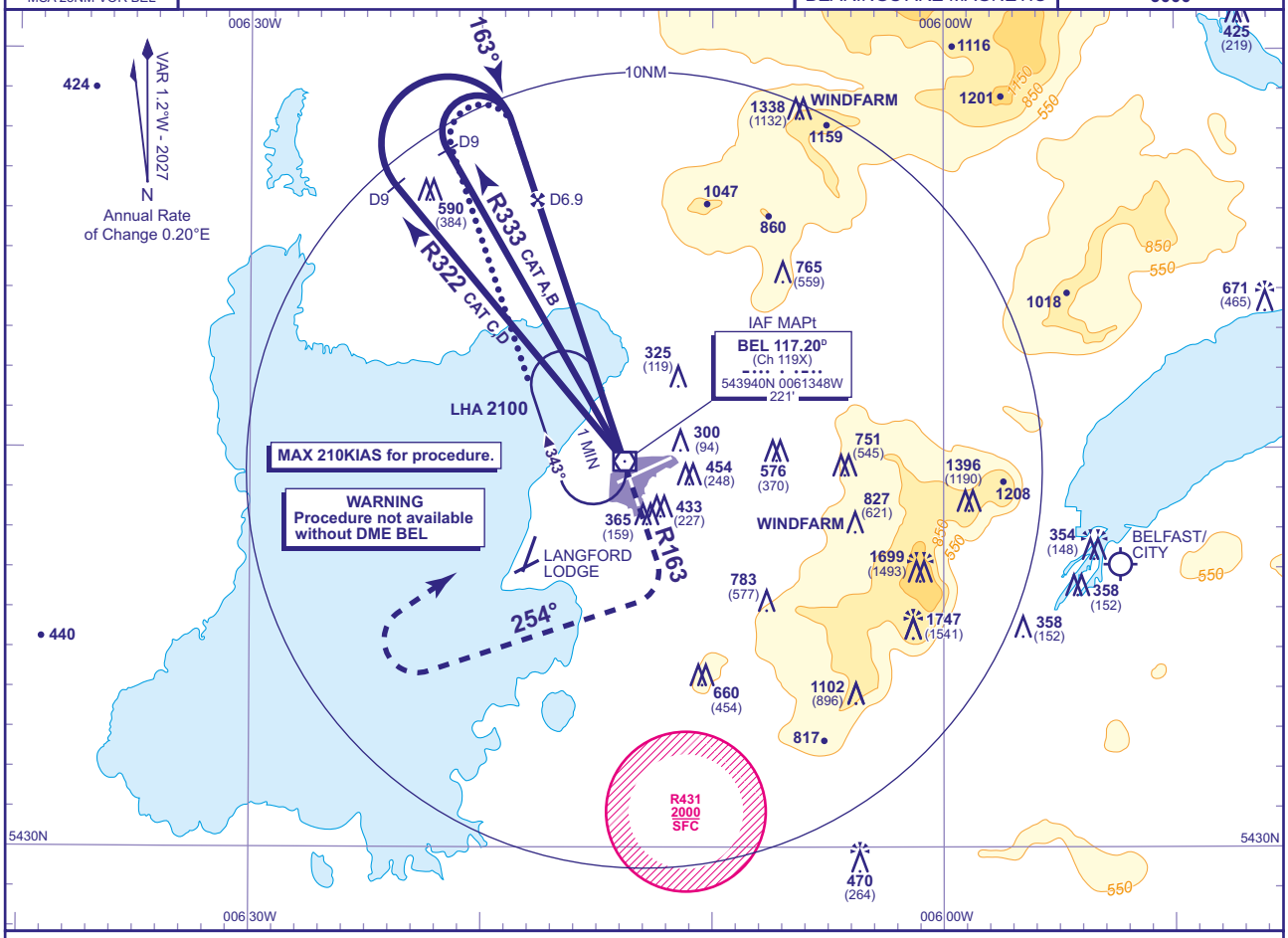
BELFAST ALDERGROVE VOR/DME RWY 17
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

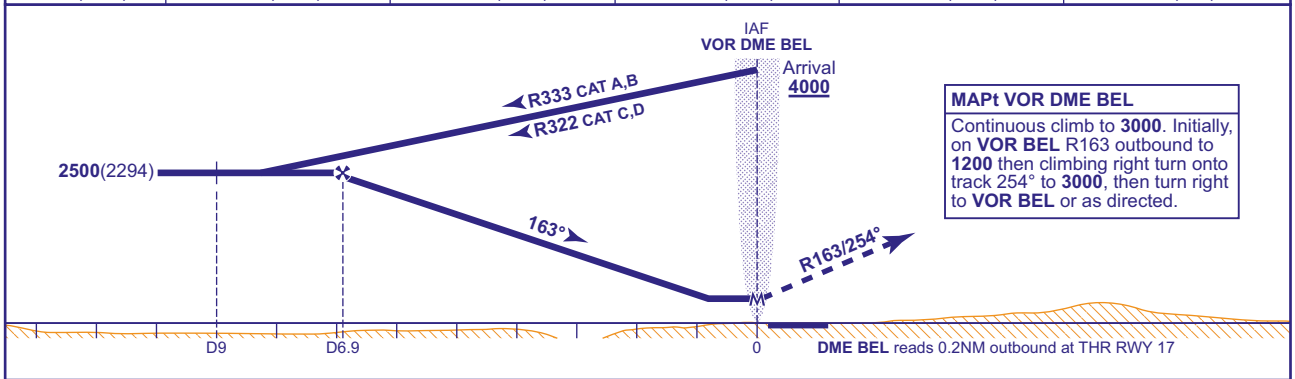
APP	133.130	ALDERGROVE APPROACH	AD ELEVATION	268	
TWR	118.305	ALDERGROVE TOWER	THR ELEVATION	206	
RAD	120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION	1747 AMSL (1541) (ABOVE THR)	
ATIS	126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.20%, 316FT/NM

DME BEL	6	5	4	3	2
ALT(HGT)	**2220**(2014)	**1900**(1694)	**1580**(1374)	**1270**(1064)	**950**(744)



MAPt VOR DME BEL
Continuous climb to **3000**. Initially, on **VOR BEL** R163 outbound to **1200** then climbing right turn onto track 254° to **3000**, then turn right to **VOR BEL** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**570**(364)	**570**(364)	**570**(364)	**570**(364)
VM(C)OCA (OCH AAL)	**Total Area**	**750**(482)	**840**(572)	**1180**(912)	**1290**(1022)

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

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead VOR BEL (IAF) extend outbound leg of holding pattern descending to **2500**(2294). At BEL DME 9 turn right to intercept extended FAT, then continue as for main procedure.

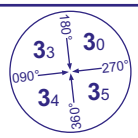
NOTE Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

CHANGE (6/26): TOWER/APPROACH FREQUENCIES. MAG VAR. MAP TRACK.

AERO INFO DATE 16 MAR 26

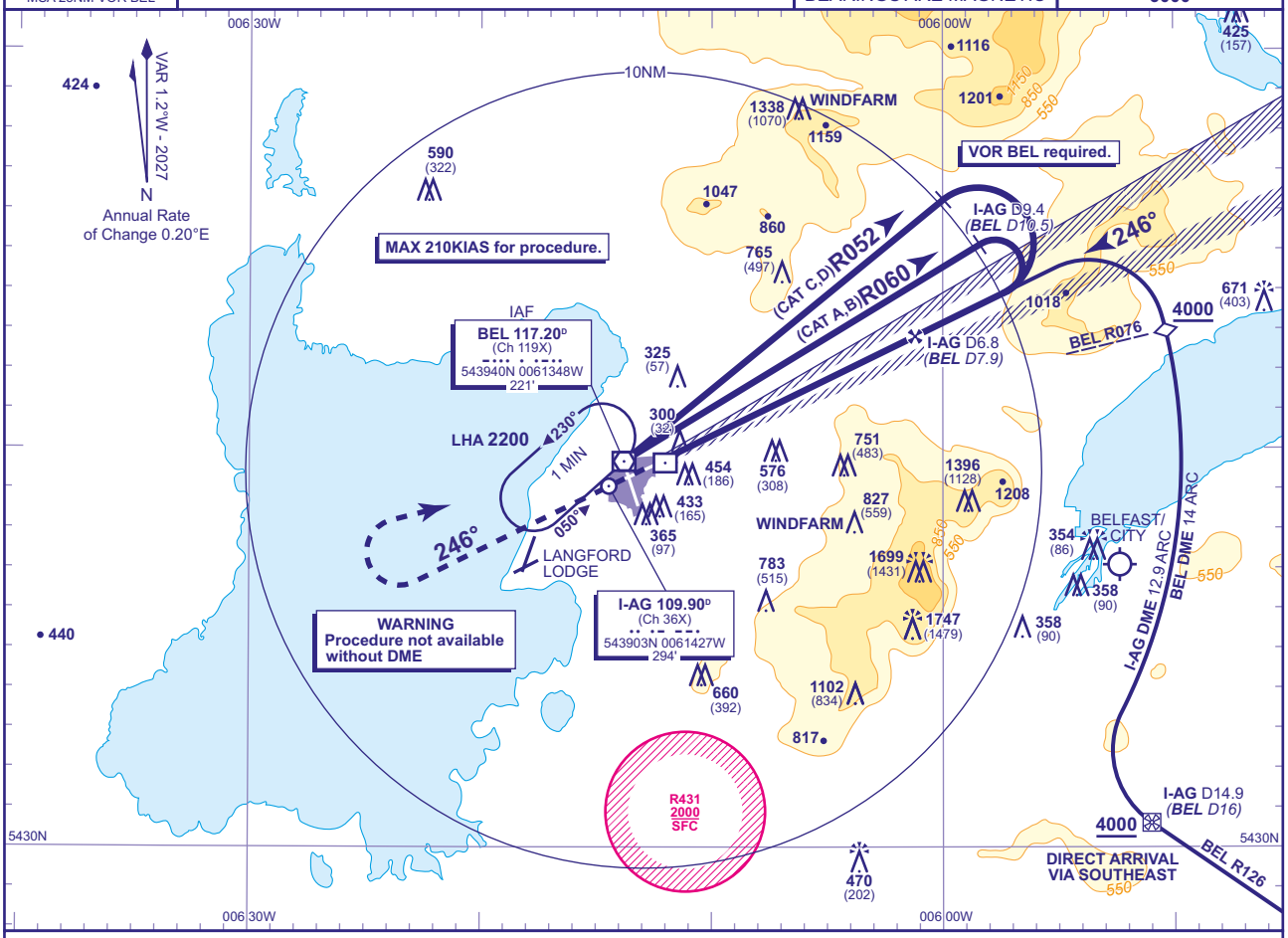
INSTRUMENT APPROACH CHART - ICAO

BELFAST ALDERGROVE
ILS/DME
RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

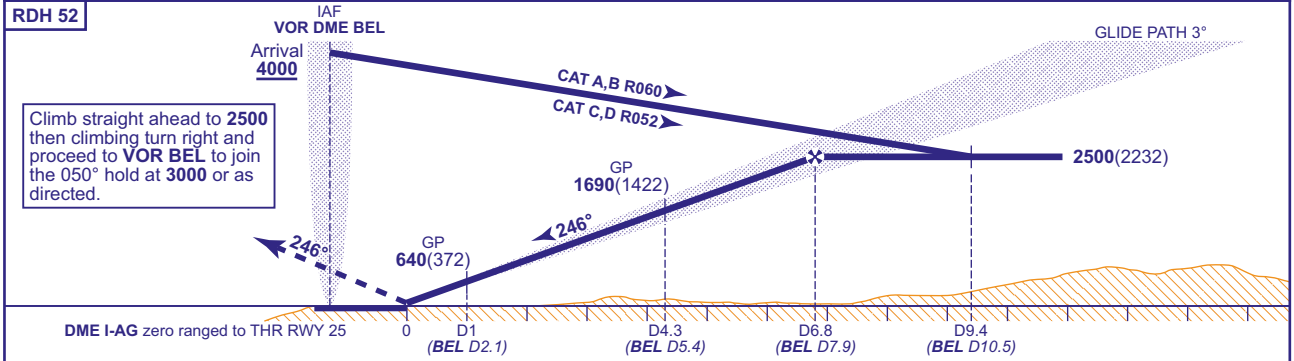
APP	133.130	ALDERGROVE APPROACH	AD ELEVATION	268	TRANSITION ALTITUDE 6000
TWR	118.305	ALDERGROVE TOWER	THR ELEVATION	268	
RAD	120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION 1747 AMSL (1479) (ABOVE THR)		
ATIS	126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE GLIDE PATH 3.00°, 318FT/NM

DME I-AG (BEL)	6(7.1)	5(6.1)	4(5.1)	3(4.1)	2(3.1)	1(2.1)
ALT(HGT)	**2230**(1962)	**1910**(1642)	**1590**(1322)	**1280**(1012)	**960**(692)	**640**(372)

RDH 52



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**416**(148)	**427**(159)	**438**(170)	**450**(182)
	CAT II	**322**(54)	**334**(66)	**347**(79)	**365**(97)
VM(C)OCA (OCH AAL)	Total Area	**750**(482)	**840**(572)	**1180**(912)	**1290**(1022)

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

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

CHANGE (6/26): TOWER/APPROACH FREQUENCIES. MAG VAR. MAG TRACKS.

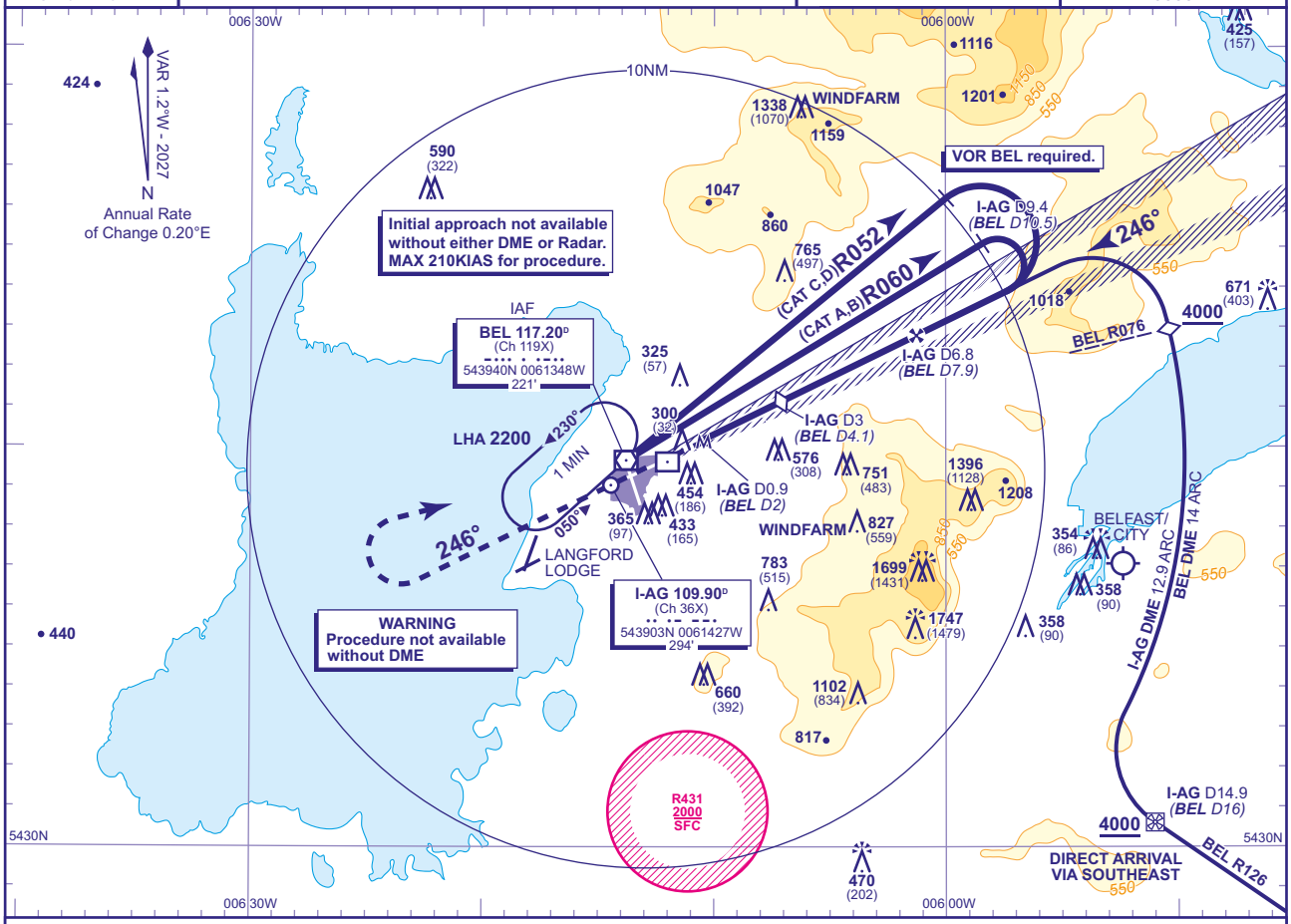
INSTRUMENT APPROACH CHART - ICAO

BELFAST ALDERGROVE
LOC/DME
RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

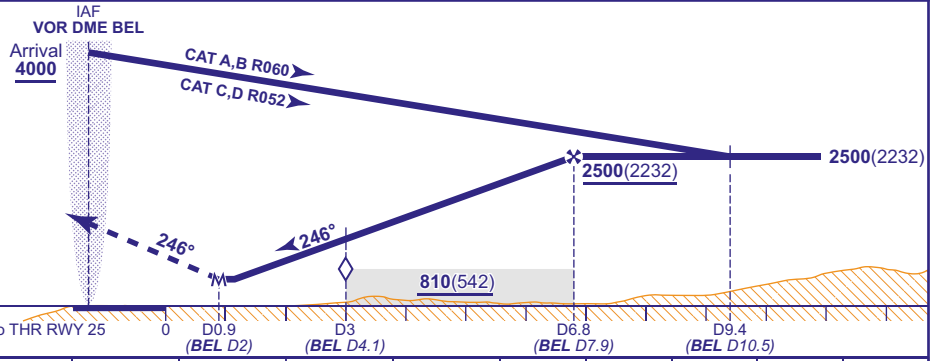
APP	133.130	ALDERGROVE APPROACH	AD ELEVATION	268	
TWR	118.305	ALDERGROVE TOWER	THR ELEVATION	268	
RAD	120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION	1747 AMSL (1479) (ABOVE THR)	
ATIS	126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-AG (BEL)	6(7.1)	5(6.1)	4(5.1)	3(4.1)	2(3.1)
ALT(HGT)	**2230**(1962)	**1910**(1642)	**1590**(1322)	**1280**(1012)	**960**(692)

MAPt I-AG D0.9 (BEL DME 2.0)
Continuous climb to **3000**. Initially straight ahead to **2500** then right turn to **VOR BEL** to join 050° hold at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**680**(412)	**680**(412)	**680**(412)	**680**(412)
VM(C)OCA (OCH AAL)	**Total Area**	**750**(482)	**840**(572)	**1180**(912)	**1290**(1022)

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

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

CHANGE (6/26): TOWER/APPROACH FREQUENCIES. MAG VAR. MAG TRACKS.

AERO INFO DATE 16 MAR 26

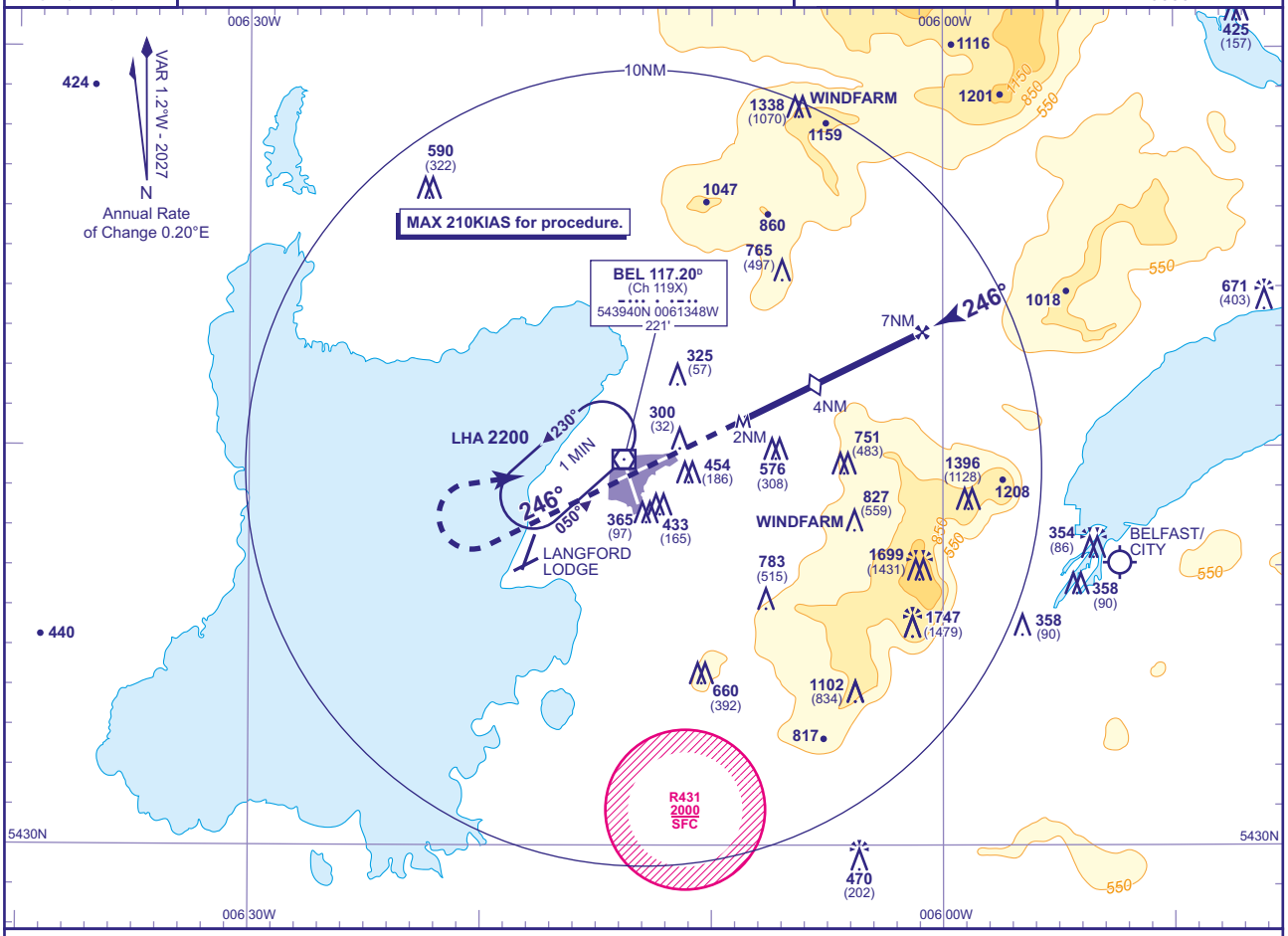
AD 2-EGAA-8-9

INSTRUMENT APPROACH CHART - ICAO

BELFAST ALDERGROVE
SRA RTR 2NM
RWY 25
(ACFT CAT A,B,C,D)

MSA 25NM VOR BEL

APP	133.130	ALDERGROVE APPROACH	AD ELEVATION	268	TRANSITION ALTITUDE 6000
TWR	118.305	ALDERGROVE TOWER	THR ELEVATION	268	
RAD	120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION 1747 AMSL (1479) (ABOVE THR)		
ATIS	126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC		

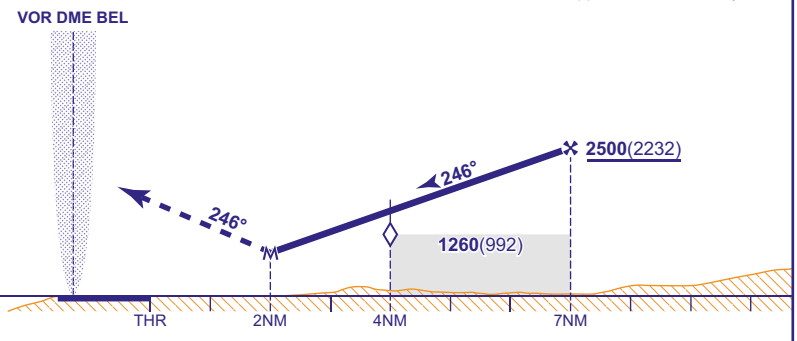


RADAR ADVISORY HEIGHTS Gradient 5.25%, 319FT/NM

NM	7.0	6.0	5.0	4.0 **(SDF)**	3.0	2.0
ALT(HGT)	**2500**(2232)	**2180**(1912)	**1860**(1592)	**1540**(1272)	**1220**(952)	**910**(642)

Initial and intermediate approach as directed by radar.

MAPt RTR 2NM
Continuous climb to **3000**. Initially straight ahead to **2500** then right turn to **VOR BEL** to join 050° hold at **3000** or as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	**910**(642)	**910**(642)	**910**(642)	**910**(642)		FT/MIN	850	740	640	530	430
VM(C)OCA (OCH AAL)	Total Area	**910**(642)	**910**(642)	**1180**(912)	**1290**(1022)							

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

CHANGE (6/26): TOWER/APPROACH FREQUENCIES. MAG VAR. MAG TRACKS.

AERO INFO DATE 17 MAR 26

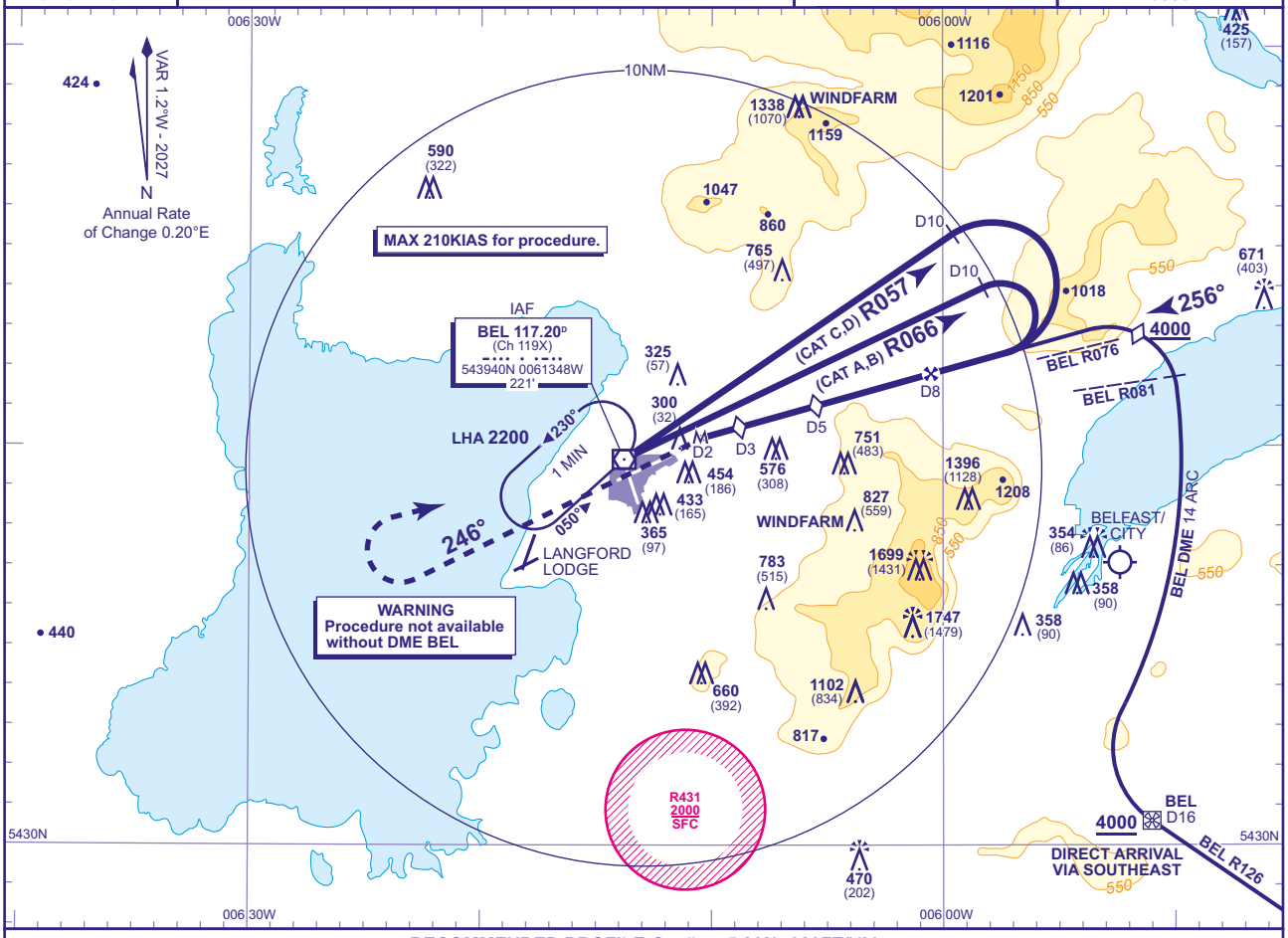
INSTRUMENT APPROACH CHART - ICAO

BELFAST ALDERGROVE
VOR/DME
RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

APP	133.130	ALDERGROVE APPROACH	AD ELEVATION	268	
TWR	118.305	ALDERGROVE TOWER	THR ELEVATION	268	
RAD	120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION	1747 AMSL (1479) (ABOVE THR)	
ATIS	126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 6000

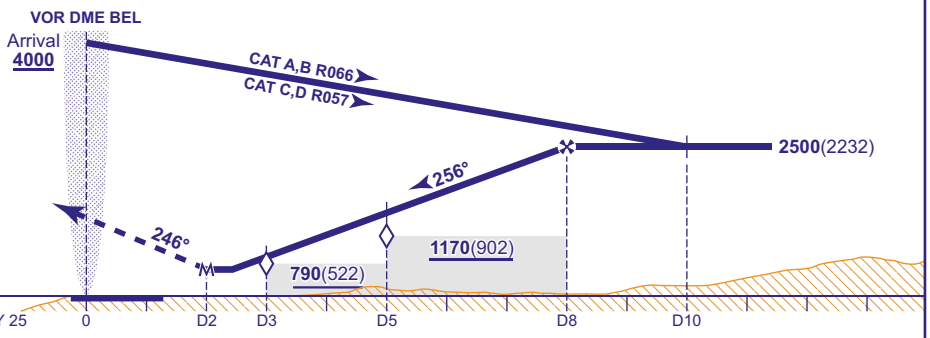


RECOMMENDED PROFILE Gradient 5.26%, 320FT/NM

DME BEL	7	6	5	4	3
ALT(HGT)	**2180**(1912)	**1860**(1592)	**1540**(1272)	**1220**(952)	**900**(632)

MAPt BEL DME 2

Continuous climb to **3000**. Initially, on track 246° to **2500** then turn right to **VOR BEL** to join 050° hold at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**700**(432)	**700**(432)	**700**(432)	**700**(432)
VM(C)OCA (OCH AAL)	Total Area	**750**(482)	**840**(572)	**1180**(912)	**1290**(1022)

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

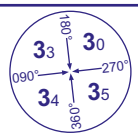
NOTES **1** FAT is offset 9.8° and intercepts RWY 25 extended C/L approximately 1.2NM before THR.
2 Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

CHANGE (6/26): TOWER/APPROACH FREQUENCIES. MAG VAR.

AERO INFO DATE 17 MAR 26

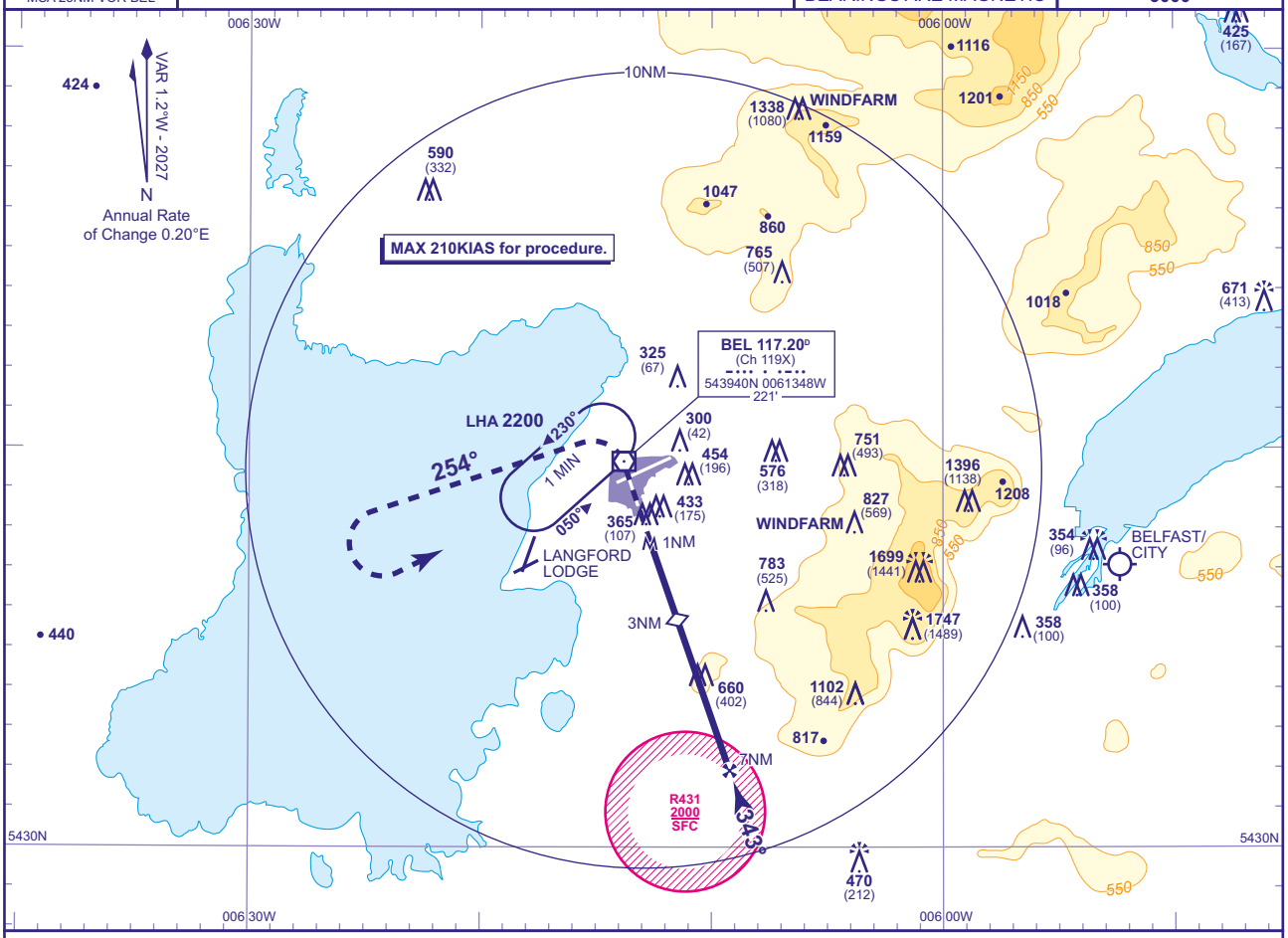
INSTRUMENT APPROACH CHART - ICAO

BELFAST ALDERGROVE
SRA RTR 2NM
RWY 35
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

APP	133.130	ALDERGROVE APPROACH	AD ELEVATION	**268**	TRANSITION ALTITUDE **6000**
TWR	118.305	ALDERGROVE TOWER	THR ELEVATION	**258**	
RAD	120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION **1747 AMSL** (1489) (ABOVE THR)		
ATIS	126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC		



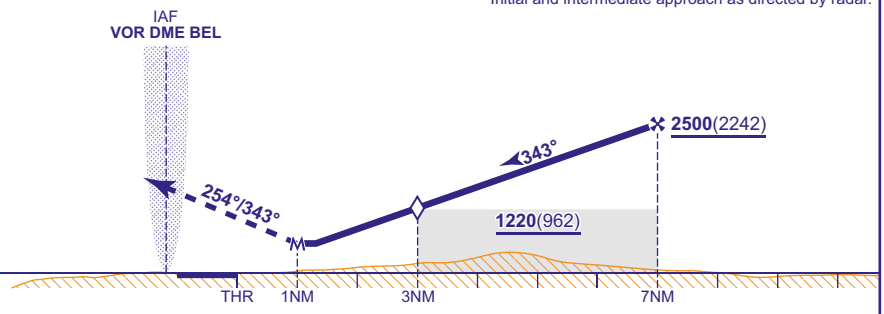
RADAR ADVISORY HEIGHTS Gradient 4.9%, 300FT/NM

NM	6.0	5.0	4.0	3.0	2.0
ALT(HGT)	**2180**(1922)	**1860**(1602)	**1540**(1282)	**1220**(962)	**900**(642)

Initial and intermediate approach as directed by radar.

MAPt 1NM after RTR

Continuous climb to **3000**. Initially, straight ahead to **1300** then turn left onto track 254° to **3000**. At **3000** turn left to **VOR BEL** to hold at **3000** or as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	**Procedure**	**700**(442)	**700**(442)	**700**(442)	**700**(442)		**FT/MIN**	850	750	640	530	430
VM(C)OCA (OCH AAL)	**Total Area**	**750**(482)	**840**(572)	**1180**(912)	**1290**(1022)	**RTR to MAPt**	**MIN:SEC**	0:22	0:26	0:30	0:36	0:45

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

CHANGE (6/26): TOWER/APPROACH FREQUENCIES. MAG VAR. MAG TRACKS.

AERO INFO DATE 17 MAR 26 AD 2-EGAA-8-12

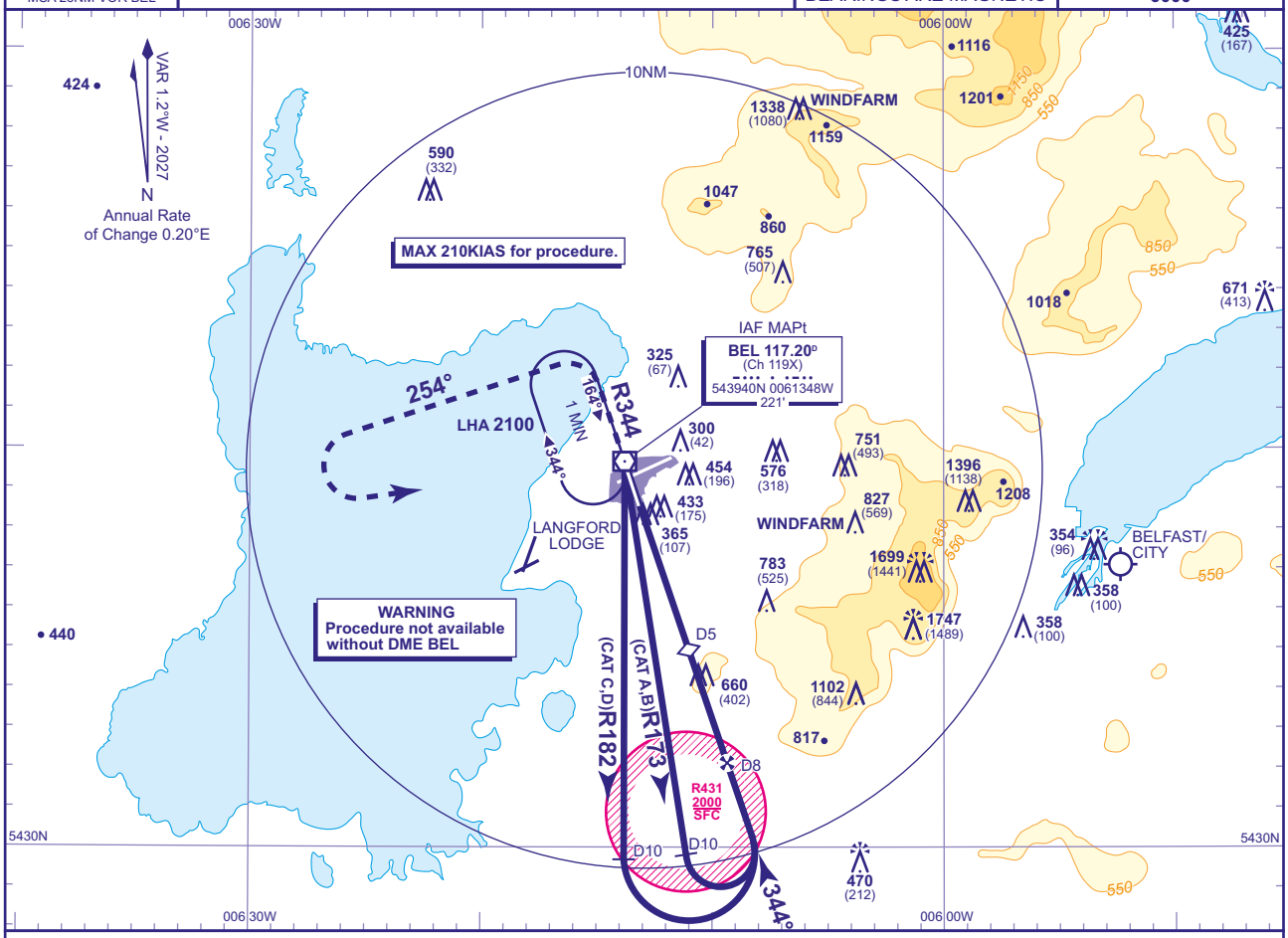
INSTRUMENT APPROACH CHART - ICAO

BELFAST ALDERGROVE
VOR/DME
RWY 35
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

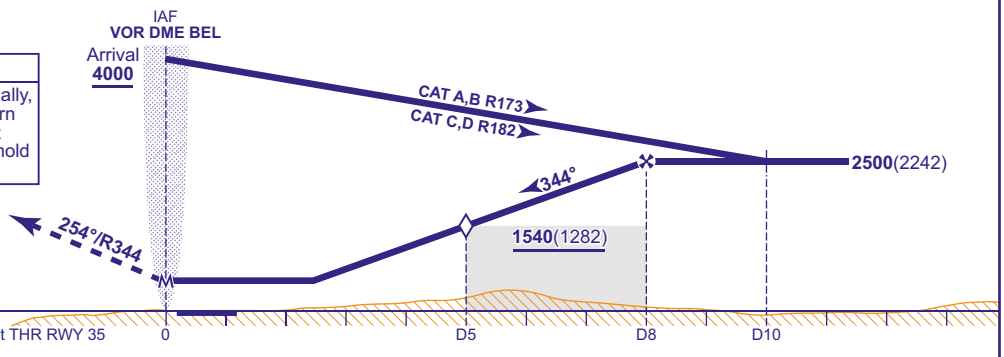
APP	133.130	ALDERGROVE APPROACH	AD ELEVATION	268	TRANSITION ALTITUDE 6000
TWR	118.305	ALDERGROVE TOWER	THR ELEVATION	258	
RAD	120.905	ALDERGROVE DIRECTOR	OBSTACLE ELEVATION 1747 AMSL (1489) (ABOVE THR)		
ATIS	126.130	ALDERGROVE INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.28%, 321FT/NM

DME BEL	7	6	5	4	3
ALT(HGT)	**2180**(1922)	**1860**(1602)	**1540**(1282)	**1220**(962)	**900**(642)

MAPt VOR DME BEL
Continuous climb to **3000**. Initially, straight ahead to **1300** then turn left onto track 254° to **3000**. At **3000** turn left to **VOR BEL** to hold at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**760**(502)	**760**(502)	**760**(502)	**760**(502)
VM(C)OCA (OCH AAL)	Total Area	**750**(482)	**840**(572)	**1180**(912)	**1290**(1022)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	860	750	640	530	430

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

CHANGE (6/26): TOWER/APPROACH FREQUENCIES. MAG VAR. MAP TRACK.

AERO INFO DATE 17 MAR 26

Instrument Approach Procedure Coding Tables

Belfast Aldergrove RNP RWY 07 - Instrument Approach Procedure via SULEV

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
R07L	001	IF	SULEV	N	-	-	4000	210	543924.44N 0063326.04W	IAF
R07L	002	TF	AA07I	N	156° (154.8°)	LEFT	2500	-	543453.39N 0062946.60W	IF 10.1NM
R07L	003	TF	AA07F	N	066° (064.9°)	-	2500	-	543609.64N 0062506.42W	FAF 7.1NM
R07L	004	TF	RW07	Y	066° (064.9°)	-	–	-	543908.12N 0061406.86W	MAPt
R07L	005	CA	-	-	066° (064.9°)	-	1200	210	-	At 1200 revert to conventional navigation

Belfast Aldergrove RNP RWY 07 - Instrument Approach Procedure via VAGMO

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
R07C	001	IF	VAGMO	N	-	-	4000	210	543245.91N 0063732.93W	IAF 15.1NM
R07C	002	TF	AA07I	N	066° (064.9°)	-	2500	-	543453.39N 0062946.60W	IF 10.1NM
R07C	003	TF	AA07F	N	066° (064.9°)	-	2500	-	543609.64N 0062506.42W	FAF 7.1NM
R07C	004	TF	RW07	Y	066° (064.9°)	-	–	-	543908.12N 0061406.86W	MAPt
R07C	005	CA	-	-	066° (064.9°)	-	1200	210	-	At 1200 revert to conventional navigation

Belfast Aldergrove RNP RWY 07 - Instrument Approach Procedure via LIRGU

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
R07R	001	IF	LIRGU	N	-	-	4000	210	543022.23N 0062607.97W	IAF
R07R	002	TF	AA07I	N	336° (334.9°)	RIGHT	2500	-	543453.39N 0062946.60W	IF 10.1NM
R07R	003	TF	AA07F	N	066° (064.9°)	-	2500	-	543609.64N 0062506.42W	FAF 7.1NM
R07R	004	TF	RW07	Y	066° (064.9°)	-	–	-	543908.12N 0061406.86W	MAPt
R07R	005	CA	-	-	066° (064.9°)	-	1200	210	-	At 1200 revert to conventional navigation

CHANGE (6/26): MAG TRACKS.
AERO INFO DATE 17 MAR 26

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	543807N 0055221W	255 FT	255 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	543758N 0055233W	255 FT	255 FT	Yes Red	D3 Quay
	CRANE	543758.44N 0055237.65W	256 FT	241 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**
(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
	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	543538N 0055722W	450 FT	407 FT	Yes Red	Belfast City
	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		

EGAC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	LDI: 04: Right of 04 threshold (LGTD). 22: Near GP aerial (LGTD). Anemometer: 2x (LGTD) - 543654.99N 0055243.98W; 543723.69N 0055207.36W.
3	TWY edge and centre line lighting	CL: Green centre-line lighting on taxiway Alpha. Green/Amber colour coded lead on/off lighting at A1, A2 and A3 entry/exit points, spaced at 15 M on taxiway.
4	Secondary power supply/switch-over time	Yes/1 second
5	Remarks	Apron floodlighting.

EGAC AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGAC 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
BELFAST/CITY CTR 543121N 0060219W - 544431N 0054635W - 544048N 0053721W - 542739N 0055306W - 543121N 0060219W	Upper limit: 2000 FT ALT Lower limit: SFC	D	BELFAST APPROACH English	6000 FT		To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
BELFAST/CITY ATZ A circle, 2 NM radius, centred at 543705N 0055221W on longest notified runway (04/ 22)	Upper limit: 2015 FT ALT Lower limit: SFC	D G	BELFAST APPROACH English	6000 FT		ATZ 2000 FT AAL.

EGAC 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	BELFAST APPROACH	130.855 DOC 40 NM/ 15,000 FT.			0630-2130 (0530-2030).	ATZ hours coincident with Approach hours.
TWR	BELFAST TOWER	122.830 DOC 25 NM/4,000 FT.			0630-2130 (0530-2030).	
RADAR	BELFAST RADAR	134.805 DOC 40 NM/ 15,000 FT.			0630-2130 (0530-2030).	
ATIS	BELFAST INFORMATION	124.580 DOC 60 NM/ 20,000 FT.			0630-2130 (0530-2030).	Arrivals ATIS
OTHER	BELFAST FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	BELFAST EMERGENCY	121.500 Emergency frequency.			O/R	

EGAC 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 1.04°W (2027)	IHBD	108.100 MHz	HO	543736.23N 0055143.89W		(RWY 04)
ILS/GP	IHBD	334.700 MHz	HO	543654.05N 0055244.50W		
ILS/LOC I 1.04°W (2027)	IBFH	108.100 MHz	HO	543638.42N 0055253.02W		(RWY 22) Caution due to terrain effect on LOC RWY 22, pilots may not receive full scale fly right indications.
ILS/GP	IBFH	334.700 MHz	HO	543724.00N 0055206.67W		3° ILS Ref Datum Hgt 50 FT.
NDB (L) 1.04°W (2027)	HB	420.000 kHz	0630-2130 (0530-2030) and by arrangement.	543716.09N 0055218.87W		On AD. Range 15 NM. Excessive needle swings may occur during the approach to Runway 04 between 1.5 NM and 1.0 NM from threshold.
ILS/DME	IBFH	18X 108.100 MHz	HO	543710.29N 0055229.94W	29 FT	(RWY 22) On AD. DME freq paired with ILS I-BFH and I-HBD. Zero range is indicated at THR. DME range errors up to 0.3 NM may be experienced outside 20 degrees right of the centre-line.
ILS/DME	IHBD	18X 108.100 MHz	HO	543710.29N 0055229.94W	29 FT	(RWY 04) On AD. DME freq paired with ILS I-HBD and I-BFH. Zero range is indicated at THR. DME unlocks and range errors of up to 0.5 NM may be experienced outside 10 degrees left of centre-line.

EGAC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Belfast City Airport is only available to noise certified Chapter lll aircraft except in emergency or diversion.
b) Ground running of aircraft engines shall be subject to the approval of the aerodrome authority. No ground running of engines is permitted between 2230-0600 (2130-0500).
c) Use of the aerodrome by aircraft not able to communicate with ATC subject to prior permission.

2 GROUND MOVEMENT

a) Aircraft shall not enter a stand until stand entrance guidance is activated or marshalling assistance is available on stand. If neither is available crew shall stop on short on stand centre-line and request (via ATC) that the stand be activated.

3 CAT II/III OPERATIONS

a) Belfast City Airport is not equipped for CAT II/III operations, however Low Visibility Procedures are used to protect CAT I operations.
b) Low Visibility Procedures will commence when RVR/Met visibility falls to 800 M or less, or cloud ceiling is observed to be 200 FT or less.
c) Pilots will be informed when these procedures are in operation by ATIS or by RTF.

4 WARNINGS

a) Aircraft assembly hangar on the northwest side of the runway, infringes transitional surface by 2.84 M, 269 M from the runway centre-line.
b) Pilots should anticipate windshear on approach to Runway 22 and departure from Runway 04 when the surface wind direction is between 100° and 160° + 15 KTS. Due to strong wind conditions, turbulence may be expected on approach or climb out to/from either runway.
c) Pilots are warned of the presence of greylag geese in the vicinity of the Aerodrome. The geese normally transit between the north-east of the Aerodrome and Victoria Park which is below the 04 Approach. Geese movements are typically at dawn and dusk and at an altitude of approximately 50-100 FT AGL. Aerodrome Bird Dispersal, including the use of pyrotechnics, is in operation during Aerodrome operational hours.
d) HT pylons 115 FT AAL 0.66 NM from threshold of Runway 04.
e) High ground rising to 644 FT AMSL within 2.4 NM to the East and South.
f) High ground rising to 1227 FT AMSL 3.9 NM to the West and Northwest.
g) Floating cranes and shipping in Belfast Harbour.
h) Three cranes (Lgtd), 250 FT AAL 1 NM West of the aerodrome.
i) Two chimneys (Lgtd) 250 FT AAL 1 NM West of the aerodrome.
j) ILS Glide Path and Precision Approach Path Indicators (PAPI) - Runway 04 only: With a certain combination of aircraft type and antenna configuration, there is potential for crews to observe a small discrepancy between indications from the ILS Glide Path and PAPI on Runway 04. Both of these approach path guidance systems are within published tolerance limits and are regularly flight checked for compliance and accuracy.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) Arrivals; Runway 22 is the preferred landing runway. Departures; Runway 04 is the preferred departure runway.

7 TRAINING

a) Training flights by prior arrangement only.

EGAC AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

Every operator of aircraft using, or intending to use the Aerodrome shall ensure at all times that aircraft are operated in such a manner calculated to cause the least disturbance practicable to areas surrounding the Airport. These procedures may only be departed from to the extent necessary to avoid immediate danger or in compliance with ATC instructions. Operators of all aircraft are required to conform with the following procedures.

2 TAKE-OFF, CLIMB AND GO AROUND

Aircraft operators shall instigate their aircraft manufacturers Noise Abatement recommended procedures on departure and up to FL 100, or the procedures listed below:

a) Take off to 1500 FT

Power	—	Normal take off
Speed	—	V2 + 10 KT(+)
Flaps	—	Set as appropriate

b) 1500 to 3000 FT

Power	—	Reduced to Climb Thrust
Speed	—	V2 + 10 KT(+)
Flaps	—	Maintain previous setting

Note: *V2 + 10 KT (+) indicates that V2 + 10 KT may be exceeded where pitch angle or specific aircraft characteristic are possible limiting factors;*

c) At 3000 FT retract flaps on schedule and assume normal en-route climb (subject to individual ATC Clearance).

d) 3000 FT to FL 100 - max climb speed 250 KT or as instructed.

3 DEPARTURES

a) **Runway 04**

i. **All Jet Aircraft**

On passing 500 FT QNH, left turn TRACK 033°M and climb to altitude 3000 FT QNH before turning. Thereafter as per ATC Clearance.

ii. **Propeller Aircraft greater than 13,000 KG MTOW**

On passing 500 FT QNH, left turn TRACK 033°M and climb to altitude 2000 FT QNH before commencing turn. Thereafter as per ATC Clearance.

iii. **Propeller Aircraft 13,000 KG MTOW or less**

On passing 500 FT QNH, left turn TRACK 033°M and climb to altitude 1500 FT QNH before commencing turn. Thereafter as per ATC Clearance.

b) **Runway 22**

i. **All Jet Aircraft**

Climb straight ahead to altitude 3000 FT QNH before turning, thereafter as per the clearance issued by ATC.

ii. **Propeller Aircraft greater than 13,000 KG MTOW**

Climb straight ahead to altitude 2000 FT QNH before turning, thereafter as per the clearance issued by ATC.

iii. **Propellor Aircraft 13,000 KG MTOW or less**

Climb straight ahead to altitude 1500 FT QNH before turning, thereafter as per the clearance issued by ATC.

4 ARRIVALS

a) **Arriving Aircraft**

i. Radar vectored or instrument approaches will be conducted at altitudes consistent with the RVA or appropriate approach chart. Radar assigned levels on base leg Runway 22 will be 2500 FT until aircraft have coasted out.
ii. Aircraft landing without assistance from glidepath shall descend in accordance with the recommended profile provided in the UK AIP Instrument Approach Charts.

b) **Visual Approaches**

i. Runway 22 – Aircraft are to establish on the 7 DME arc (I-BFH) and coast out not below 2500 FT QNH before establishing on the final approach track at not less than 5 DME.

c) **Runway 04**

i. Descent profiles shall be optimised to establish on the final approach track at 5 NM not below 1500 FT.
ii. Aircraft downwind left Runway 04 are exempt from the above restriction if the flight path avoids residential areas.
iii. It is recommended that aircraft making an approach to Runway 04 shall follow a descent profile which will not result in it being at any time lower than the approach path which would be flown during an ILS GP approach.

EGAC AD 2.22 FLIGHT PROCEDURES

1 ALTIMETER SETTING

a) Pilots flying beneath the Belfast TMA below the Transition Altitude (6000 FT) should use the QNH of an aerodrome situated within the lateral limits of the TMA; except that the aerodrome QFE may be used when flying within the circuit.

2 PROCEDURES FOR INBOUND AIRCRAFT

a) **Clearance to Enter the Belfast TMA**

i. Aircraft flying on the Airways System will be cleared into the Belfast TMA without having to request a specific entry clearance.
ii. Aircraft wishing to enter the TMA from the open FIR, whether IFR or VFR, must obtain clearance from Belfast Approach Control if joining from the south or east, or from Aldergrove Approach Control if joining from other directions.

b) **Standard Routes**

i. The standard initial routes for inbound aircraft, which are shown in the table below, may be varied at the discretion of ATC (eg for traffic reasons or to allow traffic to be sequenced by radar).

Approach from	Via	Route
NE	P600	BLACA - MAGEE
E	FIR	BLACA/TMA Boundary - MAGEE or HB as directed by 'Belfast Approach'
SE	L10 (RNAV 5 FL 75 and above)	IOM - NELBO - MAGEE
	L10 (Below FL 75)	IOM - RINGA - MAGEE
	UP6/L46 (RNAV 5)	REMSI - MASOP - NELBO - MAGEE
	M148 (RNAV 1 FL 255 and above)	REMSI - NINEB - MASOP - IDGAS - IBTES - LIMKA - MAGEE
	M146 (RNAV 1 FL 195 and below)	ERDUV - LUSOD - PEPEG - ROBOP - MAGEE
	M146 - Z198 - M148 (RNAV 1 FL 195-FL 255)	ERDUV - MASOP - IDGAS - IBTES - LIMKA - MAGEE
S	N34	NEVRI - ABSUN - MAGEE
SW, W, NW and N	FIR	TMA Boundary - MAGEE or HB as directed by 'Belfast Approach'

Note: *See also UK Standard Route Document. Available online from NATS/AIS website: http://www.nats.aero/ais.*

c) Holding

i. The primary holding patterns at NDB(L) HB and MAGEE (544730N 0053630W) are detailed on the Instrument Approach charts.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) The standard routes for outbound aircraft are detailed in the following table. Routes may be varied at ATC discretion according to prevailing traffic conditions. **Pilots are reminded that strict adherence to noise abatement procedures (see AD 2.21) is required PRIOR to following subsequent routing instructions.**

Departing to	Via	Runway	Route
SE	L10/L15/Q38/Q39 (FL 75 and above)	04	Right turn DCT DUFFY
		22	Left turn DCT DUFFY
	L10 (Below FL 75)	04	Right turn - DCT - RINGA
		22	Left turn - DCT - RINGA
S	P620	04	Right turn - DCT - NUMPI
		22	Left turn - DCT - NUMPI
N	P600	04	Right turn - DCT - BLACA
		22	Left turn - DCT - BLACA

Note: *See also UK Standard Route Document. Available online from NATS/AIS website: http://www.nats.aero/ais.*

b) North Atlantic Jet Departures

i. Due to the proximity of the Shanwick Oceanic boundary to Belfast City, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

c) Belfast City Departures Via IOM - Speed Profile

i. Traffic departing Belfast City via L15/Q39 with a requested level of FL 290 or above is required to cross SOSIM/INKOB at FL 290 or above. To ensure that these aircraft can achieve the required level by SOSIM/INKOB, speed restrictions are to be observed.
ii. All Belfast City departures to the south-east with a requested flight level of FL 290 or above, are to fly in accordance with the following maximum speeds:

1. Jet traffic with a MTOW greater than 35000 KG Max 250 KT IAS until FL 100, then Max 290 KT IAS until FL 250;
2. Jet traffic with a MTOW less than 35000 KG and all non jet traffic; Max 250 KT IAS until above FL 250.

iii. Aircraft unable to reach FL 290 by SOSIM/INKOB must advise Belfast City prior to push-back, giving the anticipated flight level at SOSIM/INKOB.

4 ROYAL VICTORIA HOSPITAL (RVH) & MUSGRAVE PARK HOSPITAL (MPH) OPERATIONS

a) The RVH is located within Class G Airspace immediately adjacent to Belfast City CTR (Class D); MPH is located within the Belfast City (Class D) CTR.

Pilots of aircraft operating to/from the RVH or MPH should be aware of the potential for conflictions and/or TCAS events to occur with aircraft operating to/from Belfast City Airport. To reduce conflictions, the following procedures apply:

i. **RVH Helipad**

1. **RVH - Inbound.** Due to the proximity of CAS to the East, Pilots are strongly advised to establish two-way communications with Belfast City and, if required, request a CTR entry clearance.
2. **RVH - Outbound.** Pilots are strongly advised to call Belfast Tower on 122.830 when on the Helipad; if unable to establish two-way communications contact Belfast Approach on 130.855.

ii. **MPH Helipad**

1. **MPH - Inbound.** Pilots are to establish two-way communications with Belfast City requesting a CTR entry clearance.
2. **MPH - Outbound.** When inbound, pilots will be issued with departure instructions as follows: Call Belfast Approach on 130.855 when on the ground, if unable to establish two-way communications, lift low-level to the West of the M1 Motorway departing the CTR, and establish two-way communication.

b) Outside of Belfast City operating hours a Basic Service may be available from Aldergrove Radar on 133.125 MHz.

5 VISUAL REFERENCE POINTS (VRP)

a) To facilitate the integration of VFR flights within the Belfast Airspace, pilots may be required to join/leave the airspace via specified VRPs.
b) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside, Belfast/City controlled airspace within the area defined below and maintaining a listening watch only on Belfast Approach channel, 130.855, are encouraged to select SSR code 4255:

545930N 0051542W - 545548N 0052800W -
545656N 0055417W - 543833N 0055732W -
thence clockwise by the arc of a circle radius 9 NM centred on 543927N 0061257W to
543233N 0060302W - 542135N 0061619W -
540707N 0060015W - 540520N 0055140W -
542050N 0052650W - 545410N 0051030W -
545930N 0051542W.

b) Selection of 4255 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 4255 pilots should be aware that Belfast Approach may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 4255 shall be deselected.

EGAC AD 2.23 ADDITIONAL INFORMATION

a) An obstacle free distance of approximately 93 M exists from the end of the paved surface at the southwest end of the runway up to the location of the Runway 22 localiser.
b) A further obstacle free distance of approximately 15 M exists from the Runway 22 localiser to the non-frangible aerodrome boundary fence, beyond which there is a steep-angled drop of several metres down to a tidal lagoon.

EGAC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGAC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGAC-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGAC-5-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 04 (CAT A,B,C) - ICAO
AD 2.EGAC-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 04 (CAT A,B,C) - ICAO
AD 2.EGAC-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 04 (CAT A,B,C) - ICAO
AD 2.EGAC-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 22 (CAT A,B,C) - ICAO
AD 2.EGAC-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 22 (CAT A,B,C) - ICAO
AD 2.EGAC-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 22 (CAT A,B,C) - ICAO
AD 2.EGAC-8-6

EGAC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 543705N 0055221W

AD ELEV 15FT

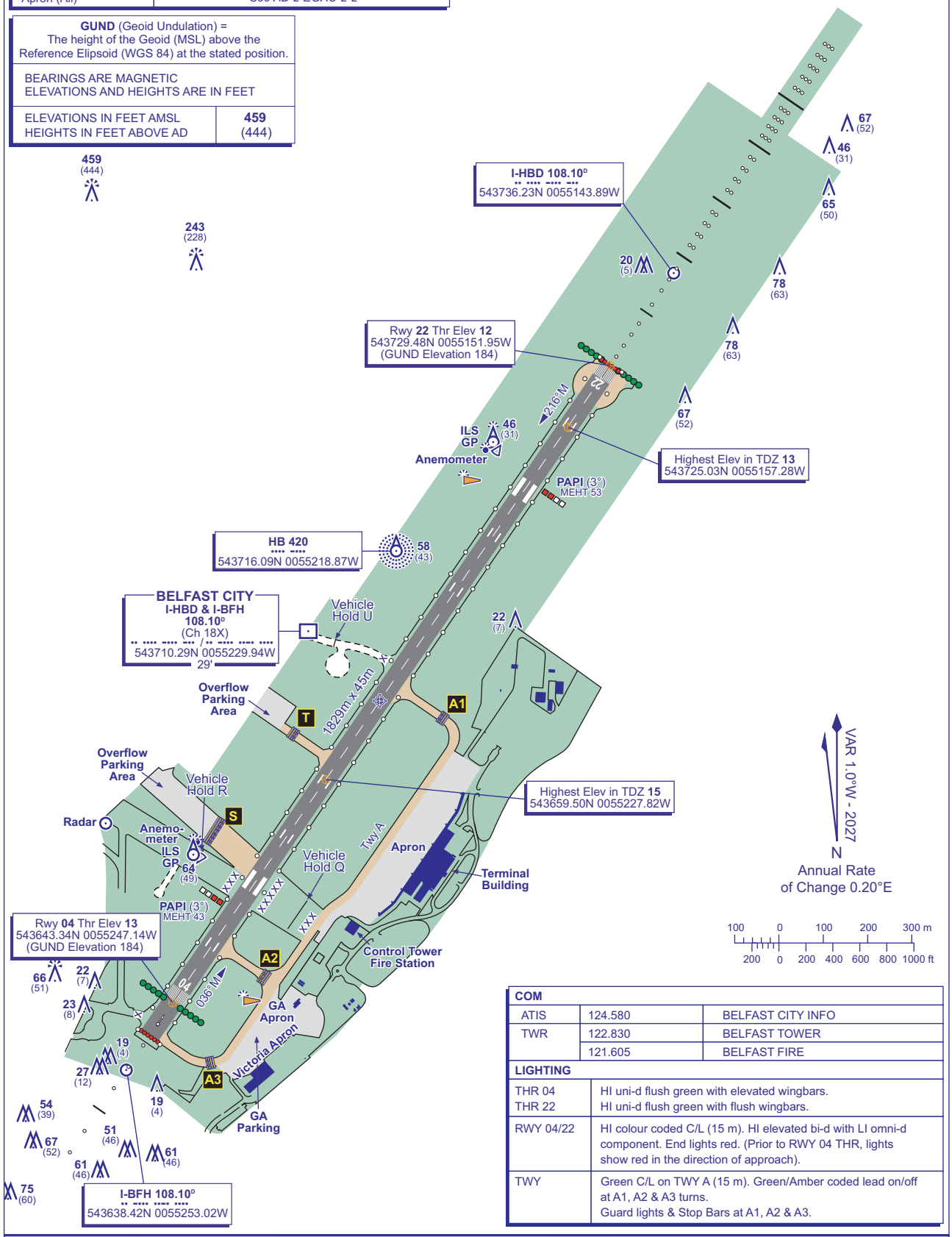
BELFAST CITY
EGAC

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
	121.605	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 (6/26): FIRE FREQUENCY.

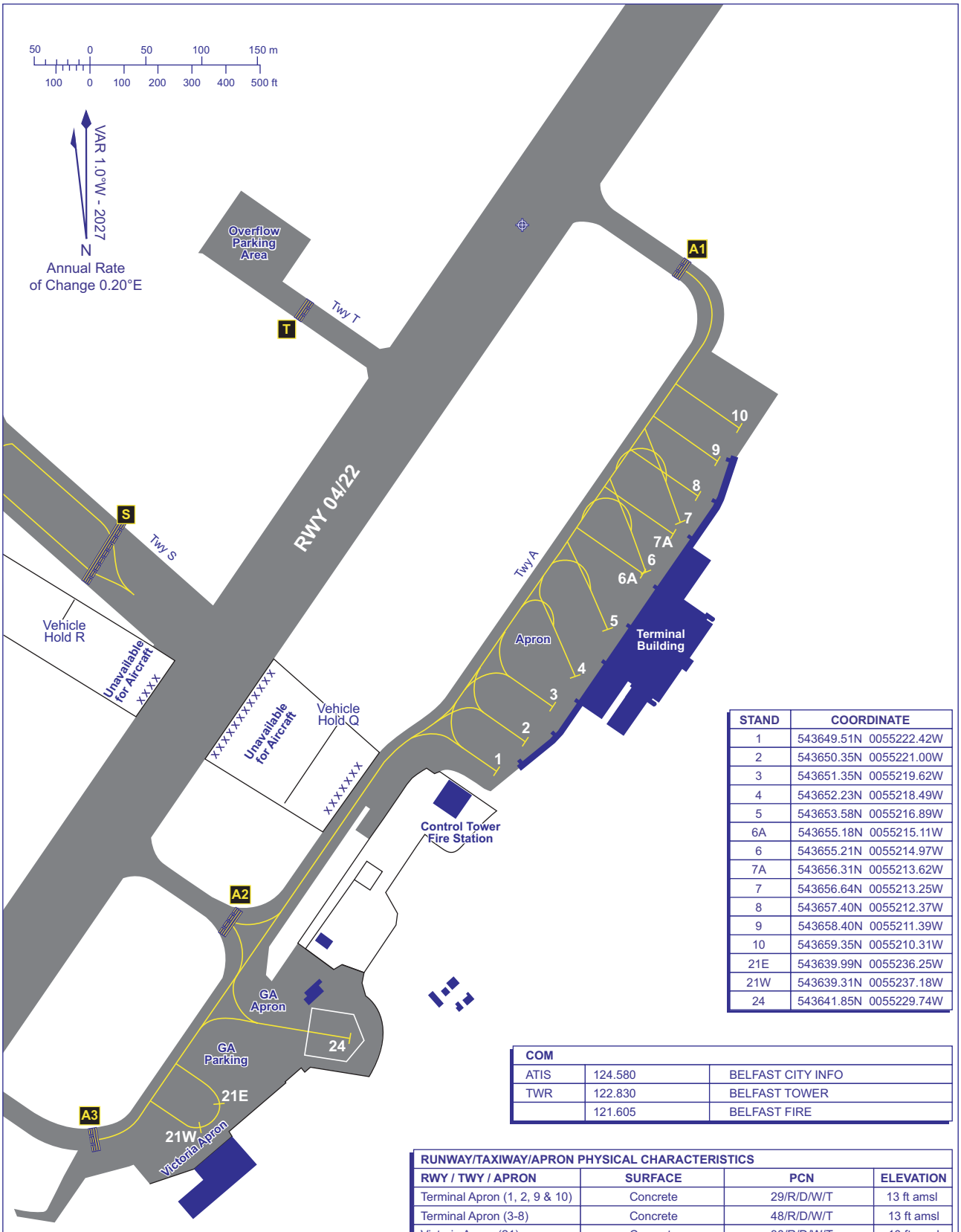
AERO INFO DATE 26 MAR 26

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
	121.605	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)			

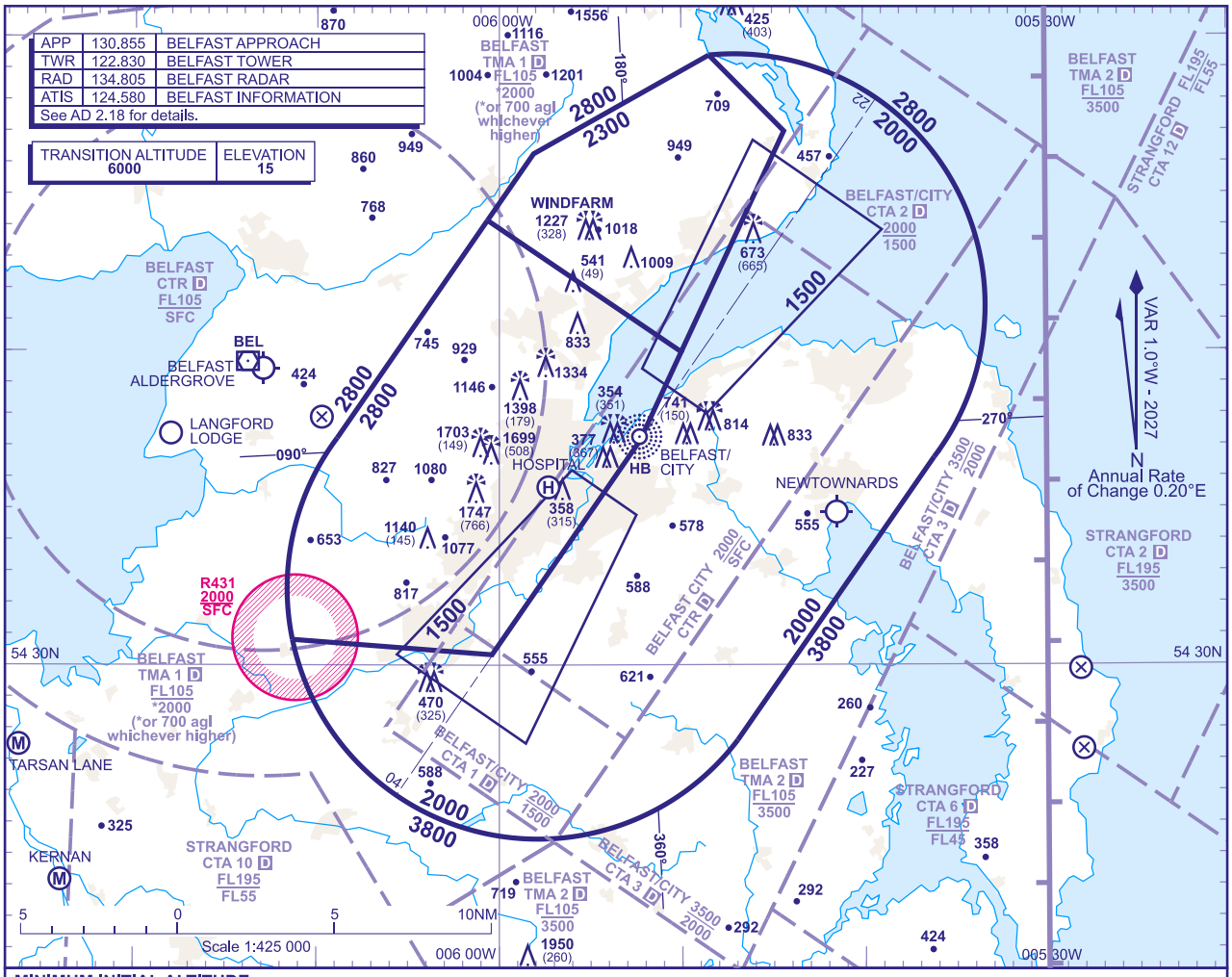
CHANGE (6/26): FIRE FREQUENCY.

AERO INFO DATE 26 MAR 26

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1950
HEIGHTS IN FEET AGL (260)

BELFAST/ CITY



MINIMUM INITIAL ALTITUDE

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

a) **2000** in the sector defined by the lateral limits; 544924N 0054828W thence clockwise by an arc of a circle radius 8NM centred on 544127N 0054707W to 543636N 0053610W - 542737N 0054658W thence clockwise by an arc of a circle radius 8NM centred on 543227N 0055753W to 543049 0061119W - 543020N 0060024W - 543708N 0055218W - 544659N 0054421W - 544924N 0054828W.

b) **2300** in the sector defined by the lateral limits; 544924N 0054828W - 544659N 0054421W - 543958N 0055001W - 544409N 0060039W - 544616N 0055807W - 544924N 0054828W.

c) **2800** in the sector defined by the lateral limits; 544409N 0060039W - 543958N 0055001W - 543708N 0055218W - 543020N 0060024W - 543049N 0061119W thence clockwise by an arc of a circle radius 8NM centred on 543227N 0055753W to 543714N 0060853W - 544409N 0060039W.

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 **2900**, or last assigned level if higher to **NDB(L) HB**†.

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) HB**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be Issued If the aircraft Is either establlshed on the flnal approach track or on an Intercept of 40° or less, and In the case of Instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (6/26): MAG INFO REVISED. BELFAST RADAR/APPROACH FREQUENCIES REVISED.

AERO INFO DATE 18 MAR 26

AD 2-EGAC-5-1

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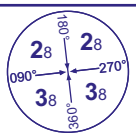
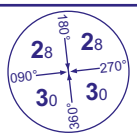
INSTRUMENT APPROACH CHART - ICAO

BELFAST CITY ILS/DME/NDB(L) RWY 04
(ACFT CAT A,B,C)



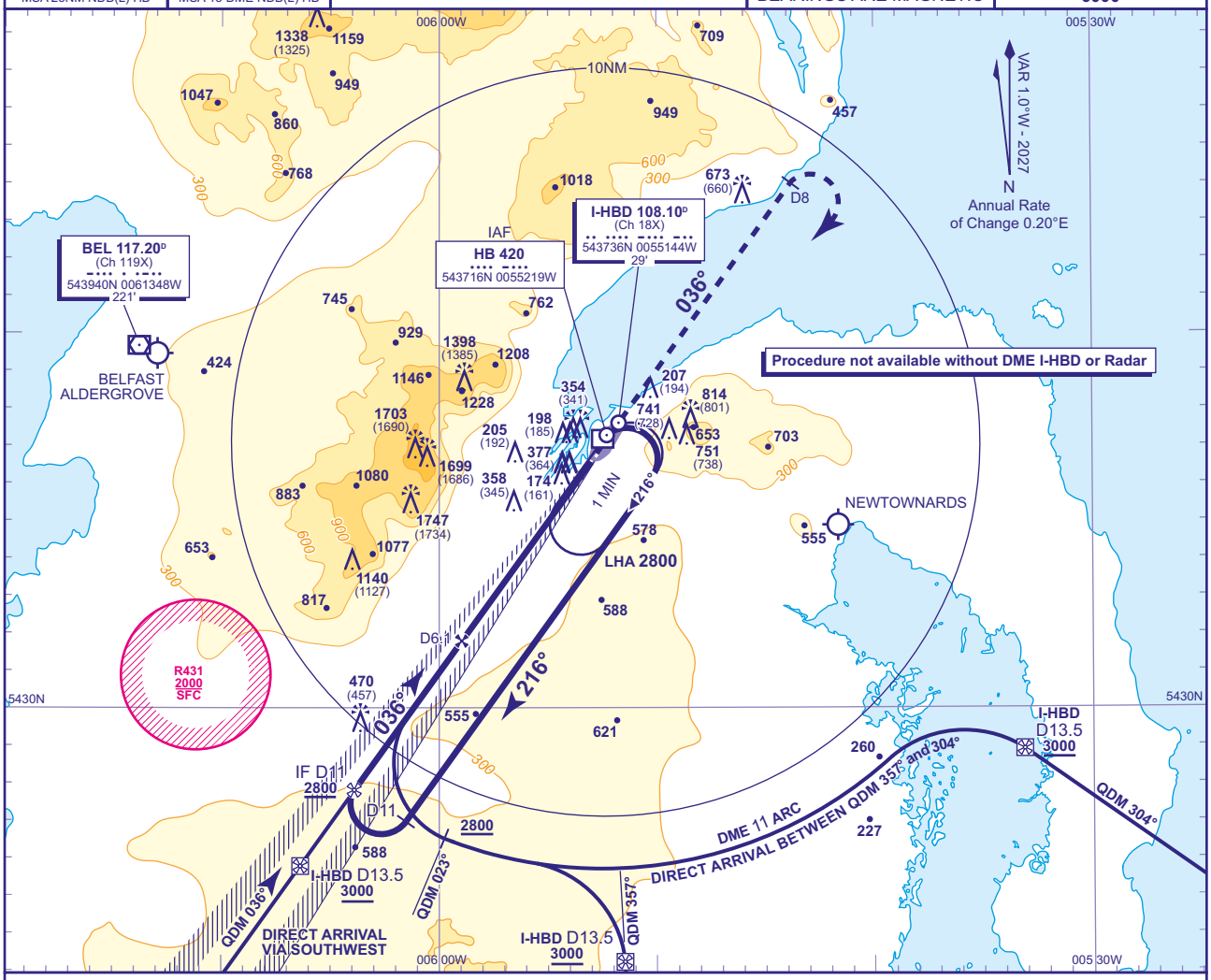
MSA 25NM NDB(L) HB



MSA 15 DME NDB(L) HB

APP 130.855	BELFAST APPROACH	AD ELEVATION	15
TWR 122.830	BELFAST TOWER	THR ELEVATION	13
RAD 134.805	BELFAST RADAR	OBSTACLE ELEVATION	
ATIS 124.580	BELFAST INFORMATION	1744 AMSL (1731) (ABOVE THR)	
		BEARINGS ARE MAGNETIC	

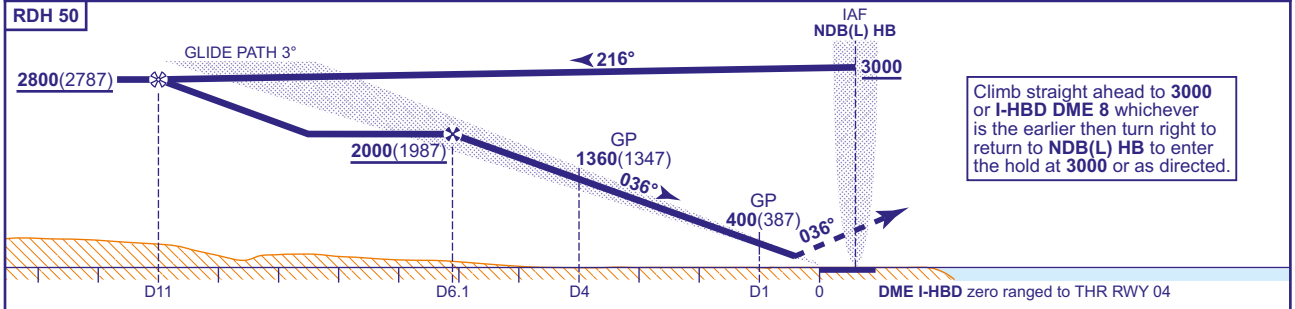
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE GLIDEPATH 3.0°, 320FT/NM

DME I-HBD	6	5	4	3	2	1
ALT(HGT)	**1990**(1977)	**1670**(1657)	**1360**(1347)	**1040**(1027)	**720**(707)	**400**(387)

RDH 50



Aircraft Category		A	B	C
OCA (OCH)	CLIMB GRAD 2.5%	**636**(623)	**644**(631)	**652**(639)
	CLIMB GRAD 3%	**189**(176)	**197**(184)	**206**(193)
VM(C)OCA (OCH AAL)	Total Area	**1040**(1025)	**1120**(1105)	**1800**(1785)
	Southeast of RWY 04/22	**1040**(1025)	**1120**(1105)	**1230**(1215)

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

AIRCRAFT UNABLE TO RECEIVE DME I-HBD
Advise ATC. Radar Ranges will be provided approaching the FAP and at 4NM and 1NM from the THR on the Final Approach.

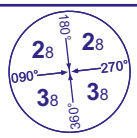
NOTE 1 Direct Arrivals available on request to ATC.

CHANGE (6/26): APP/RAD FREQUENCIES. MAG VAR. MAG TRACKS.

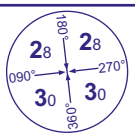
AERO INFO DATE 19 MAR 26

INSTRUMENT APPROACH CHART - ICAO

BELFAST CITY
LOC/DME/NDB(L)
RWY 04
(ACFT CAT A,B,C)



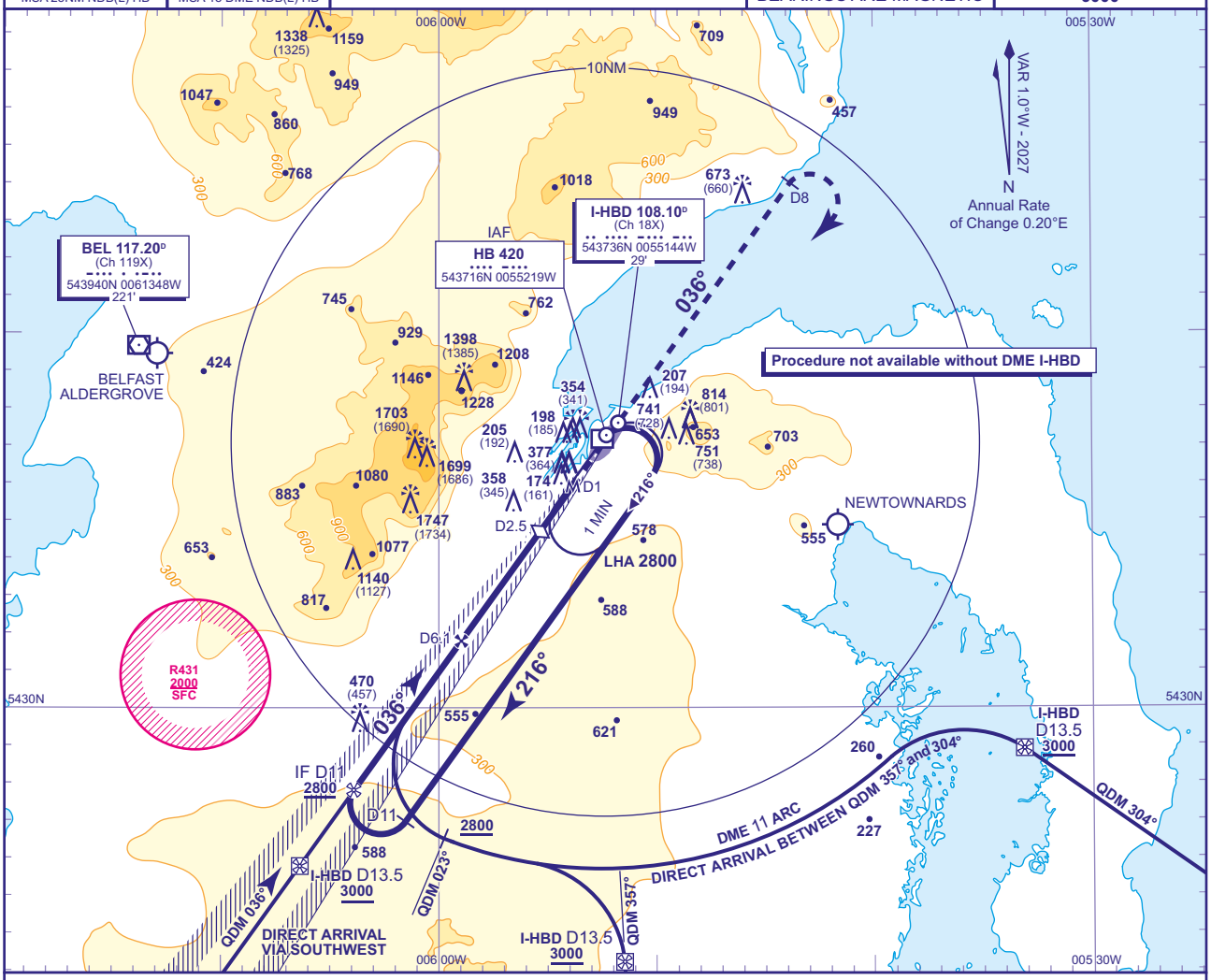
MSA 25NM NDB(L) HB



MSA 15 DME NDB(L) HB

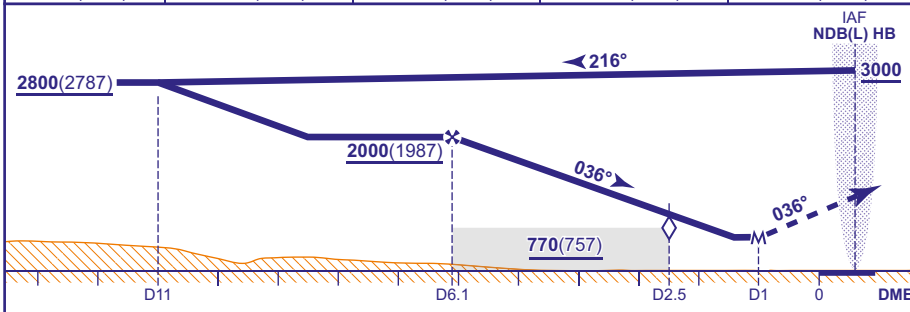
APP 130.855	BELFAST APPROACH	AD ELEVATION	15
TWR 122.830	BELFAST TOWER	THR ELEVATION	13
RAD 134.805	BELFAST RADAR	OBSTACLE ELEVATION	
ATIS 124.580	BELFAST INFORMATION	**1744 AMSL** (1731) (ABOVE THR)	
		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

DME I-HBD	6	5	4	3	2.5 (SDF)	2
ALT(HGT)	**1990**(1977)	**1670**(1657)	**1360**(1347)	**1040**(1027)	**880**(867)	**720**(707)



MAPt I-HBD DME 1.0
Climb straight ahead to **3000** or **I-HBD DME 8** whichever is the earlier then turn right to return to **NDB(L) HB** to enter the hold at **3000** or as directed.

Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**510**(497)	**510**(497)	**510**(497)
VM(C)OCA (OCH AAL)	**Total Area**	**1040**(1025)	**1120**(1105)	**1800**(1785)
	Southeast of RWY 04/22	**1040**(1025)	**1120**(1105)	**1230**(1215)

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

NOTE 1 Direct Arrivals available on request to ATC.

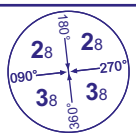
CHANGE (6/26): APP/RAD FREQUENCIES. MAG VAR. MAG TRACKS.

AERO INFO DATE 19 MAR 26

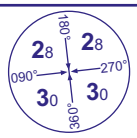
AD 2-EGAC-8-2

INSTRUMENT APPROACH CHART - ICAO

BELFAST CITY NDB(L)/DME RWY 04
(ACFT CAT A,B,C)



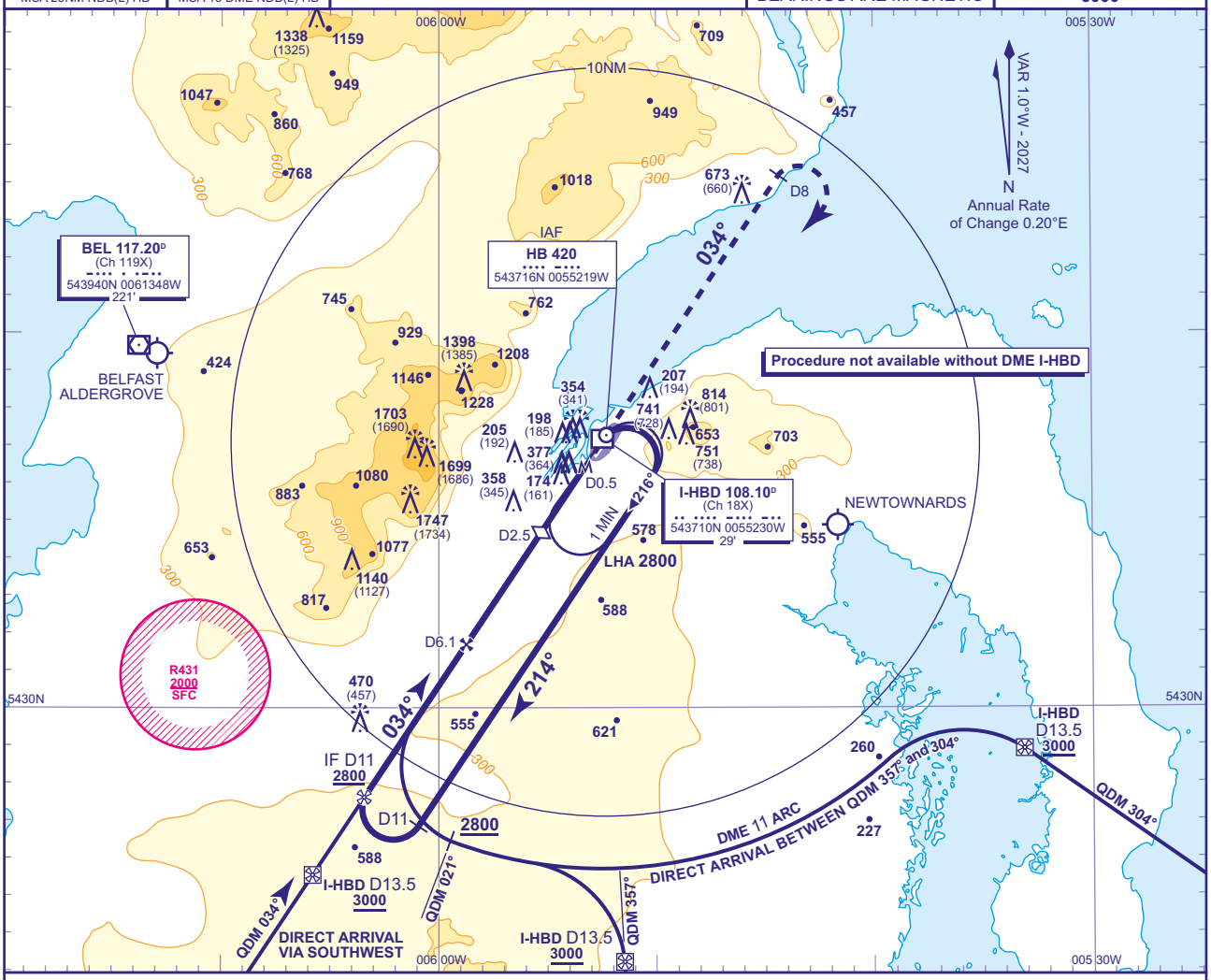
MSA 25NM NDB(L) HB



MSA 15 DME NDB(L) HB

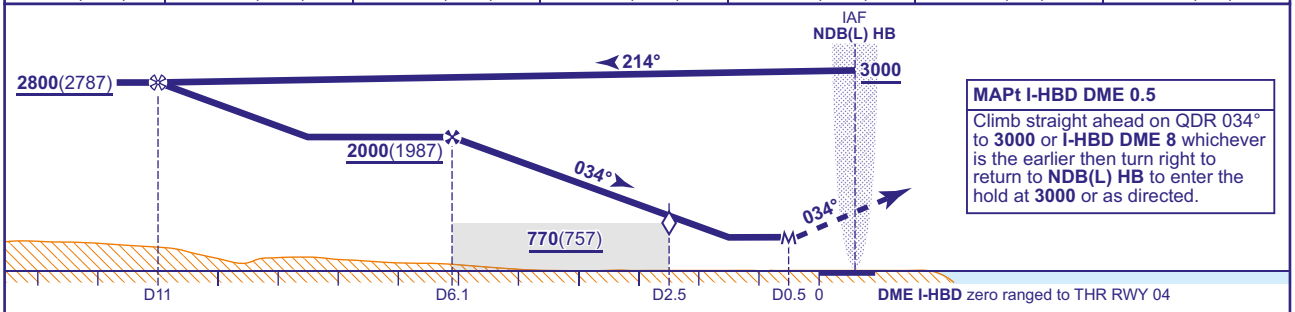
APP 130.855	BELFAST APPROACH	AD ELEVATION	15
TWR 122.830	BELFAST TOWER	THR ELEVATION	13
RAD 134.805	BELFAST RADAR	OBSTACLE ELEVATION 1744 AMSL (1731) (ABOVE THR)	
ATIS 124.580	BELFAST INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

DME I-HBD	6	5	4	3	2.5 (SDF)	2
ALT(HGT)	**1990**(1977)	**1670**(1657)	**1360**(1347)	**1040**(1027)	**880**(867)	**720**(707)



MAPt I-HBD DME 0.5

Climb straight ahead on QDR 034° to **3000** or **I-HBD DME 8** whichever is the earlier then turn right to return to **NDB(L) HB** to enter the hold at **3000** or as directed.

Aircraft Category		A	B	C
OCA (OCH)	Procedure	**650**(637)	**650**(637)	**650**(637)
VM(C)OCA (OCH AAL)	Total Area	**1040**(1025)	**1120**(1105)	**1800**(1785)
	Southeast of RWY 04/22	**1040**(1025)	**1120**(1105)	**1230**(1215)

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

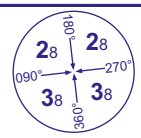
NOTE 1 FAT offset 2° from RWY C/L.
2 Direct Arrivals available on request to ATC.

CHANGE (6/26): APP/RAD FREQUENCIES. MAG VAR. MAG TRACKS.

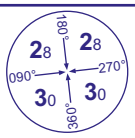
AERO INFO DATE 19 MAR 26

INSTRUMENT APPROACH CHART - ICAO

BELFAST CITY
ILS/DME/NDB(L)
RWY 22
(ACFT CAT A,B,C)



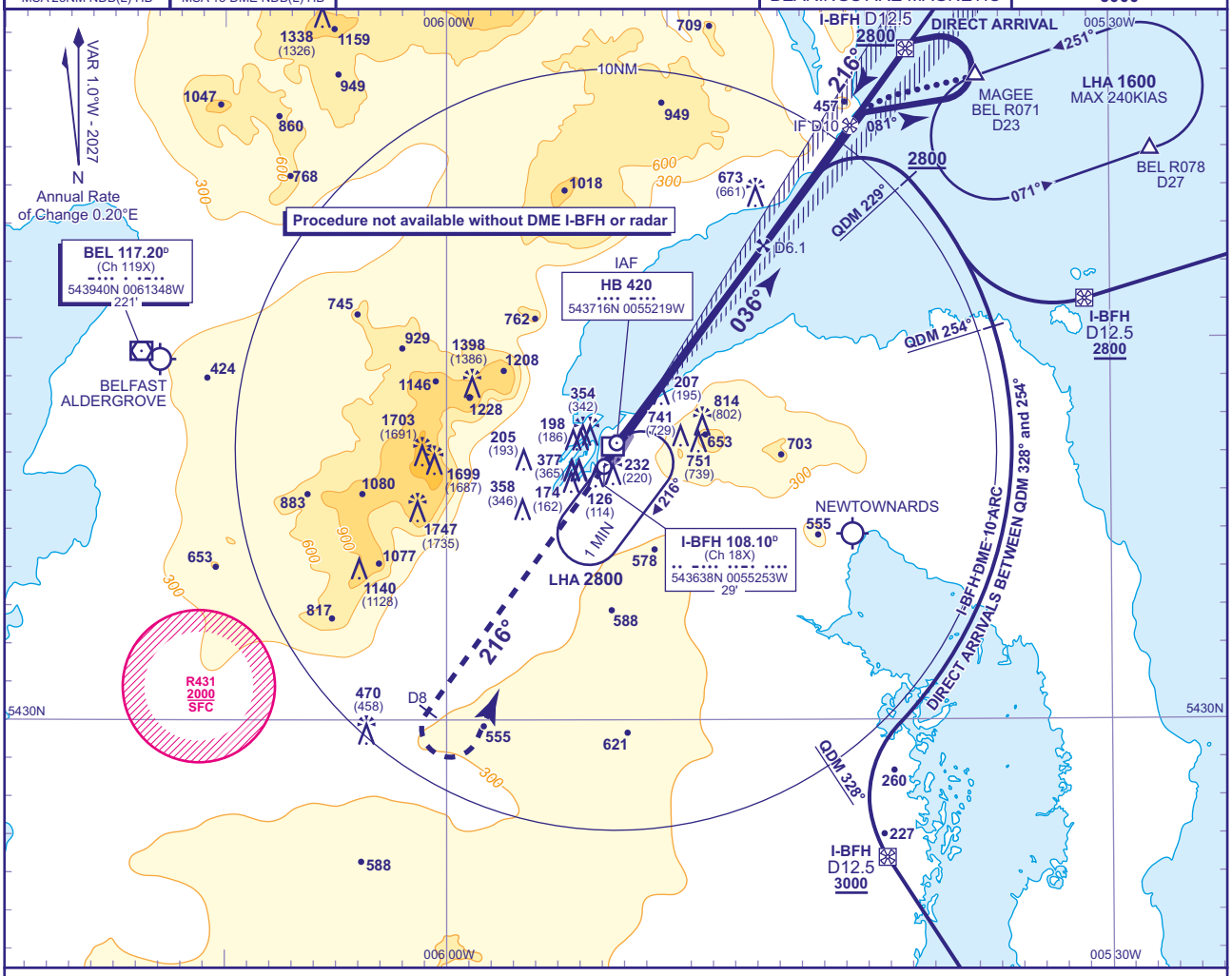
MSA 25NM NDB(L) HB



MSA 15 DME NDB(L) HB

APP 130.855	BELFAST APPROACH	AD ELEVATION	15
TWR 122.830	BELFAST TOWER	THR ELEVATION	12
RAD 134.805	BELFAST RADAR	OBSTACLE ELEVATION 1744 AMSL (1732) (ABOVE THR)	
ATIS 124.580	BELFAST INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

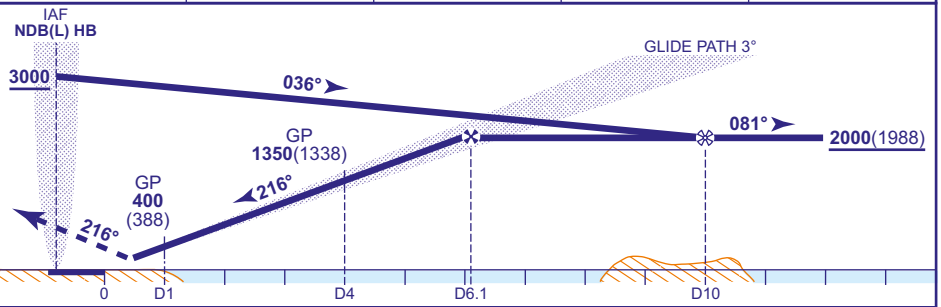


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-BFH	6	5	4	3	2	1
ALT(HGT)	**1990**(1978)	**1670**(1658)	**1350**(1338)	**1030**(1018)	**720**(708)	**400**(388)

RDH 50

Climb straight ahead to **3000** or **I-BFH DME 8** whichever is the earlier then turn left to return to **NDB(L) HB** to enter the hold at **3000** or as directed.



Aircraft Category		A	B	C
OCA (OCH)	CLIMB GRAD 2.5%	**598**(586)	**608**(596)	**619**(607)
	CLIMB GRAD 3%	**175**(163)	**185**(173)	**198**(186)
VM(C)OCA (OCH AAL)	Total Area	**1040**(1025)	**1120**(1105)	**1800**(1785)
	Southeast of RWY 04/22	**1040**(1025)	**1120**(1105)	**1230**(1215)

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

AIRCRAFT UNABLE TO RECEIVE DME I-BFH
Advise ATC. Radar ranges will be provided approaching the FAP and at 4NM and 1NM from the THR on the final approach.

NOTE Direct arrivals available on request to ATC.

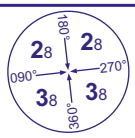
CHANGE (6/26): APP/RAD FREQUENCIES. MAG VAR. MAG TRACKS.

AERO INFO DATE 19 MAR 26

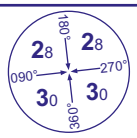
AD 2-EGAC-8-4

INSTRUMENT APPROACH CHART - ICAO

BELFAST CITY
LOC/DME/NDB(L)
RWY 22
(ACFT CAT A,B,C)



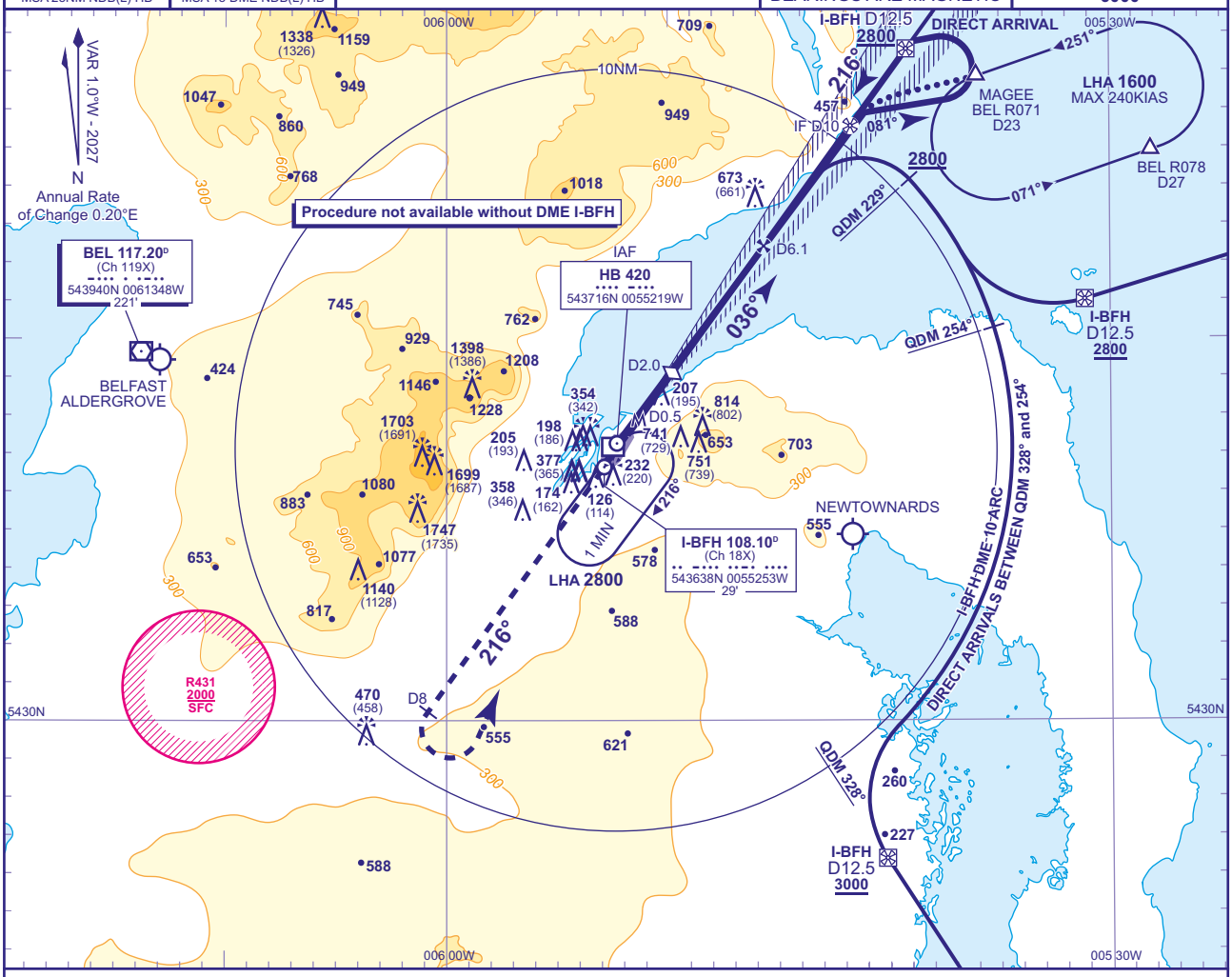
MSA 25NM NDB(L) HB



MSA 15 DME NDB(L) HB

APP 130.855	BELFAST APPROACH	AD ELEVATION	15
TWR 122.830	BELFAST TOWER	THR ELEVATION	12
RAD 134.805	BELFAST RADAR	OBSTACLE ELEVATION 1744 AMSL (1732) (ABOVE THR)	
ATIS 124.580	BELFAST INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

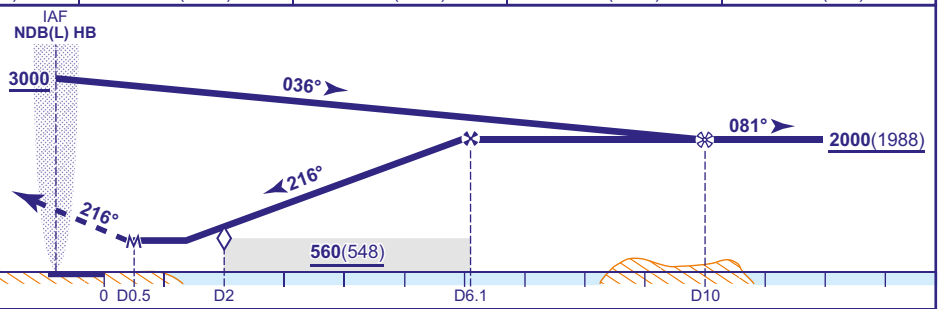


RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

DME I-BFH	6	5	4	3	2 (SDF)
ALT(HGT)	**1990**(1978)	**1670**(1658)	**1350**(1338)	**1030**(1018)	**720**(708)

MAPt I-BFH DME 0.5

Climb straight ahead to **3000** or **I-BFH DME 8** whichever is the earlier then turn left to return to **NDB(L) HB** to enter the hold at **3000** or as directed.



Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**500**(488)	**500**(488)	**500**(488)
VM(C)OCA (OCH AAL)	**Total Area**	**1040**(1025)	**1120**(1105)	**1800**(1785)
	Southeast of RWY 04/22	**1040**(1025)	**1120**(1105)	**1230**(1215)

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

NOTE Direct arrivals available on request to ATC.

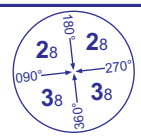
CHANGE (6/26): APP/RAD FREQUENCIES. MAG VAR. MAG TRACKS.

AERO INFO DATE 19 MAR 26

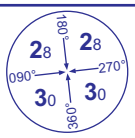
AD 2-EGAC-8-5

INSTRUMENT APPROACH CHART - ICAO

BELFAST CITY NDB(L)/DME RWY 22
(ACFT CAT A,B,C)



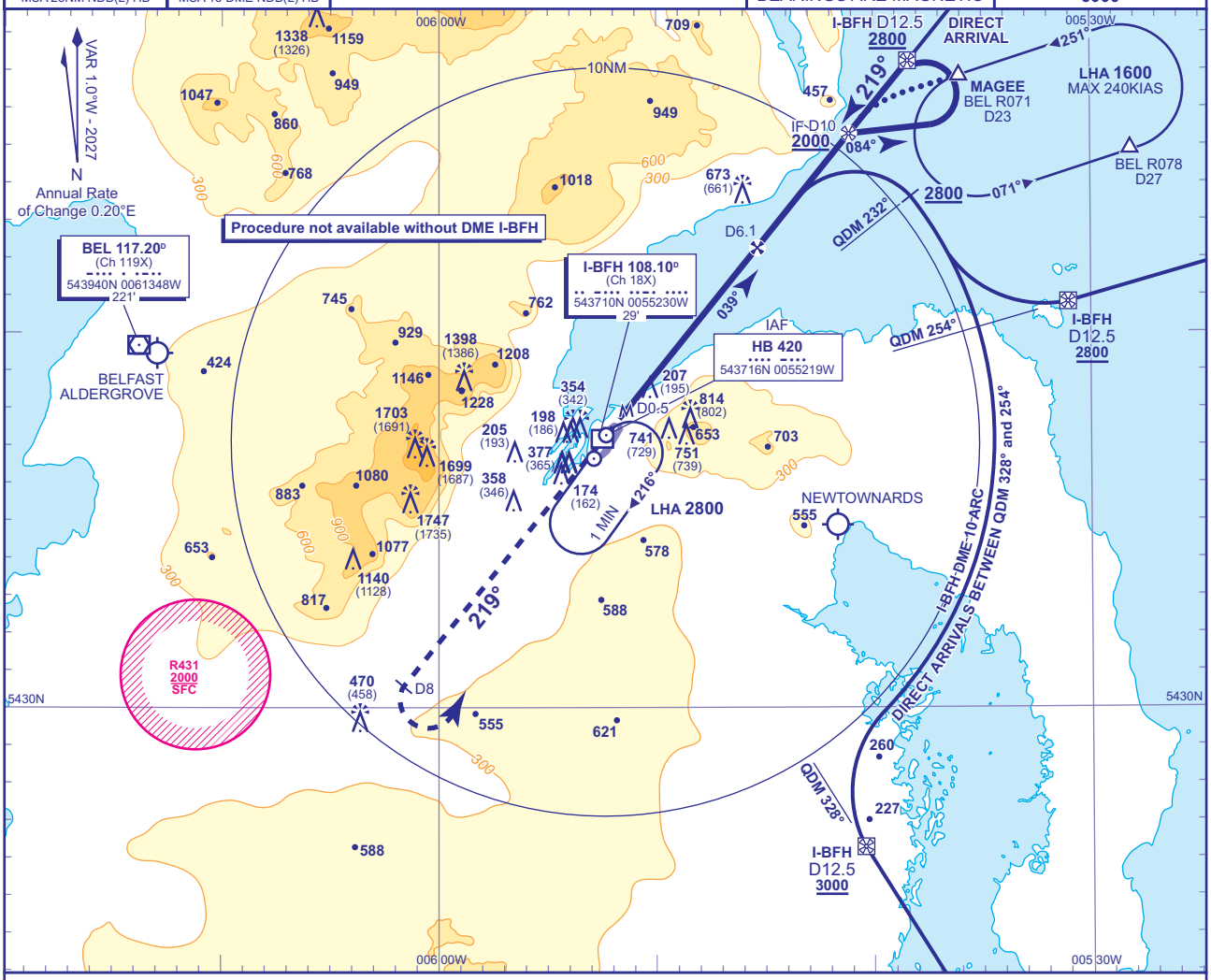
MSA 25NM NDB(L) HB



MSA 15 DME NDB(L) HB

APP 130.855	BELFAST APPROACH	AD ELEVATION	15
TWR 122.830	BELFAST TOWER	THR ELEVATION	12
RAD 134.805	BELFAST RADAR	OBSTACLE ELEVATION	
ATIS 124.580	BELFAST INFORMATION	**1744 AMSL** (1732) (ABOVE THR)	
		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

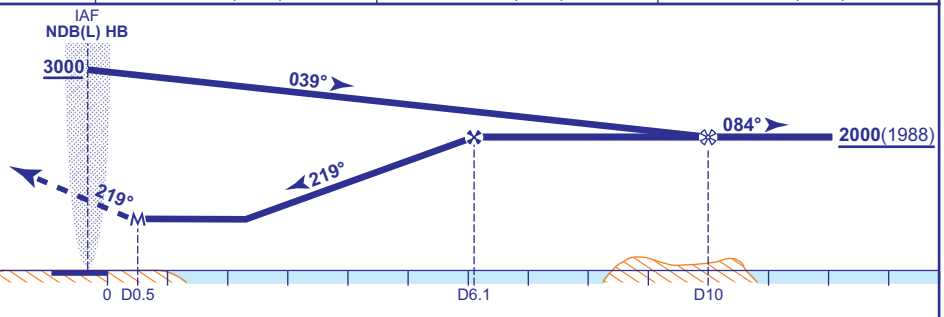


RECOMMENDED PROFILE GRADIENT 5.24%, 320FT/NM

DME I-BFH	6	5	4	3
ALT(HGT)	**1990**(1978)	**1670**(1658)	**1350**(1338)	**1030**(1018)

MAPt I-BFH DME 0.5

Climb straight ahead on QDR 219° to **3000** or **I-BFH DME 8** whichever is the earlier then turn left to return to **NDB(L) HB** to enter the hold at **3000** or as directed.



Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**810**(798)	**810**(798)	**810**(798)
VM(C)OCA (OCH AAL)	**Total Area**	**1040**(1025)	**1120**(1105)	**1800**(1785)
	Southeast of RWY 04/22	**1040**(1025)	**1120**(1105)	**1230**(1215)

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

NOTE 1 FAT offset 3° from RWY C/L.
2 Direct Arrivals available on request to ATC.

CHANGE (6/26): APP/RAD FREQUENCIES. MAG VAR. MAG TRACKS.

AERO INFO DATE 27 MAR 26 AD 2-EGAC-8-6

EGPL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Centre-line with one crossbar. 242 M Light intensity high	Light intensity high Green wingbars	PAPI Left/3° 42 FT 250 M			Elevated Light intensity high	Red		
24	Centre-line with one crossbar. 342 M Light intensity high	Light intensity high Green wingbars	PAPI Left/3° 42 FT 255 M			Elevated Light intensity high	Red		

EGPL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: RWY 06: 572835.60N 0072218.00W (LGTD), RWY 24: 572859.06N 0072113.12W (LGTD).
3	TWY edge and centre line lighting	EDGE: Blue edge lights on taxiway and apron edge.
4	Secondary power supply/switch-over time	Standby Generator/15 seconds.
5	Remarks	Apron Floodlighting. Obstacle lighting.

EGPL AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGPL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BENBECULA ATZ A circle, 2 NM radius, centred at 572850N 0072150W on longest notified runway (06/ 24)	Upper limit: 2019 FT ALT Lower limit: SFC	G	BENBECULA APPROACH English	3000 FT		ATZ 2000 FT AAL.

EGPL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	BENBECULA APPROACH	119.205 DOC 40 NM/ 15,000 FT.			Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	ATZ hours coincident with Approach hours. VDF 572835.27N 0072210.82W.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	BENBECULA TOWER	119.205 DOC 40 NM/ 15,000 FT.			Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	Due to FISO training and maintenance of currency, FISO phraseology may be in use during ATC published hours, with ATC in attendance. ATC service will remain available at all times. Pilots will be advised of periods of FISO training, normally via ATIS. VDF 572835.27N 0072210.82W.
AFIS	BENBECULA INFORMATION	119.205			By arrangement outside hours of Approach	
ATIS	BENBECULA INFORMATION	129.885			Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	
OTHER	BENBECULA FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 2.11°W (2027) 2.4°W (2026)	BEN	86Y 113.950 MHz	H24 Hours of operation for aerodrome purposes: Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	572840.57N 0072155.08W	46 FT	VOR DOC 60 NM. VOR/DME normally radiates H24.

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

Pilots should state requested VRP on first contact with ATC.

5 SPECIAL VFR FLIGHT

a) Special VFR clearances for flights within the Birmingham CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR flights.
b) Aircraft may be given a radar service whilst within the CTR if, due to the traffic situation, ATC considers it advisable. It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles, and to ensure that he is able to comply with the requirements of SERA.3105 Minimum Heights, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
c) Clearance to make Special VFR flights below 1500 FT ALT will not be given in the sector of the Birmingham CTR enclosed by the bearings 240°T and 360°T.

6 VISUAL REFERENCE POINTS (VRP)

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

7 FREQUENCY MONITORING CODE (FMC)

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

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

b) Selection of 0010 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the controlled airspace at all times.
c) Whilst squawking 0010 pilots should be aware that Birmingham Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 0010 shall be deselected.

EGBB AD 2.23 ADDITIONAL INFORMATION

Not Applicable.

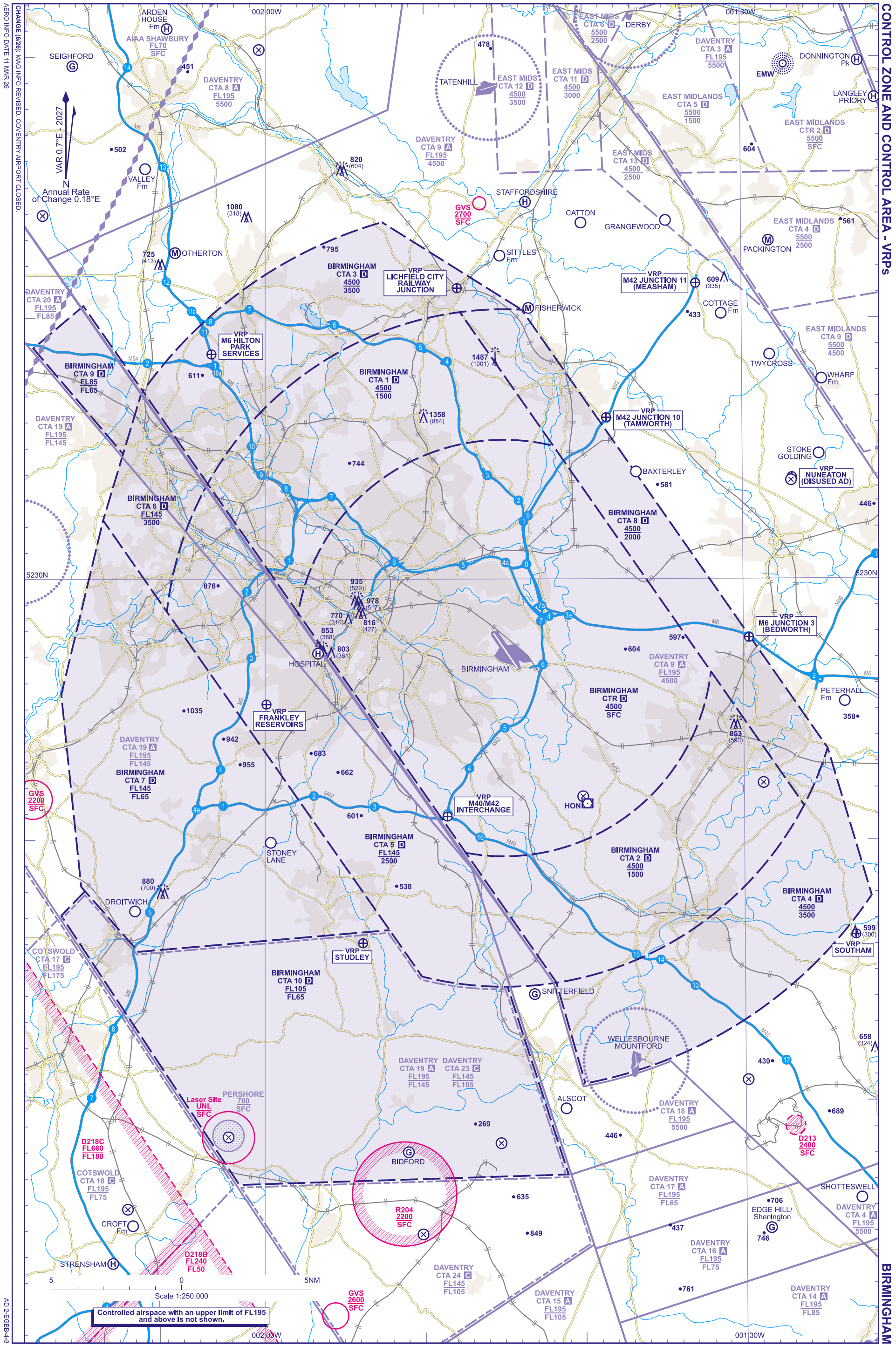
EGBB AD 2.24 CHARTS RELATED TO AN AERODROME

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

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

EGBB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable


CONTROL ZONE AND CONTROL AREA - VRPs
AERO INFO DATE 11 MAR 26
CHANGE (6/26): MAG INFO REVISED. COVENTRY AIRPORT CLOSED.
002 00W
001 30W
5230N
VAR 0.7°E 2027
N
Annual Rate of Change 0.18°E
ARDEN HOUSE Fm
AIAA SHAWBURY FL70 SFC
SEIGHFORD
DAVENTRY CTA 8 A FL195 5500
DAVENTRY CTA 9 A FL195 4500
DAVENTRY CTA 20 A FL195 FL85
DAVENTRY CTA 19 A FL195 FL145
DAVENTRY CTA 3 A FL195 5500
TATENHILL
EAST MIDS CTA 12 D 4500 3500
EAST MIDS CTA 11 D 4500 3000
EAST MIDS CTA 6 D 5500 2500
DERBY
EAST MIDS CTA 13 D 4500 2500
EAST MIDLANDS CTA 5 D 5500 1500
EAST MIDLANDS CTR 2 D 5500 SFC
EAST MIDLANDS CTA 4 D 5500 2500
EAST MIDLANDS CTA 9 D 5500 4500
DONNINGTON Pk
EMW
LANGLEY PRIORY
VALLEY Fm
STAFFORDSHIRE
GVS 2700 SFC
CATTON
GRANGEWOOD
PACKINGTON
SITTLES Fm
OTHERTON
BIRMINGHAM CTA 3 D 4500 3500
VRP LICHFIELD CITY RAILWAY JUNCTION
VRP M42 JUNCTION 11 (MEASHAM)
FISHERWICK
COTTAGE Fm
BIRMINGHAM CTA 9 D FL85 FL65
VRP M6 HILTON PARK SERVICES
BIRMINGHAM CTA 1 D 4500 1500
TWYCROSS
WHARF Fm
VRP M42 JUNCTION 10 (TAMWORTH)
STOKE GOLDING
VRP NUNEATON (DISUSED AD)
BAXTERLEY
BIRMINGHAM CTA 6 D FL145 3500
BIRMINGHAM CTA 8 D 4500 2000
BIRMINGHAM CTA 7 D FL145 FL65
GVS 2200 SFC
VRP FRANKLEY RESERVOIRS
VRP M40/M42 INTERCHANGE
HON
STONEY LANE
BIRMINGHAM CTA 5 D FL145 2500
BIRMINGHAM CTA 2 D 4500 1500
BIRMINGHAM CTA 4 D 4500 3500
VRP M6 JUNCTION 3 (BEDWORTH)
HOSPITAL
BIRMINGHAM
BIRMINGHAM CTR D 4500 SFC
PETERHALL Fm
DROITWICH
VRP STUDLEY
VRP SOUTHAM
COTSWOLD CTA 17 C FL195 FL175
BIRMINGHAM CTA 10 D FL105 FL65
SNITTERFIELD
WELLESBOURNE MOUNTFORD
DAVENTRY CTA 19 A FL195 FL145
DAVENTRY CTA 23 C FL145 FL105
Laser Site UNL SFC
PERSHORE 700 SFC
ALSCOT
DAVENTRY CTA 18 A FL195 5500
D218C FL660 FL180
D213 2400 SFC
BIDFORD
R204 2200 SFC
COTSWOLD CTA 18 C FL195 FL75
DAVENTRY CTA 17 A FL195 FL65
SHOTTESWELL
DAVENTRY CTA 4 A FL195 5500
EDGE HILL/ Shenington
CROFT Fm
STRENSHAM
D218B FL240 FL50
DAVENTRY CTA 16 A FL195 FL75
DAVENTRY CTA 24 C FL145 FL105
DAVENTRY CTA 15 A FL195 FL105
DAVENTRY CTA 14 A FL195 FL85
GVS 2600 SFC
Scale 1:250,000
5 0 5NM
Controlled airspace with an upper limit of FL195 and above is not shown.
BIRMINGHAM
AD 2-EGBB-4-3

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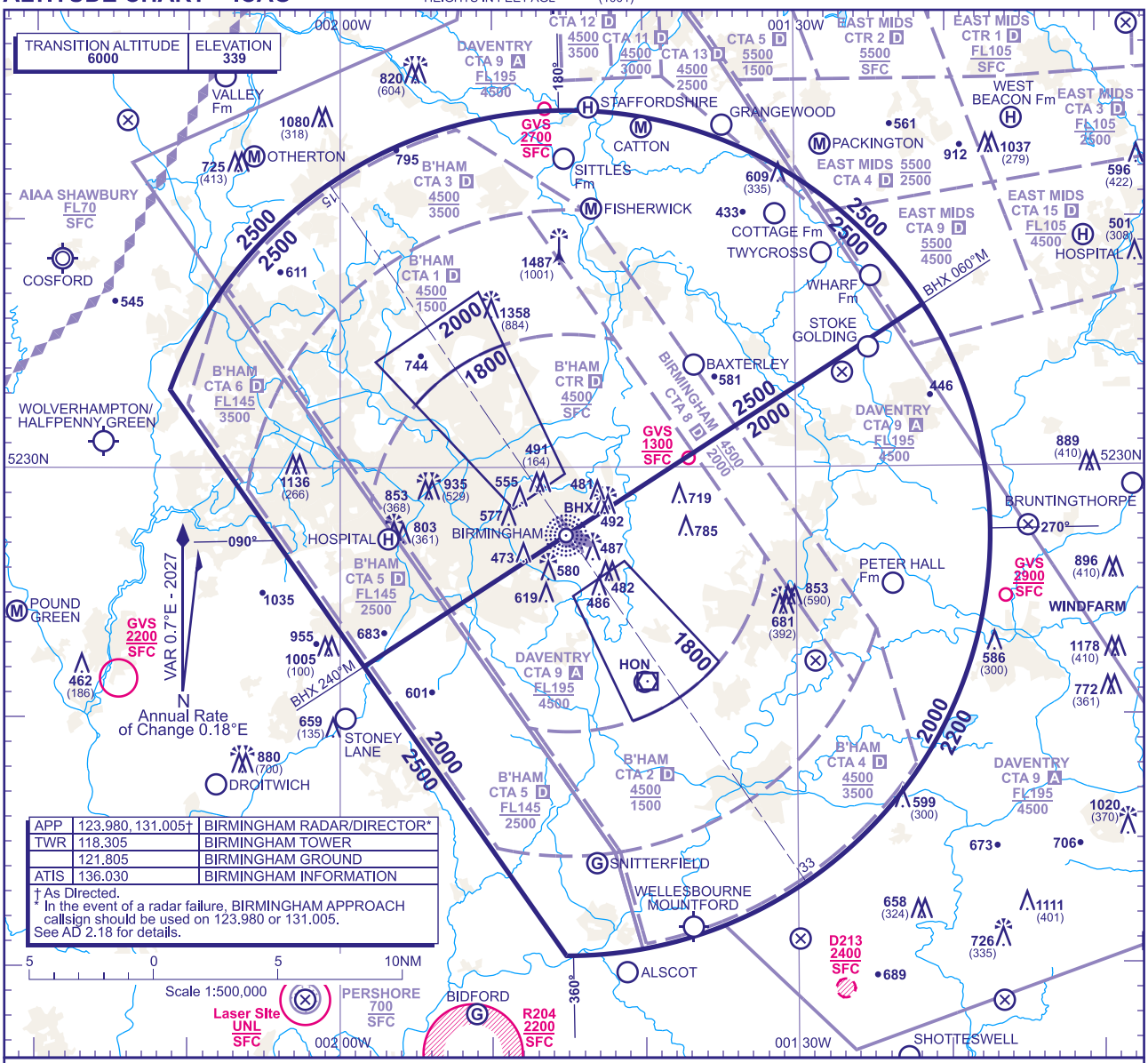
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1487
HEIGHTS IN FEET AGL (1001)



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; 522201N 0015826W - 523630N 0012133W thence clockwise by an arc of a circle radius 17NM centred on 522722N 0014502W to 521023N 0014512W - 522201N 0015826W.

b) **2500** in the sector defined by the lateral limits; 522201N 0015826W - 523630N 0012133W thence anti-clockwise by an arc of a circle radius 17NM centred on 522722N 0014502W to 523308N 0021112W - 522201N 0015826W.

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) BHX**†.

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) BHX**†.

† 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 BHX NDB.
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° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (6/26): MAG INFO REVISED. COVENTRY AIRPORT CLOSED.

AERO INFO DATE 18 MAR 26

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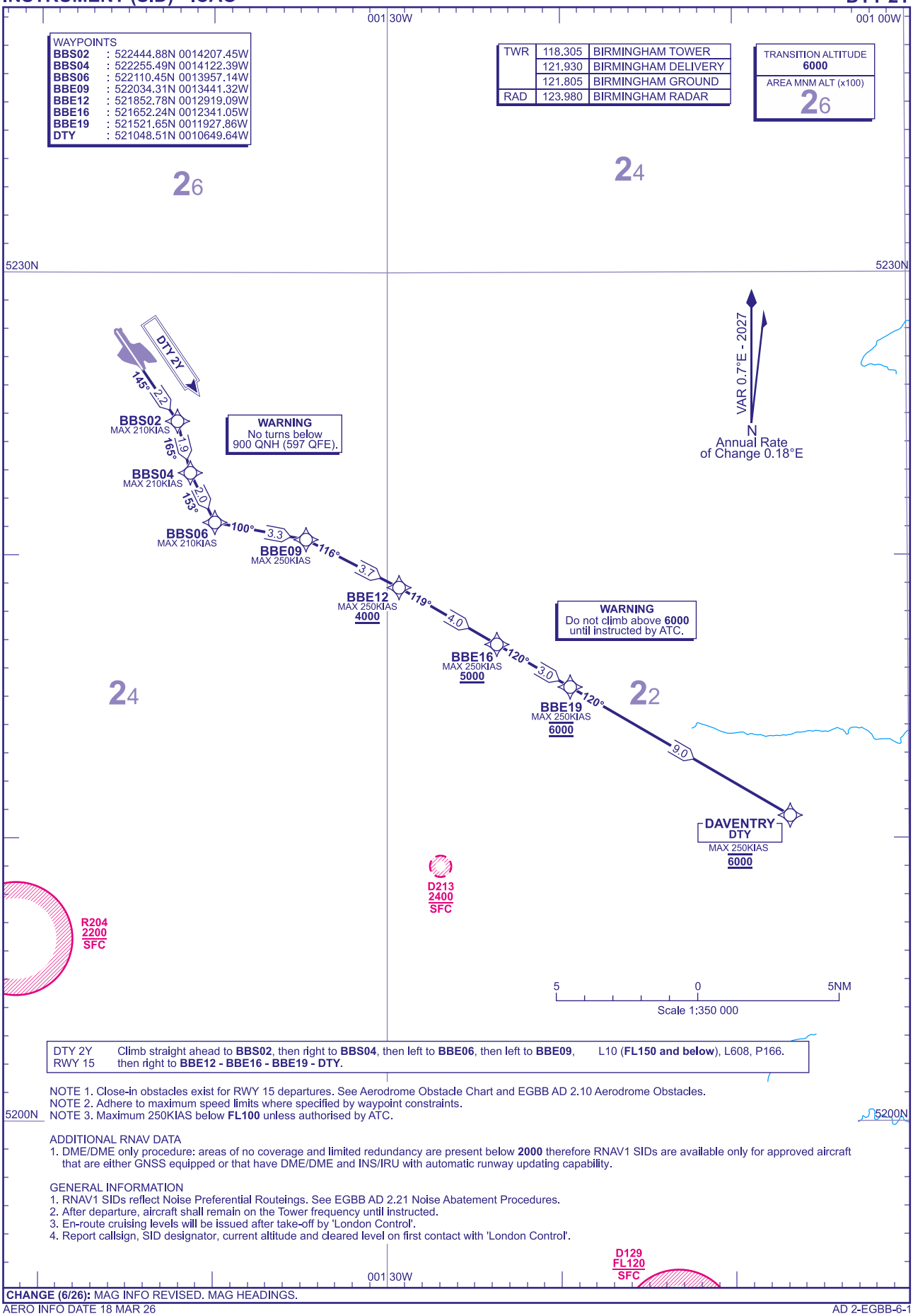
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

BIRMINGHAM
RWY 15
DTY 2Y



DTY 2Y / RWY 15: Climb straight ahead to **BBS02**, then right to **BBS04**, then left to **BBE06**, then left to **BBE09**, then right to **BBE12 - BBE16 - BBE19 - DTY**. L10 (**FL150 and below**), L608, P166.

NOTE 1. Close-in obstacles exist for RWY 15 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below **2000** therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

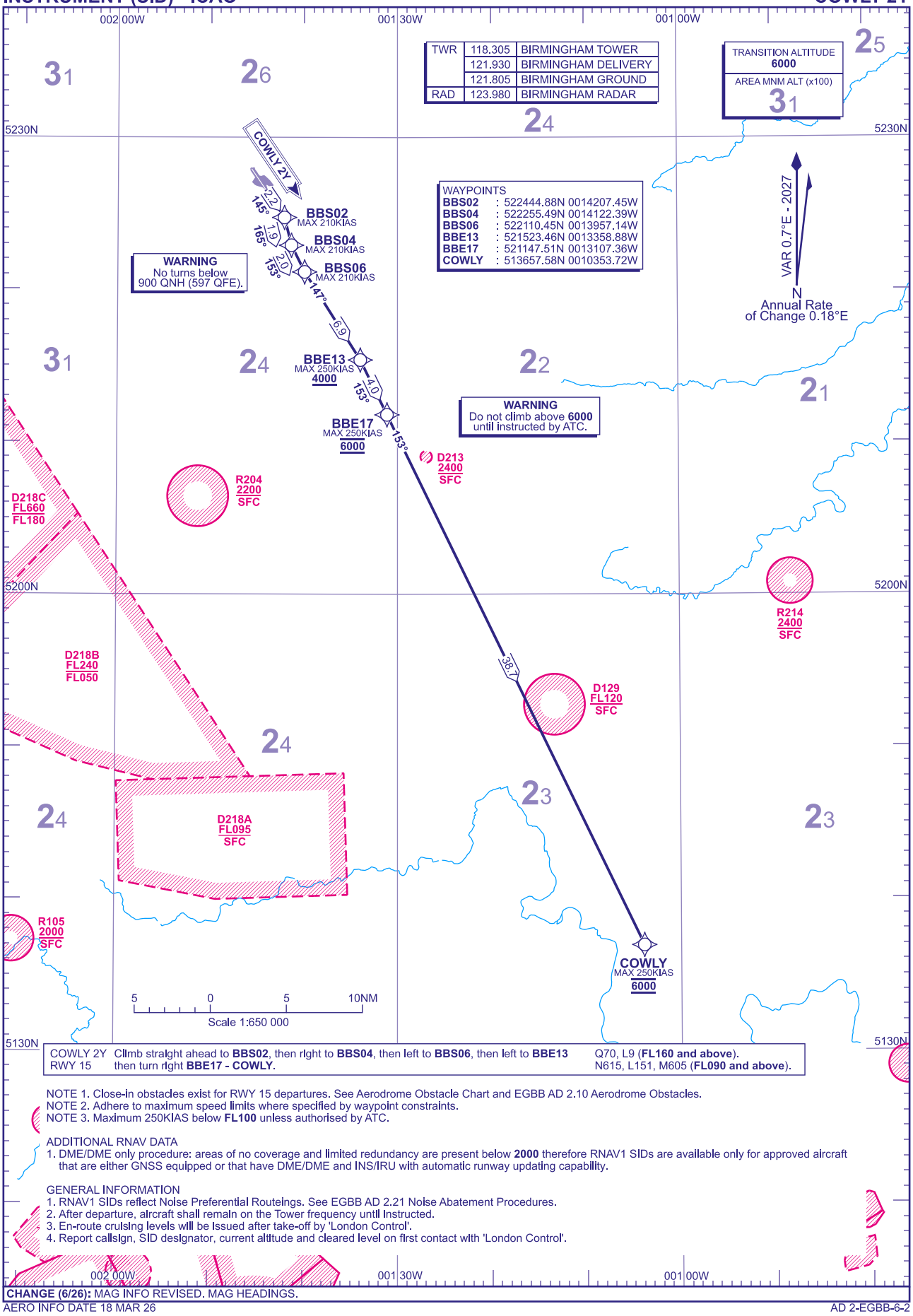
CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 18 MAR 26

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

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

BIRMINGHAM
RWY 15
COWLY 2Y



COWLY 2Y RWY 15	Climb straight ahead to **BBS02**, then right to **BBS04**, then left to **BBS06**, then left to **BBE13** then turn right **BBE17 - COWLY**.	Q70, L9 (**FL160 and above**). N615, L151, M605 (**FL090 and above**).

NOTE 1. Close-in obstacles exist for RWY 15 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below **2000** therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

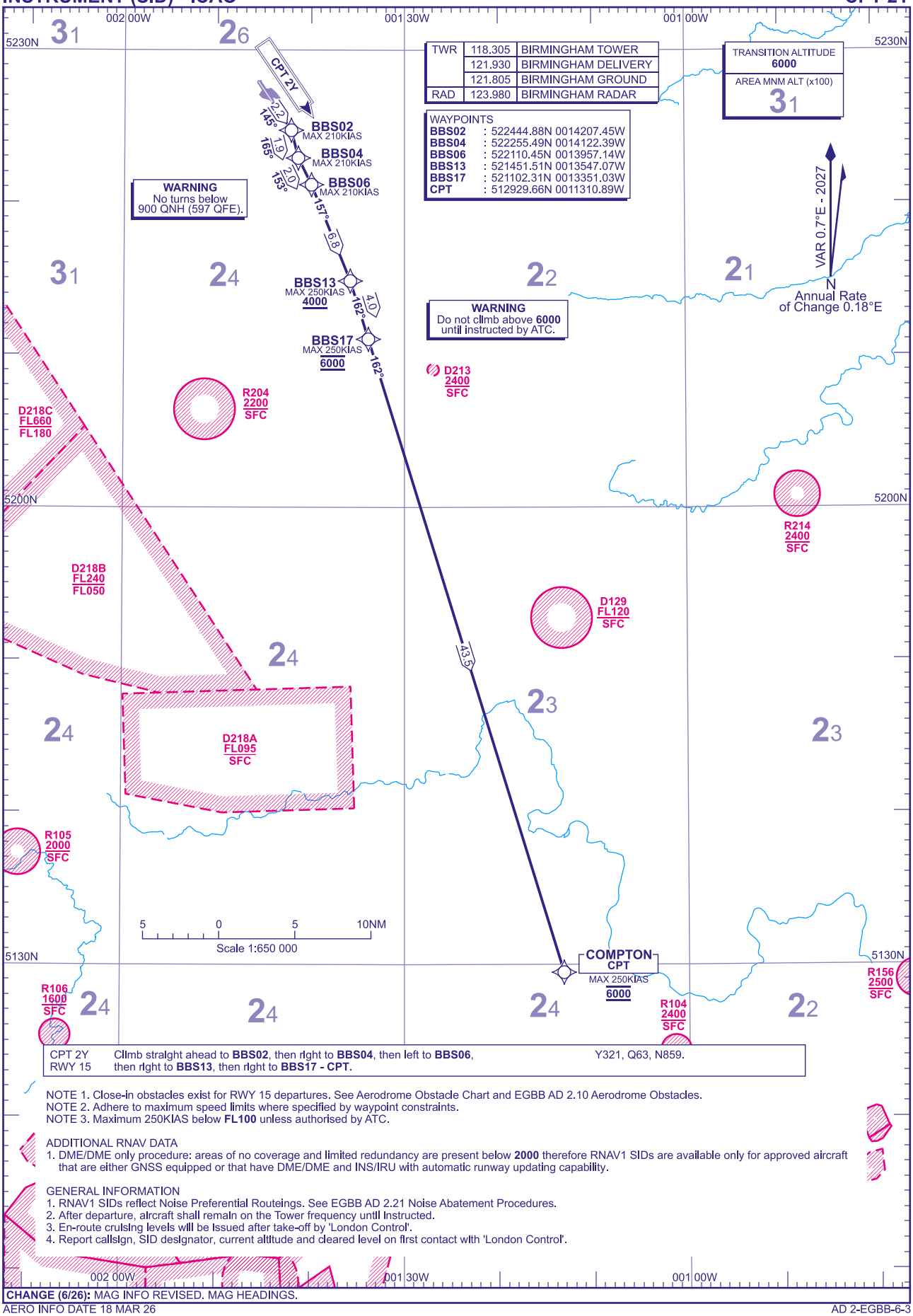
GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.
AERO INFO DATE 18 MAR 26
AD 2-EGBB-6-2

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

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

BIRMINGHAM
RWY 15
CPT 2Y



CPT 2Y RWY 15	Climb straight ahead to **BBS02**, then right to **BBS04**, then left to **BBS06**, then right to **BBS13**, then right to **BBS17 - CPT**.	Y321, Q63, N859.

NOTE 1. Close-in obstacles exist for RWY 15 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below **2000** therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

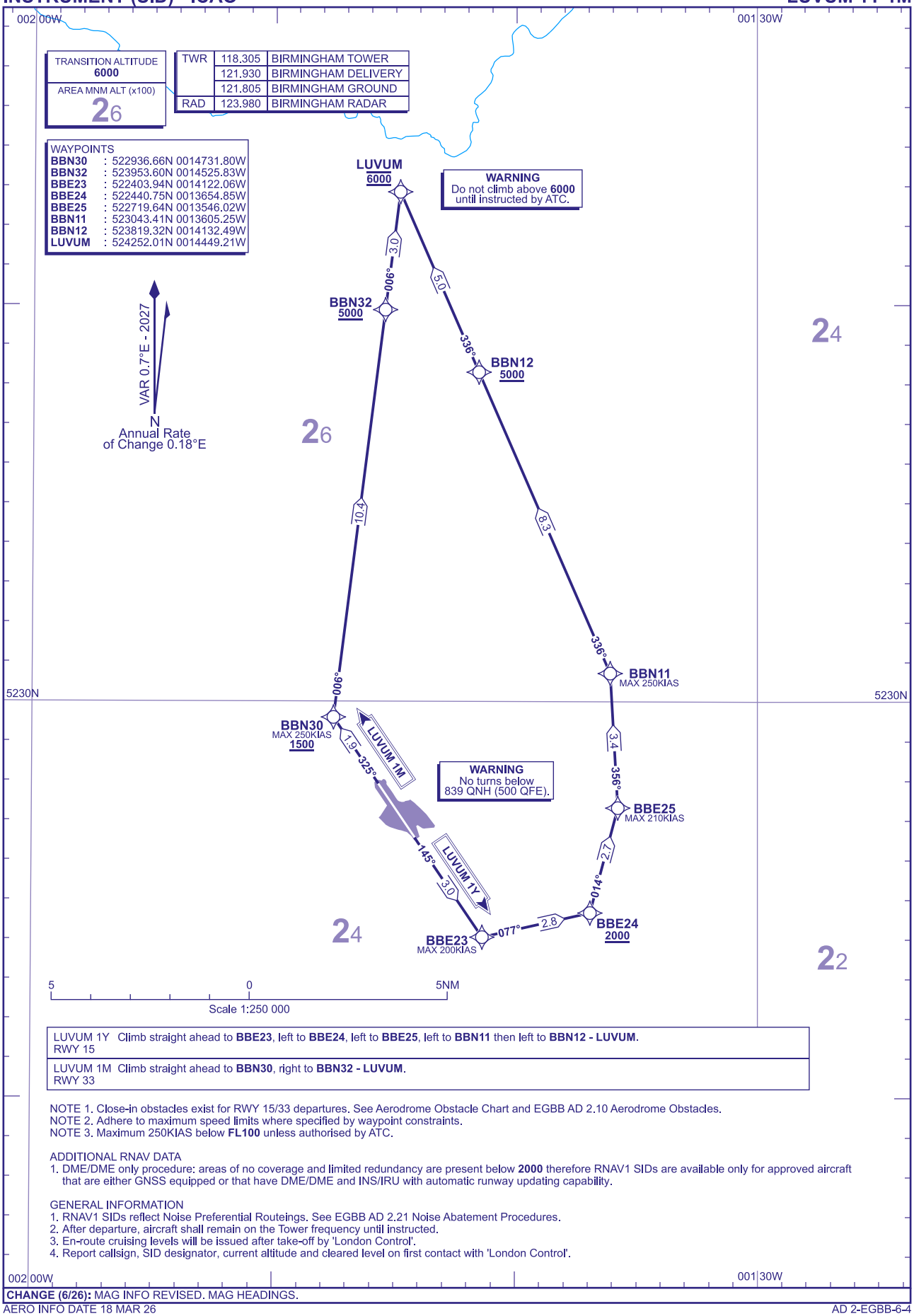
GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.
AERO INFO DATE 18 MAR 26
AD 2-EGBB-6-3

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

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

BIRMINGHAM
RWY 15/33
LUVUM 1Y 1M



LUVUM 1Y RWY 15	Climb straight ahead to **BBE23**, left to **BBE24**, left to **BBE25**, left to **BBN11** then left to **BBN12 - LUVUM**.
LUVUM 1M RWY 33	Climb straight ahead to **BBN30**, right to **BBN32 - LUVUM**.

NOTE 1. Close-in obstacles exist for RWY 15/33 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below **2000** therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

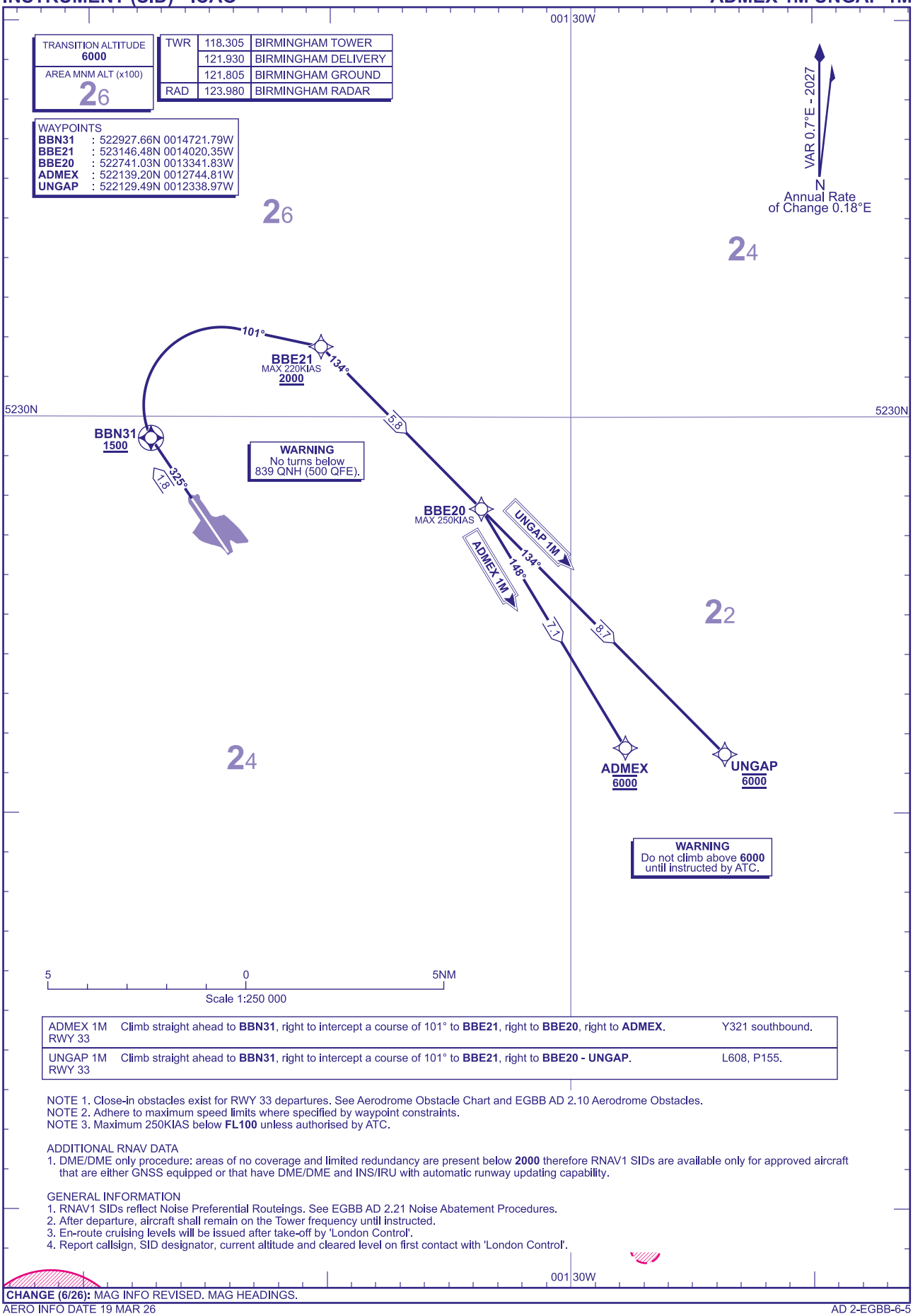
GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.
AERO INFO DATE 18 MAR 26
AD 2-EGBB-6-4

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

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

BIRMINGHAM
RWY 33
ADMEX 1M UNGAP 1M



ADMEX 1M RWY 33	Climb straight ahead to **BBN31**, right to intercept a course of 101° to **BBE21**, right to **BBE20**, right to **ADMEX**.	Y321 southbound.
UNGAP 1M RWY 33	Climb straight ahead to **BBN31**, right to intercept a course of 101° to **BBE21**, right to **BBE20 - UNGAP**.	L608, P155.

NOTE 1. Close-in obstacles exist for RWY 33 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below **2000** therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

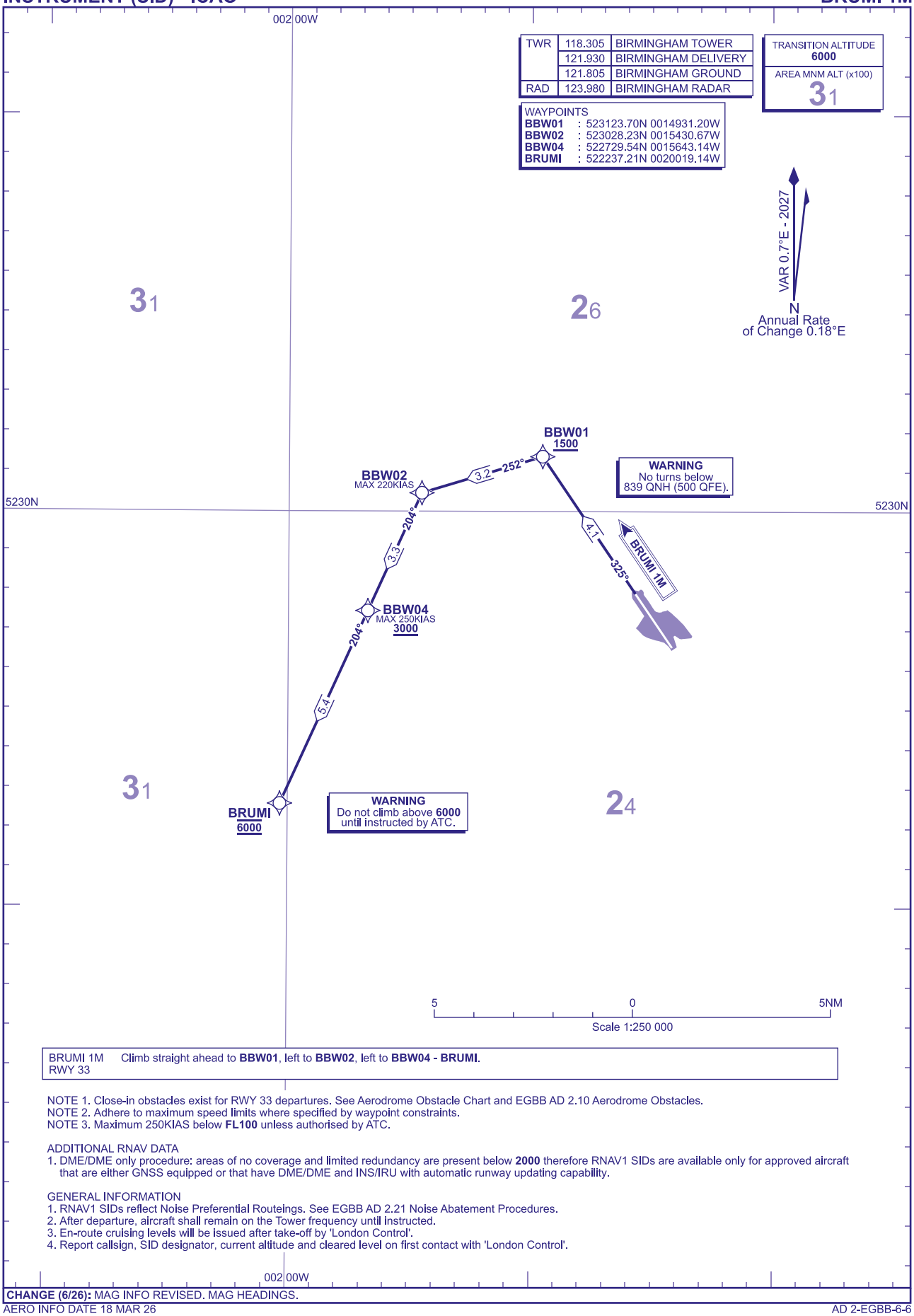
AERO INFO DATE 19 MAR 26
AD 2-EGBB-6-5

I

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

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

BIRMINGHAM
RWY 33
BRUMI 1M



BRUMI 1M RWY 33 Climb straight ahead to **BBW01**, left to **BBW02**, left to **BBW04 - BRUMI**.

NOTE 1. Close-in obstacles exist for RWY 33 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below **2000** therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.
AERO INFO DATE 18 MAR 26
AD 2-EGBB-6-6

Standard Instrument Departure Coding Tables

BIRMINGHAM Runway 15 DTY 2Y

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
DTY2Y	001	CA	-	-	-	145° (145.8°)	0.7	-	-	+900	-210	RNAV1
DTY2Y	002	CF	BBS02	522444.88N 0014207.45W	N	145° (145.8°)	0.7	2.2	RIGHT	-	-210	RNAV1
DTY2Y	003	TF	BBS04	522255.49N 0014122.39W	N	165° (165.9°)	0.7	1.9	LEFT	-	-210	RNAV1
DTY2Y	004	TF	BBS06	522110.45N 0013957.14W	N	153° (153.6°)	0.7	2.0	LEFT	-	-210	RNAV1
DTY2Y	005	TF	BBE09	522034.31N 0013441.32W	N	100° (100.5°)	0.7	3.3	RIGHT	-	-250	RNAV1
DTY2Y	006	TF	BBE12	521852.78N 0012919.09W	N	116° (117.2°)	0.7	3.7	RIGHT	+4000	-250	RNAV1
DTY2Y	007	TF	BBE16	521652.24N 0012341.05W	N	119° (120.1°)	0.7	4.0	-	+5000	-250	RNAV1
DTY2Y	008	TF	BBE19	521521.65N 0011927.86W	N	120° (120.2°)	0.7	3.0	-	6000	-250	RNAV1
DTY2Y	009	TF	DTY	521048.51N 0010649.64W	N	120° (120.3°)	0.7	9.0	-	6000	-250	RNAV1

BIRMINGHAM Runway 15 COWLY 2Y

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
COWLY2Y	001	CA	-	-	-	145° (145.8°)	0.7	-	-	+900	-210	RNAV1
COWLY2Y	002	CF	BBS02	522444.88N 0014207.45W	N	145° (145.8°)	0.7	2.2	RIGHT	-	-210	RNAV1
COWLY2Y	003	TF	BBS04	522255.49N 0014122.39W	N	165° (165.9°)	0.7	1.9	LEFT	-	-210	RNAV1
COWLY2Y	004	TF	BBS06	522110.45N 0013957.14W	N	153° (153.6°)	0.7	2.0	LEFT	-	-210	RNAV1
COWLY2Y	005	TF	BBE13	521523.46N 0013358.88W	N	147° (147.6°)	0.7	6.9	RIGHT	+4000	-250	RNAV1
COWLY2Y	006	TF	BBE17	521147.51N 0013107.36W	N	153° (154.0°)	0.7	4.0	-	6000	-250	RNAV1
COWLY2Y	007	TF	COWLY	513657.58N 0010353.72W	N	153° (154.0°)	0.7	38.7	-	6000	-250	RNAV1

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 18 MAR 26

Standard Instrument Departure Coding Tables

BIRMINGHAM Runway 15 CPT 2Y

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
CPT2Y	001	CA	-	-	-	145° (145.8°)	0.7	-	-	+900	-210	RNAV1
CPT2Y	002	CF	BBS02	522444.88N 0014207.45W	N	145° (145.8°)	0.7	2.2	RIGHT	-	-210	RNAV1
CPT2Y	003	TF	BBS04	522255.49N 0014122.39W	N	165° (165.9°)	0.7	1.9	LEFT	-	-210	RNAV1
CPT2Y	004	TF	BBS06	522110.45N 0013957.14W	N	153° (153.6°)	0.7	2.0	RIGHT	-	-210	RNAV1
CPT2Y	005	TF	BBS13	521451.51N 0013547.07W	N	157° (157.9°)	0.7	6.8	RIGHT	+4000	-250	RNAV1
CPT2Y	006	TF	BBS17	521102.31N 0013351.03W	N	162° (162.7°)	0.7	4.0	-	6000	-250	RNAV1
CPT2Y	007	TF	CPT	512929.66N 0011310.89W	N	162° (162.7°)	0.7	43.5	-	6000	-250	RNAV1

BIRMINGHAM Runway 15 LUVUM 1Y

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LUVUM1Y	001	CA	-	-	-	145° (145.8°)	0.7	-	-	+839	-	RNAV1
LUVUM1Y	002	CF	BBE23	522403.94N 0014122.06W	N	145° (145.8°)	0.7	3.0	LEFT	-	-200	RNAV1
LUVUM1Y	003	TF	BBE24	522440.75N 0013654.85W	N	077° (077.3°)	0.7	2.8	LEFT	+2000	-	RNAV1
LUVUM1Y	004	TF	BBE25	522719.64N 0013546.02W	N	014° (014.8°)	0.7	2.7	LEFT	-	-210	RNAV1
LUVUM1Y	005	TF	BBN11	523043.41N 0013605.25W	N	356° (356.7°)	0.7	3.4	LEFT	-	-250	RNAV1
LUVUM1Y	006	TF	BBN12	523819.32N 0014132.49W	N	336° (336.4°)	0.7	8.3	-	+5000	-	RNAV1
LUVUM1Y	007	TF	LUVUM	524252.01N 0014449.21W	N	336° (336.3°)	0.7	5.0	-	6000	-	RNAV1

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 18 MAR 26

Standard Instrument Departure Coding Tables

BIRMINGHAM Runway 33 LUVUM 1M

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LUVUM1M	001	CA	-	-	-	325° (325.8°)	0.7	-	-	+839	-	RNAV1
LUVUM1M	002	CF	BBN30	522936.66N 0014731.80W	N	325° (325.8°)	0.7	1.9	RIGHT	+1500	-250	RNAV1
LUVUM1M	003	TF	BBN32	523953.60N 0014525.83W	N	006° (007.1°)	0.7	10.4	-	+5000	-	RNAV1
LUVUM1M	004	TF	LUVUM	524252.01N 0014449.21W	N	006° (007.1°)	0.7	3.0	-	6000	-	RNAV1

BIRMINGHAM Runway 33 ADMEX 1M

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ADMEX1M	001	CA	-	-	-	325° (325.8°)	0.7	-	-	+839	-	RNAV1
ADMEX1M	002	CF	BBN31	522927.66N 0014721.79W	Y	325° (325.8°)	0.7	1.8	RIGHT	+1500	-	RNAV1
ADMEX1M	003	CF	BBE21	523146.48N 0014020.35W	N	101° (102.0°)	0.7	-	RIGHT	+2000	-220	RNAV1
ADMEX1M	004	TF	BBE20	522741.03N 0013341.83W	N	134° (135.2°)	0.7	5.8	RIGHT	-	-250	RNAV1
ADMEX1M	005	TF	ADMEX	522139.20N 0012744.81W	N	148° (148.9°)	0.7	7.1	-	6000	-	RNAV1

BIRMINGHAM Runway 33 UNGAP 1M

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
UNGAP1M	001	CA	-	-	-	325° (325.8°)	0.7	-	-	+839	-	RNAV1
UNGAP1M	002	CF	BBN31	522927.66N 0014721.79W	Y	325° (325.8°)	0.7	1.8	RIGHT	+1500	-	RNAV1
UNGAP1M	003	CF	BBE21	523146.48N 0014020.35W	N	101° (102.0°)	0.7	-	RIGHT	+2000	-220	RNAV1
UNGAP1M	004	TF	BBE20	522741.03N 0013341.83W	N	134° (135.2°)	0.7	5.8	-	-	-250	RNAV1
UNGAP1M	005	TF	UNGAP	522129.49N 0012338.97W	N	134° (135.2°)	0.7	8.7	-	6000	-	RNAV1

BIRMINGHAM Runway 33 BRUMI 1M

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BRUMI1M	001	CA	-	-	-	325° (325.8°)	0.7	-	-	+839	-	RNAV1
BRUMI1M	002	CF	BBW01	523123.70N 0014931.20W	N	325° (325.8°)	0.7	4.1	LEFT	+1500	-	RNAV1
BRUMI1M	003	TF	BBW02	523028.23N 0015430.67W	N	252° (253.1°)	0.7	3.2	LEFT	-	-220	RNAV1
BRUMI1M	004	TF	BBW04	522729.54N 0015643.14W	N	204° (204.4°)	0.7	3.3	-	+3000	-250	RNAV1
BRUMI1M	005	TF	BRUMI	522237.21N 0020019.14W	N	204° (204.3°)	0.7	5.4	-	6000	-	RNAV1

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 18 MAR 26

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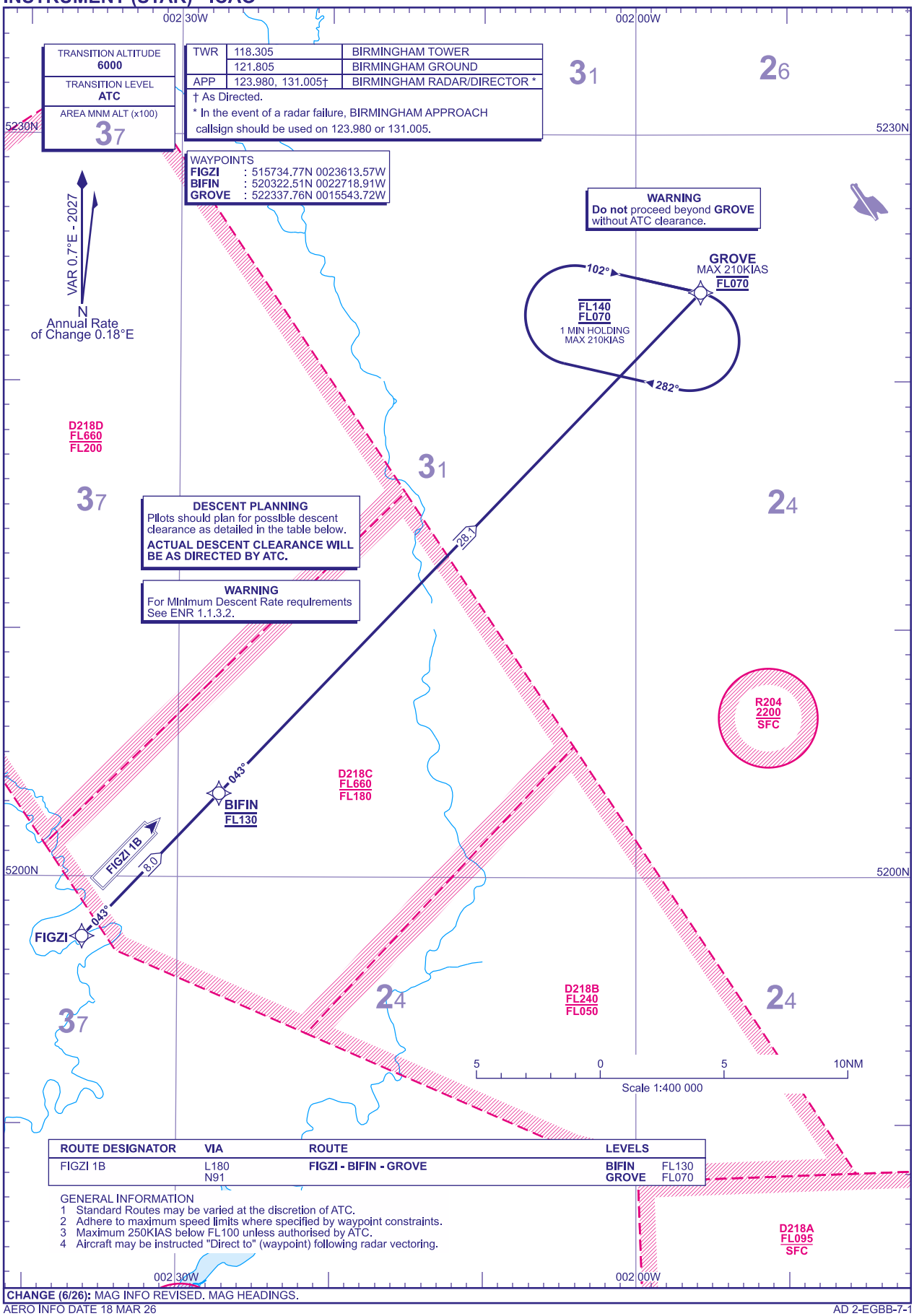
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

BIRMINGHAM FIGZI 1B



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
FIGZI 1B	L180 N91	FIGZI - BIFIN - GROVE	BIFIN GROVE	FL130 FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

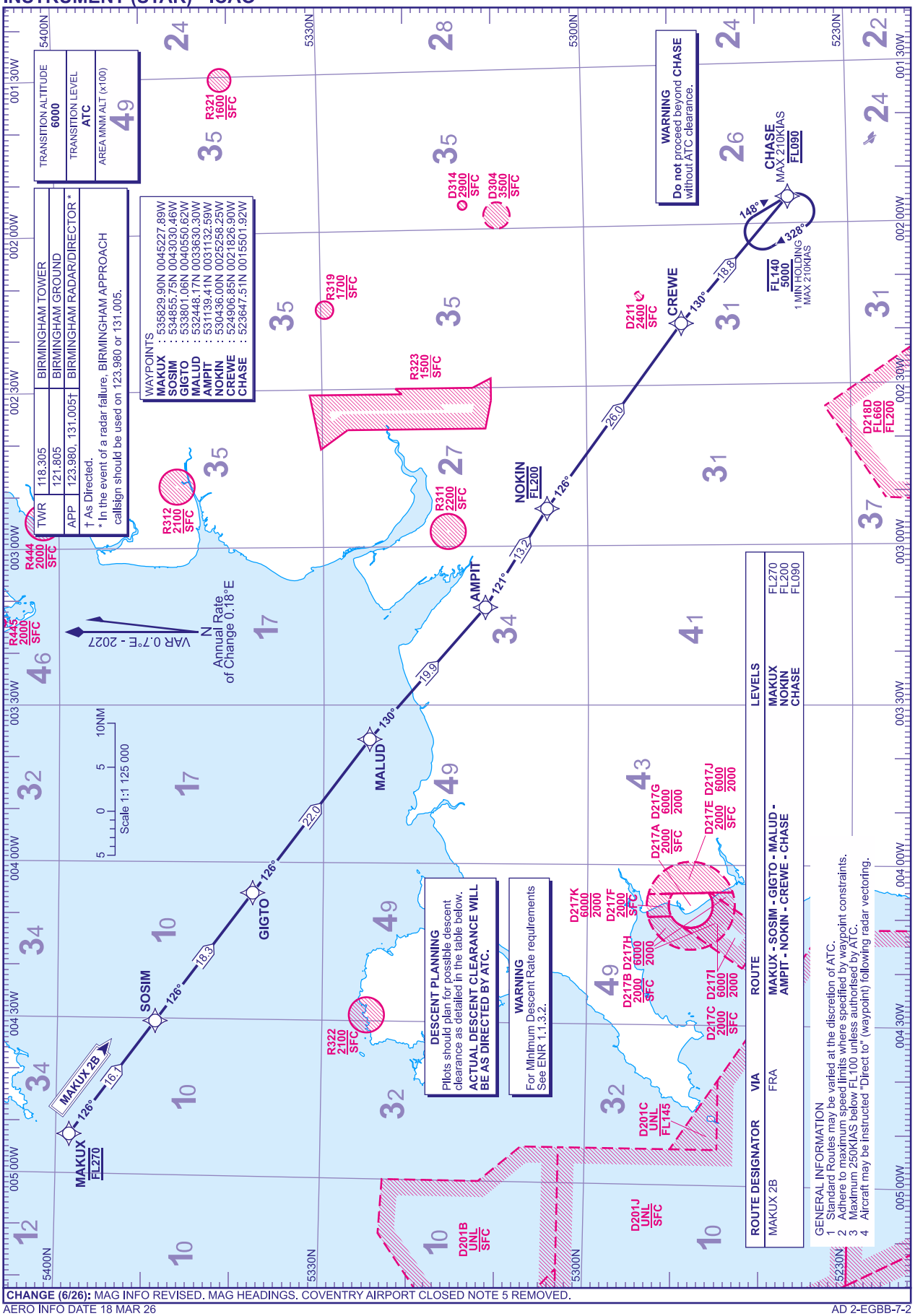
AERO INFO DATE 18 MAR 26

AD 2-EGBB-7-1

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

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

BIRMINGHAM MAKUX 2B



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. COVENTRY AIRPORT CLOSED NOTE 5 REMOVED.

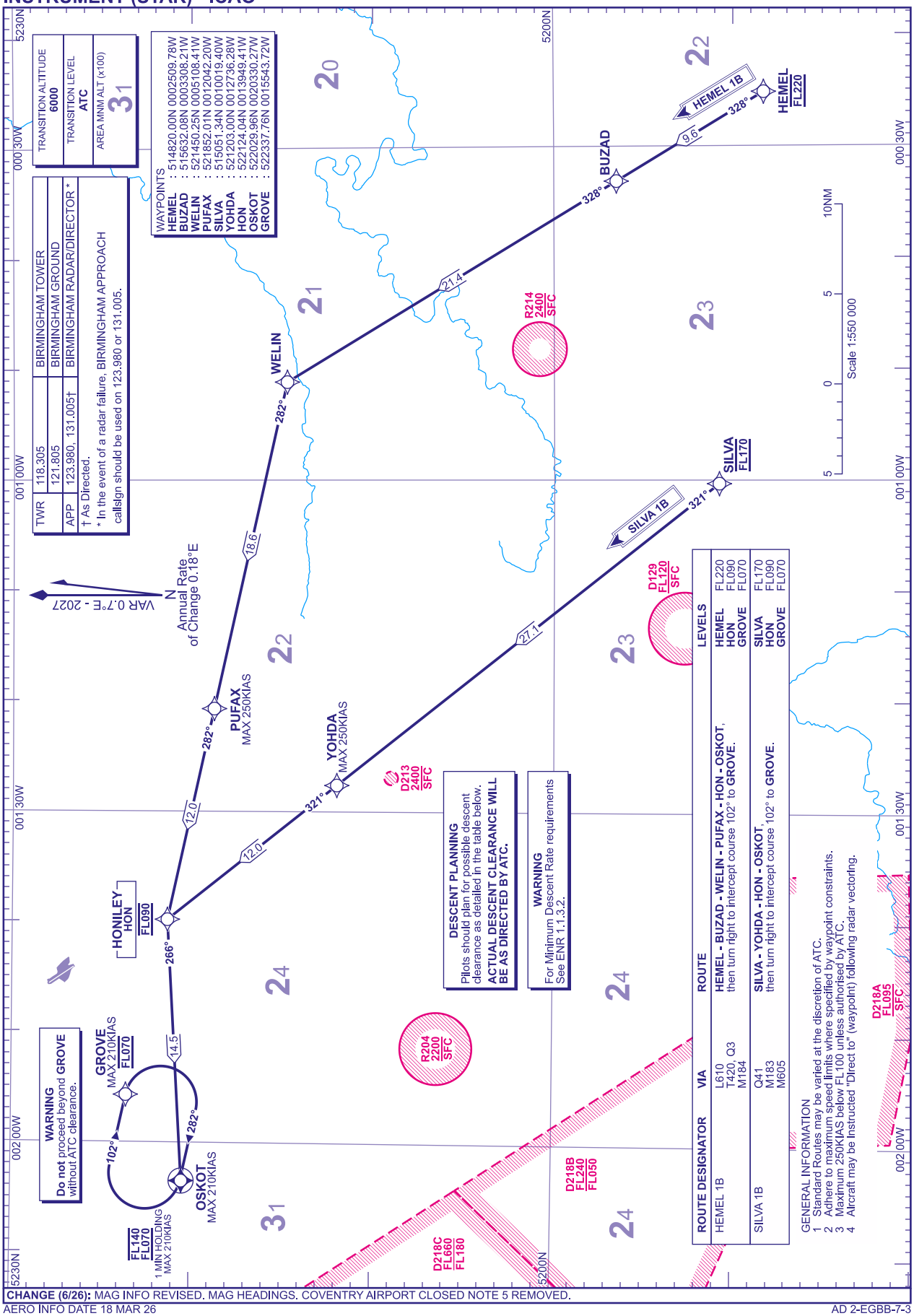
AERO INFO DATE 18 MAR 26

AD 2-EGBB-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

BIRMINGHAM HEMEL 1B SILVA 1B



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. COVENTRY AIRPORT CLOSED NOTE 5 REMOVED.

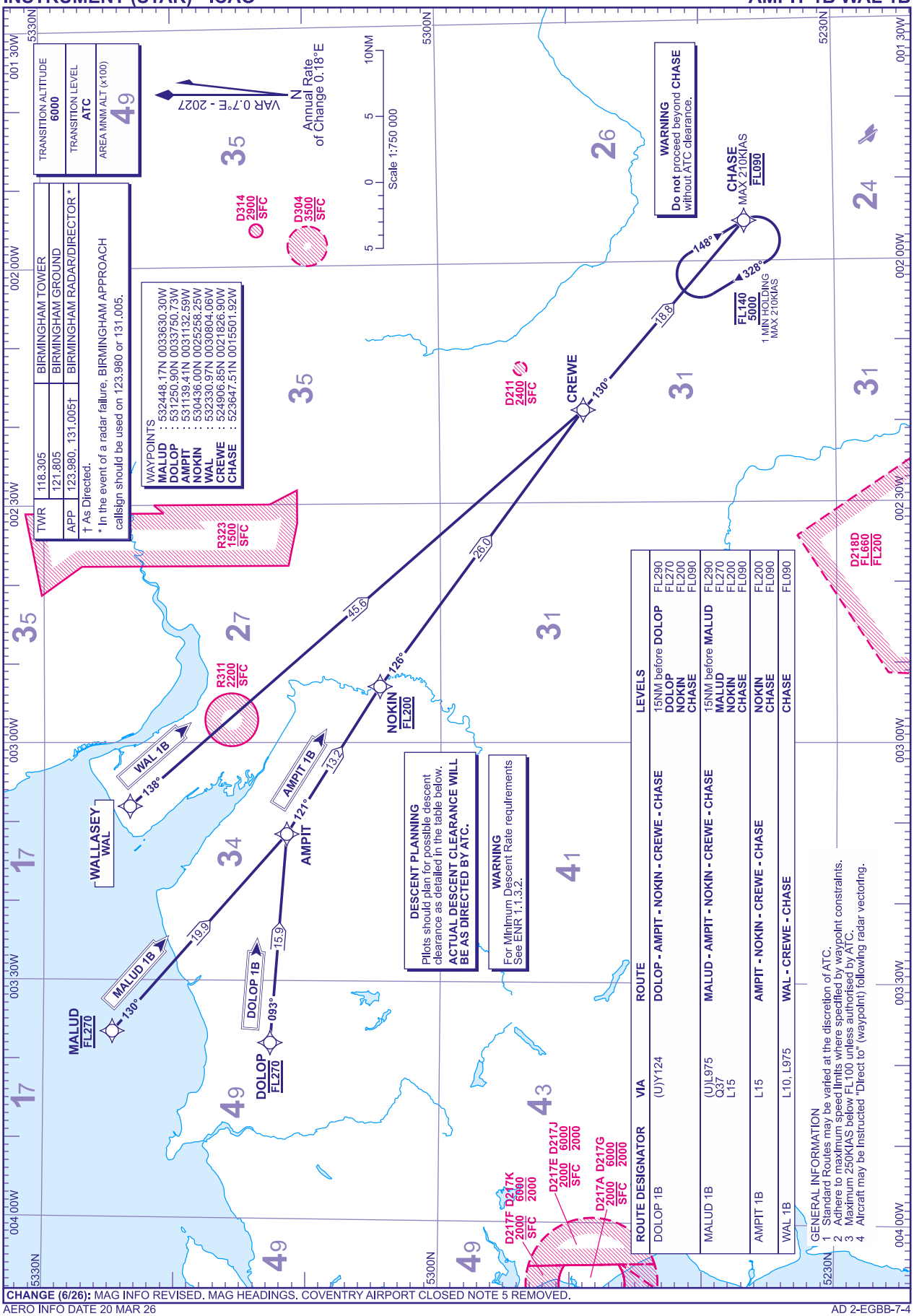
AERO INFO DATE 18 MAR 26

AD 2-EGBB-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

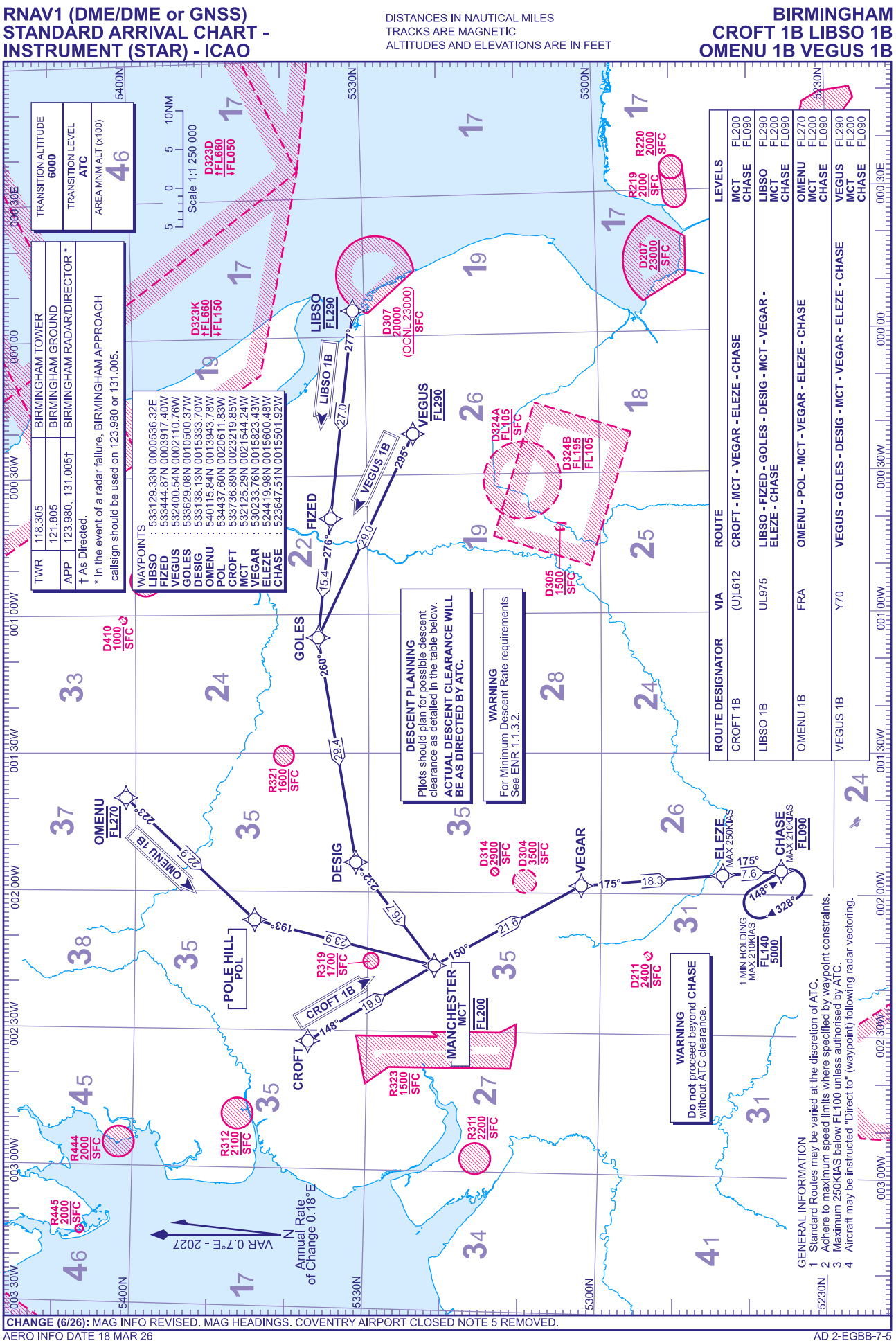
BIRMINGHAM DOLOP 1B MALUD 1B AMPIT 1B WAL 1B



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. COVENTRY AIRPORT CLOSED NOTE 5 REMOVED.

AERO INFO DATE 20 MAR 26

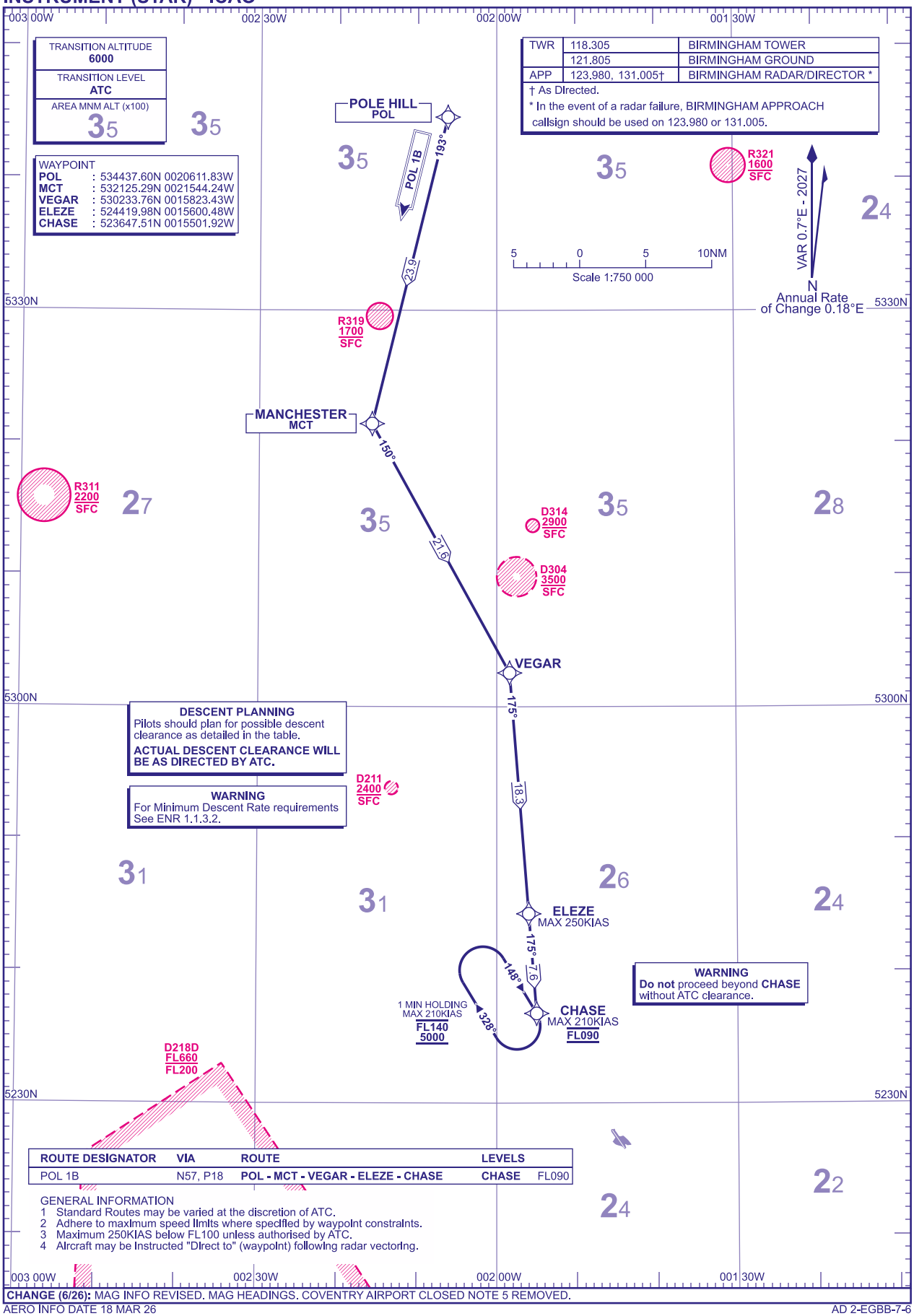
AD 2-EGBB-7-4


RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO
DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
BIRMINGHAM
CROFT 1B LIBSO 1B
OMENU 1B VEGUS 1B
TRANSITION ALTITUDE 6000
TRANSITION LEVEL ATC
AREA MNM ALT (x100) 46
Scale 1:1 250 000
TWR 118.305 BIRMINGHAM TOWER
121.805 BIRMINGHAM GROUND
APP 123.980, 131.005† BIRMINGHAM RADAR/DIRECTOR *
† As Directed.
* In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.
WAYPOINTS
LIBSO 533129.33N 0000536.32E
FIZED 533444.87N 0003917.40W
VEGUS 532400.54N 0002110.76W
GOLES 533629.08N 0010500.37W
DESIG 533138.13N 0015333.70W
OMENU 540115.84N 0013943.78W
POL 534437.60N 0020611.83W
CROFT 533736.89N 0023219.85W
MCT 532125.29N 0021544.24W
VEGAR 530233.76N 0015823.43W
ELEZE 524419.98N 0015600.48W
CHASE 523647.51N 0015501.92W
ROUTE DESIGNATOR | VIA | ROUTE | LEVELS
CROFT 1B | (U)L612 | CROFT - MCT - VEGAR - ELEZE - CHASE | MCT FL200 CHASE FL090
LIBSO 1B | UL975 | LIBSO - FIZED - GOLES - DESIG - MCT - VEGAR - ELEZE - CHASE | LIBSO FL290 MCT FL200 CHASE FL090
OMENU 1B | FRA | OMENU - POL - MCT - VEGAR - ELEZE - CHASE | OMENU FL270 MCT FL200 CHASE FL090
VEGUS 1B | Y70 | VEGUS - GOLES - DESIG - MCT - VEGAR - ELEZE - CHASE | VEGUS FL290 MCT FL200 CHASE FL090
DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.
WARNING
Do not proceed beyond CHASE without ATC clearance.
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.
VAR 0.7°E - 2027
Annual Rate of Change 0.18°E
LIBSO FL290
FIZED
VEGUS FL290
GOLES
DESIG
OMENU FL270
POL
CROFT
MCT FL200
VEGAR
ELEZE MAX 250KIAS
CHASE MAX 210KIAS FL090
MANCHESTER
POLE HILL
1 MIN HOLDING MAX 210KIAS FL140 5000
D323D ↑FL660 ↓FL050
D323K ↑FL660 ↓FL150
D307 20000 (OCNL 23000) SFC
D324A FL105 SFC
D324B FL195 FL105
D305 1500 SFC
D207 23000 SFC
R220 2000 SFC
R219 2000 SFC
D410 1000 SFC
R321 1600 SFC
D314 2900 SFC
D304 3500 SFC
R319 1700 SFC
R323 1500 SFC
R311 2200 SFC
R312 2100 SFC
R444 2000 SFC
R445 2000 SFC
D211 2400 SFC
CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. COVENTRY AIRPORT CLOSED NOTE 5 REMOVED.
AERO INFO DATE 18 MAR 26
AD 2-EGBB-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

BIRMINGHAM
POL 1B



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. COVENTRY AIRPORT CLOSED NOTE 5 REMOVED.

AERO INFO DATE 18 MAR 26

AD 2-EGBB-7-6

Standard Instrument Arrival Coding Tables

BIRMINGHAM FIGZI 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
FIGZI1B	001	IF	FIGZI	515734.77N 0023613.57W	N	-	-	-	-	-	-	RNAV1
FIGZI1B	002	TF	BIFIN	520322.51N 0022718.91W	N	043° (043.4°)	0.7	8.0	-	FL130	-	RNAV1
FIGZI1B	003	TF	GROVE	522337.76N 0015543.72W	N	043° (043.6°)	0.7	28.1	-	FL070	-210	RNAV1

BIRMINGHAM MAKUX 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
MAKUX2B	001	IF	MAKUX	535829.90N 0045227.89W	N	-	-	-	-	FL270	-	RNAV1
MAKUX2B	002	TF	SOSIM	534855.75N 0043030.46W	N	126° (126.3°)	0.7	16.1	-	-	-	RNAV1
MAKUX2B	003	TF	GIGTO	533801.06N 0040550.62W	N	126° (126.6°)	0.7	18.3	-	-	-	RNAV1
MAKUX2B	004	TF	MALUD	532448.17N 0033630.30W	N	126° (126.9°)	0.7	22.0	RIGHT	-	-	RNAV1
MAKUX2B	005	TF	AMPIT	531139.41N 0031132.59W	N	130° (131.2°)	0.7	19.9	LEFT	-	-	RNAV1
MAKUX2B	006	TF	NOKIN	530436.00N 0025258.25W	N	121° (122.2°)	0.7	13.2	RIGHT	FL200	-	RNAV1
MAKUX2B	007	TF	CREWE	524906.85N 0021826.90W	N	126° (126.4°)	0.7	26.0	RIGHT	-	-	RNAV1
MAKUX2B	008	TF	CHASE	523647.51N 0015501.92W	N	130° (130.8°)	0.7	18.8	-	FL090	-210	RNAV1

BIRMINGHAM HEMEL 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
HEMEL1B	001	IF	HEMEL	514820.00N 0002509.78W	N	-	-	-	-	FL220	-	RNAV5
HEMEL1B	002	TF	BUZAD	515632.08N 0003308.21W	N	328° (329.0°)	0.7	9.6	-	-	-	RNAV5
HEMEL1B	003	TF	WELIN	521450.25N 0005108.41W	N	328° (328.9°)	0.7	21.4	LEFT	-	-	RNAV5
HEMEL1B	004	TF	PUFAX	521852.01N 0012042.20W	N	282° (282.7°)	0.7	18.6	-	-	-250	RNAV5
HEMEL1B	005	TF	HON	522124.04N 0013949.41W	N	282° (282.3°)	0.7	12.0	LEFT	FL090	-	RNAV5
HEMEL1B	006	TF	OSKOT	522029.96N 0020330.27W	Y	266° (266.6°)	0.7	14.5	RIGHT	-	-210	RNAV5
HEMEL1B	007	CF	GROVE	522337.76N 0015543.72W	N	102° (103.0°)	0.7	-	-	FL070	-210	RNAV5

BIRMINGHAM SILVA 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
SILVA1B	001	IF	SILVA	515051.34N 0010019.40W	N	-	-	-	-	FL170	-	RNAV5
SILVA1B	002	TF	YOHDA	521203.00N 0012736.28W	N	321° (321.7°)	0.7	27.1	-	-	-250	RNAV5
SILVA1B	003	TF	HON	522124.04N 0013949.41W	N	321° (321.4°)	0.7	12.0	LEFT	FL090	-	RNAV5
SILVA1B	004	TF	OSKOT	522029.96N 0020330.27W	Y	266° (266.6°)	0.7	14.6	RIGHT	-	-210	RNAV5
SILVA1B	005	CF	GROVE	522337.76N 0015543.72W	N	102° (103.0°)	0.7	-	-	FL070	-210	RNAV5

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 18 MAR 26

Standard Instrument Arrival Coding Tables

BIRMINGHAM DOLOP 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
DOLOP1B	001	IF	DOLOP	531250.90N 0033750.73W	N	-	-	-	-	FL270	-	RNAV5
DOLOP1B	002	TF	AMPIT	531139.41N 0031132.59W	N	093° (094.1°)	0.7	15.9	RIGHT	-	-	RNAV5
DOLOP1B	003	TF	NOKIN	530436.00N 0025258.25W	N	121° (122.2°)	0.7	13.2	RIGHT	FL200	-	RNAV5
DOLOP1B	004	TF	CREWE	524906.85N 0021826.90W	N	126° (126.4°)	0.7	26.0	RIGHT	-	-	RNAV5
DOLOP1B	005	TF	CHASE	523647.51N 0015501.92W	N	130° (130.8°)	0.7	18.8	-	FL090	-210	RNAV5

BIRMINGHAM MALUD 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
MALUD1B	001	IF	MALUD	532448.17N 0033630.30W	N	-	-	-	-	FL270	-	RNAV5
MALUD1B	002	TF	AMPIT	531139.41N 0031132.59W	N	130° (131.2°)	0.7	19.9	LEFT	-	-	RNAV5
MALUD1B	003	TF	NOKIN	530436.00N 0025258.25W	N	121° (122.2°)	0.7	13.2	RIGHT	FL200	-	RNAV5
MALUD1B	004	TF	CREWE	524906.85N 0021826.90W	N	126° (126.4°)	0.7	26.0	RIGHT	-	-	RNAV5
MALUD1B	005	TF	CHASE	523647.51N 0015501.92W	N	130° (130.8°)	0.7	18.8	-	FL090	-210	RNAV5

BIRMINGHAM AMPIT 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
AMPIT1B	001	IF	AMPIT	531139.41N 0031132.59W	N	-	-	-	-	-	-	RNAV5
AMPIT1B	002	TF	NOKIN	530436.00N 0025258.25W	N	121° (122.2°)	0.7	13.2	RIGHT	FL200	-	RNAV5
AMPIT1B	003	TF	CREWE	524906.85N 0021826.90W	N	126° (126.4°)	0.7	26.0	RIGHT	-	-	RNAV5
AMPIT1B	004	TF	CHASE	523647.51N 0015501.92W	N	130° (130.8°)	0.7	18.8	-	FL090	-210	RNAV5

BIRMINGHAM WAL 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
WAL1B	001	IF	WAL	532330.97N 0030804.06W	N	-	-	-	-	-	-	RNAV5
WAL1B	002	TF	CREWE	524906.85N 0021826.90W	N	138° (138.7°)	0.7	45.6	LEFT	-	-	RNAV5
WAL1B	003	TF	CHASE	523647.51N 0015501.92W	N	130° (130.8°)	0.7	18.8	-	FL090	-210	RNAV5

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 18 MAR 26

Standard Instrument Arrival Coding Tables

BIRMINGHAM CROFT 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
CROFT1B	001	IF	CROFT	533736.89N 0023219.85W	N	-	-	-	-	-	-	RNAV1
CROFT1B	002	TF	MCT	532125.29N 0021544.24W	N	148° (148.5°)	0.7	19.0	-	FL200	-	RNAV1
CROFT1B	003	TF	VEGAR	530233.76N 0015823.43W	N	150° (151.0°)	0.7	21.6	RIGHT	-	-	RNAV1
CROFT1B	004	TF	ELEZE	524419.98N 0015600.48W	N	175° (175.5°)	0.7	18.3	-	-	-250	RNAV1
CROFT1B	005	TF	CHASE	523647.51N 0015501.92W	N	175° (175.5°)	0.7	7.6	-	FL090	-210	RNAV1

BIRMINGHAM LIBSO 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
LIBSO1B	001	IF	LIBSO	533129.33N 0000536.32E	N	-	-	-	-	FL290	-	RNAV1
LIBSO1B	002	TF	FIZED	533444.87N 0003917.40W	N	277° (277.3°)	0.7	27.0	-	-	-	RNAV1
LIBSO1B	003	TF	GOLES	533629.08N 0010500.37W	N	276° (276.6°)	0.7	15.4	LEFT	-	-	RNAV1
LIBSO1B	004	TF	DESIG	533138.13N 0015333.70W	N	260° (260.8°)	0.7	29.4	LEFT	-	-	RNAV1
LIBSO1B	005	TF	MCT	532125.29N 0021544.24W	N	232° (232.5°)	0.7	16.7	LEFT	FL200	-	RNAV1
LIBSO1B	006	TF	VEGAR	530233.76N 0015823.43W	N	150° (151.0°)	0.7	21.6	RIGHT	-	-	RNAV1
LIBSO1B	007	TF	ELEZE	524419.98N 0015600.48W	N	175° (175.5°)	0.7	18.3	-	-	-250	RNAV1
LIBSO1B	008	TF	CHASE	523647.51N 0015501.92W	N	175° (175.5°)	0.7	7.6	-	FL090	-210	RNAV1

BIRMINGHAM OMENU 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
OMENU1B	001	IF	OMENU	540115.84N 0013943.78W	N	-	-	-	-	FL270	-	RNAV1
OMENU1B	002	TF	POL	534437.60N 0020611.83W	N	223° (223.4°)	0.7	22.9	LEFT	-	-	RNAV1
OMENU1B	003	TF	MCT	532125.29N 0021544.24W	N	193° (193.8°)	0.7	23.9	LEFT	FL200	-	RNAV1
OMENU1B	004	TF	VEGAR	530233.76N 0015823.43W	N	150° (151.0°)	0.7	21.6	RIGHT	-	-	RNAV1
OMENU1B	005	TF	ELEZE	524419.98N 0015600.48W	N	175° (175.5°)	0.7	18.3	-	-	-250	RNAV1
OMENU1B	006	TF	CHASE	523647.51N 0015501.92W	N	175° (175.5°)	0.7	7.6	-	FL090	-210	RNAV1

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 18 MAR 26

Standard Instrument Arrival Coding Tables

BIRMINGHAM VEGUS 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
VEGUS1B	001	IF	VEGUS	532400.54N 0002110.76W	N	-	-	-	-	FL290	-	RNAV1
VEGUS1B	002	TF	GOLES	533629.08N 0010500.37W	N	295° (295.8°)	0.7	29.0	LEFT	-	-	RNAV1
VEGUS1B	003	TF	DESIG	533138.13N 0015333.70W	N	260° (260.8°)	0.7	29.4	LEFT	-	-	RNAV1
VEGUS1B	004	TF	MCT	532125.29N 0021544.24W	N	232° (232.5°)	0.7	16.7	LEFT	FL200	-	RNAV1
VEGUS1B	005	TF	VEGAR	530233.76N 0015823.43W	N	150° (151.0°)	0.7	21.6	RIGHT	-	-	RNAV1
VEGUS1B	006	TF	ELEZE	524419.98N 0015600.48W	N	175° (175.5°)	0.7	18.3	-	-	-250	RNAV1
VEGUS1B	007	TF	CHASE	523647.51N 0015501.92W	N	175° (175.5°)	0.7	7.6	-	FL090	-210	RNAV1

BIRMINGHAM POL 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
POL1B	001	IF	POL	534437.60N 0020611.83W	N	-	-	-	-	-	-	RNAV1
POL1B	002	TF	MCT	532125.29N 0021544.24W	N	193° (193.8°)	0.7	23.9	LEFT	-	-	RNAV1
POL1B	003	TF	VEGAR	530233.76N 0015823.43W	N	150° (151.0°)	0.7	21.6	RIGHT	-	-	RNAV1
POL1B	004	TF	ELEZE	524419.98N 0015600.48W	N	175° (175.5°)	0.7	18.3	-	-	-250	RNAV1
POL1B	005	TF	CHASE	523647.51N 0015501.92W	N	175° (175.5°)	0.7	7.6	-	FL090	-210	RNAV1

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 18 MAR 26

RNAV Hold Coding Tables

BIRMINGHAM GROVE Hold

Designator	Sequence Number	Path Termination	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
GROVE	-	-	GROVE	522337.76N 0015543.72W	Y	102° (102.8°)	0.7	1 MIN	RIGHT	-FL140 +FL070	-210	RNAV1/ RNAV5

BIRMINGHAM CHASE Hold

Designator	Sequence Number	Path Termination	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
CHASE	-	-	CHASE	523647.51N 0015501.92W	Y	148° (148.8°)	0.7	1 MIN	RIGHT	-FL140 +5000	-210	RNAV1/ RNAV5

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 18 MAR 26

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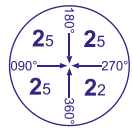
INSTRUMENT APPROACH CHART - ICAO

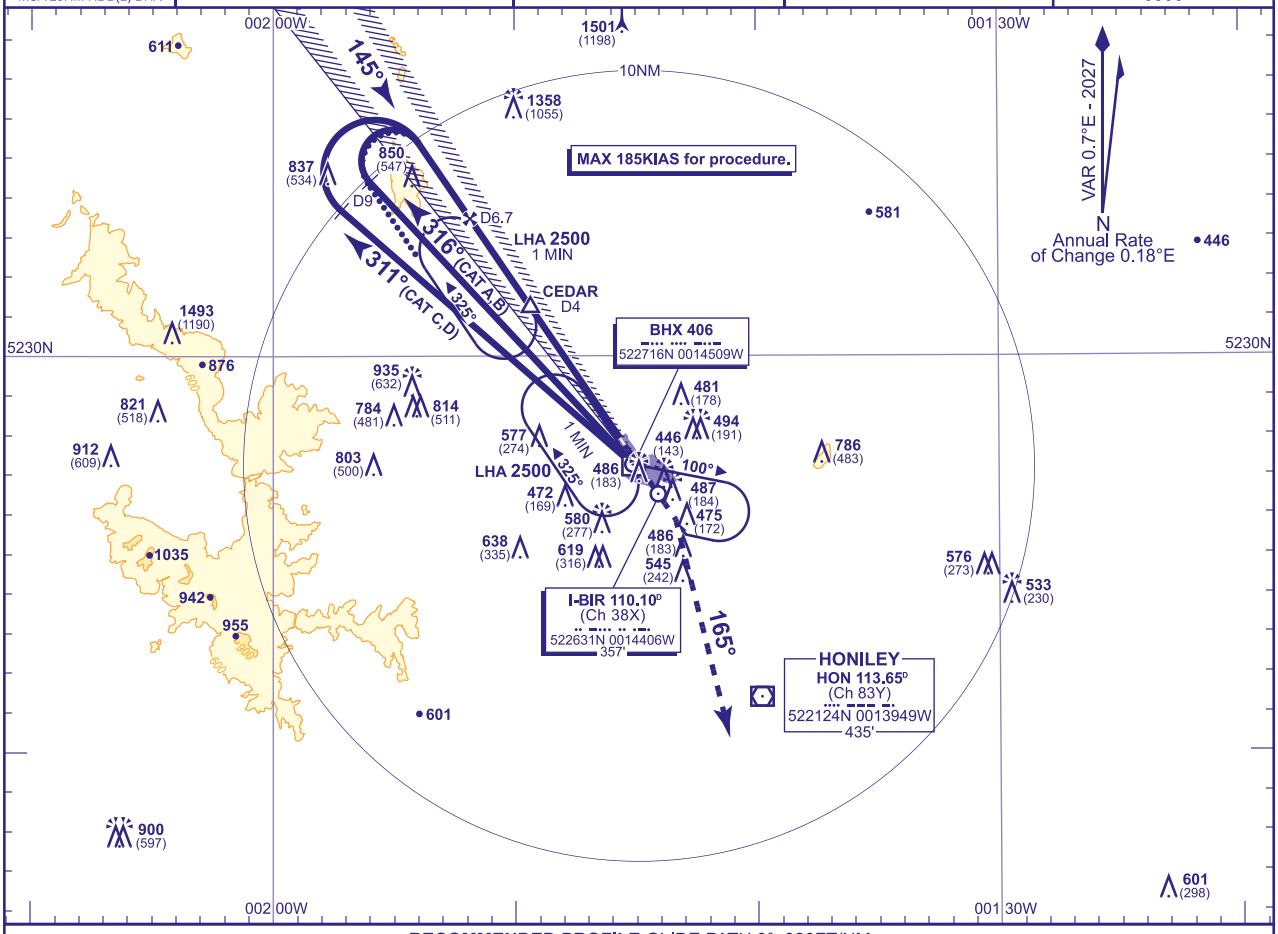
BIRMINGHAM
ILS/DME/NDB(L)
RWY 15
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BHX

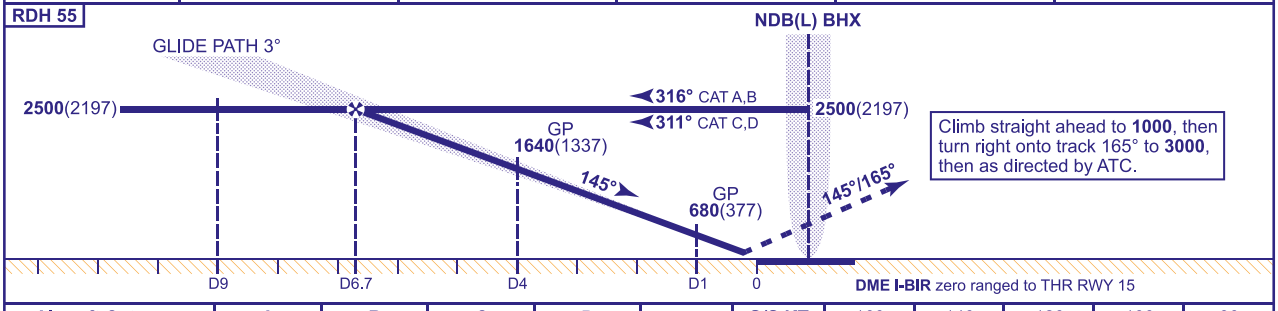
APP 123.980 (131.005 DIRECTOR)	BIRMINGHAM RADAR *	AD ELEVATION	339
TWR 118.305	BIRMINGHAM TOWER	THR ELEVATION	303
121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION 1501 AMSL (1198) (ABOVE THR)	
ATIS 136.030	BIRMINGHAM INFORMATION		
* See Note 2		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-BIR	6	5	4	3	2
ALT(HGT)	**2280**(1977)	**1960**(1657)	**1640**(1337)	**1320**(1017)	**1000**(697)



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**466**(163)	**474**(171)	**485**(182)	**497**(194)
	CAT II	**385**(82)	**388**(85)	**397**(94)	**413**(110)
VM(C)OCA (OCH AAL)	Total Area	**810**(471)	**920**(581)	**1080**(741)	**1410**(1071)

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

ALTERNATIVE PROCEDURE FROM EXTENDED CEDAR HOLD
Overhead CEDAR at **2500**. Extend the outbound leg of the CEDAR holding pattern to I-BIR DME 9, then turn right onto LOC. When established continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME
Advise ATC and continue as for normal procedure. Radar ranges will be provided at 9NM outbound and at 4NM inbound.

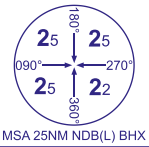
NOTE **1** Aircraft commencing from the NDB(L) BHX holding pattern make a 1NM procedure turn left at NDB(L) BHX to establish on appropriate outbound QDR.
2 In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. COVENTRY AIRPORT CLOSED.

AERO INFO DATE 17 MAR 26
AD 2-EGBB 8-1

INSTRUMENT APPROACH CHART - ICAO

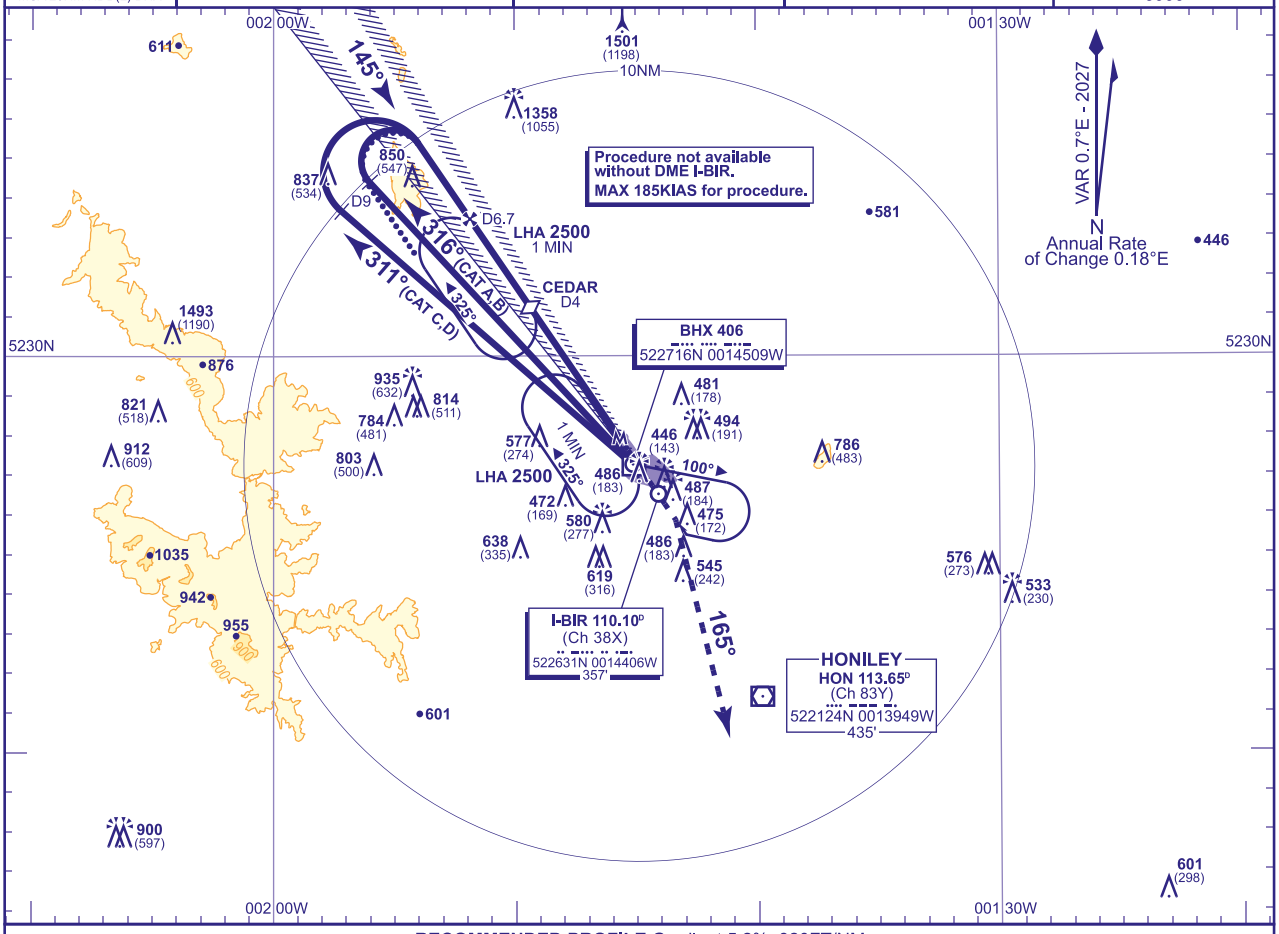
BIRMINGHAM
LOC/DME/NDB(L)
RWY 15
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BHX

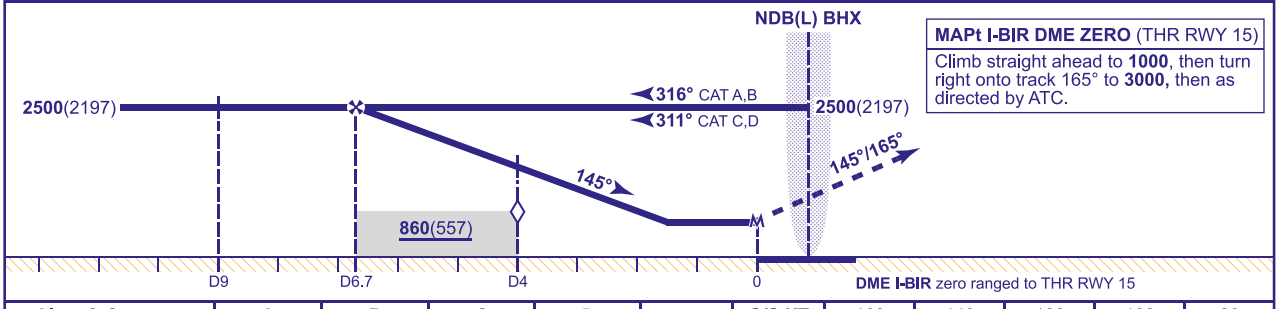
APP 123.980 (131.005 DIRECTOR)	BIRMINGHAM RADAR *	AD ELEVATION	339
TWR 118.305	BIRMINGHAM TOWER	THR ELEVATION	303
121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION 1501 AMSL (1198) (ABOVE THR)	
ATIS 136.030	BIRMINGHAM INFORMATION		
* See Note 2		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-BIR	6	5	4 (SDF)	3	2
ALT (HGT)	**2280**(1977)	**1960**(1657)	**1640**(1337)	**1320**(1017)	**1000**(697)



MAPt I-BIR DME ZERO (THR RWY 15)
Climb straight ahead to **1000**, then turn right onto track 165° to **3000**, then as directed by ATC.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**750**(447)	**750**(447)	**750**(447)	**750**(447)
VM(C)OCA (OCH AAL)	Total Area	**810**(471)	**920**(581)	**1080**(741)	**1410**(1071)

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

ALTERNATIVE PROCEDURE FROM EXTENDED CEDAR HOLD
Overhead CEDAR at **2500**. Extend the outbound leg of the CEDAR holding pattern to I-BIR DME 9, then turn right onto LOC. When established continue as for main procedure.

NOTE **1** Aircraft commencing from the NDB(L) BHX holding pattern make a 1NM procedure turn left at NDB(L) BHX to establish on appropriate outbound QDR.
2 In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. COVENTRY AIRPORT CLOSED.

AERO INFO DATE 17 MAR 26
AD 2-EGBB 8-2

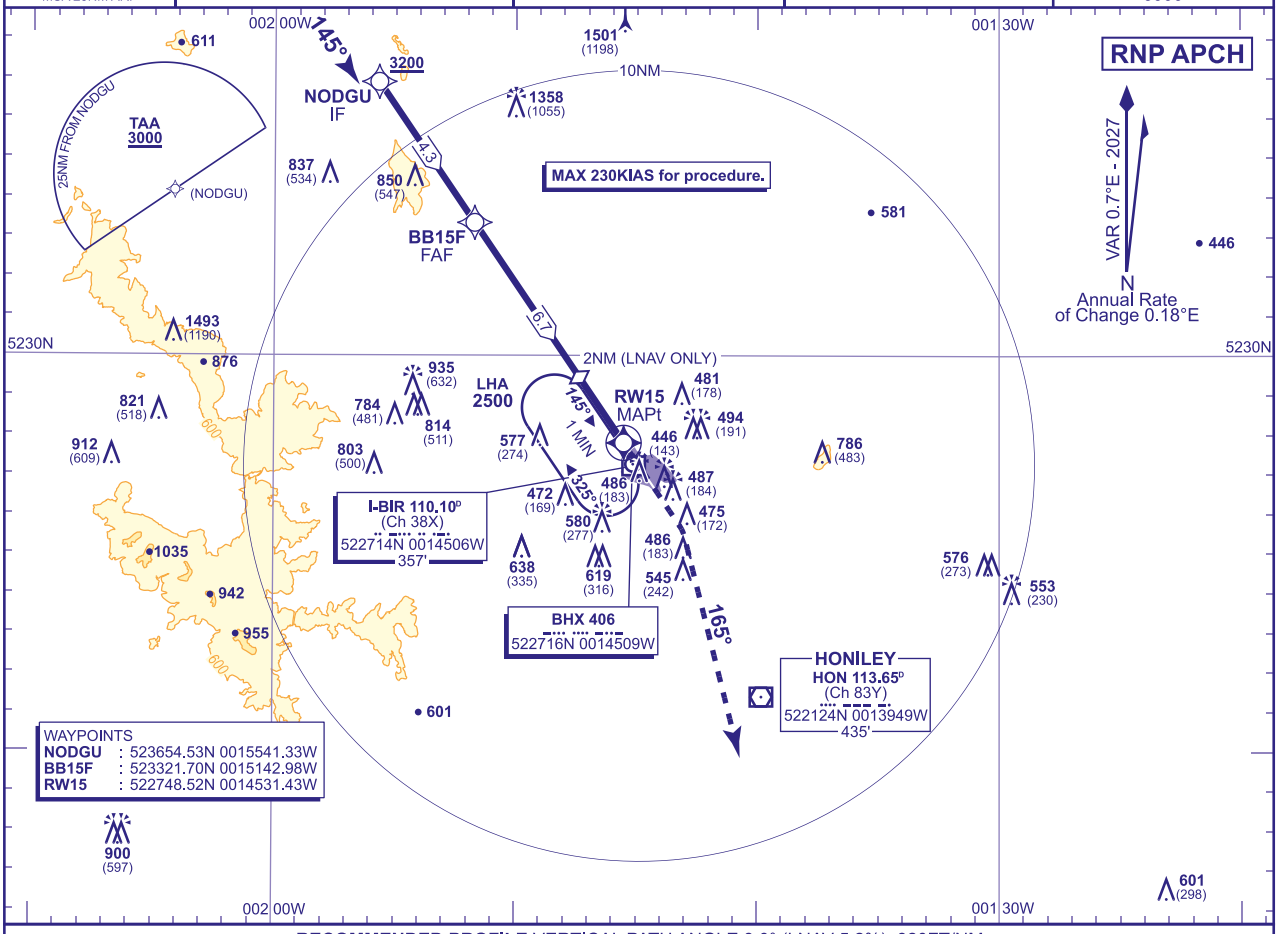
INSTRUMENT APPROACH CHART - ICAO

BIRMINGHAM
RNP
RWY 15
(ACFT CAT A,B,C,D)

APP 123.980 (131.005 DIRECTOR)	BIRMINGHAM RADAR *	AD ELEVATION	339
TWR 118.305	BIRMINGHAM TOWER	THR ELEVATION	303
121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION 1501 AMSL (1198) (ABOVE THR)	
ATIS 136.030	BIRMINGHAM INFORMATION		
* See Note 1		BEARINGS ARE MAGNETIC	

MSA 25NM ARP

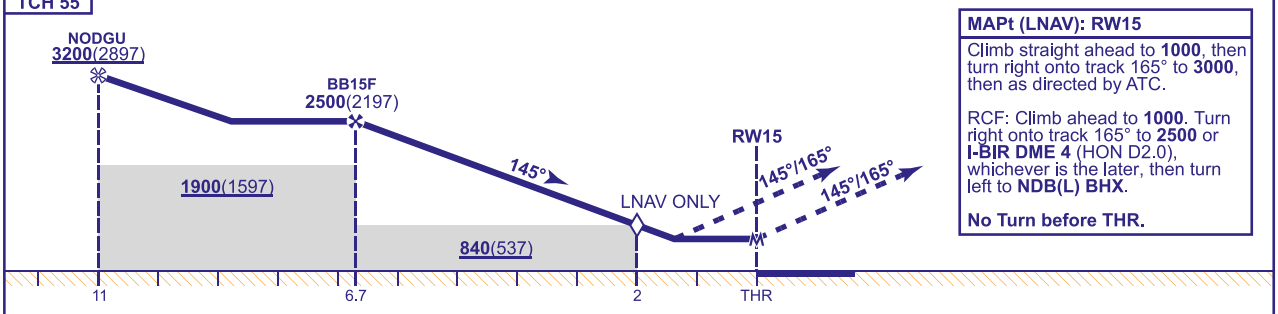
MIN TEMP -10C
TRANSITION ALTITUDE 6000



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

NM to RW15	6	5	4	3	2 (LNAV SDF)
ALT(HGT)	**2270**(1967)	**1960**(1657)	**1640**(1337)	**1320**(1017)	**1000**(697)

TCH 55



MAPt (LNAV): RW15

Climb straight ahead to **1000**, then turn right onto track 165° to **3000**, then as directed by ATC.

RCF: Climb ahead to **1000**. Turn right onto track 165° to **2500** or **I-BIR DME 4** (HON D2.0), whichever is the later, then turn left to **NDB(L) BHX**.

No Turn before THR.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	**740**(437)	**740**(437)	**740**(437)	**740**(437)		FT/MIN	850	740	640	530	420
	LNAV	**740**(437)	**740**(437)	**740**(437)	**740**(437)							
VM(C)OCA (OCH AAL)	Total Area	**810**(471)	**920**(581)	**1080**(741)	**1410**(1071)							

NOTE 1 In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. COVENTRY AIRPORT CLOSED.

AERO INFO DATE 18 MAR 26

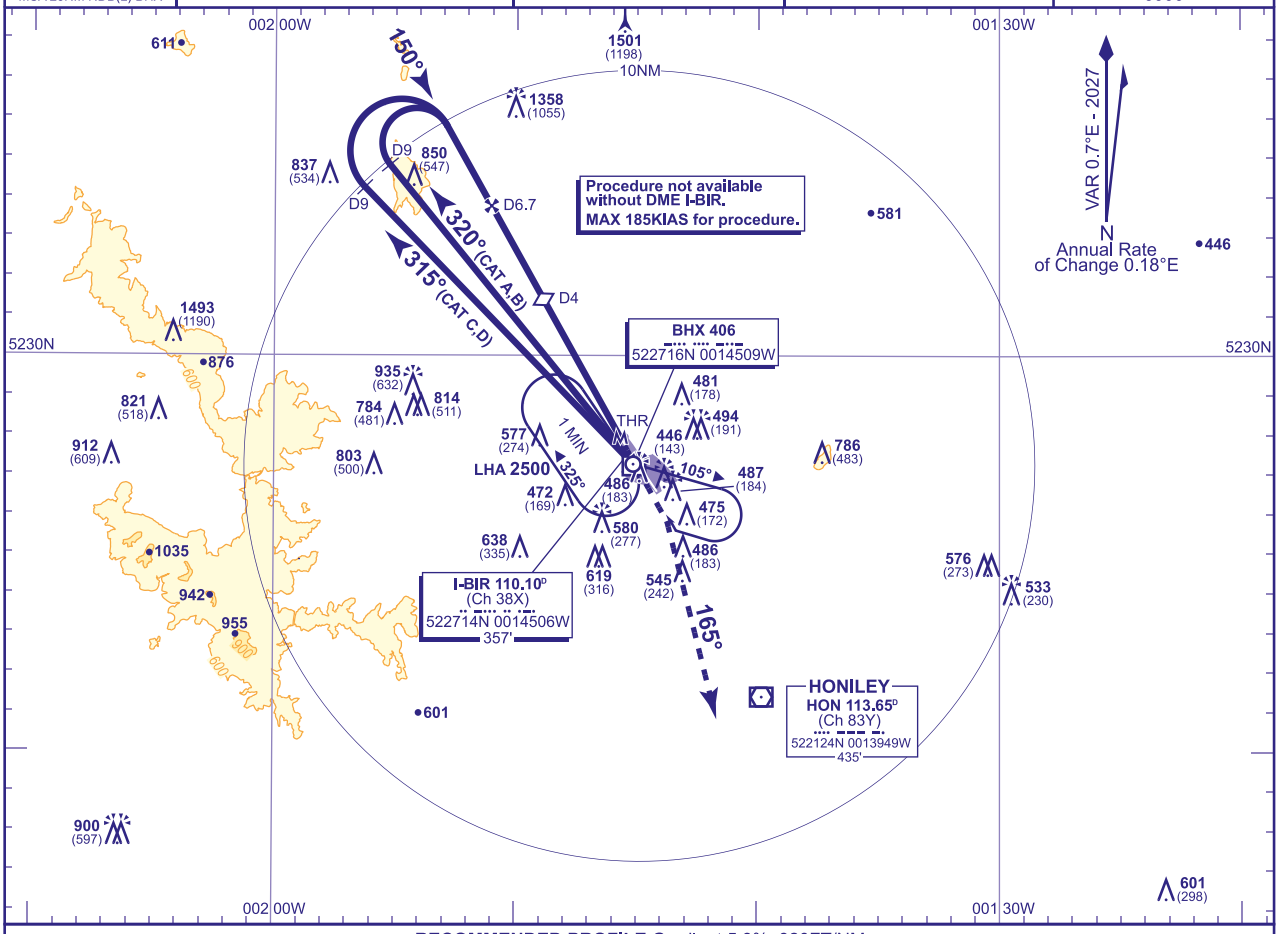
INSTRUMENT APPROACH CHART - ICAO

BIRMINGHAM NDB(L)/DME RWY 15
(ACFT CAT A,B,C,D)



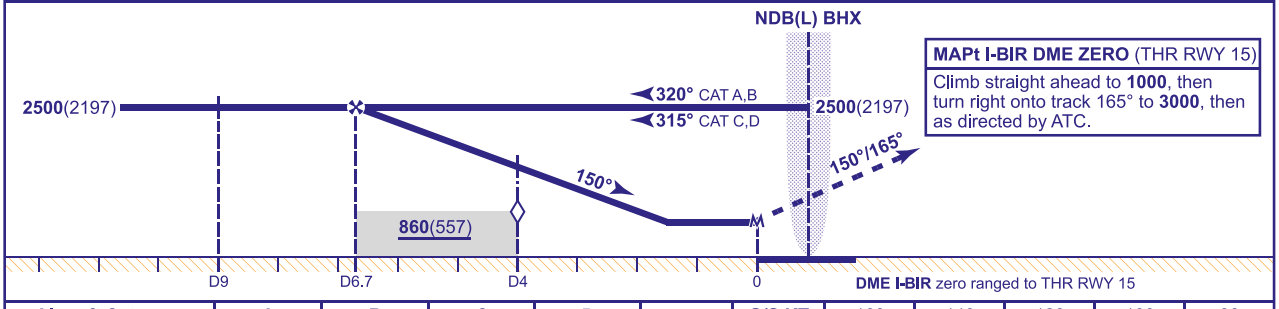
MSA 25NM NDB(L) BHX

APP 123.980 (131.005 DIRECTOR)	BIRMINGHAM RADAR *	AD ELEVATION	339
TWR 118.305	BIRMINGHAM TOWER	THR ELEVATION	303
121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION	
ATIS 136.030	BIRMINGHAM INFORMATION	1501 AMSL (1198) (ABOVE THR)	
* See Note 4		BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.3%, 320FT/NM

DME I-BIR	6	5	4	3	2
ALT(HGT)	**2280**(1977)	**1960**(1657)	**1640**(1337)	**1320**(1017)	**1000**(697)



MAPt I-BIR DME ZERO (THR RWY 15)
Climb straight ahead to **1000**, then turn right onto track 165° to **3000**, then as directed by ATC.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**770**(467)	**770**(467)	**770**(467)	**770**(467)
VM(C)OCA (OCH AAL)	Total Area	**810**(471)	**920**(581)	**1080**(741)	**1410**(1071)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	860	740	640	540	420

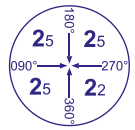
NOTE
1 FAT offset 5° from RWY C/L and intercepts RWY C/L 0.8NM before THR.
2 Remain within I-BIR DME 13 during baseturn.
3 Aircraft commencing from the NDB(L) BHX holding pattern make a 1NM procedure turn left at NDB(L) BHX to establish on appropriate outbound QDR.
4 In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. COVENTRY AIRPORT CLOSED.

AERO INFO DATE 18 MAR 26
AD 2-EGBB 8-4

INSTRUMENT APPROACH CHART - ICAO

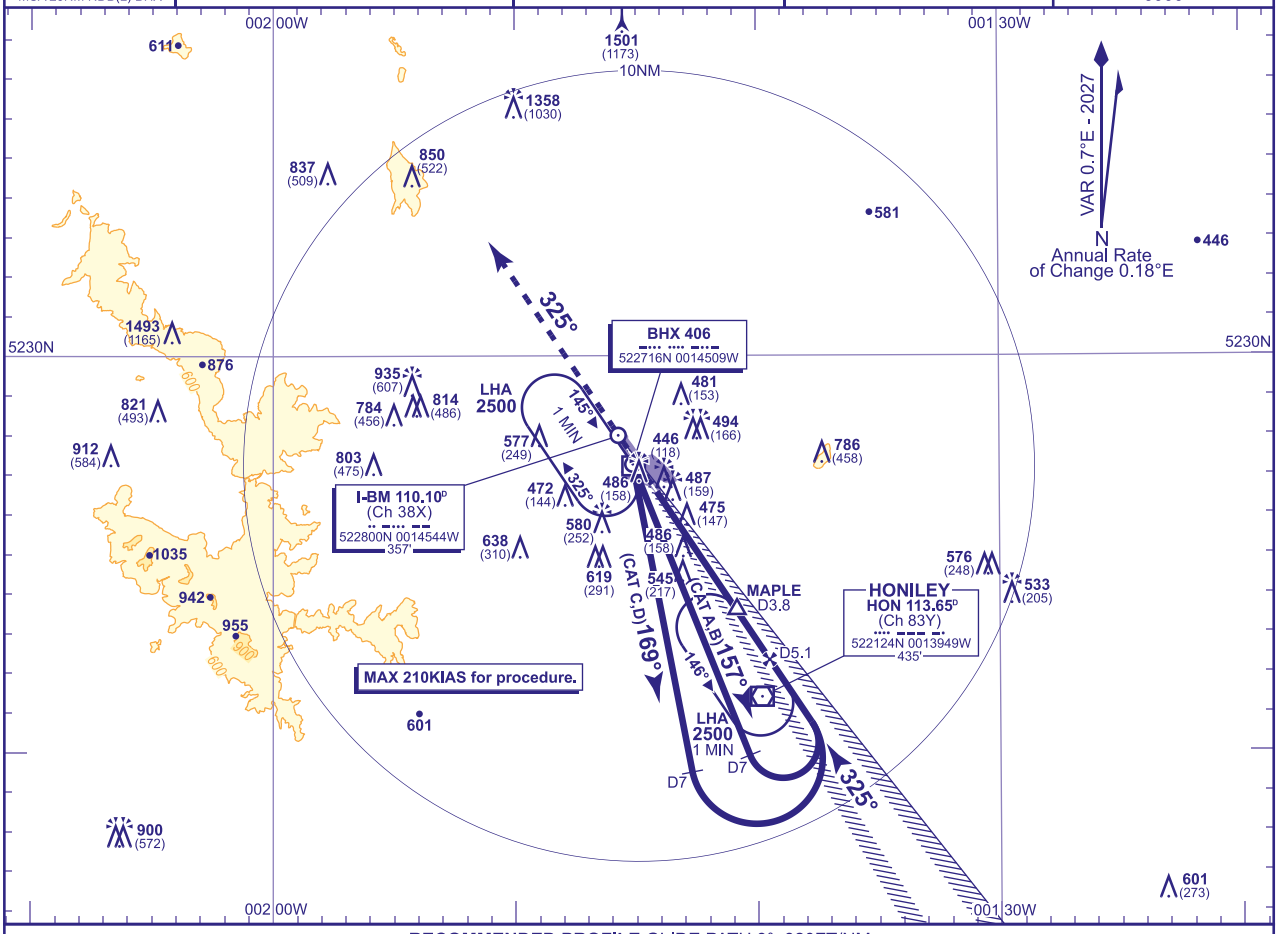
BIRMINGHAM
ILS/DME/NDB(L)
RWY 33
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BHX

APP 123.980 (131.005 DIRECTOR)	BIRMINGHAM RADAR *	AD ELEVATION	339
TWR 118.305	BIRMINGHAM TOWER	THR ELEVATION	328
121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION 1501 AMSL (1173) (ABOVE THR)	
ATIS 136.030	BIRMINGHAM INFORMATION		
* See Note 1		BEARINGS ARE MAGNETIC	

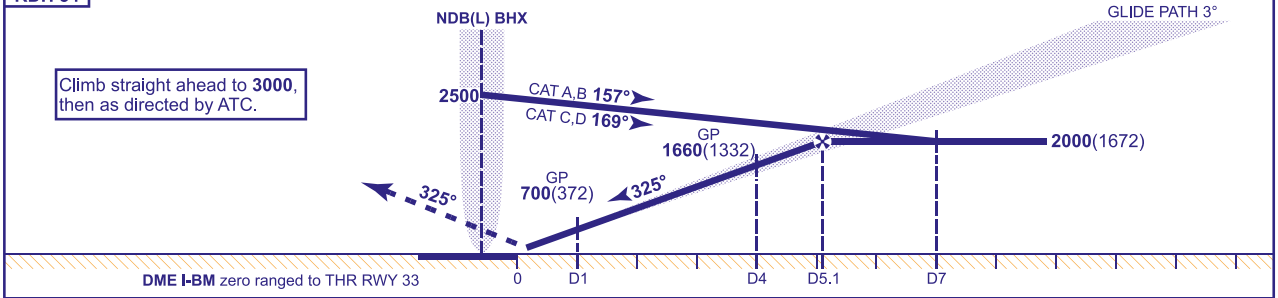
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-BM	5	4	3	2	1
ALT(HGT)	**1970**(1642)	**1660**(1332)	**1340**(1012)	**1020**(692)	**700**(372)

RDH 54



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	**488**(160)	**496**(168)	**503**(175)	**513**(185)		FT/MIN	850	740	640	530	420
	CAT II	**396**(68)	**407**(79)	**420**(92)	**432**(104)							
VM(C)OCA (OCH AAL)	Total Area	**810**(471)	**920**(581)	**1080**(741)	**1410**(1071)							

ALTERNATIVE PROCEDURE FROM EXTENDED MAPLE HOLD
Overhead MAPLE at **2500**. Extend the outbound leg of the MAPLE holding pattern to **2000**(1672). At I-BM DME 7 turn left onto LOC. When established continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME
Advise ATC and continue as for normal procedure. Radar ranges will be provided at 7NM outbound and at 4NM inbound.

NOTE 1 In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. COVENTRY AIRPORT CLOSED.

AERO INFO DATE 18 MAR 26
AD 2-EGBB-8-5

INSTRUMENT APPROACH CHART - ICAO

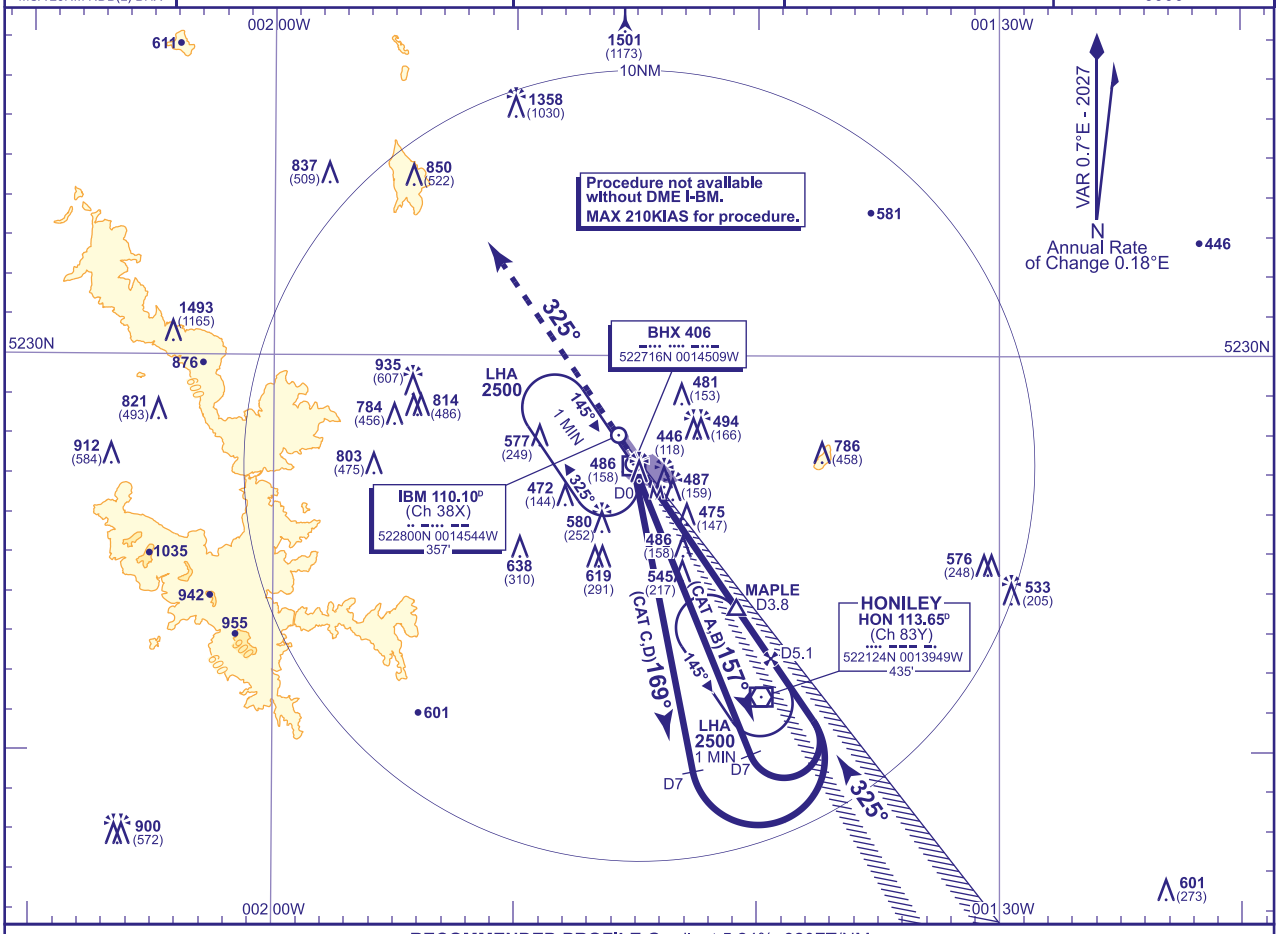
BIRMINGHAM
LOC/DME/NDB(L)
RWY 33
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BHX

APP 123.980 (131.005 DIRECTOR)	BIRMINGHAM RADAR *	AD ELEVATION	339
TWR 118.305	BIRMINGHAM TOWER	THR ELEVATION	328
121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION 1501 AMSL (1173) (ABOVE THR)	
ATIS 136.030	BIRMINGHAM INFORMATION		
* See Note 1		BEARINGS ARE MAGNETIC	

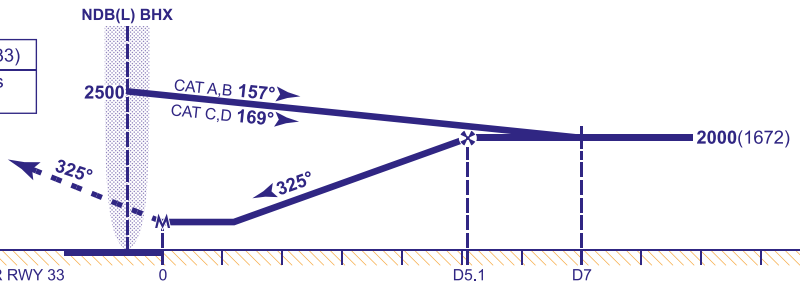
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

DME I-BM	5	4	3	2
ALT(HGT)	**1970**(1642)	**1660**(1332)	**1340**(1012)	**1020**(692)

MAPt I-BM DME ZERO (THR RWY 33)
Climb straight ahead to **3000**, then as directed by ATC.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**740**(412)	**740**(412)	**740**(412)	**740**(412)
VM(C)OCA (OCH AAL)	Total Area	**810**(471)	**920**(581)	**1080**(741)	**1410**(1071)

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

ALTERNATIVE PROCEDURE FROM EXTENDED MAPLE HOLD
Overhead MAPLE at **2500**. Extend the outbound leg of the MAPLE holding pattern to **2000**(1672). At I-BM DME 7 turn left onto LOC. When established continue as for main procedure.

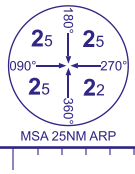
NOTE 1 In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. COVENTRY AIRPORT CLOSED.

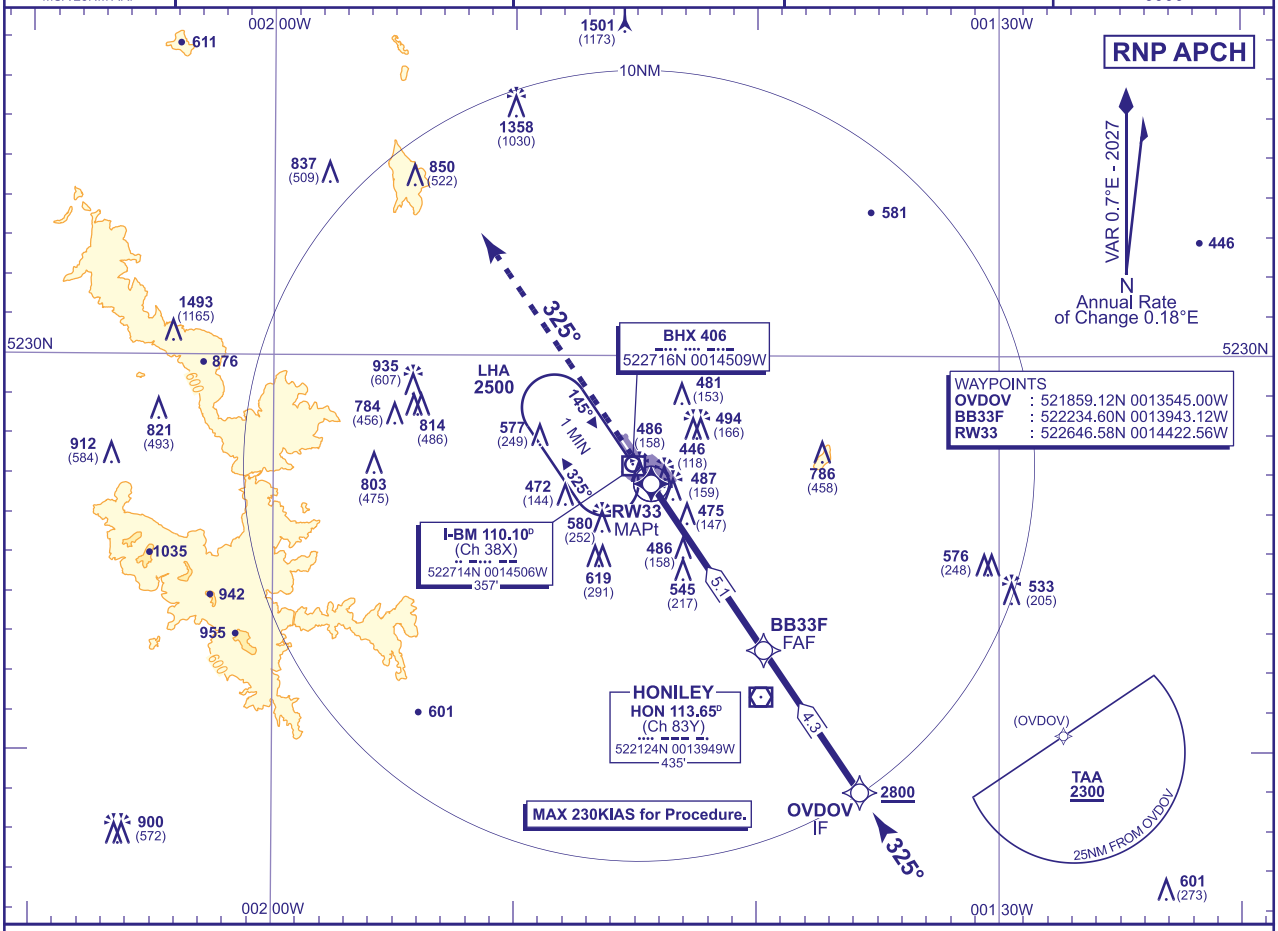
AERO INFO DATE 18 MAR 26
AD 2-EGBB-8-6

INSTRUMENT APPROACH CHART - ICAO

BIRMINGHAM
RNP
RWY 33
(ACFT CAT A,B,C,D)



APP 123.980 (131.005 DIRECTOR)	BIRMINGHAM RADAR *	AD ELEVATION 339	MIN TEMP -10C
TWR 118.305	BIRMINGHAM TOWER	THR ELEVATION 328	TRANSITION ALTITUDE 6000
121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION 1501 AMSL (1173) (ABOVE THR)	
ATIS 136.030	BIRMINGHAM INFORMATION		
* See Note 1		BEARINGS ARE MAGNETIC	



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

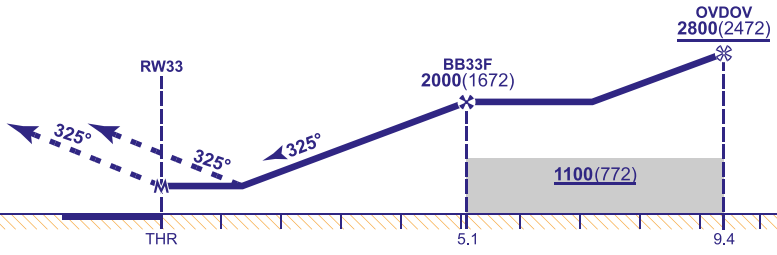
NM to RW33	5	4	3	2
ALT(HGT)	**1980**(1652)	**1660**(1332)	**1340**(1012)	**1020**(692)

TCH 54

MAPt (LNAV): RW33

Climb straight ahead to **3000** then as directed by ATC.

RCF: Climb ahead to **2500** or **I-BM DME 2** (HON D9.2), whichever is the later. Then procedure turn right to **NDB(L) BHX**.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	**740**(412)	**740**(412)	**740**(412)	**740**(412)		FT/MIN	850	740	640	530	420
	LNAV	**750**(422)	**750**(422)	**750**(422)	**750**(422)							
VM(C)OCA (OCH AAL)	Total Area	**810**(471)	**920**(581)	**1080**(741)	**1410**(1071)							

NOTE 1 In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. COVENTRY AIRPORT CLOSED.

AERO INFO DATE 18 MAR 26

AD 2-EGBB-8-7

INSTRUMENT APPROACH CHART - ICAO

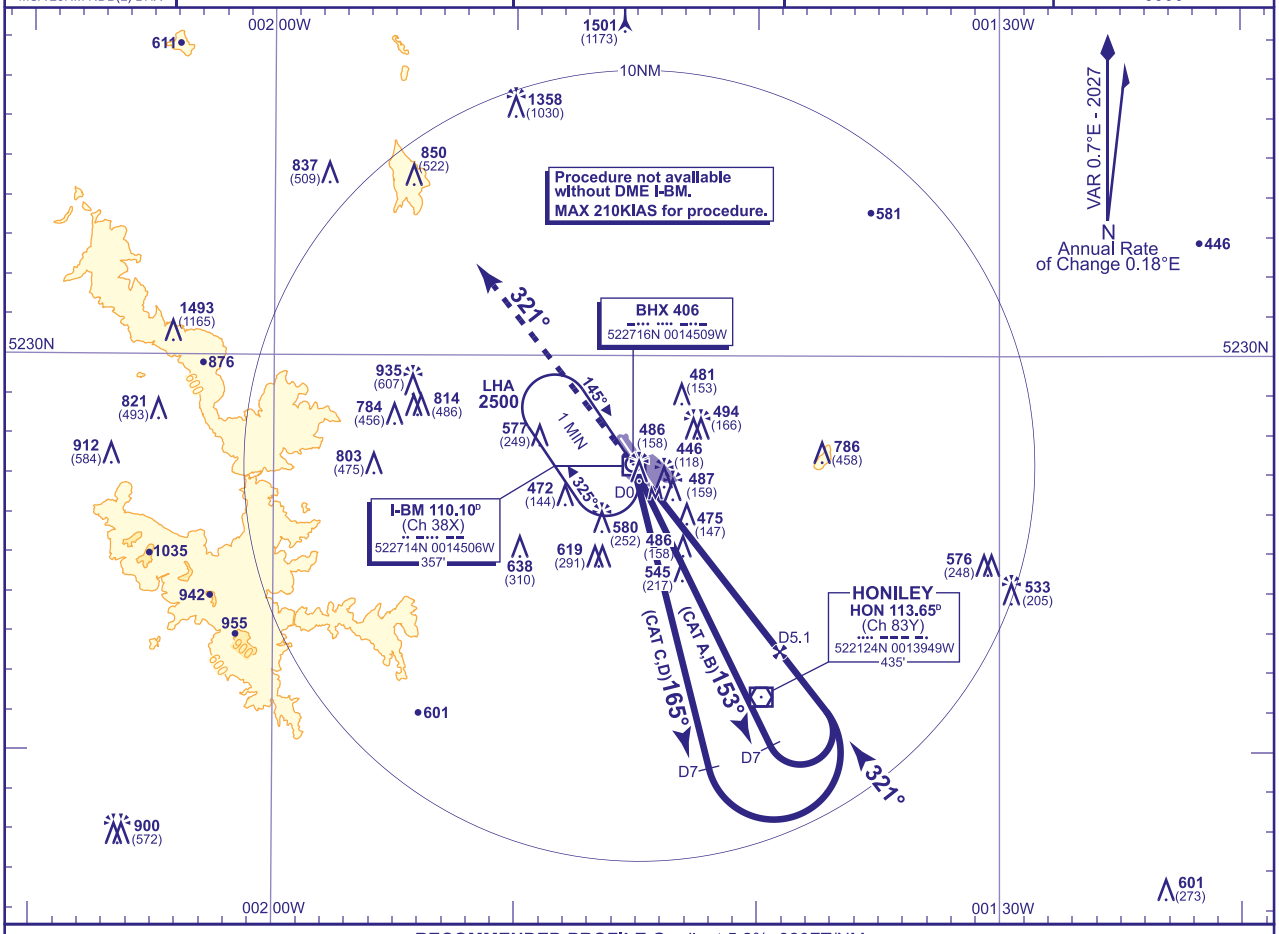
BIRMINGHAM NDB(L)/DME RWY 33
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BHX

APP 123.980 (131.005 DIRECTOR)	BIRMINGHAM RADAR *	AD ELEVATION	339
TWR 118.305	BIRMINGHAM TOWER	THR ELEVATION	328
121.805	BIRMINGHAM GROUND	OBSTACLE ELEVATION	
ATIS 136.030	BIRMINGHAM INFORMATION	1501 AMSL (1173) (ABOVE THR)	
* See Note 2		BEARINGS ARE MAGNETIC	

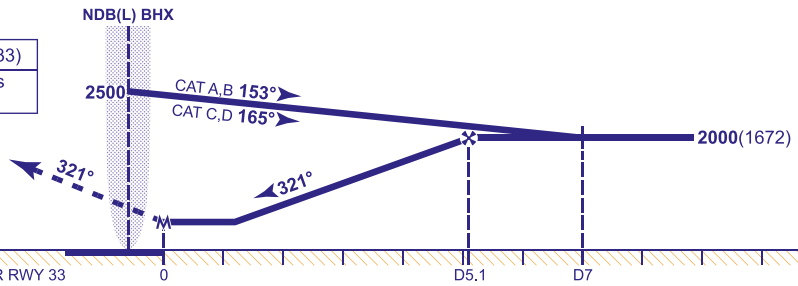
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-BM	5	4	3	2
ALT(HGT)	**1970**(1642)	**1660**(1332)	**1340**(1012)	**1020**(692)

MAPt I-BM DME ZERO (THR RWY 33)
Climb straight ahead to **3000**, then as directed by ATC.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**800**(472)	**800**(472)	**800**(472)	**800**(472)
VM(C)OCA (OCH AAL)	Total Area	**810**(471)	**920**(581)	**1080**(741)	**1410**(1071)

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

NOTE **1** FAT offset 3° from RWY C/L and intercepts RWY C/L 1.4NM before THR.
2 In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. COVENTRY AIRPORT CLOSED.

AERO INFO DATE 18 MAR 26 AD 2-EGBB-8-8

Instrument Approach Procedure Coding Tables

BIRMINGHAM RNP RWY 15 - Instrument Approach Procedure via NODGU

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
R15	001	IF	NODGU	N	-	-	3200	-230	523654.53N 0015541.33W	IF 11.0NM
R15	002	TF	BB15F	N	145° (145.7°)	-	2500	-	523321.70N 0015142.98W	FAF / 6.7NM
R15	003	TF	RW15	Y	145° (145.7°)	-	-	-	522748.52N 0014531.43W	MAPt
R15	004	CA	-	-	145° (145.8°)	RIGHT	1000	-	-	-
R15	005	CA	-	-	165° (165.7°)	-	3000	-	-	-

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 18 MAR 26

Instrument Approach Procedure Coding Tables

BIRMINGHAM RNP RWY 33 - Instrument Approach Procedure via OVDOV

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
R33	001	IF	OVDOV	N	-	-	2800	-230	521859.12N 0013545.00W	IF 9.4NM
R33	002	TF	BB33F	N	325° (325.9°)	-	2000	-	522234.60N 0013943.12W	FAF / 5.1NM
R33	003	TF	RW33	Y	325° (325.9°)	-	-	-	522646.58N 0014422.56W	MAPt
R33	004	CA	-	-	325° (325.8°)	-	3000	-	-	-

HANGE (6/26): MAG VAR. MAG HEADINGS.
ERO INFO DATE 18 MAR 26

EGNH — BLACKPOOL

EGNH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNH — BLACKPOOL

EGNH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 534618N Long: 0030143W Mid point of Runway 10/28.
2	Direction and distance from city	2.6 NM SSE of Blackpool.
3	Elevation / Reference temperature / Mean Low Temperature	34 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	172 FT
5	Magnetic Variation / Annual Change	0.14°E (2027) / 0.19°E
6	AD Administration Address Telephone E-mail address	BLACKPOOL AIRPORT OPERATIONS LTD. Blackpool Airport, Squires Gate Lane, Blackpool, Lancashire, FY4 2QY. 01253-342734 (ATC - option 4) 01253-472527 (ATC) 01253-407070 (Airport Authorised Handling Agent - Hangar 3) blkhandling@hangar3blackpool.com (Airport Authorised Handling Agent - Hangar 3)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNH AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700-2000 (0600-1900) and by arrangement.
2	Customs and immigration	0700-2000 (0600-1900) subject to 24 hours notice. Mandatory handling for flights originating outside the UK FIR (including N Ireland).
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD Hours.
8	Fuelling	As AD hours.
9	Handling	As AD hours. OOH avaliable subject to operational limitations, contact handling agent, see AD 2.2-6.
10	Security	H24
11	De-icing	
12	Remarks	This aerodrome is PPR.

EGNH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL AD80, AD100, W80, W100, 100
3	Fuelling facilities/capacity	Jet A1 bowser 17,000 LT capacity.
4	De-icing facilities	Limited self-service de-icing, contact the handling agent, see AD 2.2-6.
5	Hangar space for visiting aircraft	Limited overnight hangarage up to 10,000 KG MTOW, contact handling agent, see AD 2.2-6.
6	Repair facilities for visiting aircraft	By arrangement only. B1 and B2 licensed engineers available, contact handling agent, see AD 2.2-6.

7	Remarks	Mandatory handling for aircraft >3000 KG. Airport Appointed and Authorised Handling Agent: Hangar 3 Blackpool Ltd. GPU and lavatory services available. For contact details see AD 2.2-6. AVGAS refuelling for helicopters without wheels is available, pre-note ATC via PPR.

EGNH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels at Airport and within 1 mile. Discount accommodation rates available, contact handling agent, see AD 2.2-6.
2	Restaurants	Large choice in the local area.
3	Transportation	Taxis, Buses. Nearest railway station Squires Gate 0.2 NM. VIP road transfers and helicopter transfers available, contact handling agent, see AD 2.2-6.
4	Medical facilities	First aid available.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	

EGNH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A4 RFF Category A5 accepted under remission. RFF Category A6 available but subject to minimum 24 hours notice and availability of category upgrade; handling requests to handling@blackpoolairport.com or blkhandling@hangar3blackpool.com if handled by Airport Authorised Handling Agent (Hangar 3).
2	Rescue equipment	
3	Capability for removal of disabled aircraft	15,270 KG. Contact 0844-4827171.
4	Remarks	

EGNH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical De-icing.
2	Clearance priorities	NHV Helipad 1 and 2 - Taxiway Alpha - Runway 10/28 - other taxiways as necessary.
3	Remarks	Latest information from: ATC 01253-472527.

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt PCN 25/F/A/W/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 18 M Surface: Asphalt PCN 33/F/A/W/T Taxiway BRAVO: 15 M Surface: Asphalt PCN 14/F/A/W/T Taxiway CHARLIE: 15 M Surface: Asphalt PCN 14/F/A/W/T Taxiway DELTA: 15 M Surface: Asphalt PCN 14/F/A/W/T

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

EGNH AD 2.13 DECLARED DISTANCES

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

EGNH AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EGNH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGNH AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGNH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BLACKPOOL ATZ A circle, 2.5 NM radius, centred at 534618N 0030143W on longest notified runway (10/28)	Upper limit: 2034 FT ALT Lower limit: SFC	G	BLACKPOOL APPROACH/ TOWER English	3000 FT		Blackpool ATZ – UAS flight is not permitted unless permission has been granted by Blackpool ATC via Air Portal (https:// app.airportal.aero). ATZ 2000 FT AAL.

EGNH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	BLACKPOOL APPROACH/ TOWER	119.955 DOC 40 NM/ 10,000 FT.			0700-2000 (0600-1900) and by arrangement.	ATZ hours coincident with Approach hours. VDF 534627.55N 0030217.78W Height 39 FT On AD.
TWR	BLACKPOOL TOWER	118.405 DOC 25 NM/4000 FT.			When instructed by ATC.	VDF 534627.55N 0030217.78W Height 39 FT On AD.
ATIS	BLACKPOOL INFORMATION	127.205 DOC 60 NM/ 20,000 FT.			0700-2000 (0600-1900) and by arrangement.	ATIS also available by telephone externally on 01253-472555 or internally on extension 8315.
OTHER	BLACKPOOL FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGNH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.13°E (2027)	IBPL	108.150 MHz	0700-2000 (0600-1900)	534620.77N 0030248.35W		(RWY 28)
ILS/GP	IBPL	334.550 MHz	0700-2000 (0600-1900)	534611.73N 0030107.74W		3° ILS Ref Datum Hgt 55 FT.
DME	IBPL	18Y 108.150 MHz	H24	534612.93N 0030142.36W	46 FT	(RWY 28) On AD. DME freq paired with ILS I-BPL, but IDENT not synchronised with ILS IDENT. Zero range is indicated at THR of Runway 28 and 10.
NDB (L) 0.14°E (2027)	BPL	318.000 kHz	0700-2000 (0600-1900)	534623.35N 0030140.59W		On AD. Range 15 NM.

EGNH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) The aerodrome is PPR for all aircraft movements. Prior permission must be obtained from ATC; this may be requested by:

- Arranging directly with ATC by telephone;
- Submitting a PPR form online https://www.blackpoolairport.com/ppr/; or
- Arranging through a based operator/handling agent.

Note: *Filing a flight plan does not constitute a PPR request.*

b) Aircraft using Blackpool Airport are recommended to carry third party insurance cover of not less than £5,000,000.
c) Aircraft using Blackpool Airport do so in accordance with Blackpool Airport Terms and Conditions, a copy of which is available on application.
d) All movements outside published hours and amendments to these must be notified to ATC and RFFS in advance, prior to 2000 (1900) on the day of operation.
e) Parachuting is not permitted at Blackpool aerodrome.
f) The wearing of high visibility clothing is mandatory for all personnel operating on the apron and manoeuvring areas, including flight crew.
g) Diversion procedure: All operators are advised that before filing Blackpool as an alternate, they are required to have made arrangements for ground handling; this arrangement is subject to the agreement of the Airport Management. Nothing in this procedure shall, however, prevent an aircraft that has declared an emergency from landing.
h) Mandatory handling is required for all aircraft >3000 KG. Handling requests to be submitted to handling agent, see AD 2.2-6.
i) Any inbound aircraft requiring fuel are requested to advise ATC before landing.

2 GROUND MOVEMENT

a) When requesting start-up, pilots should give the full callsign, type and location. Aircraft must be ready in all respects to start before calling on the appropriate frequency.
b) If within 30 minutes of a previously issued CTOT the flight is unable to comply with that CTOT, the pilot should advise Blackpool ATC (via the handling agent if needed) as soon as possible.
c) Parking for visiting aircraft is provided on the Main Apron. The northern extremity of the parking area is bounded by a 2 M high fence, marshaller assistance is available if requested by pilot. Additional parking available on Stand 1 or with based executive handling agencies.
d) Taxiing and parking on grass areas prohibited.
e) AVGAS pumps are located to the western side of the main apron; aircraft should approach the pumps so that they are facing south, on the eastern side of the fuel farm.
f) Authorised vehicles operate between the Loop Apron and Main Apron without ATC clearance. Helicopters must not overfly this area below 200 FT.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) **Potential for misidentification.** Warton Aerodrome is approximately 6 miles to the South East of Blackpool Airport and has a similar layout. The approach paths for the two main instrument runways at Warton (RWY 25) and Blackpool (RWY 28) cross each other approximately 8 NM from Blackpool and 3 NM from Warton. All pilots are reminded to exercise caution as misidentification is common. Ensure you have the correct Aerodrome in sight before committing to your approach. A video providing additional information can be accessed at https://www.youtube.com/watch?v=CQC7JnwdY8.
b) Damage to the grass areas to the edge of paved surfaces caused by rabbits.
c) Pink Foot Goose activity is present in the vicinity of Blackpool from September to April. Skeins range from 10 to 500 birds but can be in significantly larger quantities. Most activity takes place in daylight but the birds may be present at any time of day or night up to 2,000 AMSL. Route is generally North-South or South-North anywhere up to 4 KM East of the aerodrome. Goose activity affects Runway 10 climbout/28 approach and potentially 13 climbout/31 approach. ATC will normally attempt to pass warnings of detected birds.
d) Intermittent transiting Gulls crossing Runway 28 North to South and South to North from midpoint to 28 approach are possible all year round, but are most likely from April to September. Bird control is on site 7 days per week to deal with this potential hazard. Thermalling Gulls are sometimes present above an established nesting site 1000 M due North of the ARP April to September. These Gulls thermal above the site to various heights in hot weather or when disturbed by helicopters. The thermalling activity usually remains outside the approach to any of the runways currently in use. It may infringe on GA circuits or low level helicopter traffic transiting directly over this area.
e) Large flocks of Starlings may be encountered in the vicinity of the airport especially to the East and North West but are controlled to the point where only smaller flocks of 1 to 50 are encountered on the airfield itself. These birds are controlled by bird patrols and grass management. Peak period is around May.
f) Pilots, especially rotary wing, should, where possible, avoid overflying a liquid petroleum gas storage facility located at 534643N 0030126W (022 degrees True range 850 M from ARP).
g) Category A Police and Air Ambulance flights can take place at the aerodrome H24. Pilots should afford these flight priority where possible subject to the Rules of the Air Regulations and flight safety.
h) Non standard helicopter landing lighting installed adjacent to H North (SW of Control Tower), this system is strictly reserved for emergency service helicopter operations outside normal aerodrome hours.

5 HELICOPTER OPERATIONS

a) Three helicopter aiming points in the grass areas marked with an 'H':

   i. H NORTH - 534631.4183N 0030226.2817W (Approx. 160 M South West of the ATC Tower);
   ii. H EAST - 534632.7491N 0030211.7586W (Approx. 160 M South East of the ATC Tower, light helicopters maximum 2.6 Tonnes);
   iii. H SOUTH - 534611.0326N 0030208.3570W (Approx. 355 M South of Holding Point D2).

b) Procedures

   i. Air taxiing on apron areas is not permitted except with authorisation from ATC. Marshaller available on request.
   ii. All training must be booked through ATC. The filing of a flight plan does not constitute compliance.

6 USE OF RUNWAYS

a) Runways 13/31 are not available for use during night time hours. Available for Daylight use only.
b) Right hand circuits are in force for Runways 28 and 31.
c) Unless an AOC holder has less restrictive minima, take-offs in RVR less than 400 M will not be permitted as Runway 10/28 is not equipped with centre-line lighting.

7 TRAINING

a) All instrument training must be booked through ATC. The filing of a flight plan does not constitute compliance.

EGNH AD 2.21 NOISE ABATEMENT PROCEDURES

a) All aircraft are to be operated in such a manner as to cause the least possible disturbance to surrounding residential areas.
b) Every operator of turbo-jet/turbo-fan aircraft shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
c) The following noise routeings shall apply to departing turbo-jet/turbo-fan aircraft:

   i. Runways 10 and 28 - Climb straight ahead to at least 1500 FT AMSL before turning onto course;
   ii. Runway 13/31 is NOT available for turbo-jet/turbo-fan engine aircraft except when weather conditions preclude the use of Runway 10/28.

   Note: *The above routeings are compatible with normal ATC practice. In individual cases they may be varied owing to operational circumstances. The use of the Noise Preferential Routeings specified above is supplementary to the noise abatement take-off techniques detailed in Operations Manuals.*

d) These requirements may at any time be departed from to the extent necessary for avoiding immediate danger.

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	Operating hours 0615-0100 (0515-0000). 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	0615-0100 (0515-0000) 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	Operators requiring aerodrome services between 2130 – 0100 (2030-0000) will be subject to additional charges. Such movements will incur fees in accordance with the current Bournemouth Airport Schedule of Charges and Terms of Use. 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: 0615-0100 (0515-0000). 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

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.			0615–0100 (0515–0000).	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.			As directed by ATC.	
	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.			0615–0100 (0515–0000).	
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.			0800–2000 (0700–1900), and by prior arrangement.	
ATIS	BOURNEMOUTH INFORMATION	133.730 DOC 50 NM/ 20,000 FT.			0615–0100 (0515–0000).	
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.

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	IBH	42X 110.500 MHz	HO	504655.73N 0015027.85W	51 FT	(RWY 26) On AD. Freq paired with ILS I-BH and I-BMH. Zero range is indicated at THR of Runway 26 and 0.1 NM before crossing THR of Runway 08. DOC 25 NM/10,000 FT.
DME	IBMH	42X 110.500 MHz	HO	504655.73N 0015027.85W	51 FT	(RWY 08) On AD. Freq paired with ILS I-BH and I-BMH. Zero range is indicated at THR of Runway 26 and 0.1 NM before crossing THR of Runway 08. DOC 25 NM/10,000 FT.
NDB (L) 0.83°E (2027)	BIA	339.000 kHz	H24	504639.61N 0015032.95W		On AD. Range 20 NM.

EGHH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) PPR for all aircraft (see paragraphs b and c). All out-of-hours movements are subject to prior approval (PPR) and confirmation of service availability contact the Airport Duty Manager on 01202-364170. Operators are advised to consult the latest Schedule of Charges prior to operation. The Schedule is available on request or via the Bournemouth Airport website.

i. All flights, except General Aviation and Military flights, are subject to the prior approval of the Airport Authority, Bournemouth Airport Ltd 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 SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850; Fax: +44 (0)161-493 1853; or at all other times to the Aerodrome Duty Manager +44 (0)1202-364170. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/.

b) All visiting commercial and executive aircraft are subject to compulsory handling by either Bournemouth Airport Handling or XLR Jet Centre (see AD 2.4). Flights intending to operate outside the notified operating hours, are subject to prior approval from the Airport Authority. Operators where possible should provide at least 24 hours notice. Bournemouth Airport is unable to guarantee any requests outside of promulgated AD hours.
c) All visiting General Aviation aircraft are strictly subject to PPR and compulsory handling. Pilots must obtain a PPR reference number prior to arrival from Bliss Aviation Handling Ltd (01202-590888) and indicate the purpose of the visit and parking requirements. They will be required to leave the pilot's name, address and contact number. Aircraft without a PPR number will not be permitted to land.
d) Non-radio aircraft are subject to approval by ATC only.
e) Flight planning facilities for General Aviation aircraft are available at Bliss Aviation Handling. Flight Plans are not accepted over the telephone.
f) Pilots must book out with Bliss Aviation Handling or ATC by telephone (01202-364150) prior to departure. Booking out on RTF is not permitted and pilots may face lengthy delays.
g) Landing fees are usually invoiced but can be paid either in person or by telephone through Bliss Aviation Handling Ltd only.
h) In order to comply with the CAA, HSE and Department for Transport regulations, all persons entering airside areas on foot, are required to wear high visibility clothing. All persons entering the Restricted Zone are required to be escorted at all times.
i) All visiting operators must be aware of, and comply with, the airport's Terms & Conditions; these are published with the Airport Fees and Charges, available via the "Airfield Information" link on the Bournemouth Airport Website.
j) Banner towing aircraft are not permitted.

2 GROUND MOVEMENT

a) Entrance to the east and west aprons from Taxiways Alpha and Bravo is restricted to aircraft with a wingspan not exceeding 60 M. Entrance to the east and west aprons via Taxiway Charlie, Delta or Golf from the north is restricted to aircraft with a wingspan not exceeding 41 M.
b) The following restrictions apply to the use of taxiways:

Taxiways, with the exception of Taxiways Romeo and Tango, are 16 M wide and not suitable for use by aircraft with wheelbase more than 18 M and/or wheelspan of 9 M. Taxiways Romeo and Tango are 23 M wide and suitable for use by most current civil aircraft. Taxiway Bravo is 23 M wide and suitable for aircraft up to category E. (Can only be used at the discretion of the Airport Authority when operationally required). That portion of taxiway between the north end of Taxiway Whiskey and the north end of Taxiway Tango is code B with a width of 19.5 M due to the proximity of the Fire Ground Training Area.

c) Due to multiplicity of parking areas, pilots of all outbound aircraft are to state their parked position on initial RTF contact with ATC.

d) Ground Engine running for maintenance/testing is only permitted in accordance with detailed Airport Operational Instructions. All ground running must be booked with ATC (Ext 150) and have the approval of the airport authority. Charges will be in accordance with the current scale of fees and charges airport publication.
e) Compass Swing procedures are permitted at the designated site only. Requests to carry out a Compass Swing must be approved by ATC. Charges will be in accordance with the current Scale of Fees and Charges Airport Publication.
f) Pilots using Taxiway Whiskey should be alert to the movement of vehicles between European Aviation, Hangar 103 and the remotely parked aircraft on Taxiway Tango. Vehicles may be operating on a 'free-flow' basis.

3 CAT II/IIIA OPERATIONS:

a) ATC Low Visibility Procedures (LVPs) will be initiated whenever the IRVR or meteorological visibility is 1000 M and is forecast to deteriorate or the cloud ceiling is 300 FT and forecast to deteriorate.
b) CAT II/IIIa operations apply whenever the IRVR is less than 600 M and/or the cloud ceiling is less than 200 FT. Only Runway 26 is available for CAT II/IIIa operations.
c) ATC will operate a block-to-block taxi system with only one aircraft allowed in each block. Due to these limitations the arrival rate cannot be greater than 12 aircraft per hour.
d) A ‘Follow-me’ vehicle may be used to escort all arriving and departing aircraft, between aprons and the runway holding points, depending on the prevailing visibility at the time, or if requested by the pilot.
e) The following runway entry/exit points will be closed: Alpha, Charlie, Delta, Echo, Juliet, Mike and November.
f) Runway centre-line spacing is 15 M.
g) During CAT II/IIIa operations, CAT III holding points are in use. Pilots may require to backtrack the Runway and must follow ATC instructions.

4 WARNINGS

a) Three roadways, delineated by white lines, exist between the East and West Apron areas. Pedestrian crossing of the Apron taxi lane is only permitted between the designated points. All pedestrians must wear high visibility clothing. No crossing is permitted when the red stoplights are on.
b) A roadway delineated by solid white lines exists across the taxiway in the vicinity of DRAKEN hangars. These routes are uncontrolled and not visible to ATC. The area is floodlit at night and warning signs are situated at the taxiway edge. Pilots are to exercise particular caution when traversing the area. During Low Visibility Procedures and at night, access is controlled by traffic lights.
c) Pilots are warned, when landing on Runway 26 in strong southwesterly wind conditions, of the possibility of building induced turbulence and/or windshear.
d) Hang-gliders and Paragliders are operating within parts of the Bournemouth CTR coastal area, known as area 'Southbourne' (between Sandbanks and Hengistbury Head) and area 'Barton' (between Hengistbury Head and Barton-on-Sea) not above an altitude of 1000 FT (Bournemouth QNH). When active, promulgated by ATIS.
e) AD may operate outside published operating hours for prearranged flights only.

5 HELICOPTER OPERATIONS

a) All Helicopters capable of ground taxiing will use the Runway for take-off and landing and the taxiways for taxiing. All other helicopters will hover taxi using the runway and taxiways and alight and depart as directed by ATC. Helicopters must avoid overflying parked aircraft.
b) Helicopter circuits operate north of Runway 26 and at a height of 700 FT AGL.

6 USE OF RUNWAYS

a) Use of higher TORA, ASDA and TODA figures for Runway 26, shown at AD 2.13 as Runway 26X, require that traffic lights on the public road immediately to the west of the aerodrome should be illuminated. Aircraft operators or pilots are to ensure that they have notified ATC of their requirements to use the higher declared distances when they request engine start-up clearance. There is a restriction on departures from Runway 26 requiring the higher declared distances between 0730-0900 and 1600-1800 (0630-0800 and 1500-1700) when only three such departures per time period are permitted.
b) Runway 08/26 is compatible for use by wide body aircraft up to code E.
c) Due to RESA limitations all aircraft with a MTWA of 5700 KG or more, cannot use any intermediate departure point of either runway.

7 TRAINING

a) Training for non-Bournemouth based operators is only available by prior arrangement with ATC and subject to local traffic. All Turbine powered and all aircraft above 5700 KG MTWA that require visual circuits will need to comply with the Noise Abatement Procedures (AD 2.21) and may be required to be vectored for sequencing purposes.
b) Any requests for training outside the published Aerodrome Operational Hours are subject to Airport Authority approval.
c) Due to the large numbers of aircraft using the aerodrome for instrument training, a booking system is in operation. Training periods can be booked by application to ATC. The filing of a flight plan does not constitute a booking to carry out instrument training at the aerodrome. Failure to make a booking may result in the aircraft being refused use of the facilities. Pilots unable to make the booked time must inform ATC so that a new booking may perhaps be made. Pilots should inform ATC of booking cancellations. The Slot tolerance for beacon training is +/- 10 min and pilots should be aware that at peak times, not adhering to the slot may result in delays and/or cancellations. The Flow Management for Instrument Route training within Solent CTA is controlled by Southampton Airport. Bookings for route training are in addition to Instrument Training bookings made at this aerodrome.
d) All aircraft going around from an approach to either runway that do not need to comply with the Noise Abatement Procedures, shall not commence a turn before at least 1.0 DME, unless otherwise instructed by ATC for expedition or separation purposes.

3	Remarks	Latest information from: Tel: Operations 01223-373535.

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

1	Apron surface and strength	12 Surface: Concrete and asphalt PCN 8/R/C/W/T 16 Surface: Concrete PCN 23/R/C/W/T 17 Surface: Concrete and asphalt PCN 50/R/C/W/T 2 PCN 22/R/C/W/T CUSTOMS APRON NORTH PCN 17/R/C/W/T CUSTOMS APRON SOUTH PCN 23/R/C/X/T EASTERN APRON Surface: Concrete PCN 14/R/C/X/T
2	Taxiway width, surface and strength	Taxiway A FROM B: 15 M Surface: Concrete PCN 14/R/C/X/T Taxiway A FROM RWY TO B: 20 M Surface: Concrete PCN 42/R/C/X/T Taxiway B: 20 M Surface: Asphalt PCN 15/R/C/X/T Taxiway C FROM RWY TO A: 15 M Surface: Asphalt PCN 24/F/C/X/U Taxiway D: 23 M Surface: Concrete PCN 50/R/C/W/T Taxiway E: 12 M Surface: Concrete PCN 11/R/C/W/T Taxiway F: 23 M Surface: Concrete PCN 39/R/C/X/T
3	Altimeter checkpoint location and elevation	Apron 49 FT
4	VOR checkpoints	
5	INS checkpoints	Customs Apron 521231.80N 0001036.00E
6	Remarks	

EGSC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	All parking under marshaller guidance or as directed by ATC. See AD 2.EGSC-2-2 Aircraft Parking and Docking Chart for the location of aircraft parking spots.

2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Designation, centre-line, threshold, edge. Runway 23 marked for precision approach aid and Runway 05 for non-precision aid. Illuminated designator sign at each runway exit. Runway light(s): Runway Turn Pad lighting blue elevated edge. Taxiway marking aid(s): Taxiway centre-line marking. Blue reflective markers on Alpha, Bravo and Foxtrot. Taxiway light(s): Runway guard lights and signs at each holding point to the main runway. Blue edge lights on Charlie and Delta.
3	Stop bars and runway guard lights (if any)	Stop Bars at Runway 05/23 Holding Points Alpha, Bravo, Charlie and Delta.
4	Other runway protection measures	
5	Remarks	Holding position signs and runway taxi holding positions, runway designators and runway ahead markings provided between taxiways A, B, C, D and the main runway. WDI: 521203.81N 0001010.92E (LGTD) - 521225.90N 0001053.75E (LGTD).

EGSC AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas

Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGSC10595) 23/APPROACH 05/ TAKE-OFF	TERRAIN	521238.77N 0001055.50E	79 FT	0 FT	No	
(EGSC10203) 05/APPROACH 23/ TAKE-OFF	CONVEYOR TOP	521156.95N 0000938.24E	78 FT	37 FT	No	
(EGSC10125) 05/APPROACH 23/ TAKE-OFF	STREETLIGHT	521155.36N 0000946.30E	64 FT	16 FT	No	
(EGSC10129) 05/APPROACH 23/ TAKE-OFF	STREETLIGHT	521153.78N 0000951.61E	79 FT	28 FT	No	
(EGSC10130) 05/APPROACH 23/ TAKE-OFF	STREETLIGHT	521153.54N 0000953.56E	80 FT	28 FT	No	
(C009.25) 05/APPROACH 23/TAKE-OFF	CRANE	521130N 0000838E	154 FT	102 FT	Yes Steady red	Expected duration October 2026.

In circling area and at aerodrome

Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
C010.24	CRANE	521356N 0000904E	361 FT	312 FT	Yes Steady red	Expected duration September 2026.
C025.22	CRANE	521258N 0001046E	199 FT	146 FT	Yes Steady red	Mobile crane operating within 0.12 NM radius of centre point. Expected duration December 2028.
C021.25	CRANE	521247N 0000904E	253 FT	227 FT	Yes Steady red	Expected duration May 2026.
C022.25	CRANE	521244N 0000944E	128 FT	87 FT	Yes Steady red	Expected duration June 2026.
C024.22	CRANE	521243N 0001042E	197 FT	148 FT	Yes Steady red	Mobile crane operating within 0.12 NM radius of centre point. Expected duration August 2026.
C008.25	CRANE	521243N 0000636E	197 FT	148 FT	Yes Steady red	Expected duration March 2027.
C006.24	CRANE	521241N 0000848E	227 FT	194 FT	Yes Steady red	Expected duration June 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**
(EGSC10889)	GP MAST	521226.20N 0001054.52E	62 FT	34 FT	No	
(EGSC10890)	WDI	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)	WDI	521203.81N 0001010.92E	62 FT	27 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.
C046.25	CRANE	521153N 0001046E	116 FT	89 FT	Yes Steady red	Expected duration February 2028.
C012.25	CRANE	521153N 0000822E	304 FT	255 FT	Yes Steady red	Expected duration October 2027.
C039.25	CRANE	521139N 0000753E	347 FT	299 FT	Yes Steady red	Expected duration March 2027.
C004.26	CRANE	521139.70N 0000645.90E	168 FT	140 FT	Yes Steady red	Expected duration September 2026
C009.25	CRANE	521130N 0000838E	157 FT	105 FT	Yes Steady red	Expected duration October 2026.
(EGSC10726)	INDUSTRIAL CHIMNEY	521033.29N 0000825.80E	258 FT	212 FT	Yes Red	
C049.25	CRANE	521029N 0000925E	174 FT	95 FT	Yes Steady red	Expected duration July 2028.
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. OFZ: Yes.

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	1025 M	1133 M	1025 M		Take-off from intersection with Taxiway L1.
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

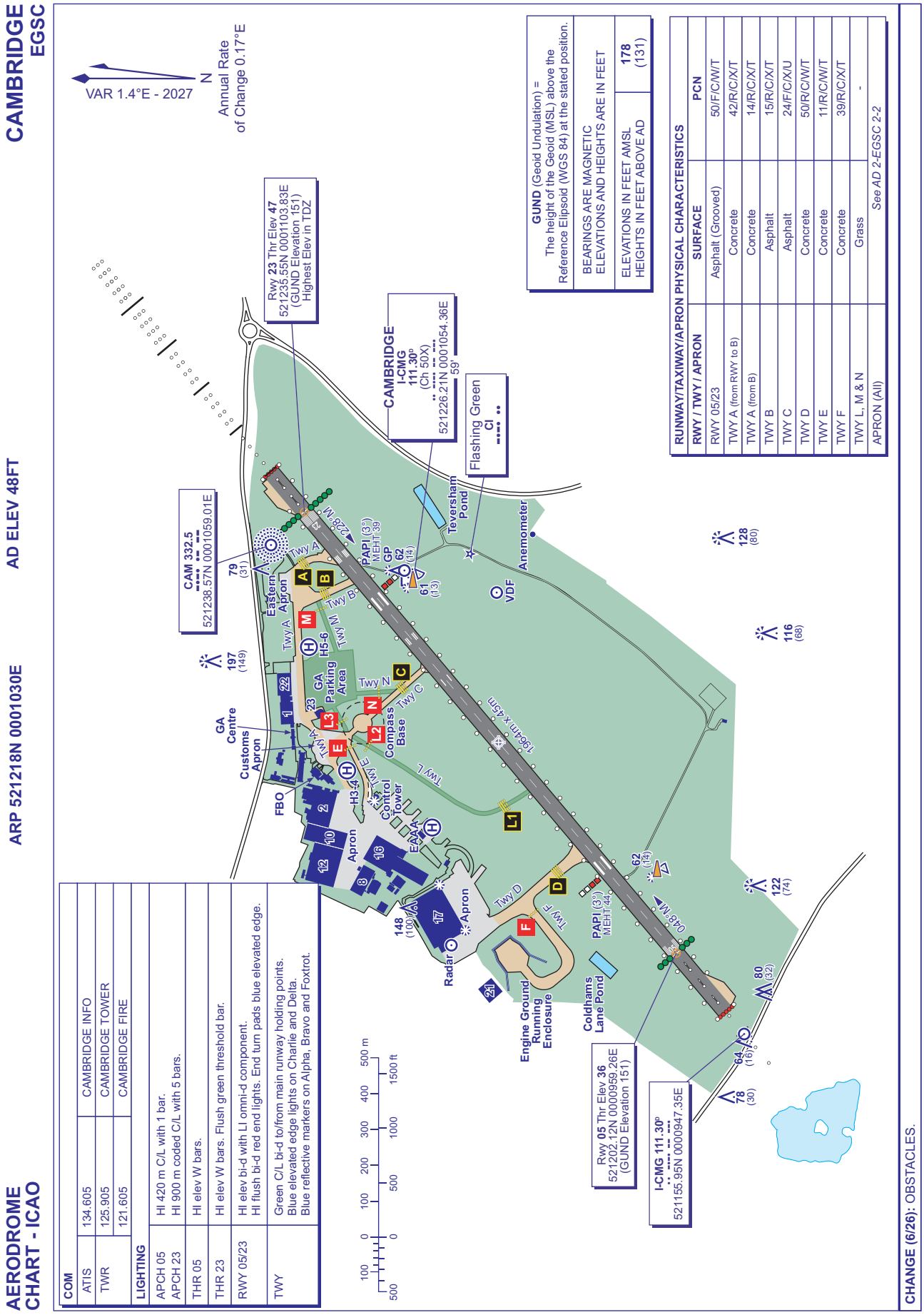
RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway 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		

AERODROME CHART - ICAO

CAMBRIDGE EGSC

ARP 521218N 0001030E

AD ELEV 48FT



AERO INFO DATE 19 MAR 26

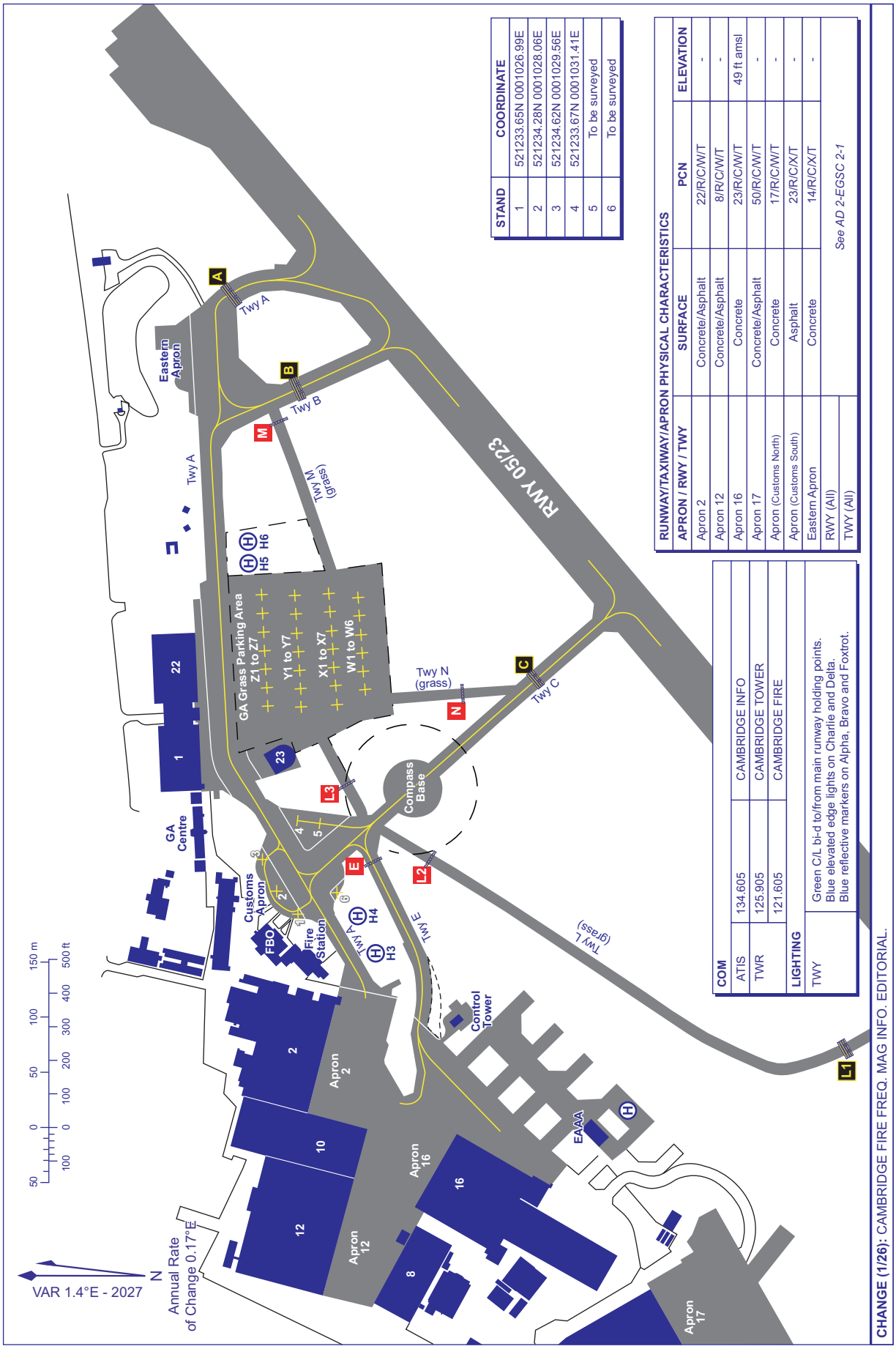
AD 2-EGSC-2-1

CAMBRIDGE EGSC

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 521218N 0001030E

AD ELEV 48FT



STAND	COORDINATE
1	521233.65N 0001026.99E
2	521234.28N 0001028.06E
3	521234.62N 0001029.56E
4	521233.67N 0001031.41E
5	To be surveyed
6	To be surveyed

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
Apron 2	Concrete/Asphalt	22/R/C/W/T	-
Apron 12	Concrete/Asphalt	8/R/C/W/T	-
Apron 16	Concrete	23/R/C/W/T	49 ft amsl
Apron 17	Concrete/Asphalt	50/R/C/W/T	-
Apron (Customs North)	Concrete	17/R/C/W/T	-
Apron (Customs South)	Asphalt	23/R/C/X/T	-
Eastern Apron	Concrete	14/R/C/X/T	-
RWY (All)	See AD 2-EGSC 2-1		
TWY (All)			

COM		
ATIS	134.605	CAMBRIDGE INFO
TWR	125.905	CAMBRIDGE TOWER
	121.605	CAMBRIDGE FIRE

LIGHTING	
TWY	Green C/L bi-d to/from main runway holding points. Blue elevated edge lights on Charlie and Delta. Blue reflective markers on Alpha, Bravo and Foxtrot.

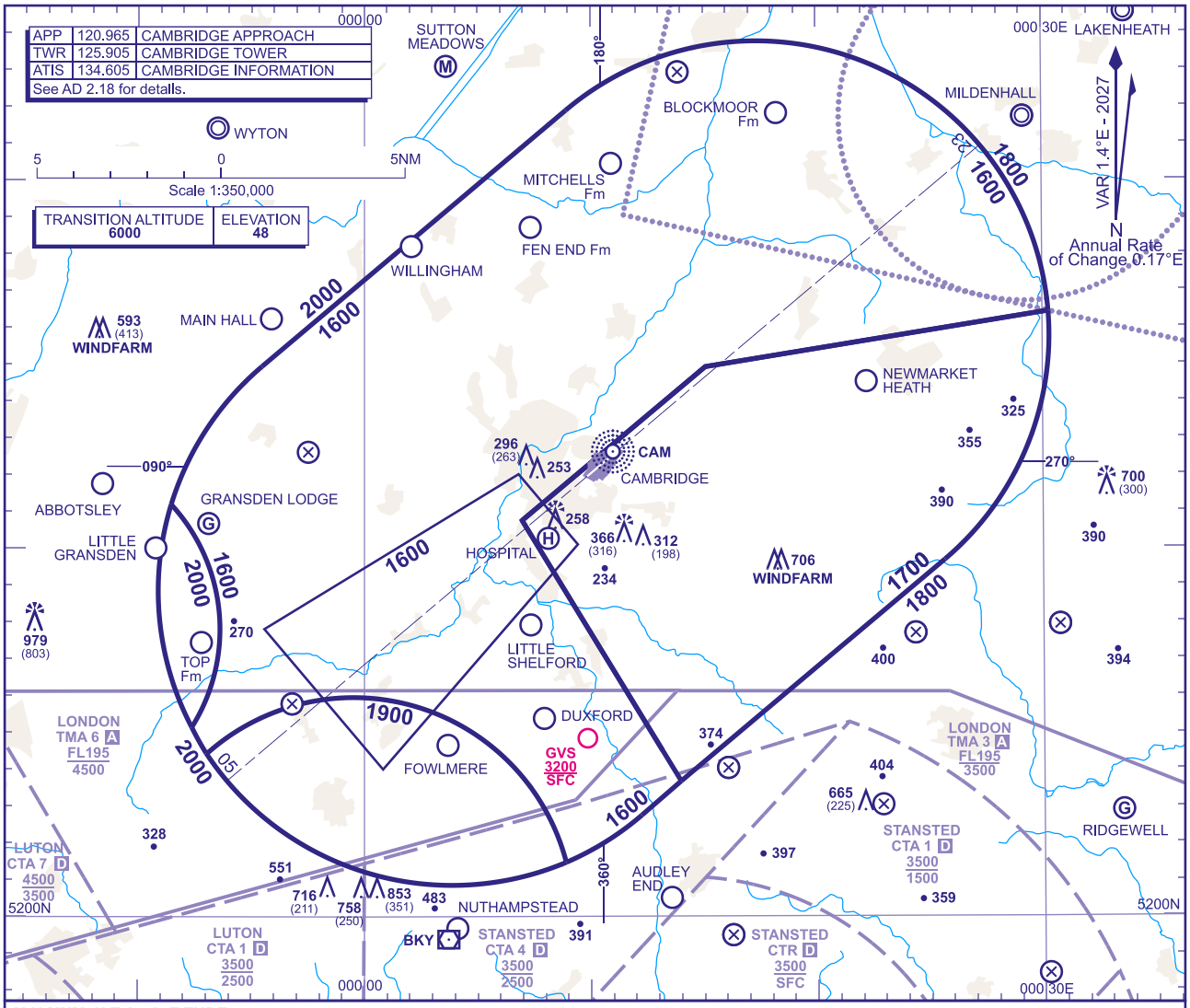
CHANGE (1/26): CAMBRIDGE FIRE FREQ. MAG INFO. EDITORIAL.

AERO INFO DATE 29 OCT 25

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **979**
ELEVATIONS IN FEET AGL (801)

CAMBRIDGE



MINIMUM INITIAL ALTITUDE

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

a) **1600** in the sector defined by the lateral limits; 521457N 0000432W - 522155N 0000854E thence clockwise by an arc of a circle radius 8NM centred on 521548N 0001717E to 521625N 0003014E - 521456N 0001505E - 521046N 0000658E - 520341N 0001358E - 520245N 0001214E thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E to 520130N 0000853E - thence anticlockwise by an arc of a circle radius 6NM centred on 515959N 0000029W - 520427N 0000659W thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E - 520509N 0000737W thence anticlockwise by an arc of a circle radius 5NM centred on 520748N 0001430W - 521112N 0000833W thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E - 521457N 0000432W;

b) **1900** in the sector defined by the lateral limits; 520427N 0000659W thence clockwise by an arc of a circle radius 6NM centred on 515959N 0000029W to 520130N 0000854E thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E to 520427N 0000659W.

c) **2000** in the sector defined by the lateral limits; 521112N 0000833W thence clockwise by an arc of a circle radius 5NM centred on 520748N 0001430W to 520509N 0000737W thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E to 521112N 0000833W.

d) **1700** in the sector defined by the lateral limits; 521046N 0000658E - 521456N 0001505E - 521625N 0003014E thence clockwise by an arc of a circle radius 8NM centred on 521548N 0001717E to 520941N 0002539E - 520341N 0001358E - 521046N 0000658E.

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) CAM**†.

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) CAM**†.

† 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) CAM**.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches Is cleared to Intercept the final approach track.**

CHANGE (6/26): LASER SITE REMOVED. MIL HELI SITE OAKINGTON & WATERBEACH REMOVED.

AERO INFO DATE 13 MAR 26

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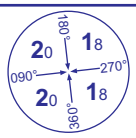
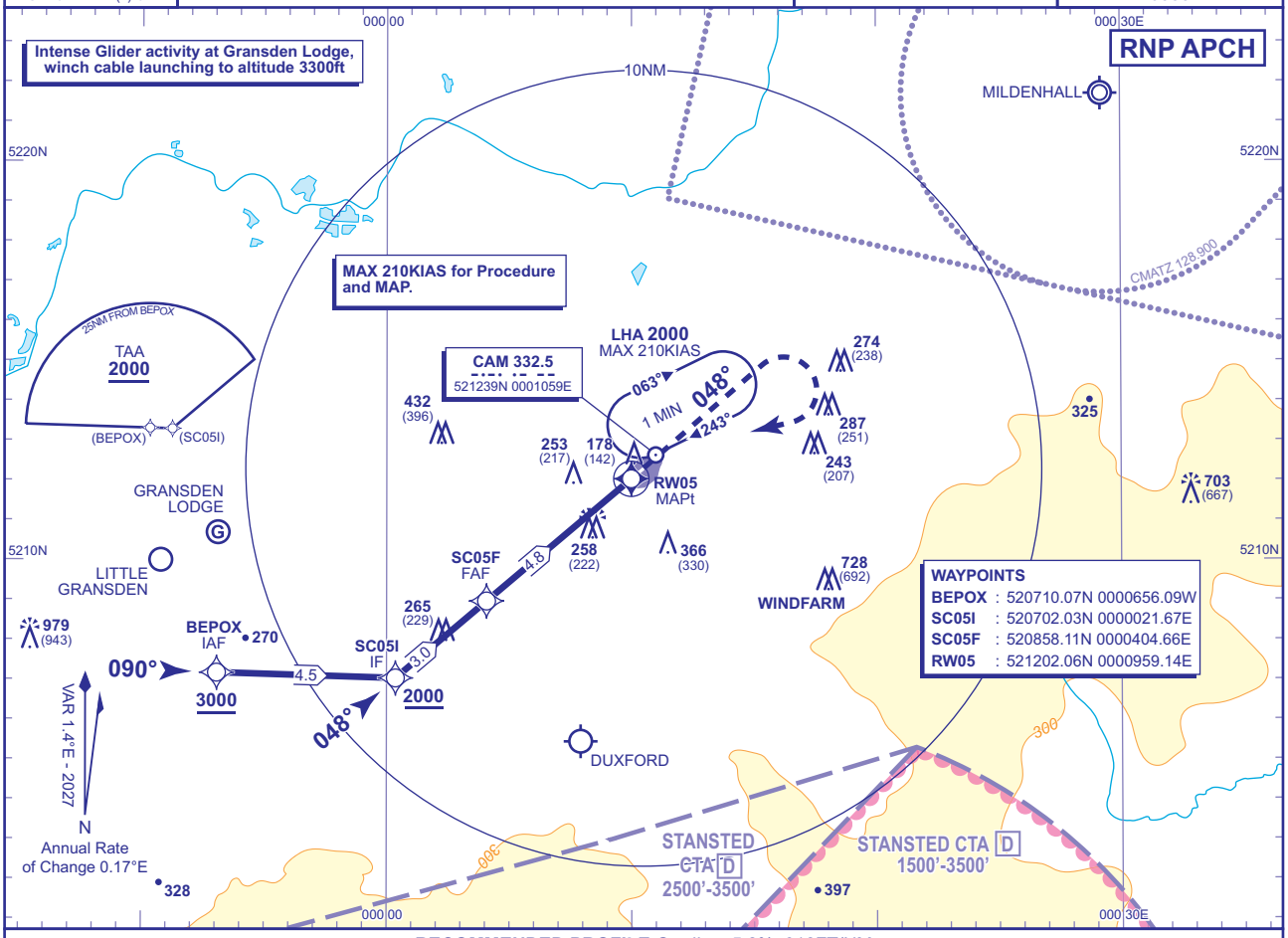
INSTRUMENT APPROACH CHART - ICAO

CAMBRIDGE
RNP
RWY 05
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) CAM

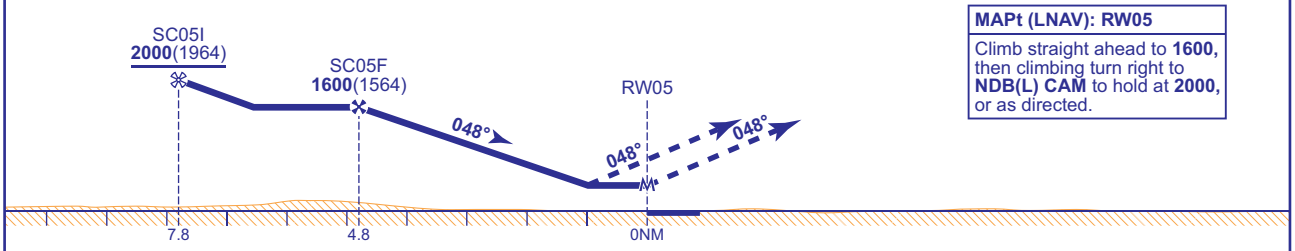
APP	120.965	CAMBRIDGE APPROACH	AD ELEVATION	47	MIN TEMP -15°C
TWR	125.905	CAMBRIDGE TOWER	THR ELEVATION	36	TRANSITION ALTITUDE 6000
ATIS	134.605	CAMBRIDGE INFORMATION	OBSTACLE ELEVATION 979 AMSL (943) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 318FT/NM

NM to RW05	4	3	2
ALT(HGT)	**1360**(1324)	**1040**(1004)	**720**(684)

TCH 50



MAPt (LNAV): RW05
Climb straight ahead to **1600**, then climbing turn right to **NDB(L) CAM** to hold at **2000**, or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**660**(624)	**660**(624)	**660**(624)	**660**(624)
	LNAV	**660**(624)	**660**(624)	**660**(624)	**660**(624)
VM(C)OCA (OCH AAL)	Total Area	**660**(613)	**710**(663)	**810**(763)	**1050**(1003)

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

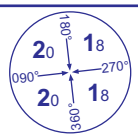
NOTE
1 Aircraft will normally be required to hold not lower than **3000**.
2 RNP procedure is subject to approval from Cambridge ATC.
3 Missed Approach Procedure uses conventional navigation aids and is not available without NDB(L) CAM.
4 Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

CHANGE (6/26): LASER SITE REMOVED.

AERO INFO DATE 13 MAR 26

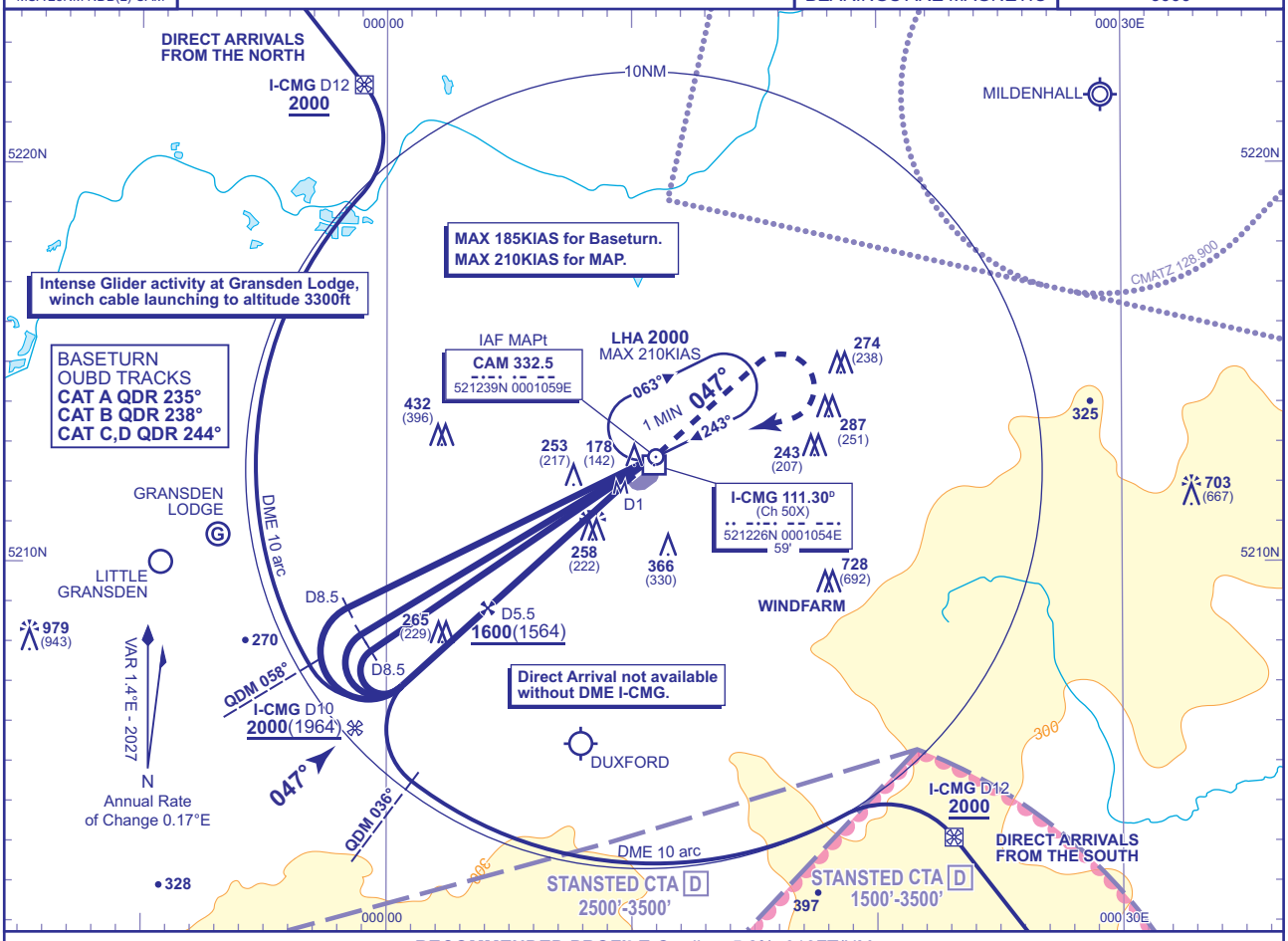
INSTRUMENT APPROACH CHART - ICAO

CAMBRIDGE NDB(L)/DME RWY 05
(ACFT CAT A,B,C,D)



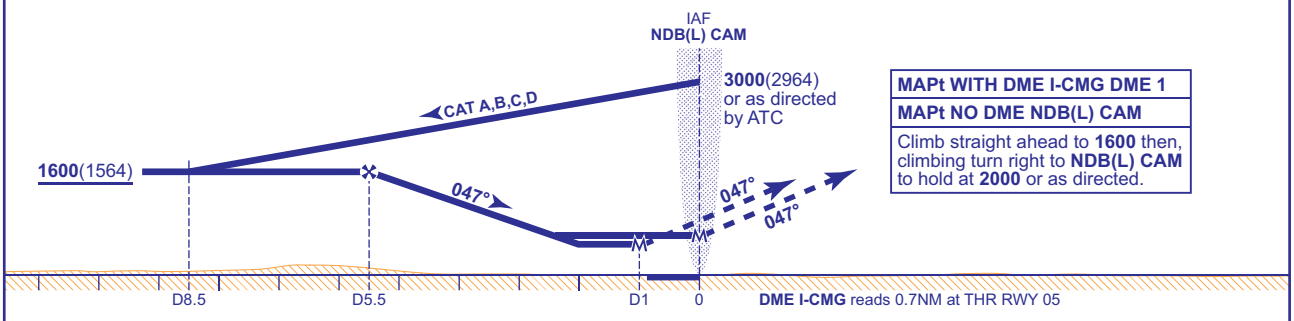
MSA 25NM NDB(L) CAM

APP	120.965	CAMBRIDGE APPROACH	AD ELEVATION	47	
TWR	125.905	CAMBRIDGE TOWER	THR ELEVATION	36	
ATIS	134.605	CAMBRIDGE INFORMATION	OBSTACLE ELEVATION	979 AMSL (943) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.2%, 316FT/NM

DME I-CMG	5	4	3
ALT(HGT)	**1440**(1404)	**1130**(1094)	**810**(774)



MAPt WITH DME I-CMG DME 1
MAPt NO DME NDB(L) CAM
Climb straight ahead to **1600** then, climbing turn right to **NDB(L) CAM** to hold at **2000** or as directed.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	**660**(624)	**660**(624)	**660**(624)	**660**(624)		FT/MIN	840	740	630	530	420
	NO DME	**710**(674)	**710**(674)	**710**(674)	**710**(674)							
VM(C)OCA (OCH AAL)	Total Area	**660**(613)	**710**(663)	**810**(763)	**1050**(1003)							

AIRCRAFT UNABLE TO RECEIVE DME I-CMG
As for main procedure except substitute timing on the outbound legs: 3MIN (CAT A,B); 2.5MIN (CAT C,D). When established on FAT descend to MDA.

NOTES
1. Aircraft will normally be required to hold not lower than **3000**.
2. Direct arrivals are subject to approval from Cambridge ATC.
3. FAT is offset 1.5° from RWY C/L.
4. Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

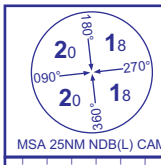
CHANGE (6/26): LASER SITE REMOVED.

AERO INFO DATE 13 MAR 26

AD 2-EGSC-8-2

INSTRUMENT APPROACH CHART - ICAO

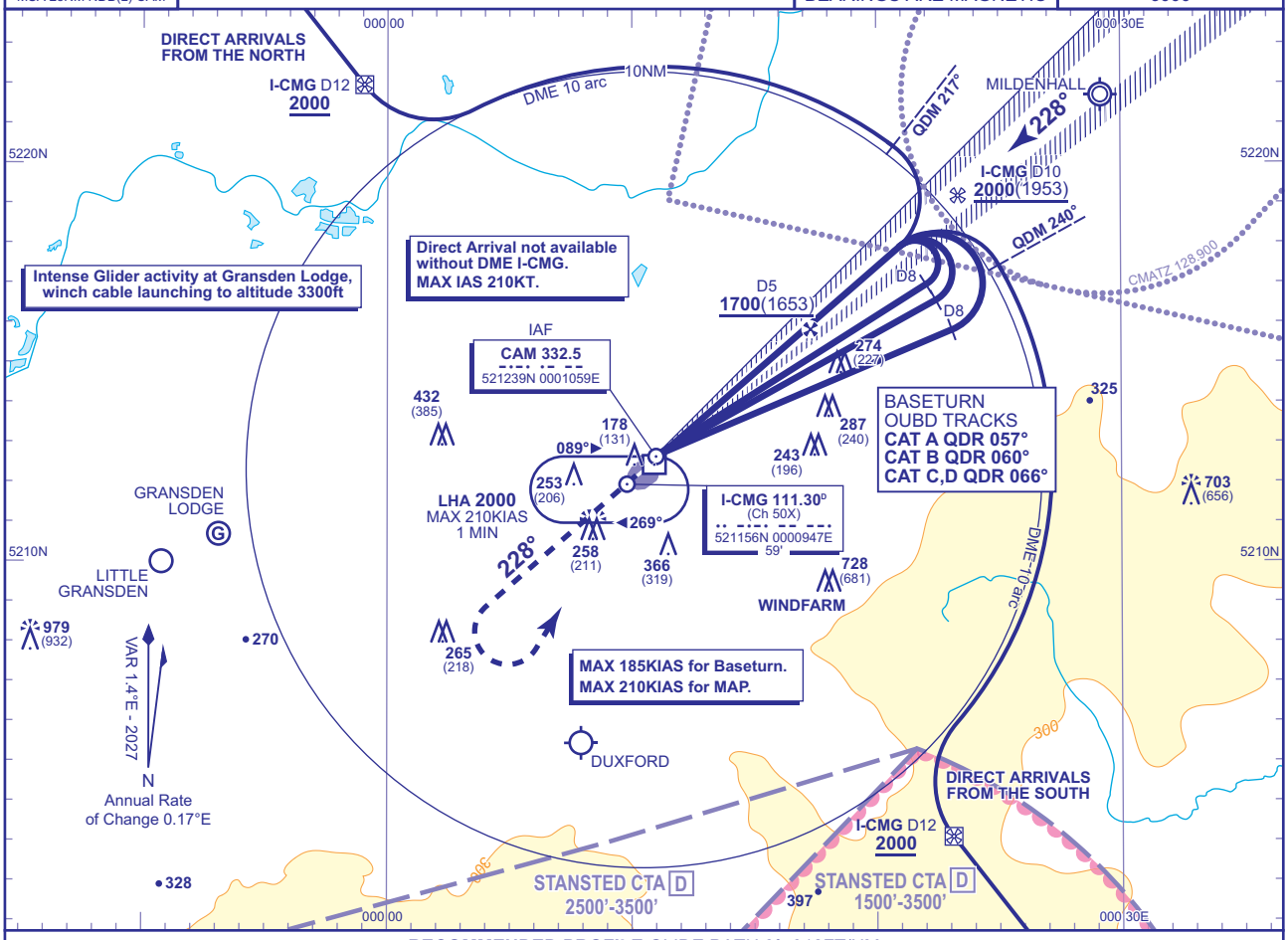
CAMBRIDGE ILS/DME/NDB(L) RWY 23
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) CAM

APP	120.965	CAMBRIDGE APPROACH	AD ELEVATION	47
TWR	125.905	CAMBRIDGE TOWER	THR ELEVATION	47
ATIS	134.605	CAMBRIDGE INFORMATION	OBSTACLE ELEVATION 979 AMSL (932) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

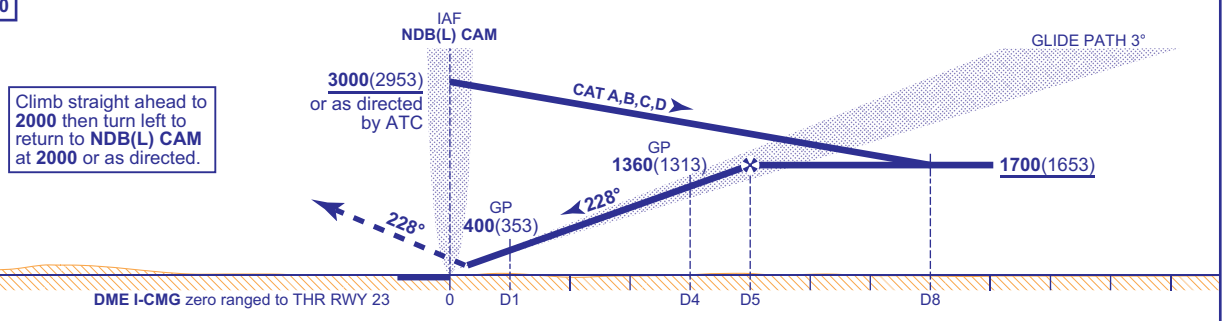
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-CMG	4	3	2	1
ALT(HGT)	**1360**(1313)	**1040**(993)	**720**(673)	**400**(353)

RDH 40



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**247**(200)	**247**(200)	**247**(200)	**256**(209)
VM(C)OCA (OCH AAL)	Total Area	**660**(613)	**710**(663)	**810**(763)	**1050**(1003)

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

AIRCRAFT UNABLE TO RECEIVE DME I-CMG
Advise ATC. Radar vectoring will be provided to the LOC, and a range check will be passed at 4NM before THR.

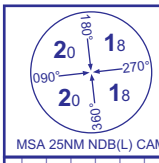
NOTES
1. Aircraft will normally be required to hold not lower than **3000**.
2. Direct arrivals are subject to approval from Cambridge ATC.
3. Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

CHANGE (6/26): LASER SITE REMOVED.

AERO INFO DATE 13 MAR 26
AD 2-EGSC-8-3

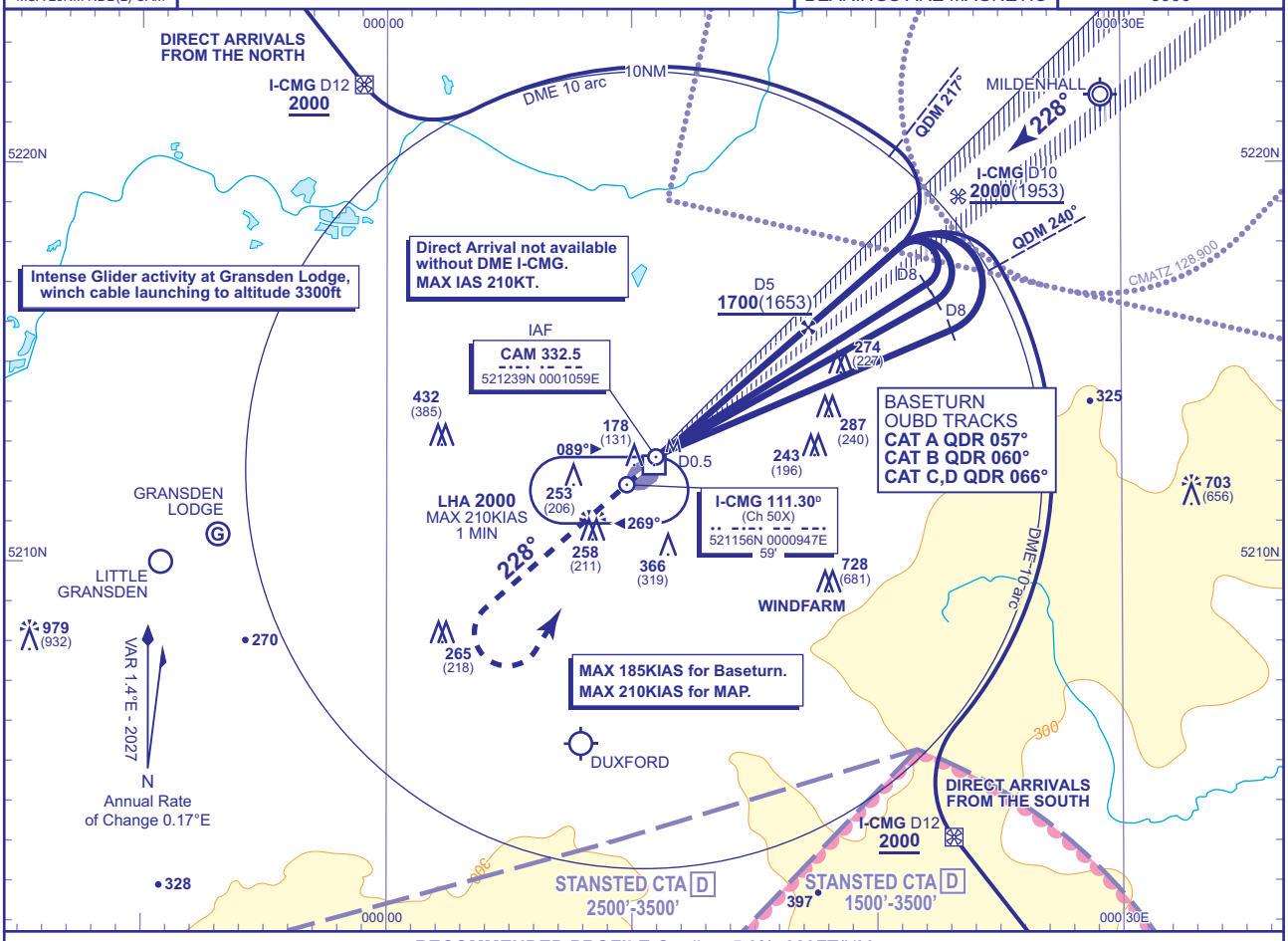
INSTRUMENT APPROACH CHART - ICAO

CAMBRIDGE LOC/DME/NDB(L) RWY 23
(ACFT CAT A,B,C,D)



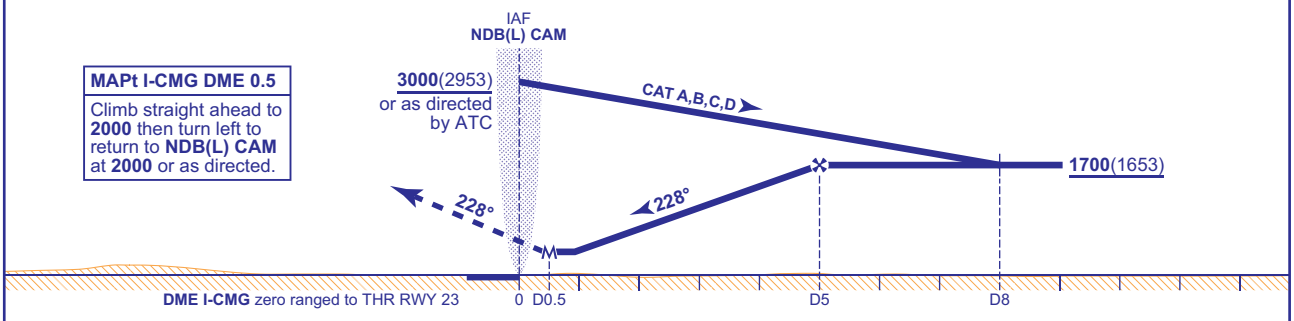
MSA 25NM NDB(L) CAM

APP	120.965	CAMBRIDGE APPROACH	AD ELEVATION	47	TRANSITION ALTITUDE 6000
TWR	125.905	CAMBRIDGE TOWER	THR ELEVATION	47	
ATIS	134.605	CAMBRIDGE INFORMATION	OBSTACLE ELEVATION 979 AMSL (932) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.3%, 323FT/NM

DME I-CMG	4	3	2	1
ALT(HGT)	**1380**(1333)	**1050**(1003)	**730**(683)	**410**(363)



MAPt I-CMG DME 0.5
Climb straight ahead to **2000** then turn left to return to **NDB(L) CAM** at **2000** or as directed.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	**460**(413)	**460**(413)	**460**(413)	**460**(413)		FT/MIN	860	750	650	540	430
VM(C)OCA (OCH AAL)	Total Area	**660**(613)	**710**(663)	**810**(763)	**1050**(1003)							

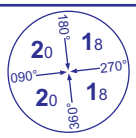
NOTES
1 Aircraft will normally be required to hold not lower than **3000**.
2 Direct arrivals are subject to approval from Cambridge ATC.
3 Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

CHANGE (6/26): LASER SITE REMOVED.

AERO INFO DATE 13 MAR 26 AD 2-EGSC-8-4

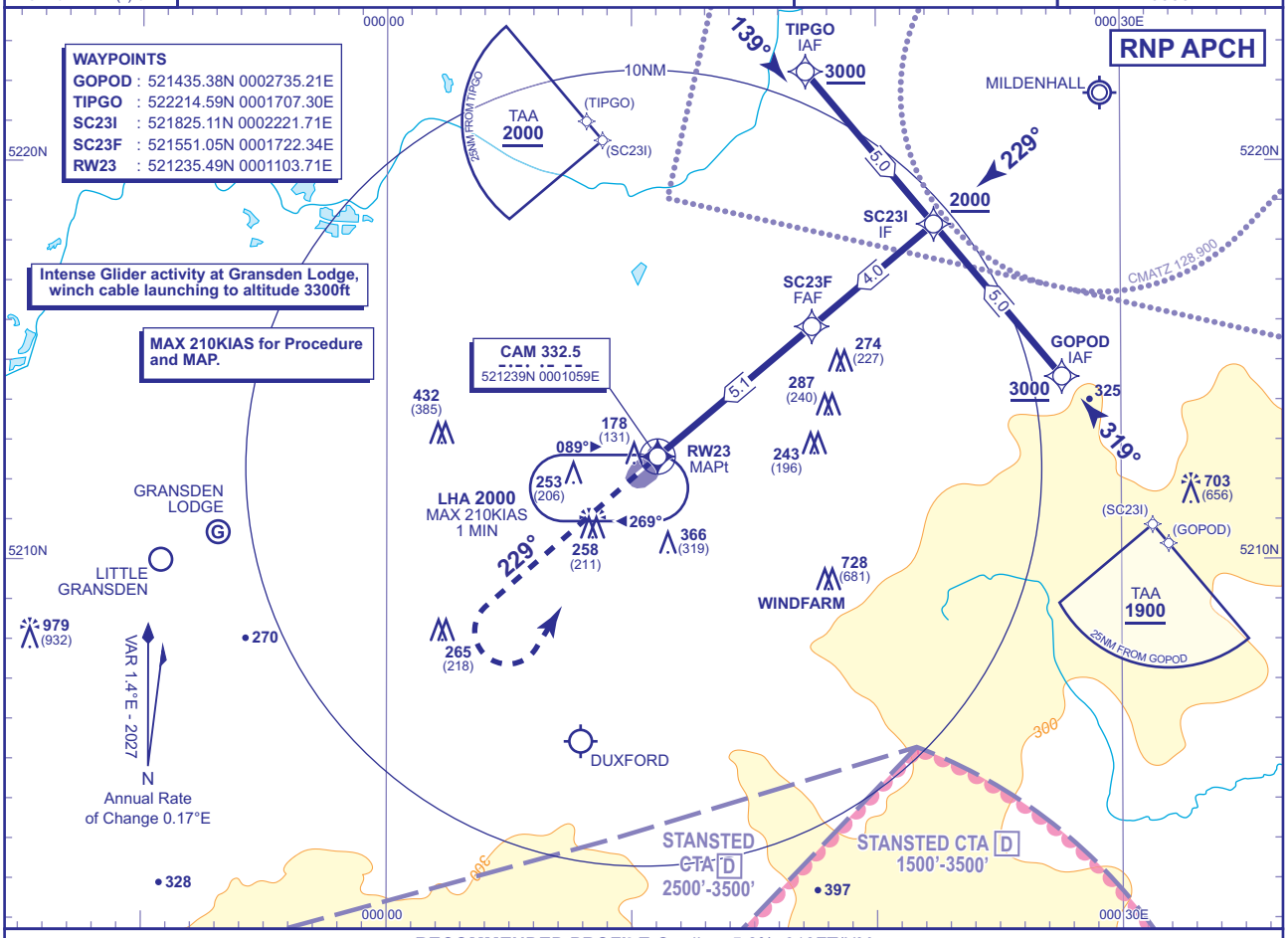
INSTRUMENT APPROACH CHART - ICAO

CAMBRIDGE
RNP
RWY 23
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) CAM

APP	120.965	CAMBRIDGE APPROACH	AD ELEVATION	47	MIN TEMP -15°C
TWR	125.905	CAMBRIDGE TOWER	THR ELEVATION	47	TRANSITION ALTITUDE 6000
ATIS	134.605	CAMBRIDGE INFORMATION	OBSTACLE ELEVATION 979 AMSL (932) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		



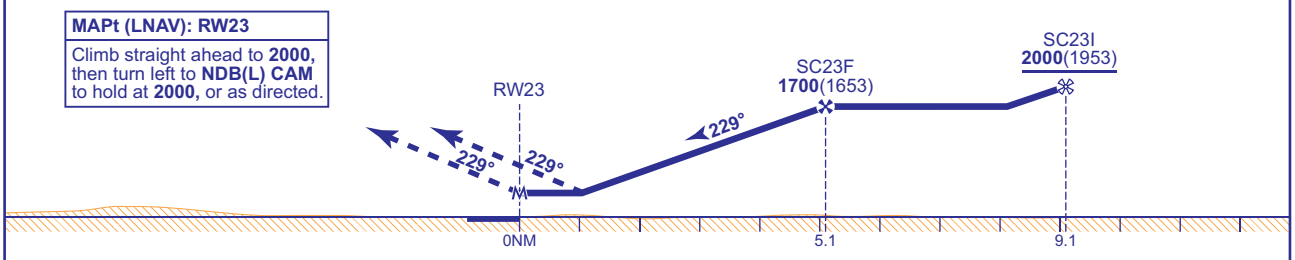
RECOMMENDED PROFILE Gradient 5.2%, 318FT/NM

NM to RW23	5	4	3	2	1
ALT(HGT)	**1680**(1633)	**1360**(1313)	**1040**(993)	**720**(673)	**400**(353)

TCH 40

MAPt (LNAV): RW23

Climb straight ahead to **2000**, then turn left to **NDB(L) CAM** to hold at **2000**, or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**460**(413)	**460**(413)	**460**(413)	**460**(413)
	LNAV	**460**(413)	**460**(413)	**460**(413)	**460**(413)
VM(C)OCA (OCH AAL)	Total Area	**660**(613)	**710**(663)	**810**(763)	**1050**(1003)

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

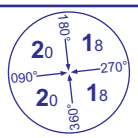
NOTE
1. Aircraft will normally be required to hold not lower than **3000**.
2. RNP Procedure is subject to approval from Cambridge ATC.
3. Missed Approach Procedure uses conventional navigation aids and is not available without NDB(L) CAM.
4. Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

CHANGE (6/26): LASER SITE REMOVED.

AERO INFO DATE 13 MAR 26

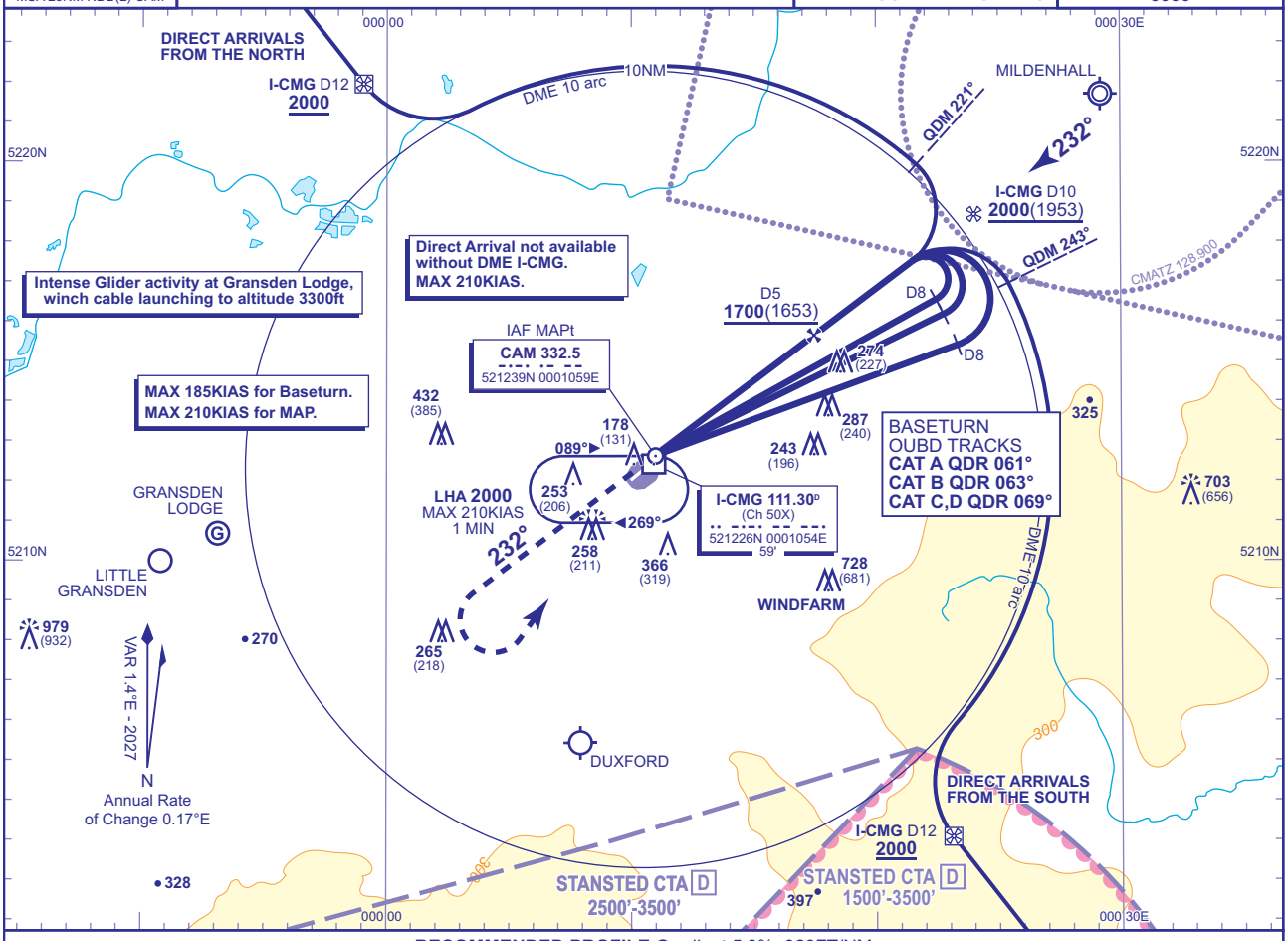
INSTRUMENT APPROACH CHART - ICAO

CAMBRIDGE NDB(L)/DME RWY 23
(ACFT CAT A,B,C,D)



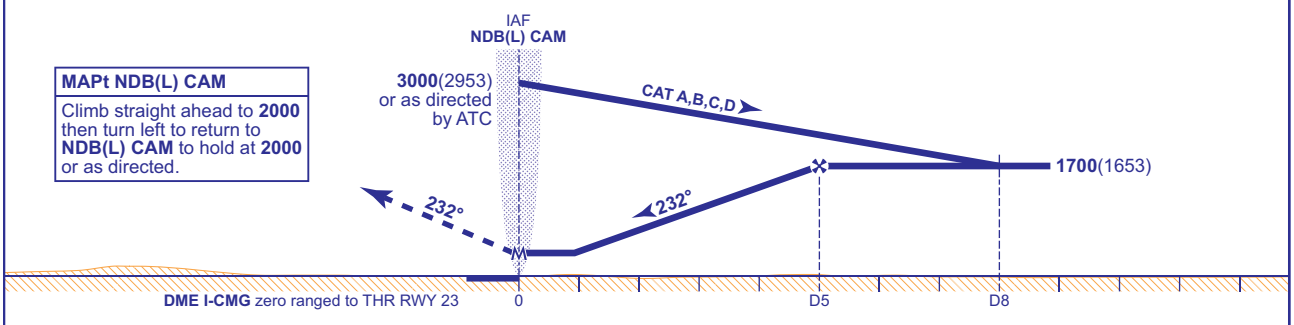
MSA 25NM NDB(L) CAM

APP	120.965	CAMBRIDGE APPROACH	AD ELEVATION	47	
TWR	125.905	CAMBRIDGE TOWER	THR ELEVATION	47	
ATIS	134.605	CAMBRIDGE INFORMATION	OBSTACLE ELEVATION	979 AMSL (932) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.3%, 323FT/NM

DME I-CMG	4	3	2
ALT(HGT)	**1380**(1333)	**1050**(1003)	**730**(683)



MAPt NDB(L) CAM
Climb straight ahead to **2000** then turn left to return to **NDB(L) CAM** to hold at **2000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	**WITH DME**	**460**(413)	**460**(413)	**460**(413)	**460**(413)
	NO DME	**590**(543)	**590**(543)	**590**(543)	**590**(543)
VM(C)OCA (OCH AAL)	**Total Area**	**660**(613)	**710**(663)	**810**(763)	**1050**(1003)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	860	750	650	540	430

AIRCRAFT UNABLE TO RECEIVE DME I-CMG
Advise ATC. As for main procedure except substitute timing on the outbound legs: 2.5MIN (CAT A,B); 2MIN (CAT C,D). When established on FAT descend to MDA.

NOTES
1. Aircraft will normally be required to hold not lower than **3000**.
2. Direct arrivals are subject to approval from Cambridge ATC.
3. FAT is offset 3.5° from RWY C/L.
4. Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

CHANGE (6/26): LASER SITE REMOVED.

AERO INFO DATE 13 MAR 26 AD 2-EGSC-8-6

EGNX AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.84°E (2027)	IEMW	109.350 MHz	H24	524953.30N 0011807.40W		(RWY 09)
ILS/GP	IEMW	331.850 MHz	H24	524954.61N 0012031.10W		3° ILS Ref Datum Hgt 56 FT.
ILS/LOC III 0.82°E (2027)	IEME	109.350 MHz	H24	524949.74N 0012122.96W		(RWY 27)
ILS/GP	IEME	331.850 MHz	H24	524956.50N 0011847.13W		3° ILS Ref Datum Hgt 54 FT.
VOR/DME 0.76°E (2027) 0.6°E (2023)	HON	83Y 113.650 MHz	H24	522124.04N 0013949.41W	435 FT	VOR/DME DOC: 60 NM/50,000 FT (85 NM/50,000 FT in Sector R179-239 and 100 NM/50,000 FT in Sector R314-001).
VOR/DME 0.48°E (2027) 0.50°E (2023)	POL	58X 112.100 MHz	H24	534437.60N 0020611.83W	1438 FT	VOR/DME DOC: 115 NM/50,000 FT (150 NM/50,000 FT in Sector R075-015). Due to terrain, coverage at low level is reduced in Sector R280-335.
NDB (L) 0.88°E (2027)	EME	353.500 kHz	H24	524957.69N 0011140.43W		Range 20 NM.
NDB (L) 0.79°E (2027)	EMW	393.000 kHz	H24	524943.19N 0012715.98W		Range 10 NM.
ILS/DME	IEMW	30Y 109.350 MHz	H24	524957.99N 0011940.24W	322 FT	(RWY 09) On AD. Freq paired with ILS I-EMW and I-EME. Zero range indicated at THR of Runway 09 and 27.
ILS/DME	IEME	30Y 109.350 MHz	H24	524957.99N 0011940.24W	322 FT	(RWY 27) On AD. Freq paired with ILS I-EMW and I-EME. Zero range indicated at THR of Runway 09 and 27.
VOR/DME 0.96°E (2027) 0.8°E (2024)	DTY	111X 116.400 MHz	H24	521048.51N 0010649.64W	600 FT	RNAV substitution only. VOR DOC: 45 NM/50,000 FT (55 NM/50,000 FT in Sector R009-089). DME DOC: 60 NM/50,000 FT (75 NM/50,000 FT in Sector R284-344).
VOR/DME 0.69°E (2027) 0.4°E (2025)	TNT	104X 115.700 MHz	H24	530314.23N 0014011.90W	994 FT	RNAV substitution only. VOR DOC: 20 NM/50,000 FT (40 NM/50,000 FT in Sector R100-205). DME DOC: 80 NM/50,000 FT (100 NM/50,000 FT in Sector R300-000).

EGNX AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use by aircraft not able to communicate with ATC by radio is subject to prior permission.
b) Use governed by regulations applicable to East Midlands CTR.
c) Jet aircraft failing to meet certification levels appropriate to Chapter 3 will not be permitted to land or take-off between 2300-0700 (2200-0600) except in special circumstances. Dispensation to do so within strict guidelines must be sought from ATC.
d) Use of East Midlands Airport is subject to Standard Conditions of Use, which can be requested from the Finance Section. Tel: +44(0)1332-852975 or by e-mail: finance@eastmidlandsairport.com.
e) All flights, except General Aviation and military flights, are subject to the prior approval of the Managing Director, East Midlands Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the Airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon - Fri 0830-1700 by e-mail: lonacxh@acl-uk.org; or Tel: +44(0)161-493 1850, Fax: +44(0)161-493 1853, or at all other times to Airfield Operations: +44(0)1332-852 973. OCS account holders can add, change and cancel slots at any time on the online co-ordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.
f) All visiting aircraft must pre-book a designated handling agent prior to landing at EMA.

g) Planned Diversion Procedure - All operators are advised that before filing East Midlands as an alternate, they are required to have made arrangements for ground handling, maintenance and aircraft recovery. This arrangement is subject to the agreement of the Airport Management. Nothing in this procedure shall however prevent an aircraft that has declared an emergency from landing.

2 GROUND MOVEMENT

a) Stand allocation will be by the Airport Authority.
b) Aircraft must be pushed back from parking stands unless operating form a self-manoeuvring stand (as detailed in AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS). Powerback manoeuvres are not permitted.
c) Pushback clearances may be issued to designated Tug Release Points (TRP's) where applicable. Standard pushback clearances will be given when TRP's are not installed. See Aircraft Ground Movement/Parking/Docking Chart AD 2.EGNX-2-2 for TRP locations.
d) The airside area is a 24 hour mandatory high visibility clothing area. All flight crews are to wear high visibility clothing for all ramp activities (including aircraft walkrounds).
e) The operators of all aircraft using the aprons, all of which are within the Critical Area as defined by the requirements of the Aviation Security Act 1982 as amended by the Aviation and Maritime Security Act 1990, shall designate a handling agent in advance of any inbound flight.
f) Parking on the aprons is strictly PPR. Within the apron areas only, crew and passenger transport may, subject to availability and payment, be provided by the handling agents.

   The apron areas to the west of the M Taxiway is not available for aircraft parking except:

   i. On the aprons outside all hangars with the permission of the company occupying the hangar concerned or the Airport Authority;
   ii. On the area bounded by dashed white lines on the west side of the Maintenance Area North apron and with the permission of Donair Limited.

   Aircraft operators parking on any part of this area without permission will be in contravention of the Airport Byelaws relating to East Midlands Airport made under the Civil Aviation Act 1982.

g) Runway intersections M and S are not available for aircraft larger than Code C (maximum span 36 M).
h) Aircraft ground movement modelling for Code F and above, is available on request to ops.safety@eastmidlandsairport.com.
i) When using Runway 27, Taxiway S is normally used for departures. Landing traffic should not plan to vacate the runway at Taxiway S without first requesting permission from ATC.
j) Aircraft up to max Beech King Air (B350) only can use code B Taxilane MA.
k) During taxiing, pilots should be expected to encounter a wide range of differing aircraft types and sizes which may be difficult to visually acquire during periods of poor visibility or at night. Aircrew remain responsible for wingtip separation and, if in any doubt, should stop, hold position and request marshaller assistance. Pilots should exercise caution when taxiing on A in the vicinity of runway intersections H, M, S and W due to the possible presence of other aircraft holding at these intersections for departure.
l) Long wheelbase code E/F aircraft should use caution when entering/exiting the runway at all exits due to pavement width constraints.
m) All departing B747 operations on the East and West aprons are to use minimum break away power when first moving away. Additionally, due to jet blast, all arriving and departing B747s shall use the minimum thrust necessary when taxiing in the East and West aprons.
n) Taxiway C is restricted to Code C operations. Code D aircraft using stands 20 (B767-300W) and 24 (B757-200W) must be towed on and towed off via Q.
o) East apron entrance/exit V is restricted to maximum span of 68.4 M and maximum length of 76.25 M (B747-8).
p) Due to taxiway limitations, use of the airfield by the following long wheelbase aircraft is strictly PPR: A340-600, A350-1000, A380-800, B777-300. Requests should be made to ops.safety@eastmidlandsairport.com.
q) Stands 4 and 31 closed.

3 CAT II/IIIB OPERATIONS

a) Runway 27, subject to serviceability of the facility, is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/IIIb operations, special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.
c) Holding Points Sierra 1 and 2, Whiskey 1 and 2, Mike 1 and 2 and Hotel 1 and 2 are closed when Low Visibility Procedures are in force.
d) All Runway 27 departures will be via Holding Point Alpha 2 only, and all landing aircraft must only vacate the runway via Holding Point Golf 2.
e) Low Visibility Procedures Runway 09

   i. During periods of low visibility, to protect departing aircraft, 'Low Visibility Procedures' may be in force. Arriving aircraft are limited to CAT I or LTS CAT I approaches only. Pilots will be informed via ATIS broadcast or by RTF when these procedures are in operation.
   ii. During Low Visibility Procedures all departures will be via Holding Point Golf 2 only and all landing aircraft must vacate via Holding Point Alpha 2.

f) When visibility drops below 350 M, Airfield Operations 'lead vehicles' are available on request.

4 WARNINGS

a) Interference causing large fluctuations to the heading indications of magnetic compasses may be experienced by aircraft in the vicinity of holding point Whiskey One and on the runway, north of Whiskey One. All pilots are advised to carry out any pre take-off check of Direction Indicator against magnetic compass in areas other than those mentioned above.
b) Grass Cutting:

Consequent upon the implementation of the long grass programme relating to the control of birds, the following will be introduced:

Grass cutting may take place on a daily basis between April and October inclusive within the strip enclosing Runway 09/27. Circuit flying by light aircraft may be restricted at certain times to permit grass cutting in the areas immediately adjacent to the runway.

c) Pilots are advised that in the Spring and Autumn, bird concentrations may be present on all areas under agricultural use on the approaches to Runway 09/27. Deterrent measures within the Airport's boundaries are carried out by the Bird Control Unit and pilots may be requested by ATC to delay a departure or arrival if bird concentrations within the Bird Control Unit's area of control prove difficult to disperse.
d) A pyrotechnic factory is sited approximately 3 NM north of the aerodrome. Pilots are warned that rockets, carrying flares of up to 150,000 candela deployed on parachutes, may be tested up to a height of 1000 FT AGL, (1100 FT AMSL) by day and night.
e) A flare stack is sited at Chellaston (*525154N 0012536W). The stack is 36 FT above ground level (266 FT AMSL) and the flare is 20 FT in length.
f) There is a model aircraft flying site located approximately 2.3 NM north east of the airport within the ATZ and Long Eaton Lane (5253337N 0011722W). SUA (Small Unmanned Aircraft) operations will usually remain below a height of 400 FT (495 FT AMSL). In exceptional circumstances, SUA operations may be permitted up to a height of 800 FT (895 FT AMSL) subject to approval from East Midlands Airport ATC. In this case, ATC will advise aircraft operating in the vicinity of the site that high level SUA operations are taking place.
g) The grass verges of the taxiways and aprons are weak in places and liable to waterlogging.
h) Pilots are warned of the possibility of building induced turbulence and wind-shear when landing on Runway 09 in strong southerly winds.
i) High sided vehicles may be parked adjacent to the western perimeter fence.
j) The Maintenance Area and Taxiway M, south of M3 are not controlled by ATC. Pilots should exercise caution and expect uncontrolled vehicle and aircraft movements in this area.
k) Two wind turbines operational bearing 230° from the ARP, range 1076 M, max blade-tip height 148 FT AGL. Pilots may experience a slight increase in turbulence in southerly winds.
l) Cables exist north of the airport.
m) Certain radio navigation and landing aids are unavailable due to maintenance during the following periods of each month:

i. ILS - Sunday 0900-1300 (0800-1200).
ii. M511 - 2nd Tuesday of the month 0930-1330 (0830-1230).
iii. EME - 4th Monday of the month 0930-1230 (0830-1130).
iv. EMW - 3rd Monday of the month 0930-1230 (0830-1130).
v. FFM - 4th Thursday of the month 0930-1200 (0830-1100).
vi. DME - 2nd Wednesday of the month 0930-1130 (0830-1030).

5 HELICOPTER OPERATIONS

a) IFR.

i. Arrival Procedures

1. Following an IFR approach to Runway 09/27 ground or air taxi to parking areas as instructed by ATC. Helicopters which can ground taxi, will normally follow the taxiway to their assigned parking area.

ii. Departure procedures

1. Proceed via the taxiway system for a departure on Runway 09/27 as directed by ATC.

b) VFR.

i. Arrival Procedures

1. Helicopters should expect to be cleared into the CTR via the Long Eaton or Shepshed VFR Lanes direct to either left or right base at level as may be assigned by ATC. Overflight of the villages of Castle Donington to the north and Diseworth to the south is to be avoided.
2. On receipt of a landing clearance, helicopters are to land on Runway 09/27 and follow instructions issued by ATC for appropriate runway exit point and stand or parking area. Pilots should avoid exiting the runway via A1, W1 or S1 in the case of Runway 27 or G1, H1 or M1 in the case of Runway 09 without specific instructions from ATC.
3. On vacating the runway, pilots should expect instructions to taxi to the designated parking area following the taxiing procedures applicable to IFR arriving flights (see sub paragraph a (i)).

ii. Departure Procedures

1. Pilots of Helicopters should expect instructions to proceed via the taxiway system for a departure on Runway 09/27 as directed by ATC.

c) Special VFR Procedure

i. Arrivals and Departures are as for VFR arrival and departure procedures.

d) Helicopter Movements to/from Donington Park

i. All helicopters operating into and from Donington Park Racing Circuit shall use only areas defined and promulgated by the owners of the site and their permission to operate shall have first been obtained by the aircraft commander.

ii. The owners of the site shall promulgate to helicopter operators to whom they grant permission to land, details of any site to be used and shall draw their attention to the restrictions which they, the owners, may place upon it and to the Air Traffic Rules for the East Midlands Control Zone/Control Area.
iii. Air Traffic Control Instructions for helicopters to proceed to or depart from Donington Park Racing Circuit will not be withheld for any reasons other than traffic reasons, but any such instruction given shall not constitute a clearance to land nor shall it to be deemed by the aircraft commander as granting permission to use the approved site.

6 USE OF RUNWAYS

a) In accordance with EU OPS Sub-part E the following approach operations are available to approved operators:

i. Runway 09 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
ii. Runway 27 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2.

7 TRAINING

a) Training flights and Instrument Rating Tests. Training requires the prior approval of ATC and application should be made as far in advance as possible; see AD 2-EGNX-1-11 paragraph 10. Special conditions apply for jet-engined aircraft. Operators wishing to take advantage of rebated fees and charges for training are advised that application for training rebates MUST be made in advance to the Airport Authority. Rebates are not granted retrospectively.

EGNX AD 2.21 NOISE ABATEMENT PROCEDURES

1 NOISE

a) Noise abatement Procedures – All aircraft inbound or outbound from the aerodrome are required to conform to the following procedures; notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger, or in compliance with ATC instructions.

2 GENERAL

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance to the area around the aerodrome.
b) Whenever possible aircraft should avoid overflying the villages of Diseworth (south of the aerodrome) and Castle Donington (north of the aerodrome).

3 TAKE-OFF AND CLIMB PROCEDURES (INCLUDING 'GO-AROUNDS')

a) Aircraft Operators shall instigate their aircraft manufacturer's noise abatement recommended procedures on departure and up to FL 100, or the procedures listed in paragraphs i to vi:

i. Take-off to 1500 FT QNH:

Power – Normal take-off.

Speed – V2 + 10 KT (+).

Flaps – Set as appropriate.

ii. 1500 FT to 3000 FT QNH:

Power – Reduced to climb thrust.

Speed – V2 + 10 KT (+).

Flaps – Maintain previous setting.

Note: *V2 + 10 KT (+) indicates that V2 + 10 may be exceeded where pitch angle or specific aircraft characteristics are possible limiting factors.*

iii. At 3000 FT QNH Retract flaps on schedule and assume normal en-route climb.
iv. Between 3000 FT QNH and FL 100: Maximum climb speed 250 KT unless otherwise instructed.
v. **All** turbo-jet aircraft or turbo-fan aircraft departing from Runway 27 shall attain an altitude of 1500 FT and shall have passed the end of the runway before commencing any turn.
vi. Aircraft 'going around' from an approach to Runway 27 shall not commence any turn until the end of the runway and shall avoid overflying Castle Donington (sector 360° MAG to 065° MAG, radius 0.65 NM from the localizer).
vii. All turbo-jet, turbo-fan aircraft and aircraft in excess of a gross weight of 17000 KG, departing 'Northbound' from Runway 09 shall, as soon as practical after passing the end of the runway, track 096° MAG to 1.5 NM before turning left in accordance with the departure SID or issued clearance.

AERODROME CHART - ICAO

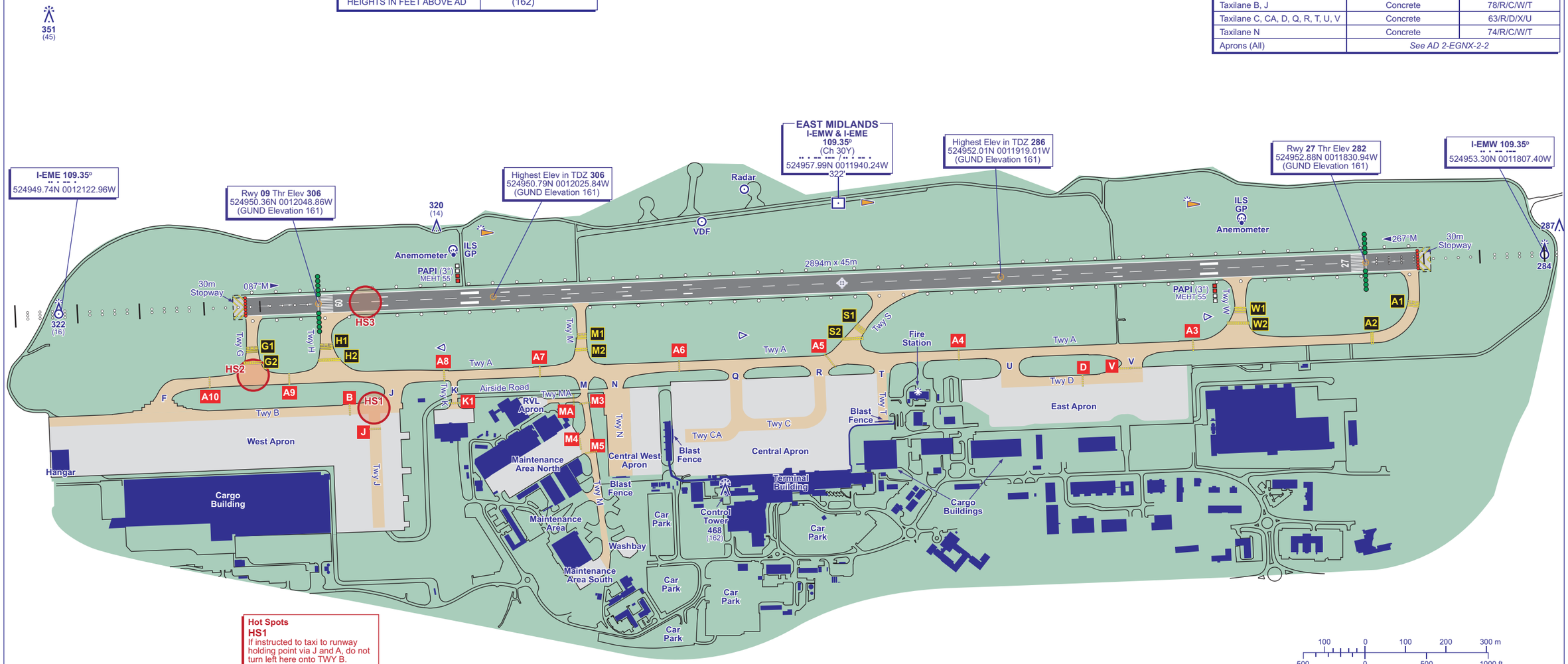
ARP 524952N 0011940W

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

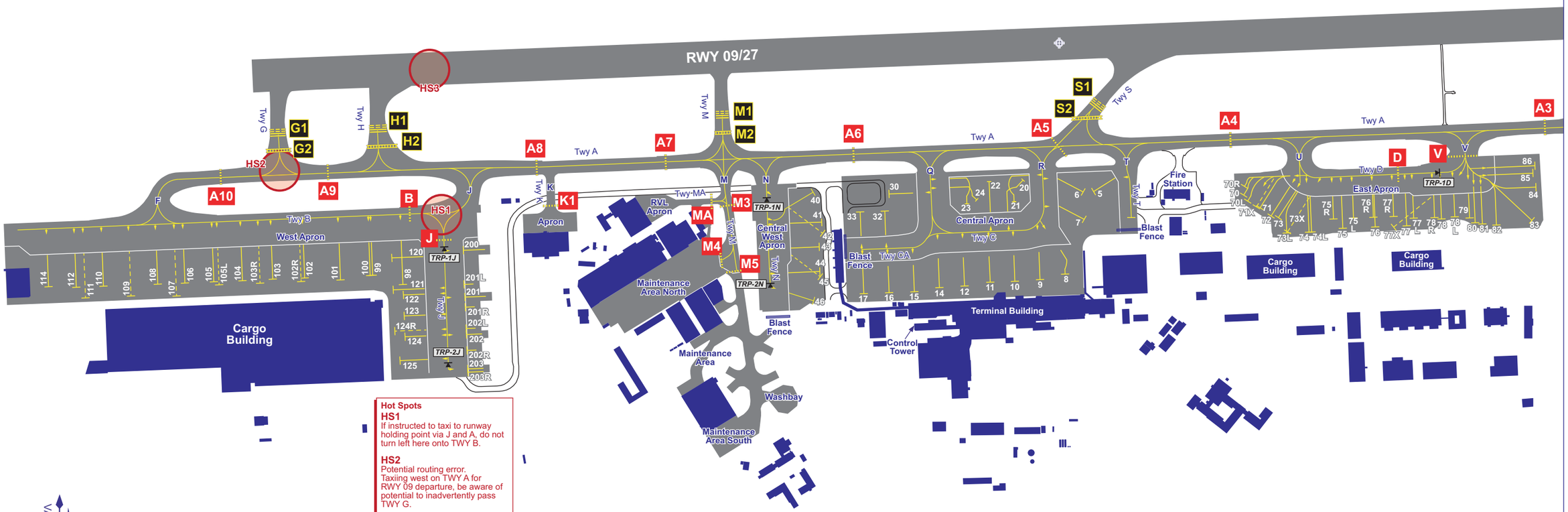
EAST MIDLANDS
EGNX

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
5	524942.83N 0011938.04W	32	524941.80N 0011958.41W	70	524942.53N 0011923.36W	77R	524941.17N 0011908.75W	98	524937.71N 0012045.60W	114	524937.81N 0012120.22W
6	524942.81N 0011939.05W	33	524941.76N 0012000.82W	70L	524942.18N 0011922.98W	77X	524940.58N 0011908.76W	99	524938.30N 0012048.56W	120	524939.32N 0012046.66W
7	524941.19N 0011938.97W	40	524942.95N 0012005.43W	70R	524943.05N 0011923.26W	78	524941.00N 0011904.06W	100	524938.29N 0012048.78W	121	524937.43N 0012046.57W
8	524937.98N 0011940.86W	41	524941.17N 0012004.61W	71	524941.76N 0011921.77W	78L	524941.13N 0011902.76W	101	524938.04N 0012051.69W	122	524937.12N 0012045.56W
9	524937.65N 0011943.31W	42	524940.51N 0012004.52W	71X	524941.82N 0011922.14W	78R	524941.09N 0011904.74W	102	524938.18N 0012055.19W	123	524935.88N 0012045.50W
10	524937.56N 0011945.78W	43	524939.71N 0012004.88W	72	524941.30N 0011920.66W	79	524941.05N 0011901.32W	102R	524937.96N 0012055.56W	124	524934.65N 0012045.44W
11	524937.52N 0011948.18W	44	524938.26N 0012004.83W	73	524941.20N 0011919.98W	80	524940.74N 0011900.79W	103	524938.13N 0012058.31W	124R	524934.98N 0012046.44W
12	524937.32N 0011950.70W	45	524937.95N 0012004.81W	73X	524940.27N 0011919.18W	81	524940.68N 0011900.06W	103R	524937.89N 0012059.57W	125	524933.24N 0012045.95W
14	524937.23N 0011953.16W	46	524936.53N 0012005.49W	73L	524940.26N 0011919.22W	82	524940.60N 0011858.69W	104	524938.06N 0012101.27W	200	524939.73N 0012039.64W
15	524937.00N 0011955.61W			74	524940.30N 0011917.04W	83	524940.85N 0011855.22W	105	524938.01N 0012104.07W	201L	524937.71N 0012039.54W
16	524936.96N 0011958.08W			74L	524940.30N 0011916.79W	84	524942.82N 0011854.79W	105L	524937.81N 0012103.58W	201	524936.96N 0012039.50W
17	524936.91N 0012000.54W			75	524940.52N 0011913.72W	85	524943.65N 0011855.10W	106	524937.95N 0012106.90W	201R	524936.40N 0012039.47W
20	524943.55N 0011944.91W			75L	524941.10N 0011912.66W	86	524944.09N 0011854.88W	107	524937.19N 0012107.72W	202L	524935.09N 0012039.41W
21	524942.19N 0011945.84W			75R	524941.07N 0011914.62W			108	524937.90N 0012109.55W	202	524934.75N 0012039.39W
22	524943.49N 0011948.22W			76	524940.57N 0011910.59W			109	524937.22N 0012112.17W	202R	524933.80N 0012039.34W
23	524942.10N 0011950.46W			76R	524941.14N 0011910.70W			110	524937.81N 0012114.86W	203	524932.72N 0012039.29W
24	524942.41N 0011949.45W			77	524940.63N 0011907.47W			111	524937.13N 0012116.62W	203R	524932.51N 0012039.28W
30	524942.80N 0011957.99W			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

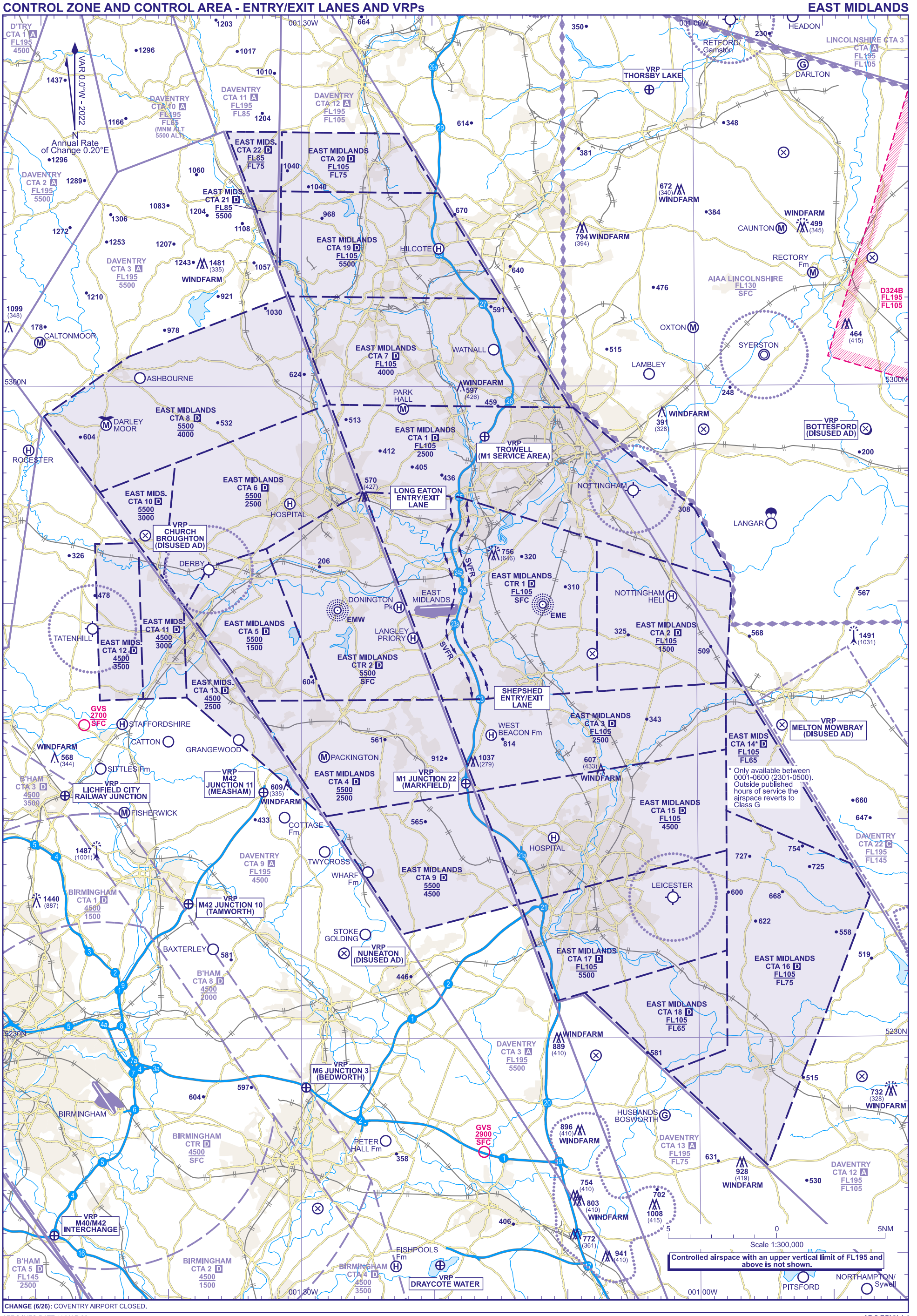
COM		
ATIS	122.680	EAST MIDLANDS INFO
TWR	124.005	EAST MIDLANDS TOWER
	121.905 (GMC)	EAST MIDLANDS GROUND
	121.605	EAST MIDLANDS FIRE
LIGHTING		
TWY	Green C/L with blue edge on corners. Turn-offs amber and green C/L with blue edge lights. Taxi holding positions.	

CHANGE (6/26): STANDS 4 & 31 REMOVED.

AERO INFO DATE 26 MAR 26

CONTROL ZONE AND CONTROL AREA - ENTRY/EXIT LANES AND VRPs

EAST MIDLANDS



CHANGE (6/26): COVENTRY AIRPORT CLOSED.

AERO INFO DATE 11 MAR 26

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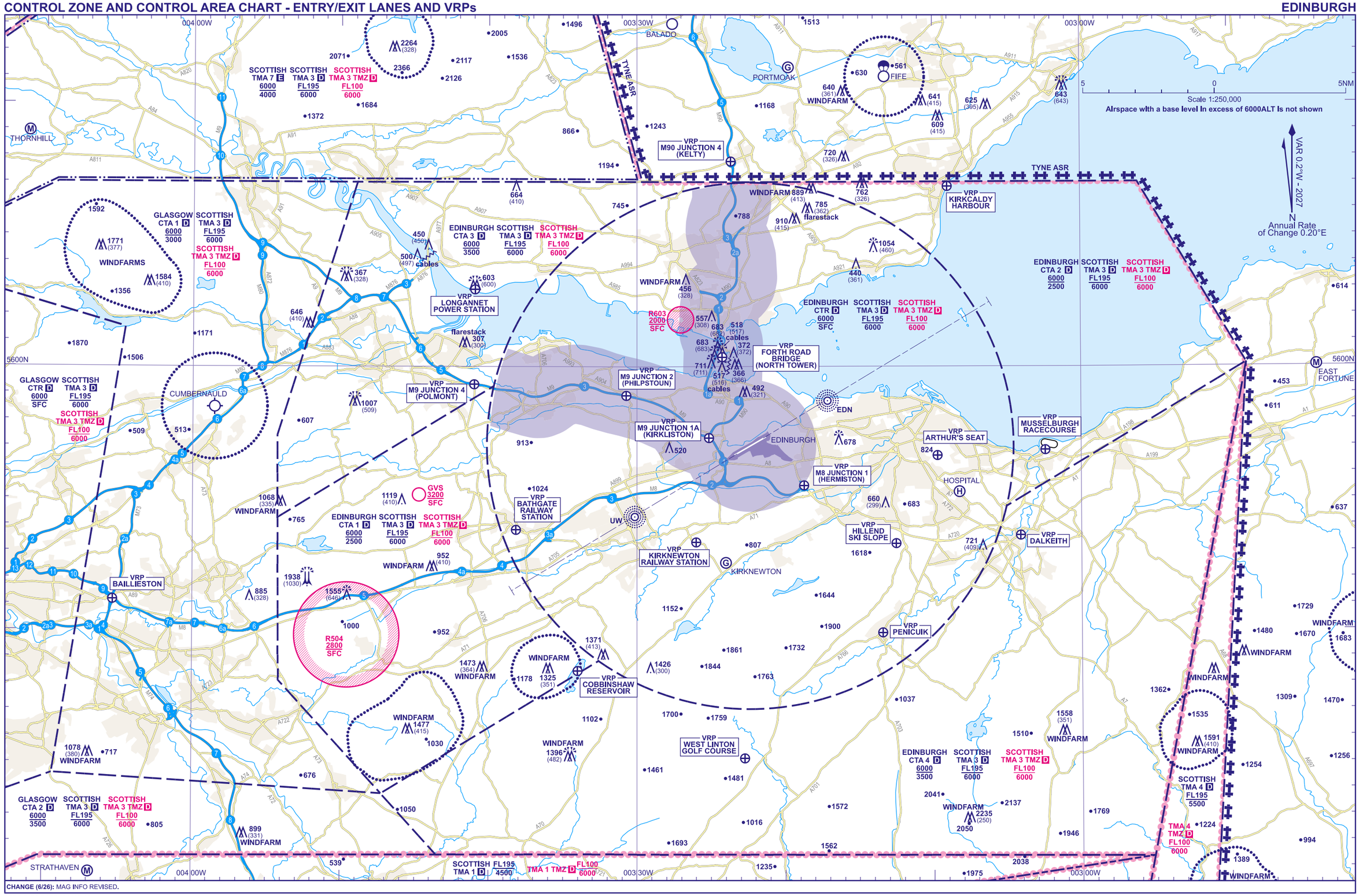
CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs

EDINBURGH



CHANGE (6/26): MAG INFO REVISED.

AERO INFO DATE 19 MAR 26

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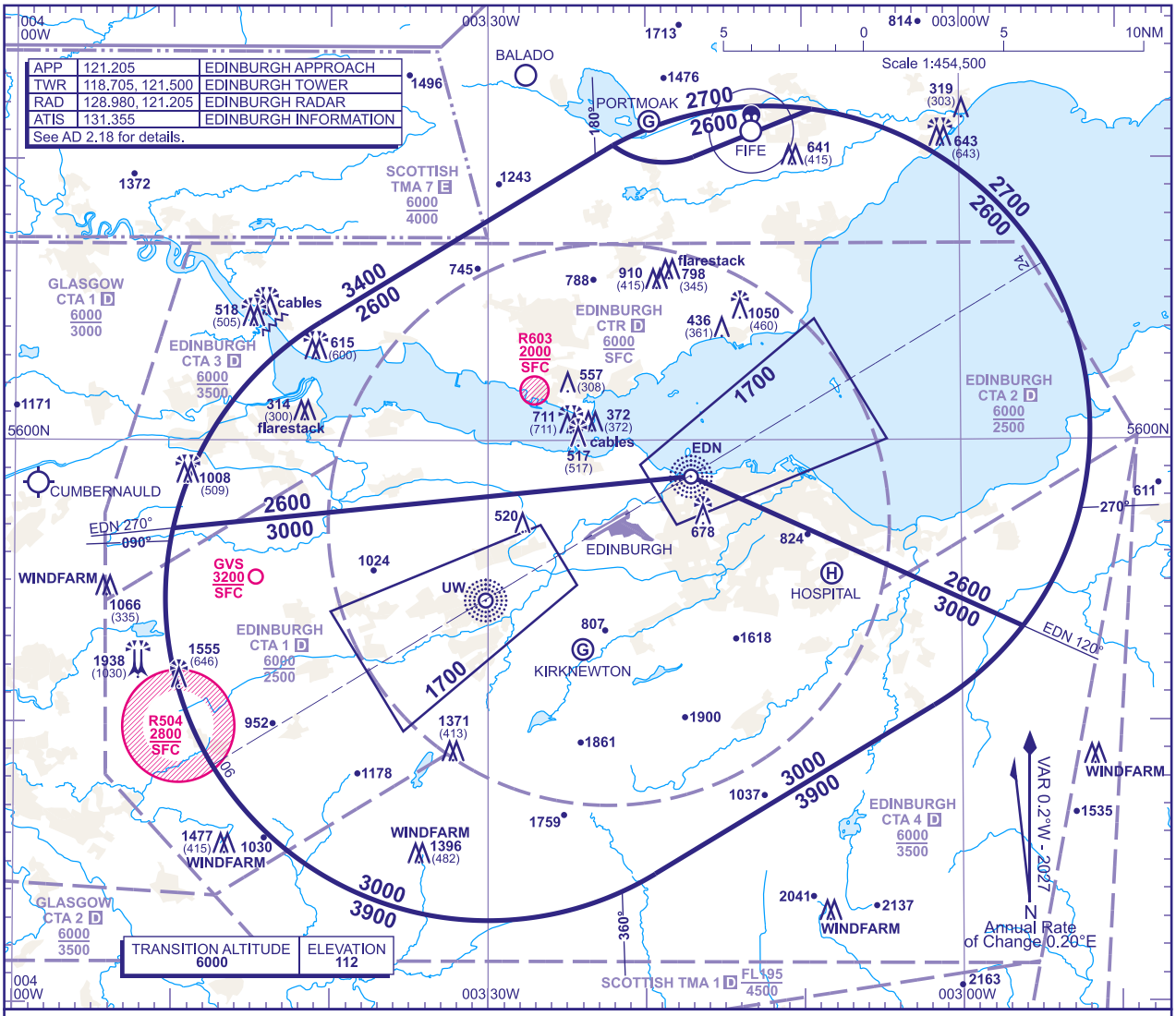
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1938
HEIGHTS IN FEET AGL (1030)

EDINBURGH



MINIMUM INITIAL ALTITUDE

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

a) **2600** in the sector defined by the lateral limits: 560412N 0034039W - 561030N 0032203W thence anti-clockwise by an arc of a circle radius 3NM centred on 561253N 0031848W to 561005N 0031656W - 561146N 0030923W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 555321N 0025608W - 555843N 0031708W - 555652N 0034958W thence clockwise by an arc of a circle radius 11.5NM centred on 555424N 0033000W to 560412N 0034039W.

b) **2600** in the sector defined by the lateral limits: 561030N 0032203W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 561146N 0030923W - 561005N 0031656W thence clockwise by an arc of a circle radius 3NM centred on 561253N 0031848W to 561030N 0032203W.

c) **3000** in the sector defined by the lateral limits: 555652N 0034958W - 555843N 0031708W - 555321N 0025608W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 555033N 0030147W - 554435N 0031927W thence clockwise by an arc of a circle radius 11.5NM centred on 555424N 0033000W to 555652N 0034958W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

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

a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

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

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **NDB(L) EDN**†, except for RWY 06, in which case proceed to **NDB(L) UW**.

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) EDN**†, except for RWY 06, in which case proceed to **NDB(L) UW**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4 or the procedure for Scottish TMA & Edinburgh CTR detailed at (EGPH 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. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (6/26): MAG INFO REVISED.

AERO INFO DATE 19 MAR 26

AD 2-EGPH- 5-1

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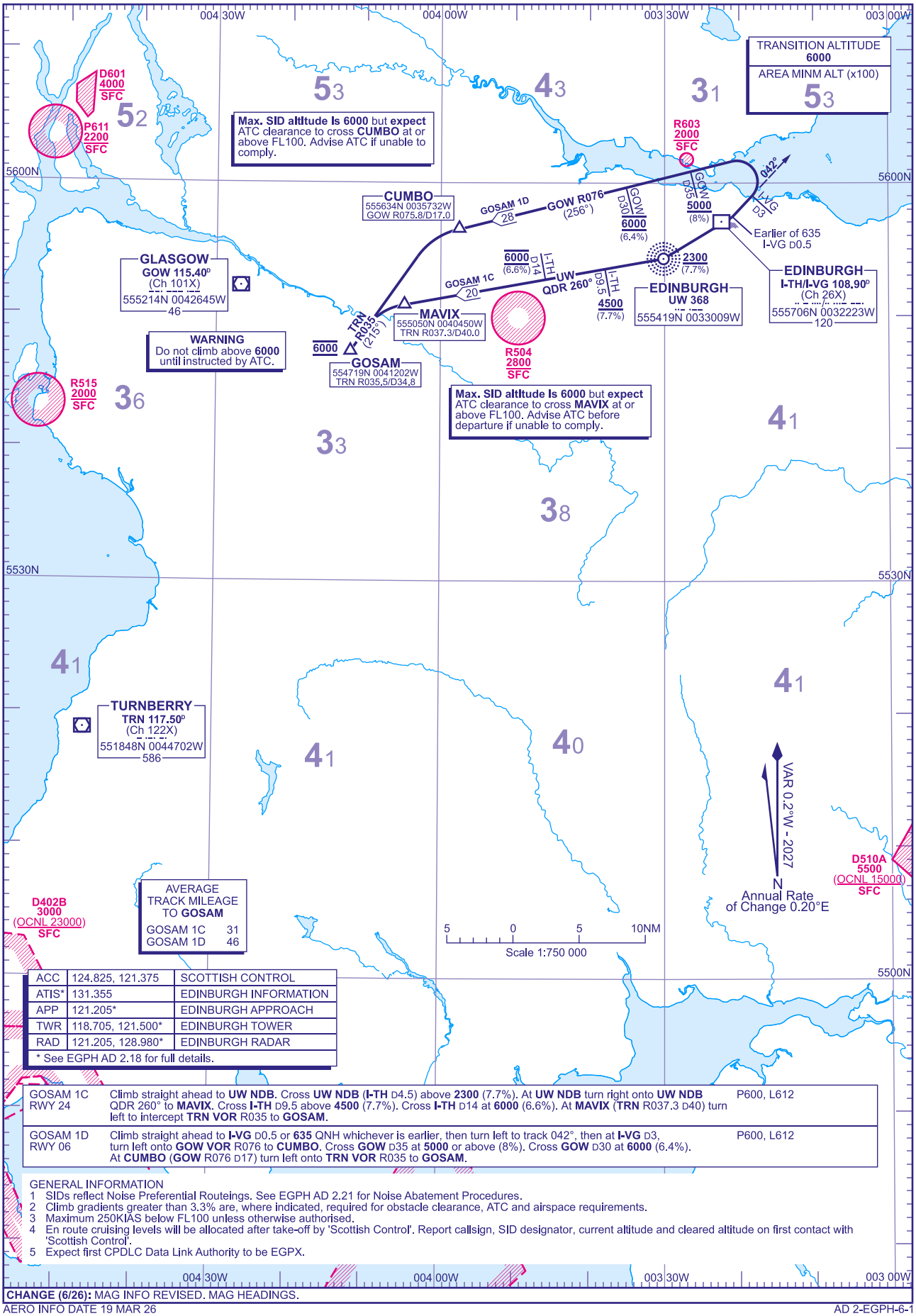
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS 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 260° 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 042°, 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 (6/26): MAG INFO REVISED. MAG HEADINGS.

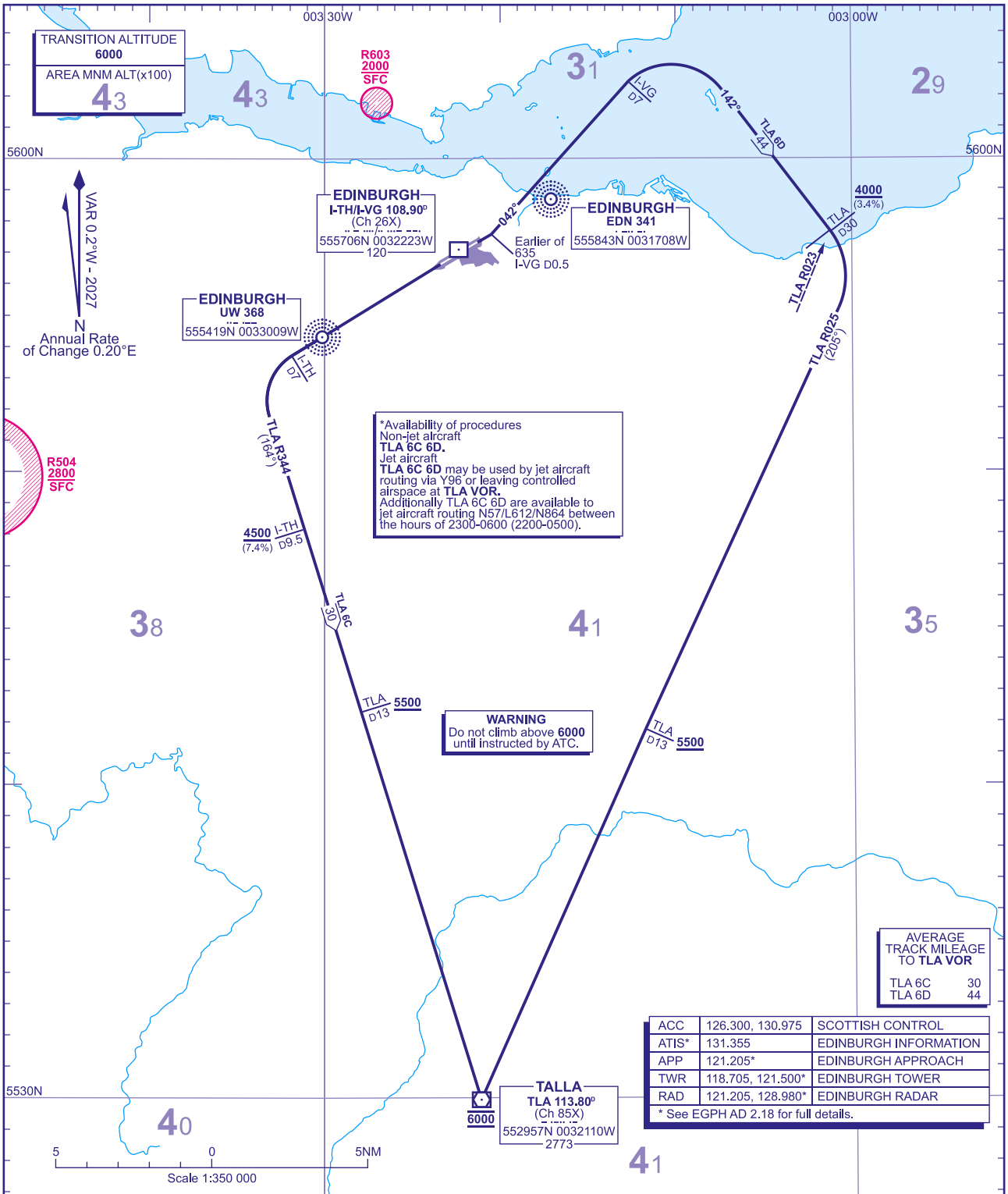
AERO INFO DATE 19 MAR 26

AD 2-EGPH-6-1

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 042°, then at **I-VG** D7, turn right onto track 142°. 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'.

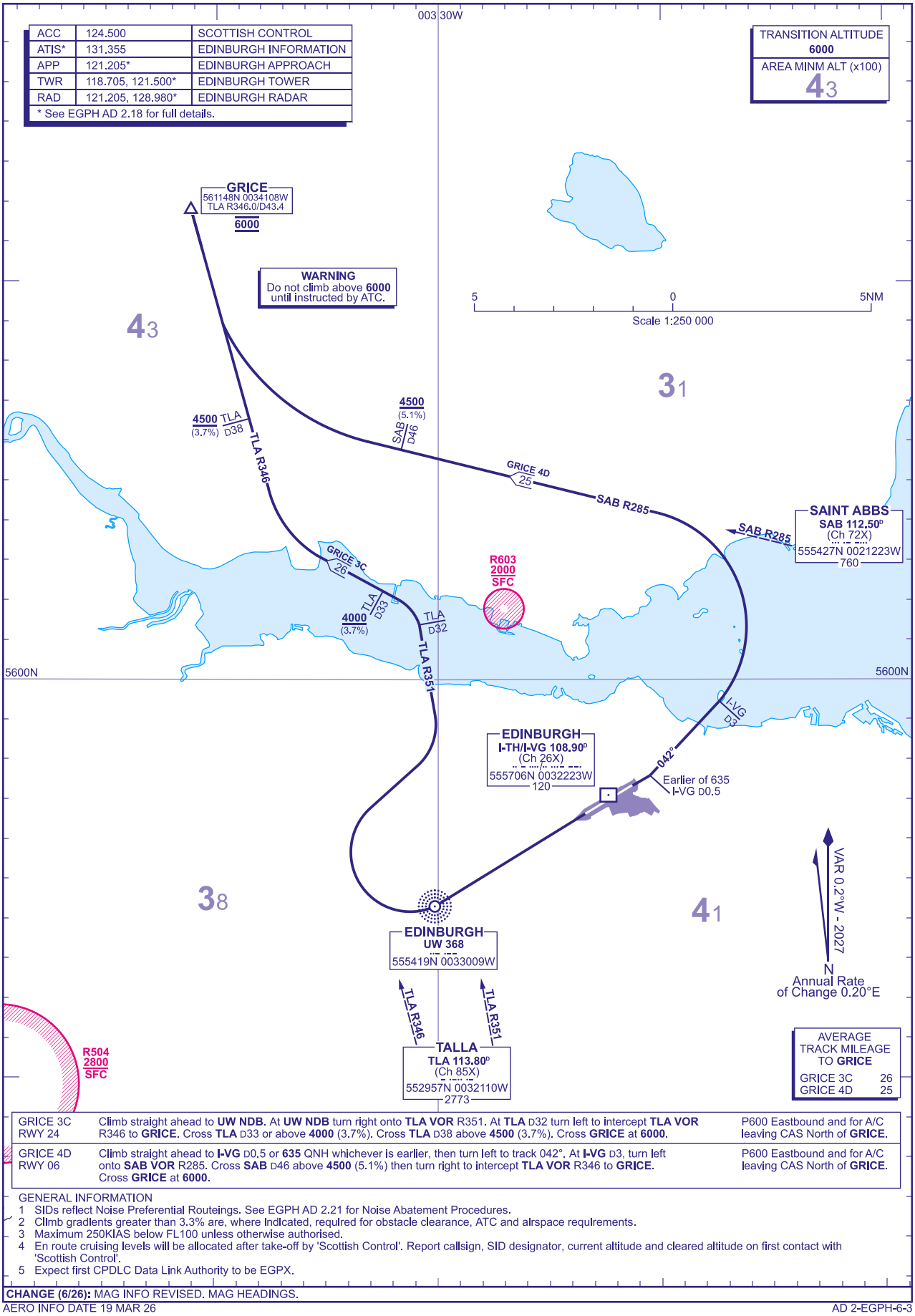
CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 19 MAR 26
AD 2-EGPH-6-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

EDINBURGH
GRICE



GRICE 3C RWY 24	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 or above **4000** (3.7%). Cross **TLA** D38 above **4500** (3.7%). Cross **GRICE** at **6000**.	P600 Eastbound and for A/C leaving CAS North of **GRICE**.
GRICE 4D RWY 06	Climb straight ahead to **I-VG** D0.5 or **635** QNH whichever is earlier, then turn left to track 042°. At **I-VG** D3, turn left onto **SAB VOR** R285. Cross **SAB** D46 above **4500** (5.1%) then turn right to intercept **TLA VOR** R346 to **GRICE**. Cross **GRICE** at **6000**.	P600 Eastbound and for A/C leaving CAS North of **GRICE**.

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 (6/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 19 MAR 26
AD 2-EGPH-6-3

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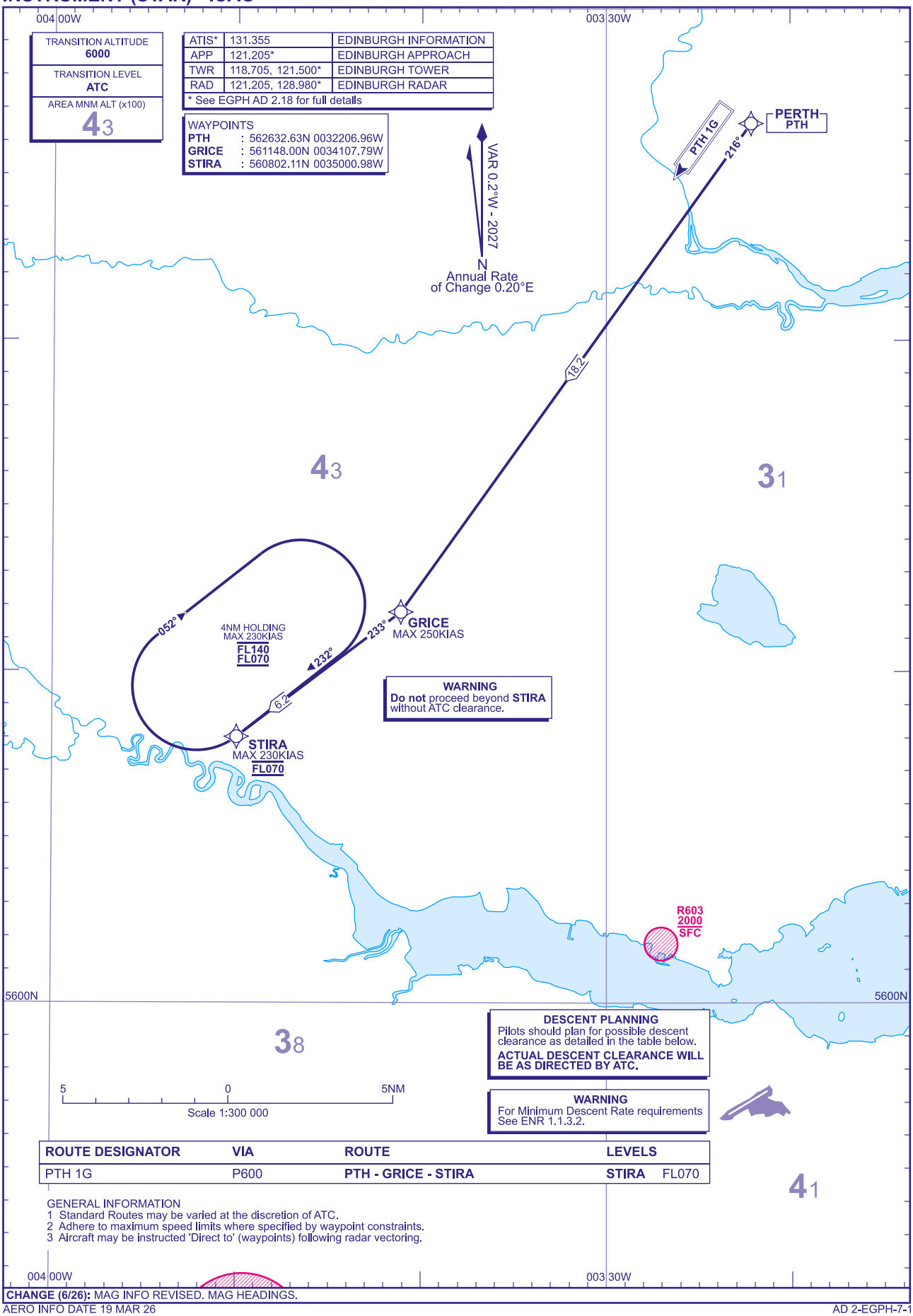
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

EDINBURGH PTH 1G



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
PTH 1G	P600	PTH - GRICE - STIRA	STIRA FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

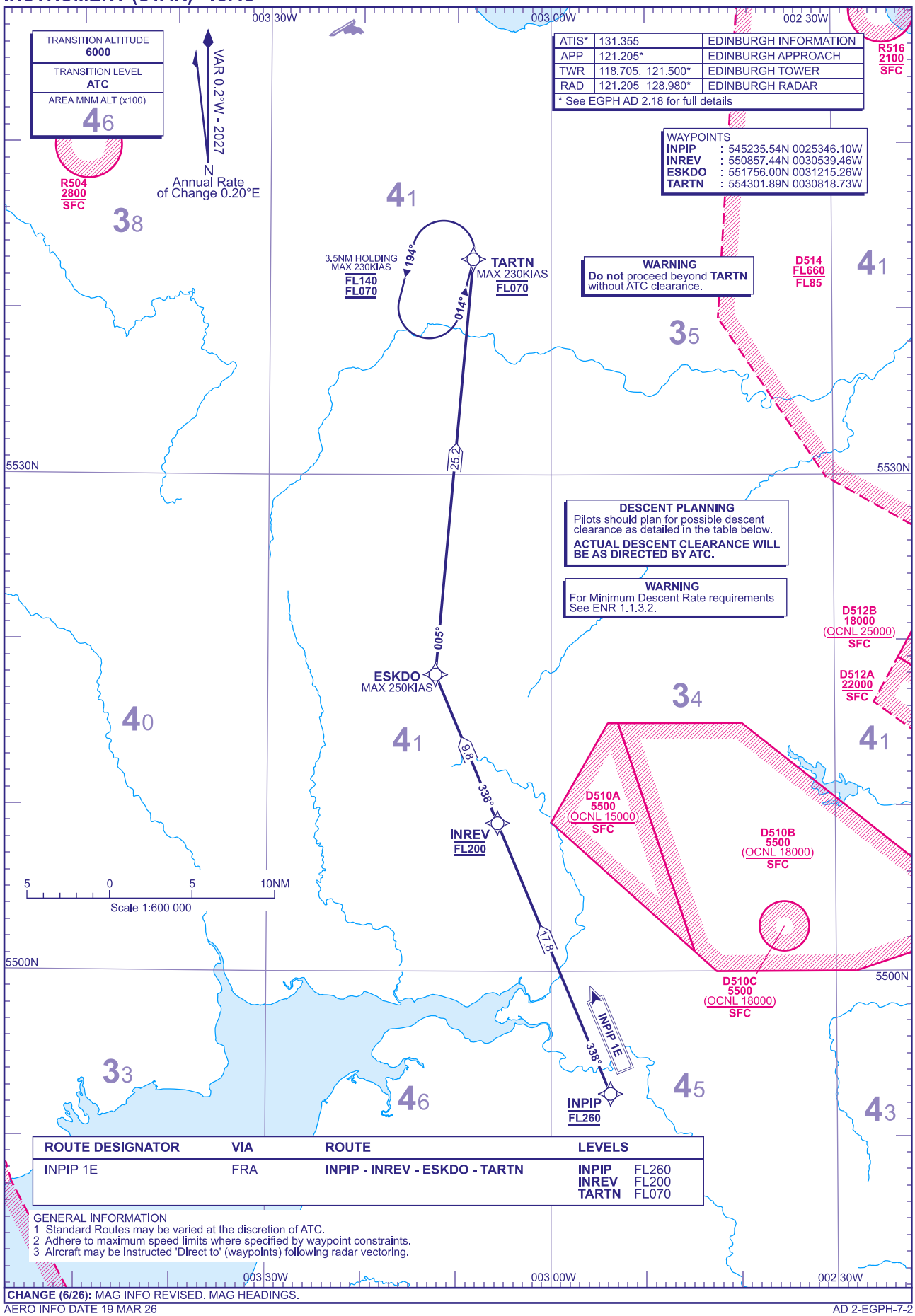
AERO INFO DATE 19 MAR 26

AD 2-EGPH-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

EDINBURGH INPIP 1E



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
INPIP 1E	FRA	INPIP - INREV - ESKDO - TARTN	INPIP FL260 INREV FL200 TARTN FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

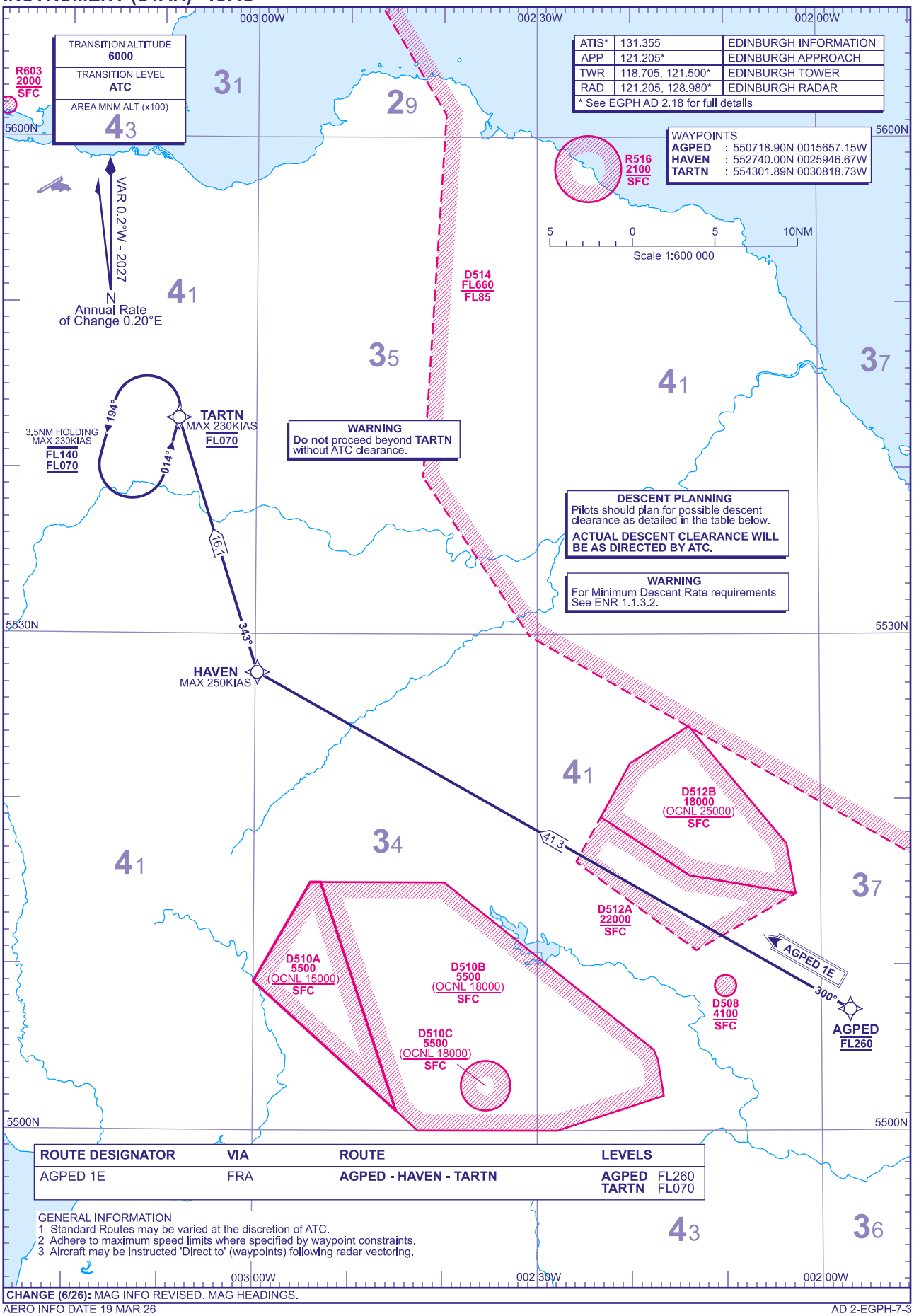
AERO INFO DATE 19 MAR 26

AD 2-EGPH-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

EDINBURGH AGPED 1E



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
AGPED 1E	FRA	AGPED - HAVEN - TARTN	AGPED FL260 TARTN FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

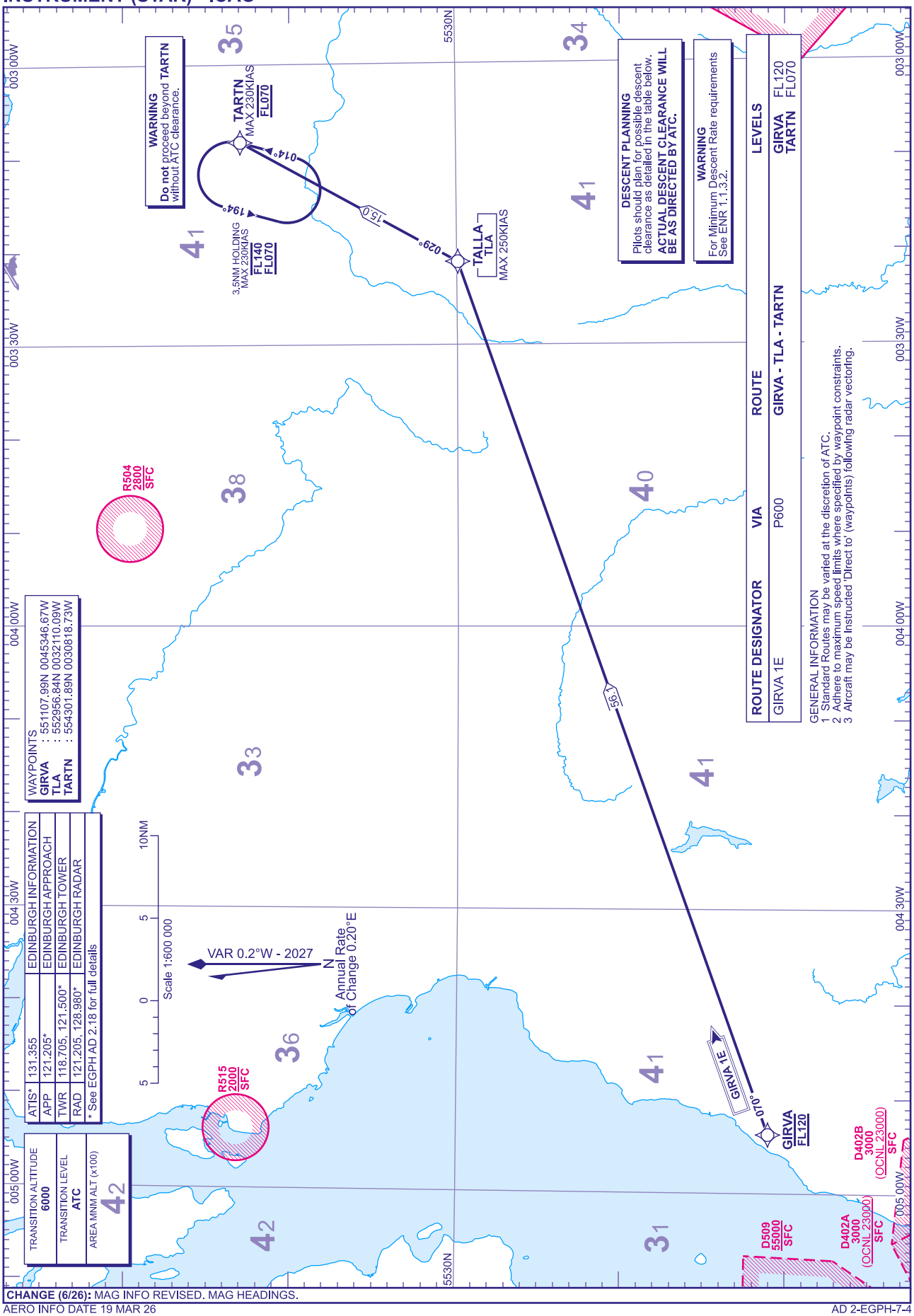
AERO INFO DATE 19 MAR 26

AD 2-EGPH-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

EDINBURGH GIRVA 1E



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

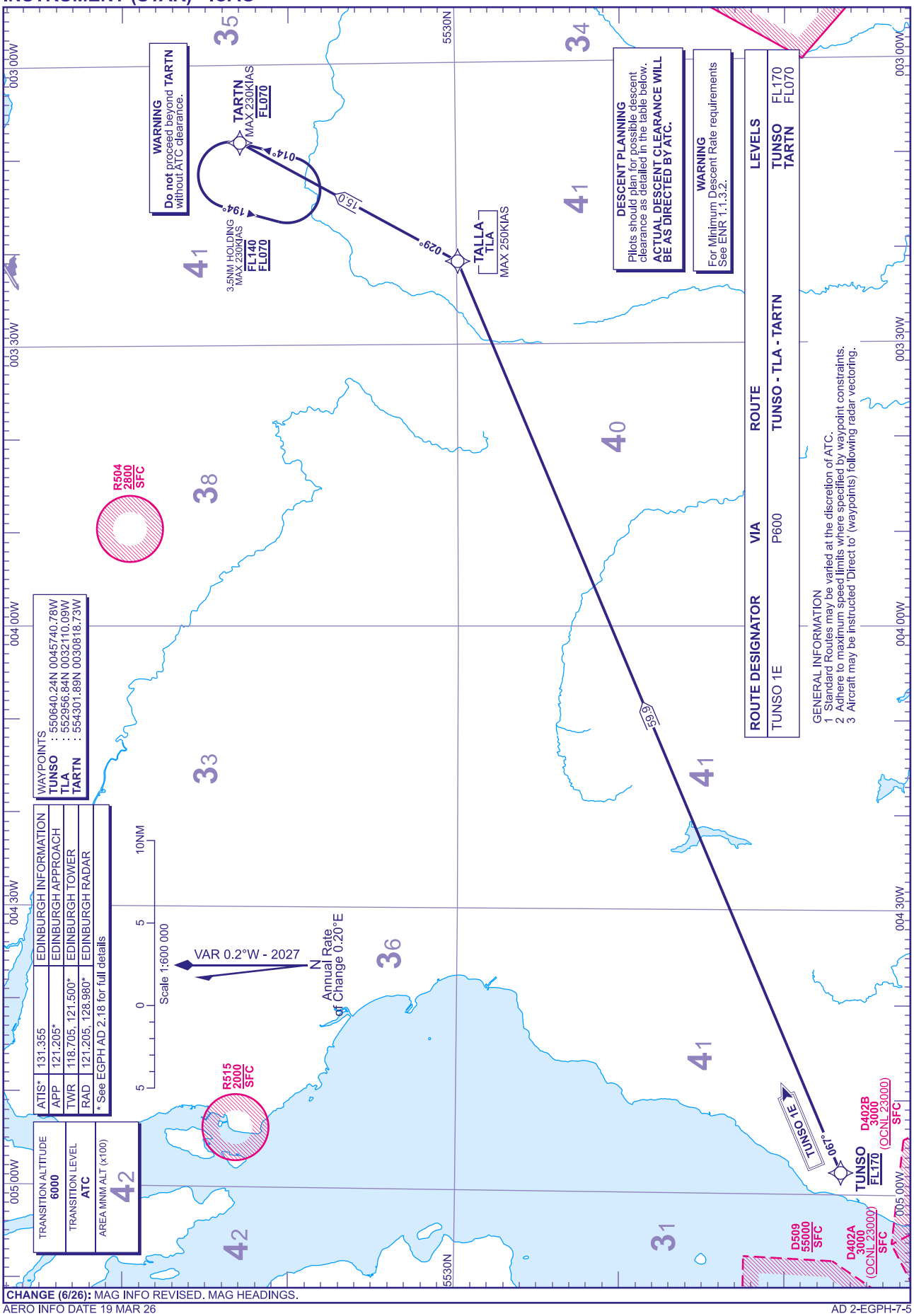
AERO INFO DATE 19 MAR 26

AD 2-EGPH-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

EDINBURGH TUNSO 1E



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 19 MAR 26

AD 2-EGPH-7-5

Standard Instrument Arrival Coding Tables

EDINBURGH 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°)	-0.2	18.2	RIGHT	-	-250	RNAV5
PTH1G	003	TF	STIRA	560802.11N 0035000.98W	N	233° (232.9°)	-0.2	6.2	-	FL070	-230	RNAV5

EDINBURGH INPIP 1E

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
INPIP1E	001	IF	INPIP	545235.54N 0025346.10W	N	-	-	-	-	FL260	-	RNAV5
INPIP1E	002	TF	INREV	550857.44N 0030539.46W	N	338° (337.4°)	-0.2	17.8	-	FL200	-	RNAV5
INPIP1E	003	TF	ESKDO	551756.00N 0031215.26W	N	338° (337.3°)	-0.2	9.8	RIGHT	-	-250	RNAV5
INPIP1E	004	TF	TARTN	554301.89N 0030818.73W	N	005° (005.1°)	-0.2	25.2	-	FL070	-230	RNAV5

EDINBURGH AGPED 1E

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
AGPED1E	001	IF	AGPED	550718.90N 0015657.15W	N	-	-	-	-	FL260	-	RNAV5
AGPED1E	002	TF	HAVEN	552740.00N 0025946.67W	N	300° (300.0°)	-0.2	41.3	RIGHT	-	-250	RNAV5
AGPED1E	003	TF	TARTN	554301.89N 0030818.73W	N	343° (342.6°)	-0.2	16.1	-	FL070	-230	RNAV5

EDINBURGH GIRVA 1E

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
GIRVA1E	001	IF	GIRVA	551107.99N 0045346.67W	N	-	-	-	-	FL120	-	RNAV5
GIRVA1E	002	TF	TLA	552956.84N 0032110.09W	N	070° (069.7°)	-0.2	56.1	LEFT	-	-250	RNAV5
GIRVA1E	003	TF	TARTN	554301.89N 0030818.73W	N	029° (029.0°)	-0.2	15.0	-	FL070	-230	RNAV5

EDINBURGH TUNSO 1E

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
TUNSO1E	001	IF	TUNSO	550640.24N 0045740.78W	N	-	-	-	-	FL170	-	RNAV5
TUNSO1E	002	TF	TLA	552956.84N 0032110.09W	N	067° (066.4°)	-0.2	59.9	LEFT	-	-250	RNAV5
TUNSO1E	003	TF	TARTN	554301.89N 0030818.73W	N	029° (029.0°)	-0.2	15.0	-	FL070	-230	RNAV5

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 19 MAR 26

RNAV Hold Coding Tables

EDINBURGH 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	232° (232.2°)	-0.2	4.0	RIGHT	-FL140 +FL070	-230	RNAV5

EDINBURGH TARTN 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
TARTN	-	-	TARTN	554301.89N 0030818.73W	Y	014° (013.5°)	-0.2	3.5	LEFT	-FL140 +FL070	-230	RNAV5

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 20 MAR 26

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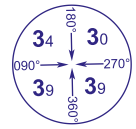
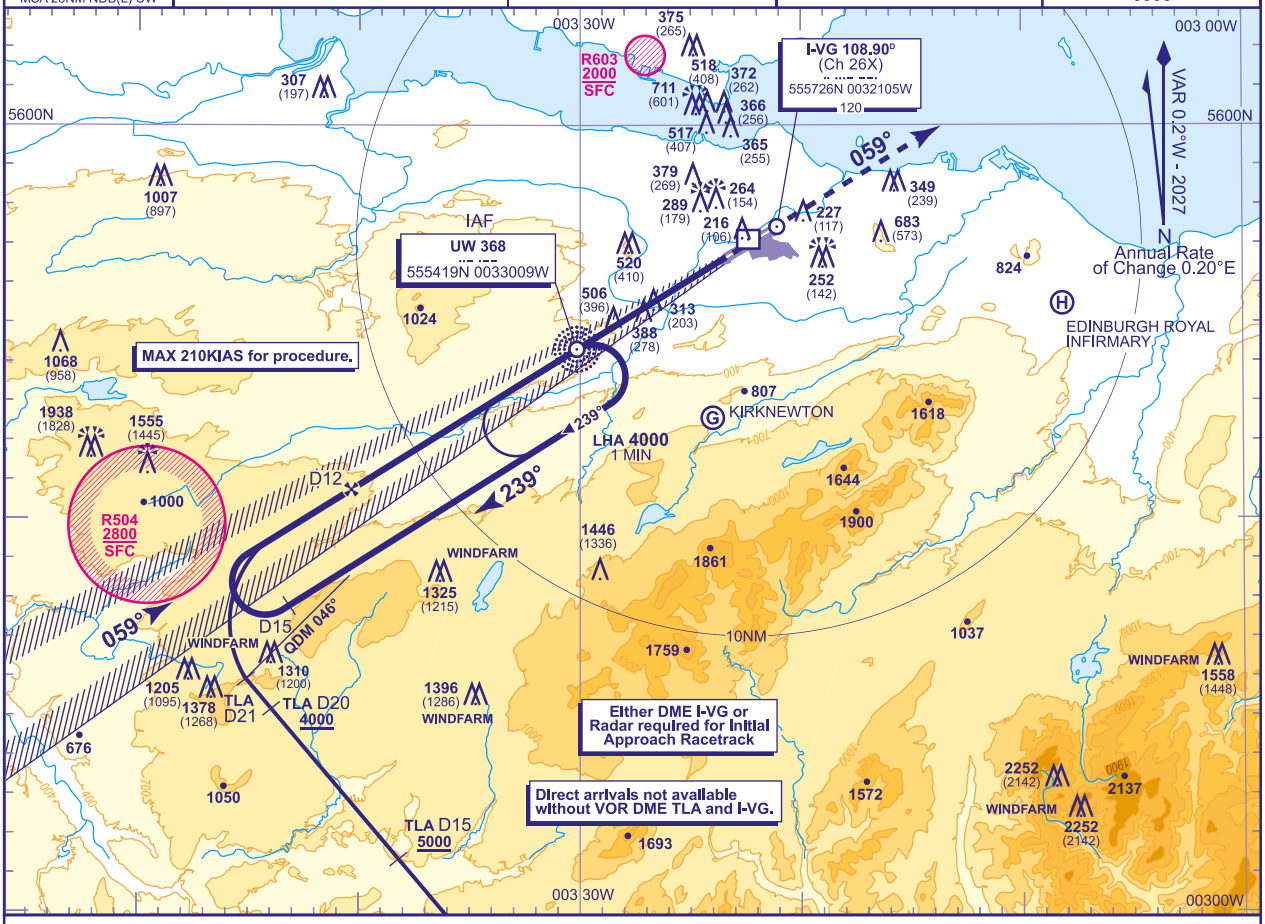
INSTRUMENT APPROACH CHART - ICAO

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



APP	121.205	EDINBURGH APPROACH	AD ELEVATION	112	TRANSITION ALTITUDE 6000
TWR	118.705	EDINBURGH TOWER	THR ELEVATION	110	
	121.755	EDINBURGH GROUND	OBSTACLE ELEVATION 2252 AMSL (2142) (ABOVE THR)		
RAD	121.205, 128.980	EDINBURGH RADAR			
ATIS	131.355	EDINBURGH INFORMATION	BEARINGS ARE MAGNETIC		

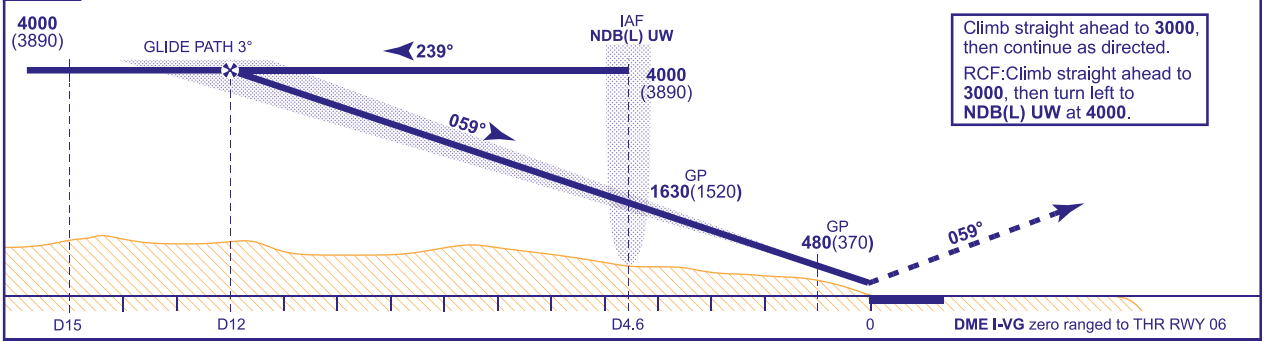


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-VG	10	9	8	7	6	5	4	3	2	1
ALT(HGT)	3350(3240)	3030(2920)	2710(2600)	2390(2280)	2070(1960)	1760(1650)	1440(1330)	1120(1010)	800(690)	480(370)

RDH 54

Arrival **not below 4000**. Shuttle in hold if necessary.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	250(140)	256(146)	266(156)	276(166)
	CAT II	161(51)	171(61)	184(74)	197(87)
VM(C)OCA (OCH AAL)	Total Area	780(668)	980(868)	1470(1358)	2020(1908)
	North of RWY 06/24	780(668)	830(718)	1150(1038)	1210(1098)

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

DIRECT ARRIVAL VIA VOR DME TLA VOR DME (IAF) as cleared, fly outbound on VOR TLA R321 descending **not below 6000**. From TLA VOR R321 DME 11 continue descent to cross TLA DME 15 **not below 5000** and TLA DME 20 **not below 4000**. At TLA DME 21 (NDB(L) UW QDM 046°) turn right to intercept the LOC and continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME Advise ATC. Radar Ranges will be provided at 15NM outbound and at 12NM and 4NM inbound.

NOTE See AD2.22 / 1.d and 4.a for speed restrictions.

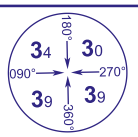
CHANGE (6/26): MAG VAR UPDATED. MAG TRACKS. SPECIFICATION CHANGE.

AERO INFO DATE 25 FEB 26

AD 2-EGPH-8-1

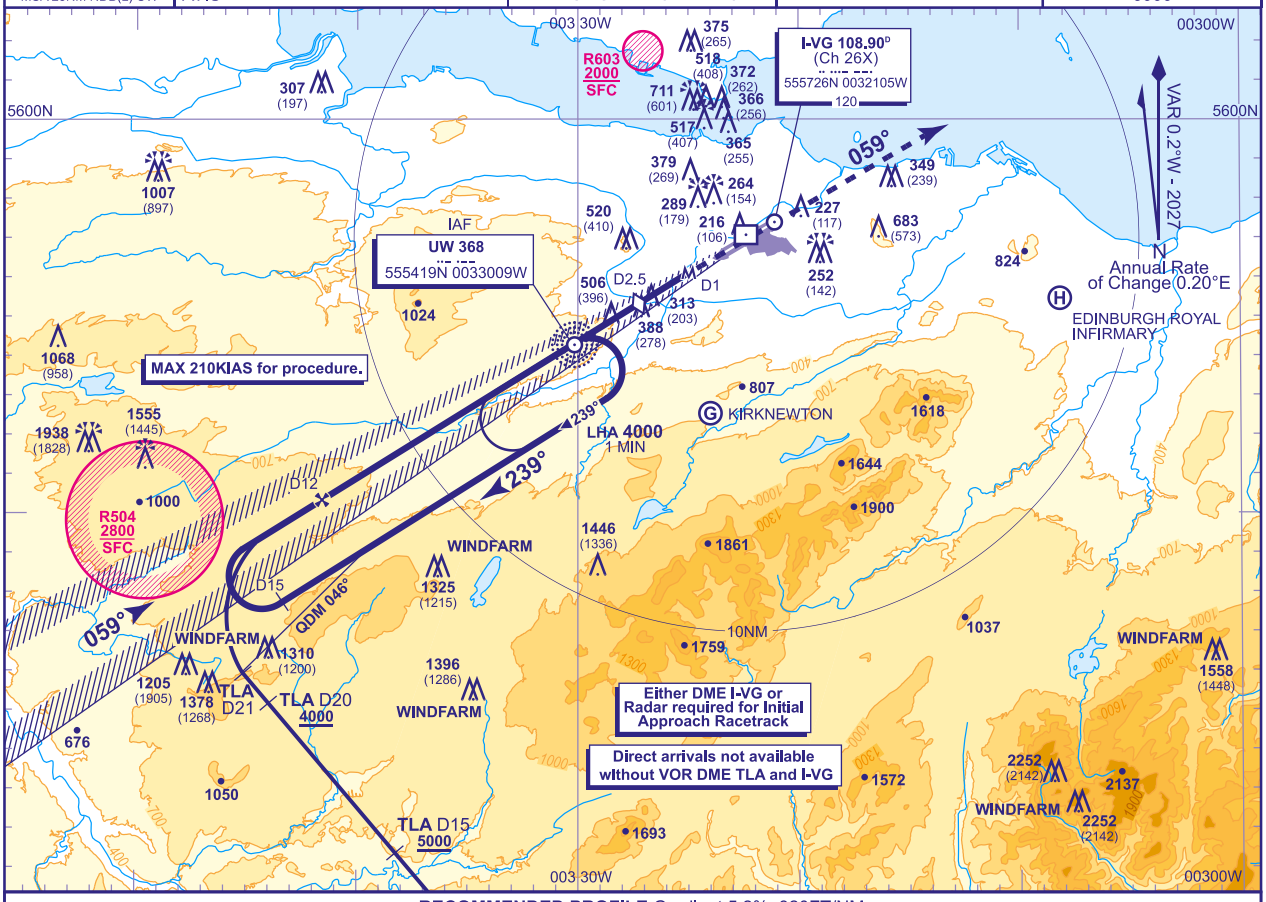
INSTRUMENT APPROACH CHART - ICAO

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



MSA 25NM NDB(L) UW

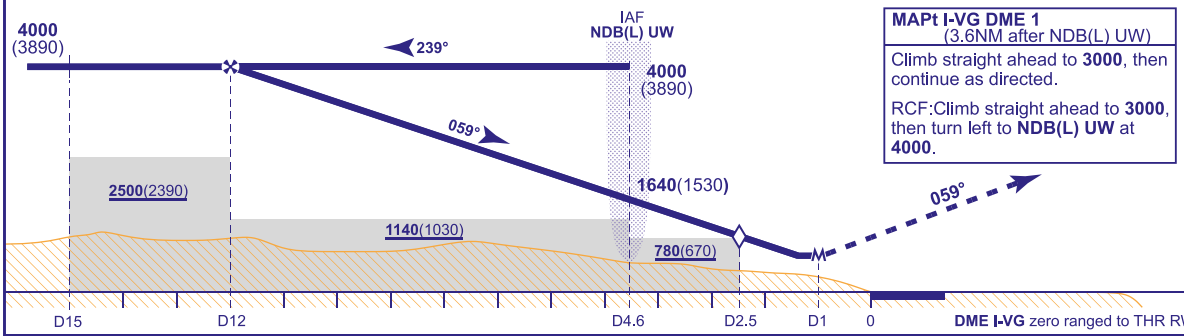
APP	121.205	EDINBURGH APPROACH	AD ELEVATION	112	TRANSITION ALTITUDE 6000
TWR	118.705	EDINBURGH TOWER	THR ELEVATION	110	
	121.755	EDINBURGH GROUND	OBSTACLE ELEVATION 2252 AMSL (2142) (ABOVE THR)		
RAD	121.205, 128.980	EDINBURGH RADAR			
ATIS	131.355	EDINBURGH INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-VG	10	9	8	7	6	5	4	3	2.5 (SDF)	2
ALT(HGT)	3350(3240)	3030(2920)	2710(2600)	2390(2280)	2070(1960)	1760(1650)	1440(1330)	1120(1010)	960(850)	800(690)

Arrival **not below 4000**. Shuttle in hold if necessary.



MAPt I-VG DME 1
(3.6NM after NDB(L) UW)

Climb straight ahead to **3000**, then continue as directed.

RCF:Climb straight ahead to **3000**, then turn left to **NDB(L) UW** at **4000**.

Aircraft Category		A	B	C	D
OCA (OCH)	WITH DME	590(480)	590(480)	590(480)	590(480)
	NO DME	780(670)	780(670)	780(670)	780(670)
VM(C)OCA (OCH AAL)	Total Area	780(668)	980(868)	1470(1358)	2020(1908)
	North of RWY 06/24	780(668)	830(718)	1150(1038)	1210(1098)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420
NDB(L) UW to MAPT	MIN:SEC	1:21	1:32	1:48	2:10	2:42

DIRECT ARRIVAL VIA VOR DME TLA VOR DME (IAF) as cleared, fly outbound on VOR TLA R321 descending **not below 6000**. From TLA VOR R321 DME 11 continue descent to cross TLA DME 15 **not below 5000** and TLA DME 20 **not below 4000**. At TLA DME 21 (NDB(L) UW QDM 046°) turn right to intercept the LOC and continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME Radar ranges will be provided at the equivalent of D15 outbound on the racetrack and D12 inbound. Turn right to intercept the LOC. When established, descend at equivalent of D12 inbound to **not below 1140**(1030) until overhead NDB(L) UW, then continue descent to MDH.

NOTE See AD2.22 / 1.d and 4.a for speed restrictions.

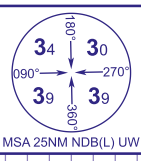
CHANGE (6/26): MAG VAR UPDATED. MAG TRACKS. SPECIFICATION CHANGE.

AERO INFO DATE 06 MAR 26

AD 2-EGPH-8-2

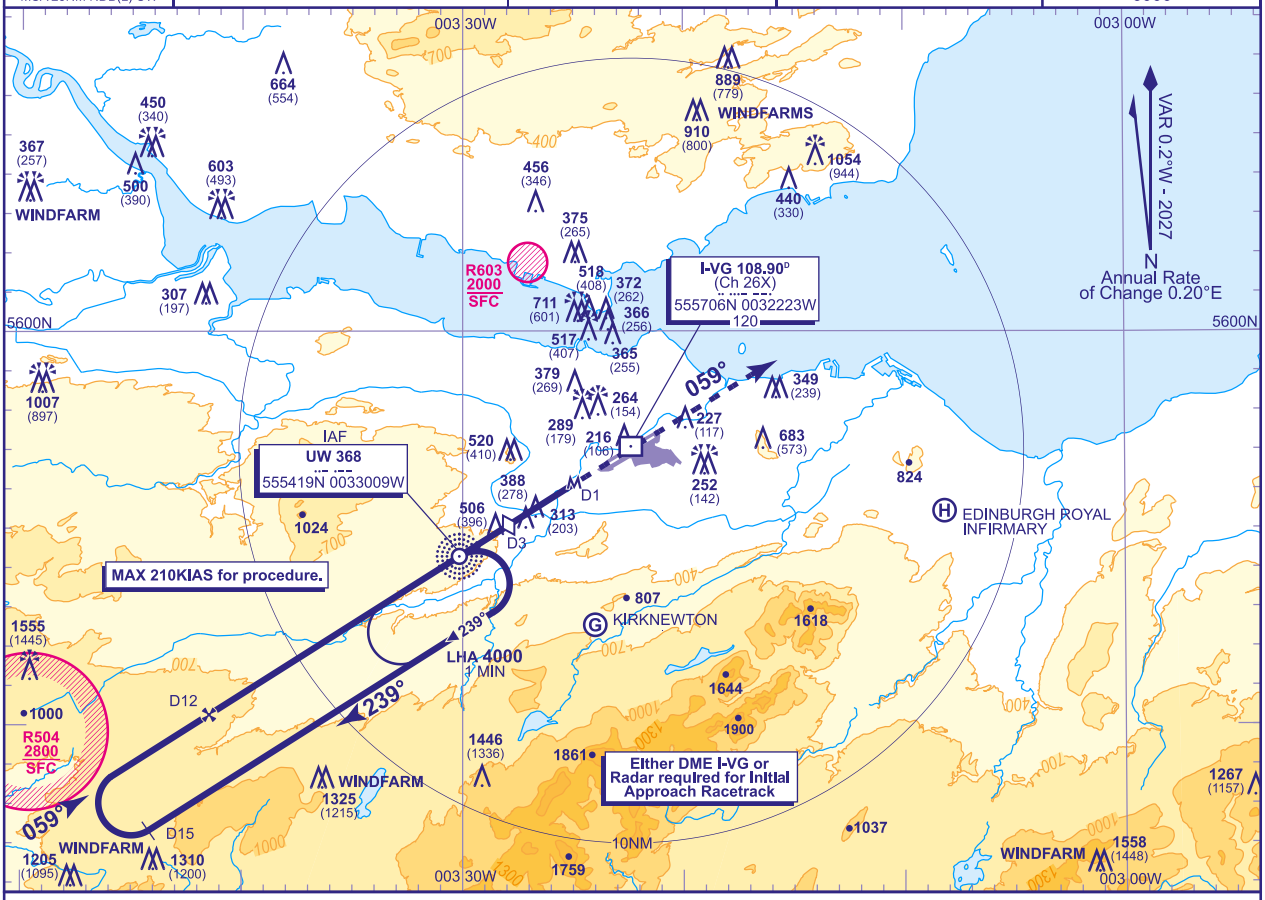
INSTRUMENT APPROACH CHART - ICAO

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



MSA 25NM NDB(L) UW

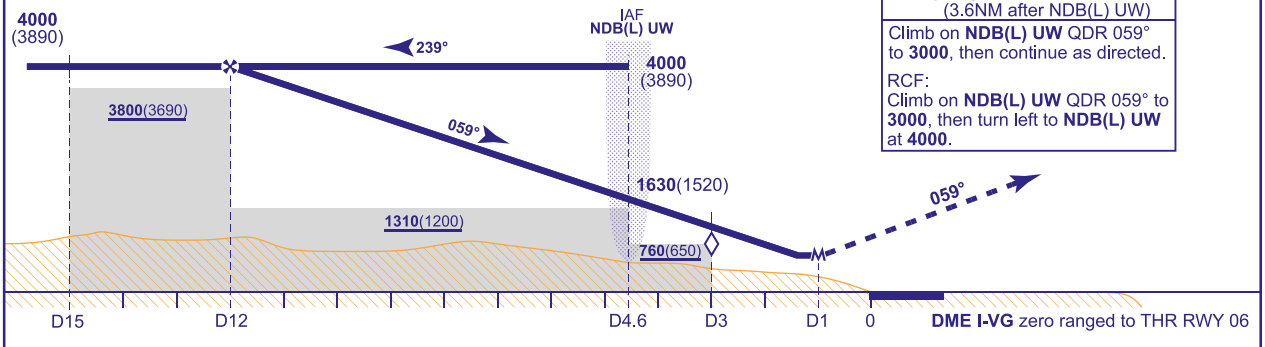
APP	121.205	EDINBURGH APPROACH	AD ELEVATION	112	
TWR	118.705	EDINBURGH TOWER	THR ELEVATION	110	
	121.755	EDINBURGH GROUND	OBSTACLE ELEVATION	1558 AMSL (1448) (ABOVE THR)	
RAD	121.205, 128.980	EDINBURGH RADAR			
ATIS	131.355	EDINBURGH INFORMATION	BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-VG	10	9	8	7	6	5	4	3 (SDF)	2
ALT(HGT)	3360(3250)	3040(2930)	2720(2610)	2400(2290)	2080(1970)	1760(1650)	1440(1330)	1120(1010)	800(690)

Initial and intermediate approach as directed by radar.



MAPt I-VG DME 1
(3.6NM after NDB(L) UW)

Climb on **NDB(L) UW** QDR 059° to **3000**, then continue as directed.

RCF:
Climb on **NDB(L) UW** QDR 059° to **3000**, then turn left to **NDB(L) UW** at **4000**.

Aircraft Category		A	B	C	D
OCA (OCH)	WITH DME	690(580)	690(580)	690(580)	690(580)
	NO DME	760(650)	760(650)	760(650)	760(650)
VM(C)OCA (OCH AAL)	Total Area	780(668)	980(868)	1470(1358)	2020(1908)
	North of RWY 06/24	780(668)	830(718)	1150(1038)	1210(1098)

Rate of descent	G/S KT	160	140	120	100	80
NDB(L) UW to MAPT	FT/MIN	850	750	640	530	430
	MIN:SEC	1:21	1:32	1:48	2:10	2:42

AIRCRAFT UNABLE TO RECEIVE DME I-VG
As for main and alternative procedures with DME except radar ranges will be provided equivalent to D15 outbound on the racetrack procedure and D12 inbound. When established on the extended FAT, descend from equivalent to D12 inbound to cross NDB(L) UW **not below 1310**(1200), then descend to MDH.

CHANGE (6/26): MAG VAR UPDATED. MAG TRACKS. SPECIFICATION UPDATE.

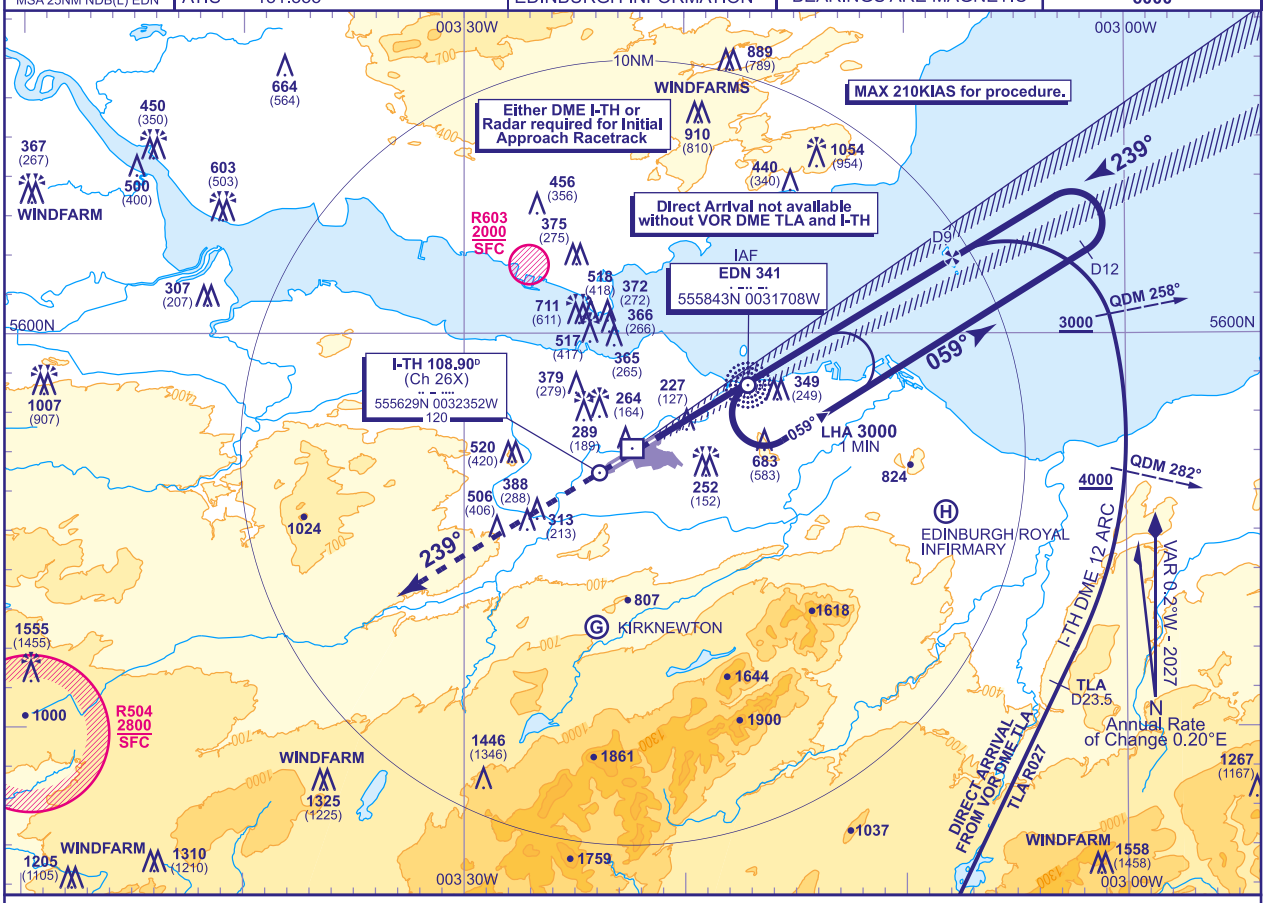
AERO INFO DATE 09 MAR 26

INSTRUMENT APPROACH CHART - ICAO

EDINBURGH ILS/DME/NDB(L) RWY 24
(ACFT CAT A,B,C,D)

APP	121.205	EDINBURGH APPROACH	AD ELEVATION	112
TWR	118.705	EDINBURGH TOWER	THR ELEVATION	100
	121.755	EDINBURGH GROUND	OBSTACLE ELEVATION 1558 AMSL (1458) (ABOVE THR)	
RAD	121.205, 128.980	EDINBURGH RADAR		
ATIS	131.355	EDINBURGH INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000

MSA 25NM NDB(L) EDN

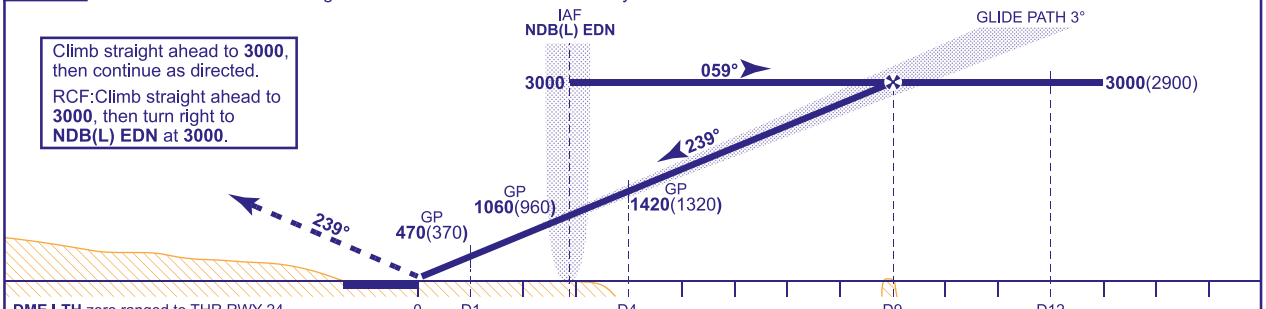


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-TH	8	7	6	5	4	3	2	1
ALT(HGT)	**2700**(2600)	**2380**(2280)	**2060**(1960)	**1740**(1640)	**1420**(1320)	**1110**(1010)	**790**(690)	**470**(370)

RDH 50 Arrival **not below 3000** or higher **MSA**. Shuttle in hold if necessary.

Climb straight ahead to **3000**, then continue as directed.
RCF:Climb straight ahead to **3000**, then turn right to **NDB(L) EDN** at **3000**.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	**245**(145)	**253**(153)	**261**(161)	**272**(172)		FT/MIN	850	740	640	530	420
	CAT II	**153**(53)	**161**(61)	**173**(73)	**185**(85)							
VM(C)OCA (OCH AAL)	Total Area	**780**(668)	**980**(868)	**1470**(1358)	**2020**(1908)							
	North of RWY 06/24	**780**(668)	**830**(718)	**1150**(1038)	**1210**(1098)							

DIRECT ARRIVAL VIA VOR DME TLA From overhead VOR DME TLA (IAF) as cleared, fly outbound on VOR TLA R027 descending **not below 6000**. From TLA VOR R027 DME 13 continue descent to cross EDN NDB(L) QDM 282° **not below 4000**. (See plan for continuation). Nominal track distance from VOR DME TLA to lead radial NDB(L) EDN QDM 258° is 32NM. TLA VOR R027 becomes tangential to nominal I-TH DME 12 arc at TLA DME 23.5.

AIRCRAFT UNABLE TO RECEIVE DME Advise ATC. Radar Ranges will be provided at 12NM outbound and at 9NM inbound.

NOTE 1 Direct arrival in the event of loss of I-TH DME before establishing on LOC climb to **3000** and request ATC clearance to revert to main procedure overhead NDB(L) EDN.
2 See AD2.22 / 1.d and 4.a for speed restrictions.

CHANGE (6/26): MAG VAR UPDATED. MAG TRACKS. SPECIFICATION UPDATE.

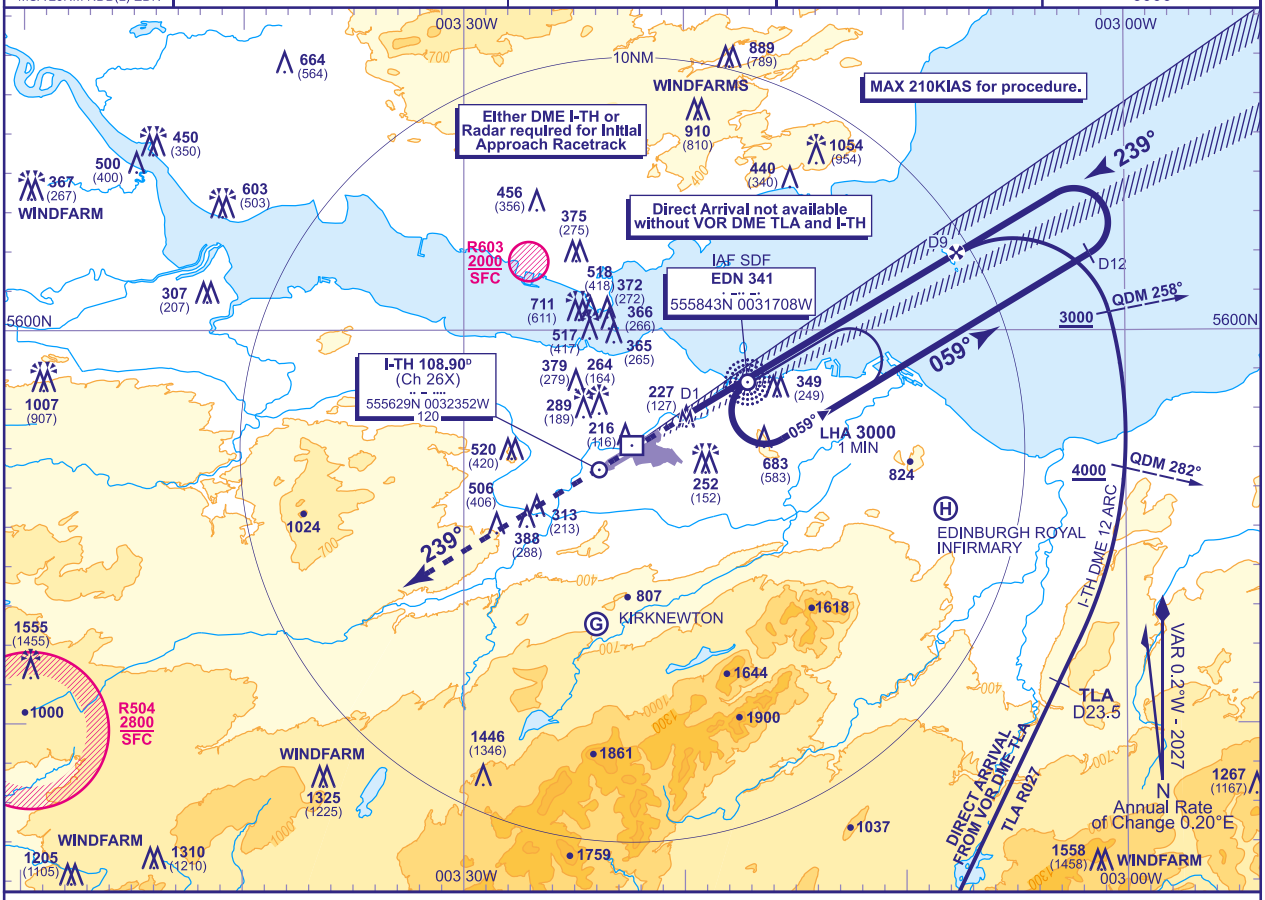
AERO INFO DATE 09 MAR 26 AD 2-EGPH-8-4

INSTRUMENT APPROACH CHART - ICAO

EDINBURGH LOC/DME/NDB(L) RWY 24
(ACFT CAT A,B,C,D)

MSA 25NM NDB(L) EDN

APP	121.205	EDINBURGH APPROACH	AD ELEVATION	112	
TWR	118.705	EDINBURGH TOWER	THR ELEVATION	100	
	121.755	EDINBURGH GROUND	OBSTACLE ELEVATION	1558 AMSL (1458) (ABOVE THR)	
RAD	121.205, 128.980	EDINBURGH RADAR			
ATIS	131.355	EDINBURGH INFORMATION	BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

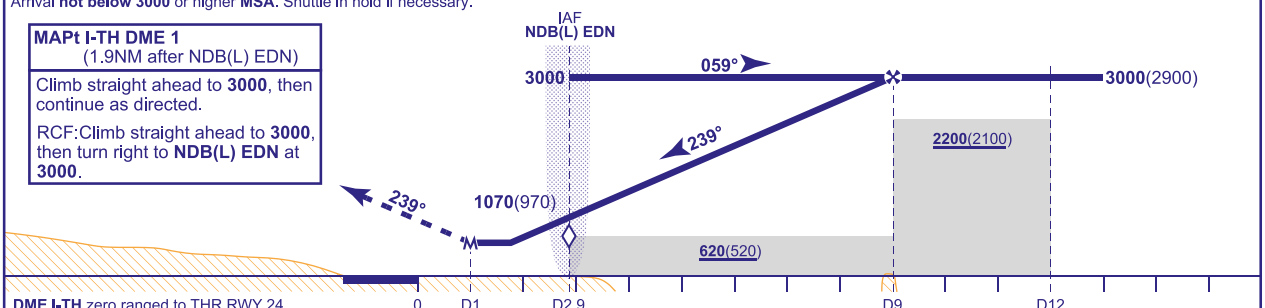
DME I-TH	8	7	6	5	4	3	2.9 (SDF)	2
ALT(HGT)	2700(2600)	2380(2280)	2060(1960)	1740(1640)	1420(1320)	1110(1010)	1070(970)	790(690)

Arrival **not below 3000** or higher **MSA**. Shuttle In hold if necessary.

MAPt I-TH DME 1
(1.9NM after NDB(L) EDN)

Climb straight ahead to **3000**, then continue as directed.

RCF:Climb straight ahead to **3000**, then turn right to **NDB(L) EDN** at **3000**.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	550(450)	550(450)	550(450)	550(450)		FT/MIN	850	740	640	530	420
	NO DME	550(450)	550(450)	550(450)	550(450)	NDB(L) EDN to MAPT	MIN:SEC	0:43	0:49	0:57	1:08	1:25
VM(C)OCA (OCH AAL)	Total Area	780(668)	980(868)	1470(1358)	2020(1908)							
	North of RWY 06/24	780(668)	830(718)	1150(1038)	1210(1098)							

DIRECT ARRIVAL VIA VOR DME TLA From overhead VOR DME TLA (IAF) as cleared, fly outbound on VOR TLA R027 descending **not below 6000**. From TLA VOR R027 DME 13 continue descent to cross EDN NDB(L) QDM 282° **not below 4000**. (See plan for continuation).

AIRCRAFT UNABLE TO RECEIVE DME Advise ATC. Radar Ranges will be provided equivalent to D12 outbound and at D9 inbound. Turn left to intercept the LOC. When established, descend at equivalent of D9 inbound to **not below 620**(520) until overhead NDB(L) EDN, then continue descent to MDH.

NOTE 1 Direct arrival in the event of loss of I-TH DME before establishing on LOC climb to **3000** and request ATC clearance to revert to main procedure overhead NDB(L) EDN.
2 See AD2.22 / 1.d and 4.a for speed restrictions.

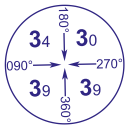
CHANGE (6/26): MAG VAR UPDATED. MAG TRACKS. SPECIFICATION UPDATE.

AERO INFO DATE 09 MAR 26

AD 2-EGPH-8-5

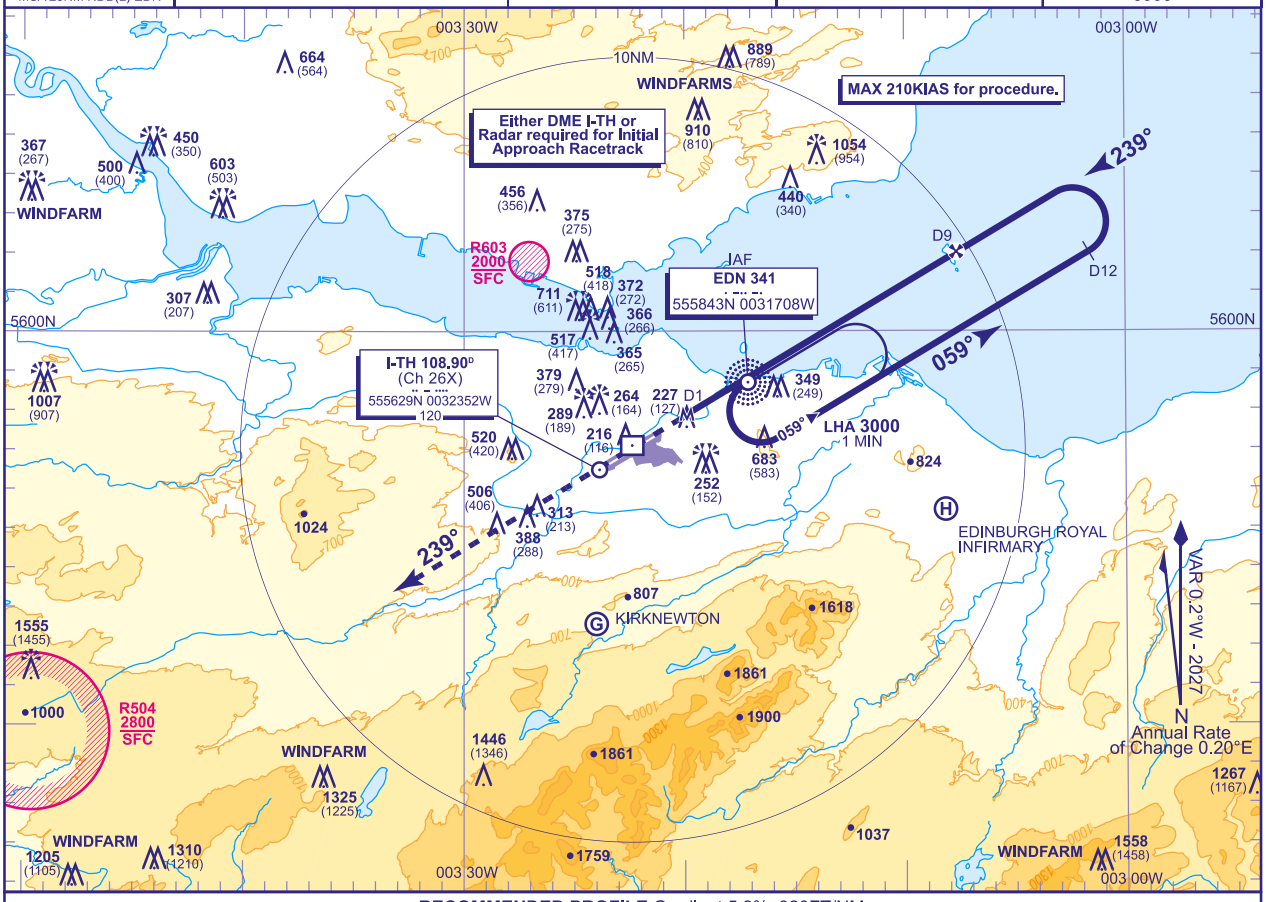
INSTRUMENT APPROACH CHART - ICAO

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



MSA 25NM NDB(L) EDN

APP	121.205	EDINBURGH APPROACH	AD ELEVATION	112	
TWR	118.705	EDINBURGH TOWER	THR ELEVATION	100	
	121.755	EDINBURGH GROUND	OBSTACLE ELEVATION	1558 AMSL (1458) (ABOVE THR)	
RAD	121.205, 128.980	EDINBURGH RADAR			
ATIS	131.355	EDINBURGH INFORMATION	BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 6000



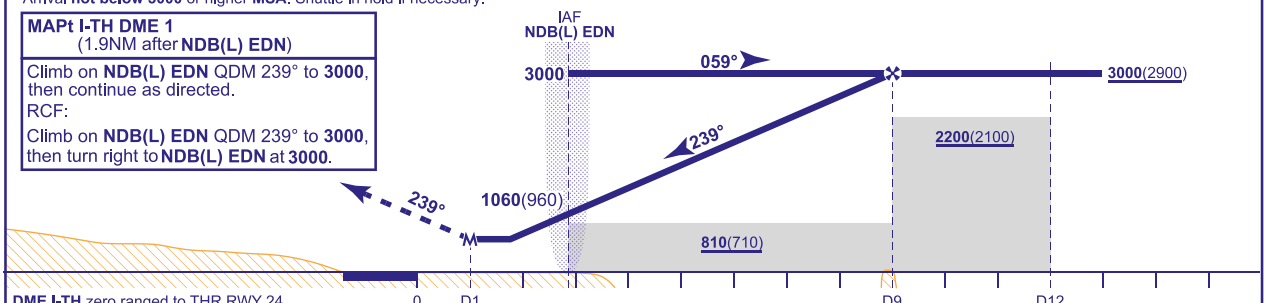
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-TH	8	7	6	5	4	3	2
ALT(HGT)	**2680**(2580)	**2370**(2270)	**2050**(1950)	**1730**(1630)	**1420**(1320)	**1100**(1000)	**780**(680)

Arrival **not below 3000** or higher **MSA**. Shuttle in hold if necessary.

MAPt I-TH DME 1
(1.9NM after **NDB(L) EDN**)

Climb on **NDB(L) EDN** QDM 239° to **3000**, then continue as directed.
RCF:
Climb on **NDB(L) EDN** QDM 239° to **3000**, then turn right to **NDB(L) EDN** at **3000**.



Aircraft Category		A	B	C	D
OCA (OCH)	WITH DME	**600**(500)	**600**(500)	**600**(500)	**600**(500)
	NO DME	**650**(550)	**650**(550)	**650**(550)	**650**(550)
VM(C)OCA (OCH AAL)	Total Area	**780**(668)	**980**(868)	**1470**(1358)	**2020**(1908)
	North of RWY 06/24	**780**(668)	**830**(718)	**1150**(1038)	**1210**(1098)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	840	740	630	530	420
NDB(L) EDN to MAPT	MIN:SEC	0:43	0:49	0:57	1:08	1:25

AIRCRAFT UNABLE TO RECEIVE DME I-TH
Advise ATC. Radar ranges will be provided equivalent to D12 outbound and at D9 inbound. Turn left to intercept the extended FAT. When established, descend at equivalent of D9 inbound to **not below 740**(640) until overhead NDB(L) EDN, then continue descent to MDH.

NOTE FAT does not intercept the extended RWY CL and passes 140m south of RWY THR.

CHANGE (6/26): MAG VAR UPDATED. MAG TRACKS. SPECIFICATION UPDATE.

AERO INFO DATE 13 MAR 26

EGEF — FAIR ISLE

EGEF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEF — FAIR ISLE

EGEF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 593205N Long: 0013743W
2	Direction and distance from city	On Fair Isle.
3	Elevation / Reference temperature / Mean Low Temperature	237 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	161 FT
5	Magnetic Variation / Annual Change	0.07°E (2027) / 0.22°E
6	AD Administration Address Telephone Telefax	THE NATIONAL TRUST FOR SCOTLAND. Fair Isle, Shetland, ZE2 9TU 01595-760224 01595-760252
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGEF AD 2.3 OPERATIONAL HOURS

1	AD Administration	Daylight only subject to PPR .
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	Daylight hours only, subject to PPR, and as required by Emergency Service Flights.
8	Fuelling	Not applicable.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR.

EGEF AD 2.4 HANDLING SERVICES AND FACILITIES

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EGEF AD 2.5 PASSENGER FACILITIES

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EGEF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 2 accepted under remission.
2	Rescue equipment	1 x Mercedes ATEGO 1080 4X4. 1200 LT water with foam capability.
3	Capability for removal of disabled aircraft	Contact Tel: 07545-822376 (Aerodrome Manager), or 07799-094175 (Deputy Aerodrome Manager).
4	Remarks	

EGEF AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	
2	Clearance priorities	
3	Remarks	Winter Operations. No snow clearing facilities available. During winter months pilots are advised to contact the Aerodrome Manager for the latest runway conditions. Tel: 01595-760224, 07545-822376 (Mobile), or his deputy Tel: 01595-760314.

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

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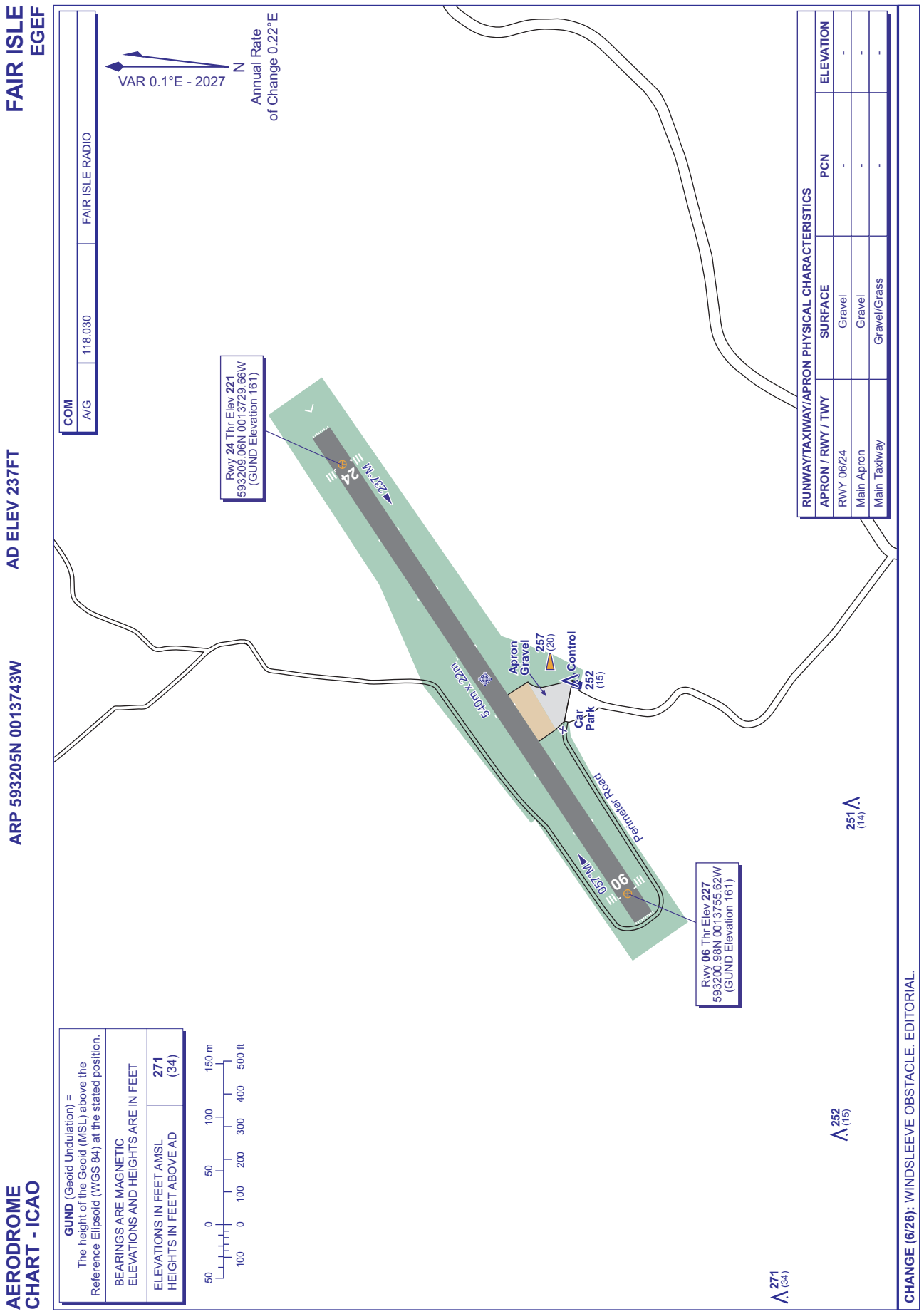
EGEF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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: 593203.07N 0013742.05W.

EGEF 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**
(EGEF1145) 06/APPROACH 24/ TAKE-OFF	WDI	593203.07N 0013742.05W	257 FT		No	
(EGEF1140) 06/APPROACH 24/ TAKE-OFF	WALL	593156.65N 0013819.81W	271 FT		No	
(EGEF1116) 06/APPROACH 24/ TAKE-OFF	BUILDING RUIN	593154.63N 0013810.40W	252 FT		No	
(EGEF1123) 06/APPROACH 24/ TAKE-OFF	BLDG TANK	593153.95N 0013750.79W	251 FT		No	
(EGEF1118) 06/APPROACH 24/ TAKE-OFF	BUILDING	593152.52N 0013802.32W	251 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**
(EGEF1110)	BUILDING	593246.38N 0013747.85W	652 FT		No	
(EGEF1111)	BUILDING	593245.73N 0013753.39W	675 FT		No	
(EGEF1112)	BUILDING RUIN	593245.08N 0013755.20W	697 FT		No	
(EGEF1046)	TERRAIN	593243.74N 0013757.51W	691 FT		No	
(EGEF1045)	TERRAIN	593239.58N 0013801.32W	624 FT		No	
(EGEF1109)	MAST	593238.95N 0013739.33W	663 FT		No	


FAIR ISLE
EGEF
AD ELEV 237FT
ARP 593205N 0013743W
AERODROME
CHART - ICAO
COM
A/G
118.030
FAIR ISLE RADIO
VAR 0.1°E - 2027
N
Annual Rate
of Change 0.22°E
Rwy 24 Thr Elev 221
593209.06N 0013729.66W
(GUND Elevation 161)
Rwy 06 Thr Elev 227
593200.98N 0013755.62W
(GUND Elevation 161)
540m x 22m
Apron
Gravel
257
(20)
Control
252
(15)
Car
Park
Perimeter Road
251
(14)
271
(34)
252
(15)
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
PCN
ELEVATION
RWY 06/24
Gravel
-
-
Main Apron
Gravel
-
-
Main Taxiway
Gravel/Grass
-
-
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
271
(34)
50 0 50 100 150 m
100 0 100 200 300 400 500 ft
CHANGE (6/26): WINDSLEEVE OBSTACLE. EDITORIAL.

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5	Remarks	The apron is marked for nose-in/push-back parking only and operators should ensure that agents can supply tractor push-back facilities. The majority of stands are equipped with A-VDGS. A marshalling service will be provided for the minority of the remaining stands that do not have A-VDGS fitted. Flight crew must not attempt to self-park if the A-VDGS is not activated or calibrated for their aircraft type, or no marshaller clearly present. Note that marshallers wear distinctive yellow and orange high visibility clothing, and unless otherwise explicitly advised will be using marshalling wands or bats. In the event of there being no activated A-VDGS displayed upon approach to the stand, or no marshaller indicating clearance to proceed, flight crews must: - Hold position on the taxiway centre-line; - Inform Air Traffic Control they are awaiting stand entry guidance; - Contact company to arrange activation. Note: ATC may request aircraft to 'report parked' this is not an instruction to self-park. In the event of a failure of the A-VDGS during parking, flight crews must: - Inform Air Traffic Control of a stand entry guidance failure; - Contact company to arrange a marshaller. On taxiway C,Y,Z edge delineated by blue reflective linlaners. Obstacle markings. WDI: 555228.00N 0042519.81W (LGTD), 555204.59N 0042645.05W (LGTD).

EGPF AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPF11990) 23/APPROACH	MAST	555742.73N 0041404.43W	800 FT	112 FT	No	
(EGPF14924) 23/APPROACH	HV PYLON	555727.33N 0041743.69W	590 FT	158 FT	No	
(EGPF14495) 05/TAKE-OFF	TWR BK MAST	555440.17N 0042203.49W	356 FT	221 FT	No	
(EGPF13060) 05/TAKE-OFF	LOC 05 OBS	555251.15N 0042457.72W	25 FT	9 FT	Yes Red	
(EGPF15443) 23/TAKE-OFF	LOC 23 OBS	555137.76N 0042714.84W	33 FT	13 FT	Yes Red	
(EGPF14033) 23/TAKE-OFF	STREETLIGHT	555135.44N 0042717.68W	49 FT	29 FT	No	
(EGPF15399) 05/APPROACH	TREE	554800.45N 0043227.21W	780 FT	17 FT	No	
(EGPF12615) 05/APPROACH	MAST	554551.01N 0043542.16W	701 FT	63 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPF5684)	HV PYLON	555651.30N 0042618.81W	1121 FT	97 FT	No	
(EGPF14842)	HV PYLON	555443.01N 0042654.49W	412 FT	392 FT	Yes Red	
(EGPF11983)	TWR BK AERIAL	555440.84N 0042428.56W	317 FT	140 FT	No	
(EGPF5369)	HV PYLON	555343.21N 0042731.12W	214 FT	125 FT	Yes Red	
(EGPF14698)	CHURCH SPIRE	555041.20N 0042556.59W	272 FT	214 FT	No	

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**
(EGPF15334)	TWR BK VENT	554929.17N 0042757.92W	382 FT	140 FT	Yes Red	
(EGPF15371)	MAST	554823.99N 0042747.77W	940 FT	211 FT	Yes Red	
(EGPF6254)	HV PYLON	554705.46N 0042843.82W	923 FT	182 FT	No	
(EGPF11931)	WIND TURBINE	554649.54N 0042930.35W	939 FT	177 FT	No	
(EGPF10669)	WIND TURBINE	554517.98N 0042805.38W	1080 FT	352 FT	Yes Red	
(EGPF10686)	WIND TURBINE	554512.41N 0042430.30W	1160 FT	330 FT	Yes Red	

EGPF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 24 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	GLASGOW
10	Additional information (limitation of service, etc.)	A recording of the ATIS broadcast is available 24 hours on Tel: 0141-887 7449.

EGPF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	046.40°	2661 x 45 M	RWY surface: Asphalt, Grooved PCN 65/R/B/W/T	555148.53N 0042656.59W 178.2 FT	THR 26.1 FT TDZ 26.1 FT	
23	226.42°	2661 x 45 M	RWY surface: Asphalt, Grooved PCN 65/R/B/W/T	555241.07N 0042518.43W 178.2 FT	THR 20.8 FT TDZ 23.3 FT	

SWY Dimensions	**Clearway Dimensions**	**Strip Dimensions**	**RESA Dimensions, Overshoot / Undershoot**	**Location/ description of arresting system**	**OFZ**	**Remarks**
8	**9**	**10**	**11**	**12**	**13**	**14**
	125 x 150 M	2932 x 280 M	90 x 92 M -			RWY 05 OFZ: Yes.
151 x 45 M	429 x 150 M	2932 x 280 M	240 x 92 M -			RWY 23 Threshold displaced by 304 M. OFZ: Yes.

EGPF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	2658 M	2783 M	2658 M	2661 M	
23	2661 M	3090 M	2812 M	2356 M	
05	2360 M	2485 M	2360 M		Take-off from intersection with Link F.
05	2163 M	2287 M	2163 M		Take-off from intersection with Link E.
05	1661 M	1785 M	1661 M		Take-off from intersection with Link D.
23	2580 M	3009 M	2732 M		Take-off from intersection with Link A.
23	2304 M	2733 M	2455 M		Take-off from intersection with Link B.

EGPF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high Flush with elevated HI green wingbars	PAPI Left/3° 60 FT 394 M	Light intensity high 914 M	Bi-directional colour coded 15 M spacing Light intensity high	Elev HI bi-directional edge with LI omni-directional component	Red		
23	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high Flush with elevated HI green wingbars	PAPI Left/3° 56 FT 346 M	Light intensity high 914 M	Bi-directional colour coded 15 M spacing Light intensity high	Elev HI bi-directional edge with LI omni-directional component	Red		

EGPF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: RWY 05: 555200.20N 0042645.86W RWY 23: 555235.77N 0042538.67W Mid-point: 555224.03N 0042620.39W
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGPF AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF GAMA: 555222.00N 0042531.10W, 178.2 FT
2	TLOF and/or FATO elevation	TLOF GAMA: 21.0 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO GAMA: 15 M x 15 M
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	Refer to AD 2.20 item 5.

EGPF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
GLASGOW CTR 560400N 0042000W - 560130N 0040435W - 554434N 0040924W - 554132N 0042405W - 553700N 0042847W - 554428N 0045035W - 554600N 0044951W - 555500N 0045200W - 560400N 0042000W	Upper limit: 6000 FT ALT Lower limit: SFC	D	GLASGOW APPROACH English	6000 FT		To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
GLASGOW ATZ A circle, 2.5 NM radius, centred at 555218N 0042601W on longest notified runway (05/23)	Upper limit: 2026 FT ALT Lower limit: SFC	D	GLASGOW APPROACH English	6000 FT		ATZ 2000 FT AAL.

EGPF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	GLASGOW APPROACH	119.105 DOC 42 NM/ 15,000 FT.			H24	ATZ hours coincident with Approach hours.
TWR	GLASGOW GROUND	121.705 DOC 5 NM/GND. Ground Movement Control.			Winter: 0630-2130. Summer: 0530-2030. May be closed tactically during quiet traffic periods within hours of operation. Closures will be broadcast on the ATIS.	
	GLASGOW TOWER	118.805 DOC 25 NM/5500 FT.			H24	
RADAR	GLASGOW RADAR	119.105 DOC 42 NM/ 15,000 FT.			H24	
		125.255 As directed by ATC.			H24	
		128.755 As directed by ATC.			H24	
ATIS	GLASGOW ARRIVAL/ DEPARTURE INFORMATION	129.580 DOC 60 NM/ 25,000 FT.			H24	
OTHER	GLASGOW FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 0.65°W (2027)	IUU	110.100 MHz	HO	555251.73N 0042458.59W		(RWY 05) Elev: 25 FT.
ILS/GP	IUU	334.400 MHz	HO	555159.78N 0042648.79W		3° ILS Ref Datum Hgt 51.5 FT. Glidepath flags may occur when below the glidepath and to the right of the centre-line. Elev: 20 FT.
ILS/LOC III 0.66°W (2027)	IOO	110.100 MHz	HO	555138.27N 0042715.83W		(RWY 23) Elev: 33 FT.
ILS/GP	IOO	334.400 MHz	HO	555238.30N 0042536.74W		3° ILS Ref Datum Hgt 50 FT. Elev: 19 FT.
VOR/DME 0.66°W (2027) 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.
VOR 0.30°W (2027) 0.5°W (2023)	PTH	110.400 MHz	H24	562632.63N 0032206.96W		VOR DOC 20 NM/50,000 FT (60 NM/25,000 FT in Sector R211-256). No associated DME. Any DME indications should be ignored.
DME	IUU	38X 110.100 MHz	HO	555210.74N 0042602.27W	34 FT	(RWY 05) DME freq paired with ILS I-UU and I-OO. Zero Range is indicated at THR of Runway 05 and 23.
DME	IOO	38X 110.100 MHz	HO	555210.74N 0042602.27W	34 FT	(RWY 23) DME freq paired with ILS I-UU and I-OO. Zero Range is indicated at THR of Runway 05 and 23.
NDB (L) 0.65°W (2027)	GLW	331.000 kHz	HO	555211.17N 0042601.06W		Range 25 NM. Elev: 69 FT.

EGPF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Glasgow CTR.
b) All flights, including General Aviation and Military flights, subject to the prior approval of the Operations Director, Glasgow Airport Ltd and to prior notification to Airport Coordination Ltd acting as agent for Glasgow Airport Ltd. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by email: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax:+44 (0)161-493 1853, or at all other times to GLAL Duty Manager on Tel: +44 (0)141-848 4510/+44(0)7831-170676. Please note – the Out of Hours service will only deal with short term ad-hoc schedule changes and new requests. All other changes must be submitted

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

c) All pleasure, training and non-business General Aviation traffic is subject to prior notification to Air Traffic Control, preferably via AFPEx or alternative flight planning systems. The filing of a flight plan does not constitute permission to use Glasgow Airport. Restrictions may be implemented at anytime.
d) Transit flights will only be accepted with prior approval.
e) Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to Customs and Immigration. Transport to and from the Customs Office will be provided by a handling agent.
f) Airline operators are requested to note that stand availability in a diversion situation is extremely limited at Glasgow Airport, especially for wide-bodied aircraft.
g) It is a requirement that every airline using Glasgow Airport must have local orders compatible with GLAL Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. GLAL will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
h) No aircraft are permitted to park on the ground for more than 24 hours without prior approval from GLAL.
i) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
j) Microlights and gyrocopters are not allowed to use the aerodrome unless in emergency.
k) All users of Glasgow Airport must comply with current Glasgow Airport Conditions of use.
l) Operators of A380 aircraft may designate Glasgow as a nominated diversionary aerodrome subject to prior agreement with the Airside Operations and an assessment of the facilities and infrastructure by the airline. The use of Glasgow as an alternate for A380 operations is also subject to prior CAA approval on an individual airline basis. Restrictions will be applied for handling more than two A380 aircraft at the same time.

2 GROUND MOVEMENT

a) All aircraft making requests for taxiing or towing clearance on the GMC frequency should state their location in the initial call.
b) Aircraft pushing/powering back must face the direction of taxi and be aligned on the taxiway centre-line before commencing taxi.
c) Aircrew can request ATC clearance up to 15 minutes before EOBT. Departing aircraft on first contact with Glasgow ATC must state aircraft type, stand number and the code letter of the latest ATIS received.
d) Crews should be in receipt of departure clearance prior to requesting push and start.
e) Pre-departure clearance by 'Data Clearance Link' (DCL) is available at Glasgow for suitably equipped aircraft. DCL must be compliant with ARINC 623-2 and Eurocae ED 85-A. DCL is available from EOBT -25 until EOBT +15 minutes.

   DCL Clearances will not be issued if requested later than EOBT +15 minutes. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received.

   Do not use the free text option on DCL. Glasgow ATC are unable to interact with this and it causes the A-DCL to fail, resulting in either manual ATC intervention or revert to voice. If any data errors are detected by the system or the controller, a 'revert to voice' message will be received. If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF. Further details of the DCL service may be obtained from ATC Operations on +44 (0)141-840-8029.

f) Particular attention is drawn to a roadway system that exists at the tail of all stands. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting and guidance markings are an aid to pilots when they are operating on the manoeuvring area . Notwithstanding the taxiway guidance markings, pilots continue to remain responsible for wing tip clearance.
g) All stands are nose-in/push back. Pilots requiring services on Apron areas, including Customs and Immigration, must ensure that a suitable tow bar is available.
h) Before the Aircraft Commander calls for push-back they must ensure that the tug driver is in the tug, ready to push. Stands 6, 8, 19, 21, 30L, 30, 30R, 32, 35, 37 and 40 have 2 push-back options. ATC will specify the direction of push from these stands, and this must be passed to the ground crew. If it is not passed the tug driver will not commence push-back and clarification will be sought from the aircraft commander. If ATC issue a push from these stands, a non-standard push from any stand or a conditional push-back clearance, ATC must be advised if the Aircraft Commander is not in two-way headset communication with the tug crew.
i) A black and white chequered box adjacent to Charlie denotes the FATO area. This area should be kept clear of aircraft and vehicles unless prior ATC approval has been granted.
j) Special procedures for stand safeguarding are in place for A380 parking on stand 30. This involves additional measures to restrict vehicle movements in the immediate area. If necessary, aircraft will be held at the following locations prior to stand arrival. An Ops vehicle may be positioned to assist:

   i. After landing on R23 and vacating at G to hold short of Apron November.
   ii. After landing on R05 and vacating at A to hold abeam the ATC Control Tower.

k) In CAT 1 conditions when Runway 23 is the nominated runway in use the following applies to A380 movements:

   i. Departure

      Taxi via A to hold as required at hold A2. When cleared to line up and depart via A1. No right turns are permitted at this intersection due to runway width of 45 M and lack of turning area.

   ii. Arrival

      Vacate the runway at G taxiway.

With Runway 05 in use:

i. Departure

Taxi via G to hold G2. When cleared line up via G1 and depart.

ii. Arrival

Vacate via A or B taxiway as directed by ATC.

l) A380 aircraft – Reduced taxiway centre-line to object clearance of 47.5 M applies along taxiways:

Alpha 1 to ATC Tower: Taxiway (51 M strip)

ATC Tower to Golf 2: Taxilane (47.5 M strip)

Golf 2 to Golf 1: Taxiway (51 M strip)

m) Red light vehicle road holding lights are installed on apron roadway system cul-de-sac K, L, M and N to stop vehicle traffic during Code F movements and may be visible to aircraft.
n) Jet aircraft are to engage minimum power when operating in Area Juliet due to the proximity of light aircraft operations in this area.
o) Taxiway Yankee is used as a dual direction taxiway for light aircraft. To aid the flow of traffic, aircraft should taxi to the right or as directed by ATC.
p) Remote Holding.

i. Any requests from aircraft for remote holding require approval of Airside Operations. In cul-de-sac N pushback to remote hold nose out on the mirror stand on the opposite side of the cul-de-sac will normally be approved when the stand is not required for use.

Airside Operations will endeavour to attend to help ensure safety of the airside roads, but this is not mandated. The pushback instruction should include a reminder to face nose out e.g., “(Callsign), Push and reposition to face nose out on Stand 40 is approved”.

For the subsequent taxi off stand, an airside operations presence is required, and the aircraft should be instructed to taxi off stand at absolute power to protect the head of stand area. In this scenario, where aircraft are waiting for a CTOT improvement, controllers should use ‘SEND READY +15’ as the default ready message to allow Airside Operations time to reach the stand before the aircraft commences taxi.

Any remote hold in an area substantially away from the gate (for example area Q) will require the aircraft to taxi and then either wait with engine(s) running or shutdown in their remote hold location.

ii. Within Area Q, when being used for remote hold, marshallers assistance can be provided on request, and is mandatory for any aircraft larger than Code C. Extended towing of loaded aircraft is not permitted due to operating limitations imposed by the manufacturer to prevent overstressing the landing gear at higher weights.

3 CAT II/III OPERATIONS

a) Runways 05 and 23, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/III operations special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in force by ATIS or by RTF.
c) Departing Aircraft: ATC will require departing aircraft to use the Category II/III holding points at Links A2 and G2 as appropriate. Intermediate take-off points will not be used.
d) Arriving Aircraft: Vacate Runway 05/23 at Link A or Link G, unless otherwise instructed. ATC may instruct pilots to use intermediate Links when Cat II/III operations are necessary because of a low cloud ceiling and not due to poor visibility. Pilots should delay the call 'runway vacated' until the aircraft is established on the taxiway and clear of the link.
e) During CAT II/III conditions A380 will hold at A3 and G2. A380 Arrivals will vacate at A or G.
f) Ground Movement Radar (GMR) is normally available to monitor pilot 'runway vacated' reports. When GMR is not available to ATC, runway (LSA) vacation will be confirmed by receipt of a pilot report that the tail of the aircraft has passed the last of the alternate amber and green centre-line lights. (These lights denote the extent of the ILS Localizer Sensitive Area).

4 WARNINGS

a) Except for light signals ground signals will not be displayed
b) Due to the soft nature of the grass verges, pilots should exercise due caution when taxiing
c) Large numbers of Greylag/Canada Geese and Whooper Swans are present in the vicinity of the airport mainly from September to April. Flocks are regularly in excess of 100 birds and can be seen flying up to 500 FT. Active bird control is conducted with ATC liaison.
d) When the lead off lights at Link Delta, Echo and Foxtrot are selected, the stopbars are deselected. Vehicles and/or aircraft travelling West to East on Taxiway Golf may mistakenly follow the (runway) lead off lights rather than the taxiway lights and subsequently onto the runway.

5 HELICOPTER OPERATIONS

a) ATC clearance must be obtained before ground or hover taxi commences.

b) Inbound helicopters will be routed to the threshold of the runway in use before either ground or air taxiing to their alighting point ('H').
c) Helicopters, inbound and outbound, are to avoid overflying airport buildings whenever possible.
d) CASEVAC helicopters will be directed by ATC to alight on the main apron taxiway, then to ground taxi to an aircraft stand.
e) Helicopters operating to and from the Gama apron must follow the taxiway centre-lines unless specific approval is given for use of the Gama FATO.
f) Procedures for use of the Gama FATO are not published publicly and are restricted only to use by helicopters in operation of medical flights to and from the Gama apron.
g) Helicopters using the Gama FATO are to avoid overflying any parked or stationary vehicles and aircraft wherever possible.

6 USE OF RUNWAYS

a) Aircraft requiring the full length of Runway 23 for take-off have to back-track the runway and turn for take-off within the extension of the runway which is 92 M long and 61 M wide. Aircraft should enter the runway at holding point B1 and taxi to the extension. Code E nor F aircraft are not permitted to execute 180º turns on Runway 05/23.
b) Pilots of departing aircraft wishing to turn right from Link A1 to use the full length of runway, should advise ATC before reaching the holding point on taxiway.
c) Link Taxiway Restrictions (Code A – E)

i. Any aircraft (Code A to E inclusive) may exit Runway 05 via A1, B1 or E1, as the turn to vacate Runway 05 via D1 and F1 is extremely sharp and would require an aircraft to make a turn of almost 180°.
ii. Any aircraft (Code A to E inclusive) may exit Runway 23 via A1, B1, D1, E1, F1 or G1. It should be noted, however, that only Code A to C (inclusive) aircraft are permitted to turn left from B1 to A1 or right turn from A1 to B1. Code D and E aircraft shall not be permitted to carry out this manoeuvre under any circumstances.
iii. Only aircraft up to 30,000 KG MTWA can exit or enter Runway 05/23 via C1.

d) Link Taxiway Restrictions (Code F)

Taxiway links are permitted for use in the following directions/circumstances for A380 movements.

Taxiway Link	Direction/Route	Restriction
ALPHA	Via ALPHA enter and vacate.	No additional restriction.
BRAVO	From SW direction only, via BRAVO enter Runway 23 turn left. Via BRAVO vacate Runway 05 turn right.	No additional restriction.
DELTA	From SW direction only, via DELTA enter Runway 05 turn right. Via DELTA vacate Runway 23 turn right.	Only to be used in contingency situations.
ECHO	From NE direction only, via ECHO enter Runway 05/23 turn right or left. Via ECHO vacate Runway 05 turn left.	Only to be used in contingency situations with use of lead vehicle.
FOXTROT	From NE direction only, via FOXTROT enter Runway 05 turn right. Via FOXTROT vacate Runway 23 turn left.	Only to be used in contingency situations. Over-steering turn from TWY F to TWY G must be used with extreme caution.
GOLF	Via GOLF enter and vacate.	No additional restriction.

e) Following runway resurfacing in 2017 the section of runway between 23 threshold to Link F exhibits fast drying capability after periods of wet conditions. This section extends to 8.5 M either side of the runway centre-line.

7 TRAINING

a) The use of the aerodrome for training purposes is subject to the permission of Airside Operations, through ATC Tel: 0141-840 8029.
b) General training flight acceptance criteria (except by prior agreement with the Head of Aerodrome Operations or deputy):

i. Flying training, including training circuits of repeated approaches, go-arounds and landings, is permitted between 0800-2200 (0700-2100);
ii. The single take-off, go-around and/or full stop landing of an aircraft on a training flight will be permitted between 0600-0800 (0500-0700) and 2200-0800 (2100-0700), subject to ATC's priorities;
iii. Visual training circuits are restricted to aircraft below 5700 KG. Aircraft above 5700 KG must carry out ILS instrument approaches and adhere to noise abatement procedures. No helicopter training is permitted without prior approval from Airside Operations and ATC.

c) Training may be curtailed if significant noise complaints are received.

EGPF AD 2.21 NOISE ABATEMENT PROCEDURES

a) Operators of all aircraft inbound or outbound from the aerodrome are required to conform to the following procedures notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger and for complying with the instructions of ATC.

i. Operators of all aircraft should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft and that disturbance to the areas near the aerodrome is kept to a minimum.
ii. After take-off all aircraft whether operating from Runway 05 or 23 by day or night should expedite their climb to 1500 FT QFE before reducing power to maintain a minimum rate of climb of 500 FT per minute until 3000 FT QFE.
iii. For Runway 23, aircraft using the ILS shall not descend below 2000 FT QFE before intercepting the glidepath nor thereafter fly below it unless instructed by Radar. Aircraft landing without assistance from the ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° glidepath.
iv. For Runway 05, jet aircraft using the ILS shall not descend below 2000 FT QFE before intercepting the glidepath. Propeller driven aircraft may, when instructed by Radar, be descended to 1600 FT QFE. Aircraft landing without the assistance of ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° glidepath.
v. For visual approaches to Runways 05 or 23 the following limitations will apply: All aircraft whose MTWA exceeds 5700 KG must route via 5 NM from the runway threshold and maintain 1500 FT QFE until established on final approach.
vi. All aircraft using the aerodrome shall, after take-off or 'go- around' be operated in such a way that it will not cause more than 94 dB(A) by day (0600-2330 (0500-2230)) or 87 dB (A) by night (2330-0600 (2230-0500)) at the relevant noise monitoring points; the measured noise reading for the event will be taken as the highest recorded at any single noise monitoring terminal.
vii. Jet aircraft failing to meet the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 to the convention on International Civil Aviation are not permitted to depart from Glasgow Airport between the hours of 2330-0559 (2230-0459) except in special circumstances. Such movements as may be permitted will be at the discretion of the Operations Director from whom specific written permission must be obtained in advance. The Operations Director also has discretion to permit the departure of delayed flights not meeting Chapter 3 standards in exceptional circumstances.

b) Noise Abatement Procedures.

i. The Noise Abatement Procedures specified below are compatible with ATC requirements and shall apply in both IMC and VMC.
ii. The tracks to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.
iii. The Noise Abatement Procedures are incorporated in ATC Standard Instrument Departure Clearances (SID) where appropriate. IFR jet aircraft operating on routes where the SID does not incorporate the Noise Abatement Procedures will be issued with a non-standard clearance by ATC.

Take-off Runway	Noise Abatement Procedure
05	Climb straight ahead to 5 DME. Note that for aircraft departing on the SID via LUSIV, the Noise Abatement Procedures terminate at 5 DME.
23	Climb straight ahead to 5 DME.

c) For environmental reasons the use of reverse thrust/pitch should be avoided when possible.

EGPF AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Inbound Aircraft other than on Airways

i. Aircraft wishing to enter the CTR/CTA or TMA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace. For aircraft joining from the West a Reporting Point ROBBO (GOW RDL 275°/16 NM) is established at the TMA Boundary and pilots should anticipate joining clearance via this point.
ii. Pilots inbound to Glasgow under VFR must contact Glasgow Approach Control prior to entering the CTR/CTA and may be required by ATC to route via the published Visual Reference Points. (See paragraph 8).

b) Inbound Aircraft on Airways

i. Aircraft flying in the Airways System will be cleared into the TMA/CTR/CTA without having to request a specific entry clearance.
ii. The standard initial routes for inbound aircraft shown in the table below may be varied at the discretion of ATC (eg for traffic reasons or to allow traffic to be sequenced by radar).

c) Arrival Routes

Approach from	Via	Route
North	N560 FIR	FOYLE - GOW INBAS - FOYLE
Northeast	P600	PTH VOR - GRICE - STIRA
East	FIR	(SAB VOR) - TMA Boundry - TLA - LANAK
Southeast	N601 FIR	ABEVI - TLA - LANAK TLA - LANAK
Southwest	P600	BLACA - TRN **(Note 1)**
West	FIR	ROBBO - GOW
Northwest	AWYs	TMA Boundary - GOW

Note: *Exceptionally aircraft may be routed onwards via LANAK for tactical ATC purposes.*

In order to increase ATC flexibility Speed Limit Points (SLP) are established for arrival routes to Glasgow Airport. Inbound aircraft at FL 140 or below should normally be flown at 250 KT or less when crossing the SLPs. In certain weather conditions, or for reasons of safety, pilots may not be able to comply with the Speed Limit quoted above. In these circumstances they should inform ATC immediately, stating the minimum speed acceptable. Tactical speed control additional to the Speed Limit detailed above may be applied by the Radar Controller as detailed at paragraph d v.

d) Approach Procedures with Radar Control

i. When Glasgow inbound traffic is being sequenced by Radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When Holding Procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
ii. Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point.
iii. When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit.
iv. Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
v. Speed Control may be applied on a tactical basis to the extent determined necessary by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him immediately and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
vi. GPWS: Special Procedure for Radar Vectoring to Runway 23

1. In order to minimise the risk of nuisance GPWS warnings generated by the profile of the terrain in the vicinity of the Final Approach Track, a special procedure is in force for flights being radar vectored to Runway 23.
2. An essential element of the special procedure is the Speed Limit detailed in paragraph 4. Pilots exceeding the Speed Limit can expect to receive GPWS terrain alerts during the turn onto final approach. Pilots who are unable to comply with the Speed Limit of 250 KT due to weather conditions or operational safety must inform ATC immediately, stating the minimum speed acceptable.
3. Within the Radar Vectoring Area (RVA), and north of a line 105°/285° MAG through *555853N 0041340W (a point 9 NM from the runway 23 threshold on the extended centre-line) the minimum altitude allocated by ATC when radar vectoring aircraft will be 3500 FT.
4. ATC will not issue clearance for aircraft to descend below 3500 FT whilst they are north of the line described in paragraph d vi (2) unless the aircraft is established on the ILS localizer or on the Final Approach Track of a Surveillance Radar Approach or radar vectored VOR/ DME approach to Runway 23.

vii. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.

e) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility via GOW VOR to carry out an Instrument Approach Procedure appropriate to the landing direction.

2 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3 with the exceptions detailed below:

a) When complete communication failure occurs in the aircraft before ETA or before EAT when this has been received and acknowledged, the aircraft will:

i. Fly to the appropriate holding point;
ii. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
iii. route direct to GOW at last assigned level;
iv. then commence descent for landing in accordance with the procedure detailed on the IAP charts and effect a landing within 30 minutes (or later if able to land visually).

b) If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

i. Maintain the last assigned holding level at the appropriate holding point until:

1. ATA over holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
2. EAT when this has been received and acknowledged;

ii. route direct to GOW at last assigned level;
iii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

c) In the event of complete radio failure in an aircraft which has been cleared for an IFR inter-aerodrome flight within the Scottish TMA the pilot will adopt the appropriate procedure as follows, depending upon the phase of flight:

i. If the aircraft is receiving a radar service and is within the RVA of the destination aerodrome, the pilot will adopt the appropriate loss of communication procedure for the runway-in-use as detailed in the RVA information at AD 2-EGPF-5-1. Landing must be effected within 30 minutes (or later if able to land visually);
ii. if the aircraft is either not receiving a radar service or is receiving a radar service but has not yet arrived within the RVA of the destination aerodrome, the pilot will proceed to the appropriate holding point at the destination aerodrome at the last assigned level or 4000 FT whichever is higher. He will then adopt the procedures in paragraph's b and c.

d) The routes and altitudes to be used when leaving the TMA and CTR/CTA in accordance with the procedures at ENR 1.1.3 are shown in the table; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the CTR/CTA is made.

Position at time of decision	Route
Glasgow Airport GOW VOR	Track 035°T from facility at 3500 FT ALT until crossing the Glasgow CTR Boundary.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Non-Airways IFR departing flights from Glasgow routeing in the open FIR to the West should anticipate ATC clearance to leave Controlled Airspace at ROBBO (GOW RDL 275°/16 NM), normally at an altitude below 6000 FT.
b) North Atlantic Departures

i. Due to the proximity of the Shanwick Oceanic boundary to Glasgow, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

4 SPEED LIMIT

a) A speed limitation of 250 KT applies to all aircraft whilst flying below FL 100.

5 VFR FLIGHTS

a) VFR flights in the CTR/CTA will be given routeing instructions and /or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate routeing instructions via the Visual Reference Points detailed in paragraph 8 or the routes detailed in paragraph 7.
c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and Rules of the Air, and must advise ATC if at any time they are unable to comply with the instructions issued.
d) For VFR flights at night, pilots should exercise caution and increased vigilance when identifying, and routing via, Ardmore Point and Inverkip Power Station VRPs.
e) **Helicopters:** Whenever possible helicopter flights in the Glasgow CTR/CTA will be cleared on direct routeings under VFR (or, when requested at night in the Glasgow Control Zone, on Special VFR clearance in accordance with the procedures for Special VFR flights).

6 SPECIAL VFR CLEARANCE

a) Clearance may be requested for Special VFR flight in IMC or at night within the Glasgow Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights.
b) Special VFR clearance will include routeing and maximum altitude instructions and may not necessarily be confined to the Entry/Exit Lanes detailed at paragraph 7. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights laid down in Schedule 8 of the Air Navigation Order 2005 and in the related notification at ENR 1-4-6, note 4, which may require them to request routeing via the notified Entry/Exit Lanes
c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Glasgow Airport radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.
d) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the Glasgow CTAs or the surrounding Airspace of the Scottish TMA.
e) Special VFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 KG MTWA.

7 ENTRY/EXIT LANES

a) To permit aircraft to operate to and from Glasgow Airport in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

i.

1. A main lane 3 NM wide, with centre-line the middle of the River Clyde, extending from the northwestern boundary of the Glasgow Control Zone following the course of the River Clyde to the point at which it joins the Glasgow Aerodrome Traffic Zone;
2. a branch lane, 3 NM wide, extending from 555954N 0043440W (a point on the northern boundary of the Glasgow Control Zone near Alexandria VRP), southwards, with centre-line based on the River Leven, to Dumbarton, thence to 555550N 0043345W (a point on the River Clyde where the main lane is joined);
3. a lane 3 NM wide, centred on the A726 road extending from the Eastern edge of the Glasgow Control Zone at East Kilbride VRP to the Glasgow Aerodrome Traffic Zone.

ii. use of the lanes is subject to clearance by Glasgow ATC and the carriage of the Glasgow Approach Control frequency;

iii. aircraft using the lanes must remain clear of cloud and in sight of the ground, or water, not above 3000 FT (Glasgow QNH), and in flight visibility of not less than 3 KM;
iv. an aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned;
v. aircraft using the lanes when the reported visibility at Glasgow Airport is in excess of 4 KM may be instructed by ATC, dependant upon the runway-in-use at Glasgow Airport to fly:

1. between Glasgow Airport and Greenock/Ardmore Point; north of the north bank or south of the south bank of the River Clyde; or
2. between Glasgow Airport and Loch Lomond (Alexandria); north of the Clyde/east of the Leven or south of the Clyde/west of the Leven;
3. between Glasgow Airport and East Kilbride, north of the A726 or south of the A726.

vi. pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles.

b) Additionally, to permit the effective integration of traffic, flights operating in VMC and under VFR may be required by ATC to follow these routes as detailed in paragraph 5.

8 VISUAL REFERENCE POINTS (VRP)

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

9 MICROLIGHT OPERATIONS IN THE GLASGOW CONTROL ZONE/CONTROL AREAS

a) Clearances for microlight aircraft to operate within the Glasgow CTR/CTA may be issued under the standard conditions for access to Class D Airspace under VFR.
b) ATC Clearance must be requested from Glasgow Radar on channel 119.105. Non-radio operations are not permitted.
c) Microlight pilots should plan their flights to remain at least 3 NM from the Runway 05/23 extended centre-line or, if crossing the extended centre-line, to remain at or below 1000 FT ALT and at a range of not less than 7 NM from Glasgow Airport. More direct routings may be available subject to prevailing traffic conditions and controller workload.

10 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Glasgow controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Glasgow Radar, channel 119.105, are encouraged to select SSR code 2620.

555840N 0050000W - 554333N 0050000W -
553302N 0042918W - 553627N 0035327W -
554806N 0035411W - 555724N 0035417W -
561150N 0034633W - 560900N 0042141W -
555840N 0050000W.

b) Selection of 2620 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Glasgow controlled airspace at all times.
c) Whilst squawking 2620, pilots should be aware that Glasgow Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 2620 shall be deselected.

EGPF AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGPF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPF-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGPF-2-2
AERODROME CHART A380 GROUND MOVEMENT - ICAO
AD 2.EGPF-2-3
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGPF-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGPF-5-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - TEXT
AD 2.EGPF-5-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) NORBO (JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LUSIV (NON-JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TALLA (NON-JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TURNBERRY (NON-JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) FOYLE - ICAO
AD 2.EGPF-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LOMON - ICAO
AD 2.EGPF-6-6
STANDARD DEPARTURE CHART - INSTRUMENT (SID) ROBBO - ICAO
AD 2.EGPF-6-7
STANDARD DEPARTURE CHART - INSTRUMENT (SID) CLYDE - ICAO
AD 2.EGPF-6-8
STANDARD DEPARTURE CHART - INSTRUMENT (SID) PERTH - ICAO
AD 2.EGPF-6-9
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AGPED 1G - ICAO
AD 2.EGPF-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) PTH 1G - ICAO
AD 2.EGPF-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ASLIB 1G - ICAO
AD 2.EGPF-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BRUCE 1G - ICAO
AD 2.EGPF-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ERSON 1G - ICAO
AD 2.EGPF-7-5
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BLACA 1G - ICAO
AD 2.EGPF-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES AGPED 1G PTH 1G ASLIB 1G
AD 2.EGPF-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES BRUCE 1G ERSON 1G BLACA 1G
AD 2.EGPF-7-8
RNAV HOLD CODING TABLE STIRA LANAK FYNER FOYLE
AD 2.EGPF-7-9
INSTRUMENT APPROACH CHART ILS/DME/VOR OR NDB(L) RWY 05 - ICAO
AD 2.EGPF-8-1
INSTRUMENT APPROACH CHART LOC/DME/VOR OR NDB(L) RWY 05 - ICAO
AD 2.EGPF-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 05 - ICAO
AD 2.EGPF-8-3
INSTRUMENT APPROACH CHART VOR/DME RWY 05 - ICAO
AD 2.EGPF-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO
AD 2.EGPF-8-5
INSTRUMENT APPROACH CHART ILS/DME/VOR OR NDB(L) RWY 23 - ICAO
AD 2.EGPF-8-6
INSTRUMENT APPROACH CHART LOC/DME/VOR OR NDB(L) RWY 23 - ICAO
AD 2.EGPF-8-7
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 23 - ICAO
AD 2.EGPF-8-8
INSTRUMENT APPROACH CHART VOR/DME RWY 23 - ICAO
AD 2.EGPF-8-9
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO
AD 2.EGPF-8-10

EGPF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 555219N 0042559W

AD ELEV 26FT

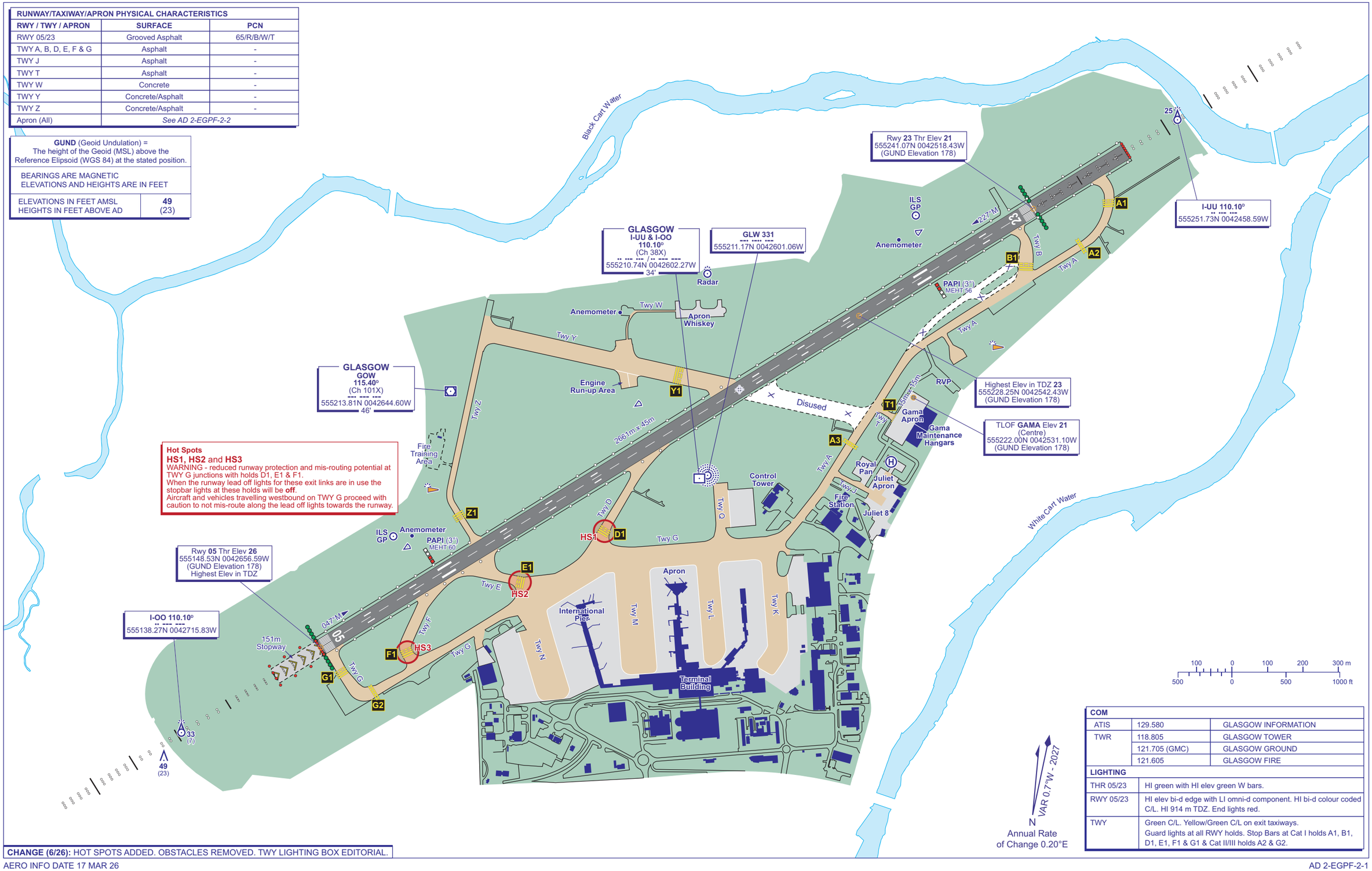
GLASGOW
EGPF

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	49
HEIGHTS IN FEET ABOVE AD	(23)



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. Guard lights at all RWY holds. Stop Bars at Cat I holds A1, B1, D1, E1, F1 & G1 & Cat II/III holds A2 & G2.

CHANGE (6/26): HOT SPOTS ADDED. OBSTACLES REMOVED. TWY LIGHTING BOX EDITORIAL.

AERO INFO DATE 17 MAR 26

AD 2-EGPF-2-1

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 555219N 0042559W

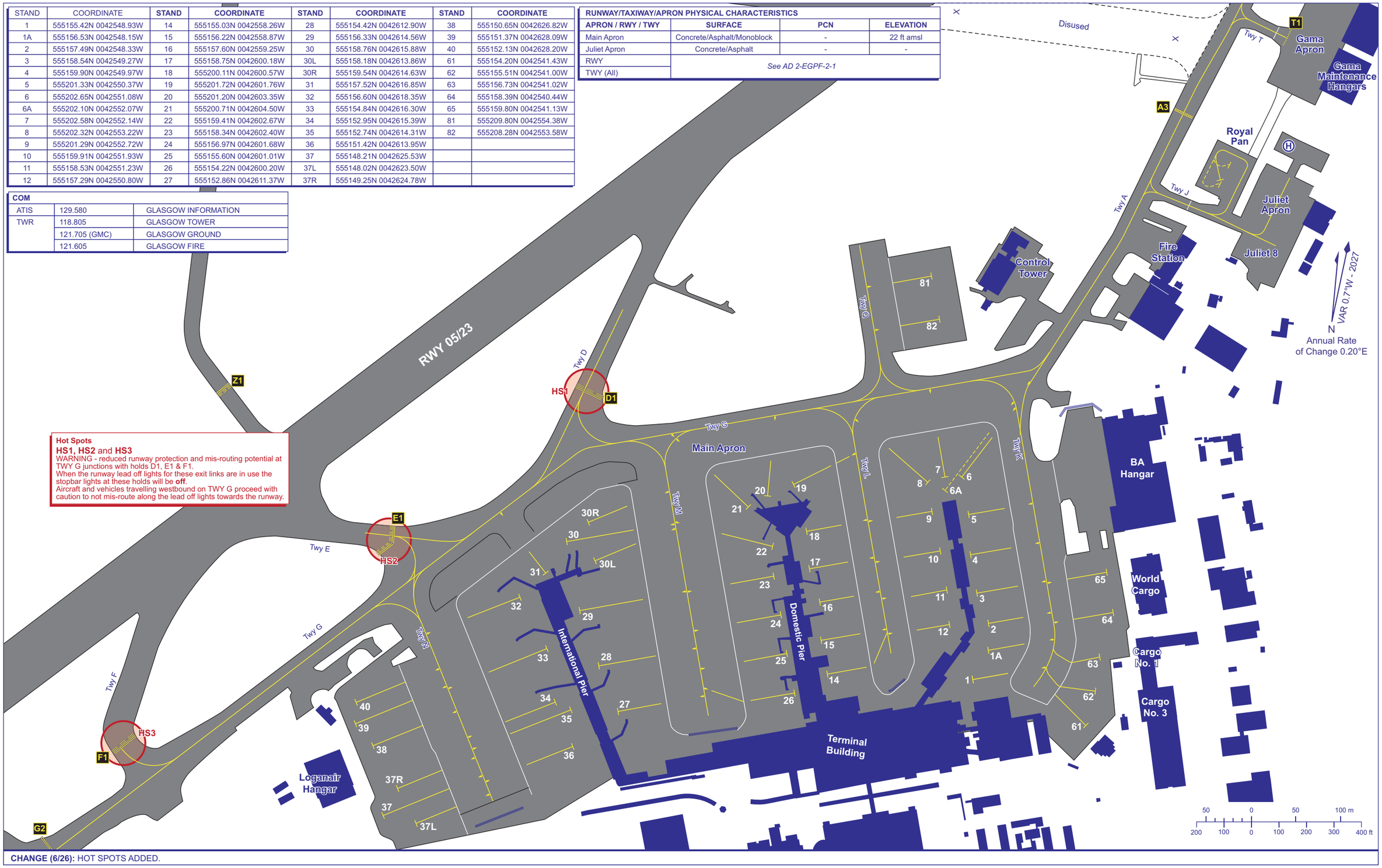
AD ELEV 26FT

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		

COM		
ATIS	129.580	GLASGOW INFORMATION
TWR	118.805	GLASGOW TOWER
	121.705 (GMC)	GLASGOW GROUND
	121.605	GLASGOW FIRE

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)			



Hot Spots
HS1, HS2 and **HS3**
WARNING - reduced runway protection and mis-routing potential at TWY G junctions with holds D1, E1 & F1.
When the runway lead off lights for these exit links are in use the stopbar lights at these holds will be **off**.
Aircraft and vehicles travelling westbound on TWY G proceed with caution to not mis-route along the lead off lights towards the runway.

CHANGE (6/26): HOT SPOTS ADDED.

AERO INFO DATE 17 MAR 26

AD 2-EGPF-2-2

AERODROME CHART
A380 GROUND MOVEMENT - ICAO

ARP 555219N 0042559W

AD ELEV 26FT

GLASGOW
EGPF

A380 Ground Movement
Aprons
Operational Taxiways

100 0 100 200 300 m
500 0 500 1000 ft

N
VAR 0.7°W - 2027
Annual Rate of Change 0.20°E

Hot Spots
HS1, HS2 and **HS3**
WARNING - reduced runway protection and mis-routing potential at TWY G junctions with holds D1, E1 & F1.
When the runway lead off lights for these exit links are in use the stopbar lights at these holds will be **off**.
Aircraft and vehicles travelling westbound on TWY G proceed with caution to not mis-route along the lead off lights towards the runway.



CHANGE (6/26): HOT SPOTS ADDED.

AERO INFO DATE 17 MAR 26

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EGBJ AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	Three grass Helicopter training areas; Heli Northeast, Northwest and Southwest are established. An additional aiming point is provided at Heli South, adjacent to Taxiway J. Refer to aerodrome chart. Helicopter Holding points 'Y' and 'X' established north and south of Runway 27 threshold. Helicopter procedures detailed at AD 2.20 Section 5.

EGBJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
GLOUCESTERSHIRE ATZ A circle, 2 NM radius, centred at 515339N 0021002W on longest notified runway (09/27)	Upper limit: 2101 FT ALT Lower limit: SFC	G	GLOSTER APPROACH English	3000 FT		ATZ 2000 FT AAL.

EGBJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	GLOSTER APPROACH	128.555 DOC 25 NM/7,000 FT.			Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	ATZ hours coincident with Approach hours. See AD 2.20 para 4(i) Warnings. VDF 515331.51N 0020938.70W On AD. Bearing accuracy no better than Class B.
TWR	GLOSTER TOWER	122.905 DOC 10 NM/3,000 FT. May occasionally be combined with APP. Refer to ATIS.			Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	
RADAR	GLOSTER RADAR	120.980 DOC 25 NM/ 10,000 FT. Not continuously monitored during aerodrome hours.			As Directed by ATC	Radar services (Primary only) within 25 NM below FL 80, availability subject to manning. Use of 'Radar' suffix denotes availability only. Provision of a specific radar service is not implied. VDF 515331.51N 0020938.70W On AD. Bearing accuracy no better than Class B.
		128.555 DOC 25 NM/7,000 FT.			Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	GLOSTER INFORMATION	127.480 DOC 60 NM/ 20,000 FT.			Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	
OTHER	FIRE	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGBJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.62°E (2027)	IGOS	109.950 MHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515335.64N 0021047.01W		(RWY 27) For both TX's the GP structure goes out of the 95% probability tolerance between 8.5 - 7 NM. GP RF level on both TX slices out of tolerance beyond 8.5 NM, however full fly-up still achieved.
ILS/GP	IGOS	333.650 MHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515341.99N 0020952.21W		3.5° ILS Ref Datum Hgt 40 FT. For both TX's the GP structure goes out of the 95% probability tolerance between 8.5 - 7 NM. GP RF level on both TX slices out of tolerance beyond 8.5 NM, however full fly-up still achieved.
DME	IGOS	36Y 109.950 MHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515331.89N 0021004.54W	111 FT	(RWY 27) On AD. DME range on Runway 27 Approach is limited to 9.5 NM. DME range on Runway 27 on the extended centreline from 9.5 NM to 25 NM is unusable below 1400 FT. DME range on Runway 27 on the extended centreline beyond 25 NM is unusable below 4000 FT. DOC 25 NM/25,000 FT.
NDB (L) 0.63°E (2027)	GST	331.000 kHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515331.03N 0021004.45W		On AD. Radiates as an NDB out of approach hours up to 25 NM. Locator GST 331.000 kHz only available up to 10 NM. Interference may occur within 5 NM of Droitwich. Some ADF equipment may exhibit occasional bearing fluctuations during the approach to Runway 27.

EGBJ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) The use of the aerodrome is subject to Airport Terms and Conditions of Use, Byelaws and Code of Practice, copies available from Admin department.
b) PPR mandatory for all flights. Slot booking system in place.
c) All pilots not filing flight plans are required to book-out at Flight Briefing or by telephone to ATC, stating estimated elapsed flight time, fuel endurance and POB. PPR required in addition to a flight plan, including all IAP.
d) Requests for extension to airfield hours are to be made a minimum of 24 hours prior via Briefing.
e) The use of the aerodrome outside published hours is subject to authorisation from Aerodrome Operator.
f) PPE (high visibility jackets) must be worn by all pilots and personnel airside.

		Taxiway GOLF: 18 M Surface: Asphalt PCN 23/F/D/Y/U Taxiway JULIET: 10.5 M Surface: Asphalt PCN 23/F/D/Y/U Taxiway NOVEMBER: 15 M Surface: Asphalt PCN 23/F/D/Y/U
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGNR 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): 04/22: Designators 04/22. Permanently displaced thresholds. TDZ and fixed distance markers. Blue edge markers on runway turning circles. Taxiway light(s): Taxiway J is not lit, but has retro reflective lin-laner markers.
3	Stop bars and runway guard lights (if any)	Stop Bars at Hold points A1, B1, C1, D1, E1, G1 and N1. Runway guard lights at Hold points A1, B1, C1, D1, E1, G1 and N1.
4	Other runway protection measures	
5	Remarks	Taxiways G and J are unlit and not available for use at night. WDIs (LGTD): 531030.01N 0025908.18W; 531059.37N 0025829.30W.

EGNR 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**
(EGNR4064) 22/APPROACH 04/ TAKE-OFF	CHIMNEY	531614.60N 0025017.59W	526 FT	498 FT	No	
(EGNR5014) 22/APPROACH 04/ TAKE-OFF	PYLON	531251.10N 0025610.31W	174 FT	86 FT	No	
(EGNR313) 22/APPROACH 04/ TAKE-OFF	PYLON	531216.18N 0025643.33W	102 FT	88 FT	No	
(EGNR310) 22/APPROACH 04/ TAKE-OFF	PYLON	531156.62N 0025628.47W	92 FT	74 FT	No	
(EGNR10115) 22/APPROACH 04/ TAKE-OFF	SILO	531117.61N 0025738.92W	55 FT	36 FT	No	
(EGNR8898) 22/APPROACH 04/ TAKE-OFF	MOBILE OBST	531108.89N 0025800.75W	33 FT	16 FT	No	
(EGNR9882) 04/TAKE-OFF	BLAST FENCE	531108.08N 0025800.74W	32 FT	14 FT	Yes Red	
(EGNR9737) 04/APPROACH 22/ TAKE-OFF	BLAST FENCE	531011.80N 0025924.53W	77 FT	16 FT	Yes Red	
(EGNR14083) 04/APPROACH 22/ TAKE-OFF	STREETLIGHT	531010.74N 0025923.27W	78 FT	19 FT	No	
(EGNR10129) 04/APPROACH 22/ TAKE-OFF	STREETLIGHT	531010.13N 0025914.72W	68 FT	18 FT	No	
(EGNR6851) 04/APPROACH 22/ TAKE-OFF	LAMP POST	531009.75N 0025910.37W	79 FT	35 FT	No	
(EGNR6747) 04/APPROACH 22/ TAKE-OFF	LAMP POST	530953.90N 0025939.51W	124 FT	33 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**
(EGNR13975) 04/APPROACH 22/ TAKE-OFF	STREETLIGHT	530939.17N 0030028.85W	189 FT	35 FT	No	
(EGNR693) 04/APPROACH 22/ TAKE-OFF	PYLON	530804.44N 0030319.69W	408 FT	104 FT	No	
(EGNR691) 04/APPROACH 22/ TAKE-OFF	PYLON	530742.78N 0030317.38W	368 FT	106 FT	No	
(EGNR4205) 04/APPROACH 22/ TAKE-OFF	TELE POLE	530716.48N 0030436.03W	881 FT	25 FT	No	
(EGNR9644) 04/APPROACH 22/ TAKE-OFF	MAST	530715.08N 0030435.46W	899 FT	31 FT	No	Hope Mountain
(EGNR10747) 22/APPROACH 04/ TAKE-OFF	TREE	530701.17N 0030422.27W	940 FT	35 FT	No	
(EGNR10906) 04/APPROACH 22/ TAKE-OFF	HV PYLON	530630.66N 0030332.91W	1015 FT	110 FT	No	
(EGNR8607) 04/APPROACH 22/ TAKE-OFF	MAST	530621.74N 0030314.45W	1085 FT	68 FT	No	Hope Mountain
(EGNR4079) 04/APPROACH 22/ TAKE-OFF	PYLON	530433.58N 0030540.65W	1113 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**
(EGNR331)	PYLON	531300.47N 0025627.37W	185 FT	95 FT	No	
(EGNR4148)	PYLON	531128.05N 0030232.10W	363 FT	98 FT	No	
(EGNR45)	HANGAR	531102.69N 0025753.93W	67 FT	49 FT	No	
(EGNR9733)	BUILDING	531045.85N 0025928.47W	105 FT	72 FT	No	
(EGNR9731)	APRON LIGHT	531035.91N 0025834.45W	66 FT	51 FT	Yes Red	
(EGNR9952)	BLDG OBS LT	531029.89N 0025835.45W	105 FT	85 FT	No	Infringes the Transitional Surface for both runway directions.
(EGNR10259)	CHURCH SPIRE	531009.39N 0025904.86W	108 FT	68 FT	Yes Red	
(EGNR773)	PYLON	530949.79N 0030304.54W	524 FT	115 FT	No	
(EGNR10721)	BLDG EXTENT	530903.40N 0030344.37W	676 FT	319 FT	No	
(EGNR10731)	HV PYLON	530650.79N 0030858.54W	877 FT	144 FT	No	
(EGNR8605)	MAST	530621.30N 0030310.72W	1092 FT	78 FT	No	
(EGNR10842)	HV PYLON	530458.97N 0030616.55W	1205 FT	170 FT	No	

EGNR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	As per operational hours.
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 HR.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/Telephone. www.metoffice.gov.uk

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 request from ATC.
8	Supplementary equipment available for providing information	Fax, e-mail, ATIS via internet (Airbrief).
9	ATS units provided with information	HAWARDEN
10	Additional information (limitation of service, etc.)	Live MET information available at www.egnr.airbrief.net

EGNR 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	041.00°	2093 x 45 M	RWY surface: Concrete and asphalt. Grooved. PCN 66/R/D/X/T	531023.68N 0025904.93W 172.7 FT	THR 31.6 FT TDZ 31.6 FT	RWY 04 -1:239 Down RWY 22 1:239 Up
22	221.01°	2093 x 45 M	RWY surface: Concrete and asphalt. Grooved. PCN 66/R/D/X/T	531058.84N 0025814.06W 172.6 FT	THR 16.7 FT TDZ 16.8 FT	RWY 04 -1:239 Down RWY 22 1:239 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
	147 x 150 M	2082 x 280 M	90 x 90 M -			RWY 04 Threshold displaced by 302 M.
	166 x 150 M	2082 x 280 M	90 x 90 M -			RWY 22 Threshold displaced by 351 M. 87 M starter strip.

EGNR AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	1962 M	2109 M	1962 M	1660 M	
22	2042 M	2208 M	2042 M	1742 M	
04	1468 M	1615 M	1468 M		Take-off from intersection with Taxiway D.
04	1082 M	1229 M	1082 M		Take-off from intersection with Taxiway A.
22	2093 M	2259 M	2093 M	1742 M	For Beluga operations only.
22	2042 M	2208 M	2042 M		Take-off from intersection with Taxiways C and N.
22	1263 M	1429 M	1263 M		Take-off from intersection with Taxiway G.
22	911 M	1077 M	911 M		Take-off from intersection with Taxiway A.

EGNR 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. Runway 04 has a final cleared plane of 1:32 over a distance of 1.75 miles, safeguarded at 1:50 incorporating a 3.5° ILS glideslope with an OCA of 570 FT. 427 M Light intensity high	Green Light intensity high Indented with green wingbars	PAPI Right/ 3.5° 47 FT 269 M	480 M 8 bar	1663 M 30 M spacing 900 M red/ white caution zone LED White Light intensity high	Elev bi-directional with omni-directional component Light intensity high	Red		
22	Two crossbars. 366 M Light intensity high	Green Light intensity high Indented with green wingbars	PAPI Left/3° 42 FT 291 M	540 M 9 bar	1743 M 30 M spacing 900 M red/ white caution zone LED White Light intensity high	Elev bi-directional with omni-directional component Light intensity high	Red		

EGNR 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: 531031.61N 0025911.27W
3	TWY edge and centre line lighting	CL: Green centre-line lighting on turn pads (04/22), Taxiways E, B and Beluga Apron. EDGE: Blue edge lights on Taxiways A, B, C, D, E and N.
4	Secondary power supply/switch-over time	UPS and stand-by generator by ATC tower. 1 second switch-over time on generator.
5	Remarks	Obstacle lighting, apron floodlighting (except Apron N).

EGNR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 531052.44N 0025841.23W, 172.6 FT
2	TLOF and/or FATO elevation	TLOF: 14.4 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	Unlit Helicopter TLOF marked by H is positioned North of Taxiway Juliet, suitable for helicopters with greatest overall length not exceeding 16 M. Police aiming point marked by Triangle at north end of taxiway Juliet, for use by approved aircraft in accordance with unit specific procedures.

EGNR 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
HAWARDEN ATZ A circle, 2.5 NM radius, centred at 531041N 0025840W on longest notified runway (04/22)	Upper limit: 2045 FT ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 FT		ATZ hours coincident with TWR hours as detailed in AD 2.18. ATZ 2000 FT AAL.
HAWARDEN RMZ 1 531309N 0025059W - 530940N 0025059W - 531427N 0030140W - 531309N 0025059W	Upper limit: 2500 FT ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 FT		RMZ hours coincident with aerodrome hours as detailed at EGNR AD 2.3. For conditions of RMZ entry see EGNR AD 2.22 Flight Procedures. Contiguous with overlying CAS.
HAWARDEN RMZ 2 530940N 0025059W - 530823N 0025059W - 530400N 0025720W - 530845N 0031227W - 531525N 0030250W - 531427N 0030140W - 530940N 0025059W	Upper limit: 3000 FT ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 FT		Contiguous with overlying CAS.
HAWARDEN RMZ 3 530400N 0025720W - 530000N 0030305W following the line of latitude to - 530000N 0030711W - 530321N 0031150W - 530845N 0031227W - 530400N 0025720W	Upper limit: 4500 FT ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 FT		Contiguous with overlying CAS.

EGNR 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	HAWARDEN TOWER	124.955 DOC 20 NM/6,000 FT.			Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	ATZ hours coincident with Tower hours.
RADAR	HAWARDEN RADAR	120.055 DOC 40 NM/ 20,000 FT.			Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	
		130.015 DOC 40 NM/ 20,000 FT. Not continuously monitored.			When directed by ATC.	
ATIS	HAWARDEN INFORMATION	125.430 DOC 40 NM/ 20,000 FT.			Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	
OTHER	HAWARDEN FIRE	121.605 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGNR 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 0.22°E (2027)	IHWD	110.350 MHz	HO	531043.61N 0025844.66W		(RWY 04) ILS is offset 2.6° to the right. Due to terrain considerations, below 3500 FT, the LOC and associated DME are restricted to operations within +-35 to a range of 10 NM and +-10 out to a range of 18 NM. Above 3500 FT the LOC and associated DME is usable to 35 degrees either side of centreline from 17 NM.
ILS/GP	IHWD	334.850 MHz	HO	531032.83N 0025902.39W		3.5° ILS Ref Datum Hgt 42 FT.
ILS/LOC I 0.22°E (2027)	IHDN	110.350 MHz	HO	531011.58N 0025922.44W		(RWY 22) LOC off-course clearance: It should be noted that false capture may occur in the sector 26 to 30 left of centre-line with certain types of aircraft navigation receiver. 22 ILS has an infringement of the transitional surface by hangar ENE of the runway threshold.
ILS/GP	IHDN	334.850 MHz	HO	531054.58N 0025830.94W		3° ILS Ref Datum Hgt 52 FT.
DME	IHWD	40Y 110.350 MHz	HO	531043.90N 0025844.33W	50 FT	(RWY 04) On AD. Freq paired with ILS I-HDN and I-HWD. Zero range to THR of Runway 22 and 04. Due to terrain effects DME unusable below 4500 FT in sector 240 to 270 MAG, in excess of 15 NM.
DME	IHDN	40Y 110.350 MHz	HO	531043.90N 0025844.33W	50 FT	(RWY 22) On AD. Freq paired with ILS I-HDN and I-HWD. Zero range to THR of Runway 22 and 04. Due to terrain effects DME unusable below 4500 FT in sector 240 to 270 MAG, in excess of 15 NM.
NDB (L) 0.22°E (2027)	HAW	340.000 kHz	HO	531045.00N 0025846.35W		On AD. Range 25 NM.

EGNR AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Not available to non-radio equipped aircraft.
b) High visibility clothing to be worn on all aprons.
c) Marshalling is mandatory on all aprons.
d) Due to the nature of the operation and high risk of turbulence from factory buildings Hawarden AD is not available to any aircraft with a MTOW of less than 450 KG, or to gliders, motor-gliders, flex-wing microlights and gyrocopters.
e) Tail-wheel type aircraft (tail-draggers) are not permitted unless the pilot-in-command has at least 200 hours on type.
f) APU and/or engine running not permitted outside operational hours of ATC/RFFS.

2 GROUND MOVEMENT

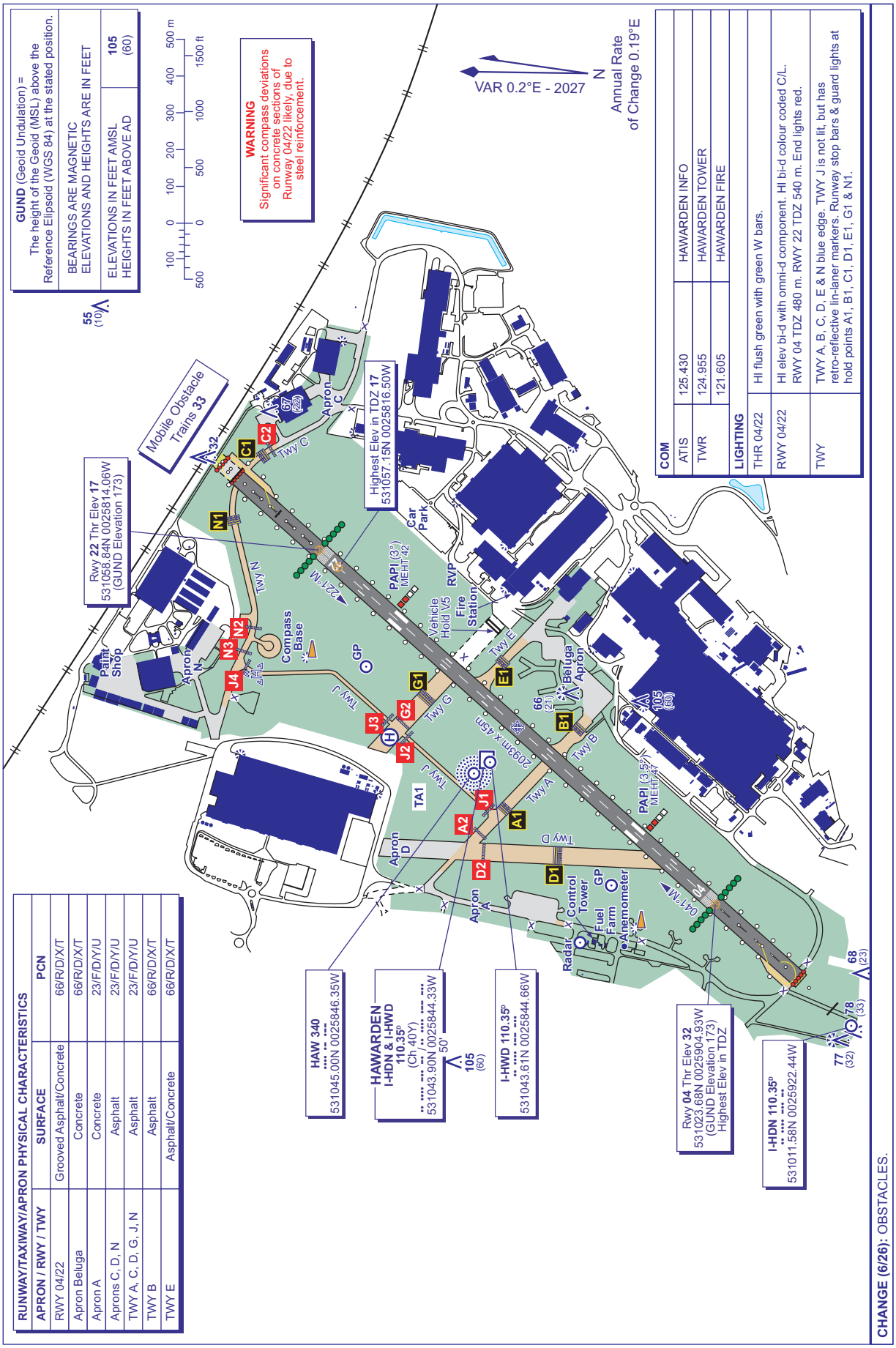
a) The visibility of Aprons N and C from the ATC Control Tower is restricted. Aircraft may be issued with conditional clearances concerning other aircraft movements. Aircraft movements and engine running on these aprons are subject to ATC approval.
b) The area west of Taxiway D is defined as Apron A. All aircraft operations are subject to ATC clearance on Apron A.

HAWARDEN EGNR

AERODROME CHART - ICAO

ARP 531041N 0025840W

AD ELEV 45FT



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCN
RWY 04/22	Grooved Asphalt/Concrete	66/R/D/X/T
Apron Beluga	Concrete	66/R/D/X/T
Apron A	Concrete	23/F/D/Y/U
Aprons C, D, N	Asphalt	23/F/D/Y/U
TWY A, C, D, G, J, N	Asphalt	23/F/D/Y/U
TWY B	Asphalt	66/R/D/X/T
TWY E	Asphalt/Concrete	66/R/D/X/T

INTENTIONALLY BLANK

EGNS — ISLE OF MAN

EGNS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNS — ISLE OF MAN

EGNS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 540500N Long: 0043724W Centre of Runway 08/26.
2	Direction and distance from city	6 NM SW of Douglas.
3	Elevation / Reference temperature / Mean Low Temperature	53 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	180 FT
5	Magnetic Variation / Annual Change	0.49°W (2027) / 0.20°E
6	AD Administration	THE ISLE OF MAN DEP OF INFRASTRUCTURE AIRPORTS DIVISION
	Address	Isle of Man Airport, Ballasalla, Isle of Man IM9 2AS.
	Telephone	01624-821600 (Airport Administration) 01624-827546 (ATC) 01624-821641 (MET Office). 01624-648110 (Customs and Immigration).
	Telefax	01624-821611 (Airport Authority) 01624-821646 (MET Office) 01624-821722 (ATC) 01624-661650 (Customs and Immigration)
	AFS	EGNSYDYX
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNS AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0645-2045 (0545-1945); Sun 0700-2045 (0600-1945); and by arrangement.
2	Customs and immigration	As AD hours. Prior notice required by 1600 (1500) on previous day.
3	Health and sanitation	As ATS hours.
4	AIS Briefing Office	Flight Plans can be telephoned to 01624-827548
5	ATS Reporting Office (ARO)	None
6	MET Briefing Office	As ATS hours.
7	ATS	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945). See also AD 2.18.
8	Fuelling	0630-2030 (0530-1930).
9	Handling	As ATS hours.
10	Security	H24
11	De-icing	Limited, on request from Handling Agents.
12	Remarks	Hours subject to seasonal and operational extensions - promulgated by NOTAM.

EGNS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited. Contact Airport Administration.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL W80, W100.
3	Fuelling facilities/capacity	Mobile AVGAS 4500 lts. Mobile AVTUR 18, 300 lts. No anti-icing agent available.
4	De-icing facilities	Limited, on request from Handling Agents.
5	Hangar space for visiting aircraft	None
6	Repair facilities for visiting aircraft	Limited.

7	Remarks	Refuelling facilities available during published hours of opening from Avflight Ltd, Tel: 01624-827928. Handling is mandatory for all arriving aircraft. Arrangements should be confirmed in advance with one of the following handling agents: Menzies Aviation Ltd, Tel: 01624-825780; Fax: 01624-825822; Frequency: 129.750 MHz. Manx Jet Centre, Tel: 01624-825100; Email: operations@manxjetcentre.com. 3 Legs Aviation Services Ltd, Tel: 07555-135443; Email: info@3legsaviationservices.com. Information on charges may be obtained from each nominated handling agent.

EGNS AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel information via www.visitisleofman.com.
2	Restaurants	Buffet and bar at Airport.
3	Transportation	Buses, taxis and car hire.
4	Medical facilities	Limited first aid treatment. Hospital at Douglas, 6 NM.
5	Bank and Post Office	Cash dispenser and Postal collection at airport.
6	Tourist Office	Isle of Man Tourist Information Centre.
7	Remarks	

EGNS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 7 available with 48 hours prior notice. Operational hours as AD hours. Outside these times and by arrangement, reduced RFF category may be provided for specific flights.
2	Rescue equipment	To ICAO Standards.
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	

EGNS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	2 Snow ploughs, 2 de-icing rigs.
2	Clearance priorities	As determined by aerodrome authority.
3	Remarks	Latest SNOWTAM information from ATC, GRF data available from ATC. Tel: 01624-827546

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt PCN 32/F/A/X/U
2	Taxiway width, surface and strength	Taxiway A (A2 TO 21): 18 M Surface: Asphalt PCR 495/F/D/W/T Taxiway A (A2 TO 26): 18 M Surface: Asphalt PCR 500/F/D/W/T Taxiway B APRON TO 08: 18 M Surface: Asphalt PCR 357/F/D/W/T

AERODROME CHART - ICAO

ARP 540500N 0043724W

AD ELEV 53FT

ISLE OF MAN
EGNS

LIGHTING	
APCH 08	HI 700 m coded C/L with 4 bars.
APCH 26	HI 360 m coded C/L with 3 bars.
APCH 21	HI 427 m uni-d C/L with 1 bar with LI red omni-d component.
THR 03/21	HI green with green W bars.
THR 08/26	HI green with green W bars.
RWY 03/21	HI bi-d edge with LI omni-d component. End lights red.
RWY 08/26	HI C/L. HI bi-d edge with LI omni-d component (last 600 m yellow caution). End lights red.
TWY	Green C/L TWY A, B, C, E, F, J, K, L. Blue edge at bends and RWY turn-offs. Stop bars at all runway holds, supplemented by blocking stop bars either side of the main runway intersection.

COM		
ATIS	123.880	RONALDSWAY INFO
TWR	119.005	RONALDSWAY TOWER
	121.600	RONALDSWAY FIRE

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD **149** (97)



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / APRON / TWY	SURFACE	PCN	PCR
RWY 03/21	Asphalt	-	548 F/D/W/T
RWY 08/26	Asphalt	-	554 F/D/W/T
TWY A (A2 to RWY 26)	Asphalt	-	500 F/D/W/T
TWY A (A2 to RWY 21)	Asphalt	-	495 F/D/W/T
TWY B (APRON to RWY 08)	Asphalt	-	357 F/D/W/T
TWY C (APRON to RWY 08/26)	Asphalt	-	500 F/D/W/T
TWY D (RWY 26 to RWY 03)	Asphalt	-	340 F/D/W/T
TWY E (APRON to RWY 21)	Asphalt	-	340 F/D/W/T
TWY F (APRON to RWY 08/26)	Asphalt	-	500 F/D/W/T
TWY J (RWY 03 to RWY 08)	Asphalt	-	340 F/D/W/T
TWY K	Asphalt	-	327 F/D/W/T
TWY L (RWY 08 to L4)	Asphalt	-	500 F/D/W/T
TWY L (L4 to RWY 21)	Asphalt	-	495 F/D/W/T
APRON	*See AD 2-EGNS-2-2*		

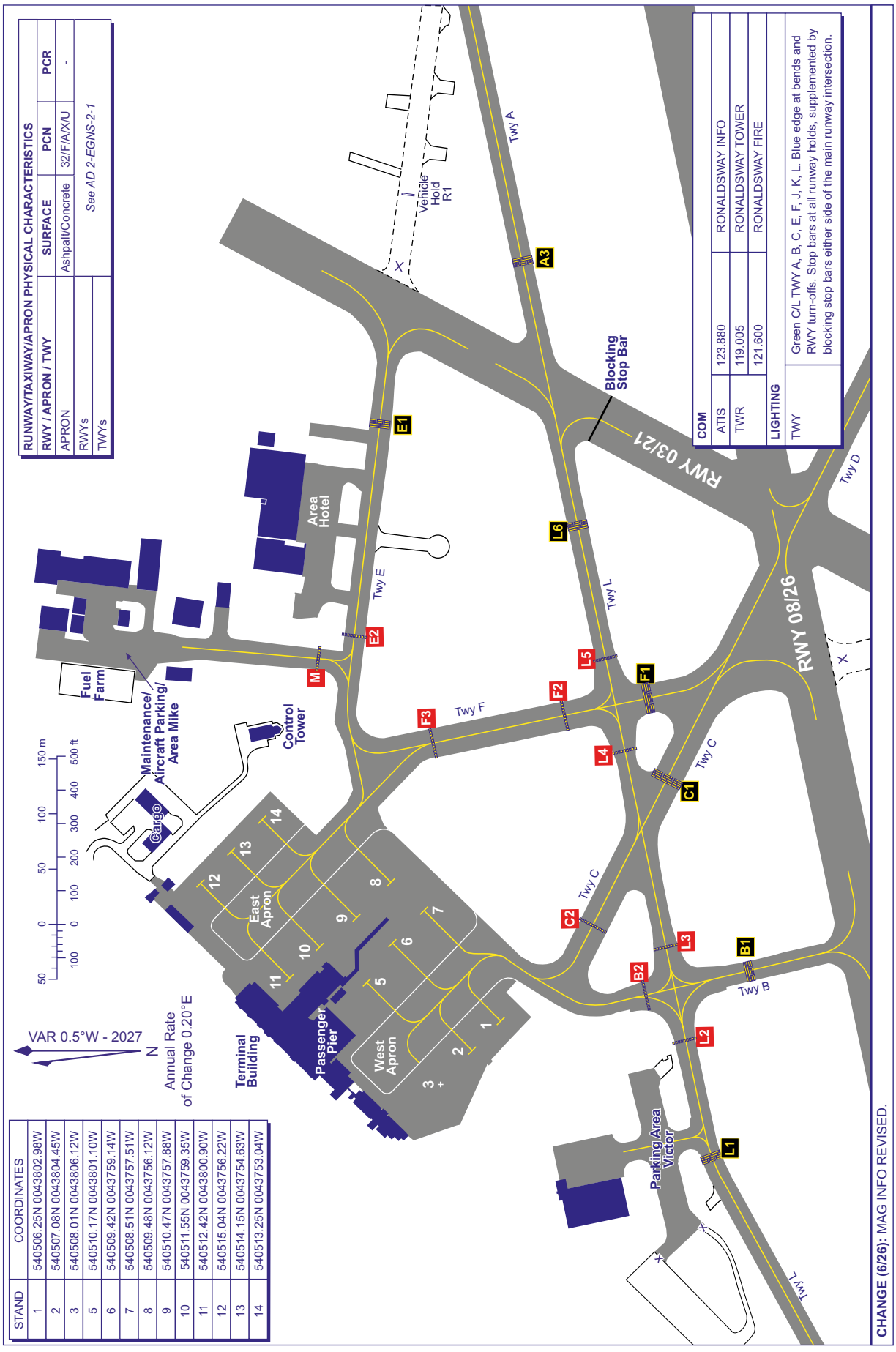
CHANGE (6/26): MAG INFO REVISED. RWY HEADINGS.

ISLE OF MAN EGNS

AD ELEV 53FT

ARP 540500N 0043724W

AIRCRAFT PARKING/DOCKING CHART - ICAO



STAND	COORDINATES
1	540506.25N 0043802.98W
2	540507.08N 0043804.45W
3	540508.01N 0043806.12W
5	540510.17N 0043801.10W
6	540509.42N 0043759.14W
7	540508.51N 0043757.51W
8	540509.48N 0043756.12W
9	540510.47N 0043757.88W
10	540511.55N 0043759.35W
11	540512.42N 0043800.90W
12	540515.04N 0043756.22W
13	540514.15N 0043754.63W
14	540513.25N 0043753.04W

AERO INFO DATE 19 MAR 26

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) 01856-302845 (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: 01856-302845. Helicopter rotors running refuelling available by arrangements with HIAL and North Air. Aircraft operators are reminded that they are responsible for their aircraft's security when parked on demarcated areas, and for the searching of their aircraft when parked either overnight or within demarcated areas prior to departure.

EGPA AD 2.5 PASSENGER FACILITIES

1	Hotels	In Kirkwall.
2	Restaurants	Cafeteria in Terminal.
3	Transportation	Car hire, taxi and airport bus service.
4	Medical facilities	First aid/quiet room available. Limited first aid facilities. Local doctors and ambulance.
5	Bank and Post Office	In Kirkwall.
6	Tourist Office	In Kirkwall.
7	Remarks	Aviramp and wheelchairs available for disabled passenger handling.

EGPA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category 5. RFF Category 6 aircraft may only be accepted through prior arrangement.
2	Rescue equipment	Water rescue facilities are available for Runway 14/32 during published opening hours, special and on-call openings subject to serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations.
3	Capability for removal of disabled aircraft	External agencies available locally
4	Remarks	

EGPA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and chemical de-icing. Runways 09/27 and 14/32 de-iced/anti-iced with KFOR (Potassium Formate fluids) and/or NAAC (Sodium Acetate solids).
2	Clearance priorities	Runway 09/27. Runway 32 to Apron. Apron. Remaining runway as required. Airport domestic areas.
3	Remarks	Current runway state information available during aerodrome operating hours at 01856-886206.

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

1	Apron surface and strength	MAIN APRON Surface: Concrete and asphalt
2	Taxiway width, surface and strength	Taxiway MAIN TAXIWAY: 18 M Surface: Asphalt PCN 15
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGPA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: TDZ markings, Runway designators, centre-line. Taxiway light(s): Blue edge lights on taxiway and apron. Illuminated holding point signs.
3	Stop bars and runway guard lights (if any)	R1, R2, R8, W3, W4, W5, E2.
4	Other runway protection measures	
5	Remarks	WDI (LGTD): 585725.62N 0025349.35W; 585733.29N 0025415.16W.

EGPA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Five crossbars. 900 M Light intensity high	Green wingbars	PAPI Right/ 3.5° 42 FT 230 M			HI LED white omni-directional 1320 M 60 M spacing Final 420 M yellow	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			HI LED white omni-directional 1320 M 60 M spacing Final 420 M yellow	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	121.605 Non-ATS channel.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

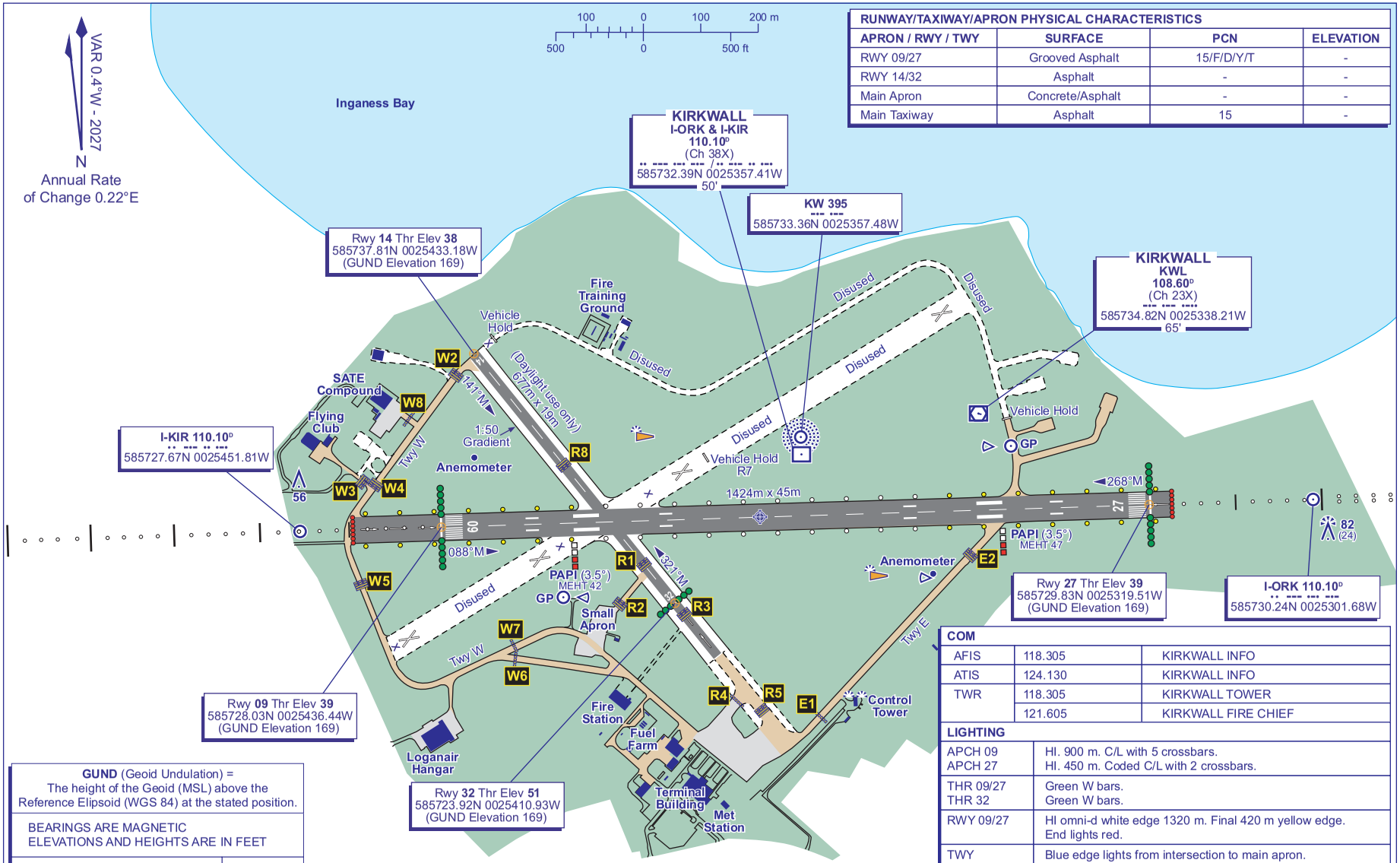
AERODROME CHART - ICAO

ARP 585729N 0025402W

AD ELEV 58FT

KIRKWALL
EGPA

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
	121.605	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 omni-d white edge 1320 m. Final 420 m yellow edge. 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.

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	82 (24)

CHANGE (6/26): FIRE FREQUENCY. LIGHTING TABLE EDGE LIGHT EDITORIAL.

AERO INFO DATE 26 MAR 26

AD 2-EGPA-2-1

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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	0.39°W (2027) / 0.18°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).

AERODROME CHART - ICAO

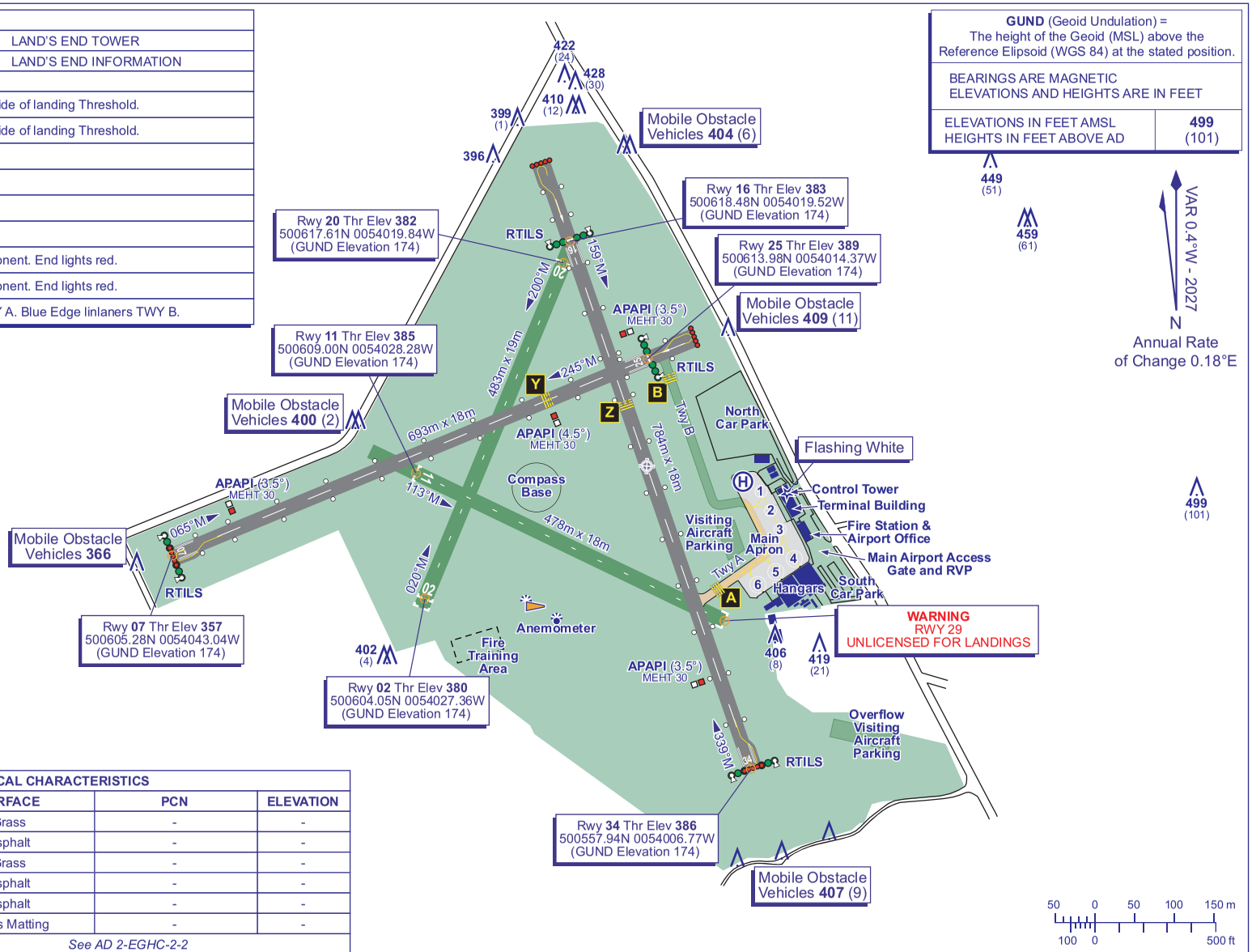
ARP 500610N 0054014W

AD ELEV 398FT

LAND'S END
EGHC

COM		
TWR	120.255	LAND'S END TOWER
ATIS	122.830	LAND'S END INFORMATION

LIGHTING	
APCH 07/25	RTIL Strobes either side of landing Threshold.
APCH 16/34	RTIL Strobes either side of landing Threshold.
THR 07	HI Green.
THR 25	HI Green W bars.
THR 16	HI Green W bars.
THR 34	HI Green.
RWY 07/25	HI elev omni-d component. End lights red.
RWY 16/34	HI elev omni-d component. End lights red.
TWY	Blue Edge lights TWY A. Blue Edge linlaners TWY B.



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 02/20	Grass	-	-
RWY 07/25	Asphalt	-	-
RWY 11/29	Grass	-	-
RWY 16/34	Asphalt	-	-
TWY A	Asphalt	-	-
TWY B	Grass Matting	-	-
Apron (All)	*See AD 2-EGHC-2-2*		

CHANGE (6/26): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

LAND'S END EGHC

AD ELEV 398FT

ARP 500610N 0054014W

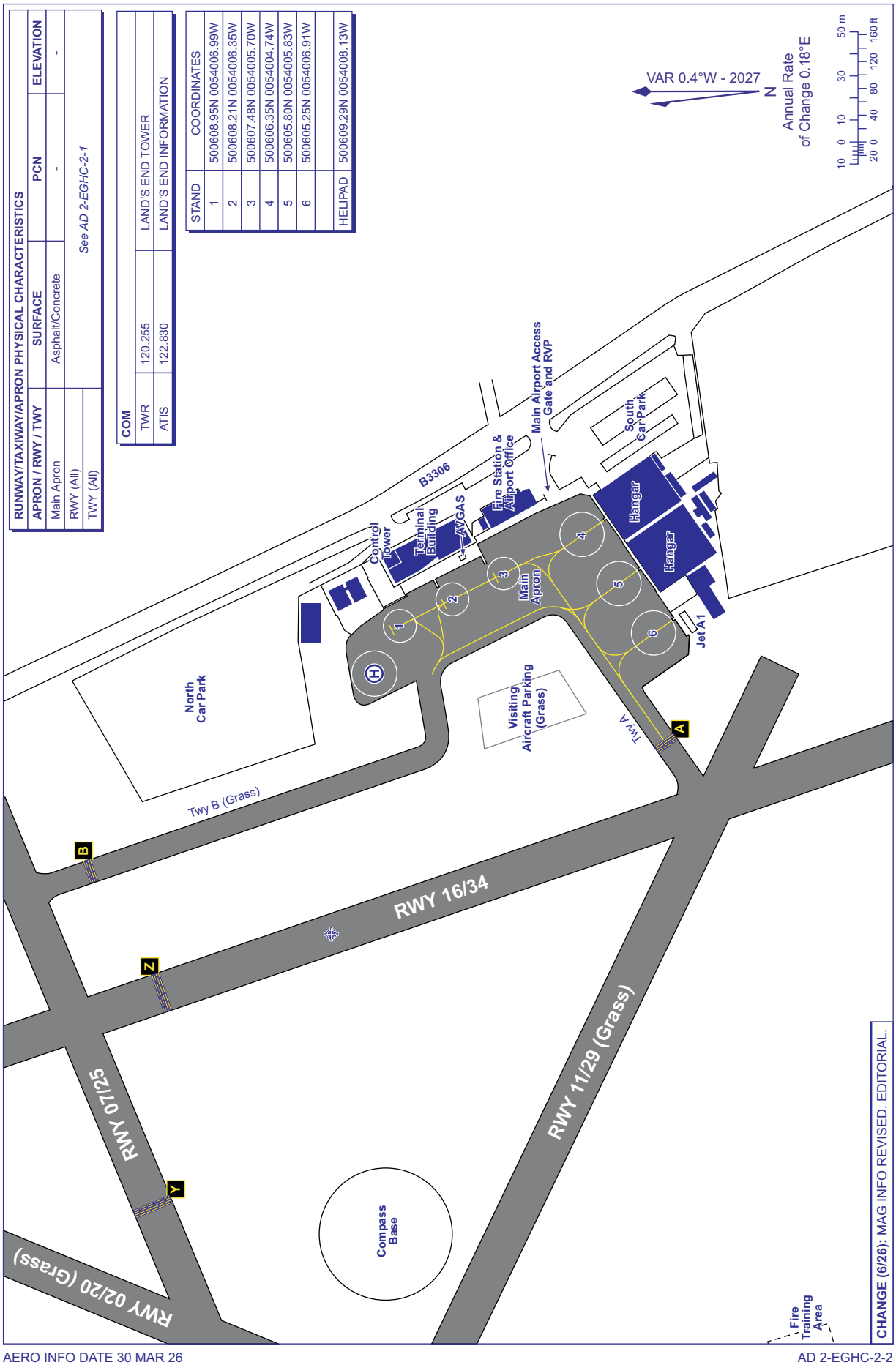
AIRCRAFT PARKING/DOCKING CHART - ICAO

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
Main Apron	Asphalt/Concrete	-	-
RWY (All)	See AD 2-EGHC-2-1		
TWY (All)			

COM	
TWR	120.255
ATIS	122.830

LAND'S END TOWER	
LAND'S END INFORMATION	

STAND	COORDINATES
1	500608.95N 0054006.99W
2	500608.21N 0054006.35W
3	500607.48N 0054005.70W
4	500606.35N 0054004.74W
5	500605.80N 0054005.83W
6	500605.25N 0054006.91W
HELIPAD	500609.29N 0054008.13W



AERO INFO DATE 30 MAR 26

AD 2-EGHC-2-2

EGNM — LEEDS BRADFORD

EGNM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNM — LEEDS BRADFORD

EGNM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 535158N Long: 0013939W Mid point of Runway 14/32.
2	Direction and distance from city	6 NM NW of Leeds.
3	Elevation / Reference temperature / Mean Low Temperature	682 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	163 FT
5	Magnetic Variation / Annual Change	0.62°E (2027) / 0.19°E
6	AD Administration Address Telephone Telefax E-mail address	LEEDS BRADFORD AIRPORT LIMITED. Leeds Bradford Airport, Leeds, LS19 7TU. 0113-391 3285 (Administration) 0113-391 3282 (ATC) 0113-391 3231 (Airside Operations Unit) 0113-250 5426 (Administration) 0113-391 0870 (ATC) airside.operations@lba.co.uk (Airside Operations Unit) atc@lba.co.uk (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNM AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700-2300 (0600-2200). PPR outside of these hours.
2	Customs and immigration	Hours are aligned with Airline operations. GA and BA operators requiring Customs and Immigration contact handling agent.
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	AVGAS 100LL: 0700-1800 (0600-1700). Out of hours AVGAS 100LL available by arrangement with Mutliflight Ltd, subject to call out charges. (See also AD 2.4). AVTUR Jet A-1: 0500-2359 (0400-2259) PPR outside of these hours.
9	Handling	Available by arrangement with handling agents.
10	Security	H24. Terminal Passenger Screening 0300-2200 (0200-2100).
11	De-icing	Available by arrangement with handling agent.
12	Remarks	

EGNM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement. Nearest railway siding: Bradford Valley.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL 80, 100, Shell 555, Exon 2380, Mobil Jet 254, Mobile Jet 2 plus various hydraulic fluids.
3	Fuelling facilities/capacity	AVTUR JET A-1 Main Apron: 1,000,000 L. Bowsers: 5 x 44,000 L, 2 x 33,000 L, AVGAS 100LL available at Multiflight Apron. De-fuelling facility not available.
4	De-icing facilities	Available by arrangement with handling agents. Type ECO 26 Type 2.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Full up to 13,000 lbs AUW, minor above, 24 hour service if necessary.

7	Remarks	Handling is mandatory. All aircraft, including those for engineering maintenance, are required to make suitable handling arrangements prior to arrival. Handling agents are: Swissport: Tel: 0113-250 3251. Frequency: 131.500 MHz. Southside: Multiflight: Tel: 0113-238 7140/7118. Frequency: 131.685 MHz. GA and Business Aviation handling provided on the Southside by Multiflight Ltd and on the Northside by Swissport. AVGAS 100LL is available from Multiflight Ltd. AVGAS refuelling facilities for helicopters by special prior notified arrangement with Multiflight Ltd.

EGNM AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity
2	Restaurants	Restaurant, buffet and bar.
3	Transportation	Buses, coaches and taxis. Nearest railway station: Horsforth
4	Medical facilities	Limited first aid.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	
7	Remarks	

EGNM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Categories 8 and 9 by arrangement, PPR 24 HR notice.
2	Rescue equipment	1x Rosenbauer Panther (12500 L Water, 1500 L Foam), 2x Rosenbauer Panther HRET (11200 L Water, 1500 L Foam), 1x Carmichael Cobra (12000 L Water, 1680 L Foam), 1x Ford Ranger 4x4 Incident Command Vehicle.
3	Capability for removal of disabled aircraft	Basic equipment onsite. Equipment for heavier aircraft could be made available. Contact: 0113-391 3231 (Airside Operations Unit).
4	Remarks	

EGNM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing. 2x Schmidt Compact Jet Sweeper, 2x Overaasen Compact Jet Sweeper, Daf + SB90, MAN + SB90, Massey Ferguson + large brush/plough, New Holland Tractor fitted with brush + de-icing unit, JCB Ramp Hog, Ramp Hog, LBA John Deere Tractor + brush/plough, McCormick Tractor fitted with Ramp Hog 6 M Blade, Schmidt ASP De-icer spray vehicle, Daf 75 De-icer Spray Vehicle, Rolba 400 Snow Blower, Rolba 1000 Snow Blower.
2	Clearance priorities	Standard. See AD 1.2.2. EGNM Snow Plan refers. Available on request.
3	Remarks	RWY 14/32 de-iced with GAC. Runway surface condition over each third of the runway reported using a runway condition report (RCR). The report will include a runway condition code (RWYCC) using numbers 0-6, the contaminant, coverage and depth, and a description of the contaminant. Braking action is not promulgated. Runway and Taxiway conducted by AFS/Airside Operations. Latest airfield conditions available, Tel: 0113-391 1698 (ATIS Telephone Broadcast) or Tel: 0113-391 3231 (Airside Operations).

AERODROME CHART - ICAO

ARP 535158N 0013939W

AD ELEV 682FT

LEEDS BRADFORD
EGNM

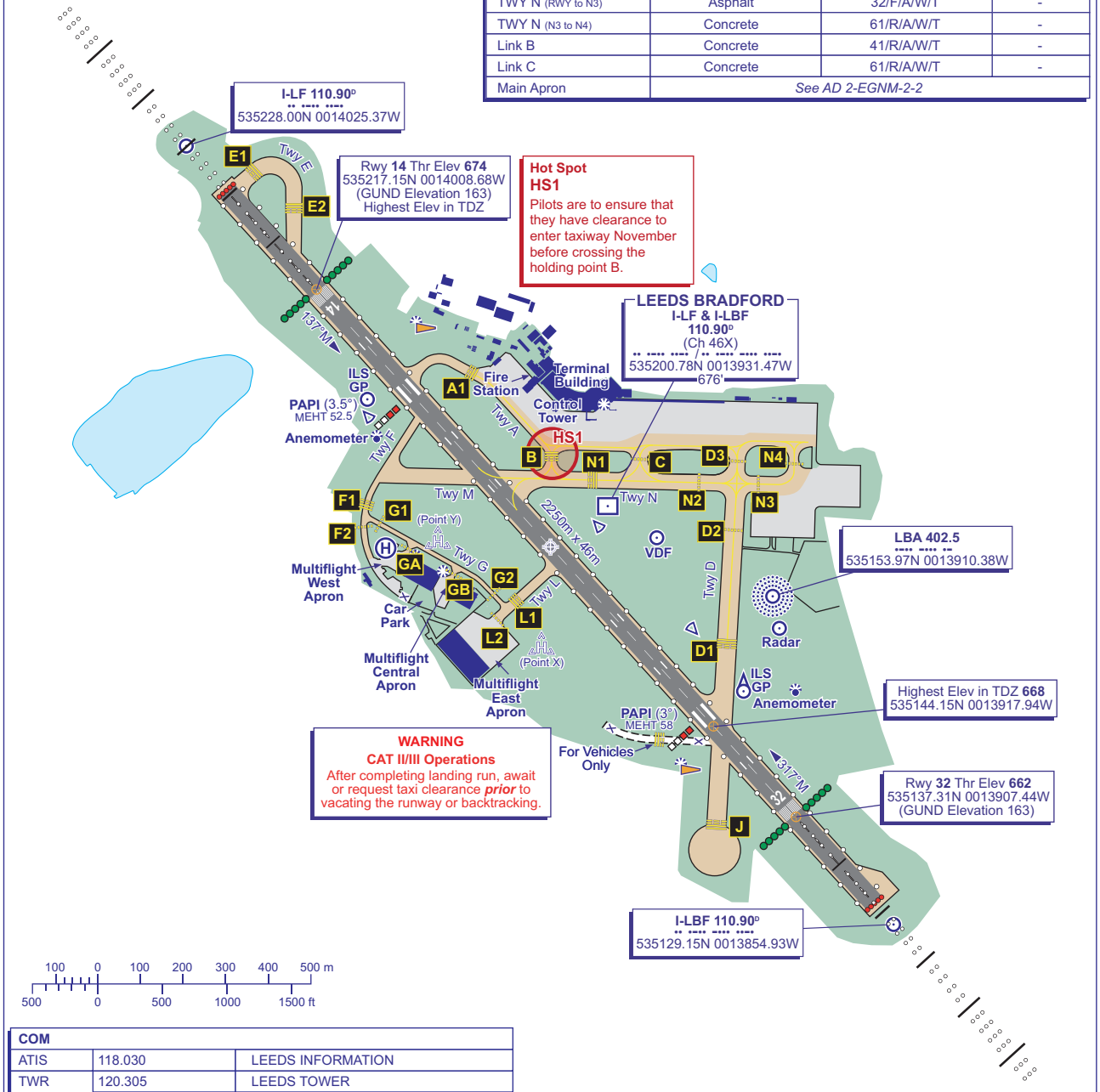
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL **682**

VAR 0.6°E - 2027

N

Annual Rate of Change 0.19°E

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**PCN**	**ELEVATION**
RWY 14/32	Grooved Concrete	51/R/B/W/T	-
TWY A (RWY to B)	Concrete	41/R/A/W/T	-
TWY A (B to eastern end)	Concrete	61/R/A/W/T	-
TWY D	Concrete	59/R/D/X/T	-
TWY E	Concrete	51/R/B/W/T	-
TWY F & G	Asphalt	32/F/A/W/U	-
TWY L	Concrete	59/F/D/X/T	-
TWY M	Asphalt	32/F/A/W/T	-
TWY N (RWY to N3)	Asphalt	32/F/A/W/T	-
TWY N (N3 to N4)	Concrete	61/R/A/W/T	-
Link B	Concrete	41/R/A/W/T	-
Link C	Concrete	61/R/A/W/T	-
Main Apron	*See AD 2-EGNM-2-2*		



COM		
ATIS	118.030	LEEDS INFORMATION
TWR	120.305	LEEDS TOWER
	121.805	LEEDS DELIVERY
	121.605	LEEDS FIRE

LIGHTING	
THR 14/32	HI green with HI W bars.
RWY 14/32	HI flush bi-d edge with LI omni-d component. HI colour coded C/L. End lights red. TDZ 900 m (RWY 32 only).
TWY	Stop Bars Holds A1, B, D1, D2, D3, E1, E2, F1, L1, N1, N2 & N3. Yellow/Green CL at exits B, C, D3, E1, E2, L & 14 Loop. Blue edge colour coded via D3, B, C, E1, E2 & L exits.

CHANGE (6/26): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

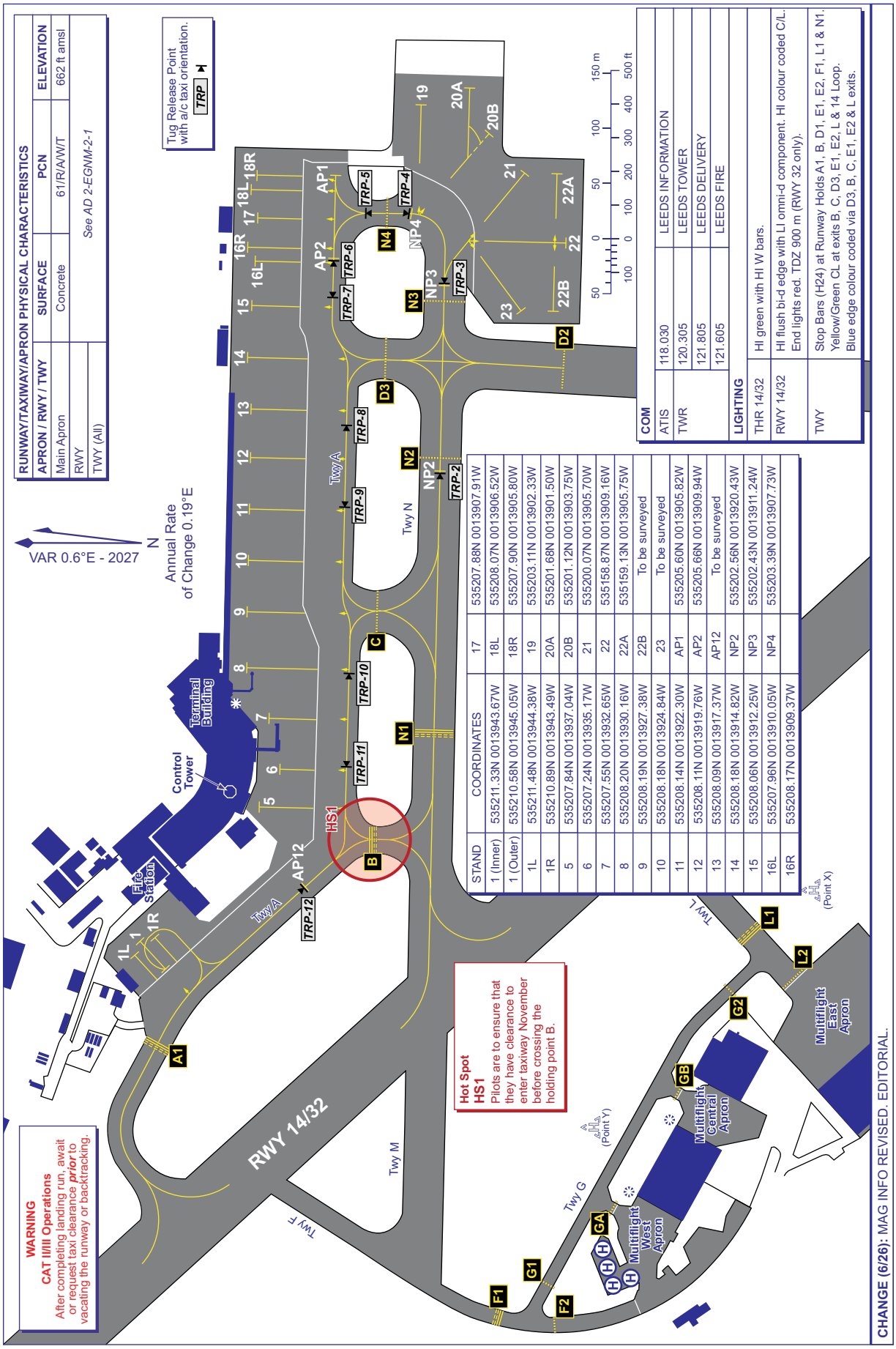
AERO INFO DATE 31 MAR 26

LEEDS BRADFORD EGNM

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 535158N 0013939W

AD ELEV 682FT



EGGP — LIVERPOOL

EGGP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGGP — LIVERPOOL

EGGP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 532001N Long: 0025059W Centre of Runway 09/27.
2	Direction and distance from city	6.5 NM SE of Liverpool.
3	Elevation / Reference temperature / Mean Low Temperature	81 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	171 FT
5	Magnetic Variation / Annual Change	0.25°E (2027) / 0.19°E
6	AD Administration Address Telephone SITA E-mail address Web address	LIVERPOOL AIRPORT LIMITED Liverpool (John Lennon) Airport , Liverpool L24 1YD. 0151-907 1541 (1542) (ATC) 0151-907 1551 (Airport Operations Centre/PPR) LPLAPXH airportcontrol@liverpoolairport.com (Airport Operations Centre/PPR) www.liverpoolairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGGP AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24 (Self Briefing via AIS Internet site www.nats.aero/ais).
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24 (Self Briefing via MET Office Internet site www.metoffice.gov.uk).
7	ATS	H24
8	Fuelling	H24
9	Handling	H24 On request via handling agent.
10	Security	H24 Central search 0400-2200 (0300-2100), on request via handling agent outside these times. Airfield 24 HR.
11	De-icing	H24
12	Remarks	

EGGP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Normal. By arrangement. Nearest railway siding: Garston 2.1 NM.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL Oils by arrangement with resident operators.
3	Fuelling facilities/capacity	Approximately 500,000 LT AVTUR and AVGAS
4	De-icing facilities	H24. Centralised de-icing is available subject to prior arrangement with the Airport Authority. Request should be made via handling agent.
5	Hangar space for visiting aircraft	Available by prior arrangement through: Airport Operations Centre; Tel: 0151-907 1551; Ravenair/Liverpool Aviation Services; Tel: 0151-486 6161, Mobile: 0771-212 9333 (24 HR ops number), Email: ops@ravenair.co.uk.
6	Repair facilities for visiting aircraft	Major and Minor, by arrangement.

7	Remarks	Oxygen and related servicing: By arrangement with resident operators. Fuel supplied by: Ravenair/Liverpool Aviation Services Ltd. Payment by cash, cheque or credit card. Tel: 0151-486 6161; Mobile: 0771-212 9333 (24 HR ops number); Website: www.liverpoolhandling.co.uk. Menzies Aviation. Payment by carnet or contract. Tel: 0151-486 7084, Fax: 0151-486 7720. Stone ballast will not be accepted. PPR and ground handling are mandatory for all visiting aircraft. PPR requests must be made via a handling agent and to airportcontrol@liverpoolairport.com. Handling agencies are: Ravenair/Liverpool Aviation Services Ltd. Tel: 0151-486 6161; Mobile: 0771-212 9333 (24 HR ops number); Website: www.liverpoolhandling.co.uk; Channel: 131.755, Callsign: LAS Liverpool. Swissport: Tel: 0151-486 5421, Fax: 0151-448 1427, SITA: LPLKKXH Frequency: 130.600 MHz, Callsign: Swissport Liverpool. DHL: Tel: 07855189074, SITA: LPLSMXH / LPLAPXH / exylpl@airportlabs.com, Channel: 131.890, Callsign: DHL Liverpool Ops. Wynne Aviation Services Ltd: Tel: 0151-486 1919, Mobile: 0796-492 1223, Email: info@wynneaviation.co.uk, Website: www.wynneaviation.co.uk. XLR Executive Jet Centres: Tel: 0151-317 9325, Mobile: 0797-383 7355, Email: jetcentre@xlrliverpool.com.

EGGP AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel within 50 M of Terminal and other hotels in the vicinity.
2	Restaurants	Yes.
3	Transportation	Buses, taxis and car hire. Railway stations at Liverpool South Parkway (1.7 NM), Runcorn (4.5 NM) and Liverpool Lime Street (6.5 NM).
4	Medical facilities	Full Medical Response H24 - First aid only. Defibrillators available.
5	Bank and Post Office	ATMs and Bureau de Change in terminal.
6	Tourist Office	
7	Remarks	

EGGP 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 by prior notice.
2	Rescue equipment	Fire Category 7 - 1 x Command vehicle 4x4 Nissan Navarro, 2 x Oshkosh Striker 6x6 Major Foam Tender (12,000 litres water, 1680 litres foam, 227 KG Dry Powder & 10 KG Co2), 2 x Cobra 6x6 Major Foam Tender (10,000 litres water, 1300 litres foam, 200 KG Dry Powder & 10 KG Co2). Spare – 2 x Cobra 6x6 Major Foam Tender (22,000 litres water, 3000 litres foam, 400 KG Dry Powder & 10 KG Co2).
3	Capability for removal of disabled aircraft	Aircraft recovery services, including towing, removal, and necessary repairs, are available upon request for operators. In the event of an aircraft becoming disabled on the airfield, LJLA will coordinate specialised external support to promptly facilitate the movement of the aircraft. Contact: Tel: 0151-907 1551 (Airport Operations Centre).
4	Remarks	

AERODROME CHART - ICAO

ARP 532001N 0025059W | **AD ELEV 81 ft**

LIVERPOOL
EGGP

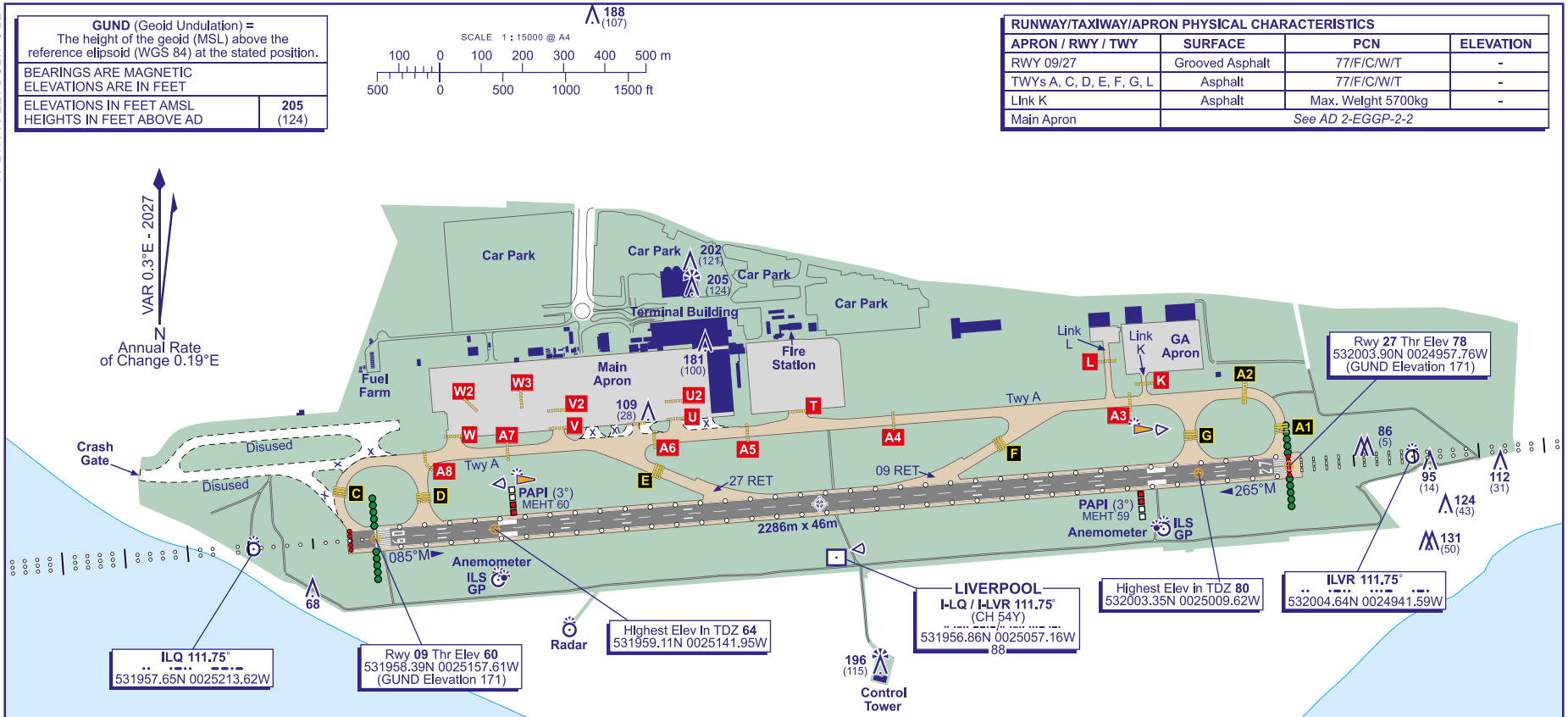
GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**205** (124)

SCALE 1 : 15000 @ A4

100 0 100 200 300 400 500 m

500 0 500 1000 1500 ft

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**PCN**	**ELEVATION**
RWY 09/27	Grooved Asphalt	77/F/C/W/T	-
TWYs A, C, D, E, F, G, L	Asphalt	77/F/C/W/T	-
Link K	Asphalt	Max. Weight 5700kg	-
Main Apron	*See AD 2-EGGP-2-2*		



COM		
ATIS	124.330	LIVERPOOL INFORMATION
TWR	126.355	LIVERPOOL TOWER
	121.955	LIVERPOOL GROUND
	121.600	LIVERPOOL FIRE
LIGHTING		
APCH 09 APCH 27	HI 914 m coded C/L with 5 Bar. HI 914 m coded C/L with 5 Bar. Supplementary Inner 300 m.	
THR 09/27	HI green with green W bars.	
RWY 09/27	HI bi-d edge with LI omni-d component. HI bi-d colour coded C/L. HI red end lights. RWY 27: TDZ HI 915 m.	
TWY	HI green bi-d C/L TWY A, C, D, E, F, G, K, T, U, V & W. HI omni-d blue edge from Hold L to TWY A.	

CHANGE (6/26): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 532001N 0025059W

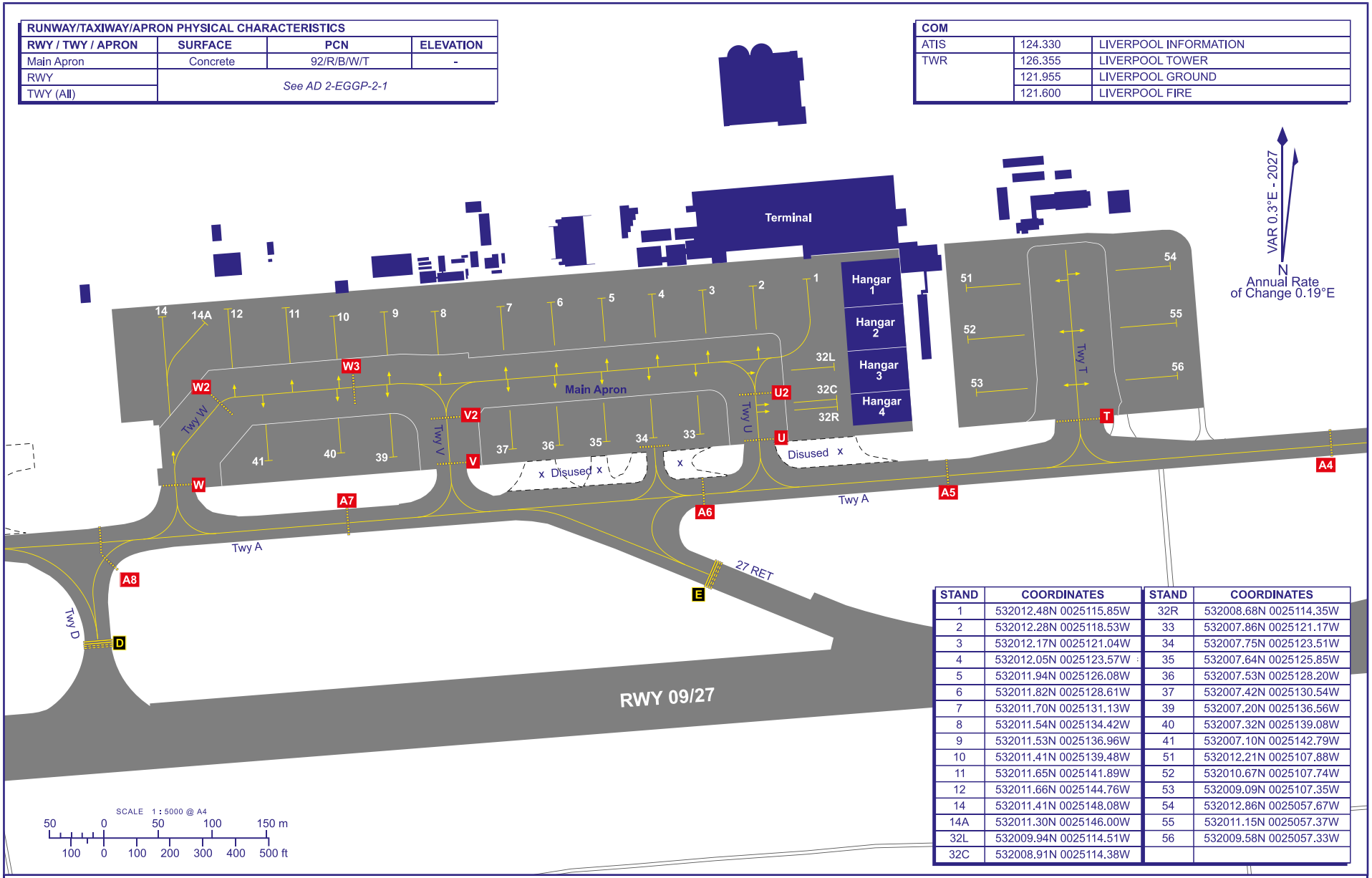
AD ELEV 81 ft

LIVERPOOL
EGGP

AERO INFO DATE 20 MAR 26

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	ELEVATION
Main Apron	Concrete	92/R/B/W/T	-
RWY	See AD 2-EGGP-2-1		
TWY (All)			

COM		
ATIS	124.330	LIVERPOOL INFORMATION
TWR	126.355	LIVERPOOL TOWER
	121.955	LIVERPOOL GROUND
	121.600	LIVERPOOL FIRE



STAND	COORDINATES	STAND	COORDINATES
1	532012.48N 0025115.85W	32R	532008.68N 0025114.35W
2	532012.28N 0025118.53W	33	532007.86N 0025121.17W
3	532012.17N 0025121.04W	34	532007.75N 0025123.51W
4	532012.05N 0025123.57W	35	532007.64N 0025125.85W
5	532011.94N 0025126.08W	36	532007.53N 0025128.20W
6	532011.82N 0025128.61W	37	532007.42N 0025130.54W
7	532011.70N 0025131.13W	39	532007.20N 0025136.56W
8	532011.54N 0025134.42W	40	532007.32N 0025139.08W
9	532011.53N 0025136.96W	41	532007.10N 0025142.79W
10	532011.41N 0025139.48W	51	532012.21N 0025107.88W
11	532011.65N 0025141.89W	52	532010.67N 0025107.74W
12	532011.66N 0025144.76W	53	532009.09N 0025107.35W
14	532011.41N 0025148.08W	54	532012.86N 0025057.67W
14A	532011.30N 0025146.00W	55	532011.15N 0025057.37W
32L	532009.94N 0025114.51W	56	532009.58N 0025057.33W
32C	532008.91N 0025114.38W		

CHANGE (6/26): MAG INFO REVISED.

EGLC — LONDON CITY

EGLC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLC — LONDON CITY

EGLC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513019N Long: 0000319E Mid point of Runway 09/27.
2	Direction and distance from city	6 NM E of City of London.
3	Elevation / Reference temperature / Mean Low Temperature	20 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation / Annual Change	1.39°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax	LONDON CITY AIRPORT LTD Royal Docks, Silvertown, London E16 2PX. 01489-571177 (ATC) 020-7646 0000 (Administration) 020-7511 1040 (Administration) 020-7511 0248 (Ops/FBU)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC are recorded.

EGLC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0630-2200 (0530-2100); Sat 0630-1230 (0530-1130); Sun 1230-2200 (1130-2100); PH 0900-2200 (0800-2100).
2	Customs and immigration	Mon-Fri 0630-2230 (0530-2130); Sat 0630-1330 (0530-1230); Sun and PH 0900-2300 (0800-2200). Prior notice required by 1400 (1300) on previous day.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As aerodrome hours.
7	ATS	As aerodrome hours. See also AD 2.18.
8	Fuelling	As aerodrome hours.
9	Handling	As aerodrome hours.
10	Security	As aerodrome hours.
11	De-icing	As aerodrome hours.
12	Remarks	Aerodrome Hours are maximum permitted for scheduling purposes. No static customs presence, contact Waterloo International Terminal: 020-7919 6710.

EGLC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1
3	Fuelling facilities/capacity	Road Tanker up to 37,500 LT.
4	De-icing facilities	Available via handling agent.
5	Hangar space for visiting aircraft	None.
6	Repair facilities for visiting aircraft	Available by arrangement.
7	Remarks	A nominated handling agent is mandatory for all visiting aircraft. Handling for corporate and General Aviation by arrangement with London City Airport Jet Centre, Tel: 020-7646 0400; Fax: 020-7646 0450; SITA: LCYGAXH

EGLC AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity
2	Restaurants	Restaurant, buffet bar.
3	Transportation	Trains, buses, taxis, hire cars. Nearest railway station: London City Airport (Docklands Light Railway).
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	
7	Remarks	

EGLC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6
2	Rescue equipment	Water borne rescue equipment as per Aerodrome Manual.
3	Capability for removal of disabled aircraft	Limited facilities available
4	Remarks	RFFS available throughout aerodrome operating hours.

EGLC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard
3	Remarks	

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

1	Apron surface and strength	EAST APRON Surface: Concrete MAIN APRON (STAND 10) Surface: Concrete PCR 387/R/C/Y/U MAIN APRON (STANDS 3-9) Surface: Concrete PCR 285/R/C/Y/U
2	Taxiway width, surface and strength	Taxiway TANGO (BTN A-D): 15 M Surface: Concrete PCR 440/R/B/W/T Taxiway TANGO (BTN D-E): 22 M Surface: Concrete Taxiway TANGO (BTN E-M): 18 M Surface: Concrete Taxiway TANGO (BTN T1-A): 16 M Surface: Concrete PCR 285/R/C/Y/U
3	Altimeter checkpoint location and elevation	Apron 17 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	

EGLC 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	Self-manoeuvring stand marking (with marshalling assistance).

2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway threshold. Runway designators. Aiming point and TDZ markings. Taxiway marking aid(s): Yellow centre-line. Enhanced taxiway centre-line markings in place on all taxiways. Taxiway light(s): Green centre-line lights with amber Intermediate Hold Point lighting.
3	Stop bars and runway guard lights (if any)	Red stop bars and co-located runway guard lights on access taxiways.
4	Other runway protection measures	
5	Remarks	Taxiway: Apron and access taxiways green centre-line lights augmented with blue edge lights on curves. Selectable lead-on lights. Blue edge lights on edges of runway turning areas and apron. WDI (LGTD): 513020.59N 0000338.46E; 513021.74N 0000301.72E.

EGLC 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**
(2024/CR/082) 09/APPROACH	CRANE	513026N 0000110W	629 FT	613 FT	Yes Red	Upper Bank Street, London, E14. End estimated September 2027.
(2024/CR/082) 09/APPROACH	CRANE	513026N 0000110W	636 FT	620 FT	Yes Red	Upper Bank Street, London, E14. End estimated September 2027.
(2024/CR/082) 09/APPROACH	CRANE	513025N 0000110W	641 FT	635 FT	Yes Red	Upper Bank Street, London, E14. End estimated September 2027.
(EGLC5562) 09/APPROACH 27/ TAKE-OFF	BRIDGE TOWER	513023.39N 0000223.63E	77 FT	62 FT	No	
(EGLC1677) 09/APPROACH 27/ TAKE-OFF	BUILDING	513020.32N 0000101.22W	703 FT	680 FT	Yes Red	
(EGLC2064) 09/APPROACH 27/ TAKE-OFF	BUILDING	513019.58N 0000049.73W	528 FT	515 FT	No	
(EGLC1198) 09/APPROACH 27/ TAKE-OFF	BUILDING	513019.38N 0000152.00E	170 FT	151 FT	No	
(EGLC1073) 09/APPROACH 27/ TAKE-OFF	BUILDING	513019.16N 0000149.65E	178 FT	161 FT	No	
(EGLC1100) 09/APPROACH 27/ TAKE-OFF	CANARY WHARF TOWER	513017.79N 0000110.16W	806 FT	775 FT	Yes Red	
(EGLC3043) 09/APPROACH 27/ TAKE-OFF	BUILDING	513016.08N 0000511.20W	1015 FT	1002 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**
2024/CR/060	CRANE	513232.00N 0000008.00W	610 FT	593 FT	Yes Red	Meridian Steps, Great Eastern Road, Stratford. End estimated February 2028.
(EGLC3261)	MARINE RADAR	513028.07N 0000446.02E	239 FT	222 FT	No	
(EGLC5502)	ATC TOWER	513014.46N 0000300.35E	68 FT	51 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**
(EGLC5170)	REMOTE TOWER AERIAL	513010.47N 0000320.07E	192 FT	174 FT	Yes Red	
(EGLC5501)	INDUSTRIAL CHIMNEY	513000.81N 0000252.87E	307 FT	294 FT	Yes Red	
(EGLC1020)	INDUSTRIAL CHIMNEY	513000.65N 0000254.16E	307 FT	296 FT	Yes Red	
2023/CR/040	CRANE	512944.0N 0000036.0E	496 FT	481 FT	Yes Red	Greenwich Peninsula. End estimated July 2026.
2025/CR/057	CRANE	512932.0N 0000401.0E	318 FT	282 FT	Yes Red	Beresford Street, Woolwich. End estimated August 2026.
2026/CR/012	TOWER CRANE	512921N 0000401E	423 FT	373 FT	Yes Red	Grand Depot Rd, Woolwich, SE18. End estimated 31 December 2026.
2026/CR/012	TOWER CRANE	512918N 0000350E	431 FT	350 FT	Yes Red	Grand Depot Rd, Woolwich, SE18. End estimated 31 December 2026.
2026/CR/012	TOWER CRANE	512917N 0000349E	451 FT	363 FT	Yes Red	Grand Depot Rd, Woolwich, SE18. End estimated 31 December 2026.
2026/CR/012	TOWER CRANE	512916N 0000352E	489 FT	406 FT	Yes Red	Grand Depot Rd, Woolwich, SE18. End estimated 31 December 2026.
(EGLC6273)	MAST	512806.22N 0000356.48E	569 FT	154 FT	Yes Red	

EGLC 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	
8	Supplementary equipment available for providing information	Automated recording telephone (ATIS): +44 (0)207-511 6055.
9	ATS units provided with information	LONDON CITY
10	Additional information (limitation of service, etc.)	RVR 25-1500 M.

EGLC 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	092.87°	1508 x 30 M	RWY surface: Asphalt, Grooved PCR 318/F/C/W/U	513020.06N 0000239.58E 149.2 FT	THR 19.5 FT TDZ 19.5 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
27	272.89°	1508 x 30 M	RWY surface: Asphalt, Grooved PCR 318/F/C/W/U	513017.60N 0000357.68E 149.1 FT	THR 20.0 FT TDZ 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
295 x 30 M	258 x 150 M	1628 x 150 M		An engineered Material Arresting System (EMAS) is located within each runway overrun. RWY 09 overrun EMAS bed is 91.3 M x 32 M. RWY 27 overrun bed is 82.7 M x 32 M.		RWY 09 Overshoot EMAS installation equivalent to 240 M RESA. In the event of an overrun, it is designed to crush under the weight of the aircraft, quickly decelerating the aircraft and bringing it to a safe stop, whilst causing minimal damage to the aircraft. The EMAS is equivalent to a 240 M RESA. Pilots are advised to not attempt to avoid the system or move the aircraft if it has entered the EMAS, maintain runway centreline and continue deceleration. Non-standard TDZ markings for both runways.
309 x 30 M	216 x 150 M	1628 x 150 M		An engineered Material Arresting System (EMAS) is located within each runway overrun. RWY 09 overrun EMAS bed is 91.3 M x 32 M. RWY 27 overrun bed is 82.7 M x 32 M.		RWY 27 Overshoot EMAS installation equivalent to 240 M RESA. In the event of an overrun, it is designed to crush under the weight of the aircraft, quickly decelerating the aircraft and bringing it to a safe stop, whilst causing minimal damage to the aircraft. The EMAS is equivalent to a 240 M RESA. Pilots are advised to not attempt to avoid the system or move the aircraft if it has entered the EMAS, maintain runway centreline and continue deceleration. Non-standard TDZ markings for both runways.

EGLC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1199 M	1457 M	1494 M	1494 M	
27	1199 M	1415 M	1508 M	1508 M	

EGLC AD 2.14 APPROACH AND RUNWAY LIGHTING

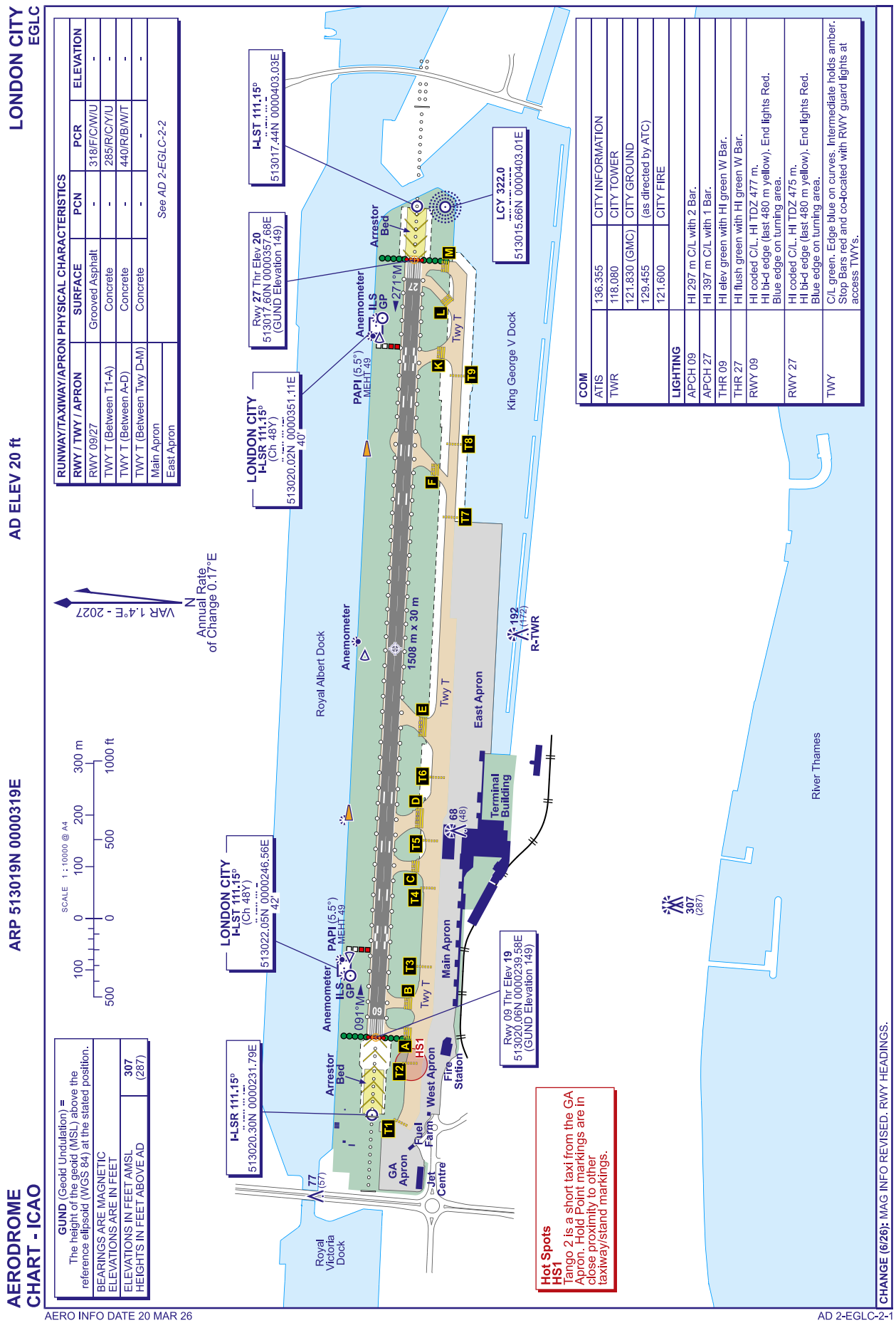
RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Centre-line with two crossbars 15 M spacing. The approach and runway lighting and PAPI are set for 5.5° approach. 297 M Light intensity high	Green Light intensity high With HI elev green wingbars	PAPI Left/5.5° 49 FT 166 M	Two pairs of white inset HI lights on runway 477 M upwind of threshol d mark end of TDZ's (see AD 2.20, paragra ph 6).	Colour coded 15 M spacing Light intensity high	Bi-directional 30 M spacing. Light intensity high	Red		EDGE: Yellow runway edge lights for final 480 M of the full runway length.
27	Centre-line with one crossbar 15 M spacing. The approach and runway lighting and PAPI are set for 5.5° approach. 397 M Light intensity high	Green Light intensity high With HI green flush wingbars	PAPI Right/ 5.5° 49 FT 167 M	Two pairs of white inset HI lights on runway 475 M upwind of threshol d mark end of TDZ's (see AD 2.20, paragra ph 6).	Colour coded 15 M spacing Light intensity high	Bi-directional 30 M spacing. Light intensity high	Red		EDGE: Yellow runway edge lights for final 480 M of the full runway length.

EGLC 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: 513022.12N 0000247.13E (LGTD) - 513020.14N 0000350.28E (LGTD) - 513021.06N 0000319.42E (LGTD).
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGLC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	See AD 2.20, paragraph 5a.


LONDON CITY
EGLC
AD ELEV 20 ft
ARP 513019N 0000319E
AERODROME CHART - ICAO
GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS ARE IN FEET
ELEVATIONS IN FEET AMSL 307
HEIGHTS IN FEET ABOVE AD (287)
SCALE 1 : 10000 @ A4
100 0 100 200 300 m
500 0 500 1000 ft
VAR 1.4°E - 2027
N
Annual Rate of Change 0.17°E
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
RWY / TWY / APRON | SURFACE | PCN | PCR | ELEVATION
RWY 09/27 | Grooved Asphalt | - | 318/F/C/W/U | -
TWY T (Between T1-A) | Concrete | - | 285/R/C/Y/U | -
TWY T (Between A-D) | Concrete | - | 440/R/B/W/T | -
TWY T (Between Twy D-M) | Concrete | - | - | -
Main Apron
East Apron
See AD 2-EGLC-2-2
I-LSR 111.15°
513020.30N 0000231.79E
I-LST 111.15°
513022.05N 0000246.56E
42°
I-LST 111.15°
513017.44N 0000403.03E
LONDON CITY
I-LSR 111.15°
(Ch 48Y)
513020.02N 0000351.11E
40°
Rwy 27 Thr Elev 20
513017.60N 0000357.68E
(GUND Elevation 149)
LCY 322.0
513015.66N 0000403.01E
Rwy 09 Thr Elev 19
513020.06N 0000239.58E
(GUND Elevation 149)
PAPI (5.5°)
MEHT 49
ILS GP
Anemometer
Arrestor Bed
091°M
271°M
09
27
1508 m x 30 m
Royal Albert Dock
King George V Dock
River Thames
Twy T
East Apron
Main Apron
West Apron
Terminal Building
Fire Station
Fuel Farm
Jet Centre
GA Apron
Royal Victoria Dock
R-TWR
192
(172)
68
(48)
77
(57)
307
(287)
COM
ATIS 136.355 CITY INFORMATION
TWR 118.080 CITY TOWER
121.830 (GMC) CITY GROUND
129.455 (as directed by ATC)
121.600 CITY FIRE
LIGHTING
APCH 09 HI 297 m C/L with 2 Bar.
APCH 27 HI 397 m C/L with 1 Bar.
THR 09 HI elev green with HI green W Bar.
THR 27 HI flush green with HI green W Bar.
RWY 09 HI coded C/L. HI TDZ 477 m. HI bi-d edge (last 480 m yellow). End lights Red. Blue edge on turning area.
RWY 27 HI coded C/L. HI TDZ 475 m. HI bi-d edge (last 480 m yellow). End lights Red. Blue edge on turning area.
TWY C/L green. Edge blue on curves. Intermediate holds amber. Stop Bars red and co-located with RWY guard lights at access TWYs.
Hot Spots
HS1
Tango 2 is a short taxi from the GA Apron. Hold Point markings are in close proximity to other taxiway/stand markings.
CHANGE (6/26): MAG INFO REVISED. RWY HEADINGS.
AERO INFO DATE 20 MAR 26
AD 2-EGLC-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 513019N 0000319E

AD ELEV 20 ft

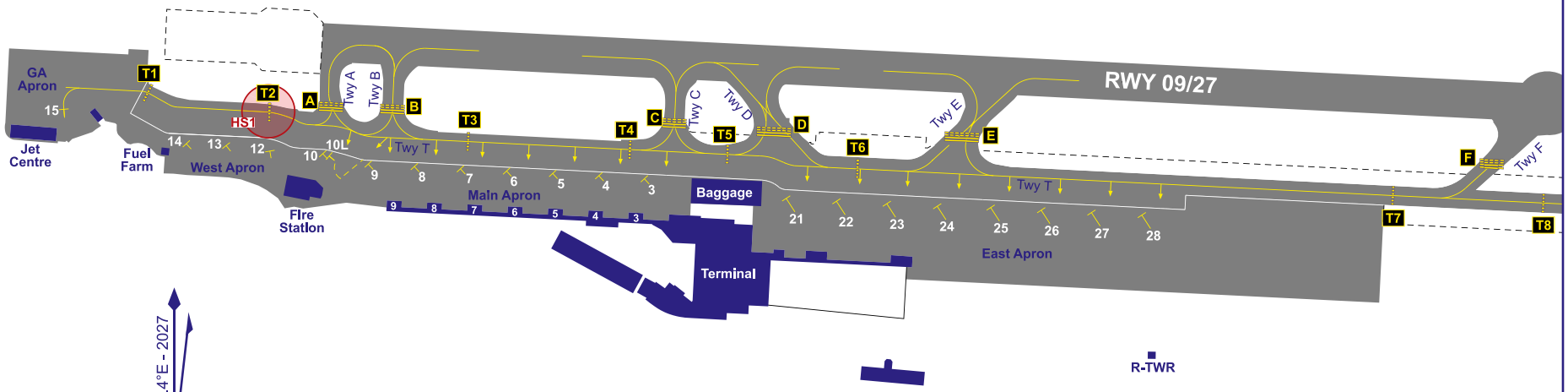
LONDON CITY
EGLC

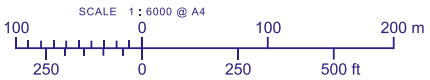
AERO INFO DATE 20 MAR 26

STAND	COORDINATES	STAND	COORDINATES
3	513015.89N 0000255.30E	21	513015.29N 0000302.23E
4	513015.99N 0000253.08E	22	513015.20N 0000304.68E
5	513016.06N 0000250.83E	23	513015.13N 0000307.14E
6	513016.13N 0000248.58E	24	513015.05N 0000309.60E
7	513016.20N 0000246.32E	25	513015.01N 0000312.21E
8	513016.27N 0000244.07E	26	513014.93N 0000314.68E
9	513016.34N 0000241.82E	27	513014.85N 0000317.13E
10	513016.66N 0000239.60E	28	513014.78N 0000319.59E
10L	To be surveyed		
12	513016.74N 0000237.02E		
13	513016.91N 0000234.88E		
14	513016.97N 0000232.94E		
15	513018.02N 0000226.95E		

COM		
ATIS	136.355	CITY INFORMATION
TWR	118.080	CITY TOWER
	121.830 (GMC)	CITY GROUND
	129.455	(as directed by ATC)
	121.600	CITY FIRE

Hot Spots
HS1
Tango 2 is a short taxi from the GA Apron. Hold Point markings are in close proximity to other taxiway/stand markings.





RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS				
RWY / TWY / APRON	SURFACE	PCN	PCR	ELEVATION
Main Apron (3-9)	Concrete	-	285/R/C/Y/U	17 ft amsl
Main Apron (10)	Concrete	-	387/R/C/Y/U	-
East Apron	Concrete	-	-	-
RWY	*See AD 2-EGLC-2-1*			
TWY (All)				

CHANGE (6/26): MAG INFO REVISED.

b) The use of Special VFR clearances is intended to be confined to the following types of flight:

i. Light aircraft which cannot comply with full IFR requirements and wish to proceed to or from London Gatwick Airport;
ii. light aircraft which cannot comply with full IFR requirements and wish to transit the Gatwick CTR.

c) Special VFR clearances to operate within the Gatwick CTR for the purpose of proceedings to or from London Gatwick Airport will not be granted to fixed-wing aircraft if the reported visibility at the Airport is less than 3 KM or the reported cloud ceiling is less than 1000 FT.
d) Aircraft may be given a radar service whilst within the zone if, due to the traffic situation, ATC considers it advisable. It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable them to determine their flight path and to keep clear of obstacles, and to ensure compliance with the relevant low flying restrictions of SERA and the Rules of the Air Regulations 2015, with particular regard to SERA.3105 Minimum Heights, pilots must inform the radar controller if compliance entails a change of heading or height.
e) Special VFR flights may be subject to delay when parts of their route are outside radar cover or when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to another aerodrome if necessary.

14 VISUAL REFERENCE POINTS (VRP)

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

15 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Gatwick controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Gatwick Director frequency, 126.825 MHz, are encouraged to select SSR code 7012.

505832N 0003428W - 510314N 0003730W - 511422N 0003506W - 511957N 0001917E - 511217N 0002018E - 510002N 0001541E - 505900N 0001333E - 505541N 0001007W - 505832N 0003428W.

b) Selection of 7012 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Gatwick controlled airspace at all times.
c) Whilst squawking 7012, pilots should be aware that Gatwick Director may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 7012 shall be deselected.

EGKK AD 2.23 ADDITIONAL INFORMATION

1 MODE S BAROMETRIC PRESSURE SETTING DATA

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

EGKK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGKK-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGKK-2-2
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING STAND COORDINATES
AD 2.EGKK-2-3
GROUND MOVEMENT CHART HOLDING AREAS - ICAO
AD 2.EGKK-2-4
AERODROME CHART CODE F AIRCRAFT GROUND MOVEMENT - ICAO
AD 2.EGKK-2-5
AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO
AD 2.EGKK-2-6
CONTROL ZONE AND CONTROL AREA CHART
AD 2.EGKK-4-1
REDHILL LOCAL FLYING AREA
AD 2.EGKK-4-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGKK-5-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L LAM 5P 5W (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGKK-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R LAM 6M 6V (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGKK-6-2
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R LAM 1Z - ICAO
AD 2.EGKK-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R FRANE 1M 1V 1P 1W (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGKK-6-4
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R FRANE 1Z - ICAO
AD 2.EGKK-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R BOGNA 1M 1V (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGKK-6-6
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L BOGNA 1X HARDY 1X - ICAO
AD 2.EGKK-6-7
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R KENET 3P 3W NOVMA 1M 1V SAM 3P 3W (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGKK-6-8
RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L IMVUR 1Z NOVMA 1X - ICAO
AD 2.EGKK-6-9
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R SFD 5M 5V 9W 9P (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGKK-6-10
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L SFD 4Z 1X - ICAO
AD 2.EGKK-6-11
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R WIZAD 4M 4V (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGKK-6-12
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L WIZAD 1X - ICAO
AD 2.EGKK-6-13
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R MIMFO 1M 1V DVR 2P 2W - (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGKK-6-14
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R ODVIK 2Z - ICAO
AD 2.EGKK-6-15
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R TIGER 3M 3V DAGGA 1M 1V (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGKK-6-16
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L TIGER 1X DAGGA 1X - ICAO
AD 2.EGKK-6-17
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 08R LAM 1Z FRANE 1Z
AD 2.EGKK-6-18
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L BOGNA 1X HARDY 1X
AD 2.EGKK-6-19
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 08R IMVUR 1Z RWY 26L NOVMA 1X RWY 08R SFD 4Z RWY 26L SFD 1X
AD 2.EGKK-6-20
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L WIZAD 1X RWY 08R ODVIK 2Z
AD 2.EGKK-6-21
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L TIGER 1X DAGGA 1X
AD 2.EGKK-6-22
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART- INSTRUMENT (STAR) BARMI 1G TEBRA 2G KONAN 2G - ICAO
AD 2.EGKK-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MID 1X - ICAO
AD 2.EGKK-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) NEVIL 1G KUNAV 1G - ICAO
AD 2.EGKK-7-3
RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OTMET 1G VASUX 1G - ICAO
AD 2.EGKK-7-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AMDUT 1G ARNUN 1G - ICAO
AD 2.EGKK-7-5
RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TELTU 1G - ICAO
AD 2.EGKK-7-6
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DISIT 1G KIDLI 1G - ICAO
AD 2.EGKK-7-7
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ABSAV 1G GWC 1G - ICAO
AD 2.EGKK-7-8
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1G - ICAO

AD 2.EGKK-7-9
STANDARD INSTRUMENT ARRIVAL CODING TABLES BARMI 1G TEBRA 2G KONAN 2G
AD 2.EGKK-7-10
STANDARD INSTRUMENT ARRIVAL CODING TABLES MID 1X NEVIL 1G KUNAV 1G
AD 2.EGKK-7-11
STANDARD INSTRUMENT ARRIVAL CODING TABLES OTMET 1G VASUX 1G AMDUT 1G ARNUN 1G
AD 2.EGKK-7-12
STANDARD INSTRUMENT ARRIVAL CODING TABLES TELTU 1G DISIT 1G KIDLI 1G
AD 2.EGKK-7-13
STANDARD INSTRUMENT ARRIVAL CODING TABLES ABSAV 1G GWC 1G SIRIC 1G
AD 2.EGKK-7-14
RNAV HOLD CODING TABLES ADLOG AMDUT ARNUN BILNI DELBO DOMUT GOKTU
AD 2.EGKK-7-15
RNAV HOLD CODING TABLES GWC KATHY TIMBA WILLO
AD 2.EGKK-7-16
INITIAL APPROACH PROCEDURES ILS RWY 08R Without Radar Control
AD 2.EGKK-7-17
INITIAL APPROACH PROCEDURES ILS RWY 26L Without Radar Control
AD 2.EGKK-7-18
INSTRUMENT APPROACH CHART ILS/DME RWY 08R - ICAO
AD 2.EGKK-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 08R - ICAO
AD 2.EGKK-8-2
INSTRUMENT APPROACH CHART RNP RWY 08R - ICAO
AD 2.EGKK-8-3
INSTRUMENT APPROACH CHART RNP RWY 08L - ICAO
AD 2.EGKK-8-4
INSTRUMENT APPROACH CHART ILS/DME RWY 26L - ICAO
AD 2.EGKK-8-5
INSTRUMENT APPROACH CHART LOC/DME RWY 26L - ICAO
AD 2.EGKK-8-6
INSTRUMENT APPROACH CHART RNP RWY 26L - ICAO
AD 2.EGKK-8-7
INSTRUMENT APPROACH CHART RNP RWY 26R - ICAO
AD 2.EGKK-8-8
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08L/R and 26L/R
AD 2.EGKK-8-9

EGKK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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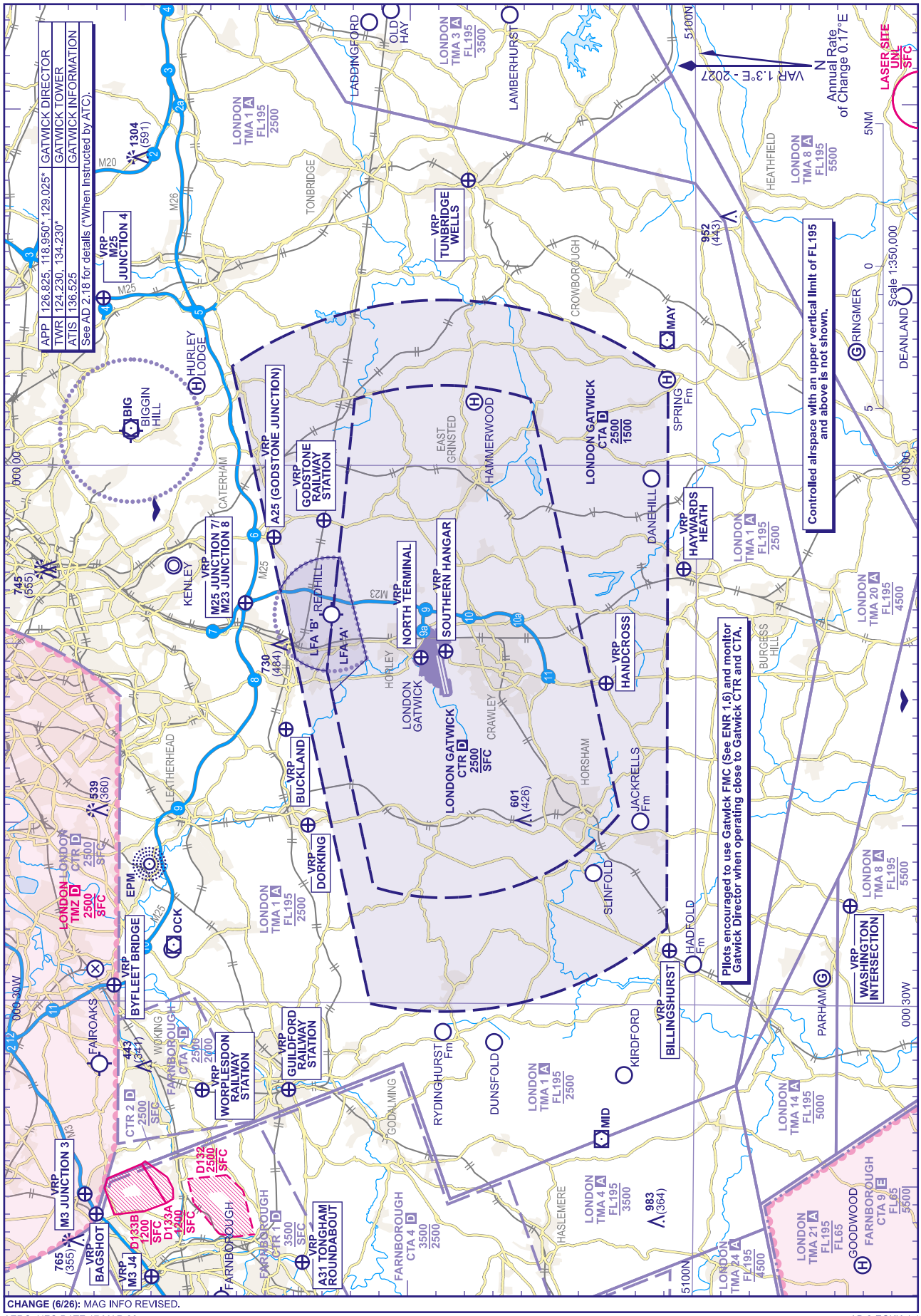
CONTROL ZONE AND CONTROL AREA CHART — LONDON GATWICK

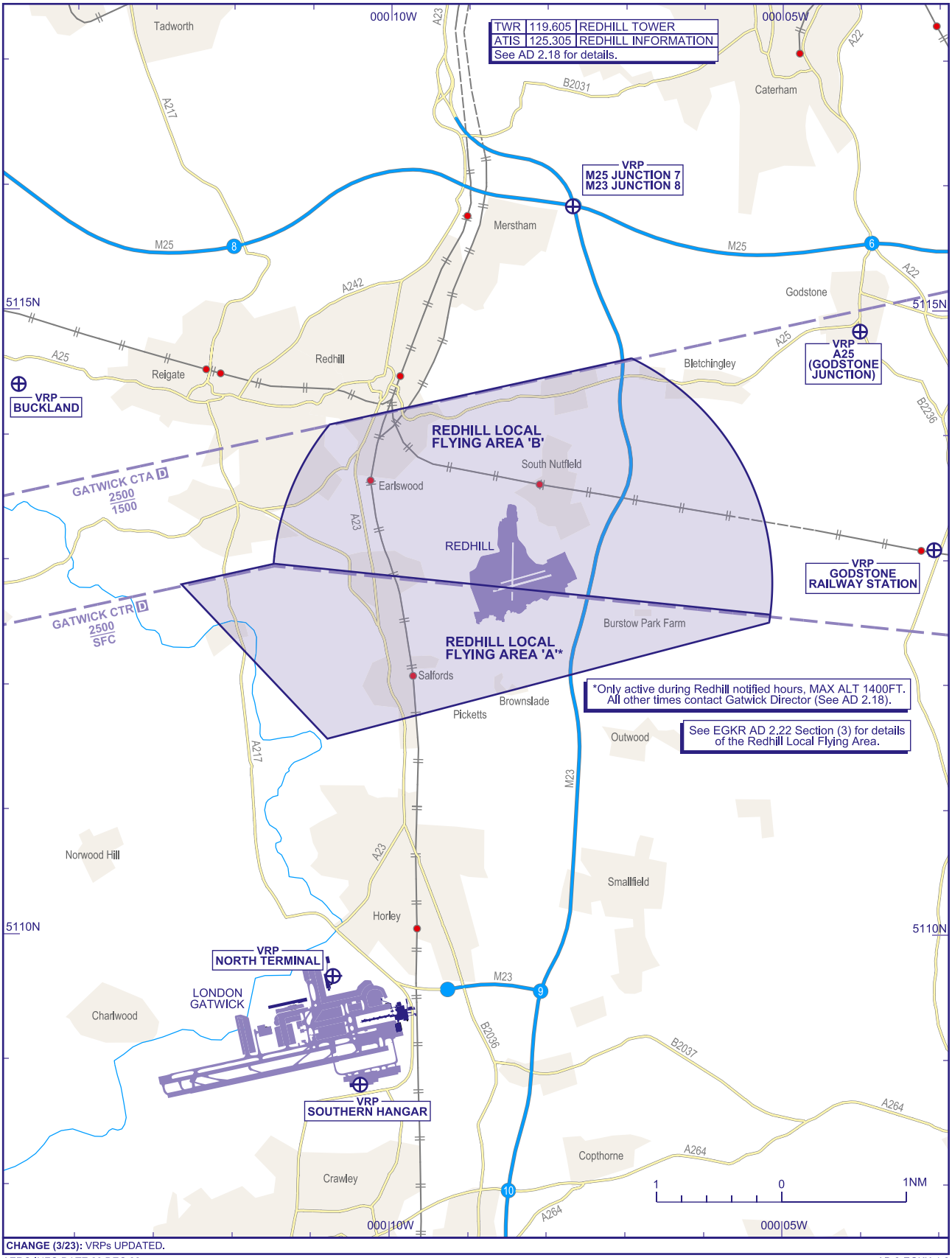


CHANGE (6/26): MAG INFO REVISED.

AERO INFO DATE 17 MAR 26

AD 2-EGKK-4-1

REDHILL LOCAL FLYING AREA — LONDON GATWICK



CHANGE (3/23): VRPs UPDATED.

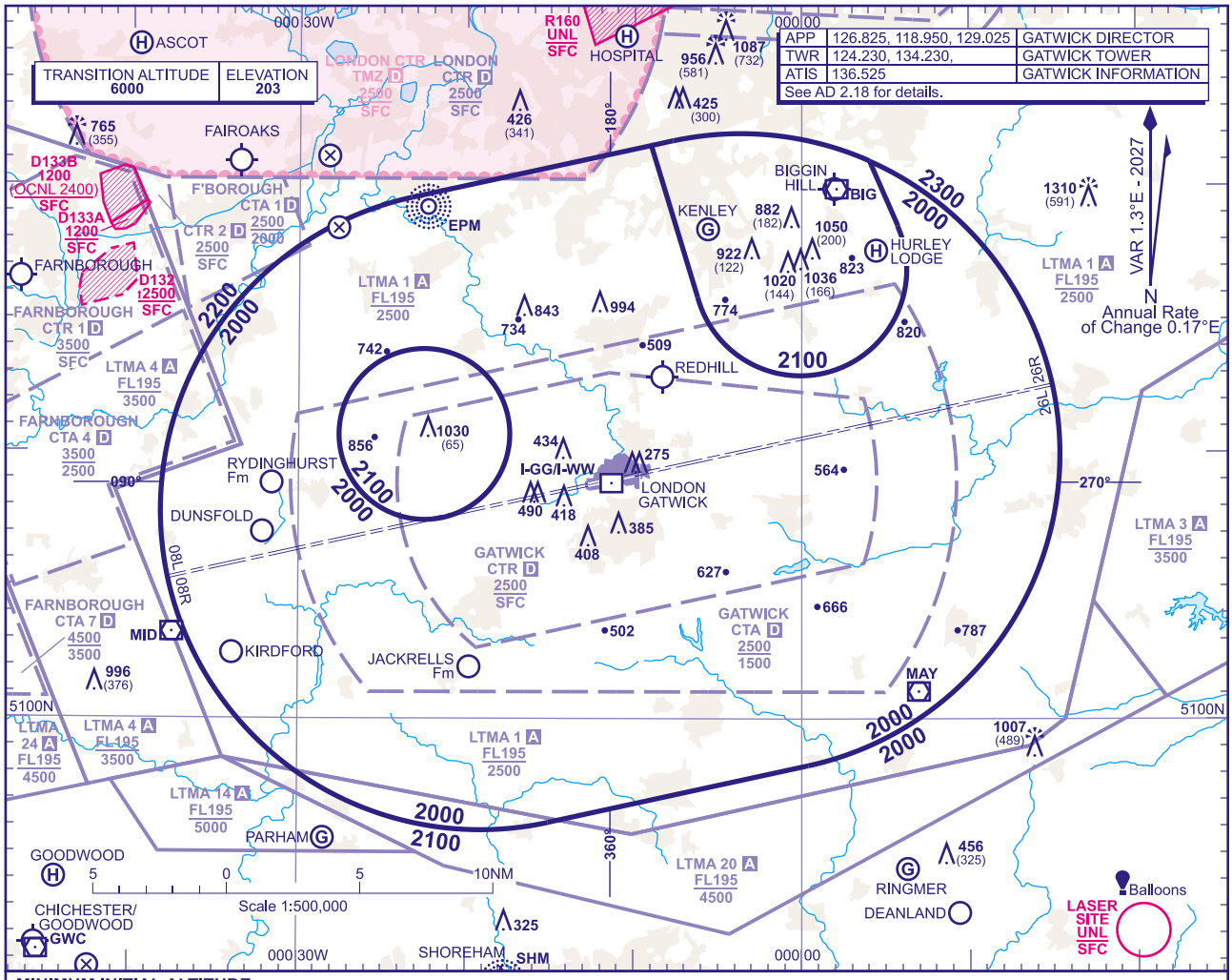
AERO INFO DATE 20 DEC 22

AD 2-EGKK-4-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1310
HEIGHTS IN FEET AGL (591)

LONDON GATWICK



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; 511931N 0002318W - 512129N 0000900W - 511548N 0000613W thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511829N 0000545E - 512055N 0000403E thence clockwise by an arc of a circle radius 12NM centred on 510957N 0000339W to 505815N 0000023E - 505607N 0001505W thence clockwise by an arc of a circle radius 12NM centred on 510749N 0001910W to 511931N 0002318W.

b) **2100** in the sector defined by the lateral limits; 512129N 0000900W - 512140N 0000742W thence clockwise by an arc of a circle radius 12NM centred on 510957N 0000339W to 512055N 0000403E - 511829N 0000545E thence clockwise by an arc of a circle radius 4NM centred on 511651N 0000005W - 511548N 0000613W - 512129N 0000900W.

c) **2100** in the sector defined by the lateral limits; a circle centred on 511038.93N 0002230.29W with a radius of 3.2NM.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

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

a) within 5NM of the aircraft*, and

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

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

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher, to **MAY 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 **MAY 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 1.1.3.4 or the special procedure for the Gatwick Control Zone detailed at EGKK 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. 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 while under ATC Surveillance control.**
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 (6/26): MAG INFO REVISED.

AERO INFO DATE 17 MAR 26

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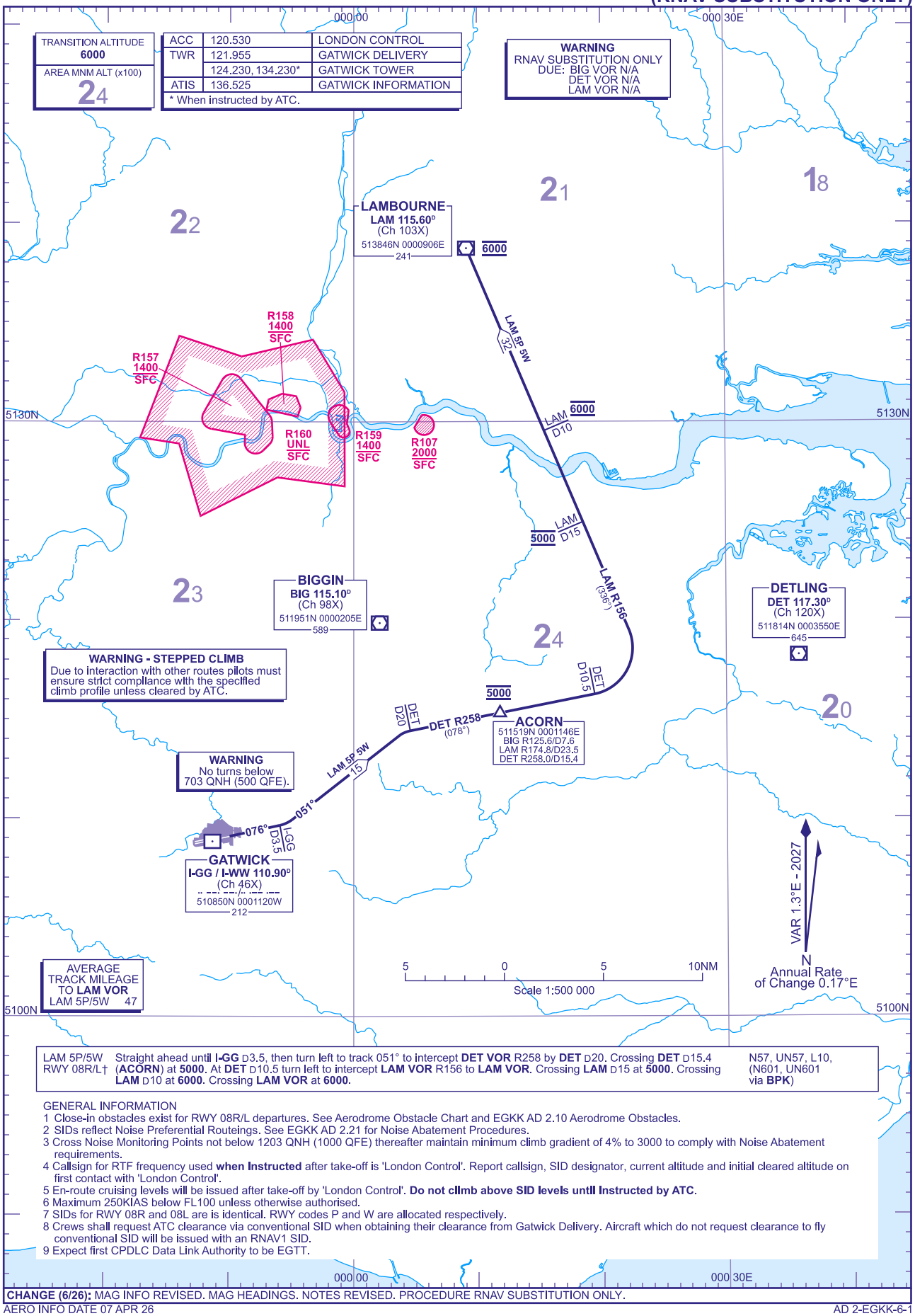
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 08R/L LAM 5P 5W
(RNAV SUBSTITUTION ONLY)



LAM 5P/5W Straight ahead until **I-GG** D3.5, then turn left to track 051° to intercept **DET VOR** R258 by **DET** D20. Crossing **DET** D15.4 (**ACORN**) at **5000**. At **DET** D10.5 turn left to intercept **LAM VOR** R156 to **LAM VOR**. Crossing **LAM** D15 at **5000**. Crossing **LAM** D10 at **6000**. Crossing **LAM VOR** at **6000**.

RWY 08R/L† N57, UN57, L10, (N601, UN601 via **BPK**)

GENERAL INFORMATION
1 Close-in obstacles exist for RWY 08R/L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when Instructed** after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
5 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until Instructed by ATC.**
6 Maximum 250KIAS below FL100 unless otherwise authorised.
7 SIDs for RWY 08R and 08L are is identical. RWY codes P and W are allocated respectively.
8 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.
9 Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. NOTES REVISED. PROCEDURE RNAV SUBSTITUTION ONLY.

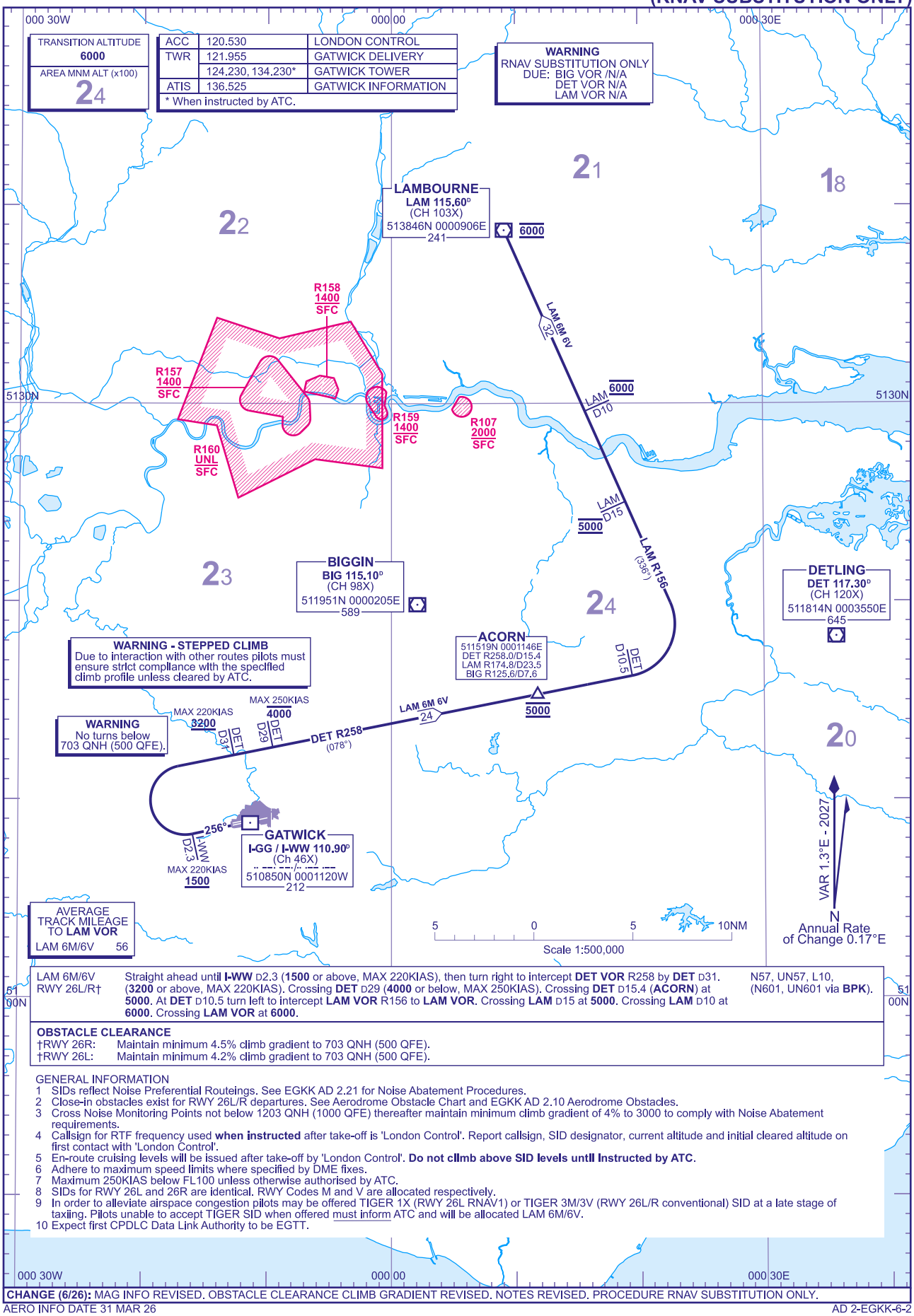
AERO INFO DATE 07 APR 26

AD 2-EGKK-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 26L/R **LAM 6M 6V**
(RNAV SUBSTITUTION ONLY)



CHANGE (6/26): MAG INFO REVISED. OBSTACLE CLEARANCE CLIMB GRADIENT REVISED. NOTES REVISED. PROCEDURE RNAV SUBSTITUTION ONLY.

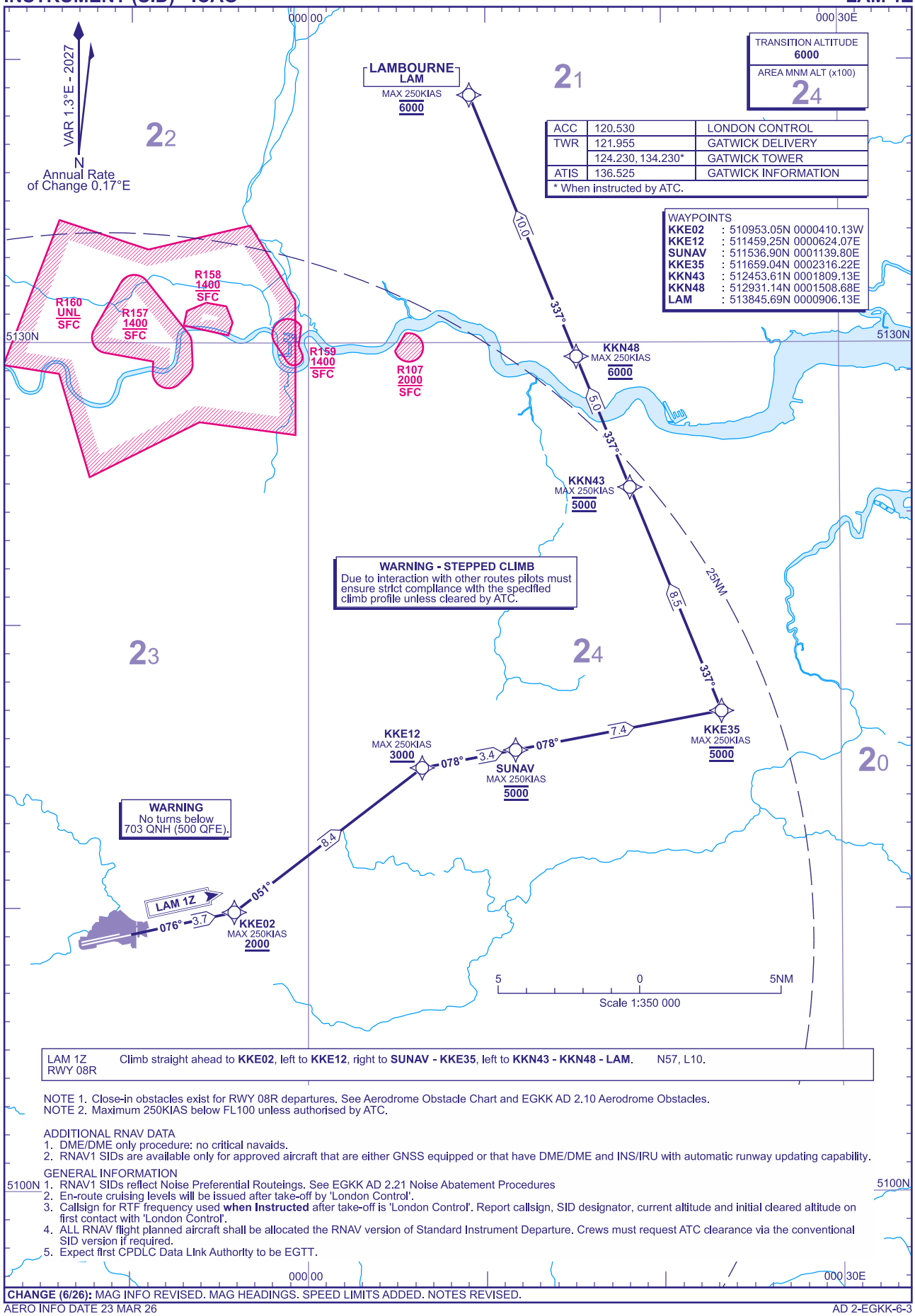
AERO INFO DATE 31 MAR 26

AD 2-EGKK-6-2

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

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

LONDON GATWICK
RWY 08R
LAM 1Z



LAM 1Z RWY 08R	Climb straight ahead to **KKE02**, left to **KKE12**, right to **SUNAV - KKE35**, left to **KKN43 - KKN48 - LAM**. N57, L10.

NOTE 1. Close-in obstacles exist for RWY 08R departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 2. Maximum 250KIAS below FL100 unless authorised by ATC.

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

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used **when Instructed** after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. SPEED LIMITS ADDED. NOTES REVISED.

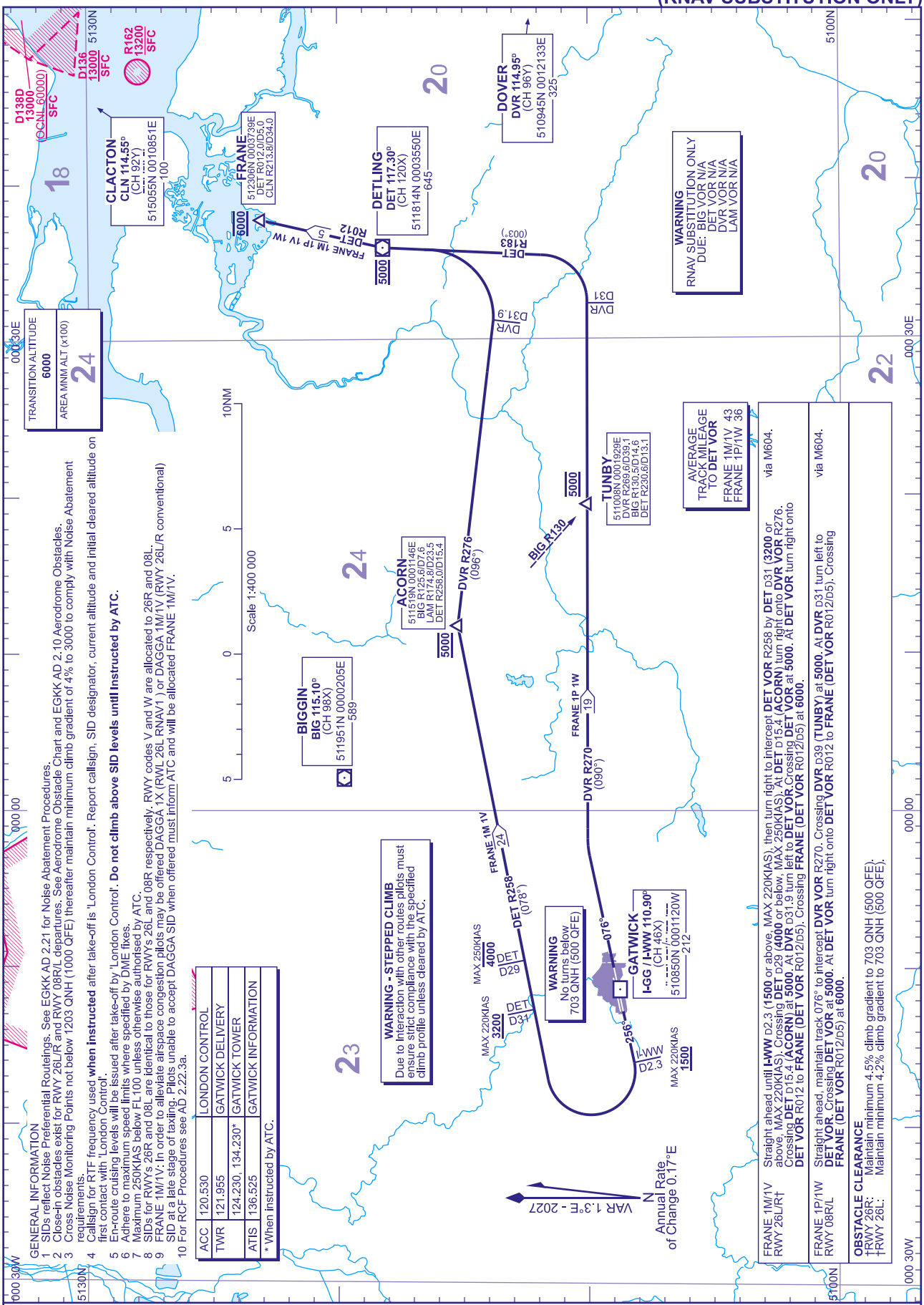
AERO INFO DATE 23 MAR 26
AD 2-EGKK-6-3

I

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 08R/L 26L/R **FRANE 1M 1V 1P 1W**
(RNAV SUBSTITUTION ONLY)



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. OBSTACLE CLEARANCE CLIMB GRADIENTS. NOTES REVISED. PROCEDURE RNAV SUBSTITUTION ONLY.

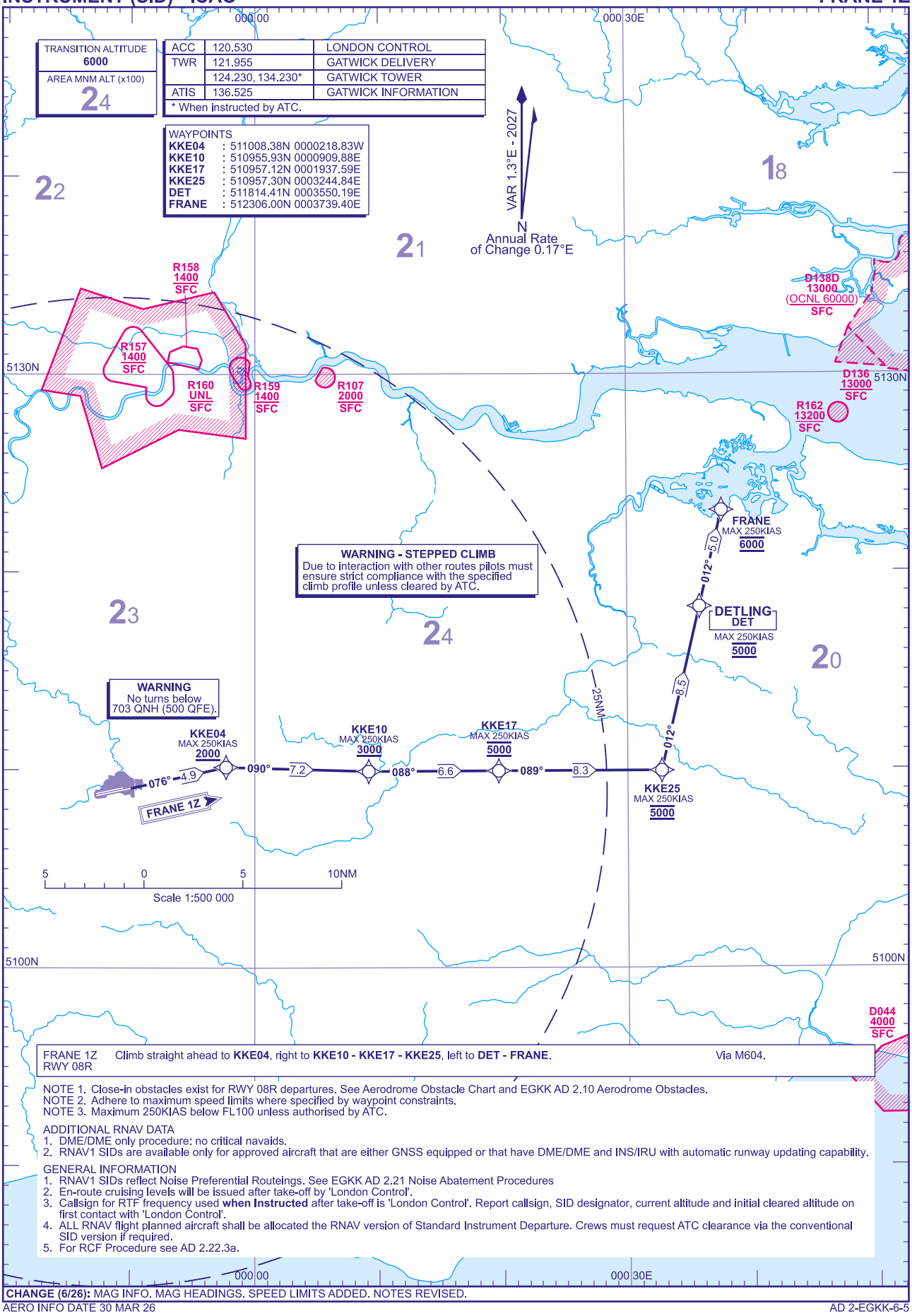
AERO INFO DATE 31 MAR 26

AD 2-EGKK-6-4

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

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

LONDON GATWICK
RWY 08R
FRANE 1Z



CHANGE (6/26): MAG INFO. MAG HEADINGS. SPEED LIMITS ADDED. NOTES REVISED.

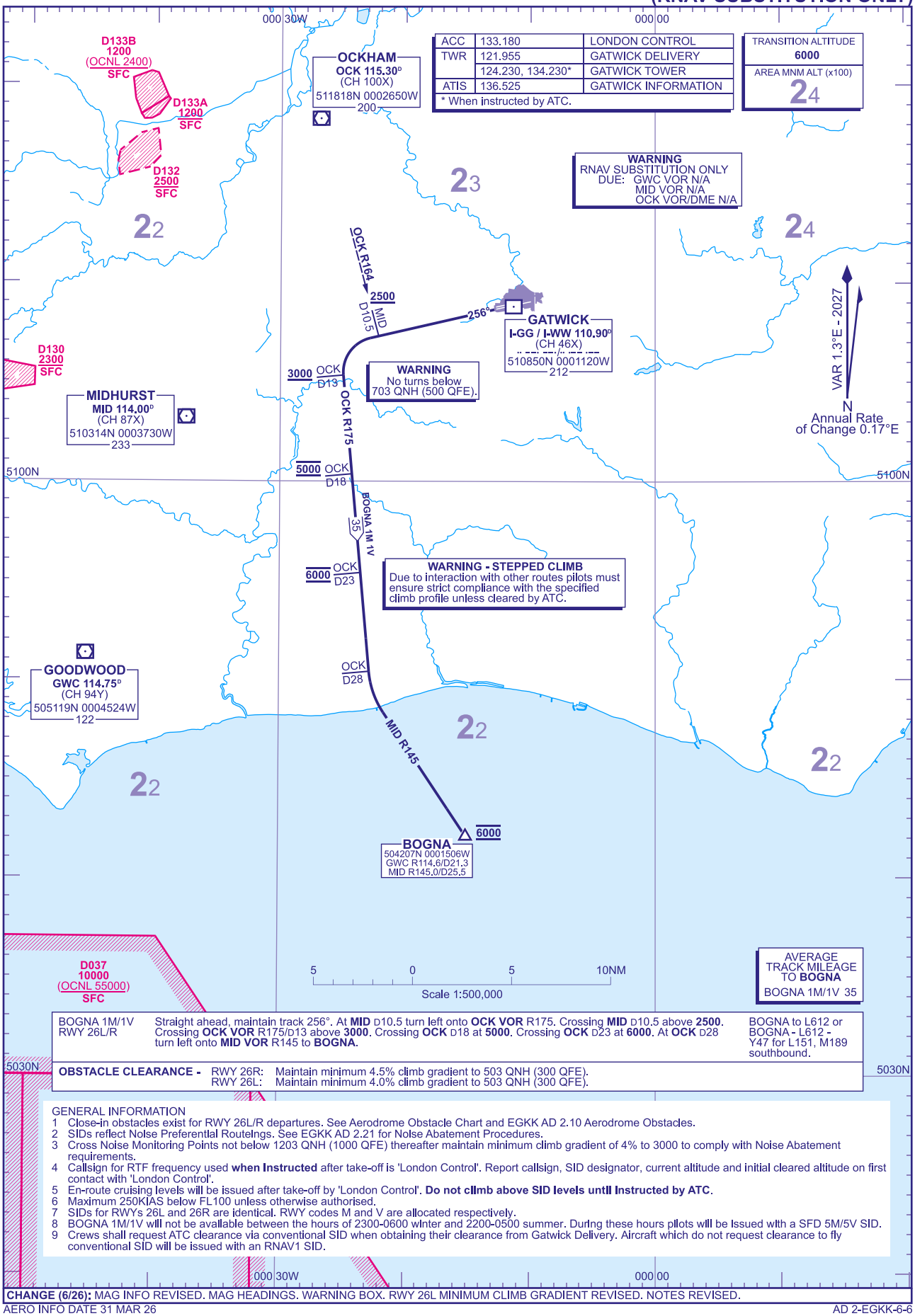
AERO INFO DATE 30 MAR 26

AD 2-EGKK-6-5

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 26L/R **BOGNA 1M 1V**
(RNAV SUBSTITUTION ONLY)



GENERAL INFORMATION
1 Close-in obstacles exist for RWY 26L/R departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when Instructed** after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
5 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
6 Maximum 250KIAS below FL100 unless otherwise authorised.
7 SIDs for RWYs 26L and 26R are identical. RWY codes M and V are allocated respectively.
8 BOGNA 1M/1V will not be available between the hours of 2300-0600 winter and 2200-0500 summer. During these hours pilots will be issued with a SFD 5M/5V SID.
9 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. WARNING BOX. RWY 26L MINIMUM CLIMB GRADIENT REVISED. NOTES REVISED.

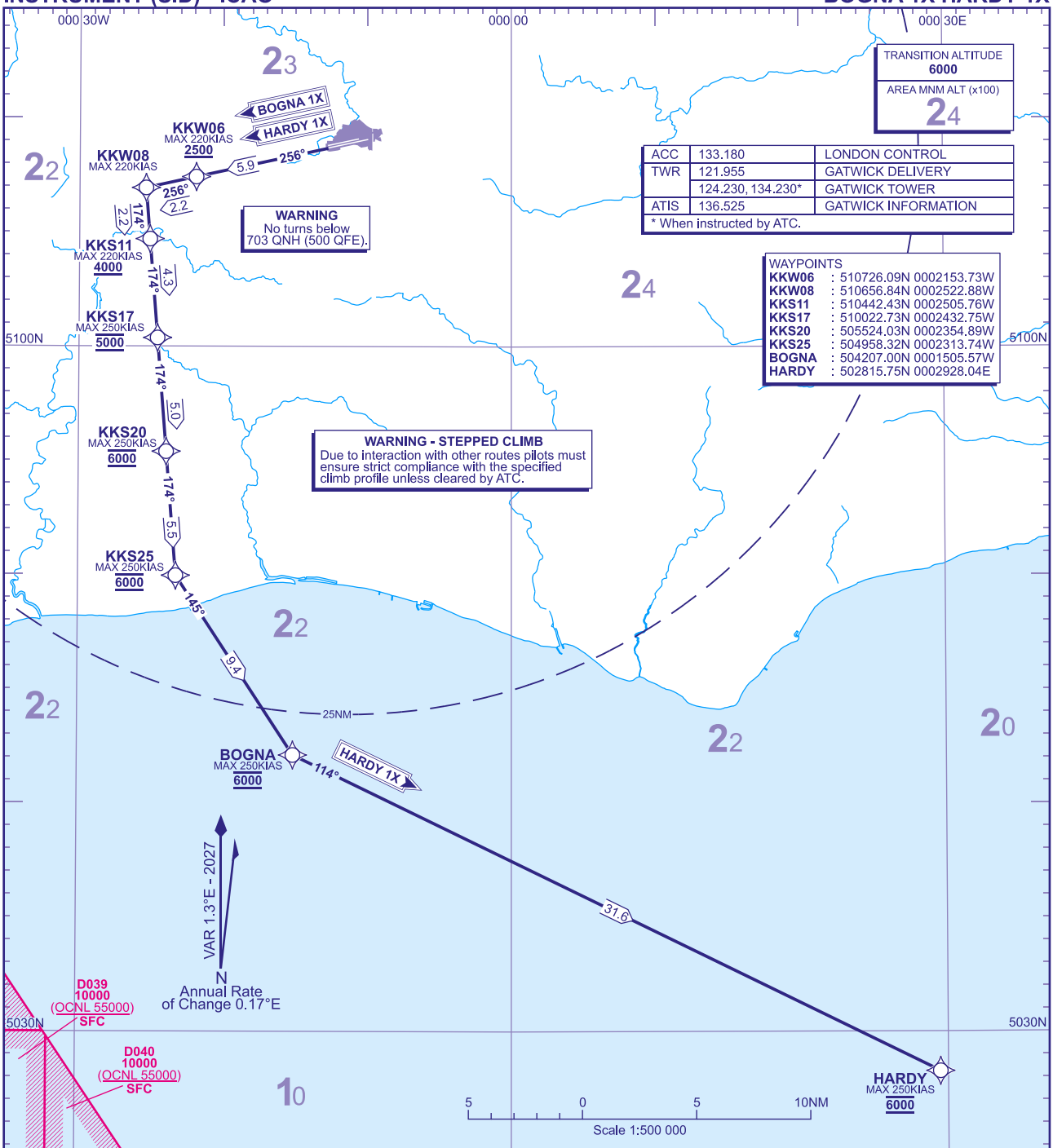
AERO INFO DATE 31 MAR 26

AD 2-EGKK-6-6

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

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

LONDON GATWICK
RWY 26L
BOGNA 1X HARDY 1X



BOGNA 1X RWY 26L	Climb straight ahead to **KKW06 - KKW08**, left to **KKS11 - KKS17 - KKS20 - KKS25**, left to **BOGNA**.	**BOGNA** to L612 or **BOGNA -** L612 **-** Y47 for L151, M189 southbound.
HARDY 1X RWY 26L	Climb straight ahead to **KKW06 - KKW08**, left to **KKS11 - KKS17 - KKS20 - KKS25**, left to **BOGNA**, left to **HARDY**.	**HARDY** to M605 southbound.

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 4.0% to **300** AAL.
NOTE 2. Close-in obstacles exist for RWY 26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below FL100 unless authorised by ATC.

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

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used **when instructed** after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. **BOGNA 1X and HARDY 1X will not be available between the hours of 2300-0600 winter and 2200-0500 summer. During these hours pilots will be issued with a SFD 1X SID.**

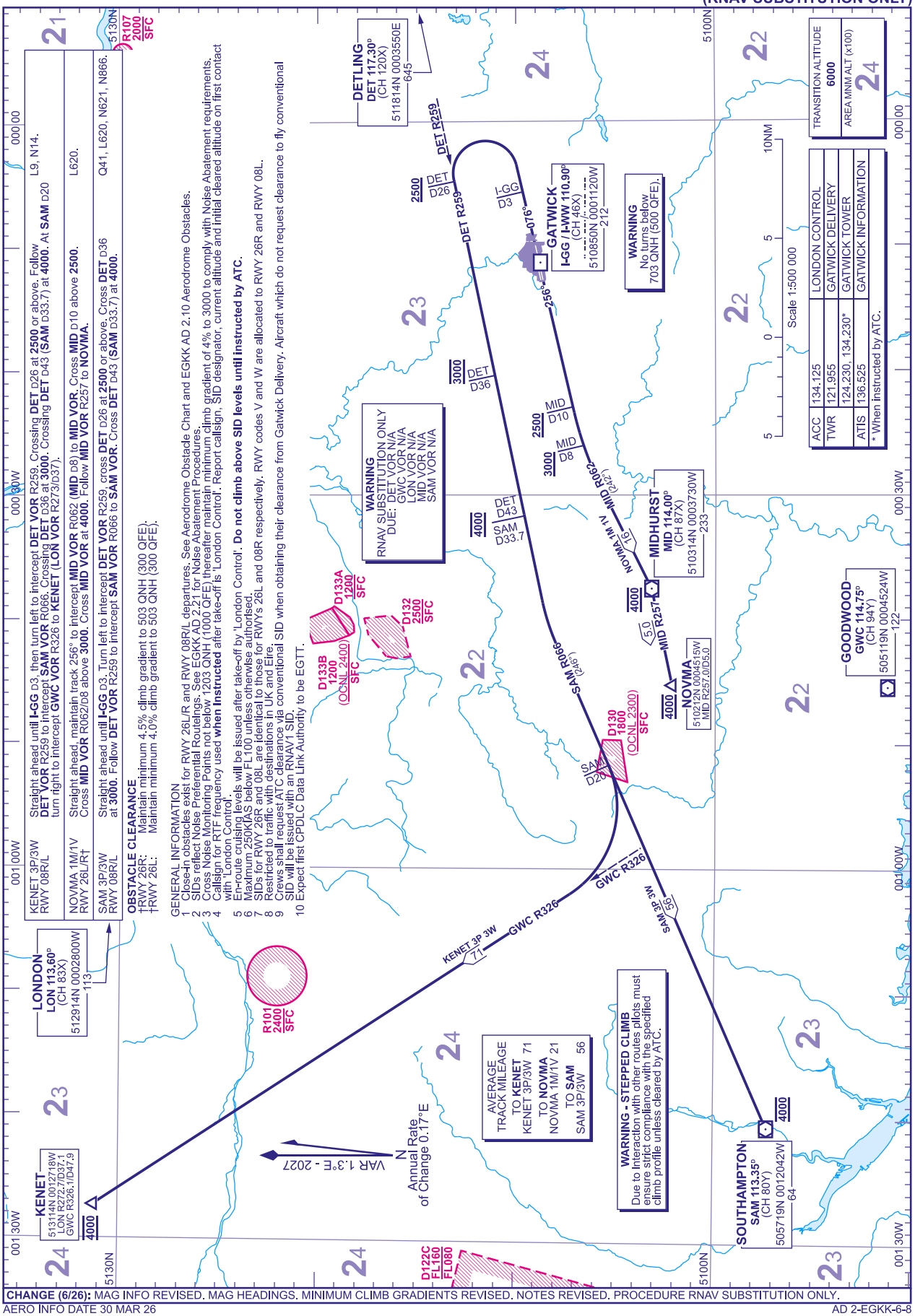
CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. MINIMUM CLIMB GRADIENT REVISED. NOTES REVISED.

AERO INFO DATE 24 MAR 26
AD 2-EGKK-6-7

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 08R/L 26L/R
KENET 3P 3W NOVMA 1M 1V SAM 3P 3W (RNAV SUBSTITUTION ONLY)



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. MINIMUM CLIMB GRADIENTS REVISED. NOTES REVISED. PROCEDURE RNAV SUBSTITUTION ONLY.

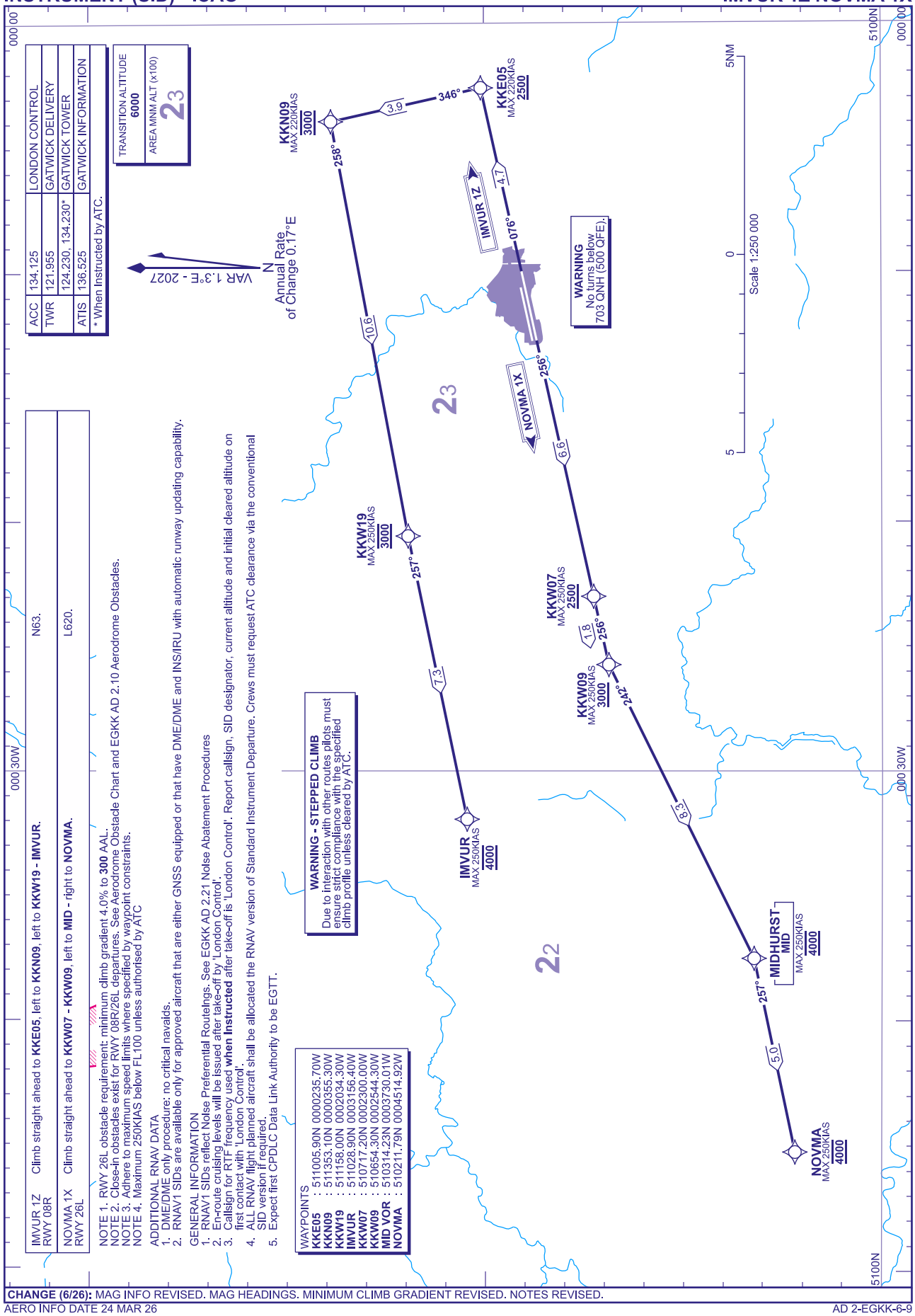
AERO INFO DATE 30 MAR 26

AD 2-EGKK-6-8

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

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

LONDON GATWICK
RWY 08R 26L
IMVUR 1Z NOVMA 1X



ACC	134.125	LONDON CONTROL
TWR	121.955	GATWICK DELIVERY
	124.230, 134.230*	GATWICK TOWER
ATIS	136.525	GATWICK INFORMATION

* When Instructed by ATC.

TRANSITION ALTITUDE **6000**

AREA MNM ALT (x100) **23**

IMVUR 1Z RWY 08R	Climb straight ahead to **KKE05**, left to **KKN09**, left to **KKW19 - IMVUR**. N63.
NOVMA 1X RWY 26L	Climb straight ahead to **KKW07 - KKW09**, left to **MID** - right to **NOVMA**. L620.

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 4.0% to **300** AAL.
NOTE 2. Close-in obstacles exist for RWY 08R/26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below FL100 unless authorised by ATC

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

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used **when instructed** after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. Expect first CPDLC Data Link Authority to be EGTT.

WAYPOINTS

KKE05	: 511005.90N 0000235.70W
KKN09	: 511353.10N 0000355.30W
KKW19	: 511158.00N 0002034.30W
IMVUR	: 511028.90N 0003156.40W
KKW07	: 510717.20N 0002300.00W
KKW09	: 510654.30N 0002544.30W
MID VOR	: 510314.23N 0003730.01W
NOVMA	: 510211.79N 0004514.92W

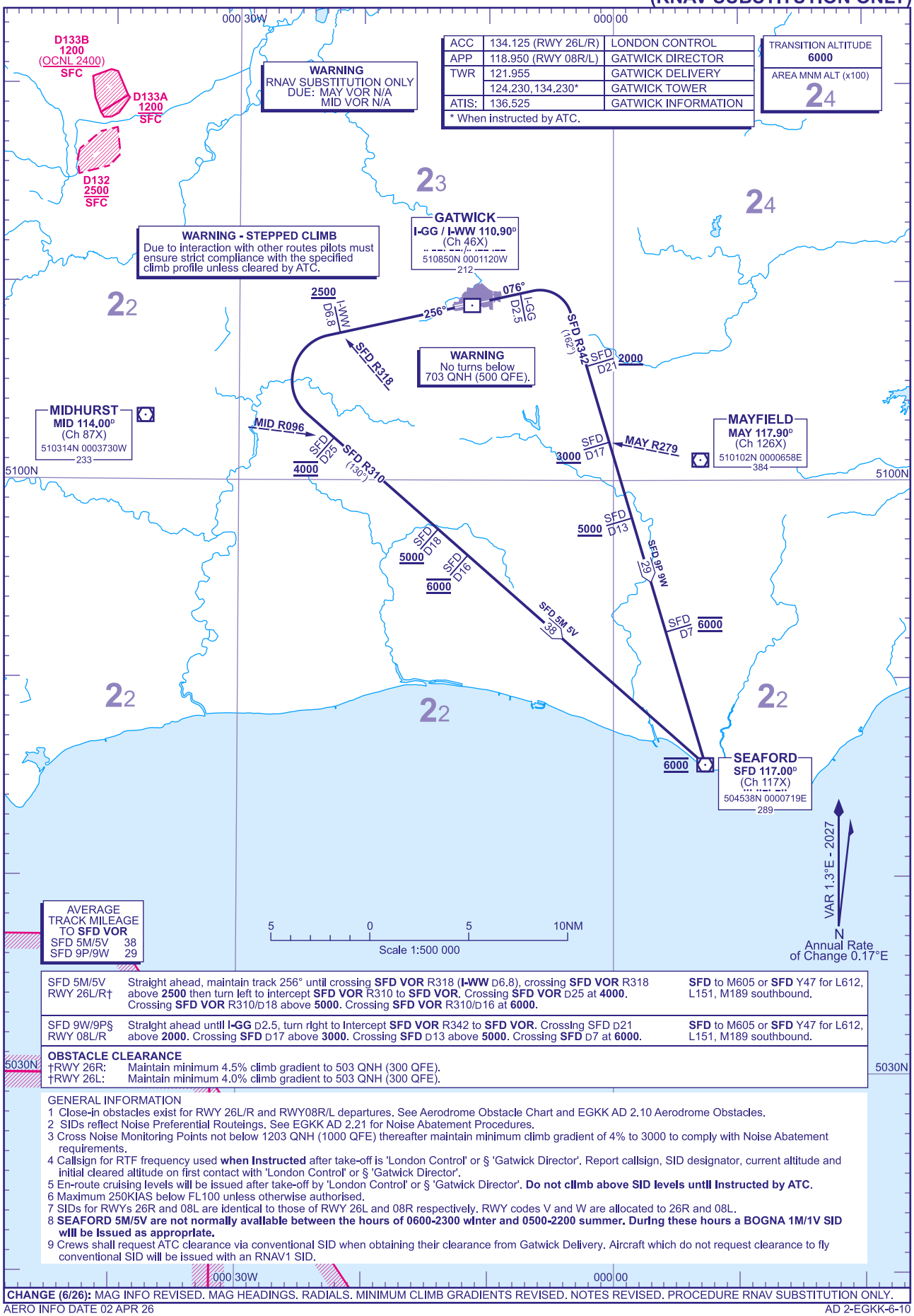
CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. MINIMUM CLIMB GRADIENT REVISED. NOTES REVISED.

AERO INFO DATE 24 MAR 26

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 08R/L 26L/R **SFD 5M 5V 9W 9P**
(RNAV SUBSTITUTION ONLY)



SFD 5M/5V RWY 26L/R†	Straight ahead, maintain track 256° until crossing **SFD VOR** R318 (**I-WW** D6.8), crossing **SFD VOR** R318 above **2500** then turn left to intercept **SFD VOR** R310 to **SFD VOR**. Crossing **SFD VOR** D25 at **4000**. Crossing **SFD VOR** R310/D18 above **5000**. Crossing **SFD VOR** R310/D16 at **6000**.	**SFD** to M605 or **SFD** Y47 for L612, L151, M189 southbound.
SFD 9W/9P§ RWY 08L/R	Straight ahead until **I-GG** D2.5, turn right to intercept **SFD VOR** R342 to **SFD VOR**. Crossing SFD D21 above **2000**. Crossing **SFD** D17 above **3000**. Crossing **SFD** D13 above **5000**. Crossing **SFD** D7 at **6000**.	**SFD** to M605 or **SFD** Y47 for L612, L151, M189 southbound.

OBSTACLE CLEARANCE
†RWY 26R: Maintain minimum 4.5% climb gradient to 503 QNH (300 QFE).
†RWY 26L: Maintain minimum 4.0% climb gradient to 503 QNH (300 QFE).

GENERAL INFORMATION
1 Close-in obstacles exist for RWY 26L/R and RWY08R/L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when Instructed** after take-off is 'London Control' or § 'Gatwick Director'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control' or § 'Gatwick Director'.
5 En-route cruising levels will be issued after take-off by 'London Control' or § 'Gatwick Director'. **Do not climb above SID levels until instructed by ATC.**
6 Maximum 250KIAS below FL100 unless otherwise authorised.
7 SIDs for RWYs 26R and 08L are identical to those of RWY 26L and 08R respectively. RWY codes V and W are allocated to 26R and 08L.
8 **SEAFORD 5M/5V are not normally available between the hours of 0600-2300 winter and 0500-2200 summer. During these hours a BOGNA 1M/1V SID will be issued as appropriate.**
9 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.

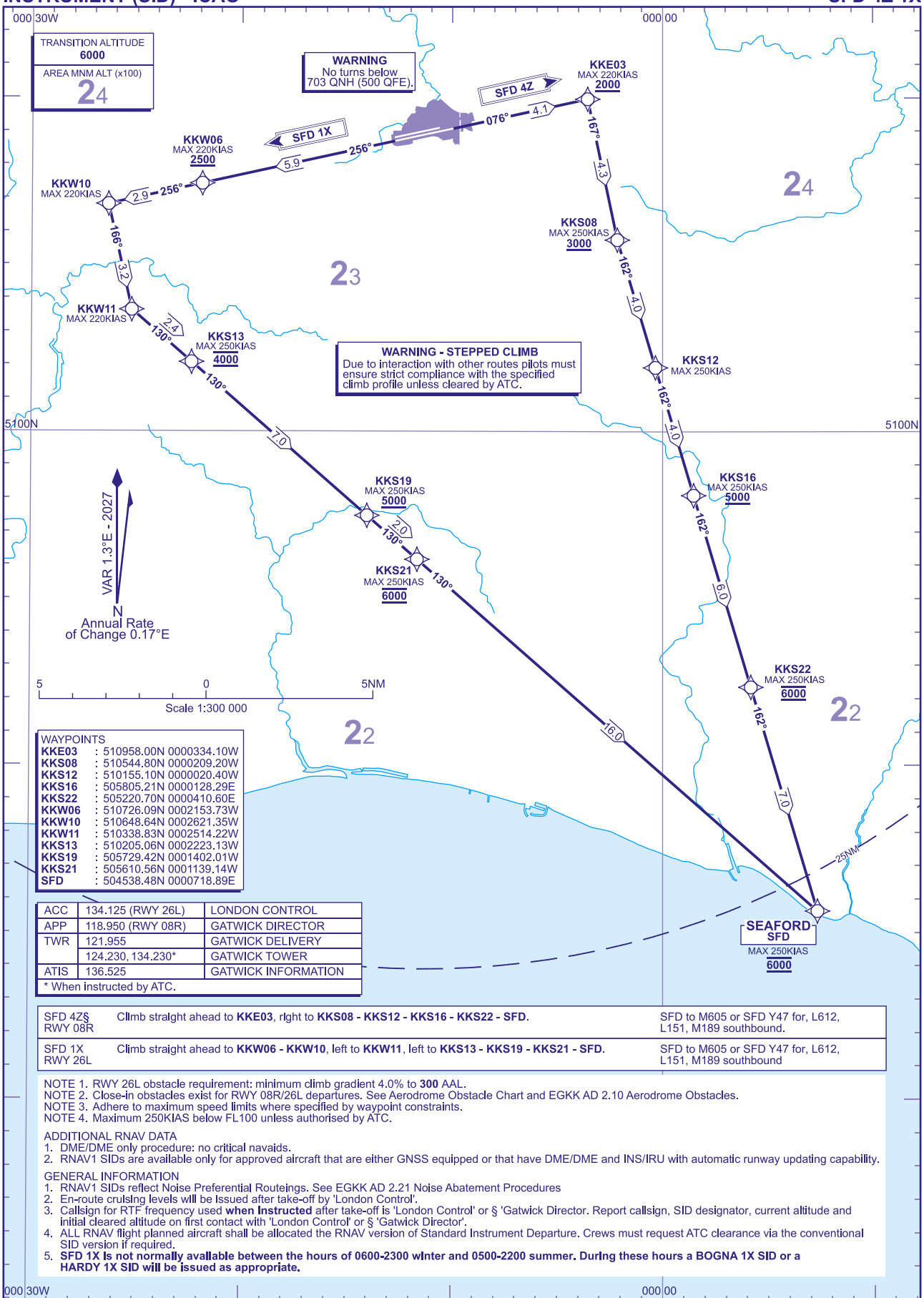
CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. RADIALS. MINIMUM CLIMB GRADIENTS REVISED. NOTES REVISED. PROCEDURE RNAV SUBSTITUTION ONLY.

AERO INFO DATE 02 APR 26
AD 2-EGKK-6-10

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

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

LONDON GATWICK
RWY 08R 26L
SFD 4Z 1X



WAYPOINTS

KKE03	: 510958.00N 0000334.10W
KKS08	: 510544.80N 0000209.20W
KKS12	: 510155.10N 0000020.40W
KKS16	: 505805.21N 0000128.29E
KKS22	: 505220.70N 0000410.60E
KKW06	: 510726.09N 0002153.73W
KKW10	: 510648.64N 0002621.35W
KKW11	: 510338.83N 0002514.22W
KKS13	: 510205.06N 0002223.13W
KKS19	: 505729.42N 0001402.01W
KKS21	: 505610.56N 0001139.14W
SFD	: 504538.48N 0000718.89E

ACC	134.125 (RWY 26L)	LONDON CONTROL
APP	118.950 (RWY 08R)	GATWICK DIRECTOR
TWR	121.955	GATWICK DELIVERY
	124.230, 134.230*	GATWICK TOWER
ATIS	136.525	GATWICK INFORMATION

* When instructed by ATC.

SFD 4Z§ RWY 08R	Climb straight ahead to **KKE03**, right to **KKS08 - KKS12 - KKS16 - KKS22 - SFD**.	SFD to M605 or SFD Y47 for, L612, L151, M189 southbound.
SFD 1X RWY 26L	Climb straight ahead to **KKW06 - KKW10**, left to **KKW11**, left to **KKS13 - KKS19 - KKS21 - SFD**.	SFD to M605 or SFD Y47 for, L612, L151, M189 southbound

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 4.0% to **300** AAL.
NOTE 2. Close-in obstacles exist for RWY 08R/26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below FL100 unless authorised by ATC.

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

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used **when Instructed** after take-off is 'London Control' or § 'Gatwick Director. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control' or § 'Gatwick Director'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. **SFD 1X is not normally available between the hours of 0600-2300 winter and 0500-2200 summer. During these hours a BOGNA 1X SID or a HARDY 1X SID will be issued as appropriate.**

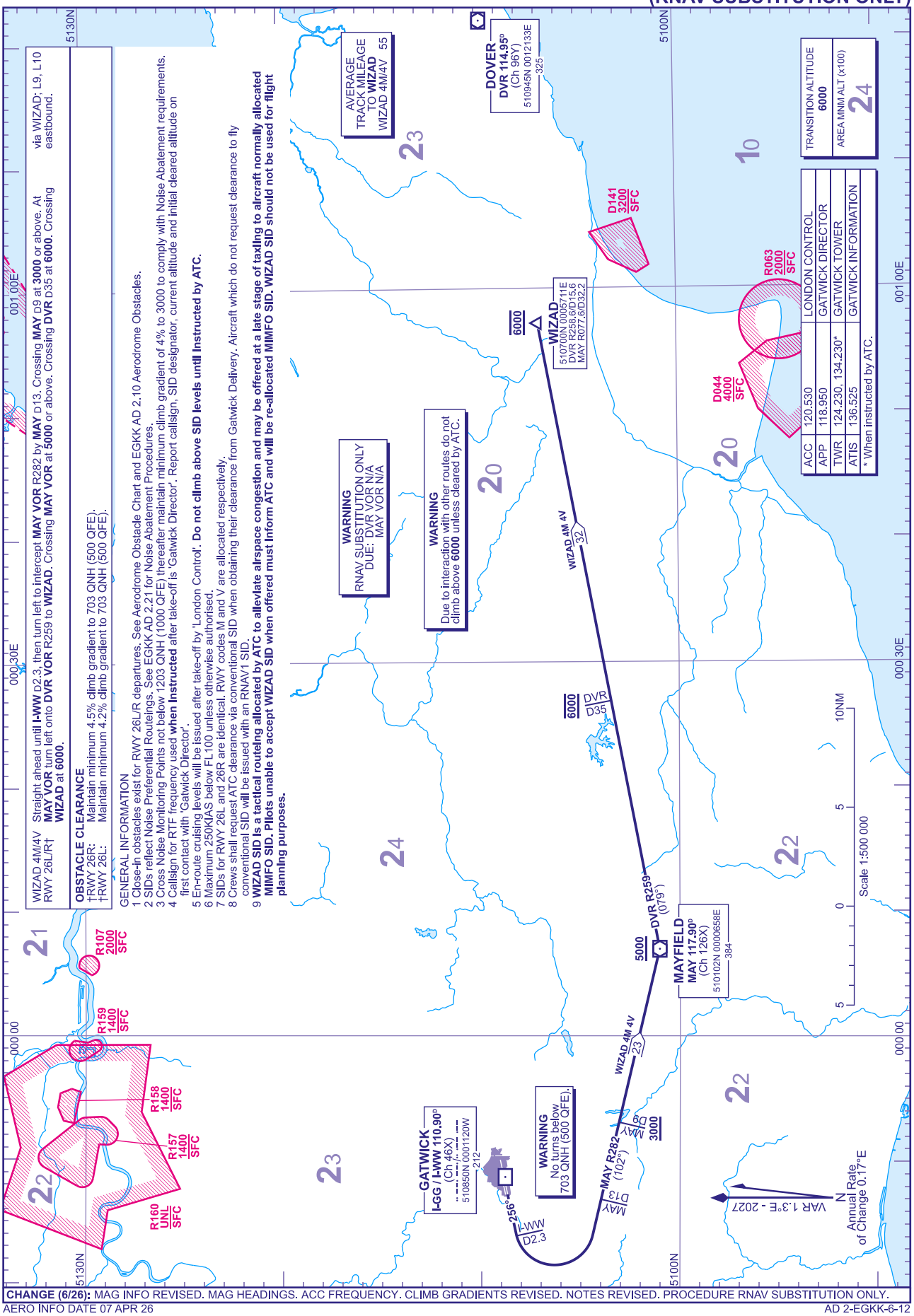
CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. NOTES REVISED. SPEED LIMITS REVISED.

AERO INFO DATE 24 MAR 26
AD 2-EGKK-6-11

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 26L/R **WIZAD 4M 4V**
(RNAV SUBSTITUTION ONLY)

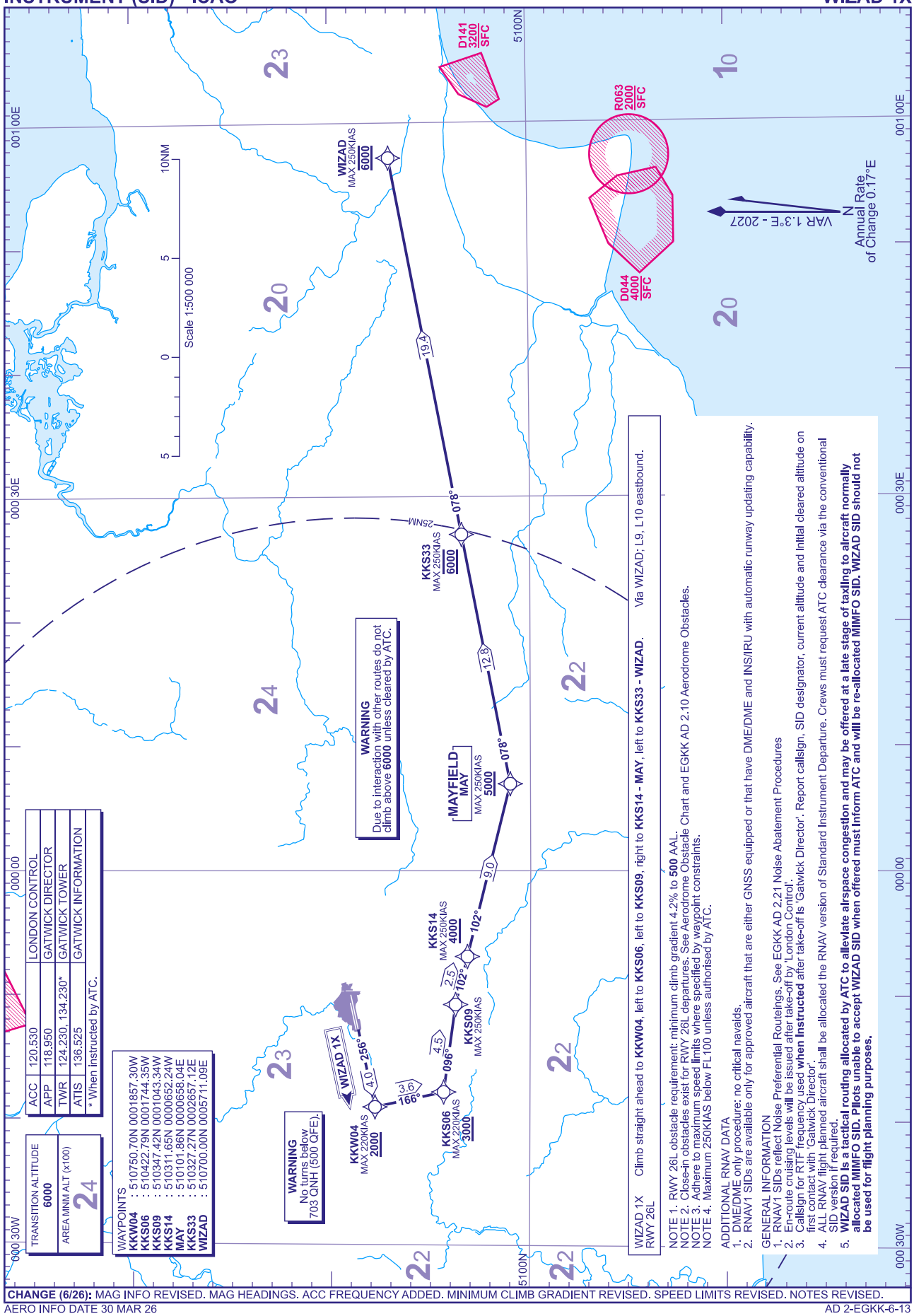


CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. ACC FREQUENCY. CLIMB GRADIENTS REVISED. NOTES REVISED. PROCEDURE RNAV SUBSTITUTION ONLY.
AERO INFO DATE 07 APR 26
AD 2-EGKK-6-12

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

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

LONDON GATWICK
RWY 26L
WIZAD 1X



TRANSITION ALTITUDE		
6000		
AREA MNM ALT (x100)		
24		
ACC	120.530	LONDON CONTROL
APP	118.950	GATWICK DIRECTOR
TWR	124.230, 134.230*	GATWICK TOWER
ATIS	136.525	GATWICK INFORMATION

* When instructed by ATC.

WAYPOINTS	
KKW04	: 510750.70N 0001857.30W
KKS06	: 510422.79N 0001744.35W
KKS09	: 510347.42N 0001043.34W
KKS14	: 510311.65N 0000652.24W
MAY	: 510101.86N 0000658.04E
KKS33	: 510327.27N 0002657.12E
WIZAD	: 510700.00N 0005711.09E

WIZAD 1X
RWY 26L

Climb straight ahead to **KKW04**, left to **KKS06**, left to **KKS09**, right to **KKS14 - MAY**, left to **KKS33 - WIZAD**. Via WIZAD; L9, L10 eastbound.

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 4.2% to **500** AAL.
NOTE 2. Close-in obstacles exist for RWY 26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below FL100 unless authorised by ATC.

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

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used **when Instructed** after take-off is 'Gatwick Director'. Report callsign, SID designator, current altitude and Initial cleared altitude on first contact with 'Gatwick Director'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. **WIZAD SID is a tactical routing allocated by ATC to alleviate airspace congestion and may be offered at a late stage of taxiing to aircraft normally allocated MIMFO SID. Pilots unable to accept WIZAD SID when offered must Inform ATC and will be re-allocated MIMFO SID. WIZAD SID should not be used for flight planning purposes.**

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. ACC FREQUENCY ADDED. MINIMUM CLIMB GRADIENT REVISED. SPEED LIMITS REVISED. NOTES REVISED.

AERO INFO DATE 30 MAR 26

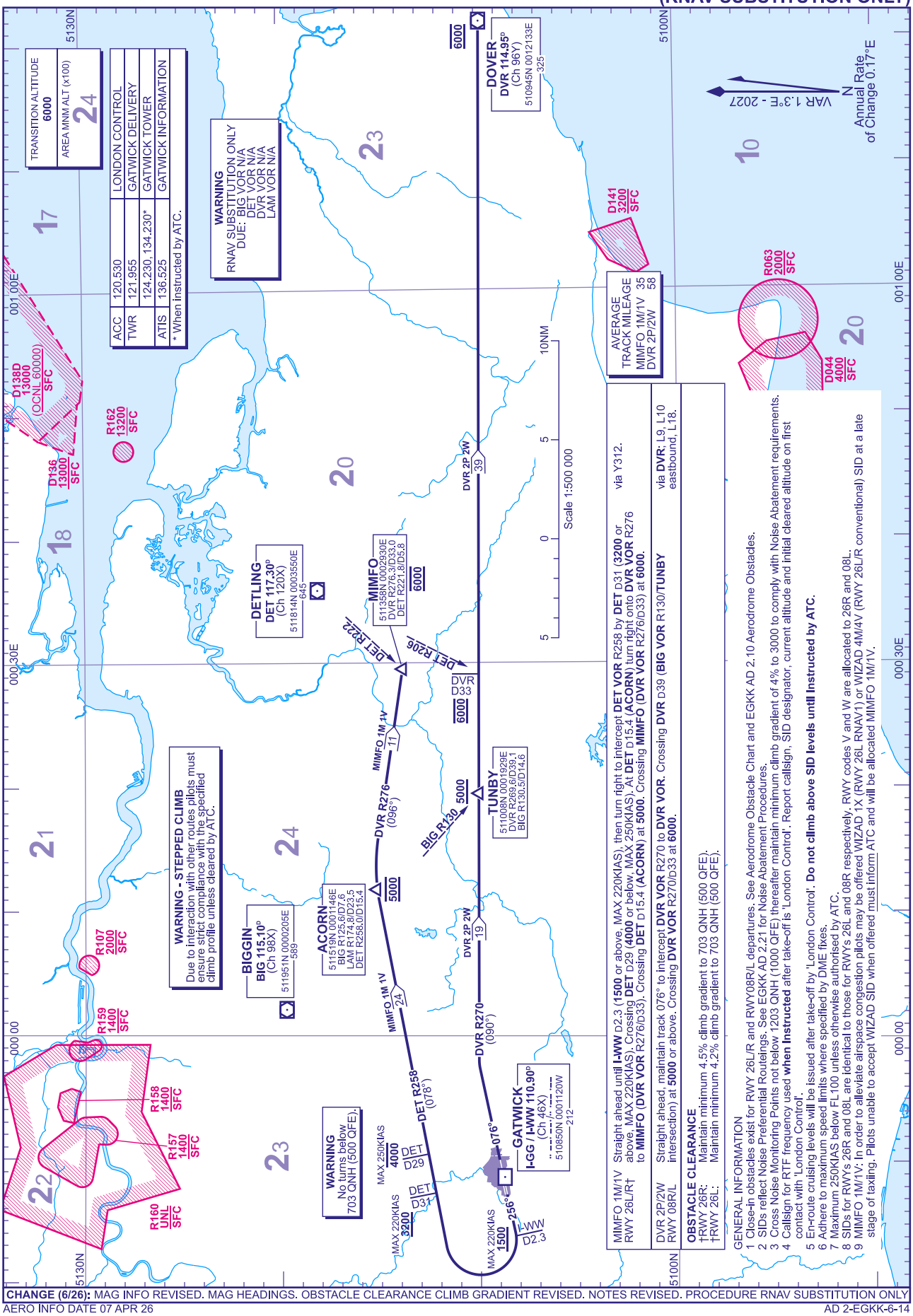
AD 2-EGKK-6-13

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK

RWY 08R/L 26L/R **MIMFO 1M 1V DVR 2P 2W**
(RNAV SUBSTITUTION ONLY)



MIMFO 1M/1V RWY 26L/R† Straight ahead until **I-WW** D2.3 (**1500** or above, MAX 220KIAS), then turn right to intercept **DET VOR** R258 by **DET** D31 (**3200** or above, MAX 220KIAS). Crossing **DET** D29 (**4000** or below, MAX 250KIAS). At **DET** D15.4 (**ACORN**) turn right onto **DVR VOR** R276 to **MIMFO (DVR VOR** R276/D33). Crossing **DET** D15.4 (**ACORN**) at **5000**. Crossing **MIMFO (DVR VOR** R276/D33) at **6000**. via Y312.

DVR 2P/2W RWY 08R/L Straight ahead, maintain track 076° to intercept **DVR VOR** R270 to **DVR VOR**. Crossing **DVR** D39 (**BIG VOR** R130/**TUNBY** intersection) at **5000** or above. Crossing **DVR VOR** R270/D33 at **6000**. via **DVR**; L9, L10 eastbound, L18.

OBSTACLE CLEARANCE
†RWY 26R: Maintain minimum 4.5% climb gradient to 703 QNH (500 QFE).
†RWY 26L: Maintain minimum 4.2% climb gradient to 703 QNH (500 QFE).

GENERAL INFORMATION
1 Close-in obstacles exist for RWY 26L/R and RWY08R/L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when Instructed** after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
5 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until Instructed by ATC.**
6 Adhere to maximum speed limits where specified by DME fixes.
7 Maximum 250KIAS below FL100 unless otherwise authorised by ATC.
8 SIDs for RWYs 26R and 08L are identical to those for RWYs 26L and 08R respectively. RWY codes V and W are allocated to 26R and 08L.
9 MIMFO 1M/1V: In order to alleviate airspace congestion pilots may be offered WIZAD 1X (RWY 26L RNAV/1) or WIZAD 4M/4V (RWY 26L/R conventional) SID at a late stage of taxiing. Pilots unable to accept WIZAD SID when offered must inform ATC and will be allocated MIMFO 1M/1V.

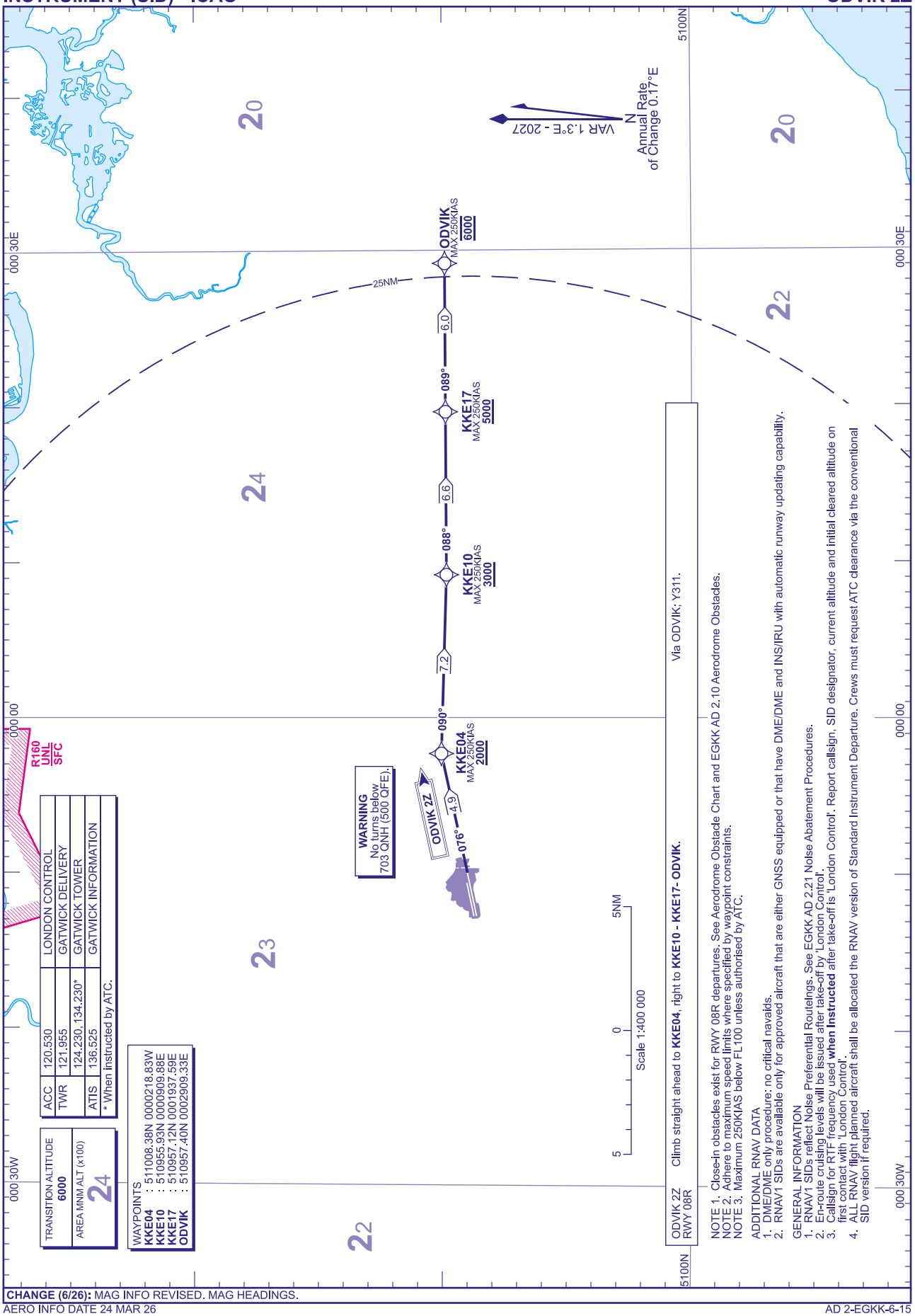
CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. OBSTACLE CLEARANCE CLIMB GRADIENT REVISED. NOTES REVISED. PROCEDURE RNAV SUBSTITUTION ONLY

AERO INFO DATE 07 APR 26

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

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

LONDON GATWICK
RWY 08R
ODVIK 2Z



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

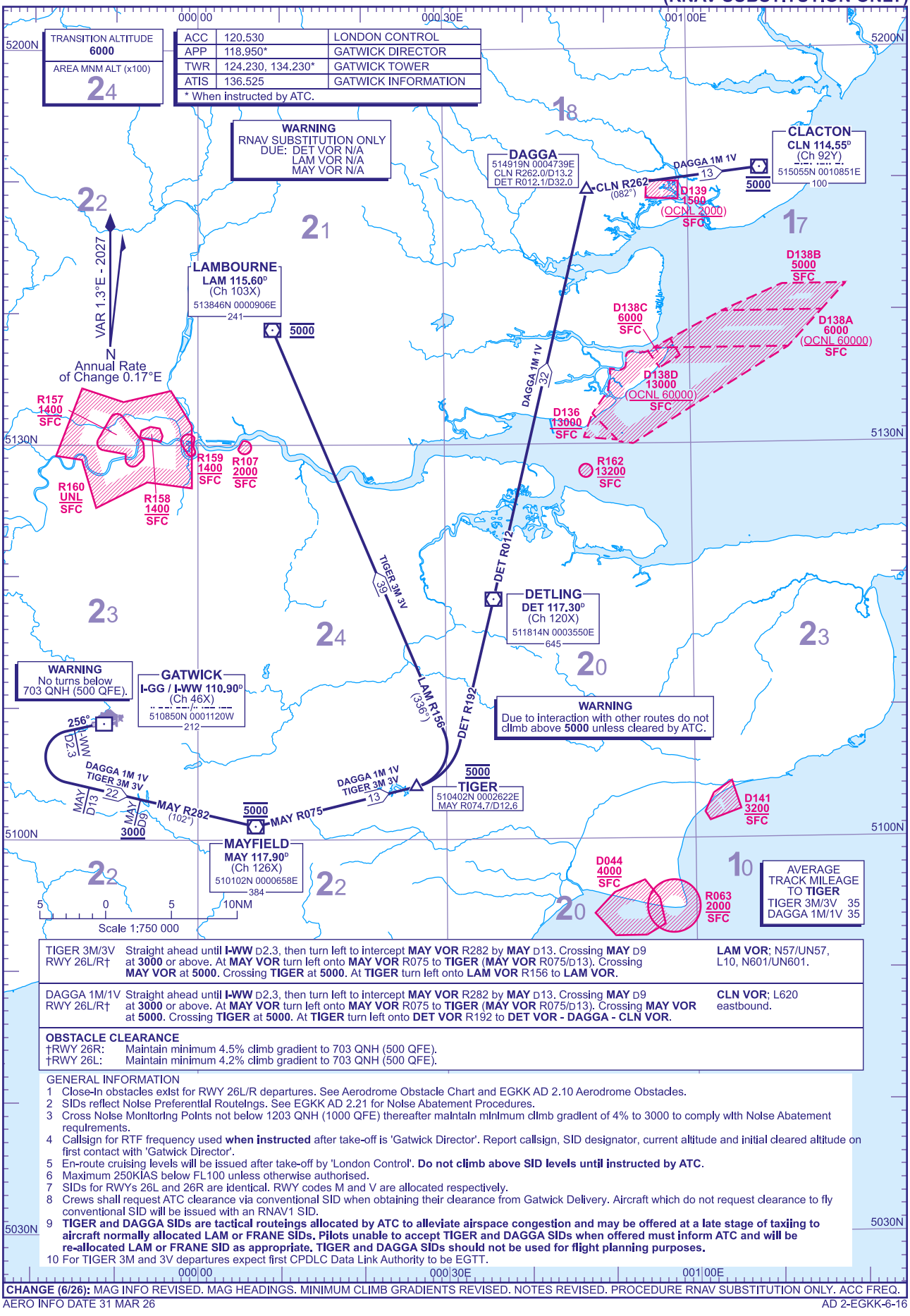
AERO INFO DATE 24 MAR 26

AD 2-EGKK-6-15

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 26L/R **TIGER 3M 3V DAGGA 1M 1V**
(RNAV SUBSTITUTION ONLY)



TIGER 3M/3V RWY 26L/R†	Straight ahead until **I-WW** D2.3, then turn left to intercept **MAY VOR** R282 by **MAY** D13. Crossing **MAY** D9 at **3000** or above. At **MAY VOR** turn left onto **MAY VOR** R075 to **TIGER** (**MAY VOR** R075/D13). Crossing **MAY VOR** at **5000**. Crossing **TIGER** at **5000**. At **TIGER** turn left onto **LAM VOR** R156 to **LAM VOR**.	**LAM VOR**; N57/UN57, L10, N601/UN601.
DAGGA 1M/1V RWY 26L/R†	Straight ahead until **I-WW** D2.3, then turn left to intercept **MAY VOR** R282 by **MAY** D13. Crossing **MAY** D9 at **3000** or above. At **MAY VOR** turn left onto **MAY VOR** R075 to **TIGER** (**MAY VOR** R075/D13). Crossing **MAY VOR** at **5000**. Crossing **TIGER** at **5000**. At **TIGER** turn left onto **DET VOR** R192 to **DET VOR - DAGGA - CLN VOR.**	**CLN VOR**; L620 eastbound.

OBSTACLE CLEARANCE
†RWY 26R: Maintain minimum 4.5% climb gradient to 703 QNH (500 QFE).
†RWY 26L: Maintain minimum 4.2% climb gradient to 703 QNH (500 QFE).

GENERAL INFORMATION
1 Close-In obstacles exist for RWY 26L/R departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when instructed** after take-off is 'Gatwick Director'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'Gatwick Director'.
5 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
6 Maximum 250KIAS below FL100 unless otherwise authorised.
7 SIDs for RWYs 26L and 26R are identical. RWY codes M and V are allocated respectively.
8 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.
9 **TIGER and DAGGA SIDs are tactical routeings allocated by ATC to alleviate airspace congestion and may be offered at a late stage of taxiing to aircraft normally allocated LAM or FRANE SIDs. Pilots unable to accept TIGER and DAGGA SIDs when offered must inform ATC and will be re-allocated LAM or FRANE SID as appropriate. TIGER and DAGGA SIDs should not be used for flight planning purposes.**
10 For TIGER 3M and 3V departures expect first CPDLC Data Link Authority to be EGTT.

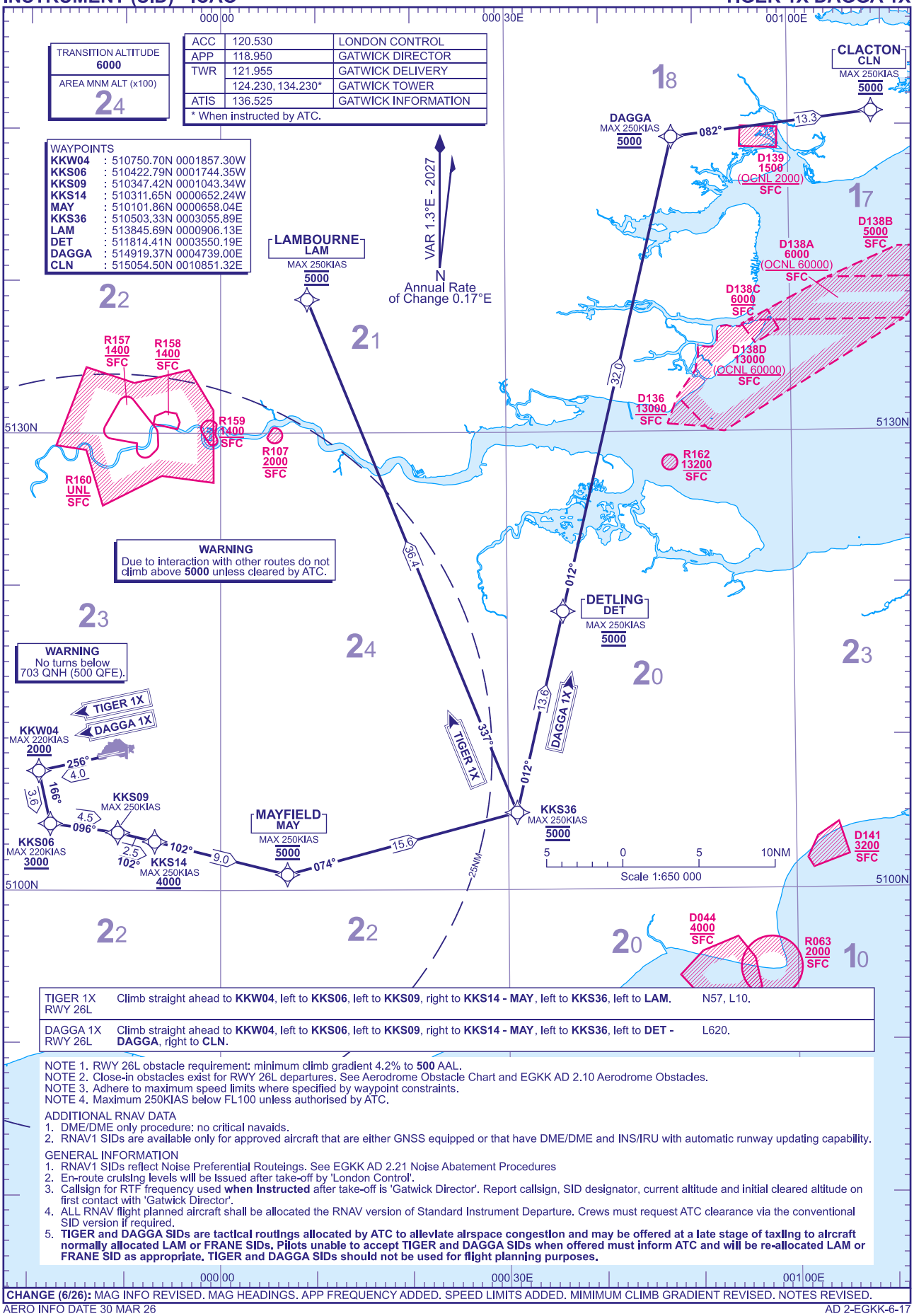
CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. MINIMUM CLIMB GRADIENTS REVISED. NOTES REVISED. PROCEDURE RNAV SUBSTITUTION ONLY. ACC FREQ.

AERO INFO DATE 31 MAR 26
AD 2-EGKK-6-16

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

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

LONDON GATWICK
RWY 26L
TIGER 1X DAGGA 1X



TIGER 1X RWY 26L	Climb straight ahead to **KKW04**, left to **KKS06**, left to **KKS09**, right to **KKS14 - MAY**, left to **KKS36**, left to **LAM**.	N57, L10.
DAGGA 1X RWY 26L	Climb straight ahead to **KKW04**, left to **KKS06**, left to **KKS09**, right to **KKS14 - MAY**, left to **KKS36**, left to **DET - DAGGA**, right to **CLN**.	L620.

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 4.2% to **500** AAL.
NOTE 2. Close-in obstacles exist for RWY 26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below FL100 unless authorised by ATC.

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

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used **when instructed** after take-off is 'Gatwick Director'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'Gatwick Director'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. **TIGER and DAGGA SIDs are tactical routings allocated by ATC to alleviate airspace congestion and may be offered at a late stage of taxiing to aircraft normally allocated LAM or FRANE SIDs. Pilots unable to accept TIGER and DAGGA SIDs when offered must inform ATC and will be re-allocated LAM or FRANE SID as appropriate. TIGER and DAGGA SIDs should not be used for flight planning purposes.**

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS. APP FREQUENCY ADDED. SPEED LIMITS ADDED. MIMIMUM CLIMB GRADIENT REVISED. NOTES REVISED.

AERO INFO DATE 30 MAR 26
AD 2-EGKK-6-17

Standard Instrument Departure Coding Tables

LONDON GATWICK Runway 08R LAM 1Z

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LAM1Z	001	CF	KKE02	510953.05N 0000410.13W	N	076° (077.7°)	1.3	3.7	LEFT	+2000	-250	RNAV1
LAM1Z	002	TF	KKE12	511459.25N 0000624.07E	N	051° (052.4°)	1.3	8.4	RIGHT	+3000	-250	RNAV1
LAM1Z	003	TF	SUNAV	511536.90N 0001139.80E	N	078° (079.2°)	1.3	3.4	-	5000	-250	RNAV1
LAM1Z	004	TF	KKE35	511659.04N 0002316.22E	N	078° (079.3°)	1.3	7.4	LEFT	5000	-250	RNAV1
LAM1Z	005	TF	KKN43	512453.61N 0001809.13E	N	337° (338.0°)	1.3	8.5	-	5000	-250	RNAV1
LAM1Z	006	TF	KKN48	512931.14N 0001508.68E	N	337° (337.9°)	1.3	5.0	-	6000	-250	RNAV1
LAM1Z	007	TF	LAM	513845.69N 0000906.13E	N	337° (337.9°)	1.3	10.0	-	6000	-250	RNAV1

LONDON GATWICK Runway 08R FRANE 1Z

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
FRANE1Z	001	CF	KKE04	511008.38N 0000218.83W	N	076° (077.6°)	1.3	4.9	RIGHT	+2000	-250	RNAV1
FRANE1Z	002	TF	KKE10	510955.93N 0000909.88E	N	090° (091.6°)	1.3	7.2	-	+3000	-250	RNAV1
FRANE1Z	003	TF	KKE17	510957.12N 0001937.59E	N	088° (089.8°)	1.3	6.6	-	5000	-250	RNAV1
FRANE1Z	004	TF	KKE25	510957.30N 0003244.84E	N	089° (089.9°)	1.3	8.3	LEFT	5000	-250	RNAV1
FRANE1Z	005	TF	DET	511814.41N 0003550.19E	N	012° (013.2°)	1.3	8.5	-	5000	-250	RNAV1
FRANE1Z	006	TF	FRANE	512306.00N 0003739.40E	N	012° (013.2°)	1.3	5.0	-	6000	-250	RNAV1

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 23 MAR 26

Standard Instrument Departure Coding Tables

LONDON GATWICK Runway 26L BOGNA 1X

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BOGNA1X	001	CF	KKW06	510726.09N 0002153.73W	N	256° (257.6°)	1.3	5.9	-	+2500	-220	RNAV1
BOGNA1X	002	TF	KKW08	510656.84N 0002522.88W	N	256° (257.5°)	1.3	2.2	LEFT	-	-220	RNAV1
BOGNA1X	003	TF	KKS11	510442.43N 0002505.76W	N	174° (175.4°)	1.3	2.2	-	+4000	-220	RNAV1
BOGNA1X	004	TF	KKS17	510022.73N 0002432.75W	N	174° (175.4°)	1.3	4.3	-	5000	-250	RNAV1
BOGNA1X	005	TF	KKS20	505524.03N 0002354.89W	N	174° (175.4°)	1.3	5.0	-	6000	-250	RNAV1
BOGNA1X	006	TF	KKS25	504958.32N 0002313.74W	N	174° (175.4°)	1.3	5.5	LEFT	6000	-250	RNAV1
BOGNA1X	007	TF	BOGNA	504207.00N 0001505.57W	N	145° (146.7°)	1.3	9.4	-	6000	-250	RNAV1

LONDON GATWICK Runway 26L HARDY 1X

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
HARDY1X	001	CF	KKW06	510726.09N 0002153.73W	N	256° (257.6°)	1.3	5.9	-	+2500	-220	RNAV1
HARDY1X	002	TF	KKW08	510656.84N 0002522.88W	N	256° (257.5°)	1.3	2.2	LEFT	-	-220	RNAV1
HARDY1X	003	TF	KKS11	510442.43N 0002505.76W	N	174° (175.4°)	1.3	2.2	-	+4000	-220	RNAV1
HARDY1X	004	TF	KKS17	510022.73N 0002432.75W	N	174° (175.4°)	1.3	4.3	-	5000	-250	RNAV1
HARDY1X	005	TF	KKS20	505524.03N 0002354.89W	N	174° (175.4°)	1.3	5.0	-	6000	-250	RNAV1
HARDY1X	006	TF	KKS25	504958.32N 0002313.74W	N	174° (175.4°)	1.3	5.5	LEFT	6000	-250	RNAV1
HARDY1X	007	TF	BOGNA	504207.00N 0001505.57W	N	145° (146.7°)	1.3	9.4	LEFT	6000	-250	RNAV1
HARDY1X	008	TF	HARDY	502815.75N 0002928.04E	N	114° (115.7°)	1.3	31.6	-	6000	-250	RNAV1

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 23 MAR 26

Standard Instrument Departure Coding Tables

LONDON GATWICK Runway 08R IMVUR 1Z

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
IMVUR1Z	001	CF	KKE05	511005.90N 0000235.70W	N	076° (077.7°)	1.3	4.7	LEFT	+2500	-220	RNAV1
IMVUR1Z	002	TF	KKN09	511353.10N 0000355.30W	N	346° (347.6°)	1.3	3.9	LEFT	3000	-220	RNAV1
IMVUR1Z	003	TF	KKW19	511158.00N 0002034.30W	N	258° (259.7°)	1.3	10.6	-	3000	-250	RNAV1
IMVUR1Z	004	TF	IMVUR	511028.90N 0003156.40W	N	257° (258.3°)	1.3	7.3	LEFT	4000	-250	RNAV1

LONDON GATWICK Runway 26L NOVMA 1X

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
NOVMA1X	001	CF	KKW07	510717.20N 0002300.00W	N	256° (257.7°)	1.3	6.6	-	+2500	-250	RNAV1
NOVMA1X	002	TF	KKW09	510654.30N 0002544.30W	N	256° (257.5°)	1.3	1.8	LEFT	+3000	-250	RNAV1
NOVMA1X	003	TF	MID	510314.23N 0003730.01W	N	242° (243.7°)	1.3	8.3	RIGHT	4000	-250	RNAV1
NOVMA1X	004	TF	NOVMA	510211.79N 0004514.92W	N	257° (258.0°)	1.3	5.0	-	4000	-250	RNAV1

LONDON GATWICK Runway 08R SFD 4Z

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
SFD4Z	001	CF	KKE03	510958.00N 0000334.10W	N	076° (077.7°)	1.3	4.1	RIGHT	+2000	-220	RNAV1
SFD4Z	002	TF	KKS08	510544.80N 0000209.20W	N	167° (168.1°)	1.3	4.3	LEFT	+3000	-250	RNAV1
SFD4Z	003	TF	KKS12	510155.10N 0000020.40W	N	162° (163.4°)	1.3	4.0	-	-	-250	RNAV1
SFD4Z	004	TF	KKS16	505805.21N 0000128.29E	N	162° (163.4°)	1.3	4.0	-	+5000	-250	RNAV1
SFD4Z	005	TF	KKS22	505220.70N 0000410.60E	N	162° (163.4°)	1.3	6.0	-	6000	-250	RNAV1
SFD4Z	006	TF	SFD	504538.48N 0000718.89E	N	162° (163.5°)	1.3	7.0	-	6000	-250	RNAV1

LONDON GATWICK Runway 26L SFD 1X

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SFD1X	001	CF	KKW06	510726.09N 0002153.73W	N	256° (257.6°)	1.3	5.9	-	+2500	-220	RNAV1
SFD1X	002	TF	KKW10	510648.64N 0002621.35W	N	256° (257.5°)	1.3	2.9	LEFT	-	-220	RNAV1
SFD1X	003	TF	KKW11	510338.83N 0002514.22W	N	166° (167.4°)	1.3	3.2	LEFT	-	-220	RNAV1
SFD1X	004	TF	KKS13	510205.06N 0002223.13W	N	130° (131.0°)	1.3	2.4	-	4000	-250	RNAV1
SFD1X	005	TF	KKS19	505729.42N 0001402.01W	N	130° (131.0°)	1.3	7.0	-	+5000	-250	RNAV1
SFD1X	006	TF	KKS21	505610.56N 0001139.14W	N	130° (131.1°)	1.3	2.0	-	6000	-250	RNAV1
SFD1X	007	TF	SFD	504538.48N 0000718.89E	N	130° (131.1°)	1.3	16.0	-	6000	-250	RNAV1

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.
AERO INFO DATE 23 MAR 26

Standard Instrument Departure Coding Tables

LONDON GATWICK Runway 26L WIZAD 1X

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
WIZAD1X	001	CF	KKW04	510750.70N 0001857.30W	N	256° (257.6°)	1.3	4.0	LEFT	+2000	-220	RNAV1
WIZAD1X	002	TF	KKS06	510422.79N 0001744.35W	N	166° (167.5°)	1.3	3.6	LEFT	+3000	-220	RNAV1
WIZAD1X	003	TF	KKS09	510347.42N 0001043.34W	N	096° (097.6°)	1.3	4.5	RIGHT	-	-250	RNAV1
WIZAD1X	004	TF	KKS14	510311.65N 0000652.24W	N	102° (103.8°)	1.3	2.5	-	+4000	-250	RNAV1
WIZAD1X	005	TF	MAY	510101.86N 0000658.04E	N	102° (103.8°)	1.3	9.0	LEFT	+5000	-250	RNAV1
WIZAD1X	006	TF	KKS33	510327.27N 0002657.12E	N	078° (079.0°)	1.3	12.8	-	6000	-250	RNAV1
WIZAD1X	007	TF	WIZAD	510700.00N 0005711.09E	N	078° (079.3°)	1.3	19.4	-	6000	-250	RNAV1

LONDON GATWICK Runway 08R ODVIK 2Z

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
ODVIK2Z	001	CF	KKE04	511008.38N 0000218.83W	N	076° (077.6°)	1.3	4.9	RIGHT	+2000	-250	RNAV1
ODVIK2Z	002	TF	KKE10	510955.93N 0000909.88E	N	090° (091.6°)	1.3	7.2	-	+3000	-250	RNAV1
ODVIK2Z	003	TF	KKE17	510957.12N 0001937.59E	N	088° (089.8°)	1.3	6.6	-	+5000	-250	RNAV1
ODVIK2Z	004	TF	ODVIK	510957.40N 0002909.33E	N	089° (089.9°)	1.3	6.0	-	6000	-250	RNAV1

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 23 MAR 26

Standard Instrument Departure Coding Tables

LONDON GATWICK Runway 26L TIGER 1X

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TIGER1X	001	CF	KKW04	510750.70N 0001857.30W	N	256° (257.6°)	1.3	4.0	LEFT	+2000	-220	RNAV1
TIGER1X	002	TF	KKS06	510422.79N 0001744.35W	N	166° (167.5°)	1.3	3.6	LEFT	+3000	-220	RNAV1
TIGER1X	003	TF	KKS09	510347.42N 0001043.34W	N	096° (097.6°)	1.3	4.5	RIGHT	-	-250	RNAV1
TIGER1X	004	TF	KKS14	510311.65N 0000652.24W	N	102° (103.8°)	1.3	2.5	-	+4000	-250	RNAV1
TIGER1X	005	TF	MAY	510101.86N 0000658.04E	N	102° (103.8°)	1.3	9.0	LEFT	5000	-250	RNAV1
TIGER1X	006	TF	KKS36	510503.33N 0003055.89E	N	074° (074.9°)	1.3	15.6	LEFT	5000	-250	RNAV1
TIGER1X	007	TF	LAM	513845.69N 0000906.13E	N	337° (338.1°)	1.3	36.4	-	5000	-250	RNAV1

LONDON GATWICK Runway 26L DAGGA 1X

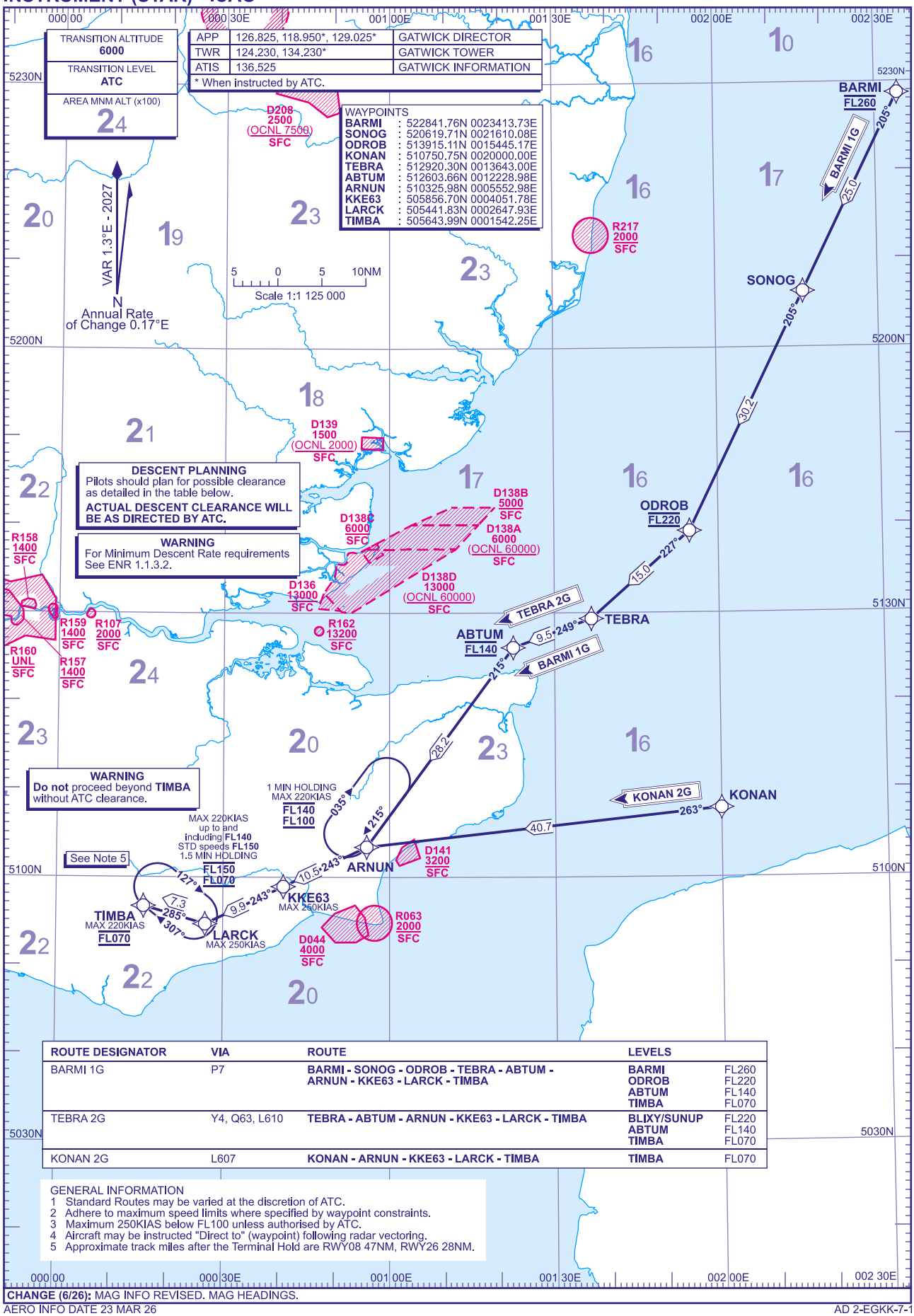
Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
DAGGA1X	001	CF	KKW04	510750.70N 0001857.30W	N	256° (257.6°)	1.3	4.0	LEFT	+2000	-220	RNAV1
DAGGA1X	002	TF	KKS06	510422.79N 0001744.35W	N	166° (167.5°)	1.3	3.6	LEFT	+3000	-220	RNAV1
DAGGA1X	003	TF	KKS09	510347.42N 0001043.34W	N	096° (097.6°)	1.3	4.5	RIGHT	-	-250	RNAV1
DAGGA1X	004	TF	KKS14	510311.65N 0000652.24W	N	102° (103.8°)	1.3	2.5	-	+4000	-250	RNAV1
DAGGA1X	005	TF	MAY	510101.86N 0000658.04E	N	102° (103.8°)	1.3	9.0	LEFT	5000	-250	RNAV1
DAGGA1X	006	TF	KKS36	510503.33N 0003055.89E	N	074° (074.9°)	1.3	15.6	LEFT	5000	-250	RNAV1
DAGGA1X	007	TF	DET	511814.41N 0003550.19E	N	012° (013.1°)	1.3	13.6	-	5000	-250	RNAV1
DAGGA1X	008	TF	DAGGA	514919.37N 0004739.00E	N	012° (013.3°)	1.3	32.0	RIGHT	5000	-250	RNAV1
DAGGA1X	009	TF	CLN	515054.50N 0010851.32E	N	082° (083.0°)	1.3	13.3	-	5000	-250	RNAV1

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 23 MAR 26

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON GATWICK
BARMI 1G TEBRA 2G KONAN 2G



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
BARMI 1G	P7	BARMI - SONOG - ODROB - TEBRA - ABTUM - ARNUN - KKE63 - LARCK - TIMBA	BARMI ODROB ABTUM TIMBA	FL260 FL220 FL140 FL070
TEBRA 2G	Y4, Q63, L610	TEBRA - ABTUM - ARNUN - KKE63 - LARCK - TIMBA	BLIXY/SUNUP ABTUM TIMBA	FL220 FL140 FL070
KONAN 2G	L607	KONAN - ARNUN - KKE63 - LARCK - TIMBA	TIMBA	FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 Approximate track miles after the Terminal Hold are RWY08 47NM, RWY26 28NM.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

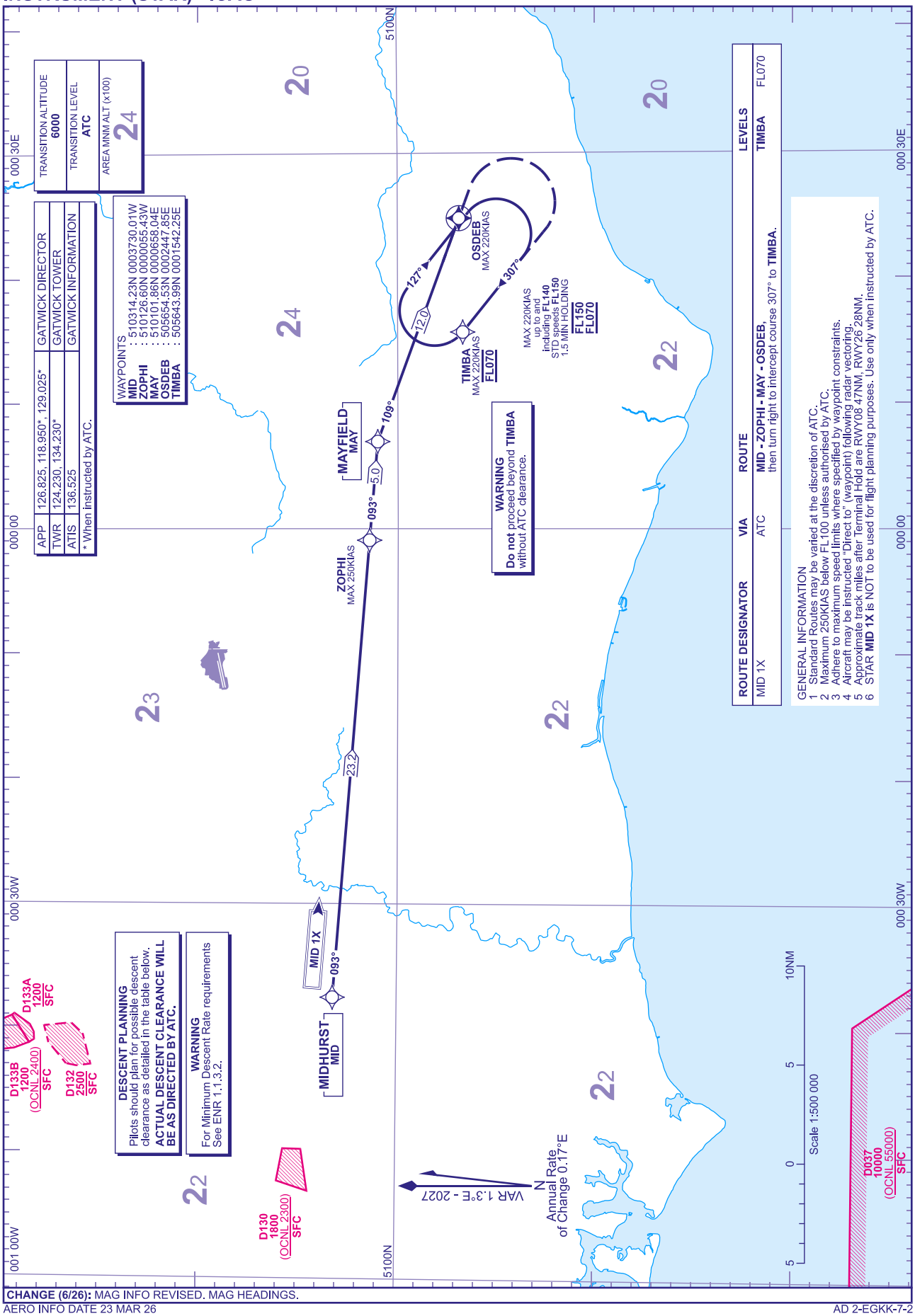
AERO INFO DATE 23 MAR 26

AD 2-EGKK-7-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON GATWICK
MID 1X



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

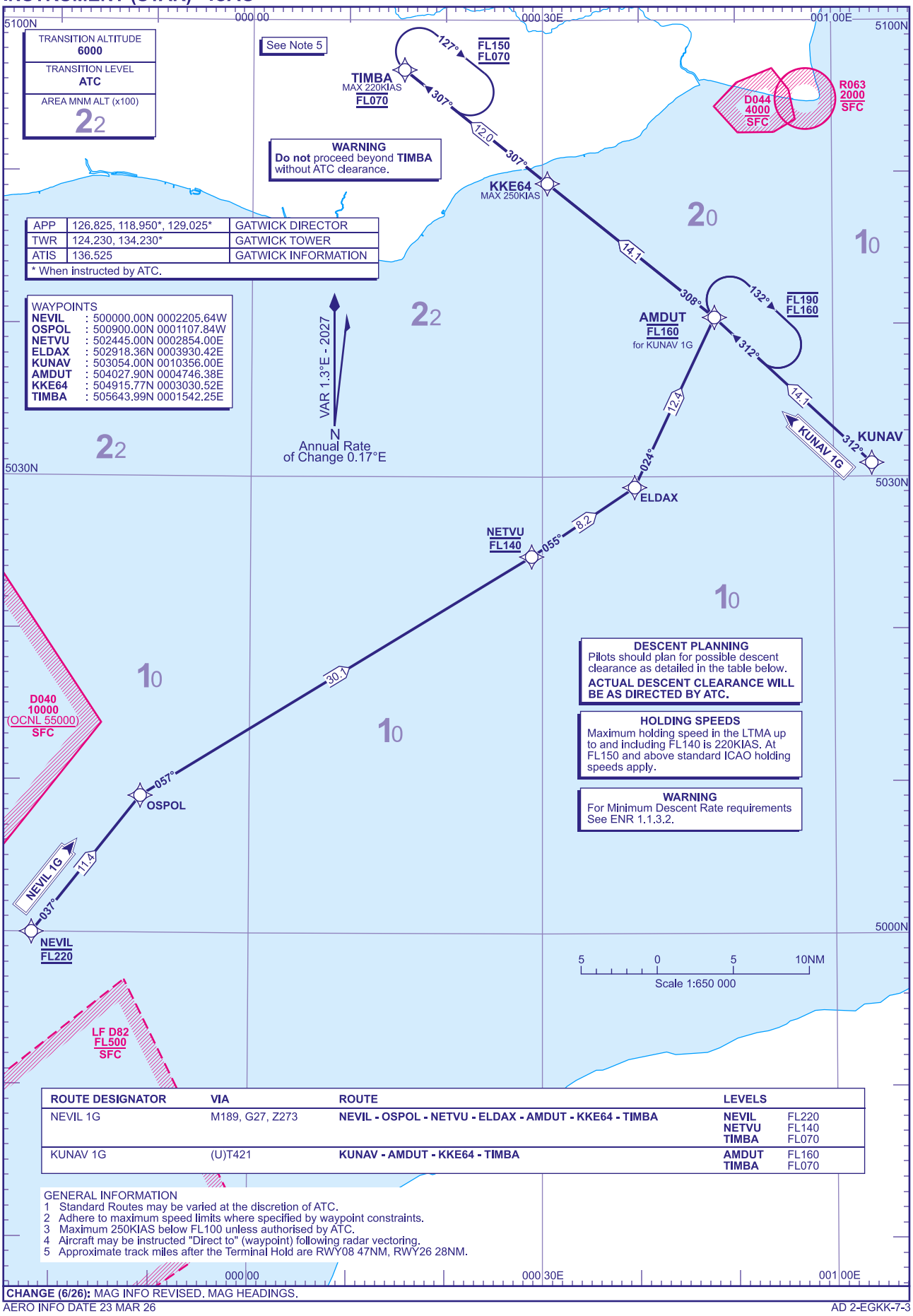
AERO INFO DATE 23 MAR 26

AD 2-EGKK-7-2

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON GATWICK NEVIL 1G KUNAV 1G



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
NEVIL 1G	M189, G27, Z273	NEVIL - OSPOL - NETVU - ELDAX - AMDUT - KKE64 - TIMBA	NEVIL NETVU TIMBA	FL220 FL140 FL070
KUNAV 1G	(U)T421	KUNAV - AMDUT - KKE64 - TIMBA	AMDUT TIMBA	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 Approximate track miles after the Terminal Hold are RWY08 47NM, RWY26 28NM.

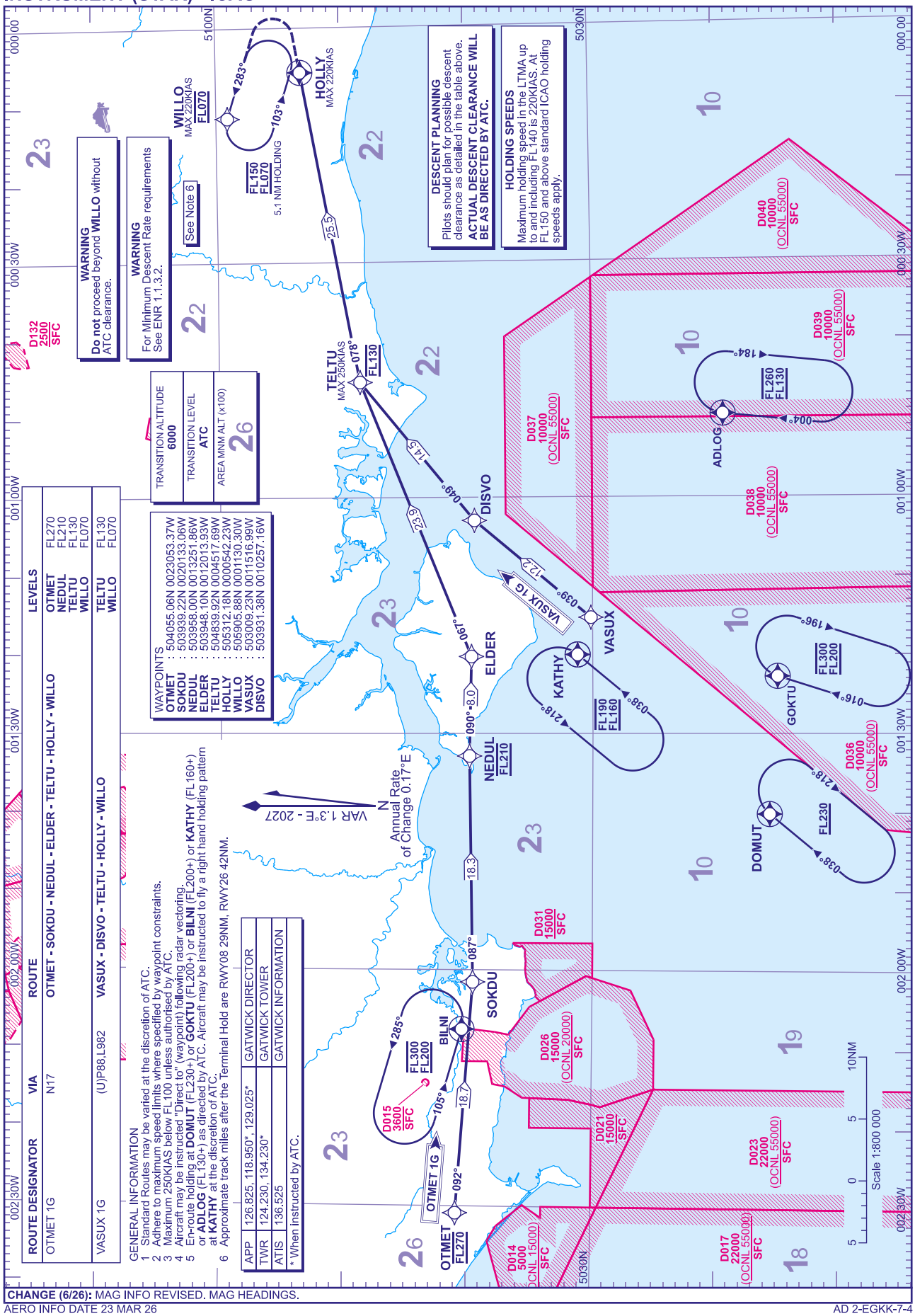
CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 23 MAR 26

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

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

LONDON GATWICK
OTMET 1G VASUX 1G



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

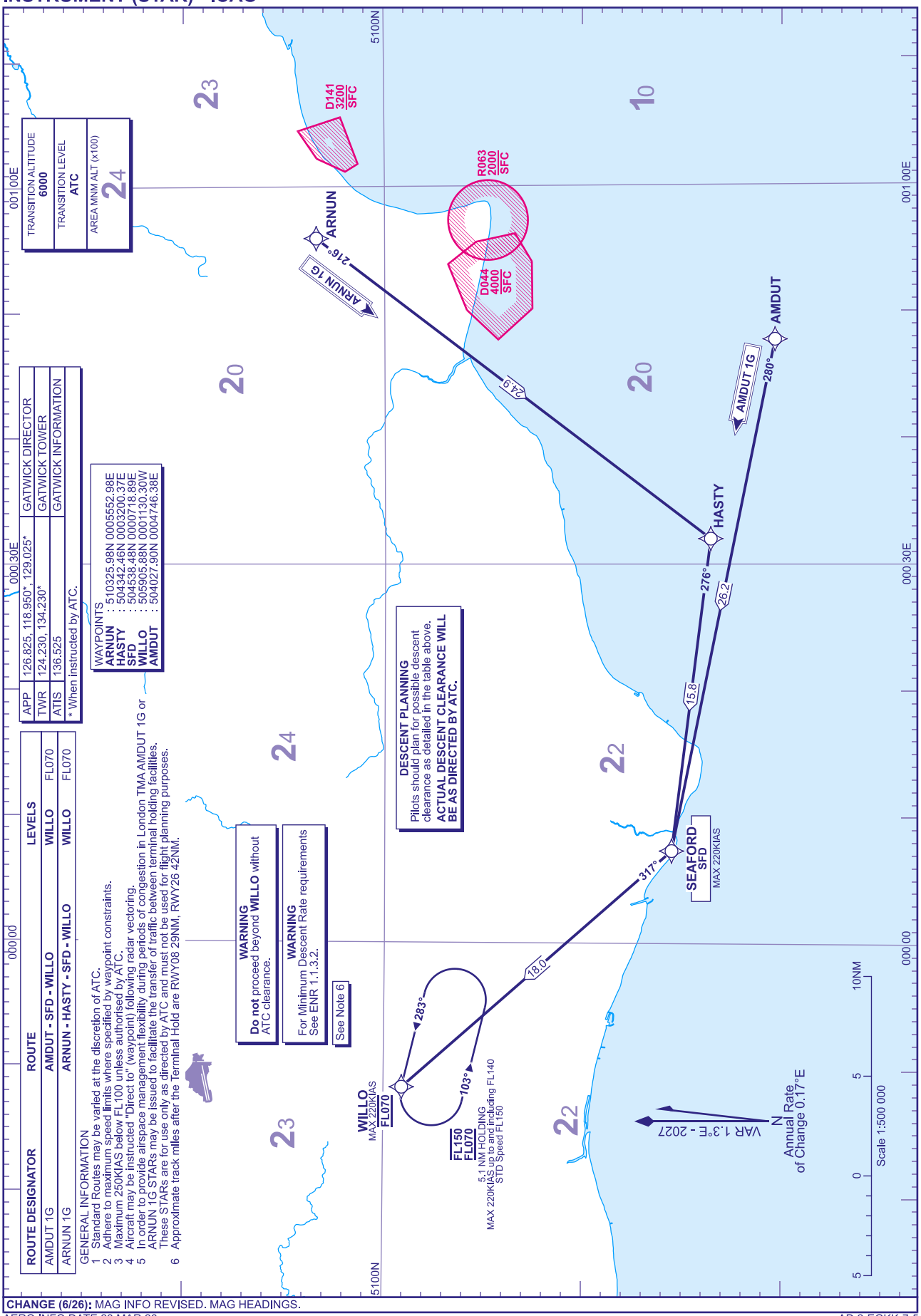
AERO INFO DATE 23 MAR 26

AD 2-EGKK-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

LONDON GATWICK AMDUT 1G ARNUN 1G



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 23 MAR 26

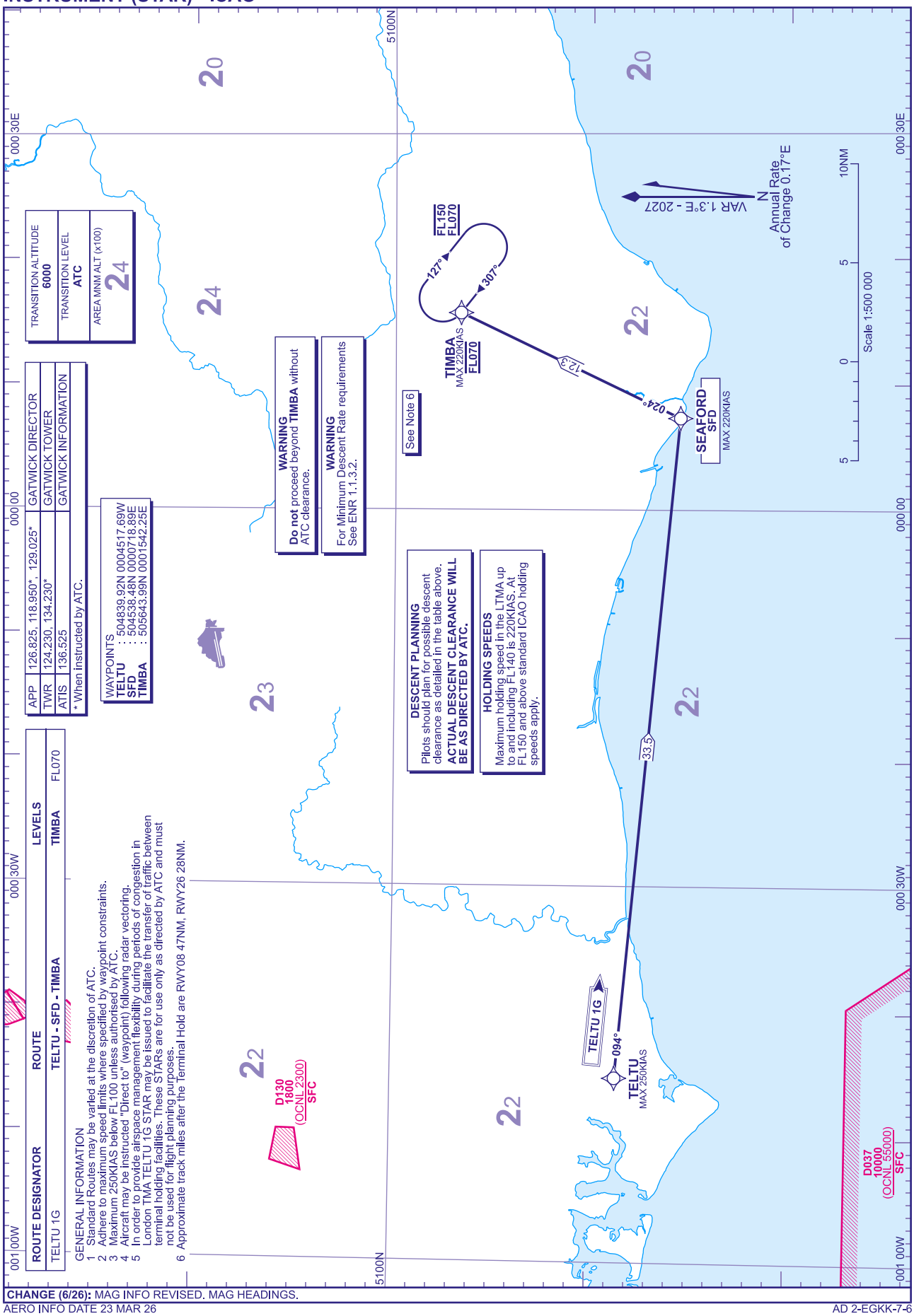
AD 2-EGKK-7-5

I

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

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

LONDON GATWICK
TELTU 1G



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

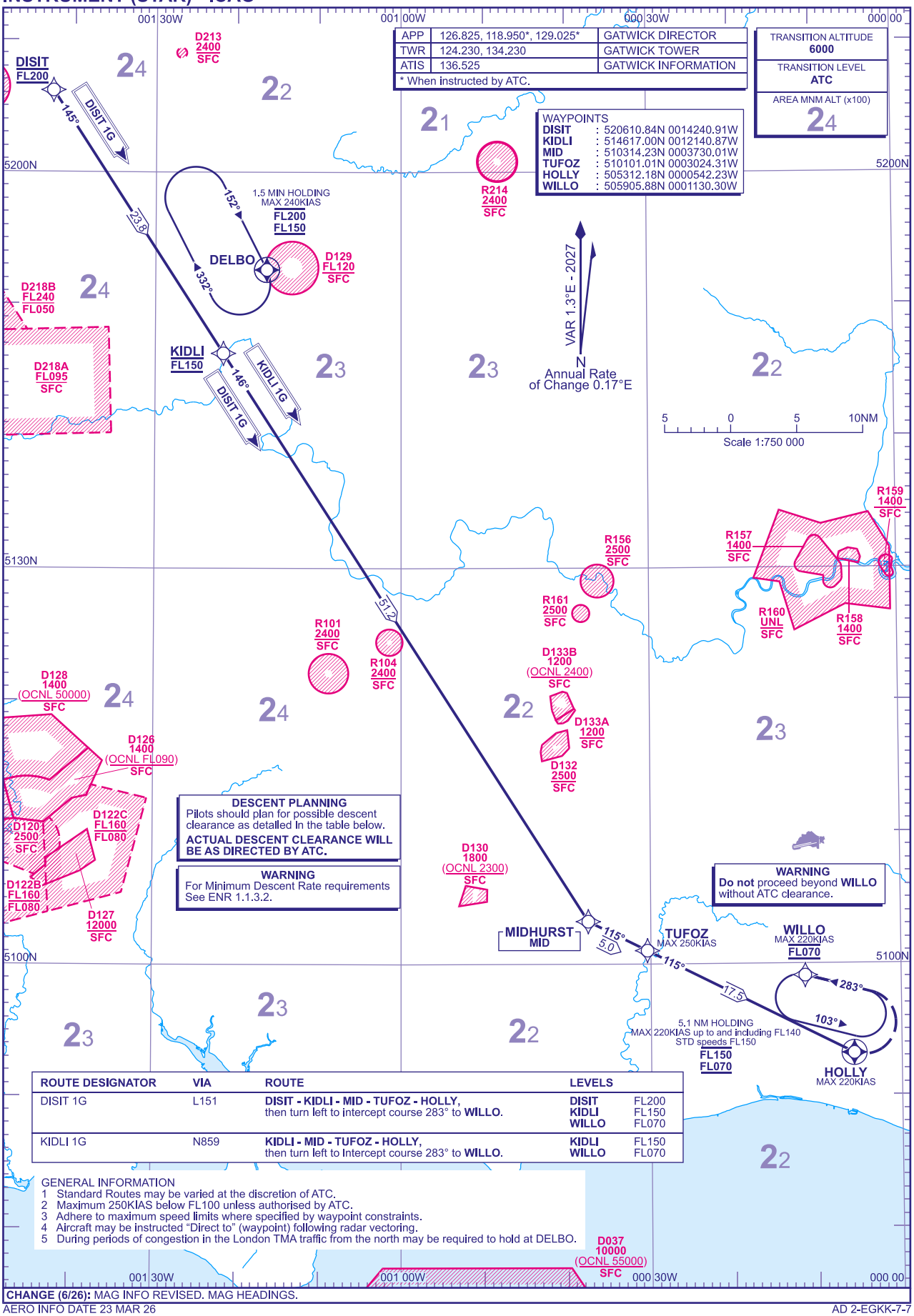
AERO INFO DATE 23 MAR 26

AD 2-EGKK-7-6

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON GATWICK
DISIT 1G KIDLI 1G



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
DISIT 1G	L151	**DISIT - KIDLI - MID - TUFOZ - HOLLY,** then turn left to intercept course 283° to **WILLO.**	**DISIT** **KIDLI** **WILLO**	FL200 FL150 FL070
KIDLI 1G	N859	**KIDLI - MID - TUFOZ - HOLLY,** then turn left to Intercept course 283° to **WILLO.**	**KIDLI** **WILLO**	FL150 FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Maximum 250KIAS below FL100 unless authorised by ATC.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 During periods of congestion in the London TMA traffic from the north may be required to hold at DELBO.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

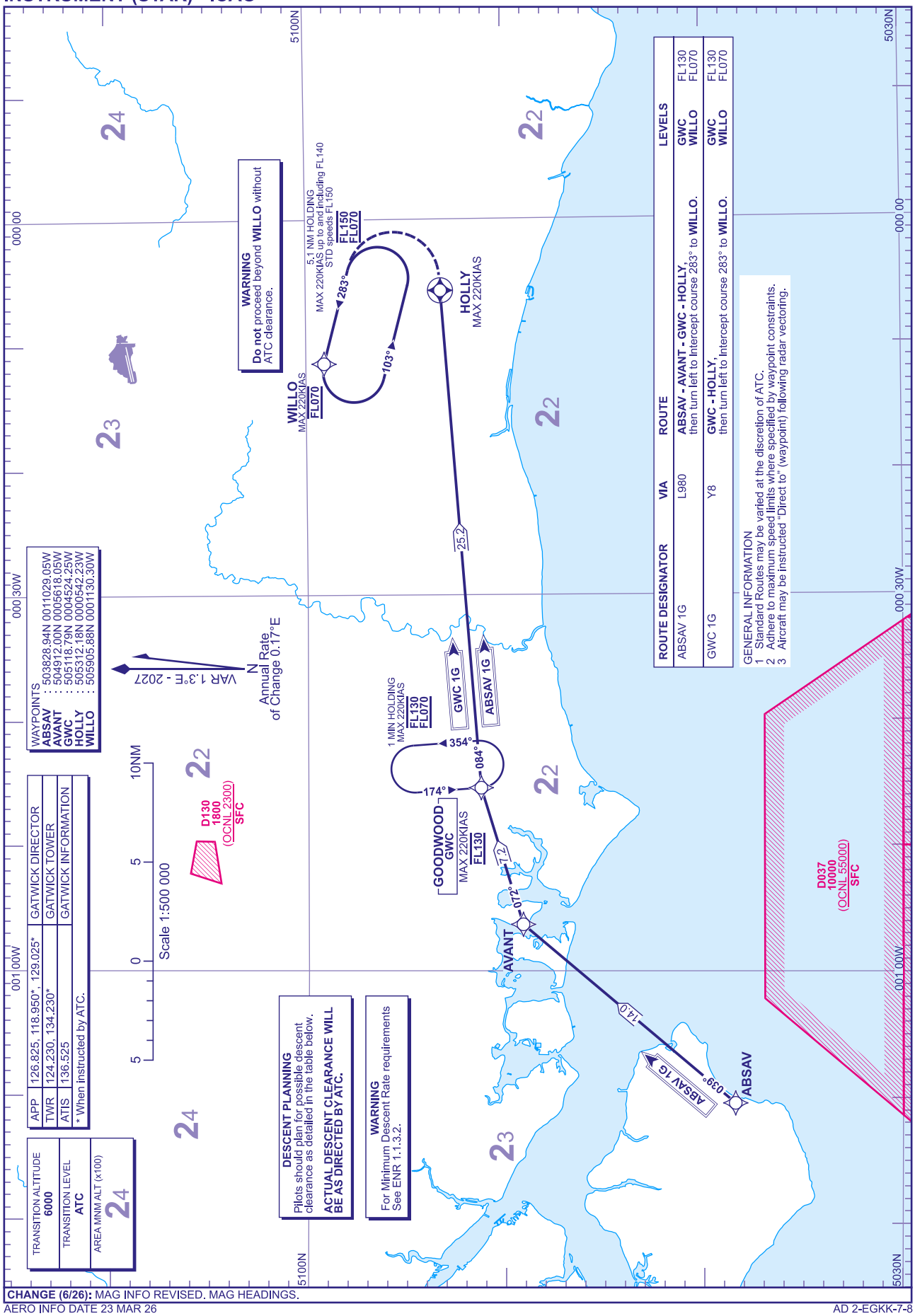
AERO INFO DATE 23 MAR 26

AD 2-EGKK-7-7

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON GATWICK ABSAV 1G GWC 1G



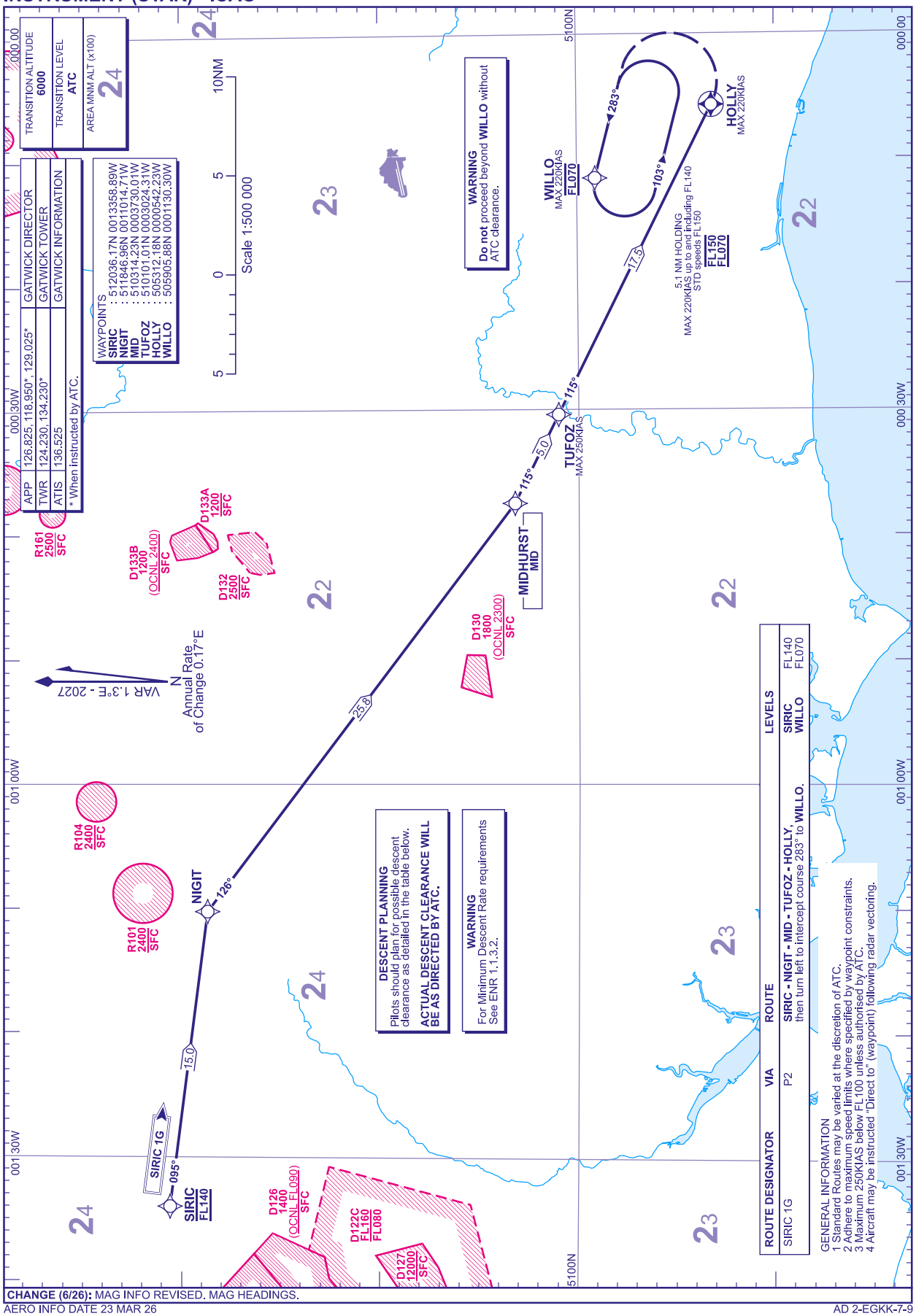
CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 23 MAR 26

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

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

LONDON GATWICK SIRIC 1G



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 23 MAR 26

AD 2-EGKK-7-9

Standard Instrument Arrival Coding Tables

LONDON GATWICK BARMI 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
BARMI1G	001	IF	BARMI	522841.76N 0023413.73E	N	-	-	-	-	FL260	-	RNAV5
BARMI1G	002	TF	SONOG	520619.71N 0021610.08E	N	205° (206.5°)	1.3	25.0	-	-	-	RNAV5
BARMI1G	003	TF	ODROB	513915.11N 0015445.17E	N	205° (206.2°)	1.3	30.2	RIGHT	FL220	-	RNAV5
BARMI1G	004	TF	TEBRA	512920.30N 0013643.00E	N	227° (228.7°)	1.3	15.0	RIGHT	-	-	RNAV5
BARMI1G	005	TF	ABTUM	512603.66N 0012228.98E	N	249° (249.9°)	1.3	9.5	LEFT	FL140	-	RNAV5
BARMI1G	006	TF	ARNUN	510325.98N 0005552.98E	N	215° (216.6°)	1.3	28.2	RIGHT	-	-	RNAV5
BARMI1G	007	TF	KKE63	505856.70N 0004051.78E	N	243° (244.7°)	1.3	10.5	-	-	-250	RNAV5
BARMI1G	008	TF	LARCK	505441.83N 0002647.93E	N	243° (244.5°)	1.3	9.9	RIGHT	-	-250	RNAV5
BARMI1G	009	TF	TIMBA	505643.99N 0001542.25E	N	285° (286.3°)	1.3	7.3	-	FL070	-220	RNAV5

LONDON GATWICK TEBRA 2G

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
TEBRA2G	001	IF	TEBRA	512920.30N 0013643.00E	N	-	-	-	-	-	-	RNAV5
TEBRA2G	002	TF	ABTUM	512603.66N 0012228.98E	N	249° (249.9°)	1.3	9.5	LEFT	FL140	-	RNAV5
TEBRA2G	003	TF	ARNUN	510325.98N 0005552.98E	N	215° (216.6°)	1.3	28.2	RIGHT	-	-	RNAV5
TEBRA2G	004	TF	KKE63	505856.70N 0004051.78E	N	243° (244.7°)	1.3	10.5	-	-	-250	RNAV5
TEBRA2G	005	TF	LARCK	505441.83N 0002647.93E	N	243° (244.5°)	1.3	9.9	RIGHT	-	-250	RNAV5
TEBRA2G	006	TF	TIMBA	505643.99N 0001542.25E	N	285° (286.3°)	1.3	7.3	-	FL070	-220	RNAV5

LONDON GATWICK KONAN 2G

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
KONAN2G	001	IF	KONAN	510750.75N 0020000.00E	N	-	-	-	-	-	-	RNAV5
KONAN2G	002	TF	ARNUN	510325.98N 0005552.98E	N	263° (264.2°)	1.3	40.7	LEFT	-	-	RNAV5
KONAN2G	003	TF	KKE63	505856.70N 0004051.78E	N	243° (244.7°)	1.3	10.5	-	-	-250	RNAV5
KONAN2G	004	TF	LARCK	505441.83N 0002647.93E	N	243° (244.5°)	1.3	9.9	RIGHT	-	-250	RNAV5
KONAN2G	005	TF	TIMBA	505643.99N 0001542.25E	N	285° (286.3°)	1.3	7.3	-	FL070	-220	RNAV5

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 23 MAR 26

Standard Instrument Arrival Coding Tables

LONDON GATWICK MID 1X

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
MID1X	001	IF	MID	510314.23N 0003730.01W	N	-	-	-	-	-	-	RNAV5
MID1X	002	TF	ZOPHI	510126.60N 0000055.43W	N	093° (094.2°)	1.3	23.2	-	-	-250	RNAV5
MID1X	003	TF	MAY	510101.86N 0000658.04E	N	093° (094.7°)	1.3	5.0	RIGHT	-	-	RNAV5
MID1X	004	TF	OSDEB	505654.53N 0002447.85E	Y	109° (110.0°)	1.3	12.0	RIGHT	-	-220	RNAV5
MID1X	005	CF	TIMBA	505643.99N 0001542.25E	N	307° (308.6°)	1.3	-	-	FL070	-220	RNAV5

LONDON GATWICK NEVIL 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
NEVIL1G	001	IF	NEVIL	500000.00N 0002205.64W	N	-	-	-	-	FL220	-	RNAV5
NEVIL1G	002	TF	OSPOL	500900.00N 0001107.84W	N	037° (038.0°)	1.3	11.4	RIGHT	-	-	RNAV5
NEVIL1G	003	TF	NETVU	502445.00N 0002854.00E	N	057° (058.2°)	1.3	30.1	-	FL140	-	RNAV5
NEVIL1G	004	TF	ELDAX	502918.36N 0003930.42E	N	055° (056.0°)	1.3	8.2	LEFT	-	-	RNAV5
NEVIL1G	005	TF	AMDUT	504027.90N 0004746.38E	N	024° (025.2°)	1.3	12.4	LEFT	-	-	RNAV5
NEVIL1G	006	TF	KKE64	504915.77N 0003030.52E	N	308° (308.9°)	1.3	14.1	-	-	-250	RNAV5
NEVIL1G	007	TF	TIMBA	505643.99N 0001542.25E	N	307° (308.7°)	1.3	12.0	-	FL070	-220	RNAV5

LONDON GATWICK KUNAV 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
KUNAV1G	001	IF	KUNAV	503054.00N 0010356.00E	N	-	-	-	-	-	-	RNAV5
KUNAV1G	002	TF	AMDUT	504027.90N 0004746.38E	N	312° (313.0°)	1.3	14.1	LEFT	FL160	-	RNAV5
KUNAV1G	003	TF	KKE64	504915.77N 0003030.52E	N	308° (308.9°)	1.3	14.1	-	-	-250	RNAV5
KUNAV1G	004	TF	TIMBA	505643.99N 0001542.25E	N	307° (308.7°)	1.3	12.0	-	FL070	-220	RNAV5

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 23 MAR 26

Standard Instrument Arrival Coding Tables

LONDON GATWICK OTMET 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
OTMET1G	001	IF	OTMET	504055.06N 0023053.37W	N	-	-	-	-	FL270	-	RNAV1
OTMET1G	002	TF	SOKDU	503939.22N 0020133.06W	N	092° (093.7°)	1.3	18.7	LEFT	-	-	RNAV1
OTMET1G	003	TF	NEDUL	503958.00N 0013251.86W	N	087° (088.8°)	1.3	18.3	RIGHT	FL210	-	RNAV1
OTMET1G	004	TF	ELDER	503948.10N 0012013.93W	N	090° (091.1°)	1.3	8.0	LEFT	-	-	RNAV1
OTMET1G	005	TF	TELTU	504839.92N 0004517.69W	N	067° (068.0°)	1.3	23.9	RIGHT	FL130	-250	RNAV1
OTMET1G	006	TF	HOLLY	505312.18N 0000542.23W	Y	078° (079.5°)	1.3	25.5	LEFT	-	-220	RNAV1
OTMET1G	007	CF	WILLO	505905.88N 0001130.30W	N	283° (284.0°)	1.3	-	-	FL070	-220	RNAV1

LONDON GATWICK VASUX 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
VASUX1G	001	IF	VASUX	503009.23N 0011516.99W	N	-	-	-	-	-	-	RNAV1
VASUX1G	002	TF	DISVO	503931.38N 0010257.16W	N	039° (039.9°)	1.3	12.2	RIGHT	-	-	RNAV1
VASUX1G	003	TF	TELTU	504839.92N 0004517.69W	N	049° (050.7°)	1.3	14.5	RIGHT	FL130	-250	RNAV1
VASUX1G	004	TF	HOLLY	505312.18N 0000542.23W	Y	078° (079.5°)	1.3	25.5	LEFT	-	-220	RNAV1
VASUX1G	005	CF	WILLO	505905.88N 0001130.30W	N	283° (284.0°)	1.3	-	-	FL070	-220	RNAV1

LONDON GATWICK AMDUT 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
AMDUT1G	001	IF	AMDUT	504027.90N 0004746.38E	N	-	-	-	-	-	-	RNAV1
AMDUT1G	002	TF	SFD	504538.48N 0000718.89E	N	280° (281.7°)	1.3	26.2	RIGHT	-	-220	RNAV1
AMDUT1G	003	TF	WILLO	505905.88N 0001130.30W	N	317° (318.6°)	1.3	18.0	-	FL070	-220	RNAV1

LONDON GATWICK ARNUN 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
ARNUN1G	001	IF	ARNUN	510325.98N 0005552.98E	N	-	-	-	-	-	-	RNAV1
ARNUN1G	002	TF	HASTY	504342.46N 0003200.37E	N	216° (217.6°)	1.3	24.9	RIGHT	-	-	RNAV1
ARNUN1G	003	TF	SFD	504538.48N 0000718.89E	N	276° (277.2°)	1.3	15.8	RIGHT	-	-220	RNAV1
ARNUN1G	004	TF	WILLO	505905.88N 0001130.30W	N	317° (318.6°)	1.3	18.0	-	FL070	-220	RNAV1

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 23 MAR 26

Standard Instrument Arrival Coding Tables

LONDON GATWICK TELTU 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
TELTU1G	001	IF	TELTU	504839.92N 0004517.69W	N	-	-	-	-	-	-250	RNAV1
TELTU1G	002	TF	SFD	504538.48N 0000718.89E	N	094° (094.8°)	1.3	33.5	LEFT	-	-220	RNAV1
TELTU1G	003	TF	TIMBA	505643.99N 0001542.25E	N	024° (025.5°)	1.3	12.3	-	FL070	-220	RNAV1

LONDON GATWICK DISIT 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
DISIT1G	001	IF	DISIT	520610.84N 0014240.91W	N	-	-	-	-	FL200	-	RNAV5
DISIT1G	002	TF	KIDLI	514617.00N 0012140.87W	N	145° (146.7°)	1.3	23.8	-	FL150	-	RNAV5
DISIT1G	003	TF	MID	510314.23N 0003730.01W	N	146° (147.0°)	1.3	51.2	LEFT	-	-	RNAV5
DISIT1G	004	TF	TUFOZ	510101.01N 0003024.31W	N	115° (116.4°)	1.3	5.0	-	-	-250	RNAV5
DISIT1G	005	TF	HOLLY	505312.18N 0000542.23W	Y	115° (116.4°)	1.3	17.5	LEFT	-	-220	RNAV5
DISIT1G	006	CF	WILLO	505905.88N 0001130.30W	N	283° (284.0°)	1.3	-	-	FL070	-220	RNAV5

LONDON GATWICK KIDLI 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
KIDLI1G	001	IF	KIDLI	514617.00N 0012140.87W	N	-	-	-	-	FL150	-	RNAV5
KIDLI1G	002	TF	MID	510314.23N 0003730.01W	N	146° (147.0°)	1.3	51.2	LEFT	-	-	RNAV5
KIDLI1G	003	TF	TUFOZ	510101.01N 0003024.31W	N	115° (116.4°)	1.3	5.0	-	-	-250	RNAV5
KIDLI1G	004	TF	HOLLY	505312.18N 0000542.23W	Y	115° (116.4°)	1.3	17.5	LEFT	-	-220	RNAV5
KIDLI1G	005	CF	WILLO	505905.88N 0001130.30W	N	283° (284.0°)	1.3	-	-	FL070	-220	RNAV5

CHANGE (6/24): MAG VAR. MAG HEADINGS.
AERO INFO DATE 23 MAR 26

Standard Instrument Arrival Coding Tables

LONDON GATWICK ABSAV 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
ABSAV1G	001	IF	ABSAV	503828.94N 0011029.05W	N	-	-	-	-	-	-	RNAV5
ABSAV1G	002	TF	AVANT	504912.00N 0005618.05W	N	039° (039.9°)	1.3	14.0	RIGHT	-	-	RNAV5
ABSAV1G	003	TF	GWC	505118.79N 0004524.25W	N	072° (072.9°)	1.3	7.2	RIGHT	FL130	-220	RNAV5
ABSAV1G	004	TF	HOLLY	505312.18N 0000542.23W	Y	084° (085.4°)	1.3	25.2	LEFT	-	-	RNAV5
ABSAV1G	005	CF	WILLO	505905.88N 0001130.30W	N	283° (284.0°)	1.3	-	-	FL070	-220	RNAV5

LONDON GATWICK GWC 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
GWC1G	001	IF	GWC	505118.79N 0004524.25W	N	-	-	-	-	FL130	-220	RNAV5
GWC1G	002	TF	HOLLY	505312.18N 0000542.23W	Y	084° (085.4°)	1.3	25.2	LEFT	-	-	RNAV5
GWC1G	003	CF	WILLO	505905.88N 0001130.30W	N	283° (284.0°)	1.3	-	-	FL070	-220	RNAV5

LONDON GATWICK SIRIC 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
SIRIC1G	001	IF	SIRIC	512036.17N 0013358.89W	N	-	-	-	-	FL140	-	RNAV1
SIRIC1G	002	TF	NIGIT	511846.96N 0011014.71W	N	095° (096.8°)	1.3	15.0	RIGHT	-	-	RNAV1
SIRIC1G	003	TF	MID	510314.23N 0003730.01W	N	126° (126.9°)	1.3	25.8	LEFT	-	-	RNAV1
SIRIC1G	004	TF	TUFOZ	510101.01N 0003024.31W	N	115° (116.4°)	1.3	5.0	-	-	-250	RNAV1
SIRIC1G	005	TF	HOLLY	505312.18N 0000542.23W	Y	115° (116.4°)	1.3	17.5	LEFT	-	-220	RNAV1
SIRIC1G	006	CF	WILLO	505905.88N 0001130.30W	N	283° (284.0°)	1.3	-	-	FL070	-220	RNAV1

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 23 MAR 26

RNAV Hold Coding Tables

LONDON GATWICK ADLOG Hold

Designator	Sequence Number	Path Termination	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ADLOG	-	-	ADLOG	501925.00N 0004933.40W	Y	004° (005.3°)	1.3	1.5MIN	RIGHT	-FL260 +FL130	-240	RNAV5

LONDON GATWICK AMDUT Hold

Designator	Sequence Number	Path Termination	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
AMDUT	-	-	AMDUT	504027.90N 0004746.38E	Y	312° (313.0°)	1.3	1MIN up to FL140 1.5MIN FL150+	RIGHT	-FL190 +FL160	-	RNAV5

LONDON GATWICK ARNUN Hold

Designator	Sequence Number	Path Termination	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ARNUN	-	-	ARNUN	510325.98N 0005552.98E	Y	215° (216.6°)	1.3	1MIN	RIGHT	-FL140 +FL100	-220	RNAV5

LONDON GATWICK BILNI Hold

Designator	Sequence Number	Path Termination	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BILNI	-	-	BILNI	504031.08N 0020732.56W	Y	105° (106.5°)	1.3	1.5MIN	LEFT	-FL300 +FL200	-240	RNAV5

LONDON GATWICK DELBO Hold

Designator	Sequence Number	Path Termination	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
DELBO	-	-	DELBO	515236.92N 0011624.01W	Y	152° (153.2°)	1.3	1.5MIN	RIGHT	-FL200 +FL150	-240	RNAV5

LONDON GATWICK DOMUT Hold

Designator	Sequence Number	Path Termination	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
DOMUT	-	-	DOMUT	501542.57N 0014008.65W	Y	038° (039.6°)	1.3	1.5MIN	RIGHT	+FL230	-240	RNAV5

LONDON GATWICK GOKTU Hold

Designator	Sequence Number	Path Termination	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
GOKTU	-	-	GOKTU	501504.87N 0012244.57W	Y	016° (017.5°)	1.3	1.5MIN	RIGHT	-FL300 +FL200	-240	RNAV5

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 23 MAR 26

RNAV Hold Coding Tables

LONDON GATWICK GWC 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
GWC	-	-	GWC	505118.79N 0004524.25W	Y	174° (175.7°)	1.3	1MIN	LEFT	-FL130 +FL070	-220	RNAV5

LONDON GATWICK KATHY 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
KATHY	-	-	KATHY	503113.59N 0012000.23W	Y	038° (039.6°)	1.3	1.5MIN	LEFT	-FL190 +FL160	-240	RNAV5

LONDON GATWICK TIMBA 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
TIMBA	-	-	TIMBA	505643.99N 0001542.25E	Y	307° (308.6°)	1.3	1MIN up to FL140 1.5MIN FL150+	RIGHT	-FL150 +FL070	-220*	RNAV5

*up to and including FL140 std speed FL150

LONDON GATWICK WILLO 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
WILLO	-	-	WILLO	505905.88N 0001130.30W	Y	283° (284.0°)	1.3	5.1NM	LEFT	-FL150 +FL070	-220*	RNAV1/ RNAV5

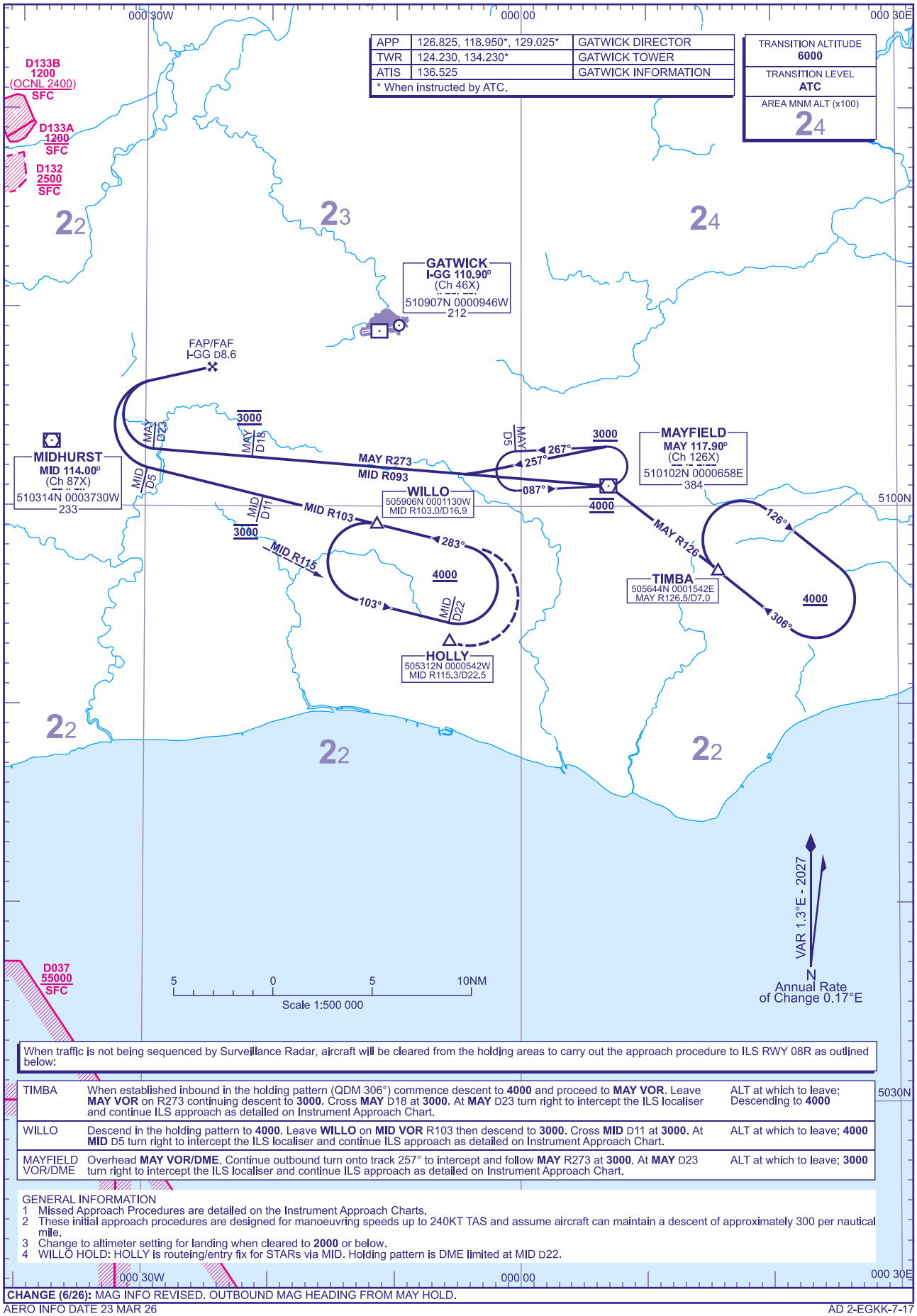
*up to and including FL140 std speed FL150

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 23 MAR 26

INITIAL APPROACH PROCEDURES
ILS RWY 08R Without Radar Control

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

LONDON GATWICK



When traffic is not being sequenced by Surveillance Radar, aircraft will be cleared from the holding areas to carry out the approach procedure to ILS RWY 08R as outlined below:

TIMBA	When established inbound in the holding pattern (QDM 306°) commence descent to **4000** and proceed to **MAY VOR**. Leave **MAY VOR** on R273 continuing descent to **3000**. Cross **MAY** D18 at **3000**. At **MAY** D23 turn right to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart.	ALT at which to leave; Descending to **4000**
WILLO	Descend in the holding pattern to **4000**. Leave **WILLO** on **MID VOR** R103 then descend to **3000**. Cross **MID** D11 at **3000**. At **MID** D5 turn right to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart.	ALT at which to leave; **4000**
MAYFIELD VOR/DME	Overhead **MAY VOR/DME**. Continue outbound turn onto track 257° to intercept and follow **MAY** R273 at **3000**. At **MAY** D23 turn right to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart.	ALT at which to leave; **3000**

GENERAL INFORMATION
1 Missed Approach Procedures are detailed on the Instrument Approach Charts.
2 These initial approach procedures are designed for manoeuvring speeds up to 240KT TAS and assume aircraft can maintain a descent of approximately 300 per nautical mile.
3 Change to altimeter setting for landing when cleared to **2000** or below.
4 WILLO HOLD: HOLLY is routeing/entry fix for STARs via MID. Holding pattern is DME limited at MID D22.

CHANGE (6/26): MAG INFO REVISED. OUTBOUND MAG HEADING FROM MAY HOLD.

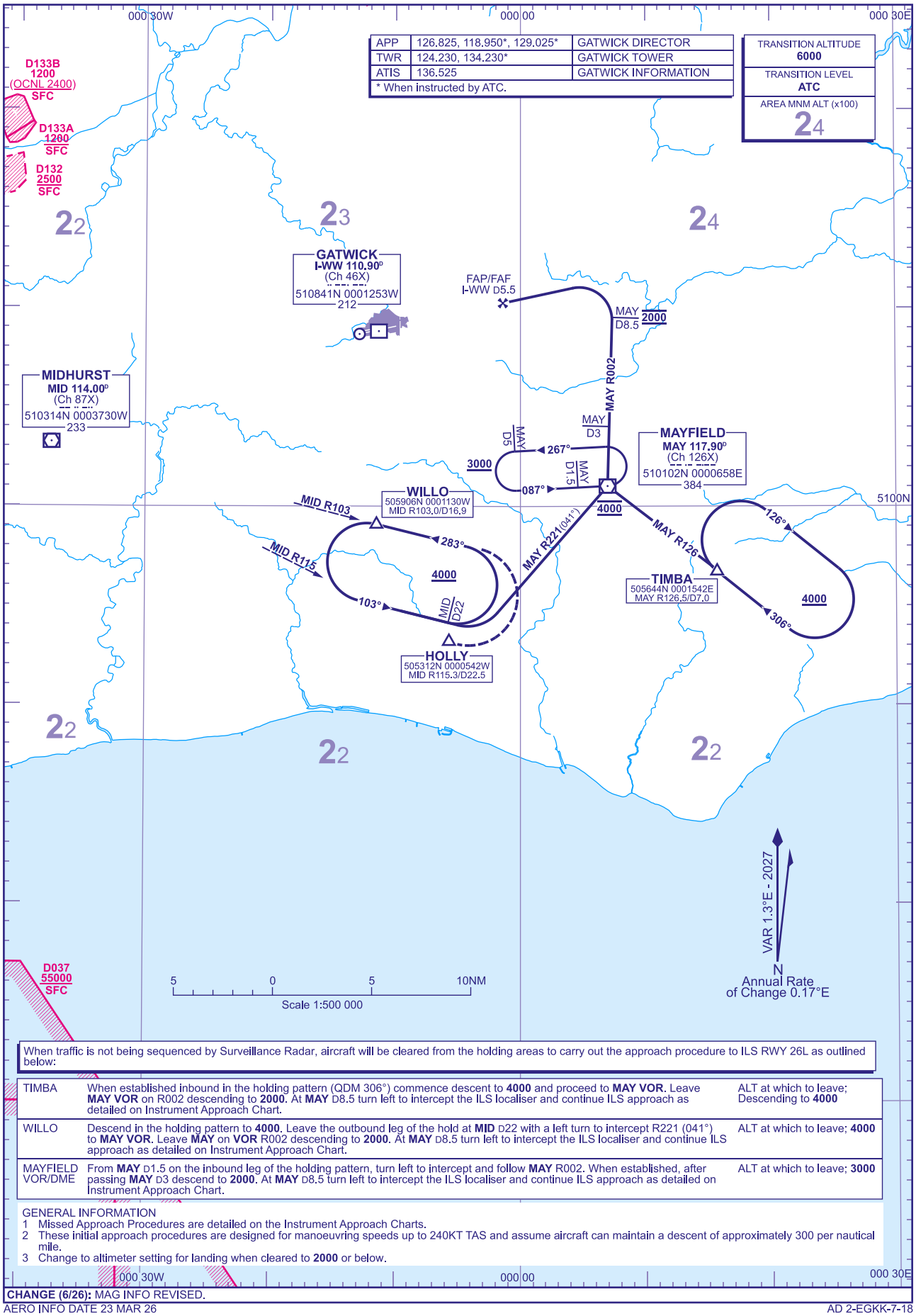
AERO INFO DATE 23 MAR 26

AD 2-EGKK-7-17

INITIAL APPROACH PROCEDURES
ILS RWY 26L Without Radar Control

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

LONDON GATWICK



When traffic is not being sequenced by Surveillance Radar, aircraft will be cleared from the holding areas to carry out the approach procedure to ILS RWY 26L as outlined below:

TIMBA	When established inbound in the holding pattern (QDM 306°) commence descent to **4000** and proceed to **MAY VOR**. Leave **MAY VOR** on R002 descending to **2000**. At **MAY** D8.5 turn left to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart.	ALT at which to leave; Descending to **4000**
WILLO	Descend in the holding pattern to **4000**. Leave the outbound leg of the hold at **MID** D22 with a left turn to intercept R221 (041°) to **MAY VOR**. Leave **MAY** on **VOR** R002 descending to **2000**. At **MAY** D8.5 turn left to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart.	ALT at which to leave; **4000**
MAYFIELD VOR/DME	From **MAY** D1.5 on the inbound leg of the holding pattern, turn left to intercept and follow **MAY** R002. When established, after passing **MAY** D3 descend to **2000**. At **MAY** D8.5 turn left to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart.	ALT at which to leave; **3000**

GENERAL INFORMATION
1 Missed Approach Procedures are detailed on the Instrument Approach Charts.
2 These initial approach procedures are designed for manoeuvring speeds up to 240KT TAS and assume aircraft can maintain a descent of approximately 300 per nautical mile.
3 Change to altimeter setting for landing when cleared to **2000** or below.

CHANGE (6/26): MAG INFO REVISED.

AERO INFO DATE 23 MAR 26

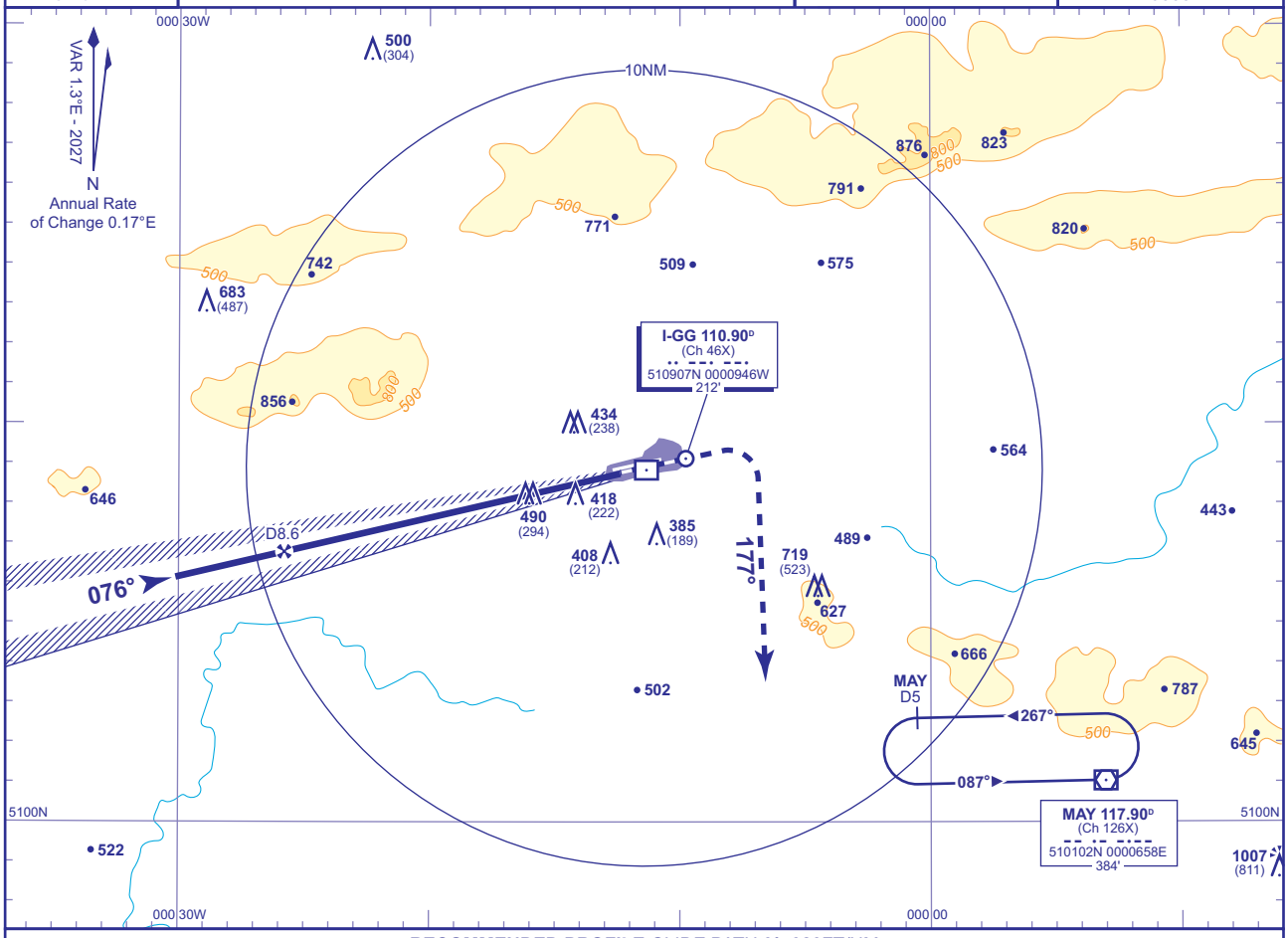
INSTRUMENT APPROACH CHART - ICAO

LONDON GATWICK
ILS/DME
RWY 08R
(ACFT CAT A,B,C,D)



APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION	203
TWR	124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION	196
	121.805	GATWICK GROUND	OBSTACLE ELEVATION 1007 AMSL (811) (ABOVE THR)	
ATIS	136.525	GATWICK INFORMATION	BEARINGS ARE MAGNETIC	

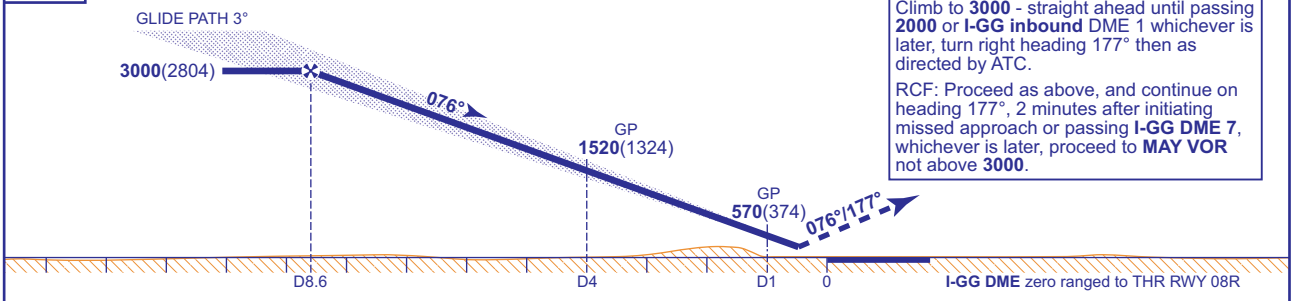
TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-GG	8	7	6	5	4	3	2
ALT(HGT)	**2800**(2604)	**2480**(2284)	**2160**(1964)	**1840**(1644)	**1520**(1324)	**1200**(1004)	**880**(684)

RDH 51



Climb to **3000** - straight ahead until passing **2000** or **I-GG inbound** DME 1 whichever is later, turn right heading 177° then as directed by ATC.

RCF: Proceed as above, and continue on heading 177°, 2 minutes after initiating missed approach or passing **I-GG DME 7**, whichever is later, proceed to **MAY VOR** not above **3000**.

Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**338**(142)	**349**(153)	**364**(168)	**384**(188)
	CAT II	**245**(49)	**255**(59)	**268**(72)	**284**(88)
VM(C)OCA (OCH AAL)	Total Area	**800**(597)	**800**(597)	**1020**(817)	**1120**(917)

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

FOR AIRCRAFT UNABLE TO RECEIVE DME I-GG :
Equivalent radar ranges will be provided to the aircraft when established on the localiser, approaching the nominal Final Approach Point and 4NM points.

NOTE 1 For arrival and initial approach procedures see AD 2-EGKK-7-17.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

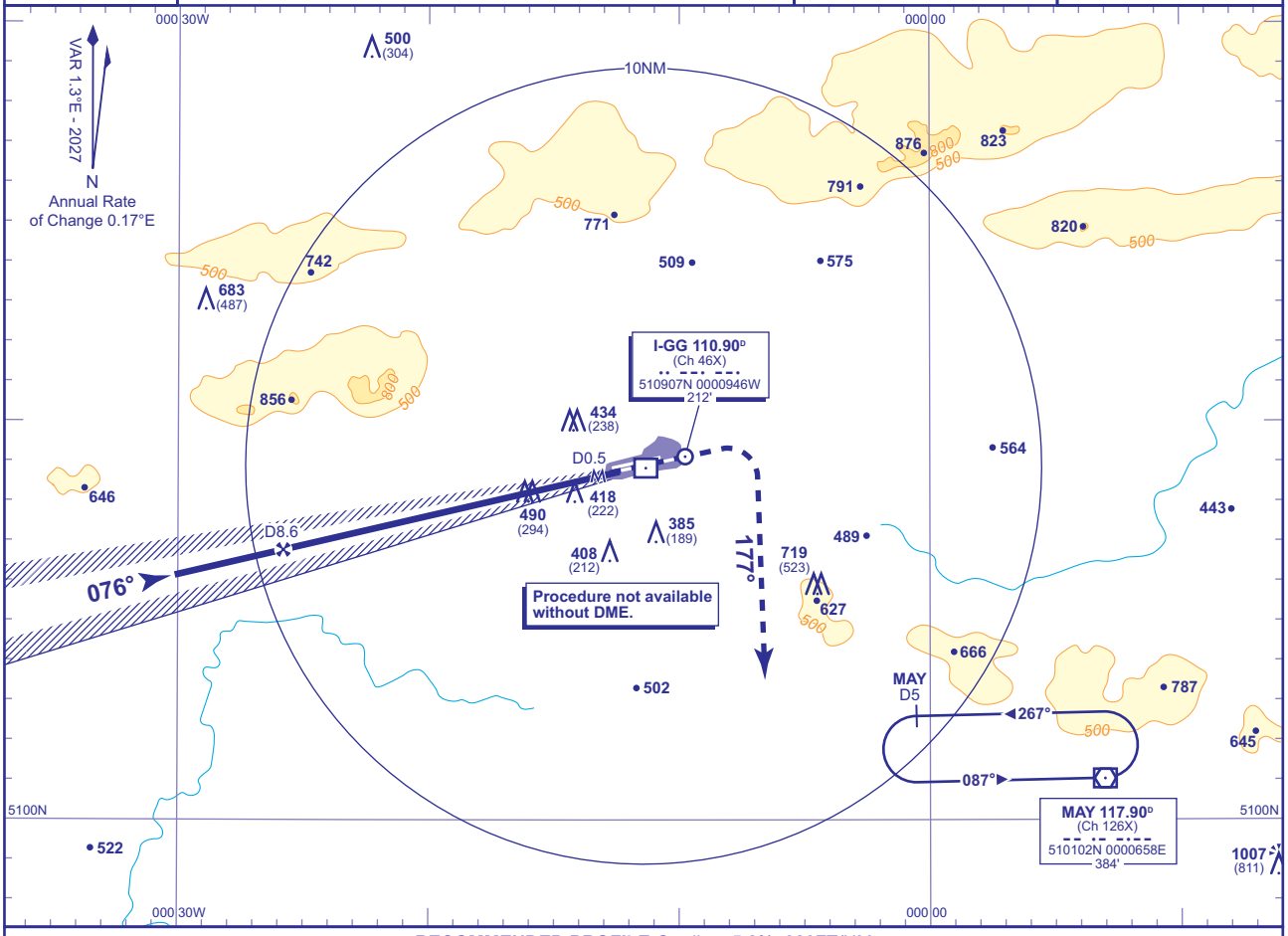
AERO INFO DATE 18 MAR 26

INSTRUMENT APPROACH CHART - ICAO

LONDON GATWICK
LOC/DME
RWY 08R
(ACFT CAT A,B,C,D)

MSA 25NM ARP

APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION	**203**	TRANSITION ALTITUDE **6000**
TWR	124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION	**196**	
	121.805	GATWICK GROUND	OBSTACLE ELEVATION **1007 AMSL** (811) (ABOVE THR)		
ATIS	136.525	GATWICK INFORMATION	BEARINGS ARE MAGNETIC		



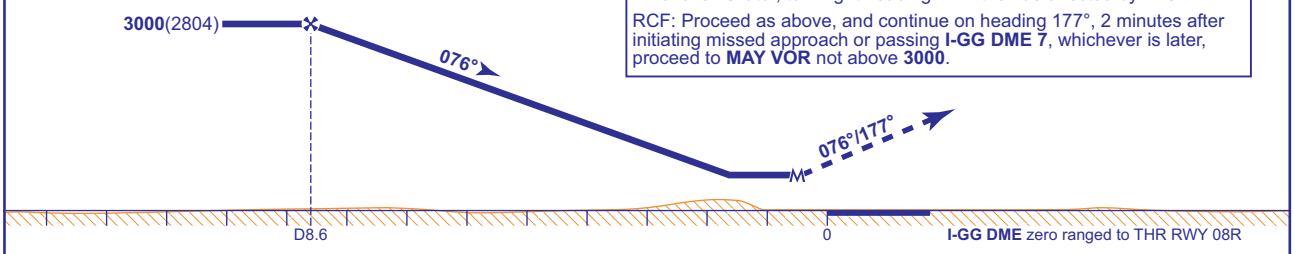
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-GG	8	7	6	5	4	3	2
ALT(HGT)	**2800**(2604)	**2480**(2284)	**2160**(1964)	**1840**(1644)	**1520**(1324)	**1200**(1004)	**880**(684)

MAPt I-GG DME 0.5

Climb to **3000** - straight ahead until passing **2000** or **I-GG inbound** DME 1 whichever is later, turn right heading 177° then as directed by ATC.

RCF: Proceed as above, and continue on heading 177°, 2 minutes after initiating missed approach or passing **I-GG DME 7**, whichever is later, proceed to **MAY VOR** not above **3000**.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**740**(544)	**740**(544)	**740**(544)	**740**(544)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(597)	**800**(597)	**1020**(817)	**1120**(917)

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

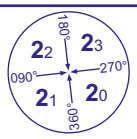
NOTE 1 For arrival and initial approach procedures see AD 2-EGKK-7-17.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

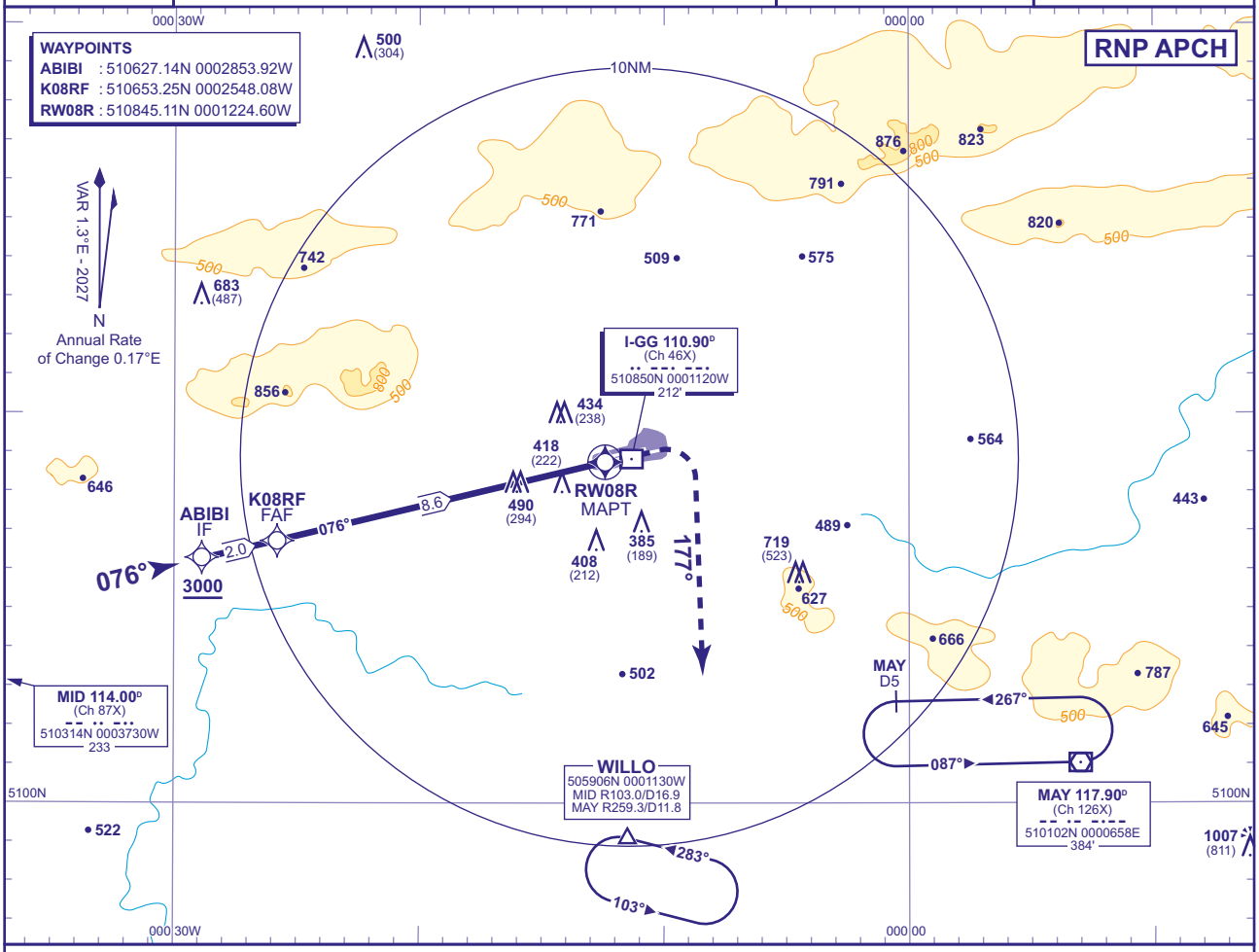
AERO INFO DATE 18 MAR 26 AD 2-EGKK-8-2

INSTRUMENT APPROACH CHART - ICAO

LONDON GATWICK
RNP
RWY 08R
(ACFT CAT A,B,C,D)



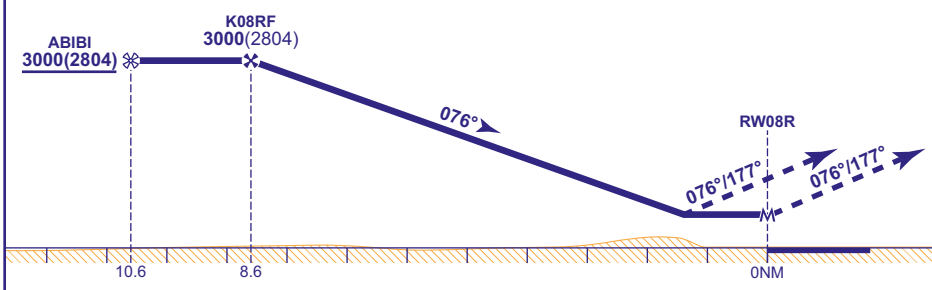
APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION	203	MIN TEMP -10°C
TWR	124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION	196	TRANSITION ALTITUDE 6000
	121.805	GATWICK GROUND	OBSTACLE ELEVATION 1007 AMSL (811) (ABOVE THR)		
ATIS	136.525	GATWICK INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM

NM to RW08R	8	7	6	5	4	3	2
ALT(HGT)	**2800**(2604)	**2480**(2284)	**2160**(1964)	**1840**(1644)	**1520**(1324)	**1200**(1004)	**880**(684)

TCH 53



MAPt (LNAV): RW08R

Climb to **3000** - straight ahead until passing **2000** or **1NM** inbound **RW08R** whichever is later, turn right heading 177° then as directed by ATC.

RCF: Proceed as above, and continue on heading 177°, 2 minutes after initiating missed approach or passing **I-GG DME 7**, whichever is later, proceed to **MAY VOR** not above **3000**.

Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**700**(504)	**700**(504)	**700**(504)	**700**(504)
	LNAV	**740**(544)	**740**(544)	**740**(544)	**740**(544)
VM(C)OCA (OCH AAL)	Total Area	**800**(597)	**800**(597)	**1020**(817)	**1120**(917)

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

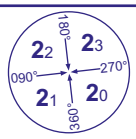
NOTE
1 Pilots should 'Request RNP Approach' on first contact with Gatwick Director.
2 Aircraft will be radar vectored to ABIBI.
3 In the event of radio communications failure, follow conventional arrival procedures to establish on final approach course.
4 See AD 2-EGKK-8-9 for data coding tables.
5 An early initiation of the missed approach may require pilot intervention with the RNP system in order to comply with the 1NM inbound turn initiation point.
6 The missed approach reverts to conventional navigation after passing **2000**.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 19 MAR 26

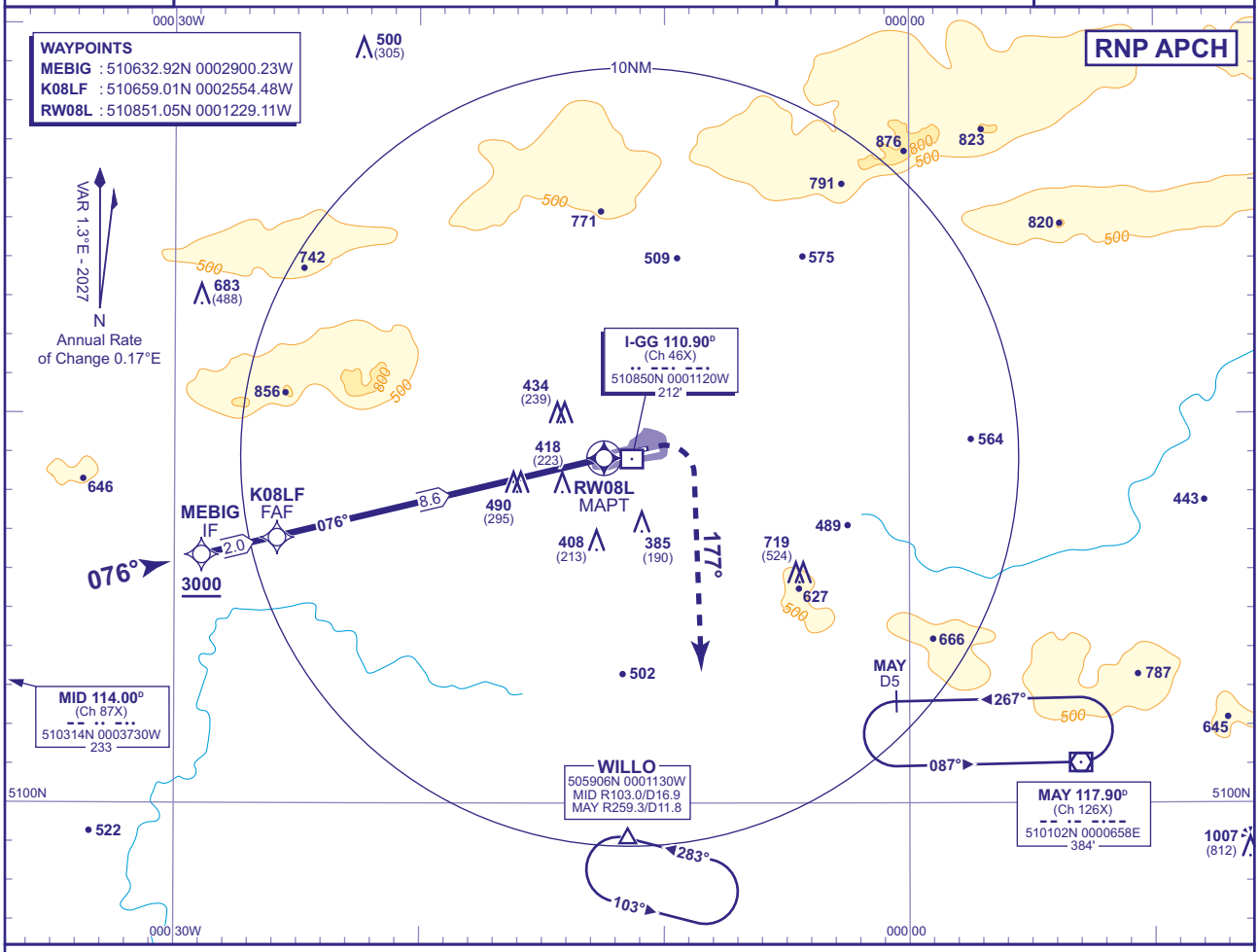
INSTRUMENT APPROACH CHART - ICAO

LONDON GATWICK
RNP
RWY 08L
(ACFT CAT A,B,C,D)



MSA 25NM ARP

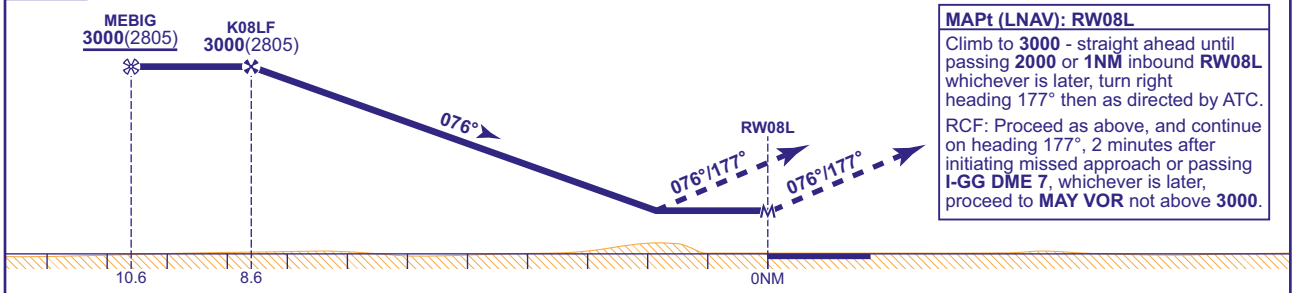
APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION	**203**	MIN TEMP **-10°C**
TWR	124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION	**195**	TRANSITION ALTITUDE **6000**
	121.805	GATWICK GROUND	OBSTACLE ELEVATION **1007 AMSL** (812) (ABOVE THR)		
ATIS	136.525	GATWICK INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM

NM to RW08L	8	7	6	5	4	3	2
ALT(HGT)	**2790**(2595)	**2470**(2275)	**2160**(1965)	**1840**(1645)	**1520**(1325)	**1200**(1005)	**880**(685)

TCH 50



MAPt (LNAV): RW08L

Climb to **3000** - straight ahead until passing **2000** or **1NM** inbound **RW08L** whichever is later, turn right heading 177° then as directed by ATC.

RCF: Proceed as above, and continue on heading 177°, 2 minutes after initiating missed approach or passing **I-GG DME 7**, whichever is later, proceed to **MAY VOR** not above **3000**.

Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**850**(655)	**850**(655)	**850**(655)	**900**(705)
	LNAV	**850**(655)	**850**(655)	**850**(655)	**900**(705)
VM(C)OCA (OCH AAL)	Total Area	**800**(597)	**800**(597)	**1020**(817)	**1120**(917)

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

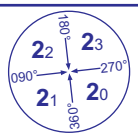
NOTE 1 Pilots should 'Request RNP Approach' on first contact with Gatwick Director.
2 Aircraft will be radar vectored to MEBIG.
3 In the event of radio communications failure, follow conventional arrival procedures to establish on final approach course.
4 See AD 2-EGKK-8-9 for data coding tables.
5 An early initiation of the missed approach may require pilot intervention with the RNP system in order to comply with the 1NM inbound turn initiation point.
6 The missed approach reverts to conventional navigation after passing **2000**.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 19 MAR 26 AD 2-EGKK-8-4

INSTRUMENT APPROACH CHART - ICAO

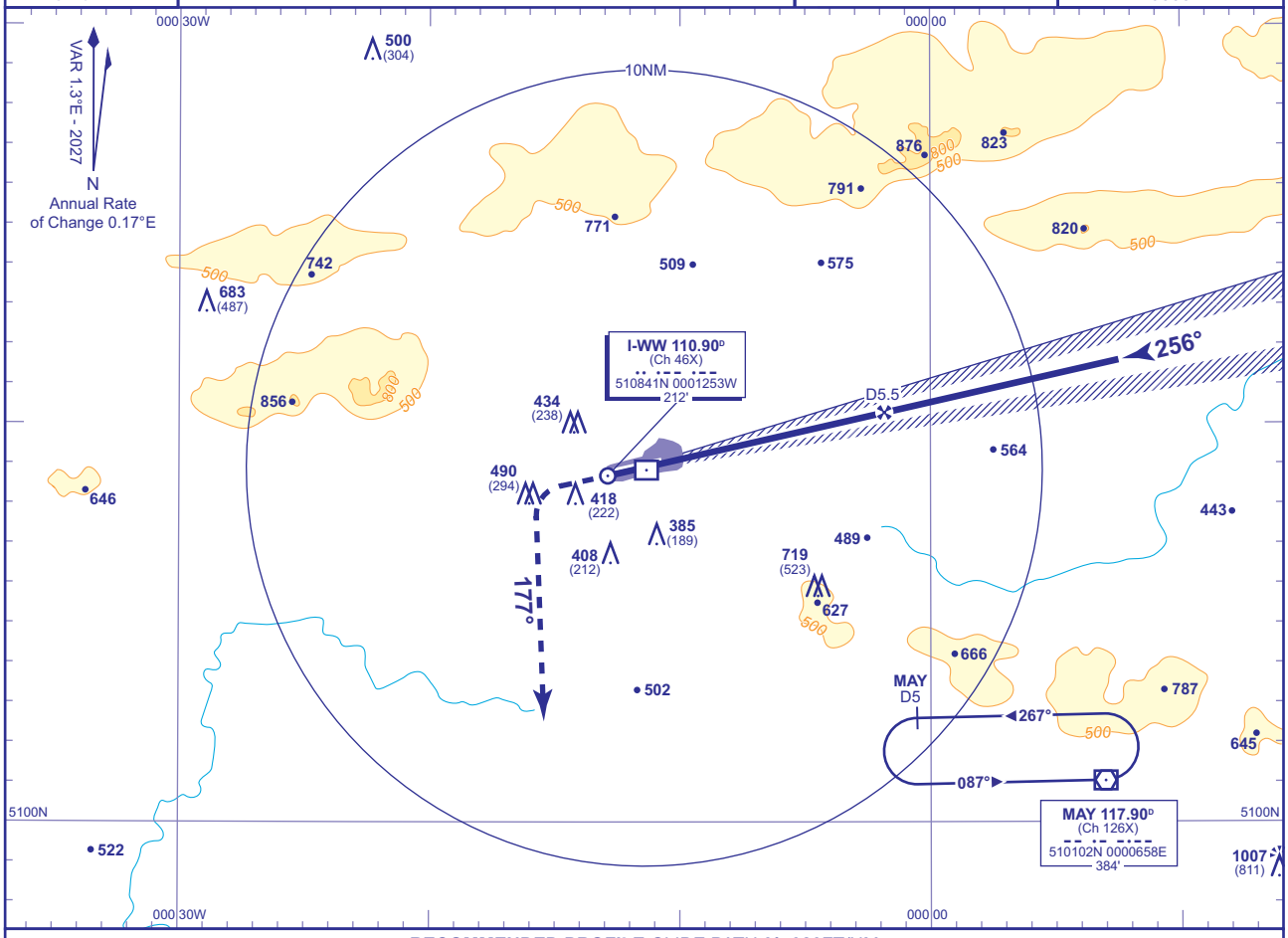
LONDON GATWICK
ILS/DME
RWY 26L
(ACFT CAT A,B,C,D)



MSA 25NM ARP

APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION	203
TWR	124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION	196
	121.805	GATWICK GROUND	OBSTACLE ELEVATION	
ATIS	136.525	GATWICK INFORMATION	1007 AMSL (811) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



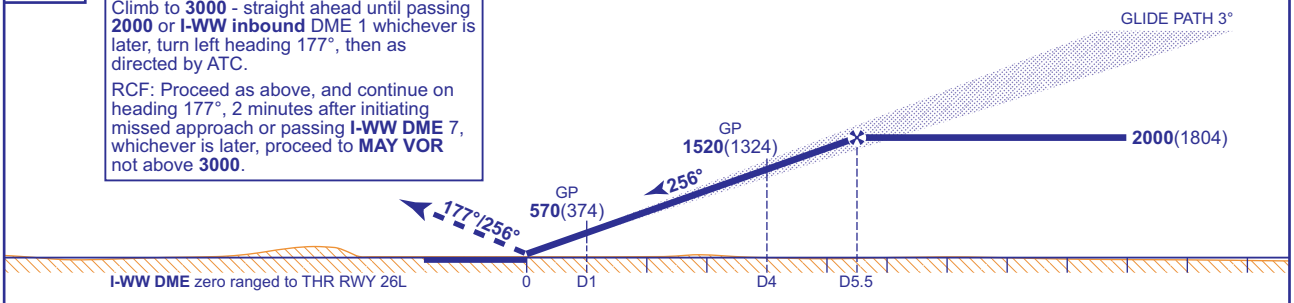
RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-WW	5	4	3	2
ALT(HGT)	**1840**(1644)	**1520**(1324)	**1200**(1004)	**880**(684)

RDH 52

Climb to **3000** - straight ahead until passing **2000** or **I-WW inbound** DME 1 whichever is later, turn left heading 177°, then as directed by ATC.

RCF: Proceed as above, and continue on heading 177°, 2 minutes after initiating missed approach or passing **I-WW DME** 7, whichever is later, proceed to **MAY VOR** not above **3000**.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**348**(152)	**358**(162)	**374**(178)	**393**(197)
	CAT II	**269**(73)	**272**(76)	**279**(83)	**295**(99)
VM(C)OCA (OCH AAL)	Total Area	**800**(597)	**800**(597)	**1020**(817)	**1120**(917)

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

FOR AIRCRAFT UNABLE TO RECEIVE DME I-WW :
Equivalent radar ranges will be provided to the aircraft when established on the localiser, approaching the nominal Final Approach Point and 4NM points.

NOTE 1 For arrival and initial approach procedures see AD 2-EGKK-7-18.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 18 MAR 26

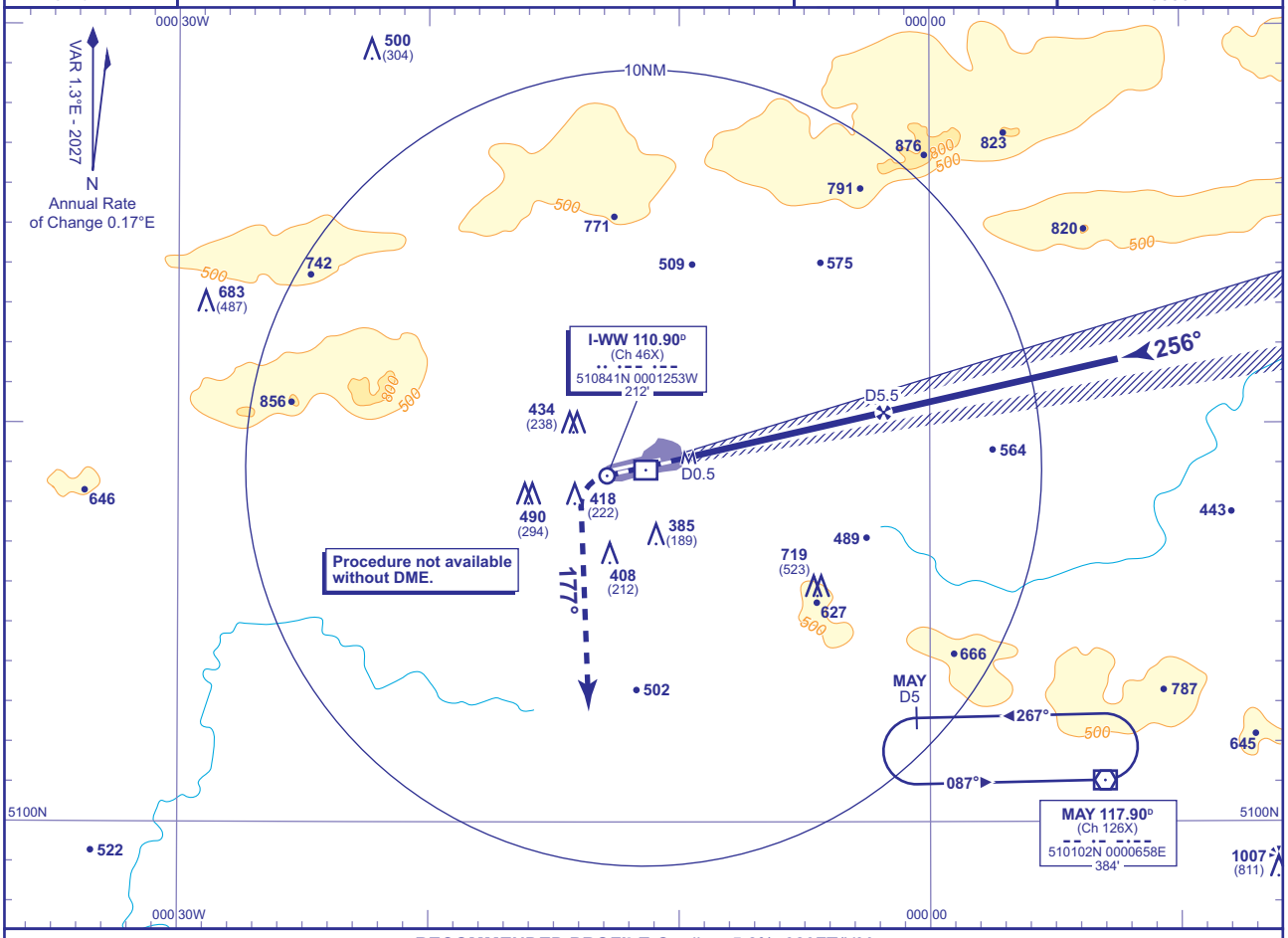
AD 2-EGKK-8-5

INSTRUMENT APPROACH CHART - ICAO

LONDON GATWICK
LOC/DME
RWY 26L
(ACFT CAT A,B,C,D)

APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION	**203**	TRANSITION ALTITUDE **6000**
TWR	124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION	**196**	
	121.805	GATWICK GROUND	OBSTACLE ELEVATION **1007 AMSL** (811) (ABOVE THR)		
ATIS	136.525	GATWICK INFORMATION	BEARINGS ARE MAGNETIC		

MSA 25NM ARP



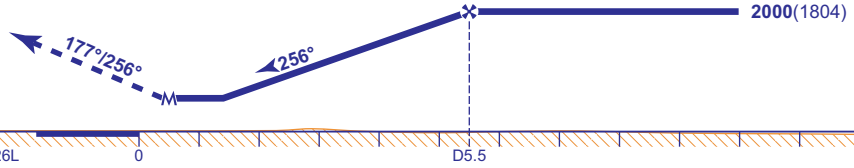
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-WW	5	4	3	2
ALT(HGT)	**1840**(1644)	**1520**(1324)	**1200**(1004)	**880**(684)

MAPt I-WW DME 0.5

Climb to **3000** - straight ahead until passing **2000** or **I-WW inbound** DME 1 whichever is later, turn left heading 177°, then as directed by ATC.

RCF: Proceed as above, and continue on heading 177°, 2 minutes after initiating missed approach or passing **I-WW DME** 7, whichever is later, proceed to **MAY VOR** not above **3000**.



Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**610**(414)	**610**(414)	**610**(414)	**610**(414)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(597)	**800**(597)	**1020**(817)	**1120**(917)

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

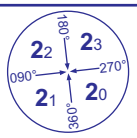
NOTE 1 For arrival and initial approach procedures see AD 2-EGKK-7-18.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 18 MAR 26 AD 2-EGKK-8-6

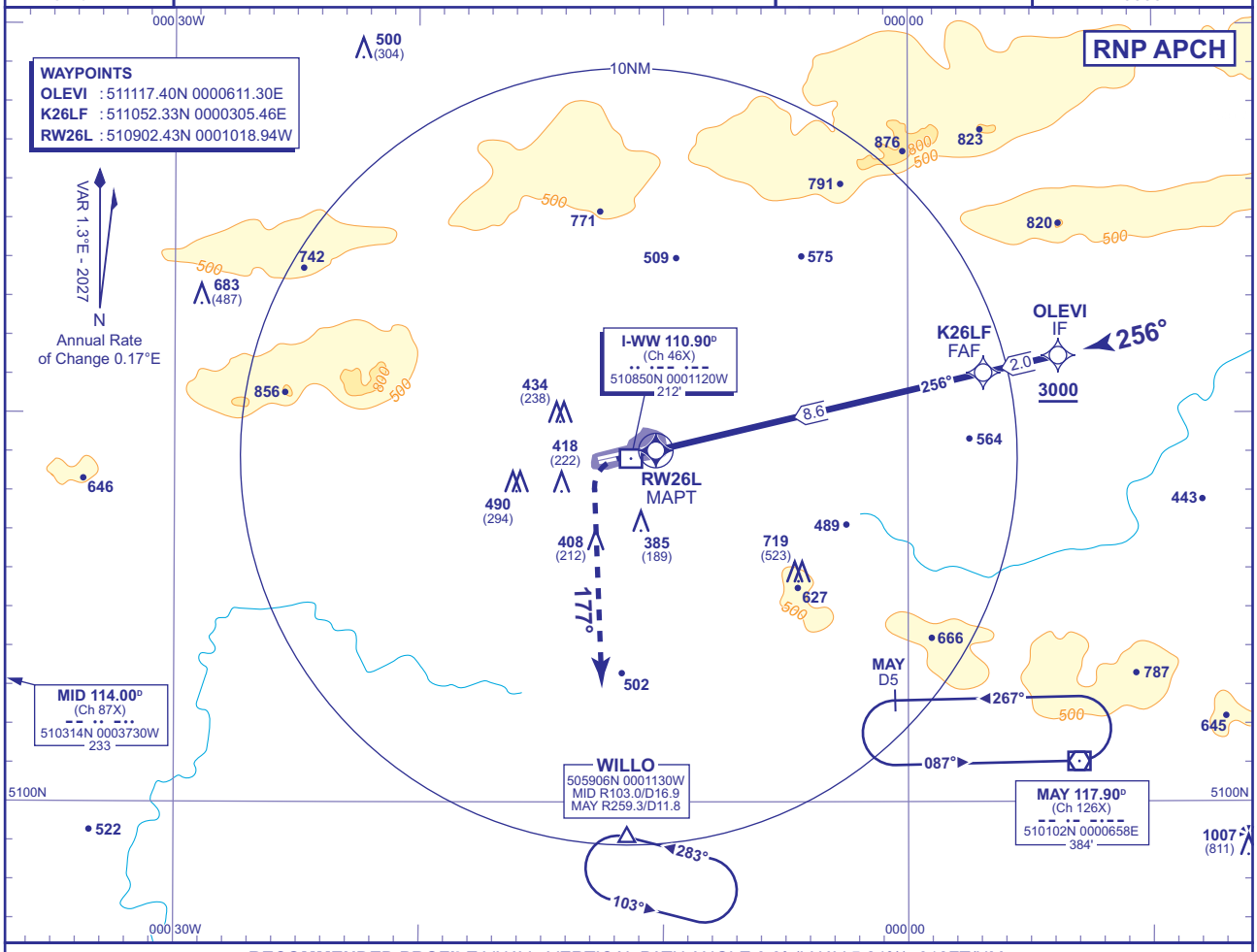
INSTRUMENT APPROACH CHART - ICAO

LONDON GATWICK
RNP
RWY 26L
(ACFT CAT A,B,C,D)



MSA 25NM ARP

APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION	203	MIN TEMP -10°C
TWR	124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION	196	TRANSITION ALTITUDE 6000
	121.805	GATWICK GROUND	OBSTACLE ELEVATION 1007 AMSL (811) (ABOVE THR)		
ATIS	136.525	GATWICK INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM.

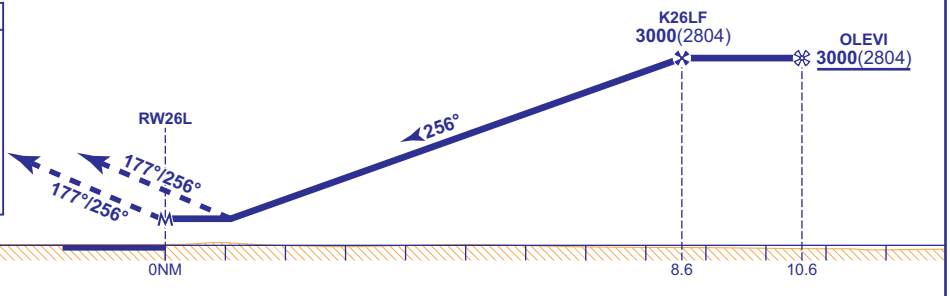
NM to RW26L	8	7	6	5	4	3	2
ALT(HGT)	**2790**(2594)	**2480**(2284)	**2160**(1964)	**1840**(1644)	**1520**(1324)	**1200**(1004)	**880**(684)

TCH 53

MAPt (LNAV): RW26L

Climb to **3000** - straight ahead until passing **2000** or **1NM** inbound **RW26L** whichever is later, turn left heading 177°, then as directed by ATC.

RCF: Proceed as above, and continue on heading 177°, 2 minutes after initiating missed approach or passing **I-WW DME** 7, whichever is later, proceed to **MAY VOR** not above **3000**.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	**580**(384)	**580**(384)	**580**(384)	**580**(384)		FT/MIN	850	740	640	530	420
	LNAV	**610**(414)	**610**(414)	**610**(414)	**610**(414)							
VM(C)OCA (OCH AAL)	Total Area	**800**(597)	**800**(597)	**1020**(817)	**1120**(917)							

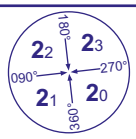
NOTE 1 Pilots should 'Request RNP Approach' on first contact with Gatwick Director.
2 Aircraft will be radar vectored to OLEVI.
3 In the event of radio communications failure, follow conventional arrival procedures to establish on final approach course.
4 See AD 2-EGKK-8-9 for data coding tables.
5 An early initiation of the missed approach may require pilot intervention with the RNP system in order to comply with the 1NM inbound turn initiation point.
6 The missed approach reverts to conventional navigation after passing **2000**.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

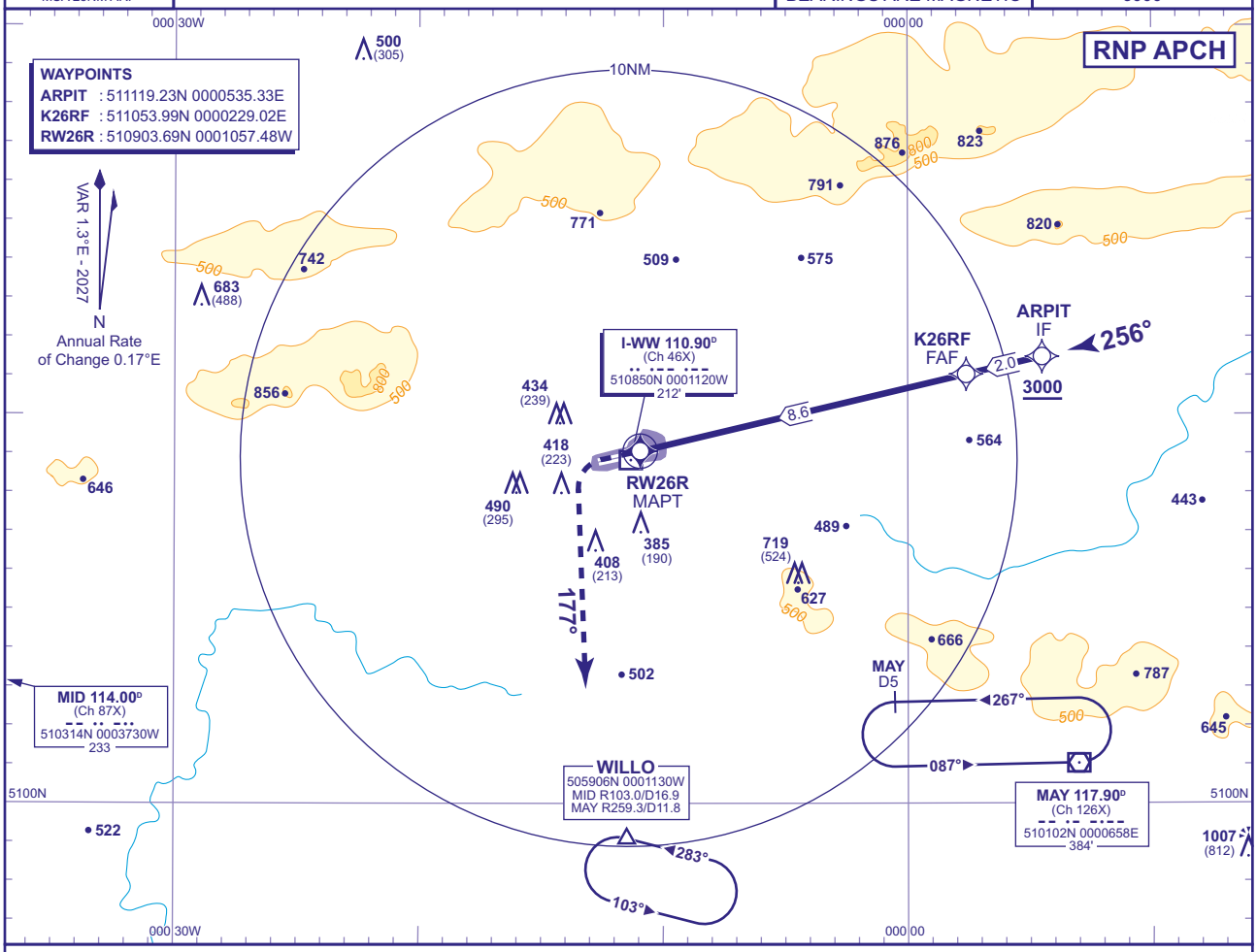
AERO INFO DATE 19 MAR 26

INSTRUMENT APPROACH CHART - ICAO

LONDON GATWICK
RNP
RWY 26R
(ACFT CAT A,B,C,D)



APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION	**203**	MIN TEMP **-10°C**
TWR	124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION	**195**	TRANSITION ALTITUDE **6000**
	121.805	GATWICK GROUND	OBSTACLE ELEVATION **1007 AMSL** (812) (ABOVE THR)		
ATIS	136.525	GATWICK INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV Gradient 5.24%), 318FT/NM

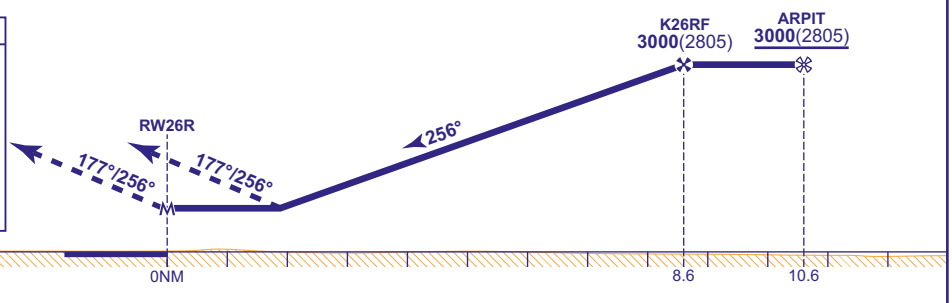
NM to RW26R	8	7	6	5	4	3	2
ALT(HGT)	**2790**(2595)	**2470**(2275)	**2160**(1965)	**1840**(1645)	**1520**(1325)	**1200**(1005)	**880**(685)

TCH 50

MAPt (LNAV): RW26R

Climb to **3000** - straight ahead until passing **2000** or **1NM** inbound **RW26R** whichever is later, turn left heading 177°, then as directed by ATC.

RCF: Proceed as above, and continue on heading 177°, 2 minutes after initiating missed approach or passing **I-WW DME** 7, whichever is later, proceed to **MAY VOR** not above **3000**.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**LNAV/VNAV**	**850**(655)	**850**(655)	**850**(655)	**900**(705)
	LNAV	**850**(655)	**850**(655)	**850**(655)	**900**(705)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(597)	**800**(597)	**1020**(817)	**1120**(917)

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

NOTE 1 Pilots should 'Request RNP Approach' on first contact with Gatwick Director.
2 Aircraft will be radar vectored to ARPIT.
3 In the event of radio communications failure, follow conventional arrival procedures to establish on final approach course.
4 See AD 2-EGKK-8-9 for data coding tables.
5 An early initiation of the missed approach may require pilot intervention with the RNP system in order to comply with the 1NM inbound turn initiation point.
6 The missed approach reverts to conventional navigation after passing **2000**.

CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

Instrument Approach Procedure Coding Tables

London Gatwick RNP RWY 08R - Instrument Approach Procedure via ABIBI

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R08R	001	IF	ABIBI	-	-	-	3000	-	510627.14N 0002853.92W	IF /10.6NM
R08R	002	TF	K08RF	-	076° (077.6°)	-	3000	-	510653.25N 0002548.08W	FAF / 8.6NM
R08R	003	TF	RW08R	Y	076° (077.6°)	-	-	-	510845.11N 0001224.60W	MAPt
R08R	004	CA	-	-	076° (077.6°)	-	2000	-	-	At 2000 revert to conventional navigation

London Gatwick RNP RWY 26L - Instrument Approach Procedure via OLEVI

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R26L	001	IF	OLEVI	-	-	-	3000	-	511117.40N 0000611.30E	IF /10.6NM
R26L	002	TF	K26LF	-	256° (257.6°)	-	3000	-	511052.33N 0000305.46E	FAF / 8.6NM
R26L	003	TF	RW26L	Y	256° (257.6°)	-	-	-	510902.43N 0001018.94W	MAPt
R26L	004	CA	-	-	256° (257.6°)	-	2000	-	-	At 2000 revert to conventional navigation

London Gatwick RNP RWY 08L - Instrument Approach Procedure via MEBIG

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R08L	001	IF	MEBIG	-	-	-	3000	-	510632.92N 0002900.23W	IF /10.6NM
R08L	002	TF	K08LF	-	076° (077.6°)	-	3000	-	510659.01N 0002554.48W	FAF / 8.6NM
R08L	003	TF	RW08L	Y	076° (077.6°)	-	-	-	510851.05N 0001229.11W	MAPt
R08L	004	CA	-	-	076° (077.6°)	-	2000	-	-	At 2000 revert to conventional navigation

London Gatwick RNP RWY 26R - Instrument Approach Procedure via ARPIT

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R26R	001	IF	ARPIT	-	-	-	3000	-	511119.23N 0000535.33E	IF /10.6NM
R26R	002	TF	K26RF	-	256° (257.6°)	-	3000	-	511053.99N 0000229.02E	FAF / 8.6NM
R26R	003	TF	RW26R	Y	256° (257.6°)	-	-	-	510903.69N 0001057.48W	MAPt
R26R	004	CA	-	-	256° (257.6°)	-	2000	-	-	At 2000 revert to conventional navigation

CHANGE (6/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 18 MAR 26

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In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLL18810) 27L/TAKE-OFF	TREE	512754.21N 0002934.45W	103 FT	31 FT	No	
(2024041221) 27L/APPROACH 09R/ TAKE-OFF	CRANE	512750N 0002513W	182 FT	105 FT	Yes Steady red	Close in Obstacle. Crane will operate only when 09R/27L is closed. Radius Park, St. Anthony's Way, Feltham.
(EGLL23458) 09R/TAKE-OFF	TREE	512750.41N 0002543.84W	101 FT	23 FT	No	
(EGLL23690) 27L/TAKE-OFF	TREE	512750.39N 0002933.59W	101 FT	30 FT	No	
(EGLL23435) 09R/TAKE-OFF	TREE	512750.35N 0002538.02W	106 FT	28 FT	No	
(EGLL23663) 27L/TAKE-OFF	TREE	512749.17N 0002932.35W	101 FT	30 FT	No	
(EGLL23480) 27L/APPROACH	TREE	512749.16N 0002546.90W	108 FT	30 FT	No	
(EGLL23465) 27L/APPROACH	TREE	512749.04N 0002544.48W	112 FT	34 FT	No	
(EGLL23419) 09R/TAKE-OFF	TREE	512748.84N 0002529.43W	121 FT	43 FT	No	
(EGLL21679) 09R/TAKE-OFF	TREE	512748.77N 0002529.26W	119 FT	42 FT	No	
(EGLL23421) 27L/APPROACH	TREE	512748.39N 0002530.35W	121 FT	43 FT	No	
(EGLL23579) 09R/APPROACH	TREE	512746.71N 0002924.69W	110 FT	40 FT	No	
(EGLL17680) 09R/APPROACH 27L/ TAKE-OFF	TREE	512746.68N 0002918.13W	105 FT	29 FT	No	Close in Obstacle
(EGLL13259) 09R/APPROACH 27L/ TAKE-OFF	STREETLIGHT	512746.59N 0002919.81W	106 FT	32 FT	No	Close in Obstacle
(EGLL17965) 27L/APPROACH 09R/ TAKE-OFF	TREE	512746.13N 0002543.63W	124 FT	45 FT	No	Close in Obstacle
(EGLL23708) 09R/APPROACH	TREE	512743.44N 0002957.84W	160 FT	93 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLL6032)	SPIRE	513427.08N 0002015.52W	557 FT	151 FT	No	
(EGLL5997)	AERIAL	513133.05N 0002742.07W	299 FT	171 FT	No	
(EGLL5884)	AERIAL	513107.77N 0002443.09W	282 FT	168 FT	No	
2021012731	CRANE	513101N 0001552W	571 FT	469 FT	Yes 2000 candelas static red	
2024101660	CRANE	513054N 0002818W	316 FT	219 FT	Yes Steady red	Otterfield Road, West Drayton, UB7 8EY.
(EGLL13728)	BUILDING	513044.76N 0001839.95W	340 FT	239 FT	No	
2023062049	CRANE	513039N 0002422W	404 FT	299 FT	Yes Steady red	Avondale Drive, Hayes, UB3 3PW. End estimated December 2025.

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**
20260106192	CRANE	513036N 0002340W	330 FT	230 FT	Yes Red	Brook Industrial Estate, Beaconsfield Road, Hayes UB4 0JZ. Crane will not operate in Low Visibility Safeguarding / LVP's. Crane will operate within the area bounded by the following coordinates: 513033N 0002344W - 513033N 0002337W - 513037N 0002335W - 513038N 0002342W.
20230525104	CRANE	513035N 0002339W	320 FT	230 FT	Yes Steady red	Beaconsfield Road, Hayes, UB4 0SL. End estimated May 2025.
2024072458	CRANE	513028N 0002246W	417 FT	309 FT	Yes Steady red	Southall Beaconsfield Road
202204228	CRANES	513028.00N 0002325.00W	328 FT	223 FT	Yes Red	Southall Area. See AD 2.20 Warnings.
2023032017	CRANE	513025N 0002231W	469 FT	364 FT	Yes Steady red	Park Avenue, Southall, UB3 1AD.
2023102344	CRANE	513023N 0002531W	396 FT	288 FT	Yes Steady red	Clayton Road. End estimated August 2024.
2023062044	CRANE	513021N 0002503W	399 FT	294 FT	Yes Steady Red	Austin Road, Hayes UB3 3DN. End estimated December 2025.
2024021538	CRANE	513020N 0002238W	537 FT	431 FT	Yes Steady red	Merrick Place, Merrick Road, Southall, London, UB2 4AU.
201909164	CRANE	513020.29N 0004145.62W	442 FT		Yes Steady red	
2024112668	CRANE	513019N 0002543W	464 FT	358 FT	Yes Steady red	One Vinyl Square, 252-254 Blyth Road, Hayes UB3 1BW.
20251215117	CRANE	513019N 0002543W	465 FT	358 FT	Yes Red	Blyth Road, Hayes.
2022032227	CRANE	513019.00N 0002543.00W	378 FT	271 FT	Yes Steady Red	One Vinyl Square, Hayes.
2023061617	CRANE	513018N 0002640W	226 FT	148 FT	Yes Steady red	14 Prologis Park, Hayes, West Drayton, UB7 9FN. End estimated June 2025.
(EGLL6072)	PYLON	513013.13N 0002955.78W	258 FT	169 FT	No	
20240305156	CRANE	513008N 0002437W	343 FT	236 FT	Yes Steady red	Union Park, North Hyde Gardens.
202105166 - TC7	CRANE	513008N 0002458W	470 FT	369 FT	Yes 2000 Candelas Static Red	
20240117129	CRANE	513008N 0002440W	410 FT	302 FT	Yes Steady red	Union Park Crane 1, North Hyde Gardens UB3 4DG.
2024011012	CRANE	513008N 0002440W	318 FT	213 FT	Yes Steady red	Project Union Phase 1, North Hyde Gardens, Hayes, UB3 4QQ.
202212299	CRANE	513007N 0002436W	237 FT	138 FT	Yes Steady red	Union Park, 15 North Hyde Gardens, Hayes, UB3 4QQ.
202103082	CRANE	513007.00N 0002804.00W	322 FT	230 FT	Yes Steady red	
20260206143	CRANE	513006N 0002424W	299 FT	197 FT	Yes Red	Heathrow asphalt plant, North Hyde Gardens, Hayes. Crane will not opr in LVP.

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
2022022449	CRANE	513006.00N 0002459.00W	456 FT	342 FT	Yes Steady red	
20250605183	CRANE	513005N 0002507W	421 FT	317 FT	Yes Steady Red	Nestle Avenue, Hayes, UB3 4SA (Charles Edward Site).
202105163	CRANE	513003N 0002455W	228 FT	130 FT	Yes Steady red	
C10/18/22	CRANE	513003.71N 0002449.60W	324 FT		Yes Steady red	
2024100278	CRANE	513002N 0002428W	376 FT	276 FT	Yes Steady red	Ark Data Centres, North Hyde Gardens, Hayes, UB3 4QQ. End estimated April 2025.
2023081646	CRANE	513001N 0002402W	226 FT	121 FT	Yes Steady red	Industrial Park, 149 Brent Road, Southall, UB2 5FB.
(EGLL8178)	CRANE	512926.91N 0001810.43W	345 FT	305 FT	No	
(EGLL5638)	CHIMNEY	512908.51N 0003018.05W	320 FT	244 FT	Yes Red	
(EGLL6506)	FLAG POLE	512902.42N 0003615.51W	354 FT	187 FT	No	
2025031882	CRANE	512848N 0002550W	112 FT	26 FT	Yes Steady red	Avis Budget, Northrop Road, Heathrow, TW6 2QA.
20250918120	CRANE	512833N 0002839W	110 FT	30 FT	Yes Construction Yellow Only	Heathrow Airport TWY A north rehabilitation works. Lifting or excavation works with tall equipment will only take place overnight when RWY 09L/27R is CLSD or suspended.
2025082186	CRANE	512832N 0002537W	203 FT	125 FT	Yes Steady red	Heathrow Airport Security Control Post 12 WIP, Eastchurch Road, TW6 2RX. Crane will only operate when Runway 09L/27R is closed.
2024091615	CRANE	512832N 0002937W	128 FT	39 FT	Yes Steady red	Wayfarer Road, London Borough of Hillingdon, London, TW6 2GD. Note this is a second entry for Wayfarer Road. Crane will not operate when Northern Runway (09L/27R) is in use.
2024041232	CRANE	512830N 0002939W	136 FT	33 FT	Yes Steady red	Terminal 5 Welcome Roundabout, Heathrow Airport.
2022110381	CRANE	512829N 0002203W	336 FT	253 FT	Yes Steady red	Lampton Road, Hounslow.

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**
20251216137	CRANE	512829N 0002926W	206 FT	125 FT	Yes Red	Heathrow Airport Control Post 18 WIP (Crane 2). Crane will operate at full height when 09L/27R is not in use. Crane will operate at reduced height when 09L/27R is in operation. Crane will operate within the area bounded by the following coordinates: 512830N 0002927W - 512830N 0002928W - 512827N 0002925W - 512827N 0002924W.
20251216118	CRANE	512829N 0002926W	124 FT	43 FT	Yes Red	Heathrow Airport Control Post 18 WIP. Crane will not operate when 09L/27R is operating in Easterly configuration. Crane will operate within the area bounded by the following coordinates: 512830N 0002927W - 512830N 0002928W - 512827N 0002925W - 512827N 0002924W.
202407053	CRANE	512829N 0002938W	139 FT	39 FT	Yes Steady red	Heathrow Terminal 5, Wayfarer Road, TW6 2GD. Will only operate when Northern Runway (09L/27R) is closed.
202110115	CRANE	512827N 0002159W	327 FT	252 FT	Yes Red	
2019080181	CRANE	512817.68N 0002309.12W	330 FT		Yes Steady red	
2024021458	CRANE	512816N 0002700W	261 FT	180 FT	Yes Steady red	Heathrow Airport, Central Terminal Area. Deconstruction of modular building adjacent to Terminal 1 & Terminal 2A. Crane is height restricted during operational hours.
2024072981	CRANE	512815N 0002654W	237 FT	158 FT	Yes Steady red	Heathrow Airport Terminal 2, demolition of adjacent building to Terminal 1.
2023062850	CRANE	512811N 0002704W	213 FT	131 FT	Yes Steady Red	Terminal 2A, Heathrow Airport.

b) Selection of 0012 does not imply the receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the London CTR at all times.
c) Whilst squawking 0012, pilots should be aware that Thames Director may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 0012 shall be deselected.

EGLL AD 2.23 ADDITIONAL INFORMATION

1 MODE S BAROMETRIC PRESSURE SETTING DATA

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

2 TIME BASED SEPARATION (TBS) FOR FINAL APPROACH

a) Time based separation minima are in permanent use for wake turbulence separation in place of UK fixed distance minima. These are based on the RECAT EU PWS minima.
b) In stronger headwinds, a moderate reduction in separation distances between lead and follower aircraft may be observed in comparison to RECAT EU PWS distanced based wake turbulence minima.
c) Requests for RNAV (GNSS) approaches may be refused by Heathrow Director to ensure runway efficiency is maintained.

3 AERODROME SAFETY REPORTING

a) Aircraft operators are required to share with Heathrow any occurrence reports for reportable incidents which occur on the ground at Heathrow, or during the initial (take-off) or final (approach and landing) phases of flight to or from Heathrow.
b) Copies of Air Safety Reports or Mandatory Occurrence Reports filed by aircraft operators must be sent to the Aerodrome Safety and Assurance team at airside_safety@heathrow.com. Heathrow also encourages voluntary safety reports and observations as these may help to improve safety. Any such reports or observations should also be sent to the aforementioned address.

EGLL AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGLL-2-1
AIRCRAFT GROUND MOVEMENT/ALL TAXIWAYS CHART - ICAO
AD 2.EGLL-2-2
AERODROME CHART A380 GROUND MOVEMENT - ICAO
AD 2.EGLL-2-3
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 5 CHART - ICAO
AD 2.EGLL-2-4
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 4 CHART - ICAO
AD 2.EGLL-2-5
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 3 CHART - ICAO
AD 2.EGLL-2-6
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 1 and 2 CHART - ICAO
AD 2.EGLL-2-7
AIRCRAFT GROUND MOVEMENT/REMOTE DE-ICING AREAS LOCATION CHART - ICAO
AD 2.EGLL-2-8
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 27R - ICAO
AD 2.EGLL-2-9
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 27L - ICAO
AD 2.EGLL-2-10
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 09L - ICAO
AD 2.EGLL-2-11
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 09R - ICAO
AD 2.EGLL-2-12
LONDON CTR LOCAL FLYING AND ENTRY/EXIT PROCEDURES
AD 2.EGLL-3-1
HELICOPTER ROUTES in the LONDON CTR and LONDON/CITY CTR
AD 2.EGLL-3-2
HELICOPTER CROSSING OPERATIONS

AD 2.EGLL-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGLL-5-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART TEXT
AD 2.EGLL-5-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L CPT 5J 4K 3F 3G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L MODMI 1J 1K MAXIT 1F 1G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L BPK 6J 5K 7F 7G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L ULTIB 1J 1K UMLAT 1F 1G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L DET 1J 1K 2F 2G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L GASGU 2J 2K GOGSI 2F 2G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-6
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OTMET 1H ROXOG 1H - ICAO
AD 2.EGLL-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ALESO 1H LAM 1X TANET 1Z - ICAO
AD 2.EGLL-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OCK 1Z - ICAO
AD 2.EGLL-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) NUGRA 2H LAM 1Z - ICAO
AD 2.EGLL-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) HON 2H - ICAO
AD 2.EGLL-7-5
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BARMI 1H LOGAN 2H - ICAO
AD 2.EGLL-7-6
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TOBID 1X - ICAO
AD 2.EGLL-7-7
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) HAZEL 1H - ICAO
AD 2.EGLL-7-8
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BIG 1Z LAM 1Y - ICAO
AD 2.EGLL-7-9
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FITBO 2H - ICAO
AD 2.EGLL-7-10
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1H - ICAO
AD 2.EGLL-7-11
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1Z - ICAO
AD 2.EGLL-7-12
STANDARD INSTRUMENT ARRIVAL CODING TABLES OTMET 1H ROXOG 1H ALESO 1H LAM 1X
AD 2.EGLL-7-13
STANDARD INSTRUMENT ARRIVAL CODING TABLES TANET 1Z OCK 1Z NUGRA 2H LAM 1Z
AD 2.EGLL-7-14
STANDARD INSTRUMENT ARRIVAL CODING TABLES HON 2H BARMI 1H LOGAN 2H TOBID 1X
AD 2.EGLL-7-15
STANDARD INSTRUMENT ARRIVAL CODING TABLES HAZEL 1H BIG 1Z LAM 1Y FITBO 2H
AD 2.EGLL-7-16
STANDARD INSTRUMENT ARRIVAL CODING TABLES SIRIC 1H SIRIC 1Z
AD 2.EGLL-7-17
RNAV HOLD CODING TABLES BIG BNN BRASO FITBO HON LAM LOGAN
AD 2.EGLL-7-18
RNAV HOLD CODING TABLES OCK ORZEB SABER TIGER WEZKO
AD 2.EGLL-7-19
INITIAL APPROACH PROCEDURES ILS RWY 09L/R via BIG and OCK (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-20
INITIAL APPROACH PROCEDURES ILS RWY 09L/R via BNN and LAM (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-21
INITIAL APPROACH PROCEDURES ILS RWY 27L/R via BIG (RNAV SUBSTITUTION ONLY)

AD 2.EGLL-7-22
INITIAL APPROACH PROCEDURES ILS RWY 27L/R via OCK (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-23
INITIAL APPROACH PROCEDURES ILS RWY 27L/R via BNN and LAM (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-24
INITIAL APPROACH PROCEDURES ILS RWY 09L/R via CHT and EPM (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-25
INITIAL APPROACH PROCEDURES ILS RWY 27L/R via CHT and EPM (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-26
INSTRUMENT APPROACH CHART ILS/DME I-AA RWY 09L - ICAO
AD 2.EGLL-8-1
INSTRUMENT APPROACH CHART LOC/DME I-AA RWY 09L - ICAO
AD 2.EGLL-8-2
INSTRUMENT APPROACH CHART RNP RWY 09L - ICAO
AD 2.EGLL-8-3
INSTRUMENT APPROACH CHART ILS/DME I-BB RWY 09R - ICAO
AD 2.EGLL-8-4
INSTRUMENT APPROACH CHART LOC/DME I-BB RWY 09R - ICAO
AD 2.EGLL-8-5
INSTRUMENT APPROACH CHART RNP RWY 09R - ICAO
AD 2.EGLL-8-6
INSTRUMENT APPROACH CHART ILS/DME I-LL RWY 27L - ICAO
AD 2.EGLL-8-7
INSTRUMENT APPROACH CHART LOC/DME I-LL RWY 27L - ICAO
AD 2.EGLL-8-8
INSTRUMENT APPROACH CHART RNP RWY 27L - ICAO
AD 2.EGLL-8-9
INSTRUMENT APPROACH CHART ILS/DME I-RR RWY 27R - ICAO
AD 2.EGLL-8-10
INSTRUMENT APPROACH CHART LOC/DME I-RR RWY 27R - ICAO
AD 2.EGLL-8-11
INSTRUMENT APPROACH CHART RNP RWY 27R - ICAO
AD 2.EGLL-8-12
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09L/R and 27L/R
AD 2.EGLL-8-13

EGLL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

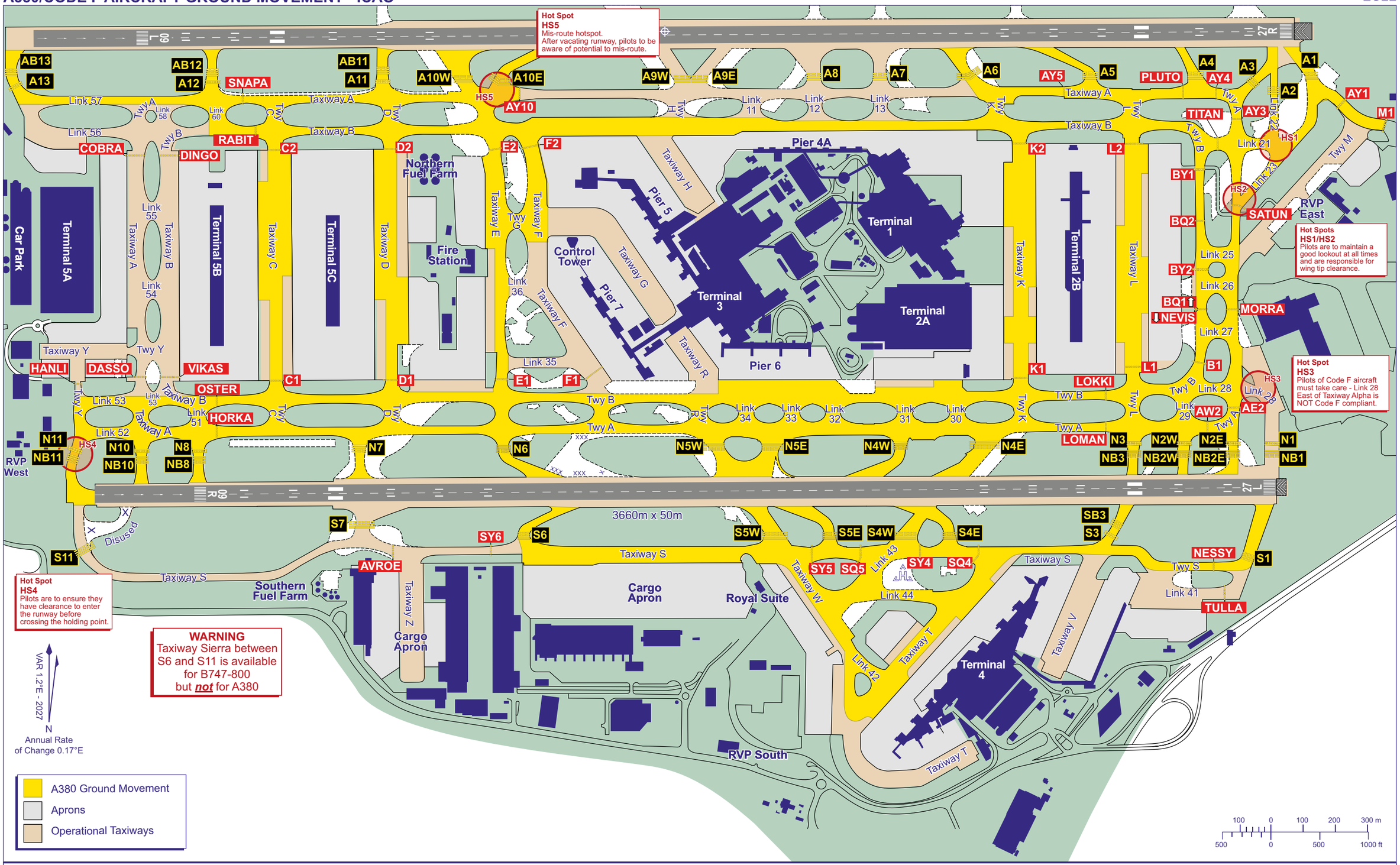
INTENTIONALLY BLANK

AERODROME CHART
A380/CODE F AIRCRAFT GROUND MOVEMENT - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



CHANGE (6/26): TAXIWAY LINK 25 CODE F COMPLIANT.

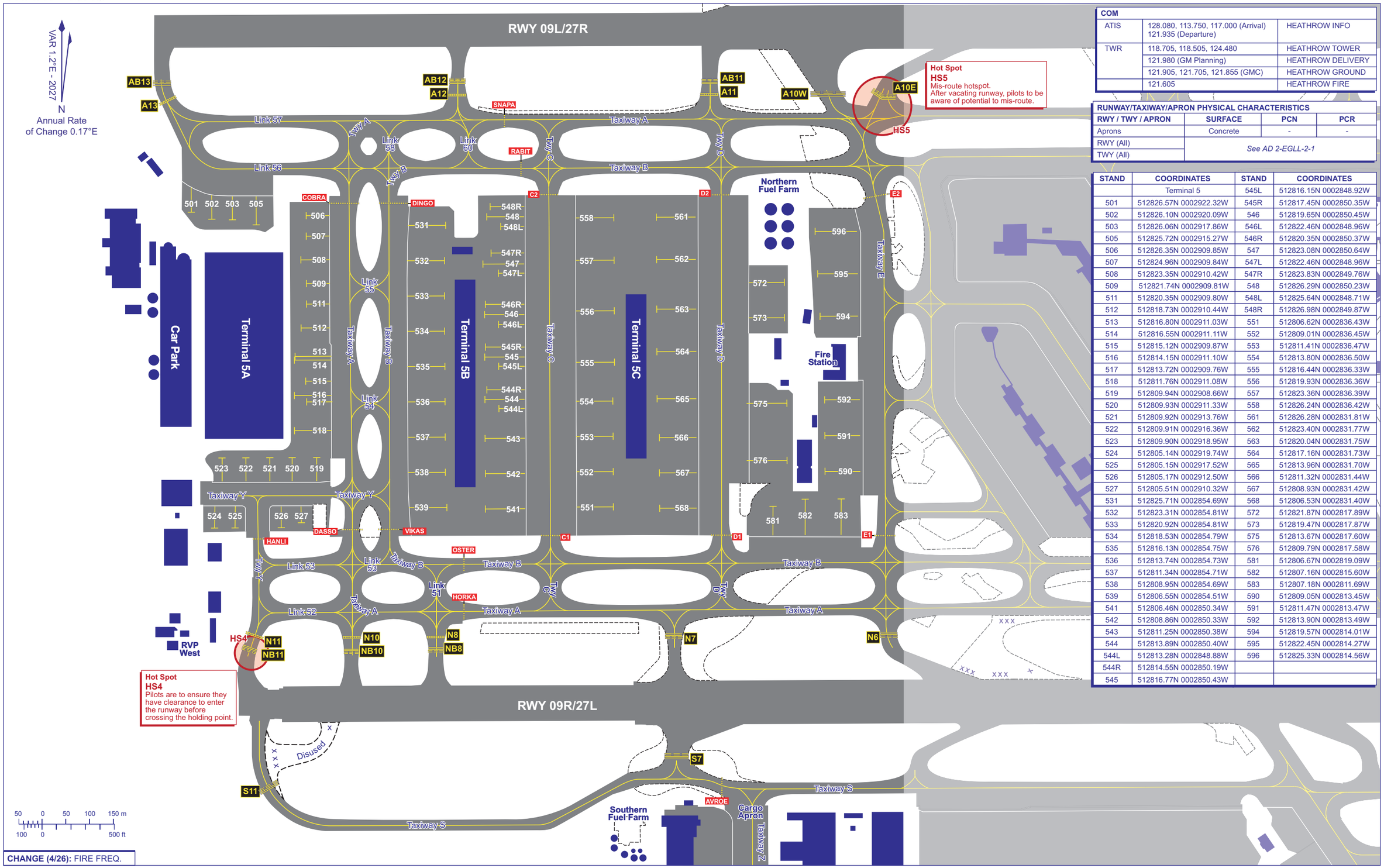
AERO INFO DATE 15 MAR 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 5 CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



COM		
ATIS	128.080, 113.750, 117.000 (Arrival) 121.935 (Departure)	HEATHROW INFO
TWR	118.705, 118.505, 124.480	HEATHROW TOWER
	121.980 (GM Planning)	HEATHROW DELIVERY
	121.905, 121.705, 121.855 (GMC)	HEATHROW GROUND
	121.605	HEATHROW FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	**SURFACE**	**PCN**	**PCR**
Aprons	Concrete	-	-
RWY (All)	*See AD 2-EGLL-2-1*		
TWY (All)			

STAND	COORDINATES	STAND	COORDINATES
	Terminal 5	545L	512816.15N 0002848.92W
501	512826.57N 0002922.32W	545R	512817.45N 0002850.35W
502	512826.10N 0002920.09W	546	512819.65N 0002850.45W
503	512826.06N 0002917.86W	546L	512822.46N 0002848.96W
505	512825.72N 0002915.27W	546R	512820.35N 0002850.37W
506	512826.35N 0002909.85W	547	512823.08N 0002850.64W
507	512824.96N 0002909.84W	547L	512822.46N 0002848.96W
508	512823.35N 0002910.42W	547R	512823.83N 0002849.76W
509	512821.74N 0002909.81W	548	512826.29N 0002850.23W
511	512820.35N 0002909.80W	548L	512825.64N 0002848.71W
512	512818.73N 0002910.44W	548R	512826.98N 0002849.87W
513	512816.80N 0002911.03W	551	512806.62N 0002836.43W
514	512816.55N 0002911.11W	552	512809.01N 0002836.45W
515	512815.12N 0002909.87W	553	512811.41N 0002836.47W
516	512814.15N 0002911.10W	554	512813.80N 0002836.50W
517	512813.72N 0002909.76W	555	512816.44N 0002836.33W
518	512811.76N 0002911.08W	556	512819.93N 0002836.36W
519	512809.94N 0002908.66W	557	512823.36N 0002836.39W
520	512809.93N 0002911.33W	558	512826.24N 0002836.42W
521	512809.92N 0002913.76W	561	512826.28N 0002831.81W
522	512809.91N 0002916.36W	562	512823.40N 0002831.77W
523	512809.90N 0002918.95W	563	512820.04N 0002831.75W
524	512805.14N 0002919.74W	564	512817.16N 0002831.73W
525	512805.15N 0002917.52W	565	512813.96N 0002831.70W
526	512805.17N 0002912.50W	566	512811.32N 0002831.44W
527	512805.51N 0002910.32W	567	512808.93N 0002831.42W
531	512825.71N 0002854.69W	568	512806.53N 0002831.40W
532	512823.31N 0002854.81W	572	512821.87N 0002817.89W
533	512820.92N 0002854.81W	573	512819.47N 0002817.87W
534	512818.53N 0002854.79W	575	512813.67N 0002817.60W
535	512816.13N 0002854.75W	576	512809.79N 0002817.58W
536	512813.74N 0002854.73W	581	512806.67N 0002819.09W
537	512811.34N 0002854.71W	582	512807.16N 0002815.60W
538	512808.95N 0002854.69W	583	512807.18N 0002811.69W
539	512806.55N 0002854.51W	590	512809.05N 0002813.45W
541	512806.46N 0002850.34W	591	512811.47N 0002813.47W
542	512808.86N 0002850.33W	592	512813.90N 0002813.49W
543	512811.25N 0002850.38W	594	512819.57N 0002814.01W
544	512813.89N 0002850.40W	595	512822.45N 0002814.27W
544L	512813.28N 0002848.88W	596	512825.33N 0002814.56W
544R	512814.55N 0002850.19W		
545	512816.77N 0002850.43W		

CHANGE (4/26): FIRE FREQ.

AERO INFO DATE 27 JAN 26

RNAV Hold Coding Tables

LONDON HEATHROW OCK Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
OCK	-	-	OCK	511818.17N 0002649.86W	Y	327° (328.5°)	1.2	1MIN up to FL140. 1.5MIN FL150.	RIGHT	-FL150 +FL070	-220*	RNAV1/ RNAV5

*up to and including FL140
STD speeds FL150

LONDON HEATHROW ORZEB Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORZEB	-	-	ORZEB	512425.86N 0022753.73W	Y	095° (096.1°)	1.2	1.5MIN	LEFT	-FL240 +FL160	-240	RNAV1

LONDON HEATHROW SABER Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SABER	-	-	SABER	514213.76N 0005658.19E	Y	262° (263.0°)	1.2	1MIN up to FL140. 1.5MIN FL150+.	LEFT	-FL170 +FL130	-220*	RNAV5

*up to and including FL140
STD speeds FL150 and above

LONDON HEATHROW TIGER Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TIGER	-	-	TIGER	510401.82N 0002621.54E	Y	315° (315.9°)	1.2	1.5MIN	RIGHT	-FL240 +FL150	-	RNAV5

LONDON HEATHROW WEZKO Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
WEZKO	-	-	WEZKO	515110.51N 0005744.67W	Y	187° (188.4°)	1.2	1MIN up to FL140. 1.5MIN FL150+.	RIGHT	-FL200 +FL090	-220*	RNAV1/ RNAV5

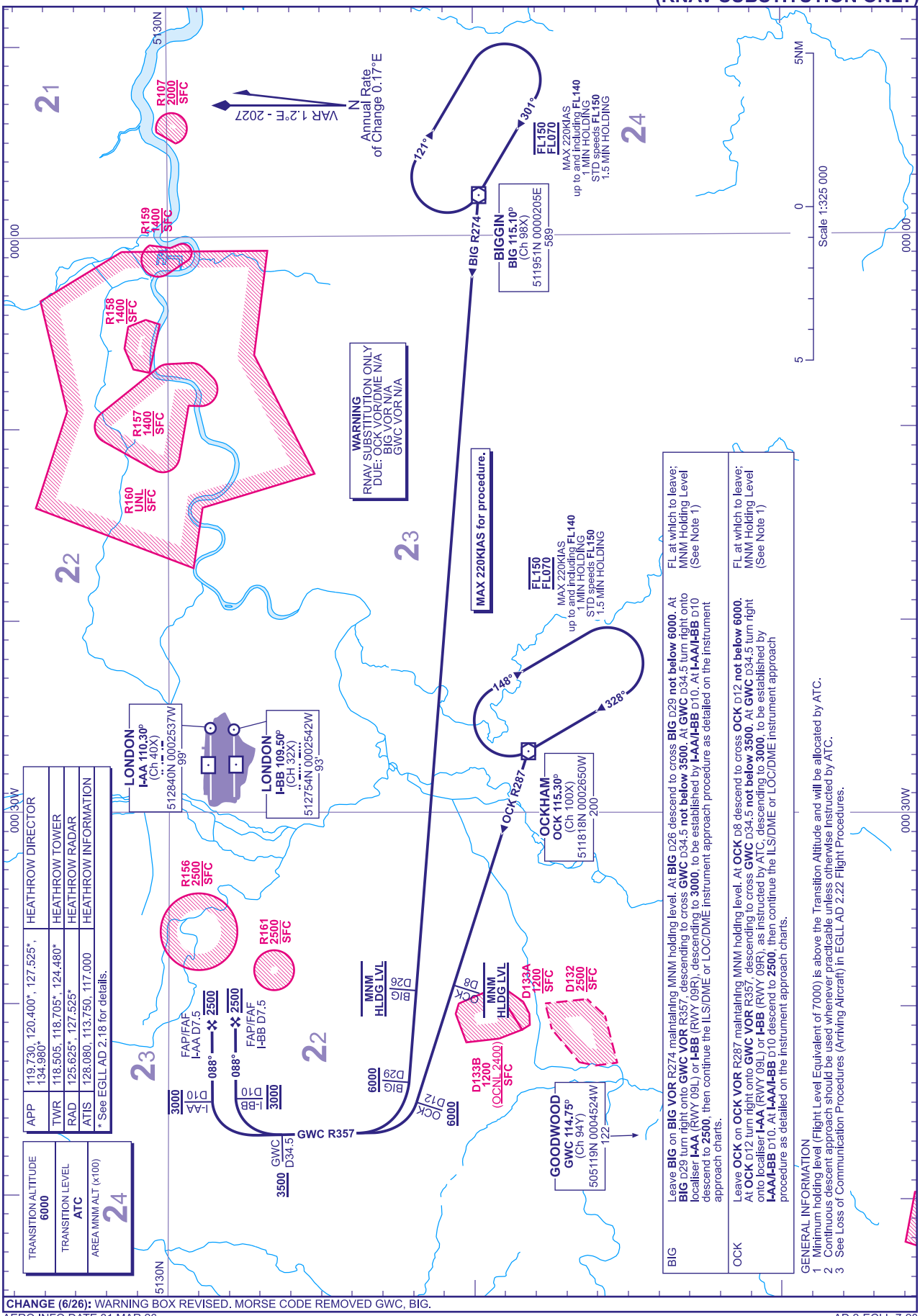
*up to and including FL140
STD speeds FL150 and above

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 08 OCT 25

INITIAL APPROACH PROCEDURES
ILS RWY 09L/R

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

LONDON HEATHROW
via BIG and OCK
(RNAV SUBSTITUTION ONLY)



CHANGE (6/26): WARNING BOX REVISED. MORSE CODE REMOVED GWC, BIG.

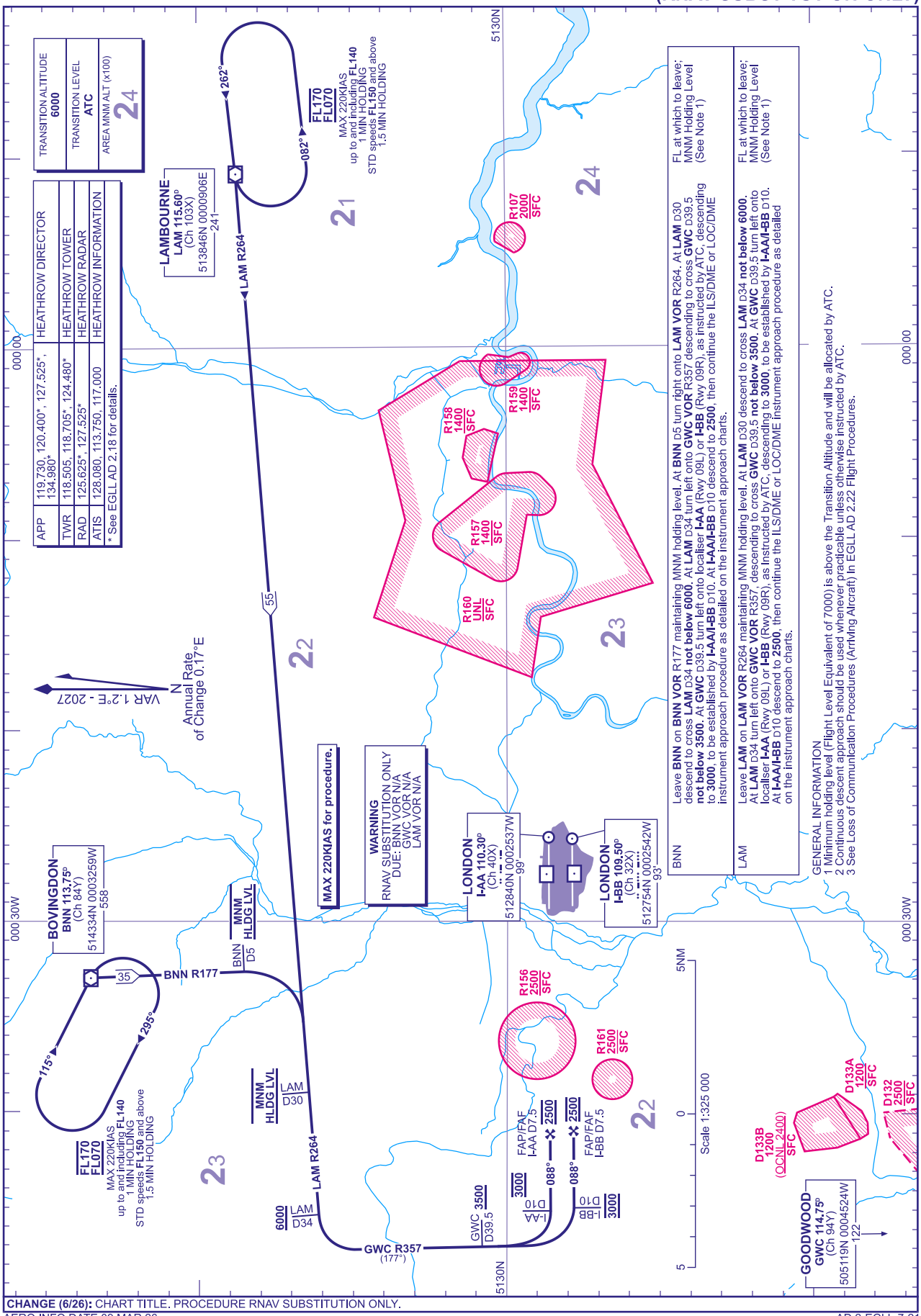
AERO INFO DATE 31 MAR 26

AD 2-EGLL-7-20

INITIAL APPROACH PROCEDURES
ILS RWY 09L/R

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

LONDON HEATHROW
via BNN and LAM
(RNAV SUBSTITUTION ONLY)



CHANGE (6/26): CHART TITLE. PROCEDURE RNAV SUBSTITUTION ONLY.

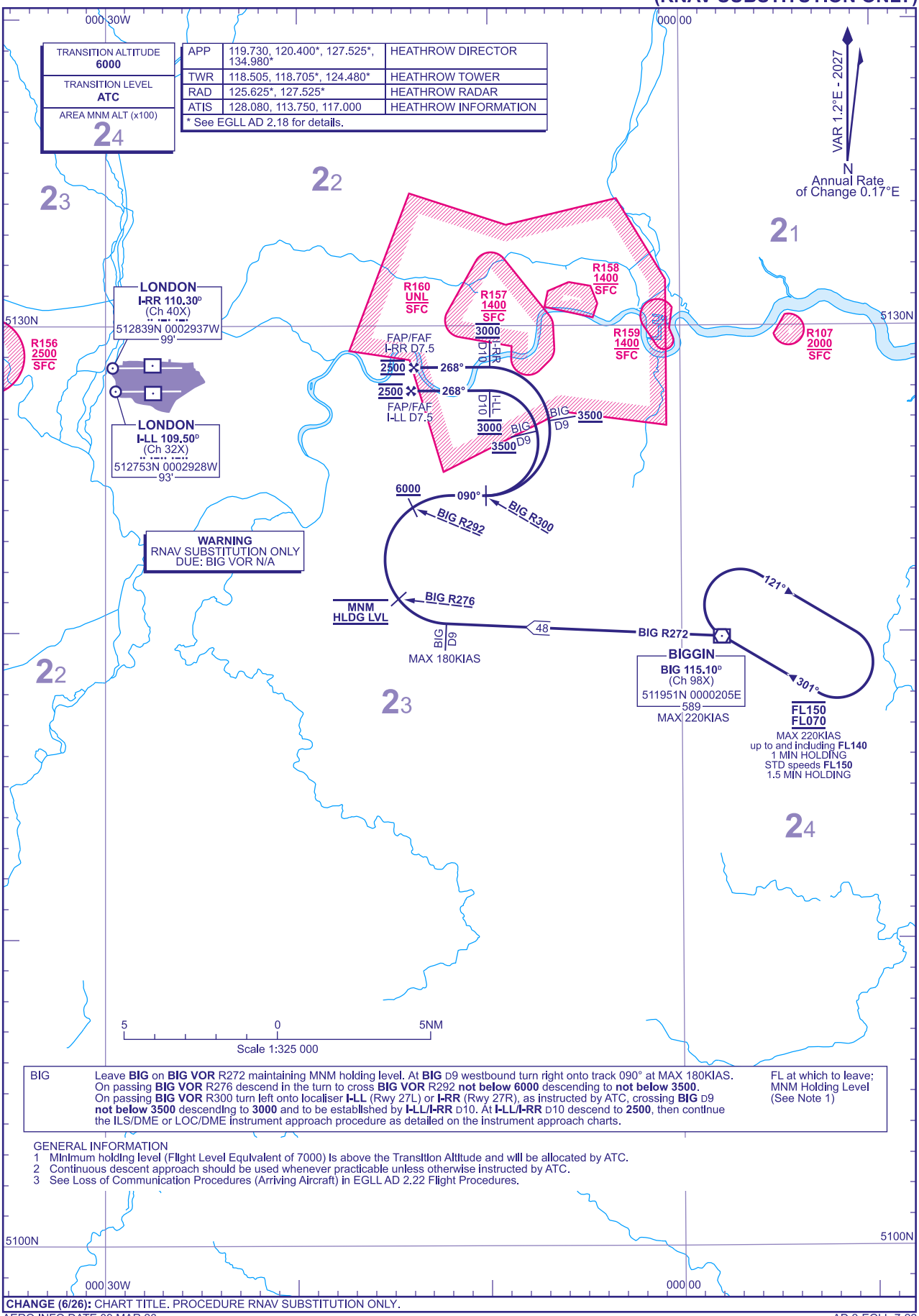
AERO INFO DATE 09 MAR 26

AD 2-EGLL-7-21

INITIAL APPROACH PROCEDURES
ILS RWY 27L/R

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

LONDON HEATHROW
via BIG
(RNAV SUBSTITUTION ONLY)



BIG	Leave **BIG** on **BIG VOR** R272 maintaining MNM holding level. At **BIG** D9 westbound turn right onto track 090° at MAX 180KIAS. On passing **BIG VOR** R276 descend in the turn to cross **BIG VOR** R292 **not below 6000** descending to **not below 3500**. On passing **BIG VOR** R300 turn left onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), as instructed by ATC, crossing **BIG** D9 **not below 3500** descending to **3000** and to be established by **I-LL/I-RR** D10. At **I-LL/I-RR** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	FL at which to leave; MNM Holding Level (See Note 1)

GENERAL INFORMATION
1 Minimum holding level (Flight Level Equivalent of 7000) is above the Transition Altitude and will be allocated by ATC.
2 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.
3 See Loss of Communication Procedures (Arriving Aircraft) in EGLL AD 2.22 Flight Procedures.

CHANGE (6/26): CHART TITLE. PROCEDURE RNAV SUBSTITUTION ONLY.

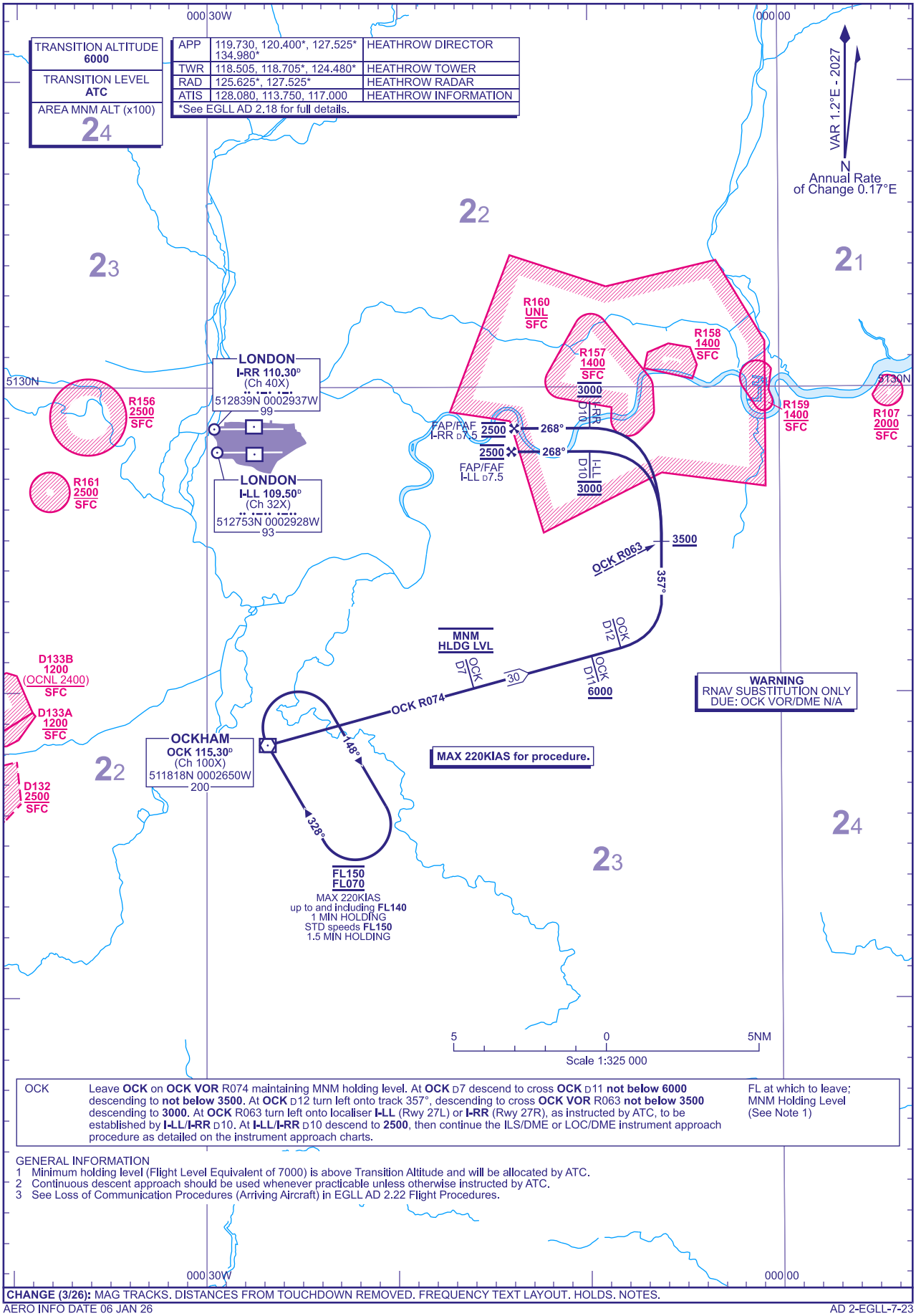
AERO INFO DATE 09 MAR 26

AD 2-EGLL-7-22

INITIAL APPROACH PROCEDURES
ILS RWY 27L/R

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

LONDON HEATHROW
via OCK
(RNAV SUBSTITUTION ONLY)



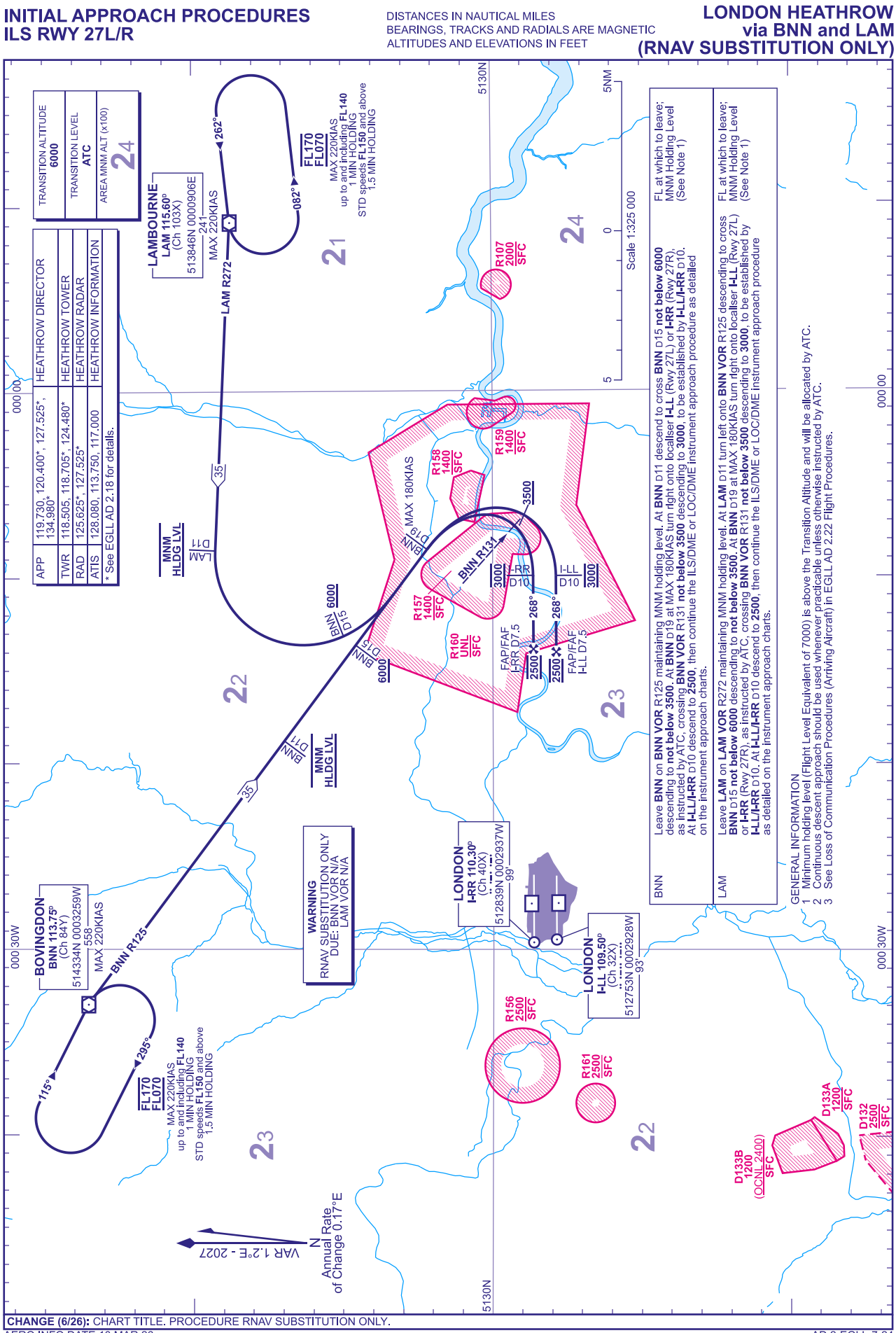
OCK	Leave **OCK** on **OCK VOR** R074 maintaining MNM holding level. At **OCK** D7 descend to cross **OCK** D11 **not below 6000** descending to **not below 3500**. At **OCK** D12 turn left onto track 357°, descending to cross **OCK VOR** R063 **not below 3500** descending to **3000**. At **OCK** R063 turn left onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), as instructed by ATC, to be established by **I-LL/I-RR** D10. At **I-LL/I-RR** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	FL at which to leave; MNM Holding Level (See Note 1)

GENERAL INFORMATION
1 Minimum holding level (Flight Level Equivalent of 7000) is above Transition Altitude and will be allocated by ATC.
2 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.
3 See Loss of Communication Procedures (Arriving Aircraft) in EGLL AD 2.22 Flight Procedures.

CHANGE (3/26): MAG TRACKS. DISTANCES FROM TOUCHDOWN REMOVED. FREQUENCY TEXT LAYOUT. HOLDS. NOTES.

AERO INFO DATE 06 JAN 26
AD 2-EGLL-7-23

I



CHANGE (6/26): CHART TITLE. PROCEDURE RNAV SUBSTITUTION ONLY.

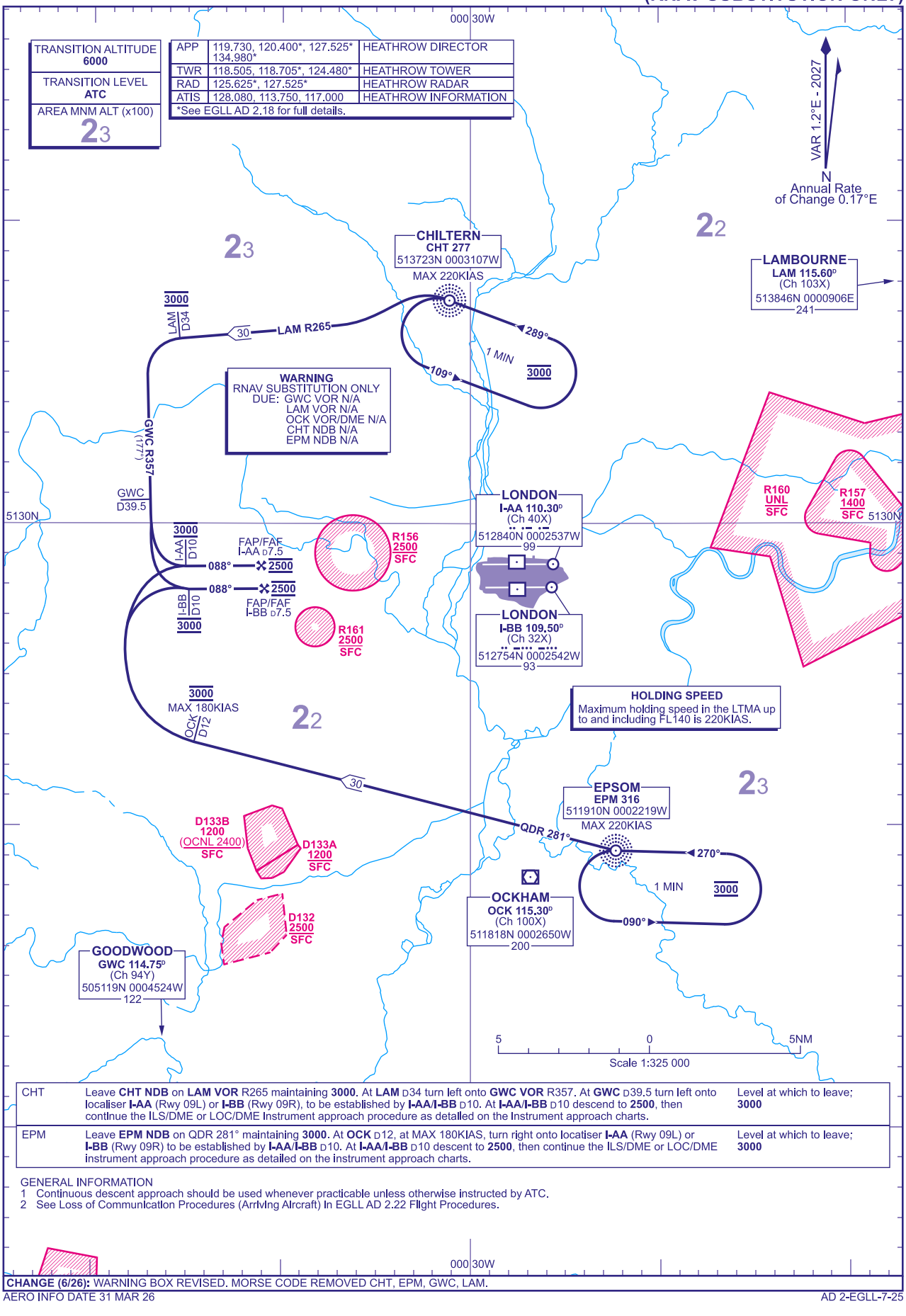
AERO INFO DATE 10 MAR 26

AD 2-EGLL-7-24

INITIAL APPROACH PROCEDURES
ILS RWY 09L/R

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

LONDON HEATHROW
via CHT and EPM
(RNAV SUBSTITUTION ONLY)



CHT	Leave **CHT NDB** on **LAM VOR** R265 maintaining **3000**. At **LAM** D34 turn left onto **GWC VOR** R357. At **GWC** D39.5 turn left onto localiser **I-AA** (Rwy 09L) or **I-BB** (Rwy 09R), to be established by **I-AA/I-BB** D10. At **I-AA/I-BB** D10 descend to **2500**, then continue the ILS/DME or LOC/DME Instrument approach procedure as detailed on the Instrument approach charts.	Level at which to leave; **3000**
EPM	Leave **EPM NDB** on QDR 281° maintaining **3000**. At **OCK** D12, at MAX 180KIAS, turn right onto localiser **I-AA** (Rwy 09L) or **I-BB** (Rwy 09R) to be established by **I-AA/I-BB** D10. At **I-AA/I-BB** D10 descent to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	Level at which to leave; **3000**

GENERAL INFORMATION
1 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.
2 See Loss of Communication Procedures (Arriving Aircraft) In EGLL AD 2.22 Flight Procedures.

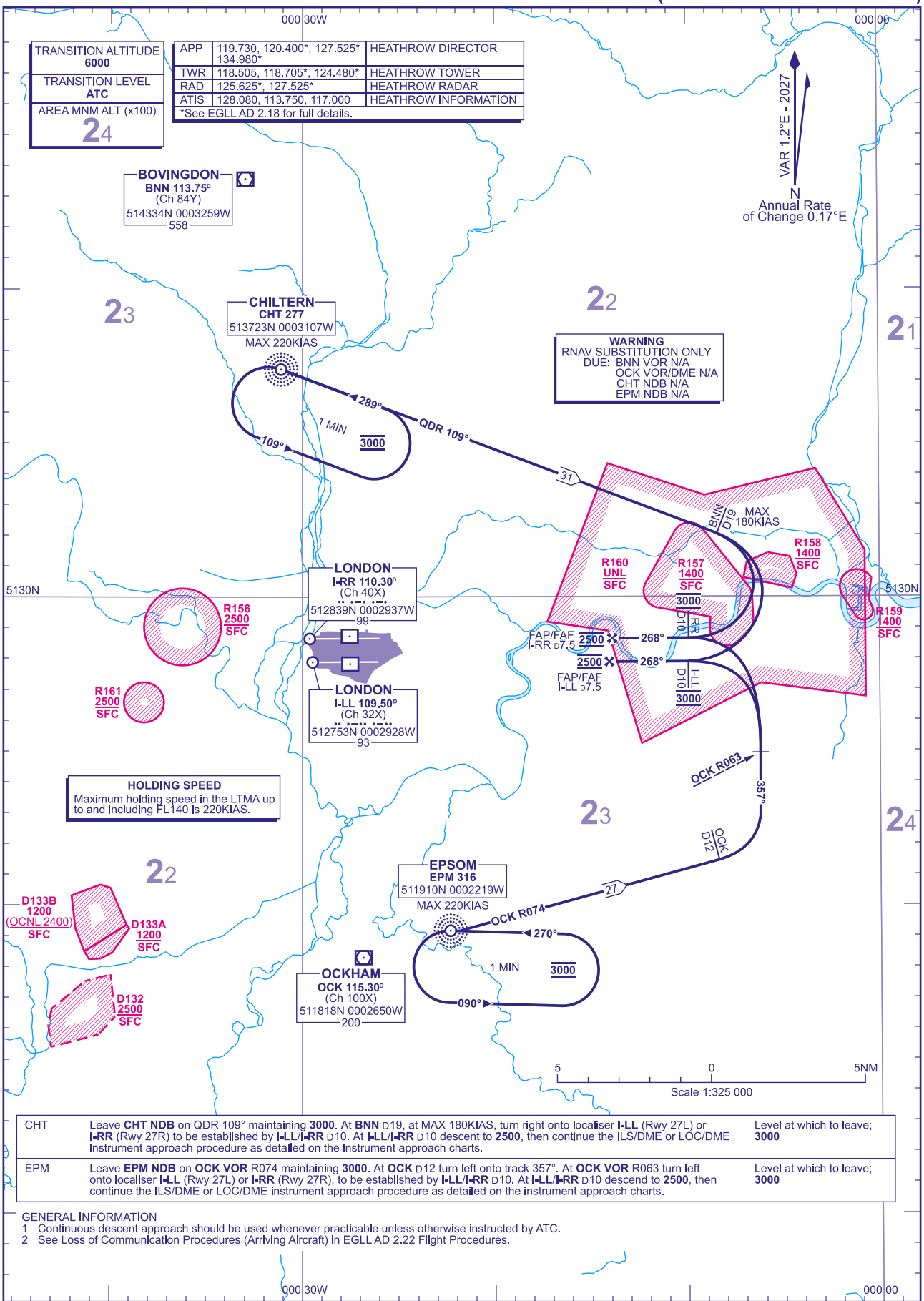
CHANGE (6/26): WARNING BOX REVISED. MORSE CODE REMOVED CHT, EPM, GWC, LAM.

AERO INFO DATE 31 MAR 26
AD 2-EGLL-7-25

INITIAL APPROACH PROCEDURES ILS RWY 27L/R

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

LONDON HEATHROW via CHT and EPM (RNAV SUBSTITUTION ONLY)



CHT	Leave **CHT NDB** on QDR 109° maintaining **3000**. At **BNN** D19, at MAX 180KIAS, turn right onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R) to be established by **I-LL**/**I-RR** D10. At **I-LL**/**I-RR** D10 descent to **2500**, then continue the ILS/DME or LOC/DME Instrument approach procedure as detailed on the Instrument approach charts.	Level at which to leave; **3000**
EPM	Leave **EPM NDB** on **OCK VOR** R074 maintaining **3000**. At **OCK** D12 turn left onto track 357°. At **OCK VOR** R063 turn left onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), to be established by **I-LL**/**I-RR** D10. At **I-LL**/**I-RR** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	Level at which to leave; **3000**

GENERAL INFORMATION
1 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.
2 See Loss of Communication Procedures (Arriving Aircraft) in EGLL AD 2.22 Flight Procedures.

CHANGE (6/26): WARNING BOX REVISED. MORSE CODE REMOVED BNN, CHT, EPM.

AERO INFO DATE 31 MAR 26

AD 2-EGLL-7-26

EGSS — LONDON STANSTED

EGSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSS — LONDON STANSTED

EGSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 515306N Long: 0001406E Mid point of Runway 04/22.
2	Direction and distance from city	2.5 NM ENE of Bishops Stortford.
3	Elevation / Reference temperature / Mean Low Temperature	348 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	150 FT
5	Magnetic Variation / Annual Change	1.43°E (2027) / 0.17°E
6	AD Administration Address Telephone	STANSTED AIRPORT LTD. Enterprise House, Stansted Airport, Stansted, Essex CM24 1QW. 0808-169-7031 (STAL) 01279-669328 (NATS Ltd) 01279-669325 (ATIS)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to NATS Ltd operational areas may be recorded.

EGSS AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24 Prior notice by 2100 (2000) required for movements between 2300-0700 (2200-0600).
3	Health and sanitation	Health Control Officers in attendance for High Risk Flights. H24 Answerphone. Animal Border Inspection Post available.
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24 for aircraft stands on the southside of the airport. 0600-2100 (0500-2100) for aircraft stands on the northside of the airport. Out of hours prior booking with fuelling provider listed at EGSS AD 2.4, Section 7.
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Refer to AD 2.20 item 1.

EGSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full. Nearest railway siding: Stansted 2.2 NM.
2	Fuel and oil types	AVTUR JET A-1. Various by arrangement with fuel companies.
3	Fuelling facilities/capacity	Southside, full hydrant facility except Stands D70, D71, D72, D73, D74. Northside, bowser refuelling.
4	De-icing facilities	Available H24 by arrangement with local companies.
5	Hangar space for visiting aircraft	By arrangement with local companies.
6	Repair facilities for visiting aircraft	Maintenance and repair by arrangement.

7	Remarks	Oxygen and related servicing, by arrangement with local companies. The following companies provide a handling service for all executive and private aircraft: Harrods Business Aviation Ltd, Tel: 01279-665312. Fax: 01279-681367. e-mail: stnops@harrodsaviation.com Universal Aviation (UK) Ltd, Tel: 01279-680349. Fax: 01279-680372. e-mail: uk@universalaviation.aero Inflite Ltd, Tel: 01279-831000. Fax: 01279-837900. e-mail: operations@inflite.co.uk Diamond Hangar Ltd, Tel: 01279-680161. e-mail: operations@diamondhangar.com AVTUR JET A-1, oxygen and related servicing available by arrangement with Handling Agent. Prior Permission Required (PPR) not less than 4 hours before intended movement. General Aviation operators must notify the following details of each flight in advance through their nominated handling agent who will obtain prior permission (Handling Agent requirement is mandatory). 1 – Aircraft type, registration and operator; 2 – Point of origin; 3 – Date/time of ETA and ETD Stansted; 4 – Nominated Handling Agent.

EGSS AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity.
2	Restaurants	Buffet and bar.
3	Transportation	Trains, buses, taxis and hire cars. Nearest railway station: Stansted Airport (connected to passenger terminal).
4	Medical facilities	Limited first aid treatment available.
5	Bank and Post Office	Bureau de Change in Terminal. No post Office.
6	Tourist Office	
7	Remarks	

EGSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Category 8, 9 and 10 on request.
2	Rescue equipment	In accordance with EASA Regulations.
3	Capability for removal of disabled aircraft	The registered owner or aircraft operator retains complete responsibility for the removal of a disabled aircraft. Airlines and aircraft operators are to have aircraft recovery plans and/or a confirmed contract in place. Aircraft recovery arrangements must be submitted to Airside Operations, Stansted Airport Ltd.
4	Remarks	

EGSS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing, Sanding.Gritting.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest Information from SNOWTAM/STAL AODM Tel: 01279-662378.

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

1	Apron surface and strength	MAIN TERMINAL STANDS Surface: Concrete NORTHSIDE STANDS AND GA Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway FOXTROT: 25 M Surface: Asphalt PCN 80/R/D/W/T Taxiway FOXTROT ALPHA: 18 M Surface: Concrete PCN 78/R/C/W/T Taxiway GOLF: 27 M Surface: Concrete and asphalt PCN 67/R/D/W/T Taxiway HOTEL: 23 M Surface: Concrete PCN 78/R/C/W/T Taxiway JULIET: 23 M Surface: Concrete PCN 78/R/C/W/T
3	Altimeter checkpoint location and elevation	500 Apron 329 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	

EGSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Azimuth and stopping guidance is provided as follows: AGNIS/Double stop arrows. Stands D72L, D72R, D73L, D73R, Z204R, Z204L, Z205R, Z205L, Z213L, Z213R, Z214L, Z214R, 520. Safedock: A1, A1L, A1R, A2, A3, A4, A5, A6, A7, A8, A9L, A9C, A9R, A10, A11, A11L, A11R, A12L, A12C, A12R, A13L, A13C, A13R, A15L, A15C, A15R, B20, B21, B22, B23L, B23C, B23R, B24L, B24C, B24R, B30, B31, B32L, B32R, B33L, B33R, B34L, B34R, C40, C41, C42L, C43L, C43R, C44L, C44R, C50L, C50R, C51L, C51R, C52L, C52R, C53L, C53R, D61R, D62L, D62R, D63L, D63R, D64L, D64R, E81L, E81R, E82L, E82R, E83L, E83R, E84L, E84R, E90L, E90R, E91L, E91R, E92L, E92R, E93L, E93R, J25L, J25R, J45R, J65L, J65R, J85L, J85R, Z204, Z205, Z213, Z214. Marshaller instructions: B32C, B33C, B34C, C42C, C42R, C43C, C44C, D70L, D71L, D71C, D71R, D72C, D73C, D74, E81, E82, E90, E91, E92, E93, J45L, Z204F. Painted Stop Arrows and centre-line Stands: H03L, H03C, H03R, 501, 503, 504, 505L, 505R, 506, 507, 509. Stand Number indicator board provided on all stands except E81, E82, E90, E91, E92, E93, 501, 502, 507 and 509. East and West centre-lines in Alpha, Bravo, Charlie, Echo and Zulu Cul-de-Sacs available for H24 and limited to aircraft with a maximum wingspan of 36 M. Taxi-lanes Link Delta restricted to aircraft with a maximum wingspan of 51.9 M.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 04/22: Runway designation, runway threshold, (04/22) runway centre-line and touchdown zone markings and runway edge markings. Runway light(s): Lights are LED.

		Taxiway light(s): Green centre-line lighting with selective route switching is provided on Taxiways Golf, Juliet and Hotel. Blue edge lighting is available on Taxiway Foxtrot, Taxilane Foxtrot Alpha and the Western Apron. Illuminated lead-on/off routes are provided at: Golf, Uniform, Victor, Whiskey, Hotel, Kilo, Lima, Lima Romeo, November Romeo, Papa Romeo, Papa, Quebec Romeo, Quebec, Romeo and Sierra holding points. Green Lead-on/off lighting is suppressed when red hold bars are illuminated. Guard lights at all runway entry points. Lights are LED.
3	Stop bars and runway guard lights (if any)	At all CAT I and CAT II/III runway holding points. Hotel and Juliet have stop bars along their length and within all cul-de-sacs. No stop bars on Taxiways Foxtrot and Golf. Stop bars at runway holding points are in operation H24.
4	Other runway protection measures	
5	Remarks	The main aprons are marked for nose-in parking only. All operators should ensure that their handling agents can supply tractor push-back facilities. Taxiway Juliet: An Airside Operations marshaller is required for aircraft under their own power with a maximum wingspan greater than 51.9 M when routing behind stands J25L/R, J45L/R, J65L/R and J85L/R. Western Apron: Is restricted to aircraft with a maximum wingspan of 36 M. Delta Cul-de-Sac wingspan restriction of 38.10 M. Painted taxiway intermediate holding points to be used at ATC's discretion are located on Taxiways Foxtrot and Golf and are designated: F1, FA1 and G4. For marshaller contact, Tel: 01279-662478. Pilots should not enter an aircraft stand unless Stand Entry Guidance is illuminated or a marshaller has signalled clearance to proceed. In the event of there being no activated SEG displayed upon approach to the stand, flight crews should inform Ground Movement Control (GMC) and contact their handling agent. Aircrew must not attempt to self-park if the SEG is not illuminated or calibrated for their aircraft type. Safedock Advanced Visual Docking Guidance System The safedock advanced visual docking guidance system (A-VDGS), provides both pilots with guidance for manoeuvring the aircraft into the gate to the correct centre-line and stop position under all operational conditions. Alpha Middle line has blue paint markings to assist decision making when entering the Alpha Cul-de-Sac. Note: In case of malfunction in the docking guidance system stop taxiing and contact Stansted Ground/Tower and request assistance. 3x WDI: 515318.58N 0001405.52E - 515336.99N 0001503.18E (LGTD) - 515235.91N 0001333.68E (LGTD).

EGSS AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGSS8498) 22/APPROACH 04/ TAKE-OFF	TREE	515422.36N 0001600.09E	457 FT	90 FT	No	Trees in 22/Approach 04/ Take-off relate to highest wooded area.
(EGSS5912) 22/APPROACH 04/ TAKE-OFF	TREE	515421.25N 0001600.00E	458 FT	92 FT	No	Trees in 22/Approach 04/ Take-off relate to highest wooded area.
(EGSS6045) 22/APPROACH 04/ TAKE-OFF	TREE	515420.63N 0001622.98E	452 FT	82 FT	No	Trees in 22/Approach 04/ Take-off relate to highest wooded area.
(EGSS8491) 22/APPROACH 04/ TAKE-OFF	TREE	515420.41N 0001559.57E	451 FT	87 FT	No	Trees in 22/Approach 04/ Take-off relate to highest wooded area.

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**
(EGSS3187) 22/APPROACH 04/ TAKE-OFF	LLZ RH 04	515351.32N 0001514.96E	362 FT	15 FT	Yes Red	
(EGSS3201) 04/APPROACH 22/ TAKE-OFF	FFM	515221.06N 0001257.88E	335 FT	21 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**
(EGSS1620)	ATC OBS LIGHT	515307.09N 0001516.19E	525 FT	214 FT	Yes Red	
(EGSS2007)	MAST	515246.93N 0001657.17E	502 FT	171 FT	Yes Red	

EGSS 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 30 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	LONDON STANSTED
10	Additional information (limitation of service, etc.)	Surface wind data (2 minute average) is available for both ends of the runway. Normally, only touchdown surface wind will be passed. Stopend surface wind and instantaneous surface wind available on request for both ends. AUTO METARs are provided over the 24 hour period and verified by a certificated Met Observer.

EGSS 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	042.87°	3049 x 46 M	RWY surface: Asphalt, Grooved PCN 117/F/D/W/T	515237.35N 0001322.30E 149.8 FT	THR 332.3 FT TDZ 337.5 FT	
22	222.89°	3049 x 46 M	RWY surface: Asphalt, Grooved PCN 117/F/D/W/T	515342.57N 0001500.16E 149.8 FT	THR 347.7 FT TDZ 347.7 FT	
04C	042.87°			515257.52N 0001352.56E 149.8 FT	THR 337.3 FT	
22C	222.88°			515322.40N 0001429.88E 149.8 FT	THR 334.4 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
	289 x 150 M	3169 x 280 M	240 x 92 M -			RWY 04 Landing threshold is displaced by 298 M. Paved shoulders extend for 7.6 M either side of the declared runway width, which is denoted by white side stripes. A stabilised grass outer shoulder is prepared to a width of 7.5m along the full length of the runway beyond the hard shoulders.
	267 x 150 M	3169 x 280 M	240 x 92 M -			RWY 22 Paved shoulders extend for 7.6 M either side of the declared runway width, which is denoted by white side stripes. A stabilised grass outer shoulder is prepared to a width of 7.5 M along the full length of the runway beyond the hard shoulders.
						RWY 04C Maintenance Threshold Co-ordinates: To be used during Reduced Distance Operations only. See AD 2.20 Section 6 (i).
						RWY 22C Maintenance Threshold Co-ordinates: To be used during Reduced Distance Operations only. See AD 2.20 Section 6 (i).

EGSS AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	3049 M	3338 M	3049 M	2749 M	
04	2198 M	2198 M	2198 M	1900 M	To be utilised during Reduced Distance Operations only. See AD 2.20 Section 6 (i). Revised Aerodrome Charts will be published within a SUP as required.
22	3049 M	3316 M	3049 M	3049 M	
22	1900 M	1900 M	1900 M	1900 M	To be utilised during Reduced Distance Operations only. See AD 2.20 Section 6 (i). Revised Aerodrome Charts will be published within a SUP as required.
04	2823 M	3112 M	2823 M		Take-off from intersection of Hold K1.
04	2392 M	2681 M	2392 M		Take-off from intersection of Hold L1.
04	1834 M	2123 M	1834 M		Take-off from intersection of Hold V1.
22	2685 M	2952 M	2685 M		Take-off from intersection of Hold Q1.
22	2334 M	2601 M	2334 M		Take-off from intersection of Hold P3.
22	1830 M	2097 M	1830 M		Take-off from intersection of Hold U.
04C	1900 M	2189 M	1900 M	1900 M	To be utilised during Reduced Distance Operations only. See AD 2.20 Section 6 (i). Revised Aerodrome Charts will be published within a SUP as required.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 1.36°E (2027) 1.4°E (2025)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R069-099). DME DOC: 120 NM/50,000 FT.
VOR/DME 1.32°E (2027) 1.2°E (2025)	BPK	122X 117.500 MHz	H24	514459.05N 0000624.25W	392 FT	VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R254-074 and 65 NM/50,000 FT in Sector R314-349). DME DOC: 40 NM/50,000 FT (80 NM/ 50,000 FT in Sector R284-359).

EGSS AD 2.20 LOCAL AERODROME REGULATIONS

1 AERODROME REGULATIONS

a) Pilots of non-commercial (General Aviation) flights arriving from abroad are required to report to Customs at the Designated Customs Clearance Office in the Business Aviation Terminal.
b) Use governed by regulations applicable to Stansted CTR.
c) All aircraft must be able to communicate by radio.
d) Pilots must be specially attentive to RTF callsigns used by ATC on the Ground Frequency. Although the RTF channel is shared by aircraft and vehicular traffic, pilots may not hear the transmissions of vehicle drivers, only the responses from ATC.
e) H24, subject to the prior approval of the Chief Executive Officer (CEO), Stansted Airport Ltd.
f) All flights operating at Stansted require a slot allocation by the airport co-ordinator, (ACL). Operators are advised to review current Stansted Directors Notices on ad-hoc slot allocations and Night restrictions which reflect the airports co-ordinated status.
g) Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0900-1700 (0800-1600) by telephone: 020-8564 0600 or outside of these times to Stansted Airside Operations, by telephone: 01279-662478. Operators are advised that the availability of ad-hoc slots during peak periods is likely to be extremely limited.
h) Fixed Based Operators are normally available 0600-2200 (0500-2100), and may be available outside of these times with prior arrangement with those handling agents listed at EGSS AD 2.4, Section 7. Customs and Immigration are routinely available 0730-2130 (0630-2030). Control Authority coverage outside of these times may be arranged through the nominated handling agent. Additional charges may apply.
i) Planned Diversion Procedure - airline and other operators are advised that before selecting Stansted as an alternate, prior arrangements for ground handling, maintenance and aircraft recovery should be in place. Nothing in this procedure shall, however, prevent an aircraft that has a declared emergency from landing.
j) Fixed Electrical Ground Power (FEGP) must be used whenever available and serviceable. Use of aircraft Auxiliary Power Units (APUs), and diesel Ground Power Units is subject to strict controls as set out in published airport regulations. Between the hours 0600-2330 (0500-2230), APUs should be shut down as soon as practicable following arrival and not restarted until 10 minutes prior to departure, except when the outside air temperature (as promulgated by ATC) is below +5°C or above +20°C. Between 2331-0559 (2231-0459), except when immediately prior to departure, APUs may not be run without notification to Stansted Airside Operations Tel: +44(0)1279-662478.
k) Aircraft engine testing is permitted subject to the restrictions detailed in the Aerodrome Manual, contact Stansted Airside Operations, Tel: +44(0)1279-662478 for further advice.

2 GROUND MOVEMENT

a) General

i. All requests for clearance, start-up and taxi should be made directly with ATC. Directions issued by ATC should be followed precisely. RTF transmissions must be brief, concise and kept to a minimum.
ii. Within the manoeuvring area pilots will be cleared to and from the stands under general direction from GMC and are reminded of the importance of maintaining a good lookout at all times.
iii. Departing aircraft, on first contact with Stansted ATC, must state aircraft type, stand number, ATIS code letter, QNH received, and then maintain a listening watch at all times.
iv. Clearance is available for departing aircraft approximately 22 minutes before departure on the Delivery frequency (when open-status broadcast on ATIS), otherwise Ground, and must be obtained at least 10 minutes before start up to allow data to be processed - failure to do may incur delays.
v. Pre-departure clearance by datalink is available at Stansted for suitably equipped aircraft. For further information contact ATC Operations, Tel: +44 (0)1279-669302.
vi. Stansted Airport is equipped with an advanced surface movement radar utilising Mode-S.

1. Aircraft operators intending to use London Stansted Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
2. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:

(aa) From the request for push back or taxi, whichever is earlier.
(bb) After landing, continuously until the aircraft is fully parked on stand.

3. After parking the Mode-A code 2000 must be set before selecting OFF or STDBY.

4. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

b) Aprons

i. Pilots should only request push back (with tug attached) when they are actually ready to do so.
ii. Within the Alpha, Bravo, Charlie, Echo and Zulu cul-de-sacs aircraft should take care to use the taxilane as directed by the GMC controller (ie: East, West or middle). Pilots are responsible for ensuring they do not accept a clearance to use a taxilane centre-line which is not approved for their aircraft type.
iii. Caution, Western Apron is uncontrolled.

c) De-icing Pad Operations

i. Remote de-icing operations will occur when snow is falling and accumulating and shall be promulgated by Stansted Airport Ltd Airside Operations.
ii. Remote de-icing is only available to operators who have a pre-agreement with Stansted Airport Ltd.
iii. Remote de-icing – Operation

1. Flight crew shall notify ATC that remote de-icing will be required prior to aircraft pushback via datalink where available.
2. Flight crew shall simultaneously contact their respective handling agent to request remote de-icing.
3. Flight crew shall request push and start as per normal. ATC shall direct the aircraft to the de-icing pad.
4. Upon entering the pad, flight crew shall park the aircraft in line with the respective Painted Stop Arrow and Omni-directional Red Lights.
5. Once parked the flight crew shall contact the pad controller via the appropriate frequency, and confirm that the parking brake is set, engines are at idle power and the de-icing required.
6. The pad controller shall confirm the de-icing requirements, and shall authorise the de-icing vehicles to approach the aircraft and begin de-icing operations. The pad controller shall park their vehicle in front of the aircraft, in line-of-sight of the flight crew to manage de-icing operations.
7. On completion of de-icing operations, the pad controller shall confirm that all de-icing operations have been completed, that vehicles have vacated the manoeuvring area, advise the anti-icing code, the litreage used and areas treated. Once this has been acknowledged by the flight crew the pad controller shall vacate the manoeuvring area. Flight crew shall contact ATC for further taxi.

iv. Remote de-icing – Emergency Procedures

1. Should an aircraft emergency develop during de-icing pad operations, flight crews are to select all nose landing lighting and contact ATC. Upon seeing the illuminated lights, all de-icing vehicles shall vacate manoeuvring area.

d) **It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.**
e) Pilots are reminded that RTF contact must be maintained with ATC whilst engaged in compass swings on the Compass Base or engine runs in the Ground Run Pen.
f) Runway 04 during CAT II/III operations, aircraft on Golf taxiway with wingspan greater than 36 M may be required to cross the runway at Victor for departure.
g) Aircraft are not to stop on any runway exit awaiting instructions from Ground Movement Control. If a landing aircraft cannot contact GMC due to RTF congestion the pilot should fully vacate the runway and taxi into the first available taxiway block. The pilot should then hold position until contact with GMC can be established.
h) Taxiway Hotel, Link D, has a maximum wingspan of 51.9 M.
i) Taxiway Hotel between abeam Link Delta and Link Echo, including Link Echo has a maximum wingspan of 36 M.
j) Airport-Collaborative Decision Making (A-CDM) - Definitions of Commonly Used A-CDM Terms:

1. Calculated Take-Off Time (CTOT);
2. Target Off-Blocks Time (TOBT);
3. Target Start Approval Time (TSAT);
4. Target Take-Off Time (TTOT);
5. Estimated Off-Block Time (Flight Plan EOBT);
6. Minimum Departure Interval (MDI);
7. Advanced Visual Docking Guidance System, Ramp Information Display Screen (AVDGS RIDS).

TOBT/TSAT

1. Pilots must be aware of the TOBT and TSAT and comply with it. It is visible on AVDGS RIDS where provided, in the Airport Community App and from the Ground Handling Agent.
2. If TOBT or TSAT can no longer be complied with then TOBT must be updated by the Aircraft Operator via the dispatcher/Ground Handling Agent Ops.
3. Pilots must report that the flight is READY to depart at TOBT (tolerance window of -5 to +5 minutes). Failure to do so may see TOBT & TSAT deleted.
4. Reporting READY when not ready will see the READY status rescinded and TOBT & TSAT may get automatically deleted.
5. Pilots planning to be READY more than 5 minutes before TOBT must update the TOBT to an earlier time first (up to 10 minutes before EOBT or SCHEDULED time).

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 may be required.
7. ATC cannot update TOBT or TSAT values.
8. A TSAT can never be improved to earlier than the TOBT.

EOBT Compliance

1. It is essential that the Flight Plan EOBT and TOBT are kept aligned. A-CDM alarm CDM08 is triggered to the handling agent if they are more than 10 minutes difference. Failure to align may see unachievable CTOTs for which a further delay may occur if the values need to be updated late. An out-of-date EOBT may also receive a Flight Plan suspension from Eurocontrol if there is a taxi delay.
2. ATC cannot easily update (delay) a Flight plan EOBT - it is the airline's responsibility.
3. A request can be made to the airport for an airline operator's TOBTs to automatically trigger EOBT updates with Eurocontrol.

Start Request – Stansted ATC (Delivery, Ground or Tower as appropriate)

1. If already within the TSAT window when calling READY, ATC will then approve start. In the case of a TSAT delay beyond TOBT, ATC will advise of the TSAT. A TSAT can commonly be later than TOBT due to a CTOT but can also be delayed due to runway capacity or MDI restrictions.
2. Pilots are to monitor the ATC frequency from this point and must continue to be READY as the TSAT can potentially improve to as early as the TOBT.
3. Start approval will be issued based on TSAT compliance and the prevailing traffic situation.
4. Pilots will be informed of an ATC delay to TSAT of more than 5 minutes. In such cases, the TOBT must not be updated further once READY has been acknowledged by ATC.
5. If a new TOBT is entered the flight will be re-sequenced (new TSAT issued automatically).
6. The aircraft will not be allowed to start until a valid TOBT has been entered and revised TSAT assigned, with the window of -5 to +5 minutes applicable to both.

Remote Holding Request

1. Stansted Airport has remote holding areas available. If an eligible Aircraft Operator is aware of a significant CTOT delay (20 mins+) and wishes to take the delay off stand rather than on the stand, then they should contact ATC for approval and advise their Ground Handling Agent so that the pushback tug remains available.
2. In this instance, once approved by ATC and recorded as a Remote Hold request which will be indicated on the AVDGS RIDS screen if it’s active, the pushback will be allowed at TOBT and the TSAT will be adjusted to account for expected departure from the remote hold location.
3. Airlines and ATC must remain open to an airport or Handling Agent request to seek pushback at TOBT for a delayed flight should there be operational demand for the stand or turnaround resources, though it remains at the discretion of ATC.

Aircraft De-icing Requirements

1. Stansted 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 www.stanstedairport.com/airfield-operations/aerodrome-manual/.
2. To request de-icing, pilots should follow their company’s standard procedure which must include liaison with their ground handler who will additionally enter the requirement for de-cing into A-CDM. It is important to note that pre-boarding de-icing is not relevant to A-CDM and so does not need to be captured. Post-boarding aircraft de-icing time is not included in the TOBT calculation. i.e. this de-icing takes place after TOBT.
3. If the aircraft is to be de-iced remotely, details for this are held within the London Stansted Airport Winter Operations Plan. A copy can be obtained from your Ground Handling Agent.
4. Where de-icing is indicated, A-CDM expects that at TOBT when doors are closed, staff are ready to commence de-icing on stand. Pilots must update their Handling Agent if there is a delay to this as the issued TSAT is relative to the expected start and end of de-icing time. A call must also be made to the Ground Handler to update if the de-icing is taking longer or less time than expected as the start-up at TSAT +/- 5 minutes compliance is still required.
5. Once de-icing on the stand is complete, and assuming TSAT compliance, pilots should call Stansted ATC stating, 'de-icing complete, ready to push and start'.
6. Pilots who have been allocated a remote de-icing area should contact Stansted ATC at TOBT, stating 'ready to push and start for remote de-icing'. The TSAT becomes the expected time to exit the remote de-icing location.
7. There is a process for Handling Agents to follow to re-set the TOBT if de-icing has been completed and TSAT was not complied with i.e. TOBT and TSAT were subsequently deleted at TSAT+6. This should be avoided by updating the anticipated de-icing start and end times through the Handling Agent.

3 CAT II/III OPERATIONS

a) Runways 04 and 22, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS broadcast or by RTF.
c) Departing aircraft: ATC will require departing aircraft to use the following Category II/III holding points:

Runway 04 – Golf 3, Whisky 3, Hotel 3, Kilo 3 or Lima 3;
Runway 22 – Quebec 3, Romeo 3 or Sierra 3.
Occasionally, it may be necessary for other departure points to be used at the discretion of ATC.

d) Arriving aircraft: All appropriate runway exits are illuminated, and pilots should select the first convenient exit. Runway vacation will be assessed as being when the aircraft has passed the last of the alternate yellow and green 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) 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 impact on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

IRVR (M)	Expected Landing Rate
Greater than 1000	24
Between 1000 and 600	20
Between 550 and 350	15
Less than 300	12 or less

f) Runways 04 and 22 are suitable for Lower than Standard Category I operations subject to the ILS radiating at CAT III and LVPs being declared in force by ATC, by Operators whose minima have been accepted by the Civil Aviation Authority. Crews wishing to conduct this approach should inform Stansted Radar on first contact.

g) Runway 04 during CAT II/III operations, aircraft on Golf taxiway with wingspan greater than 36 M may be required to cross the runway at Victor for departure.

4 WARNINGS

a) Extensive instrument flying takes place in vicinity of airport.

b) Trees in 22 Approach/04 Take-off relate to highest in large wooded area.

c) Due to runway undulation and line of site issues on Runway 04, aircraft may lose two way communication with ATC. Should this occur when on the runway, pilots should consider aligning with Kilo 1 on the runway.

5 HELICOPTER OPERATIONS

a) All inbound and outbound helicopters must use the runways. Helicopter handling agents are to obtain slot allocation for all flights. Helicopters may not carry out direct approaches to or take-off from apron areas or taxiways. After landing, helicopters will ground taxi or air taxi to an allocated parking area. While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding wingtip clearance and turbulence.

b) Departures from the runway unless otherwise directed by ATC are required to follow the routes below in accordance with chart in AD 2.EGSS-4-3 Helicopter VFR arrival/departure routes:

i. North - Audley End Railway Station VRP via M11 Motorway;
ii. East & South - Canfield A120/B1256 INTERCHANGE VRP;
iii. West - Puckeridge A10/A120 INTERCHANGE VRP via Hazelend Wood VRP and the north side of A120 trunk road, avoiding Bishop's Stortford;
iv. BKY - Nuthampsted AD VRP via Hazelend Wood VRP.

c) Approach to the runway from the west via Hazelend Wood VRP, or the north from Audley End Railway Station VRP shall remain north of Bury Lodge Hotel and remain clear of Burton End.

d) Helicopters landing from or departing to the west are to avoid overflight of Birchanger, Stansted Mountfitchet and Bishop's Stortford.

e) Pilots of inbound helicopters should contact the Terminal Control Group Supervisor (North) on 023-8048 1103 before departure to obtain an indication of likely delays and if necessary to obtain an EAT. Pilots of all inbound helicopters should note they may be required to hold outside CAS until they can be integrated into the traffic sequence and that in the event of a high controller workload such holding may have to be carried out without radar service.

6 USE OF RUNWAYS

a) Special runway utilisation procedures are detailed at GEN 3.3.3.

b) When Runway 04 is in use a right hand circuit is in force.

c) Wake Turbulence – Departures

i. The following sets of holding points are considered to be the same point for the purposes of departure wake turbulence separation:

Runway 04 - H1/H3 and G1/G3
Runway 22 - S1/S3 and R1/R3

ii. On departure, when in receipt of a line up clearance, the pilot must inform ATC before entering the runway, if greater wake turbulence separation will be required behind preceding aircraft than that laid down in UK AIC P 001/2015. Failure to do so may result in additional delay.

d) Wake Turbulence – Arrivals

For the purposes of spacing in the approach phase the following aircraft types are classified as Upper Medium for Wake Turbulence separation: B707, B757, DC-8 and IL62. All other 'Medium' aircraft types are classified as Lower Medium. Wake turbulence separations are in accordance with the 5 Group Scheme and are detailed in UK AIC P 001/2015.

e) Minimum Runway Occupancy – Departures

i. On receipt of line up clearance, pilots should ensure commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line up on the runway as soon as the preceding aircraft has commenced either its take off roll or landing run.
ii. 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
iii. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Stansted Tower frequency.
iv. Pilots of aircraft with wingspan greater than 36 M should not proceed beyond the Cat III holding points G3 and W3 unless instructed to do so by ATC. This may result in fluctuations in the glidepath signal and, subject to weather conditions, inbound traffic established on the ILS may be asked to make a visual approach or localiser only approach whilst the restricted area is infringed.
v. Pilots should never cross Holding Point Red Stop bars.

f) Minimum Runway Occupancy – Arrivals

Runway 04	Taxiway PR	Taxiway QR	Taxiway Q
Distance from threshold (M)	1566	1844	2240
Design exit speed (KT)	52	52	N/A

Runway 22	Taxiway NR	Taxiway LR	Taxiway L
Distance from threshold (M)	1276	1891	2336
Design exit speed (KT)	52	52	N/A

i. Pilots are reminded that rapid exit from the runway will enable ATC to apply minimum spacing on final approach and will minimise the risk of ‘go-arounds’.
ii. Commensurate with safety, pilots should expedite their landing roll to vacate via the first available RET at the design exit speed.
iii. Where possible, pilots should exit at PR during Runway 04 operations. Tactical extension to the landing roll of any distance is prohibited unless authorised by ATC.
iv. Aircraft expecting to park on the north side of the airfield may be required to vacate via a RET to the south side during high intensity operations. ATC will advise the pilot accordingly on final approach.
v. Alternative vacating preferences may only be given at the discretion of ATC.

g) Runway Vacation Guidelines

i. Due to high intensity Runway Operations at Stansted it is necessary to ensure pilots adhere to the following guidelines:

Aircraft are not to stop on any runway exit awaiting instructions from Ground Movement Control. If a landing aircraft cannot contact GMC due to RTF congestion the pilot should fully vacate the runway and runway exit, and then hold position until contact with GMC can be established. Pilots should not anticipate a particular taxiway on vacating as there are no standard routeings at Stansted. On Runway 22, pilots should not assume Taxiway Juliet will be available.

ii. Taxiway November is not available as an entry/exit point from the runway for landing or departing fixed wing aircraft.

h) Runway Crossing Procedure

i. Aircraft and vehicles which are required to cross active runways will be issued instructions by the Ground Movement Controller, which will include a holding point as a clearance limit, at which the aircraft or vehicle will be required to hold short of the active runway.
ii. When reaching the clearance limit specified in the taxiing instructions, the aircraft or vehicle will be instructed to change frequency to that of the Air Controller of the appropriate runway.
iii. After crossing the runway and having reported ‘Runway Vacated’ with the Air Controller, the aircraft or vehicle will be instructed to contact the GMC frequency for further clearance. In the absence of further clearance it is essential that the aircraft or vehicle HOLD position when clear of the runway.

i) Reduced Distance Operations

i. To allow runway maintenance to take place, Runway 04/22 may be operated in a reduced distance configuration. There are two configurations both of which affect the runway declared distances, ground lighting, navigational aids and instrument flight procedures available. There will also be block closures on the taxiway system to safeguard the closed section of runway and facilitate contractor access. At the beginning and prior to the end of each night’s working period the runway will be closed for approximately 15 minutes to enable the lighting changes to be undertaken. Time periods when these procedures are in use will be notified by SUP & NOTAM.
ii. During these periods, reduced Aeronautical Ground Lighting services are provided as outlined in the table in AD 2.14. The lighting configuration will comply with the criteria laid down for non-precision approaches and take-offs where Instrumented Runway Visual Range (IRVR) is in excess of 400 M. DME will radiate throughout the working period. DME will continue to provide distance guidance for all departures and RNP Z and Y Instrument Approach Procedures (IAP) missed approaches. The RNP Z IAPs will provide distance information to the normal thresholds, while the RNP Y IAPs will provide distance information to the maintenance thresholds. DME is only used for the RNP Z and Y IAP missed approaches. Revised Aerodrome Charts will be published within a SUP as required.

iii. Threshold Naming and IAPs available

The maintenance runway thresholds are designated with a 'C' suffix to distinguish them from the normal thresholds:

1. THR 04 (RW04) is the normal threshold for Runway 04 and RNP Z RWY 04 IAP.
2. THR 04C (RW04C) is the maintenance threshold for Runway 04C and RNP Y RWY 04C IAP.
3. THR 22 (RW22) is the normal threshold for Runway 22 and RNP Z RWY 22 IAP.
4. THR 22C (RW22C) is the maintenance threshold for Runway 22C and RNP Y RWY 22C IAP.

Note: RW04, RW22, RW04C, RW22C are MAPt WPTs in RNP Z and Y IAPs respectively.

iv. Use of Runways 04C & 22C

1. Runways 04C & 22C have maintenance thresholds with reduced distances available and will only be used by reason of planned pre-notified runway maintenance.
2. Instrument Approach Procedures RNP Y RWY 04C and RNP Y RWY 22C to the maintenance thresholds RW04C and RW22C will be conducted at 3.5°.
3. ILS CAT I/II/III operations not available during maintenance threshold/Reduced Distance Operations.

v. When Runway 04C in use:

1. A maintenance threshold (RW04C) will be introduced for Runway 04C. Throughout any working period, the section of runway between the THR 22 and the edge of the works area (abeam LR) will remain operational for aircraft.
2. The following Holding Points and Rapid Exit Taxiways will be closed during the working period:

   Golf 1, Hotel 1 and 3, Kilo 1 and 3, Lima 1 and 3 and Lima Romeo.

3. Holding point November 1 and 3 will remain available for use. However, in the absence of a painted or lit lead on/off curve, temporary blue edge lights will be positioned to highlight the pavement edge and all aircraft movements via this holding point will be escorted onto and off the runway under the guidance of a Leader vehicle. Taxiway Hotel from Hotel 1 and 3 to, but not including Taxiway Lima, will be closed during the working period to safeguard the works area and provide access for contractors to it.

vi. When Runway 22C in use:

1. A maintenance threshold (RW22C) will be introduced for Runway 22C. Throughout the working period, the section of runway between the THR 04 and the edge of the works area (abeam PR) will remain operational for aircraft.
2. The following Holding Points and Rapid Exit Taxiways will be closed during the working period:

   Papa 3, Quebec Romeo, Quebec 1 and 3, Romeo 1 and 3 and Sierra 1 and 3.

vii. During any period when Reduced Distance Operations are in force:

1. ILS will not be available.
2. DME will radiate throughout the working period. It will continue to provide guidance for all departures and RNP Z and Y IAP missed approaches.
3. RNP Y IAPs PAPIs are set to 3.5° and will only serve the maintenance thresholds RW04C/RW22C.
4. RNP Z IAPs PAPIs are set to 3° and will only serve the normal thresholds RW04/RW22.
5. Aircraft must be able to turn within the 46 M width of the runway as it may be necessary to back-track. If required to back-track for departures, pilots should commence the turn at the latest abeam the red stop end wing bars. These are coincident with the start of the declared Runway take off distance. This procedure will ensure persons and equipment within the works area are not exposed to excessive jet blast.
6. Pilots should note that there will be vehicles with rotating/flashing amber obstruction lights inside the works site.
7. All runway lighting outside the area available for landing/take-off will be extinguished.

viii. Charts and coding table data relating to RNP Z and RNP Y IAPs are contained within AD 2.24:

8-3 RNP Z RWY 04 Chart
8-7 RNP Z RWY 22 Chart
8-4 RNP Y RWY 04C Chart
8-8 RNP Y RWY 22C Chart
8-9 RNP Z RWY 04 and RNP Y RWY 04C Coding Tables
8-10 RNP Z RWY 22 and RNP Y RWY 22C Coding Tables

ix. Notification of Runway in Use

The configuration of reduced distance in use at any time will be notified by NOTAM.

7 TRAINING

a) The use of this aerodrome for training is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the aerodrome. It is not permitted to fly an approach to the aerodrome with the intention to execute a missed approach from training purposes.

AERODROME CHART - ICAO

ARP 515306N 0001406E

AD ELEV 348FT

LONDON STANSTED
EGSS

COM		
ATIS	127.180, 114.550	STANSTED INFO
TWR	123.805, 125.550	STANSTED TOWER
	121.730 (GMC)	STANSTED GROUND
	121.605	STANSTED FIRE
	121.500	EMERGENCY CHANNEL O/R

LIGHTING	
THR 04/22	HI green with green W bars.
RWY 04/22	HI flush edge. HI bi-d C/L. TDZ 900 m. End lights red.
TWY	Green C/L. Blue edge TWY F and Western Apron.

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	**525**
HEIGHTS IN FEET ABOVE AD	(177)

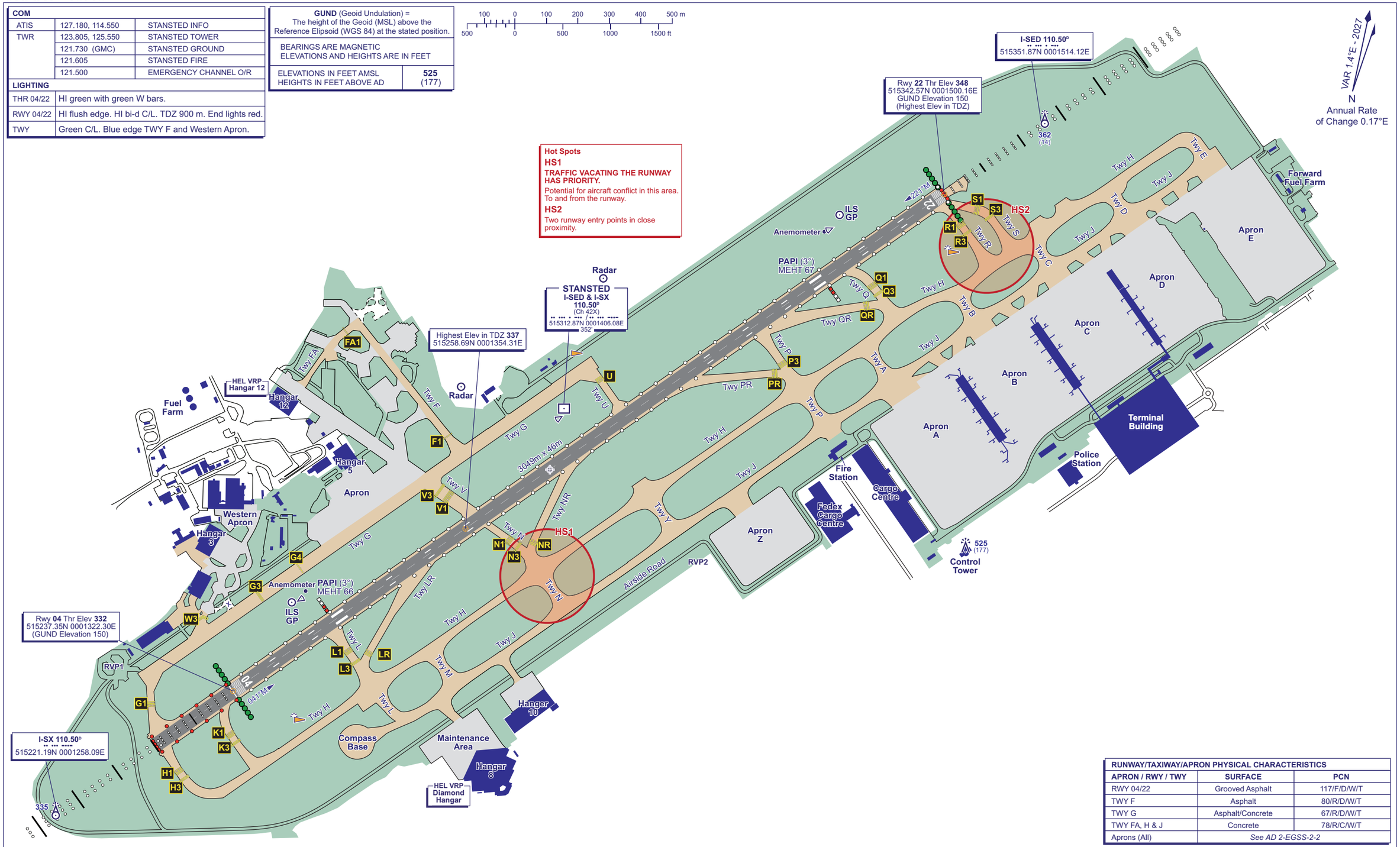
100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft

VAR 1.4°E - 2027
N
Annual Rate of Change 0.17°E

Hot Spots

HS1
TRAFFIC VACATING THE RUNWAY HAS PRIORITY.
Potential for aircraft conflict in this area. To and from the runway.

HS2
Two runway entry points in close proximity.



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 04/22	Grooved Asphalt	117/F/D/W/T
TWY F	Asphalt	80/R/D/W/T
TWY G	Asphalt/Concrete	67/R/D/W/T
TWY FA, H & J	Concrete	78/R/C/W/T
Aprons (All)	*See AD 2-EGSS-2-2*	

CHANGE (6/26): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

AERO INFO DATE 31 MAR 26

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 515306N 0001406E

AD ELEV 348FT

LONDON STANSTED
EGSS

STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE
	Apron A	A11	515318.08N 0001517.35E	B22	515322.37N 0001515.92E	B33	515329.12N 0001521.14E
A1L	515310.28N 0001510.99E	A11R	515317.03N 0001518.13E	B22R	515322.73N 0001516.07E	B33L	515328.94N 0001519.61E
A1	515310.43N 0001509.47E	A12L	515319.30N 0001512.71E	B23L	515323.91N 0001514.70E	B34R	515330.07N 0001518.47E
A1R	515311.00N 0001509.25E	A12	515319.69N 0001514.38E	B23	515323.82N 0001513.04E	B34	515330.79N 0001518.23E
A2	515312.03N 0001507.22E	A12R	515318.73N 0001514.79E	B23R	515324.56N 0001512.74E	B34L	515330.87N 0001516.74E
A3	515313.83N 0001504.84E	A13L	515321.12N 0001509.54E	B24L	515325.61N 0001511.35E		**Apron C**
A4	515313.91N 0001504.20E	A13	515321.55N 0001511.22E	B24	515325.42N 0001510.14E	C40	515326.84N 0001531.10E
A5	515314.78N 0001502.73E	A13R	515320.63N 0001511.74E	B24R	515326.36N 0001510.16E	C41	515327.91N 0001529.60E
A6	515315.44N 0001501.32E	A14	515322.42N 0001508.49E	J25L	515325.65N 0001508.91E	C42L	515328.95N 0001527.98E
A7	515315.63N 0001501.21E	A15L	515324.18N 0001505.11E	J25R	515325.09N 0001507.83E	C42	515328.90N 0001526.24E
A8	515316.02N 0001501.03E	A15	515323.49N 0001507.06E	B30	515324.60N 0001527.56E	C42R	515329.51N 0001526.05E
A9L	515317.39N 0001459.46E	A15R	515323.24N 0001506.74E	B31	515325.46N 0001525.85E	C43L	515330.59N 0001524.77E
A9	515317.40N 0001457.91E		**Apron B**	B32R	515326.50N 0001524.46E	C43	515330.45N 0001523.15E
A9R	515318.07N 0001457.35E	B20	515320.14N 0001521.15E	B32	515327.48N 0001524.10E	C43R	515331.31N 0001522.91E
A10	515316.07N 0001519.70E	B21	515321.01N 0001519.43E	B32L	515327.29N 0001522.72E	C44L	515332.34N 0001521.50E
A11L	515317.93N 0001516.54E	B22L	515321.81N 0001517.63E	B33R	515328.36N 0001521.34E	C44	515332.16N 0001520.29E

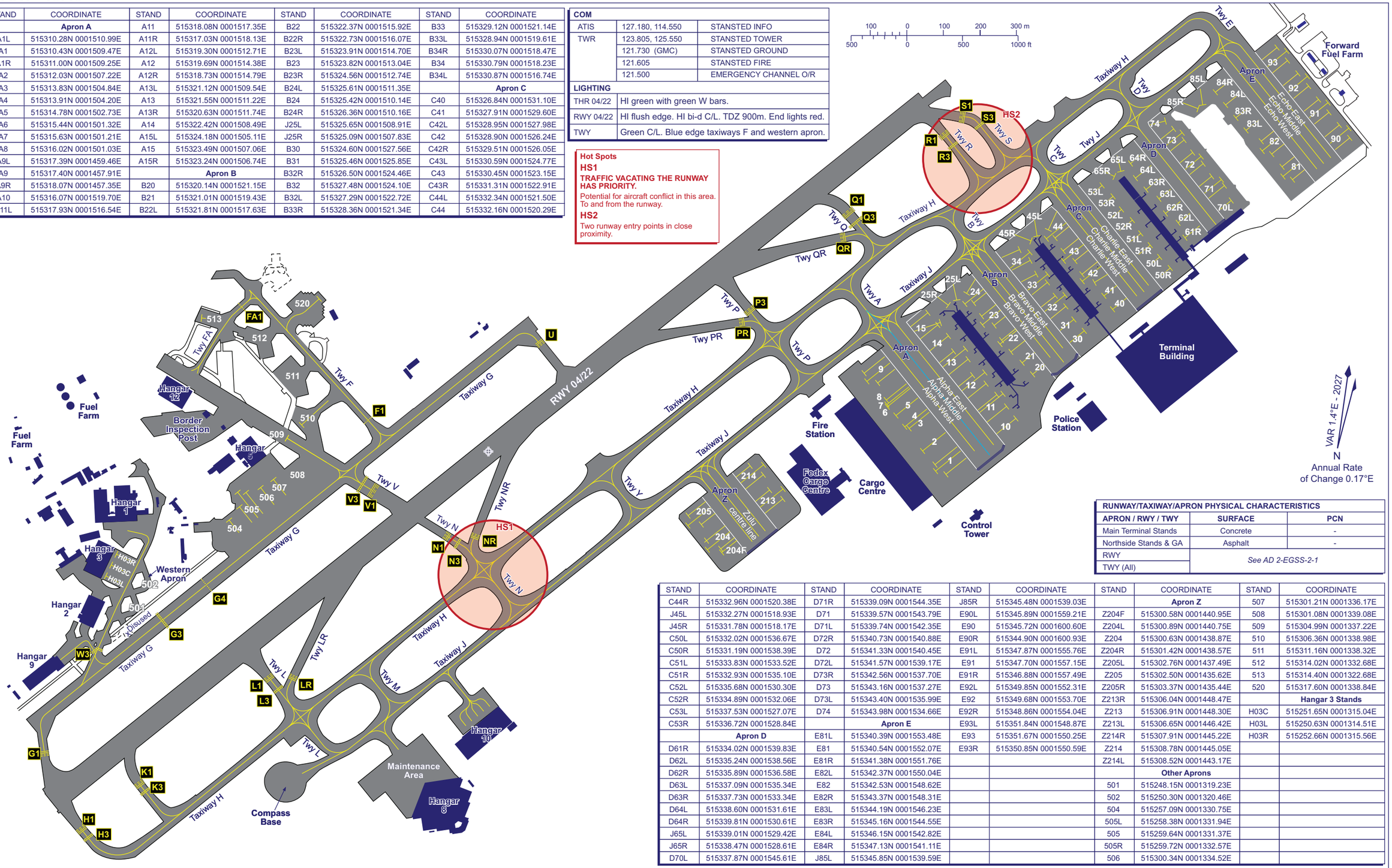
COM		
ATIS	127.180, 114.550	STANSTED INFO
TWR	123.805, 125.550	STANSTED TOWER
	121.730 (GMC)	STANSTED GROUND
	121.605	STANSTED FIRE
	121.500	EMERGENCY CHANNEL O/R

LIGHTING	
THR 04/22	HI green with green W bars.
RWY 04/22	HI flush edge. HI bi-d C/L. TDZ 900m. End lights red.
TWY	Green C/L. Blue edge taxiways F and western apron.

Hot Spots

HS1
TRAFFIC VACATING THE RUNWAY HAS PRIORITY.
Potential for aircraft conflict in this area. To and from the runway.

HS2
Two runway entry points in close proximity.



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
Main Terminal Stands	Concrete	-
Northside Stands & GA	Asphalt	-
RWY	*See AD 2-EGSS-2-1*	
TWY (All)		

STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE
C44R	515332.96N 0001520.38E	D71R	515339.09N 0001544.35E	J85R	515345.48N 0001539.03E		**Apron Z**	507	515301.21N 0001336.17E
J45L	515332.27N 0001518.93E	D71	515339.57N 0001543.79E	E90L	515345.89N 0001559.21E	Z204F	515300.58N 0001440.95E	508	515301.08N 0001339.08E
J45R	515331.78N 0001518.17E	D71L	515339.74N 0001542.35E	E90	515345.72N 0001600.60E	Z204L	515300.89N 0001440.75E	509	515304.99N 0001337.22E
C50L	515332.02N 0001536.67E	D72R	515340.73N 0001540.88E	E90R	515344.90N 0001600.93E	Z204	515300.63N 0001438.87E	510	515306.36N 0001338.98E
C50R	515331.19N 0001538.39E	D72	515341.33N 0001540.45E	E91L	515347.87N 0001555.76E	Z204R	515301.42N 0001438.57E	511	515311.16N 0001338.32E
C51L	515333.83N 0001533.52E	D72L	515341.57N 0001539.17E	E91	515347.70N 0001557.15E	Z205L	515302.76N 0001437.49E	512	515314.02N 0001332.68E
C51R	515332.93N 0001535.10E	D73R	515342.56N 0001537.70E	E91R	515346.88N 0001557.49E	Z205	515302.50N 0001435.62E	513	515314.40N 0001322.68E
C52L	515335.68N 0001530.30E	D73	515343.16N 0001537.27E	E92L	515349.85N 0001552.31E	Z205R	515303.37N 0001435.44E	520	515317.60N 0001338.84E
C52R	515334.89N 0001532.06E	D73L	515343.40N 0001535.99E	E92	515349.68N 0001553.70E	Z213R	515306.04N 0001448.47E		**Hangar 3 Stands**
C53L	515337.53N 0001527.07E	D74	515343.98N 0001534.66E	E92R	515348.86N 0001554.04E	Z213	515306.91N 0001448.30E	H03C	515251.65N 0001315.04E
C53R	515336.72N 0001528.84E		**Apron E**	E93L	515351.84N 0001548.87E	Z213L	515306.65N 0001446.42E	H03L	515250.63N 0001314.51E
	Apron D	E81L	515340.39N 0001553.48E	E93	515351.67N 0001550.25E	Z214R	515307.91N 0001445.22E	H03R	515252.66N 0001315.56E
D61R	515334.02N 0001539.83E	E81	515340.54N 0001552.07E	E93R	515350.85N 0001550.59E	Z214	515308.78N 0001445.05E		
D62L	515335.24N 0001538.56E	E81R	515341.38N 0001551.76E			Z214L	515308.52N 0001443.17E		
D62R	515335.89N 0001536.58E	E82L	515342.37N 0001550.04E				**Other Aprons**		
D63L	515337.09N 0001535.34E	E82	515342.53N 0001548.62E			501	515248.15N 0001319.23E		
D63R	515337.73N 0001533.34E	E82R	515343.37N 0001548.31E			502	515250.30N 0001320.46E		
D64L	515338.60N 0001531.61E	E83L	515344.19N 0001546.23E			504	515257.09N 0001330.75E		
D64R	515339.81N 0001530.61E	E83R	515345.16N 0001544.55E			505L	515258.38N 0001331.94E		
J65L	515339.01N 0001529.42E	E84L	515346.15N 0001542.82E			505	515259.64N 0001331.37E		
J65R	515338.47N 0001528.61E	E84R	515347.13N 0001541.11E			505R	515259.72N 0001332.57E		
D70L	515337.87N 0001545.61E	J85L	515345.85N 0001539.59E			506	515300.34N 0001334.52E		

CHANGE (6/26): MAG INFO REVISED. EDITORIAL.

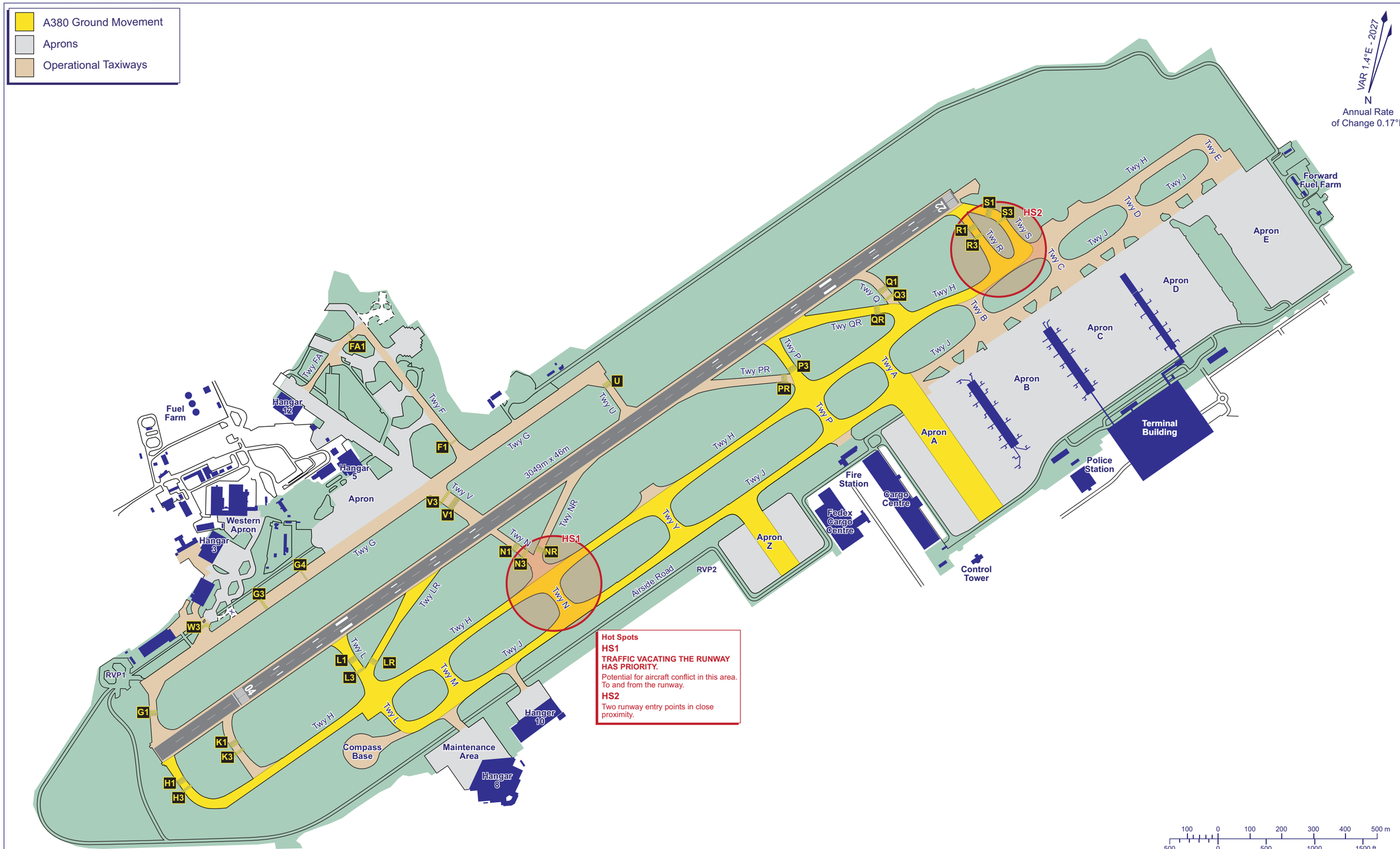
AERO INFO DATE 31 MAR 26

AERODROME CHART
A380 GROUND MOVEMENT - ICAO

ARP 515306N 0001406E

AD ELEV 348FT

LONDON STANSTED
EGSS



CHANGE (6/26): MAG INFO REVISED.

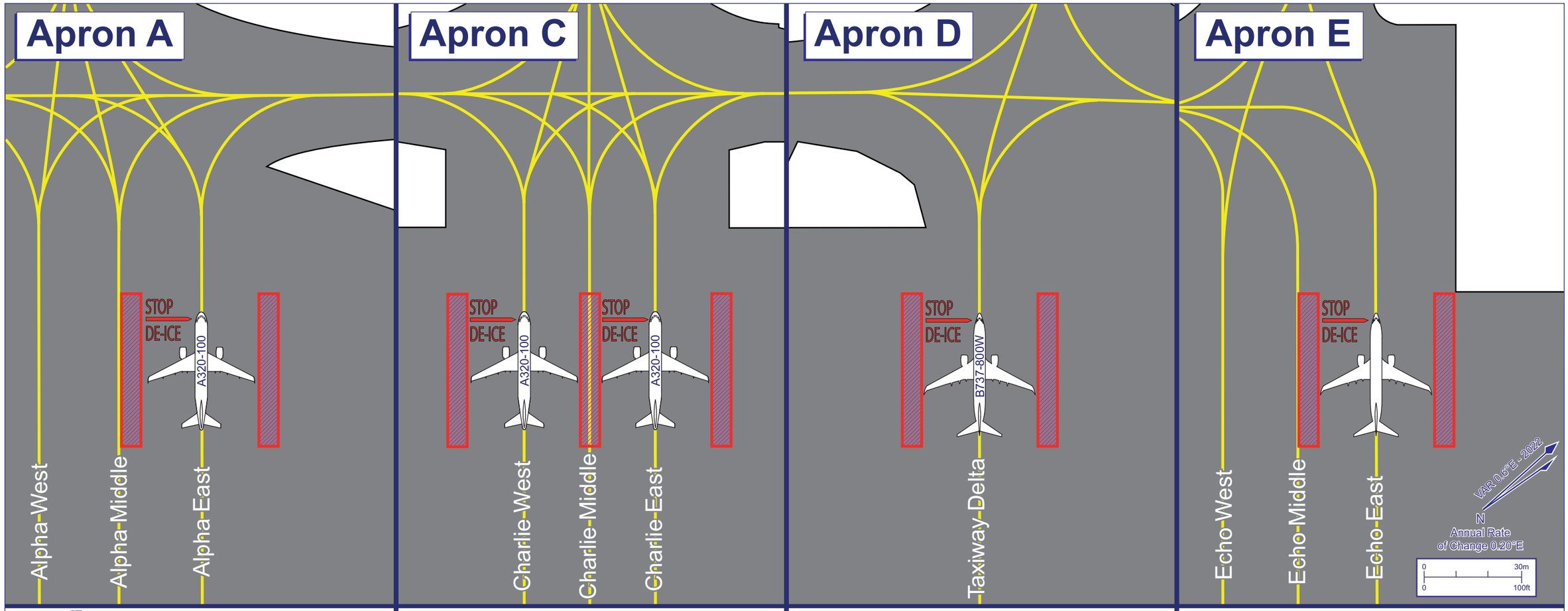
AERO INFO DATE 20 MAR 26

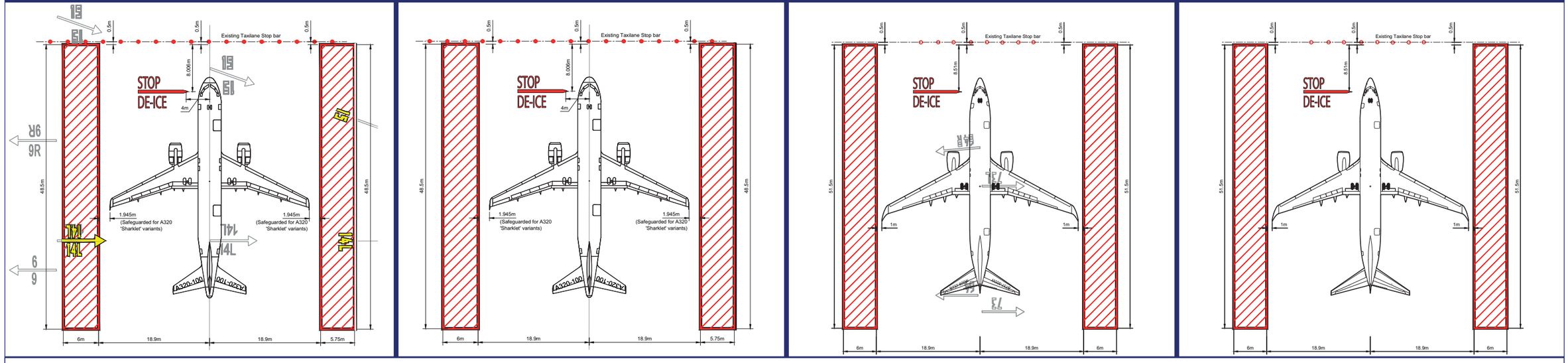
AIRCRAFT DE-ICING PADS CHART - ICAO

ARP 515306N 0001406E

AD ELEV 348FT

LONDON STANSTED
EGSS





CHANGE (14/20): MAG VAR.

AERO INFO DATE 15 OCT 20

AD 2-EGSS-2-4

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS DEP	MANCHESTER DEPARTURE INFORMATION	121.980 DOC 5 NM/GND.			H24	Also available by telephone: 0161-209 2860. ATIS broadcast does not include NOTAM information and should not be solely relied upon for flight planning purposes.
OTHER	MANCHESTER FIRE	121.605 Non-ATS channel.			Available when Fire vehicle on the ground attending aircraft in an emergency.	

EGCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 0.46°E (2027)	IMM	109.500 MHz	HO	532149.89N 0021514.48W		(RWY 05L)
ILS/GP	IMM	332.600 MHz	HO	532053.81N 0021700.07W		3° ILS Ref Datum Hgt 57 FT.
ILS/LOC I 0.46°E (2027)	IMC	111.550 MHz	HO	532105.47N 0021612.88W		(RWY 05R)
ILS/GP	IMC	332.750 MHz	HO	531958.46N 0021820.71W		3° ILS Ref Datum Hgt 50 FT.
ILS/LOC III 0.45°E (2027)	INN	109.500 MHz	HO	532026.53N 0021806.96W		(RWY 23R) False Localiser Capture may be experienced when approaching RWY 23R from the North and South.
ILS/GP	INN	332.600 MHz	HO	532131.24N 0021542.66W		3° ILS Ref Datum Hgt 55 FT.
VOR/DME 0.14°E (2027) 0.2°W (2022)	WAL	88X 114.100 MHz	H24	532330.97N 0030804.06W	55 FT	VOR/DME DOC: 120 NM/50,000 FT.
VOR/DME 0.76°E (2027) 0.6°E (2023)	HON	83Y 113.650 MHz	H24	522124.04N 0013949.41W	435 FT	VOR/DME DOC: 60 NM/50,000 FT (85 NM/50,000 FT in Sector R179-239 and 100 NM/50,000 FT in Sector R314-001).
VOR/DME 0.48°E (2027) 0.50°E (2023)	POL	58X 112.100 MHz	H24	534437.60N 0020611.83W	1438 FT	VOR/DME DOC: 115 NM/50,000 FT (150 NM/50,000 FT in Sector R075-015). Due to terrain, coverage at low level is reduced in Sector R280-335.
DME	IMC	52Y 111.550 MHz	HO	531958.58N 0021820.74W	200 FT	
DME	IMM	32X 109.500 MHz	HO	532111.40N 0021623.01W	264 FT	(RWY 05L) Range 15 NM. Zero range indicated at THR of runway in use. DME freq paired with ILS I-MM and I-NN.
DME	INN	32X 109.500 MHz	HO	532111.40N 0021623.01W	264 FT	(RWY 23R) Range 15 NM. Zero range indicated at THR of runway in use. DME freq paired with ILS I-MM and I-NN.
VOR/DME 0.46°E (2027) 0.3°E (2025)	MCT	82Y 113.550 MHz	H24	532125.29N 0021544.24W	280 FT	VOR DOC: 20 NM/50,000 FT (25 NM/50,000 FT in Sector R250-355). DME DOC: 90 NM/50,000 FT.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 0.69°E (2027) 0.4°E (2025)	TNT	104X 115.700 MHz	H24	530314.23N 0014011.90W	994 FT	RNAV substitution only. VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R100-205). DME DOC: 80 NM/50,000 FT (100 NM/ 50,000 FT in Sector R300-000).

EGCC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Manchester CTR.
b) All aircraft inbound to Manchester are to report aircraft type, latest ATIS received and cleared level on first contact with Manchester Radar.
c) All flights are at all times subject to PPR. The filing of a flight plan with NATS Ltd does not constitute permission to use Manchester Aerodrome.
d) Available H24, subject to the procedure and requirements listed at paragraph (f).
e) Subject to paragraph g Operators of General and Business Aviation aircraft may only operate it they obtain permission to do so from the aerodrome operator in advance of each movement.
f) Applications for prior permission and runway slots should be addressed as follows:

i. All requests for slots during office hours 0830-1700(0730-1600) are to be directed to Airport Co-ordination Ltd (ACL) Tel: 0161-493 1850, E-mail: manchester@acl-uk.org, email address for SCR's lonacxh@acl-uk.org;
ii. Slots outside office hours can be requested from Manchester Airport Plc, Airfield Operations, Tel: 0161-489 3657.

These applications must include the following information:

1. Aircraft Owner/Operator;
2. aircraft type and registration;
3. flight number (if applicable);
4. Requested time of arrival and departure at Manchester;
5. Nominated handling agent at Manchester.

g) Diversion Procedure.

i. All operators are advised that before planning Manchester as an alternate, they are required to have ground handling available at the airport; for non-based carriers, this arrangement is subject to the agreement of the Airport Management. Operators should note that off-loading and ACFT turnaround may be subject to significant delays due to stand availability. Nothing in this procedure shall, however, prevent an ACFT that has declared an emergency from landing.

h) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
i) Due to aerodrome capacity and associated works in progress, operators of aircraft with wingspan greater than 36 M (ICAO Code D, E and F) scheduled to arrive between 0300 (0200) and 0800 (0700) are advised to plan for arrival in accordance with scheduled in blocks time (SIBT). Aircraft estimated to arrive before SIBT may be subject to extended air and ground holding delays.

2 GROUND MOVEMENT

a) All surface movement of aircraft, vehicles and persons on the Manoeuvring area is subject to ATC authority.
b) Start-Up Procedures.

i. ATC are responsible for clearance delivery.
ii. Pilots are requested to call Manchester Delivery for ATC clearance (stating aircraft type, stand number and code letter of latest ATIS received) at least 10 minutes, but not more than 15 minutes before start-up to allow for departure data to be processed.
iii. Start up and push-back clearance is given by Ground Movement Control. **Start-up approval does not imply approval to push-back**.
iv. Pilots are required to inform Clearance Delivery when ready to start. Aircrew shall include their cleared departure SID in this call.
v. When requesting start-up or push-back pilots should give the full call sign, type and stand number. Aircraft must be ready in all respects to start and if necessary push-back before calling on the appropriate frequency. **Pilots should only request push-back when they are actually ready to do so**.
vi. When requesting push-back clearance, pilots are to inform ATC if headset communication with ground crew is not established. Push back clearance must not be requested until the ground crew has confirmed to the flight deck that the aircraft is closed up and the tug is manned and fully ready to move.
vii. If within 30 minutes of a previously issued CTOT the flight is unable to comply with that CTOT, the pilot should advise Manchester Delivery as soon as possible.
viii. Pilots are advised that delays in excess of 10 minutes can be expected at the Holding Point during busy morning and evening periods. Sufficient time should be allowed for start, push-back and taxi to take account of such a delay especially if to comply with an CTOT.

AERODROME CHART - ICAO

532113N 0021630W

ELEV 257FT

MANCHESTER
EGCC

LIGHTING	
THR 05L/23R THR 05R/23L	HI green with HI green W bars. HI green with HI green W bars.
RWY 05L/23R RWY 05R/23L	HI bi-d edge. HI colour coded C/L. End lights red. TDZ 900 m. HI elev bi-d with LI omni-d component. HI colour coded C/L. End lights red.
TWY	Green C/L, blue edge on sharp curves. Red stop bars at holding points. Green/yellow lead-off C/L to CAT III stop bars.

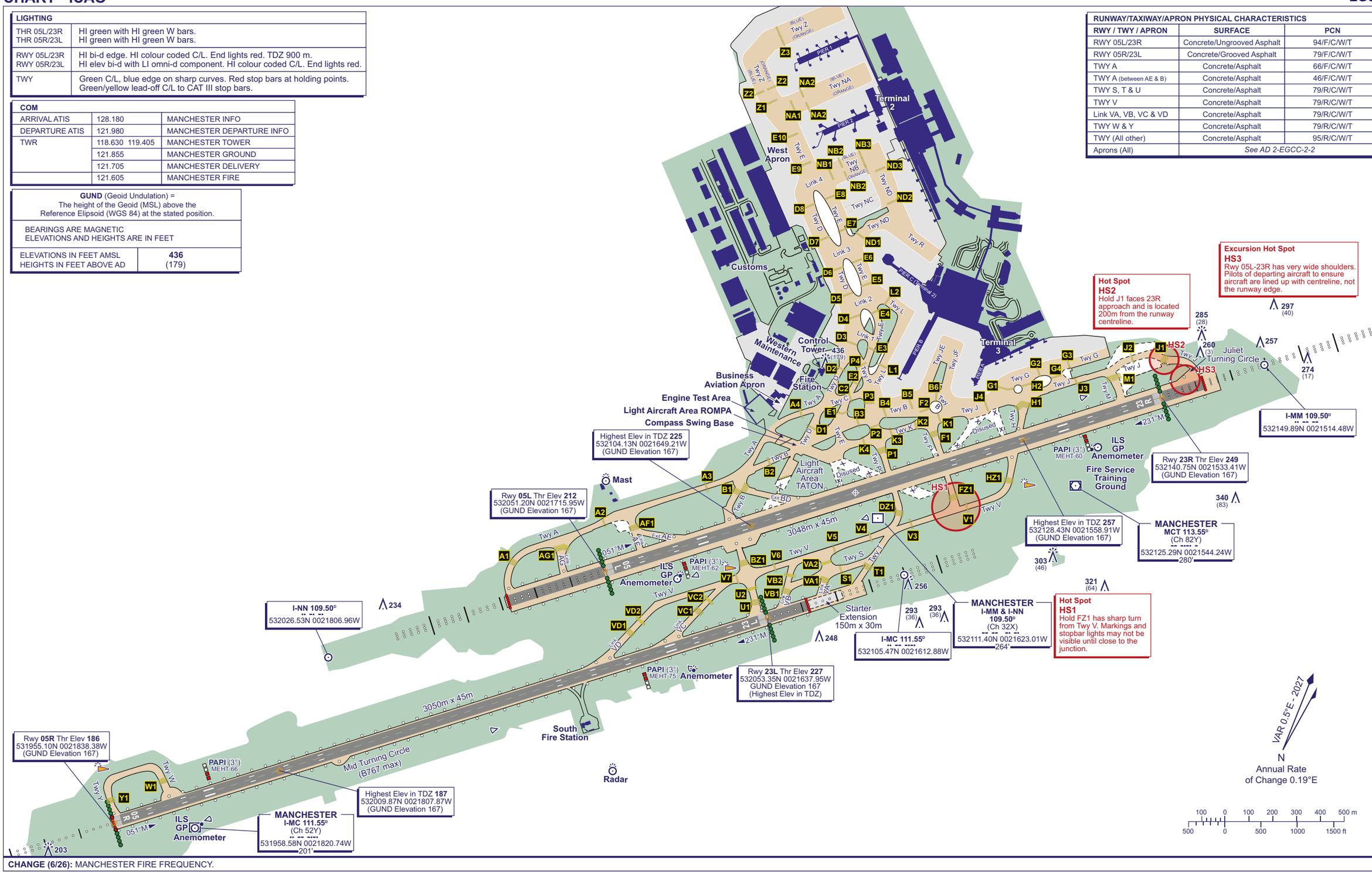
COM		
ARRIVAL ATIS	128.180	MANCHESTER INFO
DEPARTURE ATIS	121.980	MANCHESTER DEPARTURE INFO
TWR	118.630 119.405	MANCHESTER TOWER
	121.855	MANCHESTER GROUND
	121.705	MANCHESTER DELIVERY
	121.605	MANCHESTER FIRE

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	**436**
HEIGHTS IN FEET ABOVE AD	(179)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCN**
RWY 05L/23R	Concrete/Ungrooved Asphalt	94/F/C/W/T
RWY 05R/23L	Concrete/Grooved Asphalt	79/F/C/W/T
TWY A	Concrete/Asphalt	66/F/C/W/T
TWY A (between AE & B)	Concrete/Asphalt	46/F/C/W/T
TWY S, T & U	Concrete/Asphalt	79/R/C/W/T
TWY V	Concrete/Asphalt	79/R/C/W/T
Link VA, VB, VC & VD	Concrete/Asphalt	79/R/C/W/T
TWY W & Y	Concrete/Asphalt	79/R/C/W/T
TWY (All other)	Concrete/Asphalt	95/R/C/W/T
Aprons (All)	*See AD 2-EGCC-2-2*	



CHANGE (6/26): MANCHESTER FIRE FREQUENCY.

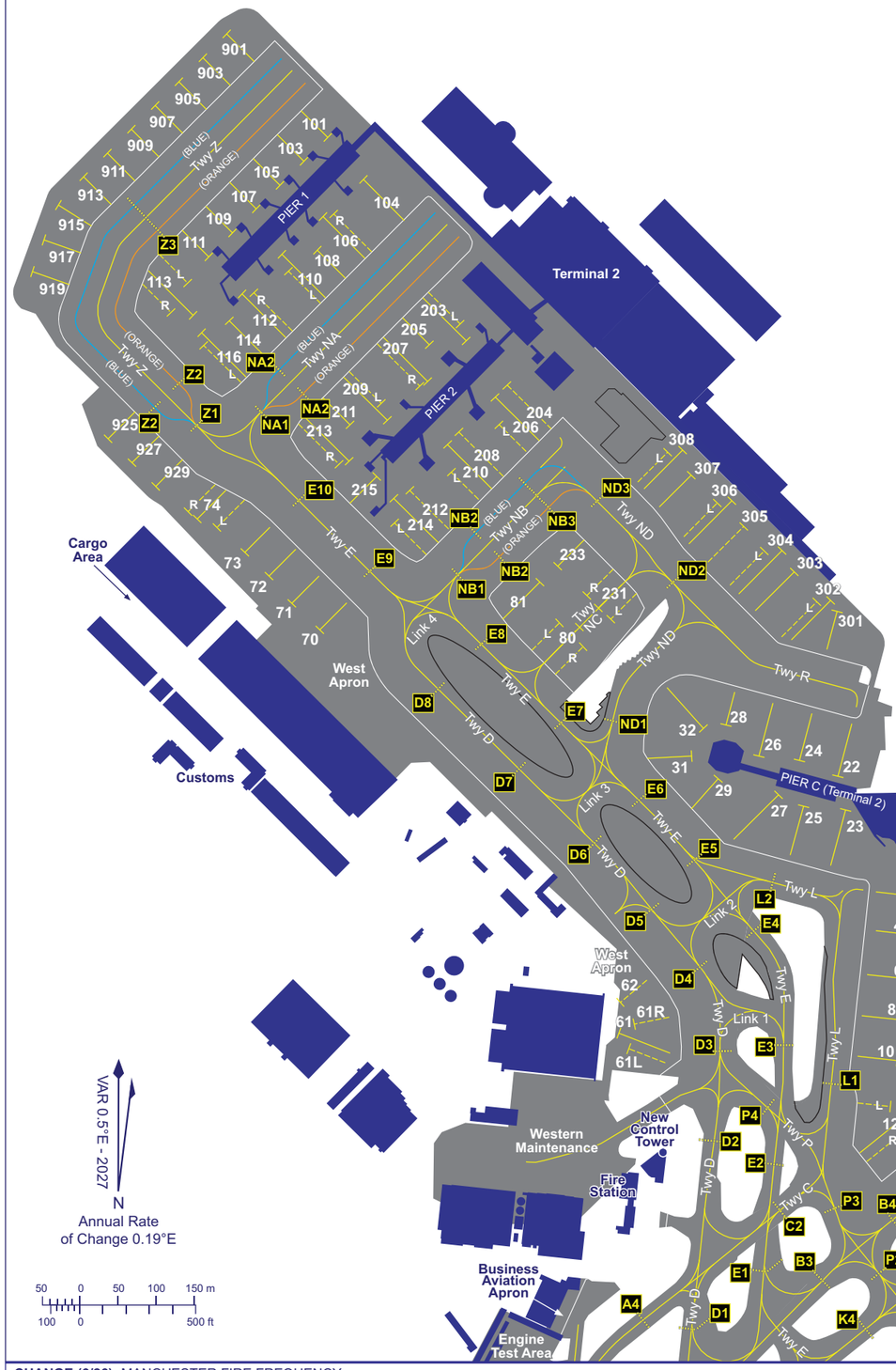
AERO INFO DATE 13 MAR 26

AIRCRAFT PARKING/DOCKING CHART - ICAO

532113N 0021630W

ELEV 257FT

MANCHESTER
EGCC



STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE
	Terminal 2	206	532159.70N 0021658.77W		**Terminal 3**		**West Apron**	15	532130.43N 0021627.61W
22	532143.79N 0021634.48W	206L	532158.55N 0021658.52W	1	532138.99N 0021626.69W	61	532132.85N 0021649.83W	231	532150.82N 0021651.40W
23	532142.33N 0021633.89W	207	532200.35N 0021703.53W	5	532136.78N 0021627.03W	61L	532132.20N 0021649.18W	231L	532150.34N 0021650.49W
24	532144.39N 0021637.18W	207R	532200.16N 0021704.08W	7	532135.40N 0021627.33W	61R	532133.23N 0021648.75W	231R	532151.33N 0021652.19W
25	532142.49N 0021636.90W	208	532158.22N 0021701.34W	9	532133.78N 0021627.52W	62	532134.14N 0021649.77W	233	532152.56N 0021654.39W
26	532144.56N 0021640.07W	209	532158.71N 0021706.37W	11	532132.27N 0021627.87W	70	532149.83N 0021711.06W	113L	532204.46N 0021720.47W
27	532142.96N 0021638.59W	209L	532159.42N 0021706.80W	16	532139.50N 0021623.00W	71	532150.94N 0021713.00W	113	532203.09N 0021720.09W
28	532145.81N 0021642.44W	210	532157.69N 0021702.14W	17	532139.53N 0021620.77W	72	532152.10N 0021714.64W	113R	532203.22N 0021721.66W
29	532143.66N 0021642.89W	210L	532156.53N 0021701.87W	41	532137.98N 0021615.96W	73	532153.10N 0021716.34W	114	532202.85N 0021717.46W
31	532144.59N 0021644.56W	211	532158.53N 0021709.00W	42	532136.08N 0021615.36W	74	532154.57N 0021719.71W	116L	532201.84N 0021719.31W
32	532145.59N 0021643.76W	212	532155.75N 0021704.79W	43	532134.20N 0021615.58W	74L	532154.02N 0021718.57W	116	532202.36N 0021719.45W
101	532210.66N 0021710.66W	213	532156.98N 0021709.07W	44	532133.06N 0021614.93W	74R	532154.98N 0021720.19W	901	532214.99N 0021717.84W
103	532209.65N 0021712.33W	213R	532156.86N 0021709.77W	44L	532133.13N 0021615.66W	80	532150.05N 0021652.68W	903	532213.98N 0021719.52W
104	532208.87N 0021708.10W	214	532155.42N 0021705.91W	44R	532132.23N 0021615.36W	80L	532150.16N 0021654.14W	905	532212.97N 0021721.19W
105	532208.64N 0021714.01W	214L	532154.39N 0021705.87W	47	532132.64N 0021613.78W	80R	532149.16N 0021652.46W	907	532211.96N 0021722.87W
106	532207.32N 0021710.97W	215	532156.35N 0021707.13W	48	532133.43N 0021612.85W	81	532151.94N 0021655.55W	909	532210.95N 0021724.54W
106R	532207.39N 0021710.20W	301	532150.71N 0021634.59W	49	532135.44N 0021612.59W	925	532157.88N 0021726.05W	911	532209.93N 0021726.22W
107	532207.63N 0021715.68W	302	532151.17N 0021635.06W	50	532136.78N 0021610.08W	927	532156.87N 0021724.36W	913	532208.92N 0021727.89W
108	532205.87N 0021711.31W	302L	532151.11N 0021636.03W	51	532137.76N 0021608.63W	929	532155.87N 0021722.67W	915	532207.73N 0021729.65W
109	532206.61N 0021717.36W	303	532152.37N 0021637.63W	52	532138.74N 0021607.10W			917	532206.25N 0021730.65W
110	532205.70N 0021713.85W	304	532153.27N 0021638.50W	53	532139.73N 0021605.50W		**Terminal 2 Remote**	919	532204.91N 0021731.45W
110L	532204.98N 0021713.36W	304L	532153.25N 0021639.75W	54	532140.79N 0021603.76W	2	532138.77N 0021629.90W		
111	532205.60N 0021719.03W	305	To be surveyed	55	532142.19N 0021601.15W	4	532137.08N 0021629.40W		
112	532204.02N 0021716.64W	306	532155.36N 0021642.03W	55L	532141.60N 0021601.18W	6	532135.22N 0021629.55W		
112R	532204.06N 0021715.81W	306L	532155.27N 0021643.04W	55R	532142.36N 0021559.30W	8	532133.47N 0021629.97W		
203	532202.06N 0021700.81W	307	532156.42N 0021644.86W	57	532142.99N 0021555.38W	10	532131.72N 0021630.09W		
203L	532202.77N 0021701.24W	308	532157.47N 0021645.56W	58	532143.88N 0021553.53W	12	532129.59N 0021629.08W		
204	532200.21N 0021657.94W	308L	532157.40N 0021646.61W			12L	532129.79N 0021630.64W		
205	532201.90N 0021703.41W					12R	532128.94N 0021629.23W		

Hot Spot
HS2
Hold J1 faces 23R approach and is located 200m from the runway centreline.

Excursion Hot Spot
HS3
Rwy 05L-23R has very wide shoulders. Pilots of departing aircraft to ensure aircraft are lined up with centreline, not the runway edge.

COM		
ARRIVAL ATIS	128.180	MANCHESTER INFO
DEPARTURE ATIS	121.980	MANCHESTER DEPARTURE INFO
TWR	118.630 119.405	MANCHESTER TOWER
	121.855	MANCHESTER GROUND
	121.705	MANCHESTER DELIVERY
	121.605	MANCHESTER FIRE

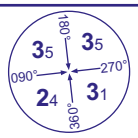
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**PCN**	**ELEVATION**
Apron	Concrete	56/R/C/W/T	-
Apron	Concrete	97/R/B/W/T	-
RWY (All)	*See AD 2-EGCC-2-1*		
TWY (All)			

CHANGE (6/26): MANCHESTER FIRE FREQUENCY.

AERO INFO DATE 13 MAR 26

INSTRUMENT APPROACH CHART - ICAO

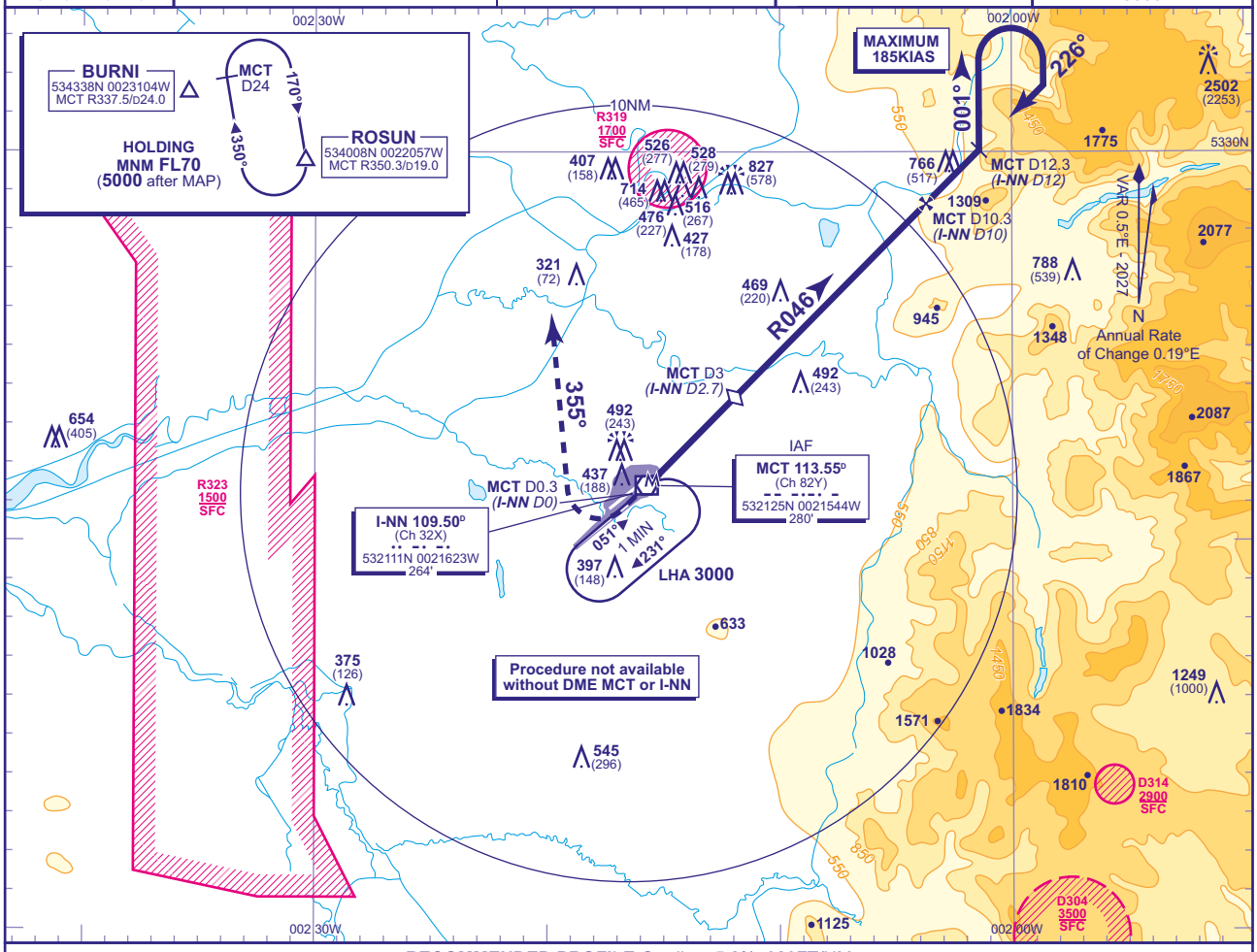
MANCHESTER VOR/DME RWY 23R
(ACFT CAT A,B,C,D)



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**



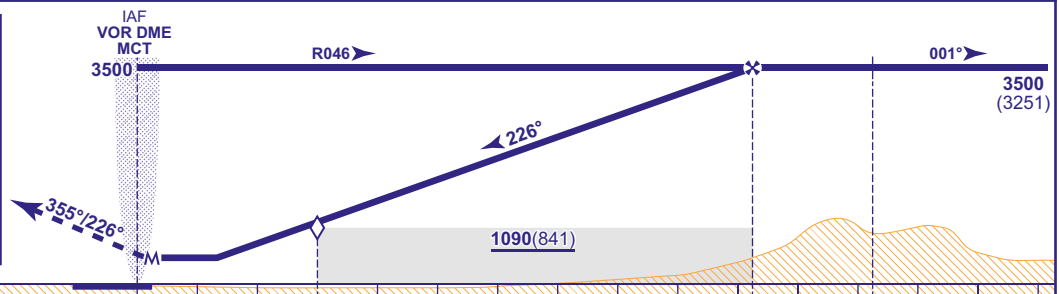
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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

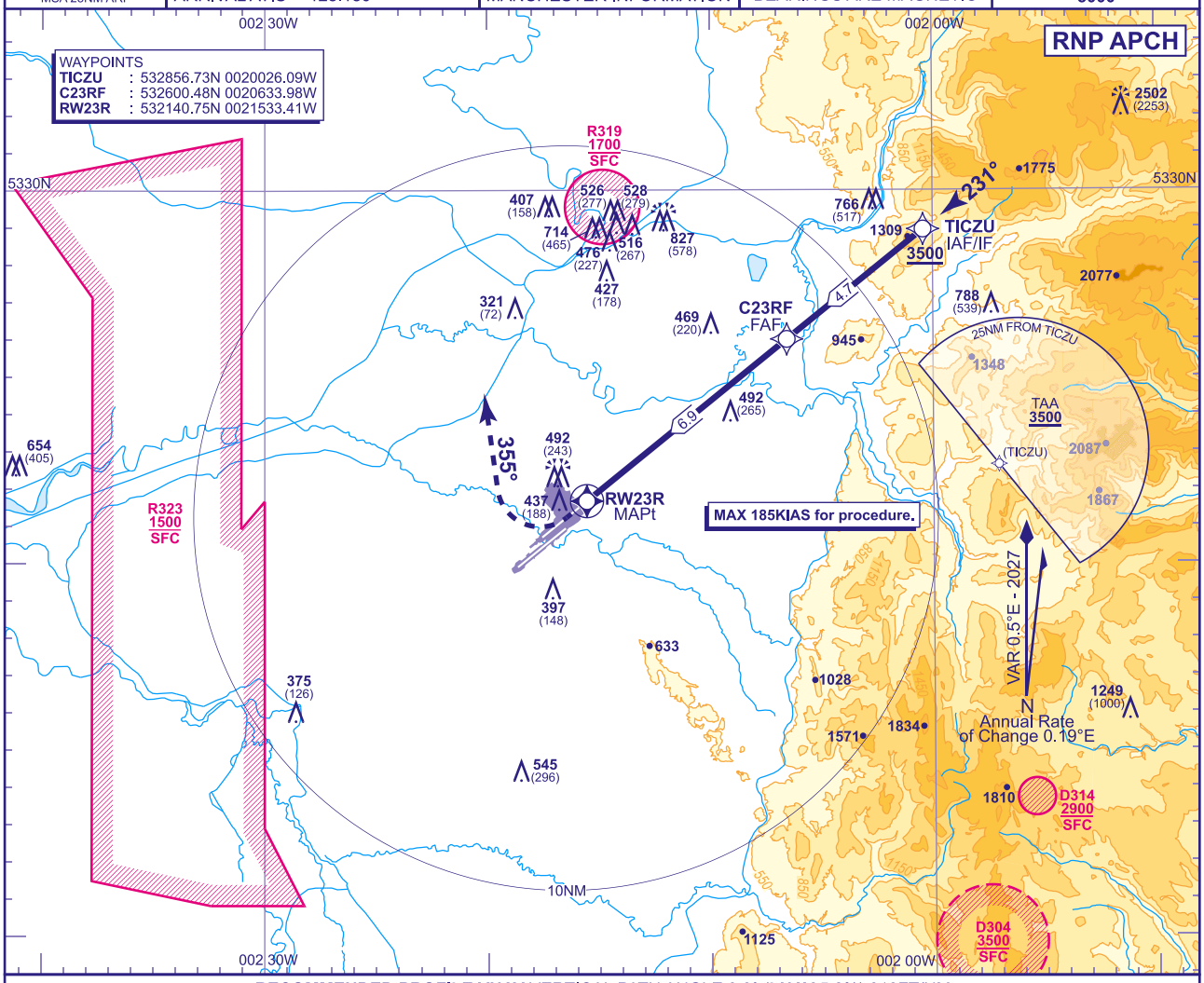
INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
RNP
RWY 23R
(ACFT CAT A,B,C,D)

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	

MSA 25NM ARP: 35 (090°–180°), 35 (180°–270°), 23 (270°–360°), 31 (360°–090°)

MIN TEMP **-15°C**
TRANSITION ALTITUDE **5000**

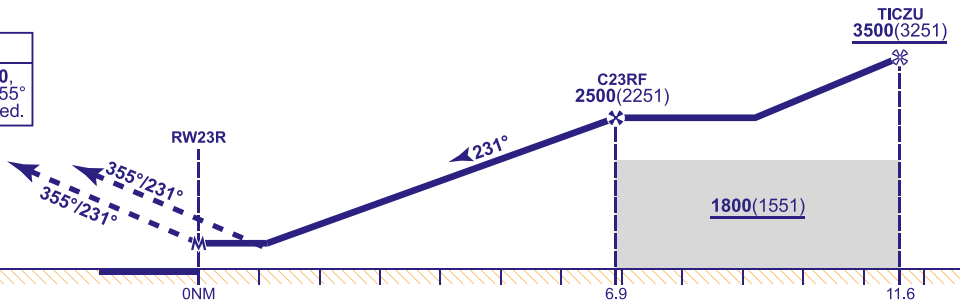


RECOMMENDED PROFILE VNAV VERTICAL PATH ANGLE 3.0° (**LNAV** 5.2%) 318FT/NM

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 (6/26): WAYPOINT UPJEL REDESIGNATED TICZU.

AERO INFO DATE 30 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 TICZU

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	TICZU	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 (6/26): WAYPOINT UPJEL REDESIGNATED TICZU.
AERO INFO DATE 20 MAR 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

EGNT — NEWCASTLE

EGNT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNT — NEWCASTLE

EGNT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 550217N Long: 0014123W Midpoint of Runway 07/25.
2	Direction and distance from city	5 NM NW of Newcastle-upon-Tyne.
3	Elevation / Reference temperature / Mean Low Temperature	266 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	162 FT
5	Magnetic Variation / Annual Change	0.50°E (2027) / 0.19°E
6	AD Administration Address Telephone E-mail address	NEWCASTLE INTERNATIONAL AIRPORT LIMITED. Newcastle Airport, Woolsington, Newcastle-Upon-Tyne NE13 8BZ. 0191-214 3255 (Airport Authority) 0871-882 1121 (Airport Authority) 0191-214 8130 (ATC) enquiries@newcastleinternational.co.uk (Airport Authority) ATSManagementteam@newcastleinternational.co.uk (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNT AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24 Christmas day by arrangement.
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	Samson: 0800-1900 (0700-1800) and by arrangement. Swissport Fuelling: H24.
9	Handling	Swissport: H24 Samson: 0800-1900 (0700-1800) and by arrangement.
10	Security	H24
11	De-icing	H24
12	Remarks	This aerodrome is PPR.

EGNT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Normal. Nearest railway siding: Newcastle 5.2 NM.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL 80, 2050 plus various turbine oils, W80,W100
3	Fuelling facilities/capacity	Max 33 Litres/Second.
4	De-icing facilities	Available by arrangement with handling agent.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Maintenance and repair (by arrangement).

7	Remarks	AVGAS 100LL, AVTUR JET A-1 (without FS11 additive) and oil grades are available from Samson Jet Centre, Tel: 0191-286 4156 or 0191-214 4111. All aircraft handled by Samson must be fuelled by Samson. Out of hours surcharge. All operators must make prior arrangements with a handling agent for ground handling of all flights. AVTUR JET A-1 available from Swissport Fuelling Ltd, Tel: 0191-214 4562; Fax: 0191-214 4561. Samson Jet Centre for GA apron only. Handling on the main apron is provided by: Swissport, Tel: 0191-271 2225. The General Aviation Centre on the South side is operated by Samson Jet Centre. Samson Jet Centre: frequency 131.405 MHz, callsign 'Samson Operations'; Tel: 0191-286 4156; 0191-214 5916 (out of hours); e-mail: ops@samsonaviation.com Visiting aircraft must comprehensively brief before departure.

EGNT AD 2.5 PASSENGER FACILITIES

1	Hotels	Available.
2	Restaurants	Restaurants available.
3	Transportation	Buses and Taxis, Hire Cars. Train link to Newcastle Central station. Nearest railway station: Terminal
4	Medical facilities	First aid only. Defibrillators available.
5	Bank and Post Office	ATMs and Bureau de Change within the terminal building.
6	Tourist Office	
7	Remarks	

EGNT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Category 8 and 9 available for scheduled movements and on request.
2	Rescue equipment	Details available on request.
3	Capability for removal of disabled aircraft	By arrangement with nominated recovery company. Light aircraft removal possible if required.
4	Remarks	

EGNT 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 Snow State information Tel: 0191-214 8130 (ATC). Snow Clearance Programme Tel: 0191-214 3344 (RFFS).

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

1	Apron surface and strength	GA APRON Surface: Asphalt PCN 15/F/C/Y/T GOLF APRON Surface: Concrete PCN 65/R/B/W/T MAIN APRON Surface: Asphalt PCN 73/F/C/W/T

AERODROME CHART - ICAO

ARP 550217N 0014123W

AD ELEV 266FT

NEWCASTLE
EGNT

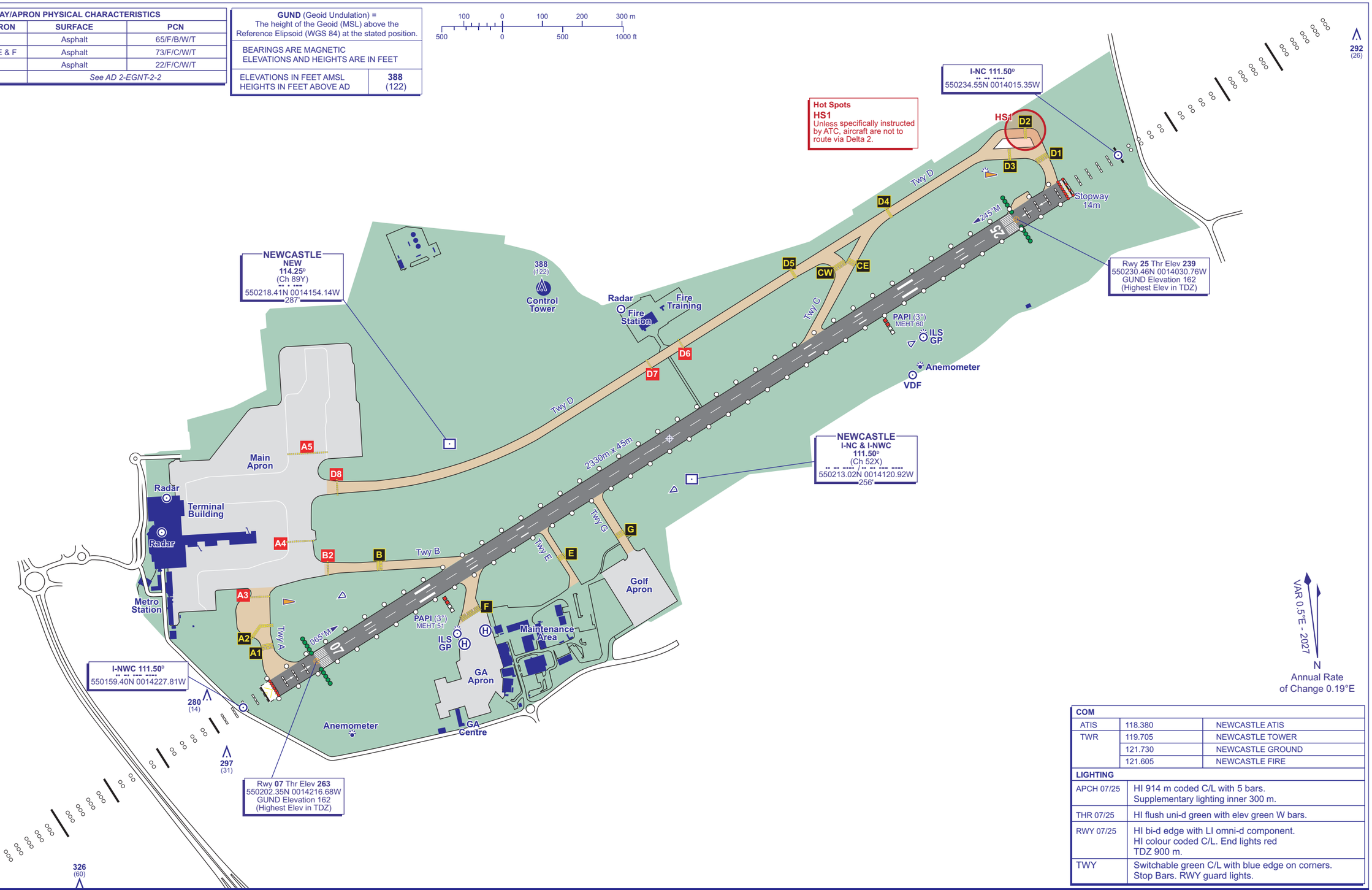
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCN**
RWY 07/25	Asphalt	65/F/B/W/T
TWY A, B, C, D, E & F	Asphalt	73/F/C/W/T
TWY G	Asphalt	22/F/C/W/T
Apron (All)	*See AD 2-EGNT-2-2*	

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**388** (122)

100 0 100 200 300 m
500 0 500 1000 ft



VAR 0.5°E - 2027
N
Annual Rate of Change 0.19°E

COM		
ATIS	118.380	NEWCASTLE ATIS
TWR	119.705	NEWCASTLE TOWER
	121.730	NEWCASTLE GROUND
	121.605	NEWCASTLE FIRE

LIGHTING	
APCH 07/25	HI 914 m coded C/L with 5 bars. Supplementary lighting inner 300 m.
THR 07/25	HI flush uni-d green with elev green W bars.
RWY 07/25	HI bi-d edge with LI omni-d component. HI colour coded C/L. End lights red TDZ 900 m.
TWY	Switchable green C/L with blue edge on corners. Stop Bars. RWY guard lights.

CHANGE (6/26): MAG INFO REVISED. RWY HEADINGS.

AERO INFO DATE 20 MAR 26

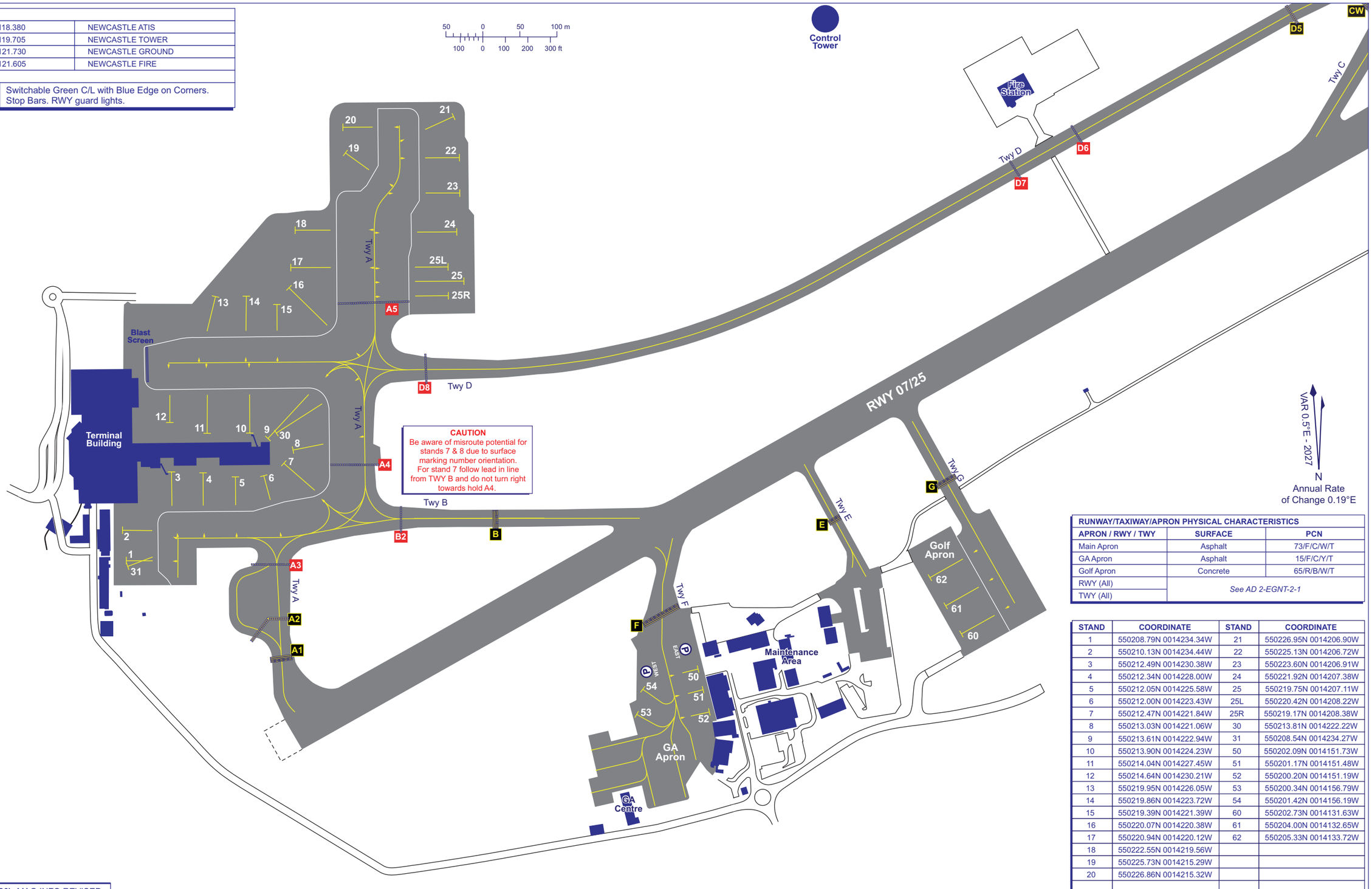
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 550217N 0014123W

AD ELEV 266FT

NEWCASTLE
EGNT

COM		
ATIS	118.380	NEWCASTLE ATIS
TWR	119.705	NEWCASTLE TOWER
	121.730	NEWCASTLE GROUND
	121.605	NEWCASTLE FIRE
LIGHTING		
TWY	Switchable Green C/L with Blue Edge on Corners. Stop Bars. RWY guard lights.	



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
Main Apron	Asphalt	73/F/C/W/T
GA Apron	Asphalt	15/F/C/Y/T
Golf Apron	Concrete	65/R/B/W/T
RWY (All)	*See AD 2-EGNT-2-1*	
TWY (All)		

STAND	COORDINATE	STAND	COORDINATE
1	550208.79N 0014234.34W	21	550226.95N 0014206.90W
2	550210.13N 0014234.44W	22	550225.13N 0014206.72W
3	550212.49N 0014230.38W	23	550223.60N 0014206.91W
4	550212.34N 0014228.00W	24	550221.92N 0014207.38W
5	550212.05N 0014225.58W	25	550219.75N 0014207.11W
6	550212.00N 0014223.43W	25L	550220.42N 0014208.22W
7	550212.47N 0014221.84W	25R	550219.17N 0014208.38W
8	550213.03N 0014221.06W	30	550213.81N 0014222.22W
9	550213.61N 0014222.94W	31	550208.54N 0014234.27W
10	550213.90N 0014224.23W	50	550202.09N 0014151.73W
11	550214.04N 0014227.45W	51	550201.17N 0014151.48W
12	550214.64N 0014230.21W	52	550200.20N 0014151.19W
13	550219.95N 0014226.05W	53	550200.34N 0014156.79W
14	550219.86N 0014223.72W	54	550201.42N 0014156.19W
15	550219.39N 0014221.39W	60	550202.73N 0014131.63W
16	550220.07N 0014220.38W	61	550204.00N 0014132.65W
17	550220.94N 0014220.12W	62	550205.33N 0014133.72W
18	550222.55N 0014219.56W		
19	550225.73N 0014215.29W		
20	550226.86N 0014215.32W		

CHANGE (6/26): MAG INFO REVISED.

AERO INFO DATE 20 MAR 26

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) 01603-420641 (ATC) 01603-487523 (Administration) 01603-414927 (Operations) 01603-420636 (Customer Services) ops@norwichairport.co.uk (Operations)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Use of this airport by aircraft not able to communicate with ATC by radio subject to prior permission. Aircraft towing banners, or non-powered gliders, may not land at or depart from the airport.

EGSH AD 2.3 OPERATIONAL HOURS

1	AD Administration	0600-2130 (0500-2030). Outside of these hours see remarks.
2	Customs and immigration	As AD Hours
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours.
8	Fuelling	As AD hours and by arrangement.
9	Handling	As AD hours and on request.
10	Security	As AD hours.
11	De-icing	October to April during AD hours on request to Operations.
12	Remarks	01 May - 31 Oct: Mon to Thu, Sat 0600-2230 (0500-2130); Fri and Sun 0600-2300 (0500-2200). 01 Nov - 30 Apr: Sun to Fri 0600-2130; Sat 0600-2000. This aerodrome is strictly PPR. All movements outside published operating hours incur an extra charge. All requests to be made via Operations. Any changes to operating hours will be notified by NOTAM action.

EGSH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Nearest railway siding: Norwich.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL.
3	Fuelling facilities/capacity	Above ground storage: JET A-1 225,000 L; AVGAS 30,000 L.
4	De-icing facilities	On request to Operations during AD hours.
5	Hangar space for visiting aircraft	None.

6	Repair facilities for visiting aircraft	None.
7	Remarks	All aircraft operating for hire or reward from/to Norwich will be required to be handled by Norwich Airport Ltd. Handling should be requested by telephoning Operations on 01603-420658; Fax: 01603-414927 or e-mail: ops@norwichairport.co.uk or telephone the Terminal Services Manager on 01603-420645; Fax: 01603-420646. Norwich Handling Frequency 131.855 MHz. For fuel contact Fuel Services, Tel: 01603-402042. E-mail: fuel@norwichairport.co.uk or via Norwich Airport Phone: 01603-420658 (Operations). SaxonAir are the preferred handling agents for GA and Business aviation. Handling by and use of the SaxonAir Apron is subject to Prior Permission from SaxonAir Operations. Tel: 01603-518111; Fax: 01603-488879; e-mail: handling@saxonair.com; website: www.saxonair.com

EGSH AD 2.5 PASSENGER FACILITIES

1	Hotels	Airport Hotel. Hotels in vicinity.
2	Restaurants	Restaurant and Licensed bar.
3	Transportation	Taxis and car hire, Limited bus service. Motor coaches by arrangement. Nearest railway station: Norwich.
4	Medical facilities	First Aid available during AD hours. Doctors and ambulance on call.
5	Bank and Post Office	Cash dispenser.
6	Tourist Office	Limited tourist information available from the airport information desk.
7	Remarks	

EGSH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 7 and 8 by arrangement. RFF Category 7 operations at remission level manning.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Norwich Airport Ltd has an agreement with a local recovery company which holds resources capable of recovering aircraft up to 160,000 kg. Contact Air Ops: 07872-376275
4	Remarks	

EGSH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing. Runways and Taxiways anti-iced and de-iced with KAC fluid, supplemented with NAAC de-icing granules as required.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Norwich airport policy on clearing a contaminated runway will always be to clear back to blacktop. Therefore braking action readings derived from the use of a Grip tester friction meter, or any other source will not be available. Estimated braking action in accordance with CAP 1168, may be available. If the runway is open, standard operating procedures will be to pass flight crews the amount, depth and type of contamination only. Latest information from ATC, Tel: 01603-420641.

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

1	Apron surface and strength	SAXONAIR Surface: Concrete PCN 32/R/C/W/U WESTERN Surface: Concrete PCN 5/R/C/Y/U

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
TAVERHAM	CRANE	524101.19N 0011054.90E	256 FT	125 FT	Yes Red	
C0024A	CRANE	524059.23N 0011328.70E	244 FT	131 FT	Yes Red	Drayton. Expected until December 2028.
(EGSH1190)	FLOODLIGHT	524020.37N 0011704.79E	223 FT	120 FT	Yes Red	
(EGSH1106)	FLATS	523901.39N 0011614.39E	202 FT	113 FT	No	
(EGSH1276)	AERIAL	523857.83N 0011941.21E	271 FT	156 FT	Yes Red	
(EGSH1046)	CHIMNEY	523849.28N 0011517.83E	206 FT	137 FT	Yes Red	
(EGSH1281)	AERIAL	523809.42N 0012013.46E	312 FT	168 FT	No	
(EGSH1269)	CATHEDRAL	523755.13N 0011804.76E	339 FT	318 FT	No	
NORWICH RESEARCH PARK	CRANE	523727.43N 0011330.05E	171 FT	125 FT	Yes Red	Expected duration August 2026.

EGSH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 hours
4	Trend forecast Interval of issuance	30 minutes
5	Briefing/consultation provided	Self-briefing/telephone.
6	Flight documentation Language(s) used	TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	Email.
9	ATS units provided with information	NORWICH
10	Additional information (limitation of service, etc.)	

EGSH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
09	089.28°	1842 x 45 M	RWY surface: Concrete and asphalt PCN 56/R/D/W/U	524032.99N 0011608.60E 146.5 FT	THR 117.0 FT TDZ 117.5 FT	
27	269.30°	1842 x 45 M	RWY surface: Concrete and asphalt PCN 56/R/D/W/U	524033.72N 0011746.58E 146.4 FT	THR 105.6 FT TDZ 109.0 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	152 x 150 M	1962 x 300 M	92 x 90 M -			RWY 09 Instrument Non-Precision Approach. Water patches greater than 9 MM deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred.
	271 x 150 M	1962 x 300 M	211 x 90 M -			RWY 27 Instrument Precision Approach. Water patches greater than 9 MM deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred.

EGSH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1842 M	1993 M	1842 M	1842 M	
27	1842 M	2112 M	1842 M	1842 M	
09	1656 M	1808 M	1656 M		Departure from intersection with Taxiway Delta.
09	850 M	1002 M	850 M		Departure from intersection with Taxiway Charlie.
09	535 M	687 M	535 M		Departure from intersection with Taxiway Bravo.
27	1326 M	1597 M	1326 M		Departure from intersection with Taxiway Bravo.
27	1014 M	1285 M	1014 M		Departure from intersection with Taxiway Charlie.
27	205 M	475 M	205 M		Departure from intersection with Taxiway Delta.

EGSH AD 2.14 APPROACH AND RUNWAY LIGHTING

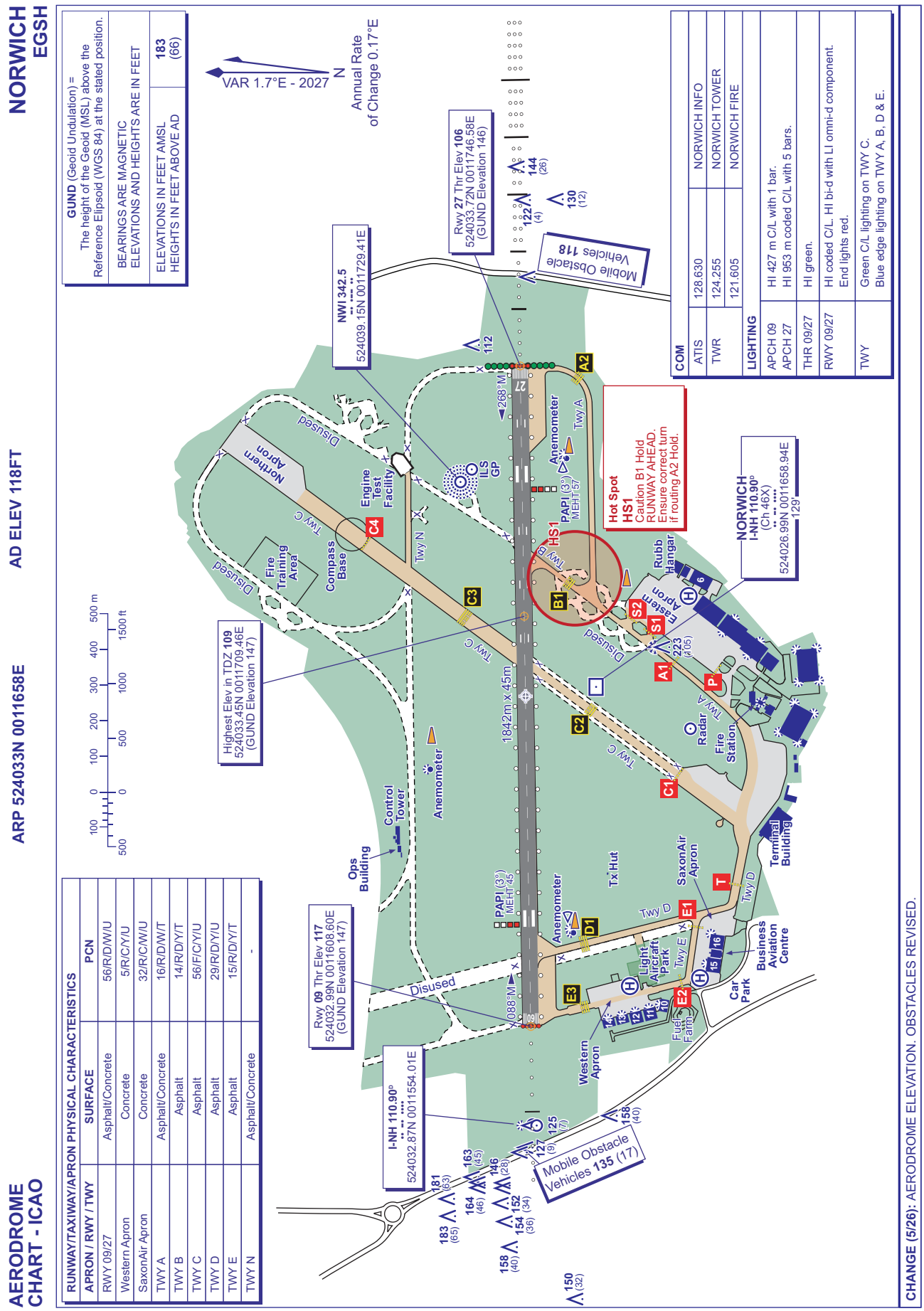
RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Centre-line with one crossbar. 427 M Light intensity high	Green Light intensity high	PAPI Left/3° 45 FT 281 M		15 M Colour coded Light intensity high	Bi-directional with omni-directional component Light intensity high	Red		
27	Coded centre-line with five crossbars. 953 M Light intensity high	Green Light intensity high	PAPI Left/3° 57 FT 344 M		15 M Colour coded Light intensity high	Bi-directional with omni-directional component Light intensity high	Red		

NORWICH EGSH

AERODROME CHART - ICAO

ARP 524033N 0011658E

AD ELEV 118FT



AERO INFO DATE 02 MAR 26

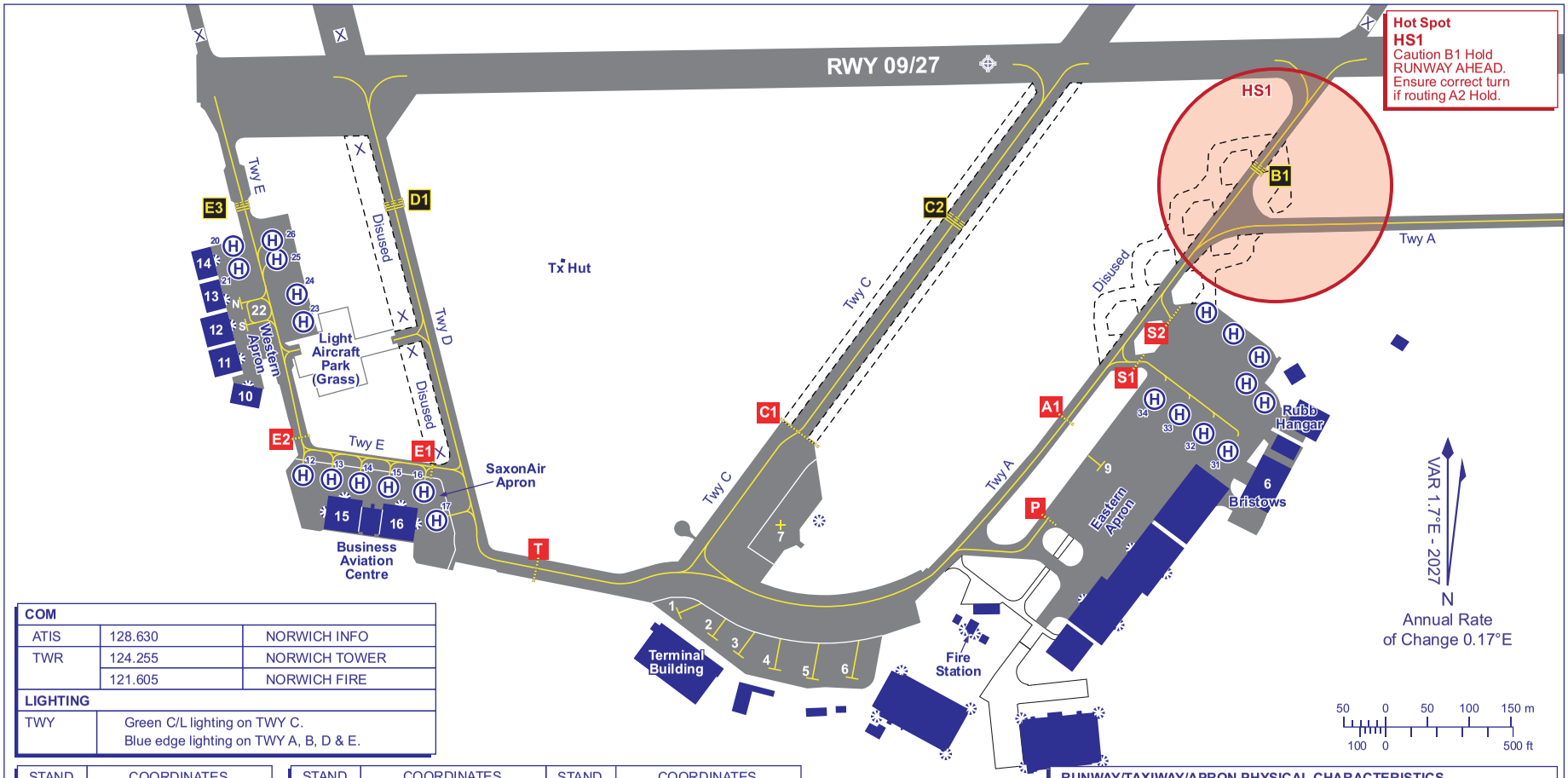
AD 2-EGSH-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 524033N 0011658E

AD ELEV 118FT

NORWICH
EGSH



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
22N	524024.43N 0011611.37E
22S	524023.60N 0011611.72E

STAND	COORDINATES	STAND	COORDINATES
HELI 12	524017.95N 0011615.08E	HELI 25	524026.09N 0011613.51E
HELI 13	524017.80N 0011616.83E	HELI 26	524026.79N 0011613.22E
HELI 14	524017.65N 0011618.59E	HELI 31	524018.73N 0011712.36E
HELI 15	524017.49N 0011620.37E	HELI 32	524019.42N 0011710.87E
HELI 16	524017.31N 0011622.57E	HELI 33	524020.12N 0011709.38E
HELI 17	524016.23N 0011623.34E	HELI 34	524020.73N 0011707.83E
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 (6/26): STAND 18 & STAND HELI 11 REMOVED.

EGTK — OXFORD

EGTK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTK — OXFORD

EGTK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 515013N Long: 0011912W Mid point of Runway 01/19.
2	Direction and distance from city	6 NM NW by N of Oxford.
3	Elevation / Reference temperature / Mean Low Temperature	263 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	156 FT
5	Magnetic Variation / Annual Change	0.92°E (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address Web address	OXFORD AVIATION SERVICES Oxford Airport, Kidlington, Oxford, OX5 1RA. 01865-290650 (ATC) 01865-290660 (Operations) 01865-290600 (Switchboard) ops@londonoxfordairport.com www.londonoxfordairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Types of traffic permitted (IFR/VFR).

EGTK AD 2.3 OPERATIONAL HOURS

1	AD Administration	0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM. Extensions by arrangement.
2	Customs and immigration	See remarks.
3	Health and sanitation	Pre-book with Oxford Ops Channel 131.640 or telephone as above.
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	As AD hours. By arrangement through Oxford Operations, Tel: 01865-290660.
12	Remarks	This aerodrome is PPR. Commanders shall book in with Airport Operations in advance on the numbers listed at AD 2.2. Customs/Immigration. Oxford Airport is a Certificate of Agreement aerodrome for customs/immigration purposes and accepts flights to/from any country with the requisite notice periods. All inbound and outbound flights must be notified to Operations (on the number listed at AD 2.2) and are subject to the following prior notice: (a) 2 hours prior to departure for all flights to/from outside the UK; (b) 12 hours in advance to the police for both inbound and outbound flights requiring Police Special Branch clearance (Common Travel Area and Northern Ireland). Contact, Tel: 01865-290660. UK GAR (General Aviation Report) required prior to all international arrivals and departures.

EGTK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Yes. Details through Oxford Operations.
2	Fuel and oil types	JET-A1, AVGAS 100LL and SAF (Sustainable Aviation Fuel).

3	Fuelling facilities/capacity	AVGAS 100LL credit/fuel card self-service facility for aircraft with wingspan up to 12 M. AVGAS bowser service available for aircraft unable to use self-service. Fixed storage capacity 40,000 LT, mobile capacity 8,500 LT. JET-A1 bowser service, fixed storage capacity 170,000 LT, mobile capacity 57,000 LT.
4	De-icing facilities	17 M de-icing rig available by arrangement through Oxford Operations. Killfrost Type II.
5	Hangar space for visiting aircraft	By arrangement through airport Operations.
6	Repair facilities for visiting aircraft	Repair stations for a variety of fixed wing and rotor, contact Oxford Operations.
7	Remarks	A nominated handling agent is mandatory for all visiting aircraft over 2.3 tonnes. Handling for corporate or general aviation is provided by Oxford Aviation Services. SITA: OXFAPXH. Aircraft to call Oxford Ops on Channel: 131.640, 15 minutes prior to arrival. Oxygen, Nitrogen, Ground Power (GPU), Water, Toilet and Valet services provided by airport handling services on request. All handling services provided by Oxford Airport. AL41 and ICE 05 are stocked for customers own use. Contact Operations (01865-290660) for details of available SAF blends.

EGTK AD 2.5 PASSENGER FACILITIES

1	Hotels	Kidlington (1 mile), Woodstock (2 miles), Oxford (3-6 miles).
2	Restaurants	Restaurant, Bar/Cafe on-site. Executive catering by arrangement.
3	Transportation	Bus, taxis and car hire. Chauffeur services on request. Nearest rail station: Oxford Parkway (3.1 miles).
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	
6	Tourist Office	Local information in terminal building.
7	Remarks	Executive and pilot's lounge and rest rooms in terminal building. Accommodation and transportation arrangements can be made via Airport Operations. For other facilities call Operations or view - www.londonoxfordairport.com

EGTK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6
2	Rescue equipment	Standard Equipment for up to Category 6.
3	Capability for removal of disabled aircraft	For removal of disabled aircraft contact aerodrome coordinator - Airport Operations Manager Tel: 07534-325700.
4	Remarks	All aircraft capable of aerodrome use can be removed using contracted external resource.

EGTK 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 Oxford Operations, Tel: 01865-290660

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

1	Apron surface and strength	MAIN APRON Surface: Asphalt SOUTH APRON Surface: Asphalt

2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Asphalt PCN 30/F/C/W/T Taxiway BRAVO: 15 M Surface: Asphalt PCN 38/F/A/X/T Taxiway CHARLIE: 26 M Surface: Asphalt Taxiway DELTA: 26 M Surface: Asphalt Taxiway FOXTROT: 8 M Surface: Grass Taxiway PAPA: Surface: Grass Taxiway TANGO: Surface: Grass
3	Altimeter checkpoint location and elevation	See Aircraft Parking/Docking Chart.
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Movements beyond hold Juliet maybe subject to Marshaller's instructions. Taxiway Foxtrot is one way and only available for use to vacate the runway. Main Apron South (Stands 1-20) and Taxiway Foxtrot max wingspan 12 M due taxilane reduced wing tip clearance.

EGTK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1-20 are self park. Parking on other areas of the apron will be marshalled including Stand 25.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 01/19: Threshold, centre-line, aiming point, touchdown zone. Runway light(s): All lighting LED. Taxiway marking aid(s): Yellow centre-line. Blue edge reflector markers. Taxiway light(s): Blue edge lighting on taxiway Alpha, Bravo, Charlie and Delta.
3	Stop bars and runway guard lights (if any)	All holding points for Runway 01/19, except Holding Point G. Stop bars illuminated during AD hours.
4	Other runway protection measures	
5	Remarks	3 WDIs for Runway 01/19: 515002.44N 0011921.95W (LGTD); 515021.78N 0011915.28W (LGTD); and 515013.40N 0011933.64W (LGTD).

EGTK AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTK14286) 19/APPROACH 01/ TAKE-OFF	TREE	515118.10N 0011854.74W	362 FT	86 FT	No	
(EGTK14252) 19/APPROACH 01/ TAKE-OFF	TREE	515100.98N 0011904.78W	317 FT	40 FT	No	
(EGTK14240) 19/APPROACH 01/ TAKE-OFF	TREE	515100.61N 0011906.59W	317 FT	40 FT	No	

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**
(EGTK14319) 19/APPROACH 01/ TAKE-OFF	TREE	515100.14N 0011855.05W	323 FT	48 FT	No	
(EGTK14226) 19/APPROACH 01/ TAKE-OFF	TREE	515059.24N 0011908.27W	315 FT	43 FT	No	
(EGTK14208) 19/APPROACH 01/ TAKE-OFF	TREE	515057.33N 0011910.54W	304 FT	44 FT	No	
(EGTK14199) 19/APPROACH 01/ TAKE-OFF	TREE	515056.76N 0011911.52W	316 FT	59 FT	No	
(EGTK14020) 19/APPROACH 01/ TAKE-OFF	MOBILE OBST	515040.15N 0011910.39W	271 FT	16 FT	No	
(EGTK14015) 19/APPROACH 01/ TAKE-OFF	MOBILE OBST	515039.44N 0011904.62W	269 FT	16 FT	No	
(EGTK14364) 19/APPROACH 01/ TAKE-OFF	TREE	515038.47N 0011853.88W	296 FT	41 FT	No	
(EGTK14007) 19/APPROACH 01/ TAKE-OFF	MOBILE OBST	515038.44N 0011856.56W	272 FT	16 FT	No	
(EGTK12045) 01/APPROACH 19/ TAKE-OFF	UTILITY POLE	514950.42N 0011926.88W	275 FT	25 FT	No	
(EGTK14041) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	514947.04N 0011924.53W	261 FT	16 FT	No	
(EGTK14705) 01/APPROACH 19/ TAKE-OFF	HEDGE	514946.47N 0011923.45W	256 FT	13 FT	No	
(EGTK14689) 01/APPROACH 19/ TAKE-OFF	HEDGE	514945.89N 0011915.71W	253 FT	9 FT	No	
(EGTK14031) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	514945.52N 0011916.12W	261 FT	16 FT	No	
(EGTK3127) 01/APPROACH 19/ TAKE-OFF	ROADSIGN	514944.86N 0011918.11W	258 FT	13 FT	No	
(EGTK14035) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	514944.67N 0011920.23W	258 FT	16 FT	No	
(EGTK14523) 01/APPROACH 19/ TAKE-OFF	TREE	514940.96N 0011918.13W	273 FT	32 FT	No	
(EGTK14601) 01/APPROACH 19/ TAKE-OFF	TREE	514935.71N 0011932.31W	330 FT	98 FT	No	
(EGTK12654) 01/APPROACH 19/ TAKE-OFF	TREE	514933.62N 0011931.36W	319 FT	87 FT	No	
(EGTK14506) 01/APPROACH 19/ TAKE-OFF	TREE	514932.78N 0011920.14W	305 FT	77 FT	No	
(EGTK14479) 01/APPROACH 19/ TAKE-OFF	TREE	514932.46N 0011916.62W	307 FT	80 FT	No	
(EGTK11650) 01/APPROACH 19/ TAKE-OFF	TREE	514906.48N 0011947.54W	384 FT	60 FT	No	
(EGTK12632) 01/APPROACH 19/ TAKE-OFF	TREE	514905.15N 0011939.68W	378 FT	81 FT	No	
(EGTK11138) 01/APPROACH 19/ TAKE-OFF	TREE	514904.47N 0011934.74W	372 FT	90 FT	No	
(EGTK14563) 01/APPROACH 19/ TAKE-OFF	TREE	514904.46N 0011952.37W	405 FT	71 FT	No	
(EGTK14567) 01/APPROACH 19/ TAKE-OFF	TREE	514904.44N 0011953.54W	406 FT	73 FT	No	
(EGTK11147) 01/APPROACH 19/ TAKE-OFF	TREE	514900.51N 0011943.67W	387 FT	61 FT	No	
(EGTK14529) 01/APPROACH 19/ TAKE-OFF	TREE	514858.98N 0011942.02W	402 FT	79 FT	No	
(EGTK14518) 01/APPROACH 19/ TAKE-OFF	TREE	514858.83N 0011938.66W	394 FT	83 FT	No	
(EGTK14519) 01/APPROACH 19/ TAKE-OFF	TREE	514858.60N 0011940.06W	404 FT	86 FT	No	
(EGTK12874) 01/APPROACH 19/ TAKE-OFF	TREE	514621.28N 0012012.67W	614 FT	82 FT	No	

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

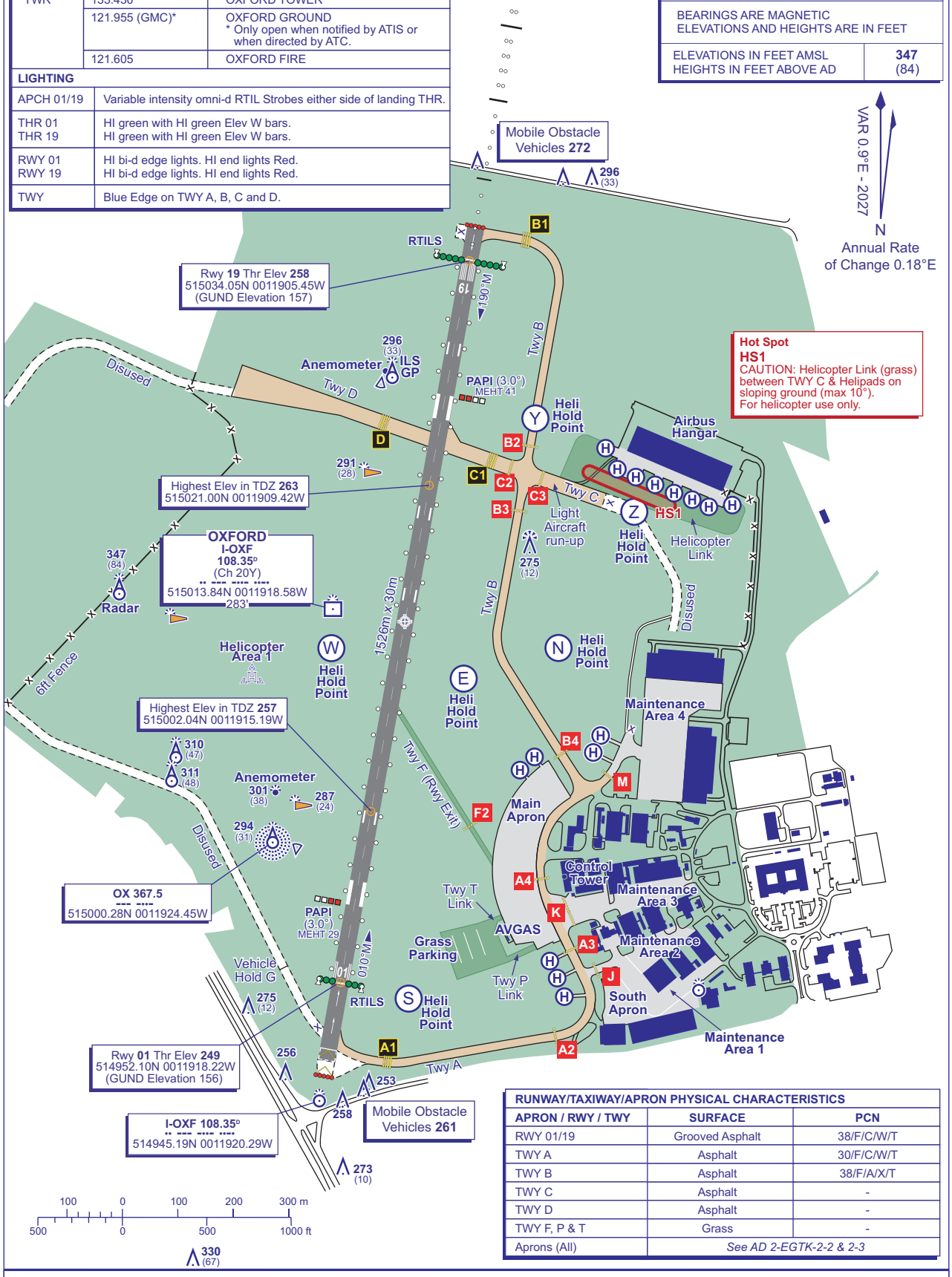
LIGHTING	
APCH 01/19	Variable intensity omni-d RTIL Strobes either side of landing THR.
THR 01 THR 19	HI green with HI green Elev W bars. HI green with HI green Elev W bars.
RWY 01 RWY 19	HI bi-d edge lights. HI end lights Red. HI bi-d edge lights. HI end lights Red.
TWY	Blue Edge on TWY A, B, C and 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*	

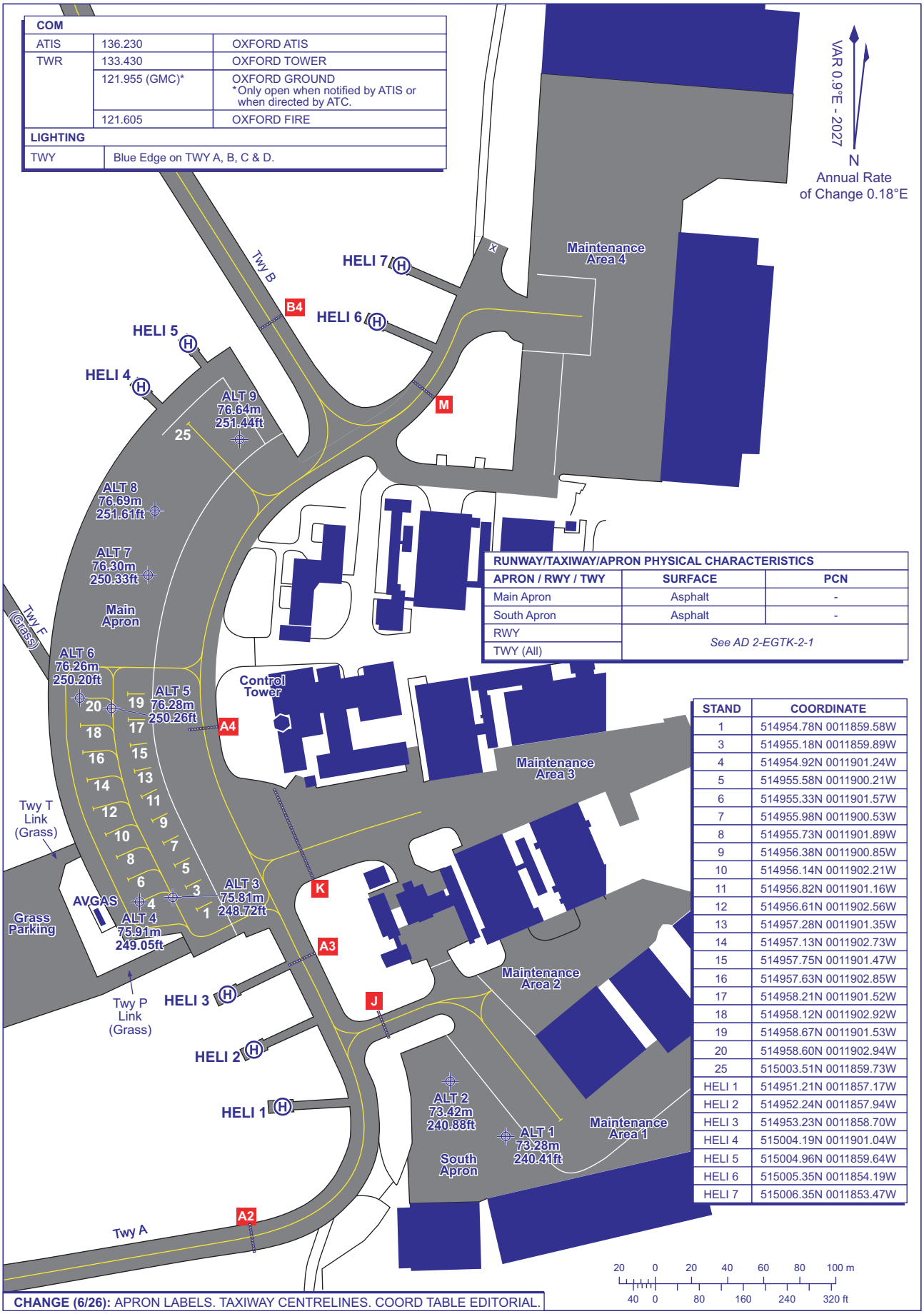
CHANGE (6/26): APRON LABELS.

AERO INFO DATE 16 MAR 26

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.	

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
Main Apron	Asphalt	-
South 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

CHANGE (6/26): APRON LABELS. TAXIWAY CENTRELINES. COORD TABLE EDITORIAL.

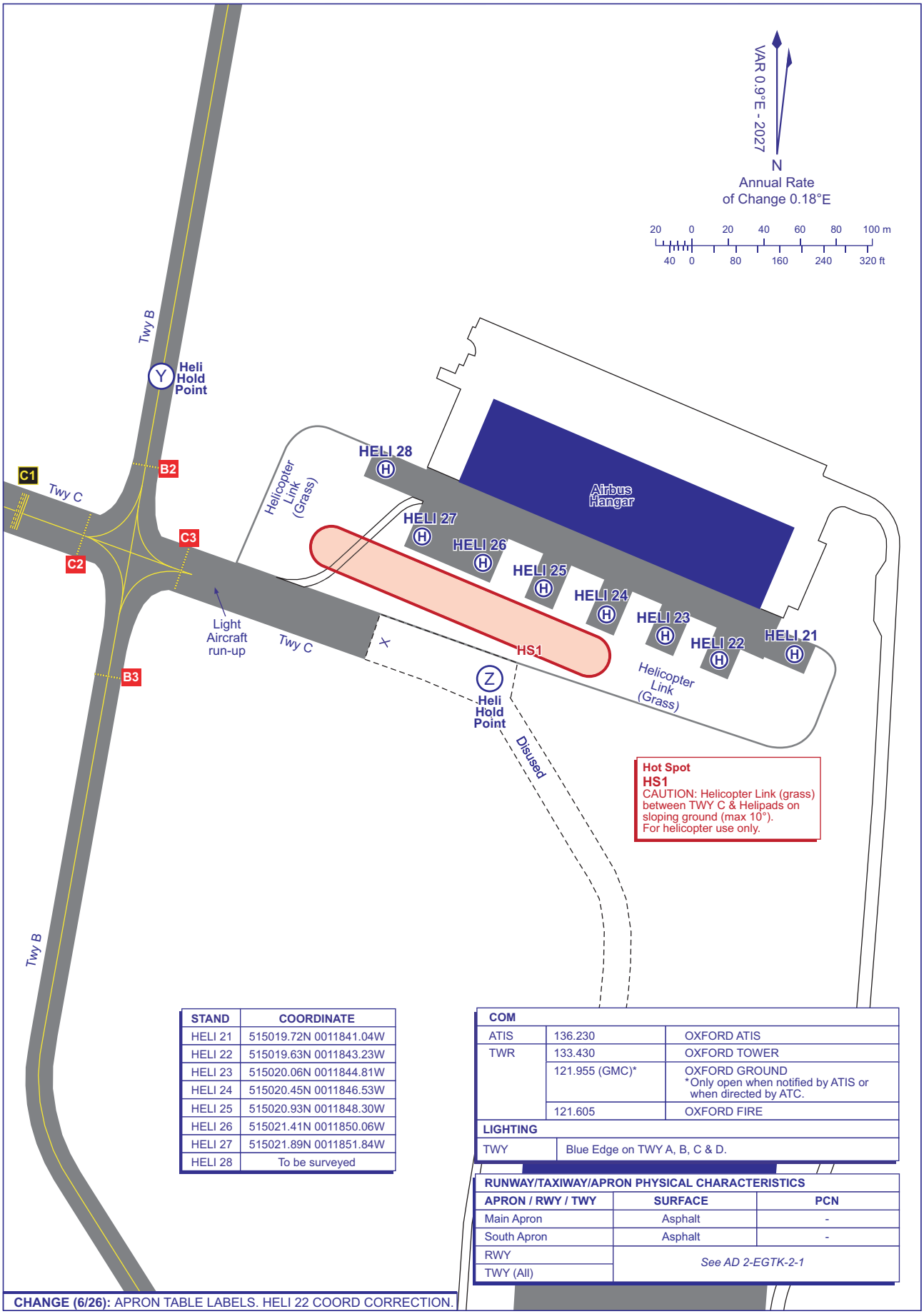
AERO INFO DATE 16 MAR 26

AD 2-EGTK-2-2

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 515013N 0011912W AD ELEV 263FT

OXFORD
EGTK



STAND	COORDINATE
HELI 21	515019.72N 0011841.04W
HELI 22	515019.63N 0011843.23W
HELI 23	515020.06N 0011844.81W
HELI 24	515020.45N 0011846.53W
HELI 25	515020.93N 0011848.30W
HELI 26	515021.41N 0011850.06W
HELI 27	515021.89N 0011851.84W
HELI 28	To be surveyed

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.	

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
Main Apron	Asphalt	-
South Apron	Asphalt	-
RWY	*See AD 2-EGTK-2-1*	
TWY (All)		

CHANGE (6/26): APRON TABLE LABELS. HELI 22 COORD CORRECTION.

AERO INFO DATE 09 APR 26

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EGTO — ROCHESTER

EGTO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTO — ROCHESTER

EGTO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512107N Long: 0003010E
2	Direction and distance from city	1.5 NM S of Rochester.
3	Elevation / Reference temperature / Mean Low Temperature	420 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	147 FT
5	Magnetic Variation / Annual Change	1.54°E (2027) / 0.17°E
6	AD Administration Address Telephone	ROCHESTER AIRPORT LTD Rochester Airport, Chatham, Kent, ME5 9SD. 01634-869969 (ATC/Manager/Admin)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGTO AD 2.3 OPERATIONAL HOURS

1	AD Administration	0830-1730 (0730-1630).
2	Customs and immigration	By arrangement.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	0830-1715 (0730-1615).
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR.

EGTO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL, UL-91 W80, 100, W100, 15/50 multi-grade.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Arion Aviation: Mon-Fri 0800-1700 (0700-1600), Tel: 01634-864753.
7	Remarks	

EGTO AD 2.5 PASSENGER FACILITIES

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EGTO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category 1. RFF Category 2 aircraft are accepted under remission.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGTO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGTO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	WDI 512102.44N 0003019.40E.

EGTO AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTO1385) 20R/APPROACH 02L/ TAKE-OFF	TREE	512130.71N 0003029.14E	428 FT		No	
(EGTO1386) 20R/APPROACH 02L/ TAKE-OFF	TREE	512130.59N 0003028.34E	434 FT		No	
(EGTO1375) 20R/APPROACH 02L/ TAKE-OFF	TREE	512129.40N 0003032.51E	430 FT		No	
(EGTO1075) 20R/APPROACH 02L/ TAKE-OFF	TREE	512129.10N 0003025.87E	422 FT		No	
(EGTO1374) 20R/APPROACH 02L/ TAKE-OFF	TREE	512128.65N 0003032.37E	435 FT		No	
(EGTO1370) 20R/APPROACH 02L/ TAKE-OFF	TREE	512128.62N 0003034.42E	444 FT		No	
(EGTO1392) 20R/APPROACH 02L/ TAKE-OFF	TREE	512128.11N 0003025.23E	430 FT		No	
(EGTO1373) 20R/APPROACH 02L/ TAKE-OFF	TREE	512127.95N 0003032.41E	439 FT		No	
(EGTO1063) 20R/APPROACH 02L/ TAKE-OFF	TREE	512127.33N 0003034.04E	451 FT		No	
(EGTO1369) 20R/APPROACH 02L/ TAKE-OFF	TREE	512126.55N 0003032.04E	432 FT		No	
(EGTO1371) 20R/APPROACH 02L/ TAKE-OFF	TREE	512126.49N 0003031.62E	436 FT		No	
(EGTO1388) 20R/APPROACH 02L/ TAKE-OFF	TREE	512125.61N 0003024.35E	408 FT		No	

EGHI — SOUTHAMPTON

EGHI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHI — SOUTHAMPTON

EGHI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505701N Long: 0012124W Mid point of Runway 02/20.
2	Direction and distance from city	3.5 NM NNE of Southampton. 1 NM SE of Eastleigh.
3	Elevation / Reference temperature / Mean Low Temperature	44 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	152 FT
5	Magnetic Variation / Annual Change	0.97°E (2027) / 0.17°E
6	AD Administration Address Telephone AFS	SOUTHAMPTON INTERNATIONAL AIRPORT LTD. Southampton Airport, Southampton SO18 2NL. 023-80627102 (Airport Control Centre) EGHIZPZX.
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Aerodrome not normally available to aircraft unable to communicate with ATC by radio.

EGHI AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200).
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)	As AD hours.
6	MET Briefing Office	As AIS Briefing hours.
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	Mandatory by arrangement with handling agents.
10	Security	H24
11	De-icing	By arrangement with Swissport Handling.
12	Remarks	Operational Hours: Hours subject to change, consult latest NOTAM. Aerodrome/ATC hours may be extended by arrangement. Requests for extension of aerodrome hours must be made to the Airside Duty Manager, Tel: 023-80627113. Refer to AD 2.20 item 1.

EGHI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Facilities available for handling weights up to 4 tonnes by prior arrangement with handling agent. Nearest railway siding, Eastleigh, Hants, 1 NM
2	Fuel and oil types	AVTUR JET A-1 Shell 750 turbine grades.
3	Fuelling facilities/capacity	Bowser. maximum delivery rate (JET A-1) 6.5 lts per second.
4	De-icing facilities	By arrangement with Swissport Handling.
5	Hangar space for visiting aircraft	Prior arrangement with Signature Flight Support, Tel: 0330-0271276, and JetWorks, Tel: 023-81290777.
6	Repair facilities for visiting aircraft	

7	Remarks	Handling Agencies are: Signature Aviation, Tel: 023-80616600, SITA: SOUGFCR. Swissport, Tel: 023-80627272 or 023-80627147 or 07815-147809. SITA: SOUOOXH.

EGHI AD 2.5 PASSENGER FACILITIES

1	Hotels	Unlimited within 4 NM of the aerodrome. Limited adjacent to the aerodrome.
2	Restaurants	Restaurant and bar. In terminal building.
3	Transportation	Buses, taxis, car hire, trains. Nearest railway station, Southampton Airport (Parkway), 100 M from terminal building.
4	Medical facilities	Limited first aid treatment provided by aerodrome operator, requests for assistance to Airport Fire Service, Tel: 023-80627222.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	

EGHI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 6 available Mon-Sat 0610-0630 (0510-0530); Sun 0655-0730 (0555-0630). Aircraft to call on Tower frequency for emergency response only. RFF Category 7 available by arrangement with the Airport Duty Manager. (2 hours notice normally required).
2	Rescue equipment	As required for RFF Category 7.
3	Capability for removal of disabled aircraft	Aircraft lifting capability available with 3 hours notice. Contact Airport Duty Manager, Tel: 023-80627113.
4	Remarks	

EGHI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Snow ploughs, brushes and movement area de-icing equipment.
2	Clearance priorities	Runway 02/20, Taxiway A, Taxiway B, Apron and airside roads.
3	Remarks	Braking action assessment by Grip Tester. Latest information from Airside Operations Tel: 023-80627102.

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

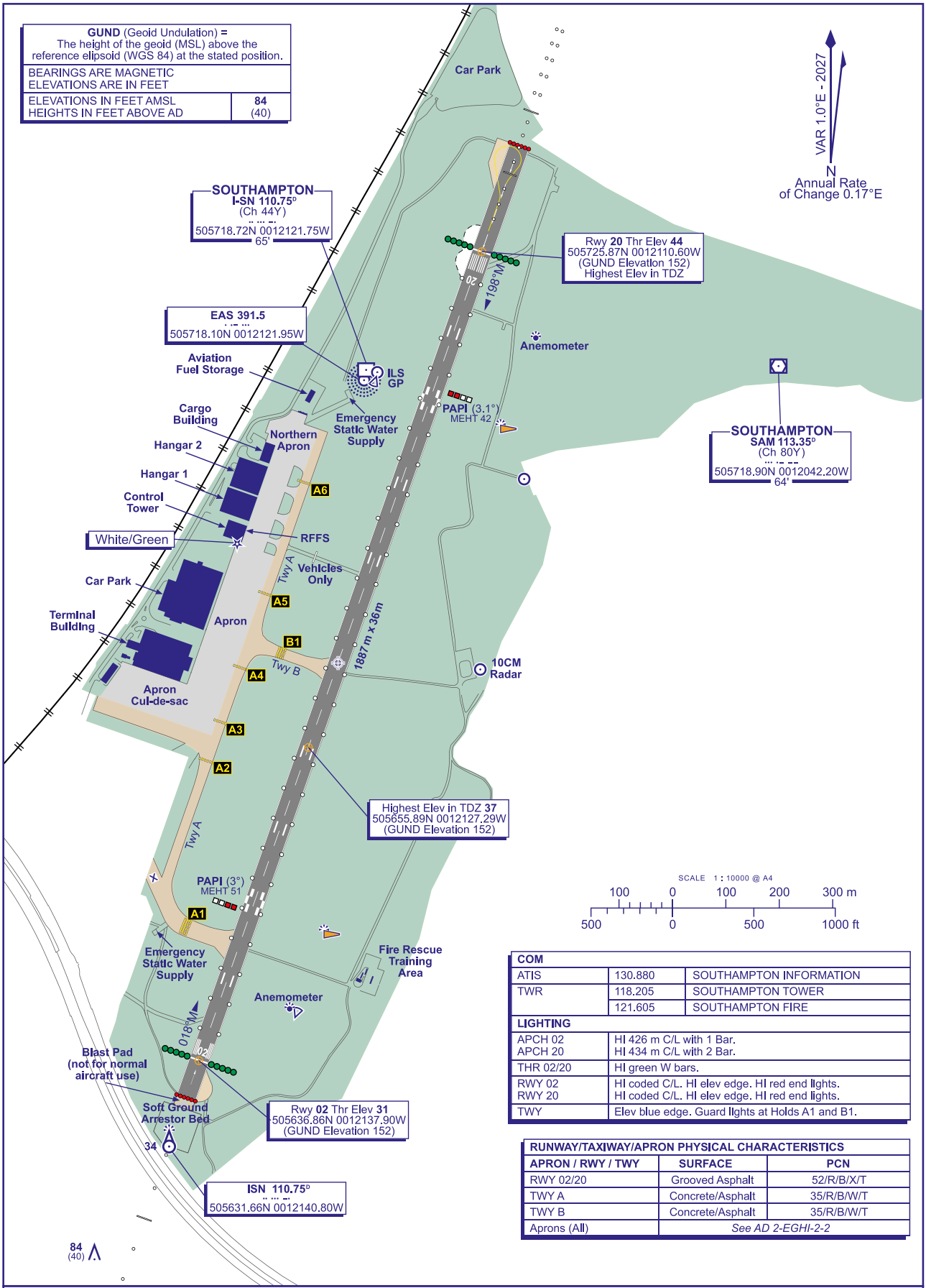
1	Apron surface and strength	STAND 5 Surface: Concrete PCN 57/R/C/W/T STANDS 2 TO 4 Surface: Brick, Block paving PCN 40/F/C/X/T STANDS 6 TO 14 Surface: Brick, Block paving PCN 23/F/C/Y/T
2	Taxiway width, surface and strength	Taxiway A: 18 M Surface: Concrete and asphalt PCN 35/R/B/W/T Taxiway B: 18 M Surface: Concrete and asphalt PCN 35/R/B/W/T
3	Altimeter checkpoint location and elevation	Apron Stands 2-12, 38 FT AMSL.
4	VOR checkpoints	

AERODROME CHART - ICAO

ARP 505701N 0012124W

AD ELEV 44 ft

SOUTHAMPTON
EGHI



COM		
ATIS	130.880	SOUTHAMPTON INFORMATION
TWR	118.205	SOUTHAMPTON TOWER
	121.605	SOUTHAMPTON FIRE
LIGHTING		
APCH 02 APCH 20	HI 426 m C/L with 1 Bar. HI 434 m C/L with 2 Bar.	
THR 02/20	HI green W bars.	
RWY 02 RWY 20	HI coded C/L. HI elev edge. HI red end lights. HI coded C/L. HI elev edge. HI red end lights.	
TWY	Elev blue edge. Guard lights at Holds A1 and B1.	

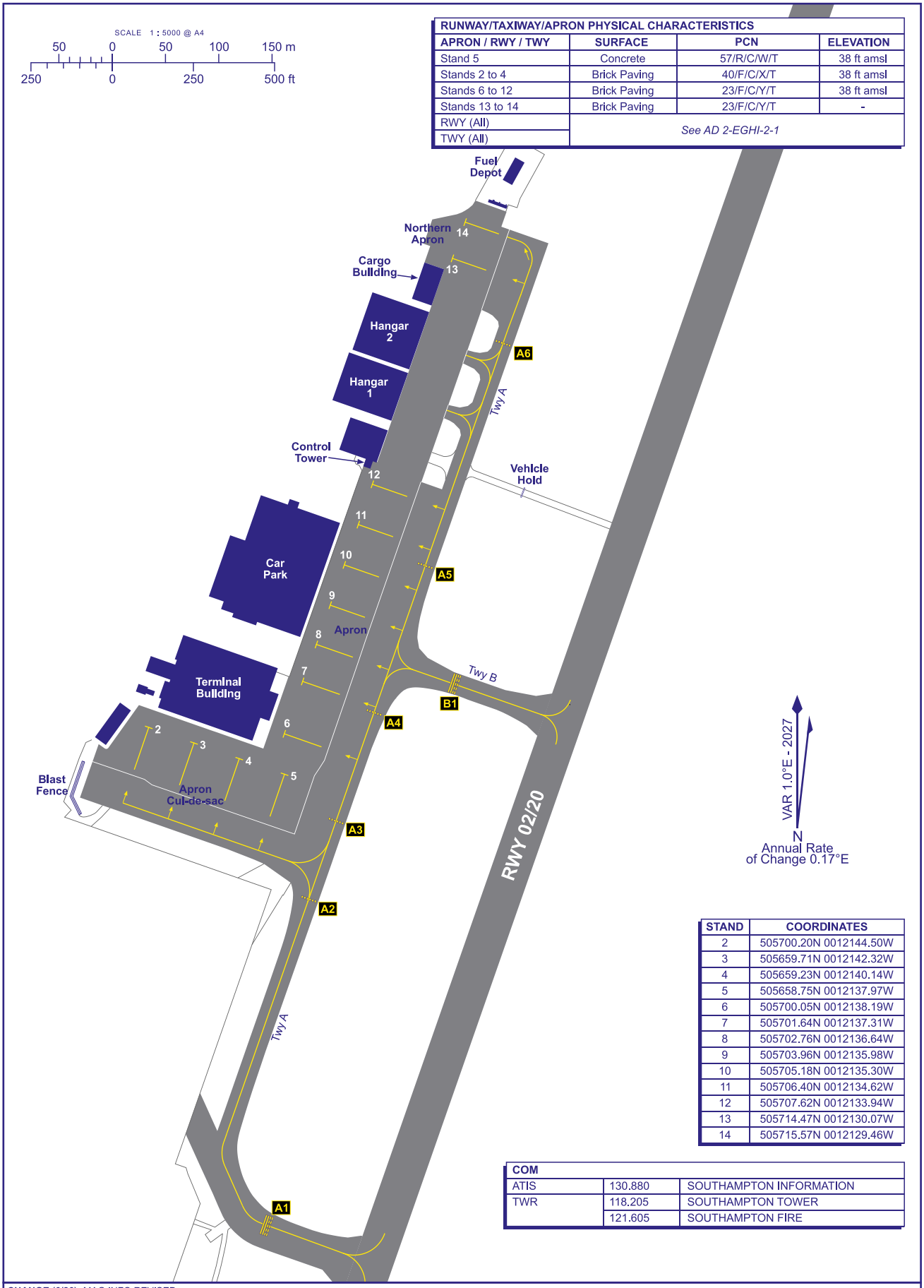
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 02/20	Grooved Asphalt	52/R/B/X/T
TWY A	Concrete/Asphalt	35/R/B/W/T
TWY B	Concrete/Asphalt	35/R/B/W/T
Aprons (All)	*See AD 2-EGHI-2-2*	

CHANGE (6/26): MAG INFO REVISED. RWY HEADINGS.

AERO INFO DATE 20 MAR 26

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 505701N 0012124W | AD ELEV 44 ft | SOUTHAMPTON EGHI



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
Stand 5	Concrete	57/R/C/W/T	38 ft amsl
Stands 2 to 4	Brick Paving	40/F/C/X/T	38 ft amsl
Stands 6 to 12	Brick Paving	23/F/C/Y/T	38 ft amsl
Stands 13 to 14	Brick Paving	23/F/C/Y/T	-
RWY (All)	*See AD 2-EGHI-2-1*		
TWY (All)			

STAND	COORDINATES
2	505700.20N 0012144.50W
3	505659.71N 0012142.32W
4	505659.23N 0012140.14W
5	505658.75N 0012137.97W
6	505700.05N 0012138.19W
7	505701.64N 0012137.31W
8	505702.76N 0012136.64W
9	505703.96N 0012135.98W
10	505705.18N 0012135.30W
11	505706.40N 0012134.62W
12	505707.62N 0012133.94W
13	505714.47N 0012130.07W
14	505715.57N 0012129.46W

COM		
ATIS	130.880	SOUTHAMPTON INFORMATION
TWR	118.205	SOUTHAMPTON TOWER
	121.605	SOUTHAMPTON FIRE

CHANGE (6/26): MAG INFO REVISED.

AERO INFO DATE 31 MAR 26

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	1.79°W (2027) / 0.22°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	

AERODROME CHART - ICAO

ARP 581256N 0061952W

AD ELEV 26FT

STORNOWAY
EGPO

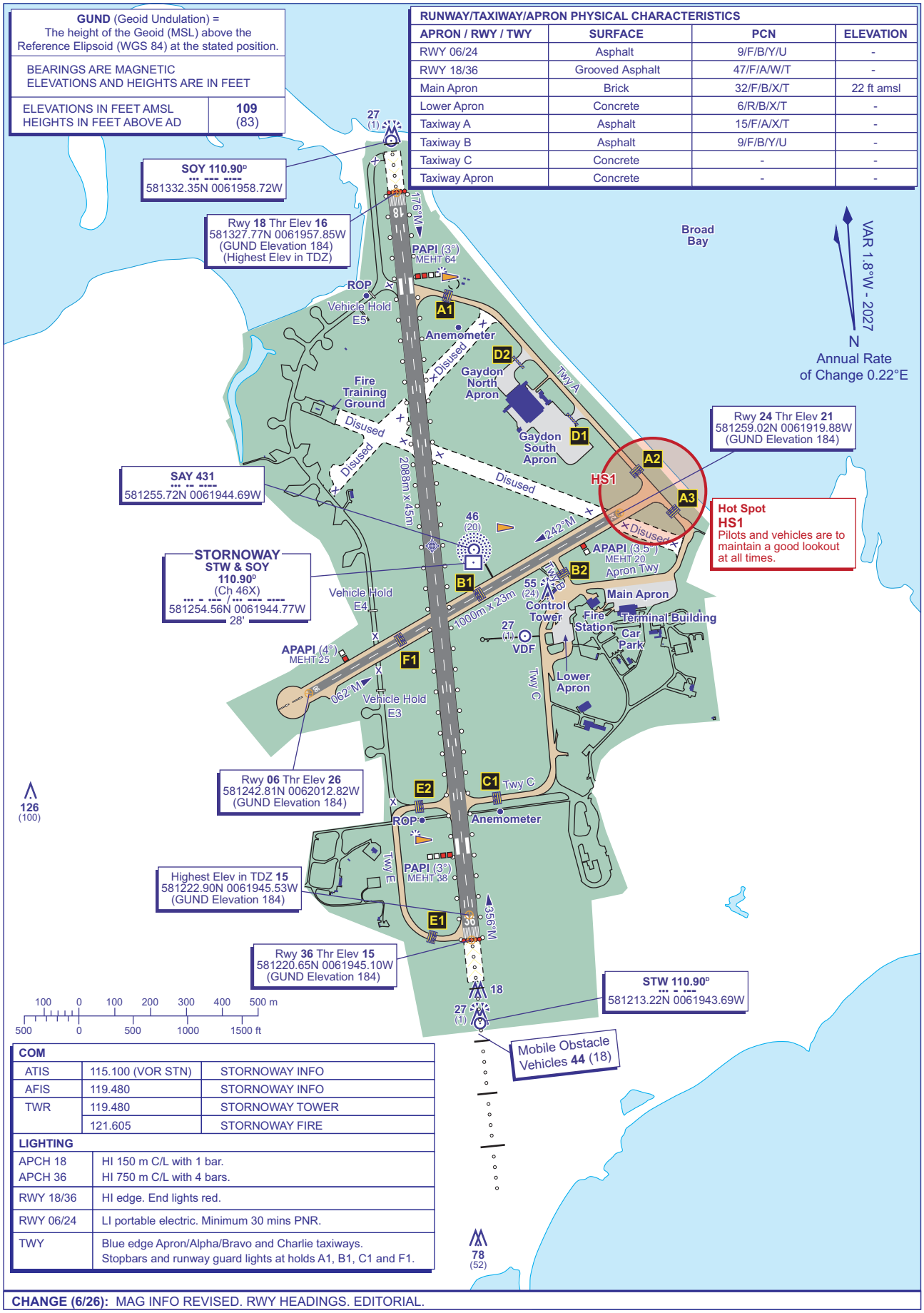
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**109** (83)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 06/24	Asphalt	9/F/B/Y/U	-
RWY 18/36	Grooved Asphalt	47/F/A/W/T	-
Main Apron	Brick	32/F/B/X/T	22 ft amsl
Lower Apron	Concrete	6/R/B/X/T	-
Taxiway A	Asphalt	15/F/A/X/T	-
Taxiway B	Asphalt	9/F/B/Y/U	-
Taxiway C	Concrete	-	-
Taxiway Apron	Concrete	-	-



COM		
ATIS	115.100 (VOR STN)	STORNOWAY INFO
AFIS	119.480	STORNOWAY INFO
TWR	119.480	STORNOWAY TOWER
	121.605	STORNOWAY FIRE

LIGHTING	
APCH 18 APCH 36	HI 150 m C/L with 1 bar. HI 750 m C/L with 4 bars.
RWY 18/36	HI edge. End lights red.
RWY 06/24	LI portable electric. Minimum 30 mins PNR.
TWY	Blue edge Apron/Alpha/Bravo and Charlie taxiways. Stopbars and runway guard lights at holds A1, B1, C1 and F1.

CHANGE (6/26): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

AERO INFO DATE 20 MAR 26

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3	Altimeter checkpoint location and elevation	Apron 19 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGPB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Pilots of fixed wing aircraft can anticipate to be marshalled onto stand on arrival. Helicopters self-park on numbered spots/stands; marshalling available on request. Spots 5 and 6 not normally available for shutdown. Pilots are to exercise caution when operating on spots 4 or 5. Helicopter and fixed wing operations in close proximity.
2	Runway and taxiway markings and lighting	Runway light(s): Blue edge lights on Runway 15/33 from Hold Kilo to the edge of Runway 09/27. Taxiway light(s): Holding points designated by retro-reflective illuminated signs and red stop lights (except Holds F, W and Z which is unlit). Yellow centre-line paint marking. Green centre-line lighting to stop bars. Blue edge lighting between stop bars and runway edge, and on Runway 15/33 from holding points Kilo and Charlie to the edge of Runway 09/27.
3	Stop bars and runway guard lights (if any)	Holding points are designated by retro-reflective signs, illuminated in hours of darkness. Red stop bars at holding points A, C, E, G, J, K, V. Caution: H06/24 holding points F, W, and Z do not have lit stop bars.
4	Other runway protection measures	
5	Remarks	WDI RWY 09 (LGTD): 595254.95N 0011812.33W; WDI RWY 27 (LGTD): 595251.18N 0011706.70W; WDI RWY 15: 595257.17N 0011757.64W; WDI RWY 33: 595218.86N 0011658.44W; WDI RWY 06/24: 595234.64N 0011704.55W.

EGPB AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPB3144) 15/APPROACH 33/ TAKE-OFF	BUILDING	595526.41N 0012120.32W	373 FT	13 FT	No	
(EGPB3143) 33/TAKE-OFF	BUILDING	595526.41N 0012120.20W	372 FT	13 FT	No	
(EGPB4946) 33/TAKE-OFF	BLDG	595525.45N 0012112.61W	357 FT	8 FT	No	
(EGPB3138) 15/APPROACH 33/ TAKE-OFF	BUILDING	595431.45N 0012033.66W	258 FT	9 FT	No	
(EGPB5383) 15/APPROACH 33/ TAKE-OFF	BLDG CHIMNEY	595334.96N 0011840.63W	180 FT	18 FT	No	
(EGPB5374) 15/APPROACH 33/ TAKE-OFF	BLDG CHIMNEY	595333.49N 0011843.66W	163 FT	19 FT	No	
(EGPB4852) 15/APPROACH 33/ TAKE-OFF	BLDG	595320.79N 0011826.37W	131 FT	27 FT	No	
(EGPB4797) 15/APPROACH 33/ TAKE-OFF	BLDG CHIMNEY	595310.37N 0011824.82W	113 FT	25 FT	No	
(EGPB4802) 15/APPROACH 33/ TAKE-OFF	BLDG CHIMNEY	595307.55N 0011818.72W	82 FT	16 FT	No	
(EGPB4771) 15/APPROACH 33/ TAKE-OFF	BLDG	595303.37N 0011816.20W	68 FT	20 FT	No	
(EGPB5608) 15/APPROACH 33/ TAKE-OFF	MOBILE OBSTACLE	595256.74N 0011810.87W	34 FT	16 FT	No	
(EGPB5565) 15/TAKE-OFF	MOBILE OBSTACLE	595216.32N 0011657.93W	33 FT	16 FT	No	

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPB5564) 15/TAKE-OFF	MOBILE OBSTACLE	595216.31N 0011658.13W	33 FT	16 FT	No	
(EGPB5560) 33/APPROACH	MOBILE OBSTACLE	595214.52N 0011658.96W	40 FT	16 FT	No	
(EGPB5561) 33/APPROACH	MOBILE OBSTACLE	595214.48N 0011658.79W	40 FT	16 FT	No	
(EGPB5546) 33/APPROACH	MOBILE OBSTACLE	595214.43N 0011709.75W	30 FT	16 FT	No	
(EGPB5558) 33/APPROACH	MOBILE OBSTACLE	595213.71N 0011659.70W	41 FT	16 FT	No	
(EGPB5559) 33/APPROACH	MOBILE OBSTACLE	595213.67N 0011659.53W	42 FT	16 FT	No	
(EGPB5556) 33/APPROACH	MOBILE OBSTACLE	595212.98N 0011700.75W	42 FT	16 FT	No	
(EGPB5557) 33/APPROACH	MOBILE OBSTACLE	595212.90N 0011700.61W	43 FT	16 FT	No	
(EGPB5294) 33/APPROACH 15/ TAKE-OFF	WALL	595212.80N 0011659.68W	37 FT	3 FT	No	
(EGPB5554) 33/APPROACH	MOBILE OBSTACLE	595212.62N 0011702.44W	42 FT	16 FT	No	
(EGPB3389) 33/APPROACH 15/ TAKE-OFF	MOBILE OBSTACLE	595207.07N 0011644.97W	109 FT	16 FT	No	
(EGPB5189) 15/TAKE-OFF	BLDG CHIMNEY	595203.28N 0011654.36W	101 FT	34 FT	No	
(EGPB5191) 33/APPROACH 15/ TAKE-OFF	BLDG AERIAL	595202.94N 0011654.70W	102 FT	37 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPB4684)	MAST	595710.39N 0011827.59W	1077 FT	229 FT	No	
(EGPB3156)	TELEGRAPH POLE	595446.66N 0011814.95W	239 FT	24 FT	No	
(EGPB5622)	RADAR	595421.07N 0012257.09W	964 FT	37 FT	No	
(EGPB5002)	MAST	595420.06N 0012256.76W	982 FT	53 FT	No	
(EGPB3168)	TELEGRAPH POLE	595349.47N 0011813.78W	292 FT	26 FT	No	
(EGPB5009)	UTILITY POLE	595341.95N 0011827.57W	298 FT	24 FT	No	
(EGPB5384)	POLE	595341.52N 0011830.40W	303 FT	13 FT	Yes Red	
(EGPB5066)	UTILITY POLE	595323.52N 0011710.47W	198 FT	27 FT	No	
(EGPB5149)	BLDG OBS LT	595243.53N 0011800.82W	78 FT	52 FT	Yes Red	
(EGPB5328)	LIGHTNING CNDR	595204.15N 0011623.43W	383 FT	51 FT	Yes Red	

EGPB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 hours.

4	Trend forecast Interval of issuance	TREND 30 minutes.
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. English.
7	Charts and other information available for briefing or consultation	Available on request from ATC.
8	Supplementary equipment available for providing information	Automated recording telephone 01950-461037.
9	ATS units provided with information	SUMBURGH
10	Additional information (limitation of service, etc.)	Outside aerodrome hours unverified automatic observation via ATIS is available on 01950-461037.

EGPB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09	083.55°	1498 x 44 M	RWY surface: Asphalt, Grooved PCN 20/F/B/W/T	595250.98N 0011819.03W 161.0 FT	THR 20.5 FT	
27	263.57°	1498 x 44 M	RWY surface: Asphalt, Grooved PCN 20/F/B/W/T	595255.71N 0011655.59W 160.9 FT	THR 20.6 FT TDZ 20.6 FT	
15	143.41°	1424 x 43 M	RWY surface: Asphalt, Grooved PCN 31/F/B/X/T	595249.88N 0011754.57W 161.0 FT	THR 7.1 FT	
33	323.42°	1424 x 43 M	RWY surface: Asphalt, Grooved PCN 31/F/B/X/T	595222.60N 0011714.28W 161.0 FT	THR 8.2 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		1618 x 280 M	90 x 92 M -			RWY 09 Landing threshold displaced by 104 M.
		1618 x 280 M	90 x 92 M -			RWY 27 Landing threshold displaced by 89 M.
		1544 x 150 M				RWY 15 Landing threshold displaced by 184 M. Terrain infringes the runway strip to the south, south east by 3.5 M at 135 M to 142 M from centre-line.
		1544 x 150 M				RWY 33 Landing threshold displaced by 189 M. Terrain infringes the runway strip to the south, south east by 3.5 M at 135 M to 142 M from centre-line.

EGPB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
15	1424 M	1424 M	1424 M	1240 M	
33	1424 M	1424 M	1424 M	1235 M	

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1319 M	1319 M	1319 M	1245 M	
27	1319 M	1319 M	1319 M	1260 M	
06		H - 544 M		H - 544 M	
24		H - 544 M		H - 544 M	

EGPB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	One flush inset crossbar plus four double flush inset lamps. 110 M Light intensity high	Green Light intensity high Green wingbars	PAPI Left/3° 20 FT 155 M			HI elevated bi-directional and coded LI omni-directional	Red		
27	One flush inset crossbar plus four double flush inset lamps. 90 M Light intensity high	Light intensity high Elevated Green wingbars	PAPI Left/3° 56 FT 411 M			HI elevated bi-directional and coded LI omni-directional	Red		
15		Light intensity high Elevated Green wingbars	APAPI Left/4° 46 FT 210 M			HI elevated bi-directional and coded LI omni-directional	Red		
33		Light intensity high Elevated Green wingbars				HI elevated bi-directional and coded LI omni-directional	Red		

EGPB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 595254.28N 0011807.91W (LGTD) - 595232.66N 0011735.66W (LGTD)
3	TWY edge and centre line lighting	CL: Green centre-line lighting to stop bars. EDGE: Blue edge lighting between stop bars and runway edge.
4	Secondary power supply/switch-over time	Yes. 10 seconds.
5	Remarks	Obstacle lights.

EGPB AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF H06: 595229.16N 0011725.70W TLOF H24: 595239.63N 0011657.58W
2	TLOF and/or FATO elevation	TLOF H06: 8.2 FT TLOF H24: 19.5 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF surface: Asphalt PCN 31/F/B/X/T

		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: 053.48° FATO 06/24: DIR 24: 233.48°
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.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
		131.300 Radar services for both Approach Radar and offshore sectors.			0630-2200 (0530-2100).	
AFIS	SUMBURGH INFORMATION	118.255			By arrangement outside hours of ATC. Normally only available for SAR, ambulance flights and aircraft in emergency.	
ATIS	SUMBURGH INFORMATION	125.855			Mon-Fri 0715-2000 (0615-1915); Sat 0730-1615 (0630-1515); Sun 1115-2000 (1015-1900); and by arrangement.	
OTHER	SUMBURGH FIRE CHIEF	121.605 Non-ATS Frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC OTHER:NOCAT 0.18°E (2027)	SUB	108.500 MHz	HO	595257.14N 0011721.92W		(RWY 09) Ignore any glidepath indications observed. The Localizer is offset 2.2° south of the extended RCL and intercepts at 1400 M from THR 09. Localizer only.
ILS/LOC I 0.18°E (2027)	ISG	108.500 MHz	HO	595248.42N 0011812.47W		(RWY 27) The Localizer is offset 2.6° north of the extended RCL and intercepts at 723 M from THR 27. Pilots may not receive full fly-up indications when below glidepath and right of centre-line.
ILS/GP	ISG	329.900 MHz	HO	595256.79N 0011721.12W		3° ILS Ref Datum Hgt 54 FT.
VOR/DME 0.18°E (2027) 0° (2023)	SUM	120Y 117.350 MHz	H24	595243.42N 0011711.51W	80 FT	VOR/DME DOC: 200 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sectors R140-160, R285-305 and R345-005.
NDB (L) 0.18°E (2027)	SBH	351.000 kHz	H24	595256.56N 0011741.40W		On AD. Range 25 NM.
ILS/DME	ISG	22X 108.500 MHz	HO	595256.72N 0011738.05W	25 FT	(RWY 27) On AD. DME freq paired with ILS I-SG and SUB. Zero range indicated at THR of Runway 09 and 27.
ILS/DME	SUB	22X 108.500 MHz	HO	595256.72N 0011738.05W	25 FT	(RWY 09) On AD. DME freq paired with ILS I-SG and SUB. Zero range indicated at THR of Runway 09 and 27.

EGPB AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All aircraft are required to request start up from ATC.
b) Pilots are reminded that all flights wishing to depart Sumburgh must, in accordance with the requirements of Class D airspace, notify ATC. This may be in the form of a filed flight plan or contact with Sumburgh ATS via landline prior to departure.

2 GROUND MOVEMENT

a) The centre-line of the northern taxiway is diverted to the south side of the 46 M wide pavement. The edge of the usable taxiway (width 18 M) is marked by blue edge lights and blue reflective markers. Green reflective studs mark the centre-line. Pilots are reminded to adhere to the marked centre-line. A separate vehicle route is marked on the north side of part of the northern taxiway.
b) No ground signals except light signals.
c) Aircraft Parking

   i. Sumburgh operates a parking policy which considers: customs requirements, duration of stay and type of flight. Fixed wing aircraft will be marshalled and may be required to reposition due to operational requirements.
   ii. Helicopters will be allocated spots by ATC. Helicopters that require to shutdown should inform Sumburgh Tower at the earliest opportunity, they may be required to reposition to a remote part of the apron.

d) Use of Sumburgh aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
e) Full ATC clearance is available from EOBT - 15 minutes. Departing aircraft are required to state stand/spot number on initial contact with Sumburgh Tower.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) During strong wind conditions turbulence may be expected on approach to, or climb out from, any runway.
b) Bird colonies are active throughout the year, particularly during the nesting season. Concentrations of birds may be encountered in the vicinity of cliffs and beaches and over the sea.
c) A coastguard and support helicopter operates from Sumburgh and will be given appropriate priority over other traffic when operating on search and rescue duties. These operations may take place throughout the 24 hour period using the call sign 'Rescue'.
d) Unlit mast erected on Scousburgh Hill, 5 NM north of the aerodrome approximate height 220 FT AGL, 1085 FT AMSL.
e) Pilots will observe that a main road crosses the Runway 09 undershoot immediately before the painted threshold. A barrier system closes the public road. These barriers must be closed before any fixed wing aircraft can land or depart.

5 HELICOPTER OPERATIONS

a) Helicopters are treated as fixed-wing traffic and should normally ground taxi, unless skid equipped between the runways and parking areas. In adverse weather conditions and during snow clearing operations, air taxiing may be permitted by ATC. Only one helicopter at any one time may air taxi on any one apron. Pilots may request an air taxi if required.
b) Rotors running refuelling of helicopters with passengers on board is only permitted during exceptionally severe wind conditions, and with the permission of ATC. Rotors-running refuelling is only permitted on helicopter spots 4, 5, 6, 7, 8. Spot 4 may only be used by S92s for rotors-running refuelling in exceptional circumstances.

6 USE OF RUNWAYS

a) With the exception of helicopters, night landings are not permitted on Runways 15 and 33 except in an emergency. Night take-offs from Runways 15 and 33 are restricted to operators with procedures accepted by the Civil Aviation Authority.
b) The helicopter Runway 06/24 is not to be used by fixed-wing aircraft.
c) More than one runway may be lit, and in use, at any one time.
d) Except for locally based SAR helicopters, out of hours indemnity is not permitted.
e) The thresholds of Runways 09 and 27 are positioned 135 M and 120 M respectively from concrete sea-defenses and the open sea.
f) RVR Conditions

   i. Runway 09/27. Except where an AOC holder has a less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 M are not permitted.
   ii. Runway 15/33. Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 400 M or less are not permitted.
   iii. Helicopter Runway 06/24. Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 800 M or less are not permitted.

g) Pilots will observe that a main road crosses the Runway 09 undershoot immediately before the painted threshold. The road is closed by staffed barriers prior to any movement requiring the closure of the road.

7 TRAINING

Not applicable

EGPB AD 2.21 NOISE ABATEMENT PROCEDURES

a) Helicopters requiring to hover for long periods for test purposes should be directed to a location where they will cause least disturbance to residential areas.
b) Military Practice Diversions

i. Practice diversion approaches by high energy jet aircraft should, whenever possible, be made to Runway 09/27.
ii. Exceptionally, when traffic conditions prevent an approach to Runway 09/27, an approach to Runway 33 may be authorised. When aircraft are carrying out a missed approach from Runway 33 or overflying the aerodrome they are given specific instructions to prevent them from overflying the village of Toab.
iii. The village of Toab is particularly vulnerable to noise from aircraft and approaches to Runway 15 by high energy jet aircraft are not normally permitted.

EGPB AD 2.22 FLIGHT PROCEDURES

1 RADIO COMMUNICATIONS FAILURE PROCEDURE

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1 General Rules, section 3.4 Radiotelephony, Radio Failure and Loss of Communication Procedures. The route to be used when leaving the airspace in accordance with these procedures is as follows:
b) In the event of a communications failure ATS will issue instructions to aircraft and vehicles using visual signals by the use of an ALDIS lamp. These signals will be displayed in accordance with guidelines issued in the CAP 637 Visual Aids Hand Book.

Position at time of decision	Route
VOR SUM or NDB(L) SBH	Track 310°(T) at 2400 FT ALT until clear of the CTR/CTA.

2 HELICOPTER OPERATIONS IN THE SUMBURGH CTR/CTA

a) Procedures for helicopter operations in the Sumburgh CTR/CTA are detailed at ENR 1.6.

3 VISUAL REFERENCE POINTS (VRP)

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

4 NORTH ATLANTIC DEPARTURES

a) Due to the proximity of the Shanwick Oceanic boundary to Sumburgh, pilots must consider timescales for submitting an ’RCL’. Refer to ENR 2.2, paragraph 3.8.2 for details.

5 APPROACH AND APPROACH RADAR SERVICES

a) Approach and Approach Radar Services for Sumburgh Airport are provided from Aberdeen ATSU. If this service is not available during published hours, the CTR/CTA airspace will revert to Class G status. In the event, this will be promulgated by NOTAM.

EGPB AD 2.23 ADDITIONAL INFORMATION

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

EGPB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPB-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGPB-2-2
CTR - WESTERLY OUTBOUND/INBOUND HMRI
AD 2.EGPB-3-1

CTR - EASTERLY OUTBOUND/INBOUND HMRI
AD 2.EGPB-3-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPB-5-1
INSTRUMENT APPROACH CHART LOC/DME/VOR or NDB(L) RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPB-8-1
INSTRUMENT APPROACH CHART RNP RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPB-8-2
INSTRUMENT APPROACH CHART VOR/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPB-8-3
INSTRUMENT APPROACH CHART RNP RWY 15 (CAT A,B,C) - ICAO
AD 2.EGPB-8-4
INSTRUMENT APPROACH CHART ILS/DME/VOR or NDB(L) RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPB-8-5
INSTRUMENT APPROACH CHART LOC/DME/VOR or NDB(L) RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPB-8-6
INSTRUMENT APPROACH CHART RNP RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPB-8-7
INSTRUMENT APPROACH CHART VOR/DME RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPB-8-8
INSTRUMENT APPROACH CHART VOR/DME 006° TO AERODROME (CAT A,B,C) - ICAO
AD 2.EGPB-8-9
INSTRUMENT APPROACH CHART VOR/DME 147° TO AERODROME (CAT A,B) - ICAO
AD 2.EGPB-8-10
INSTRUMENT APPROACH CHART DIRECT ARRIVALS RWY 09/27 (CAT A,B,C) - ICAO
AD 2.EGPB-8-11
INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME 147°/006° TO AERODROME (CAT A,B,C)
AD 2.EGPB-8-12
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09
AD 2.EGPB-8-13
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 15
AD 2.EGPB-8-14
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27
AD 2.EGPB-8-15

EGPB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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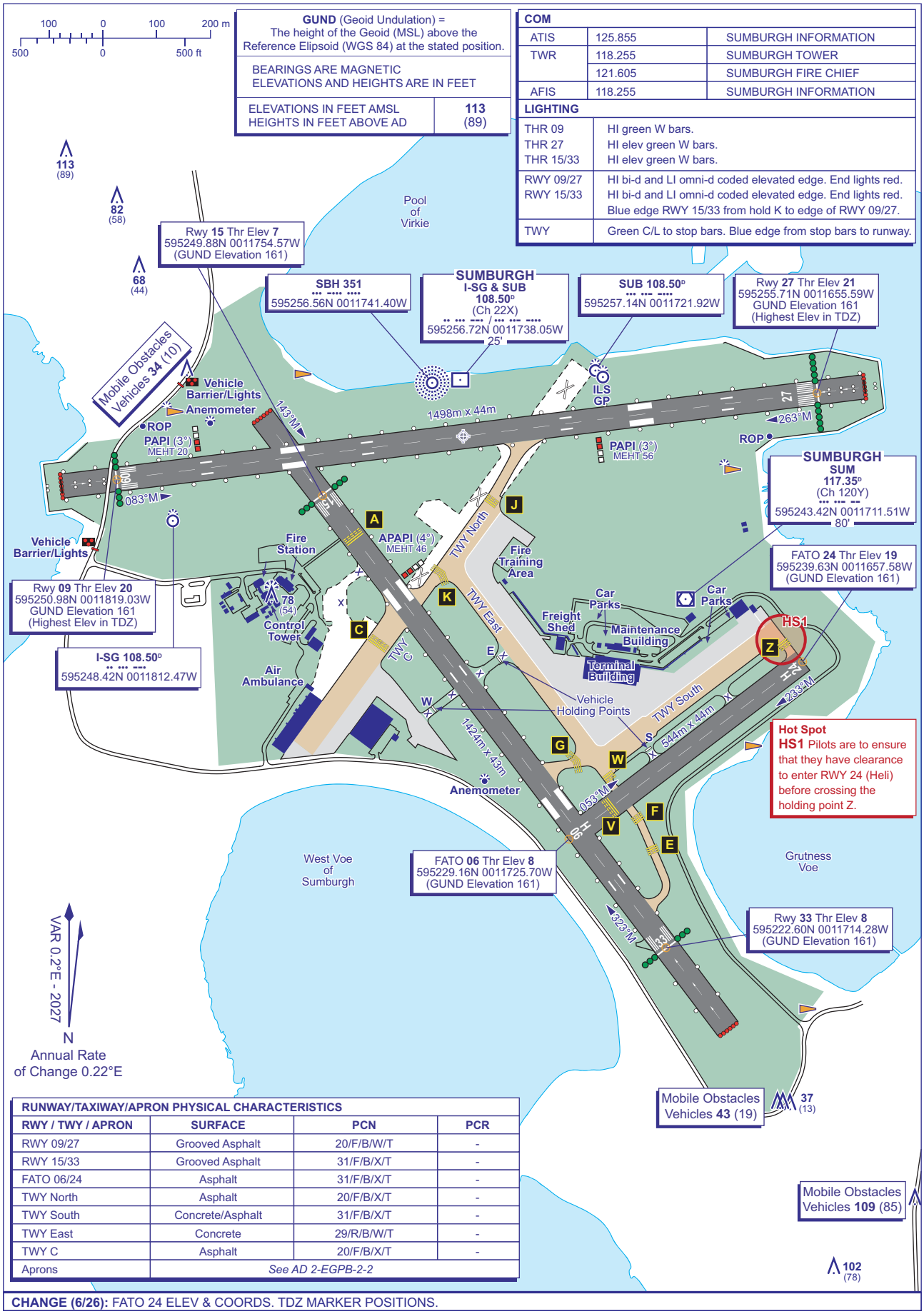
AERODROME CHART - ICAO

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 (6/26): FATO 24 ELEV & COORDS. TDZ MARKER POSITIONS.

AERO INFO DATE 23 MAR 26

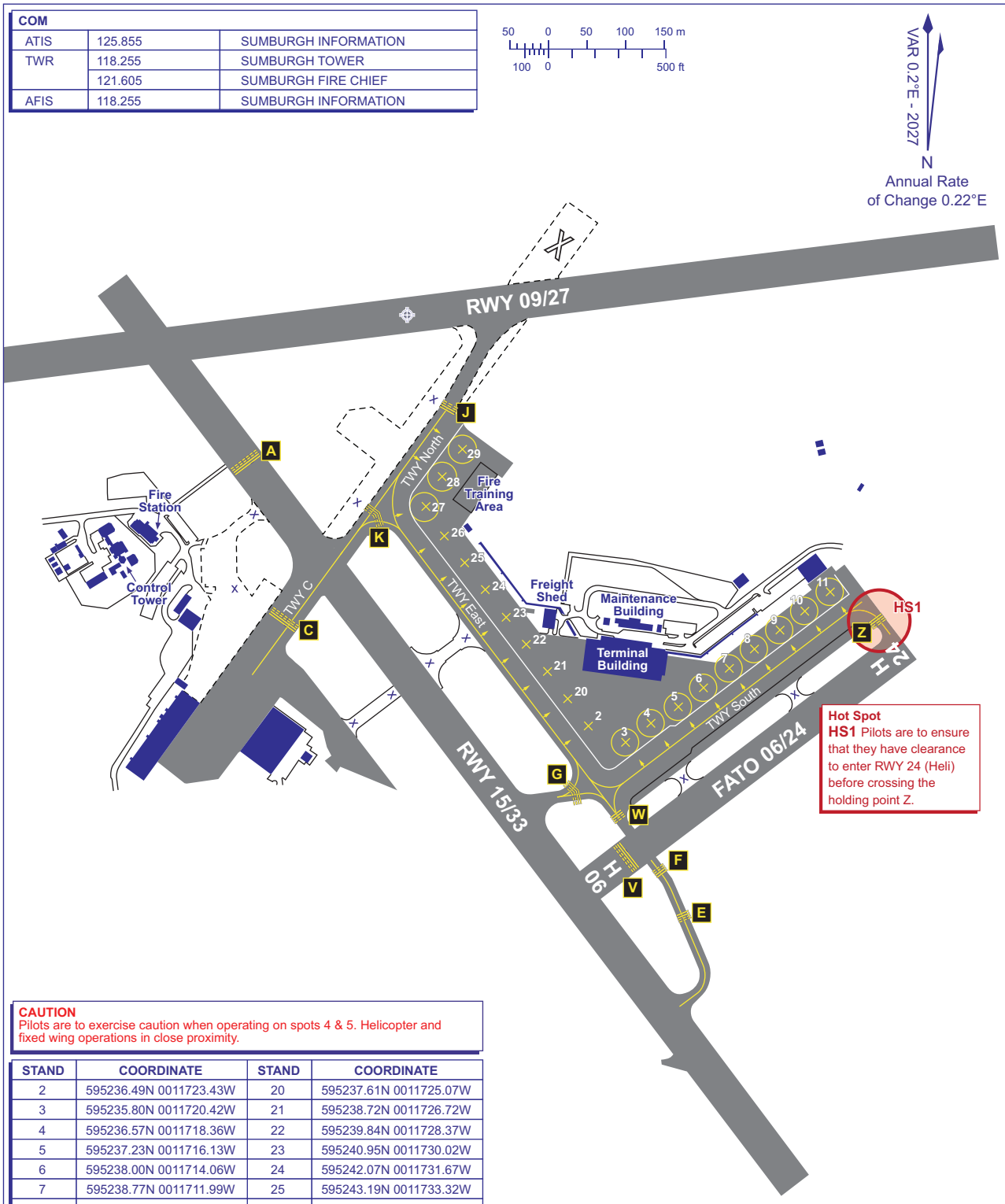
AD 2-EGPB-2-1

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

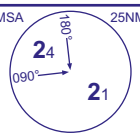
APRON / RWY / TWY	SURFACE	PCN	PCR	ELEVATION
Terminal East	Concrete	29/R/B/W/T	-	-
Terminal West	Concrete	16/R/B/W/T	-	-
RWY (All)	*See AD 2-EGPB-2-1*			
TWY (All)				

CHANGE (5/26): AD ELEVATION REVISED. MAG INFO REVISED.

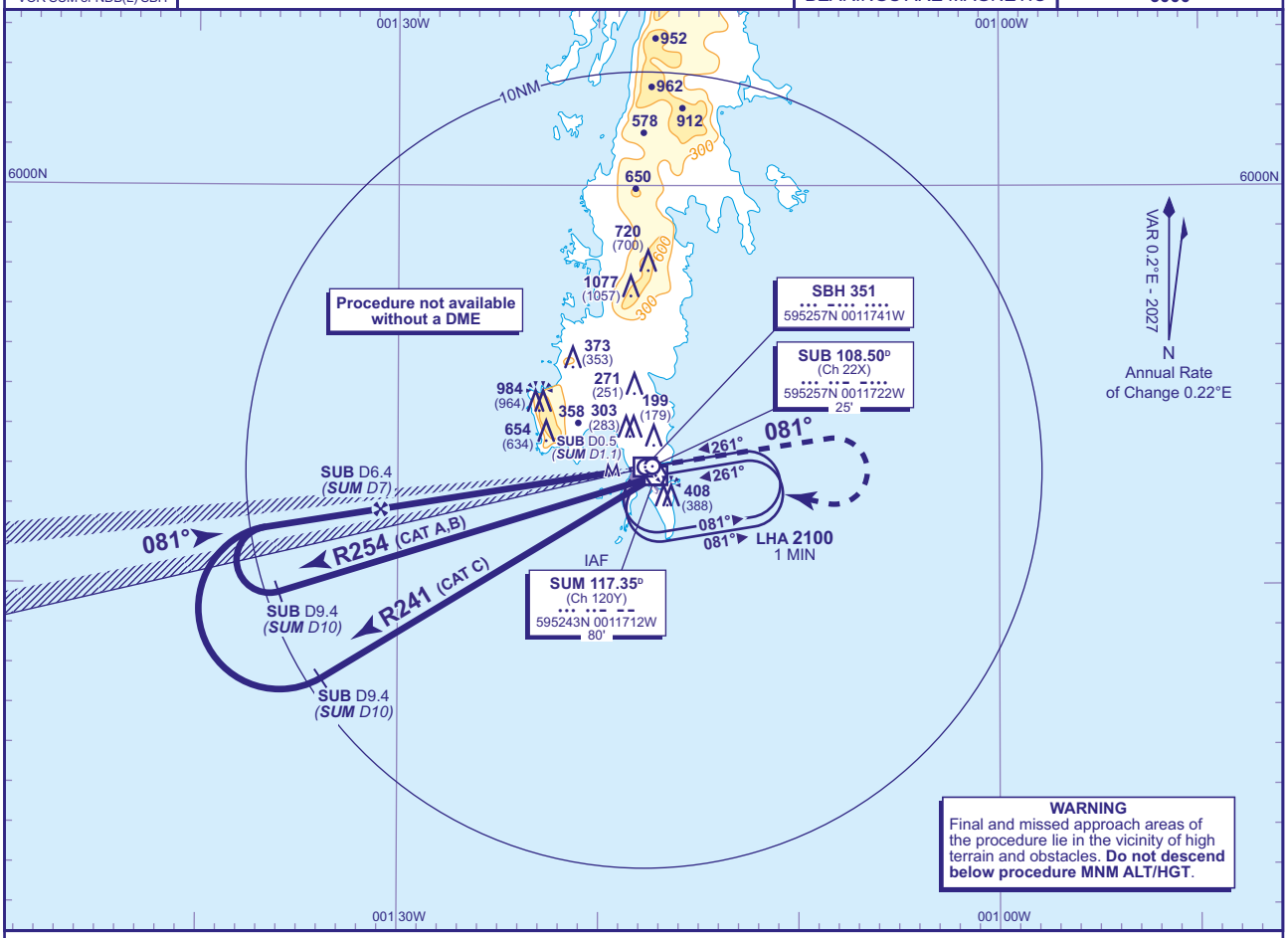
AERO INFO DATE 04 MAR 26

INSTRUMENT APPROACH CHART - ICAO

SUMBURGH LOC/DME/ VOR or NDB(L) RWY 09
(ACFT CAT A,B,C)



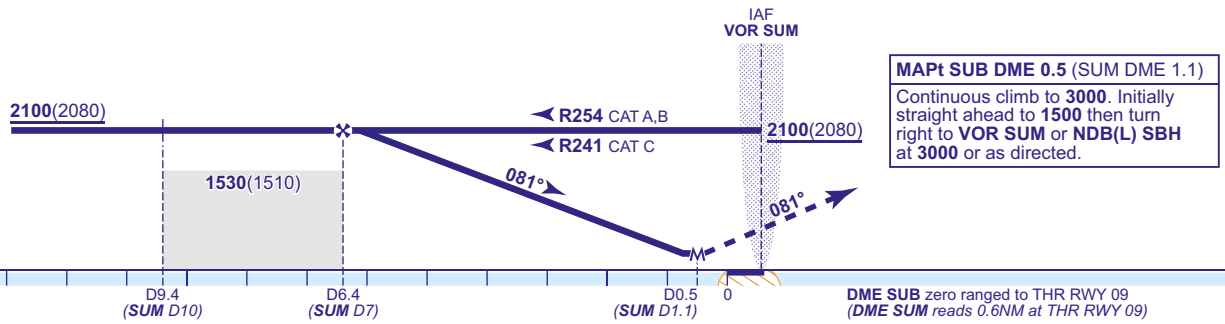
TWR	118.255	SUMBURGH TOWER	AD ELEVATION	24	TRANSITION ALTITUDE 6000
RAD	131.300, 123.155	SUMBURGH RADAR	THR ELEVATION	20	
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION 1077 AMSL (1057) (ABOVE THR)		
AFIS	118.255	SUMBURGH INFORMATION	BEARINGS ARE MAGNETIC		



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

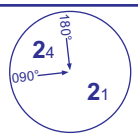
CHANGE (5/26): AD ELEVATION. MAG VAR. MAG TRACKS. VM(C)OCA (OCH AAL). NOTES.

AERO INFO DATE 17 FEB 26

AD 2-EGPB-8-1

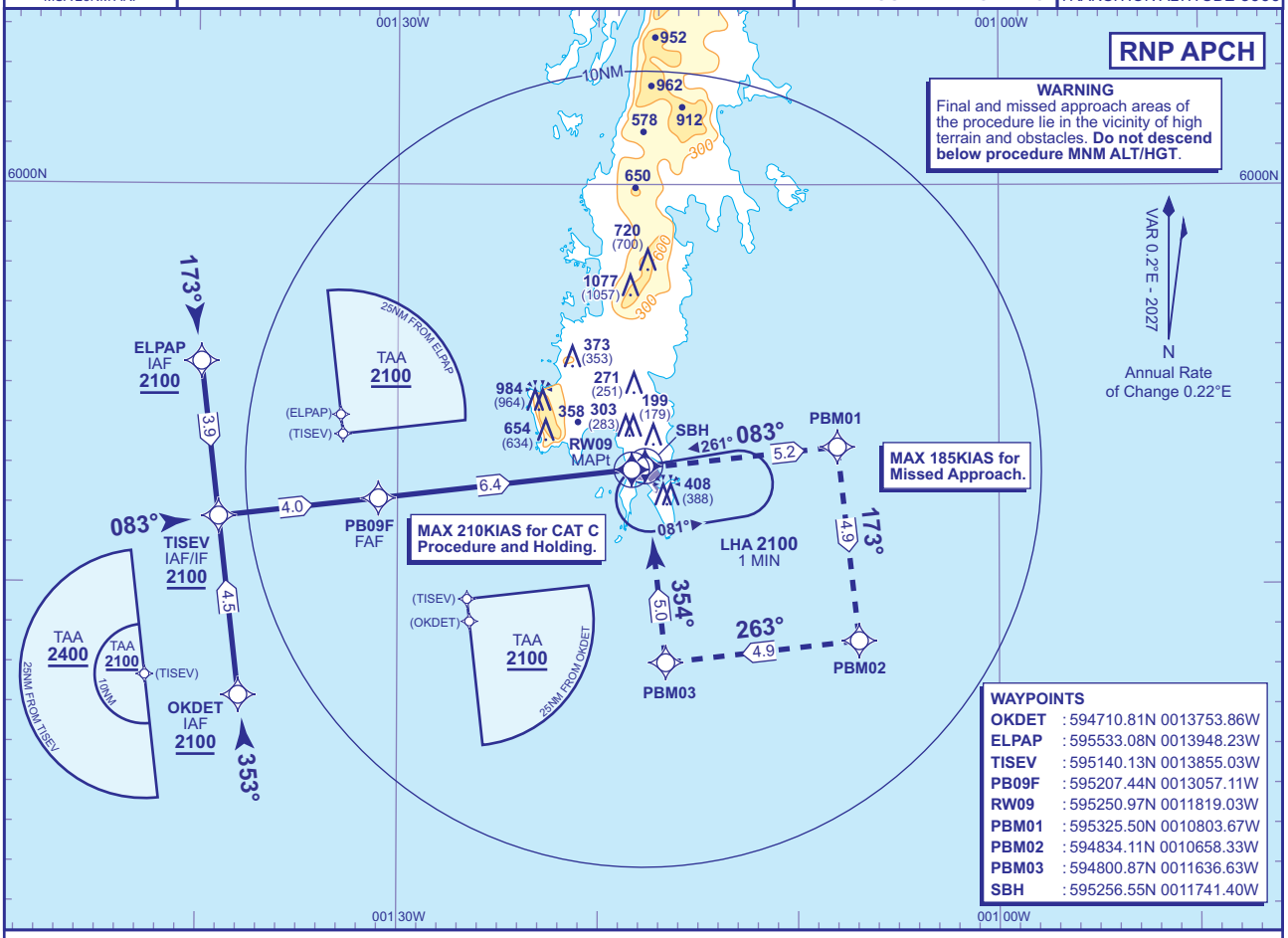
INSTRUMENT APPROACH CHART - ICAO

SUMBURGH
RNP
RWY 09
(ACFT CAT A,B,C)



MSA 25NM ARP

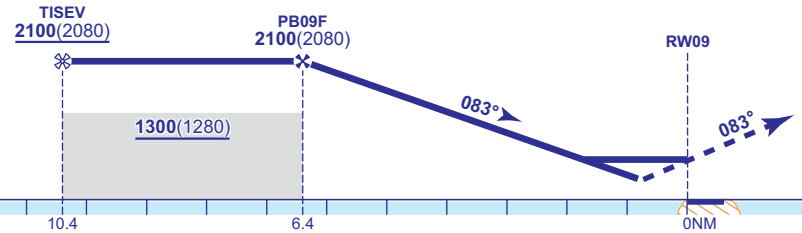
TWR	118.255	SUMBURGH TOWER	AD ELEVATION	24	
RAD	131.300, 123.155	SUMBURGH RADAR	THR ELEVATION	20	
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION		
AFIS	118.255	SUMBURGH INFORMATION	**1077 AMSL** (1057) (ABOVE THR)		
			BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE **6000**	



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)	LNAV	**630**(610)	**630**(610)	**630**(610)
VM(C)OCA (OCH AAL)	Total Area	**800**(776)	**1200**(1176)	**1400**(1376)

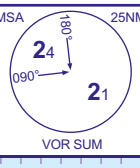
Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

CHANGE (6/26): OCA(OCH) CORRECTED.

AERO INFO DATE 01 APR 26

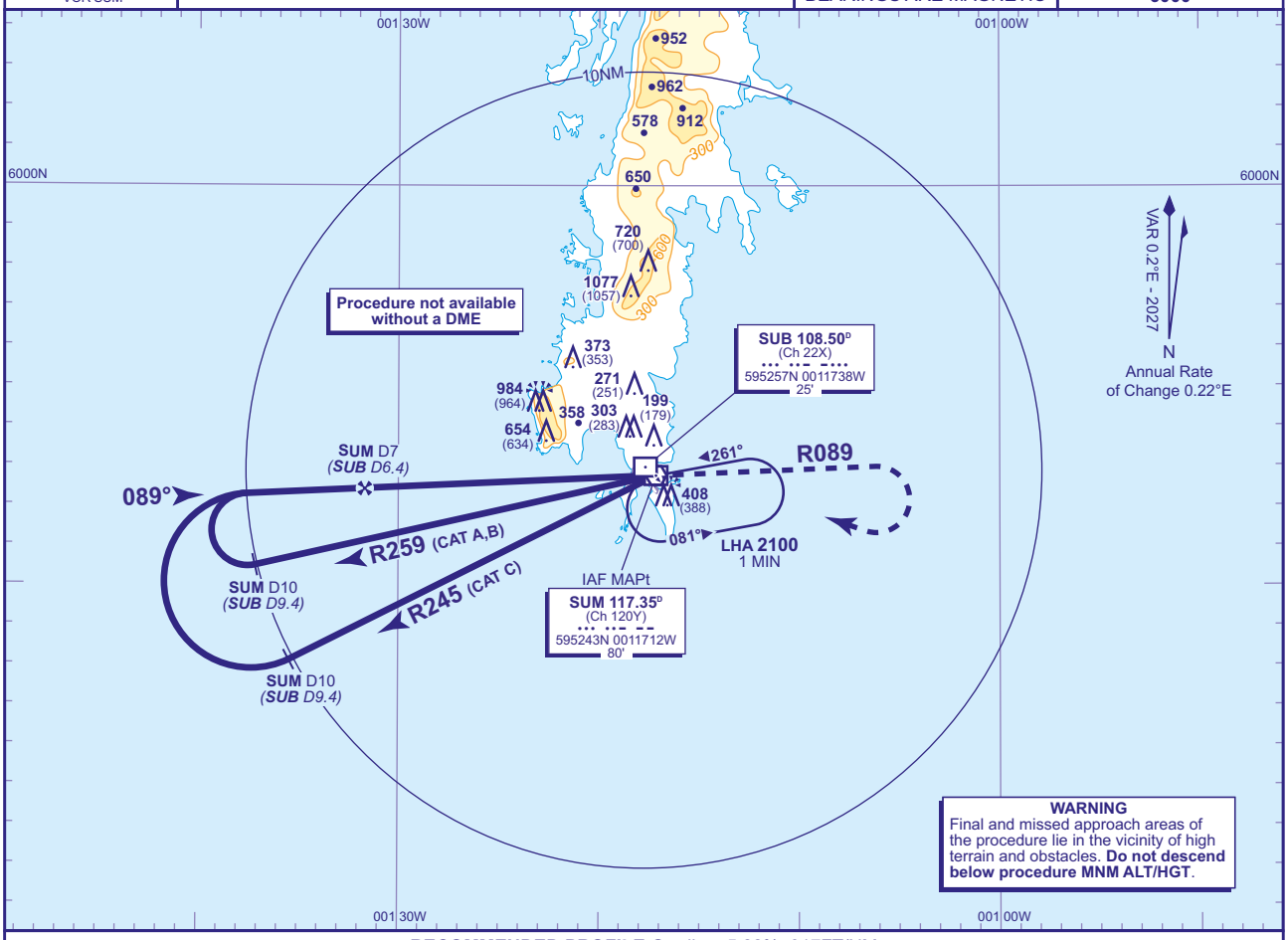
INSTRUMENT APPROACH CHART - ICAO

SUMBURGH VOR/DME RWY 09
(ACFT CAT A,B,C)



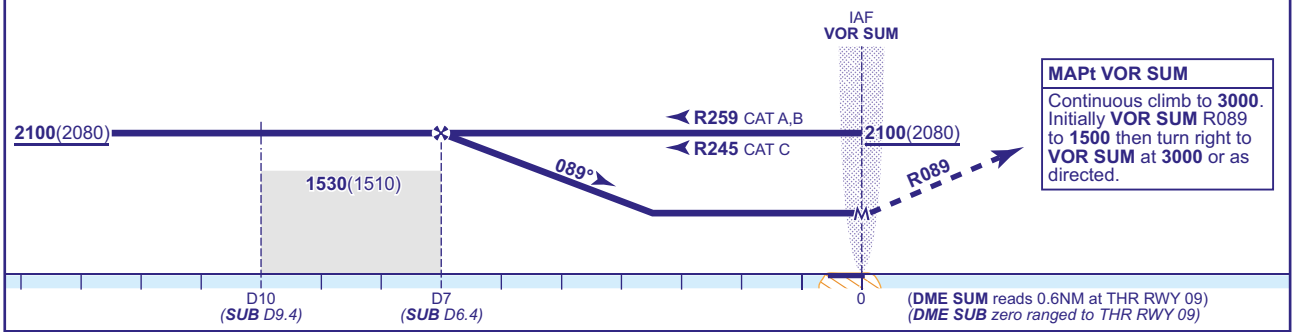
TWR	118.255	SUMBURGH TOWER	AD ELEVATION	24
RAD	131.300, 123.155	SUMBURGH RADAR	THR ELEVATION	20
ATIS	125.855	SUMBURGH INFORMATION	OBSTACLE ELEVATION	
AFIS	118.255	SUMBURGH INFORMATION	1077 AMSL (1057) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

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**	**900**(880)	**900**(880)	**900**(880)
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 (6/26): OCA(OCH) CORRECTED.

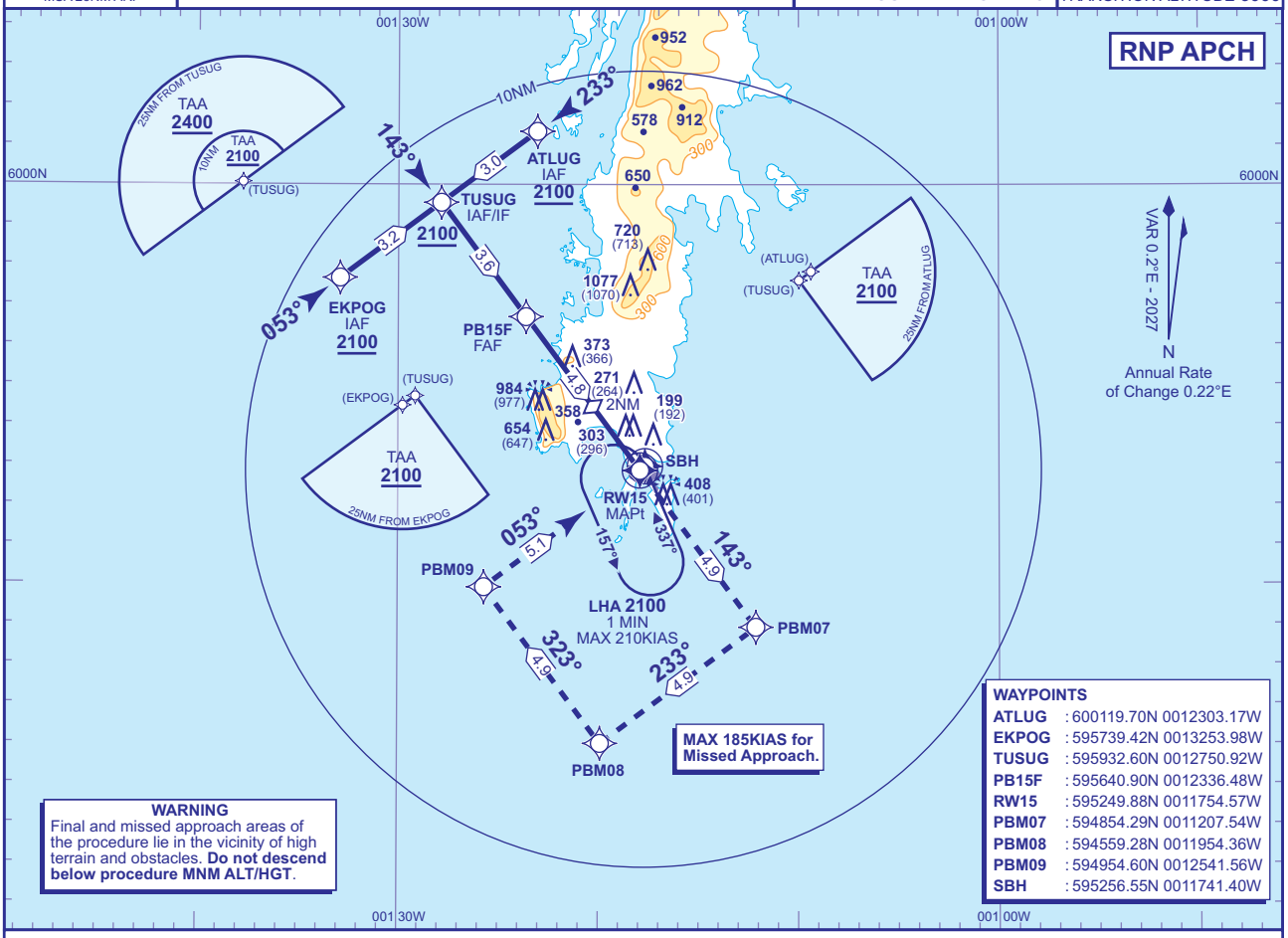
AERO INFO DATE 01 APR 26

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

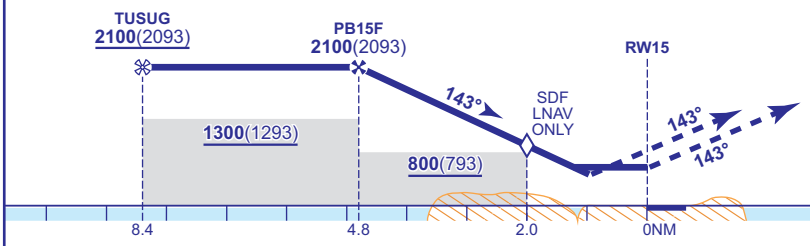


WARNING
Final and missed approach areas of the procedure lie in the vicinity of high terrain and obstacles. **Do not descend below procedure MNM ALT/HGT**.

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

EGFH — SWANSEA

EGFH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFH — SWANSEA

EGFH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513618N Long: 0040405W Midpoint of Runway 04/22.
2	Direction and distance from city	5 NM WSW of Swansea.
3	Elevation / Reference temperature / Mean Low Temperature	298 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	174 FT
5	Magnetic Variation / Annual Change	0° (2027) / 0.18°E
6	AD Administration Address Telephone	SWANSEA AIRPORT STAKEHOLDER ALLIANCE. Swansea Airport, Fairwood Common, Swansea,SA2 7JU. 01792-687042 (ATC and Admin)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGFH AD 2.3 OPERATIONAL HOURS

1	AD Administration	Aerodrome is available for aircraft requiring a licensed aerodrome, Fri-Sun 0900-1600 (0800-1700). Out of hours on request.
2	Customs and immigration	By arrangement.
3	Health and sanitation	Limited.
4	AIS Briefing Office	No briefing facilities available.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	Not available.
7	ATS	See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	
12	Remarks	Use of aerodrome PPR by website www.swansea-airport.wales or same day by telephone on 01792-687042. Permission to use aerodrome may be withdrawn during times that adverse weather conditions prevail. Flying by local aircraft and emergency service helicopters may occur outside published hours. Aerodrome is available for aircraft requiring a licensed aerodrome, Fri-Sun 0900-1600 (0800-1600). Out of hours on request.

EGFH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited, by prior arrangement.
2	Fuel and oil types	AVGAS
3	Fuelling facilities/capacity	AVGAS 5000 LT Tank and Fixed Pump.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited, by arrangement.
6	Repair facilities for visiting aircraft	Limited.
7	Remarks	

EGFH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	On aerodrome. Cafe in terminal building.
3	Transportation	Taxis, Car hire.
4	Medical facilities	Limited First Aid.
5	Bank and Post Office	
6	Tourist Office	Limited during aerodrome hours.
7	Remarks	

EGFH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 Fri-Sun 0900-1600 (0800-1700).
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGFH AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON 1 Surface: Asphalt PCN 12/F/C/Y/T APRON 2 Surface: Concrete PCN 15/R/C/Y/T
2	Taxiway width, surface and strength	Taxiway A: 10 M Surface: Asphalt PCN 8/F/C/Y/T Taxiway B: 19 M Surface: Asphalt Taxiway C: 10 M Surface: Asphalt PCN 8/F/C/Y/T Taxiway D: 5 M Surface: Asphalt PCN 8/F/C/Y/T
3	Altimeter checkpoint location and elevation	Hold B1 275 FT - Hold B2 267 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	The concrete section of the apron slopes from NW to SE up to a maximum gradient of 2.93%. Taxiway adjoining the eastern edge of the apron is provided for access to Hangar 1 only, and is not available to aircraft that require use of a licensed aerodrome.

EGFH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiway guidelines and visual docking. Yellow taxiway centre-line - no visual docking. Parking Guidance System. Marshaller available on request.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 04/22: Runway markings, TDZ markings, Threshold, designators, displaced threshold arrows. Taxiway marking aid(s): Yellow centre-line and holding positions.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	Three WDI 513601.07N 0040420.33W; 513609.36N 0040352.96W; 513623.35N 0040352.25W.

EGFH 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**
(EGFH3499) 22/APPROACH 04/ TAKE-OFF	BUSH	513643.11N 0040339.85W	328 FT		No	
(EGFH3456) 22/APPROACH 04/ TAKE-OFF	FENCE	513638.77N 0040343.73W	308 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**
(EGFH3455)	FENCE	513638.91N 0040344.09W	309 FT		No	

EGFH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EGFH 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	036.31°	1351 x 30 M	RWY surface: Concrete PCN 15/R/C/Y/T	513601.13N 0040425.26W 173.7 FT	THR 261.1 FT	
22	216.32°	1351 x 30 M	RWY surface: Concrete PCN 15/R/C/Y/T	513633.98N 0040346.49W 173.7 FT	THR 295.1 FT	
10	096.32°	857 x 18 M	RWY surface: Asphalt PCN 12/F/C/Y/T	513604.22N 0040432.85W 173.7 FT	THR 255.8 FT	
28	276.33°	857 x 18 M	RWY surface: Asphalt PCN 12/F/C/Y/T	513601.39N 0040351.84W 173.7 FT	THR 254.9 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		- x 86 M	90 x 92 M -			RWY 04 Runways 04/22 and 10/28 have undulating surface.
		- x 86 M	90 x 92 M -			RWY 22 Threshold displaced by 91 M.
		- x 60 M	90 x 36 M -			RWY 10 Unlicensed runway. Threshold displaced by 33 M.
		- x 60 M	90 x 36 M -			RWY 28 Unlicensed runway. Threshold displaced by 30 M.

EGFH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	1199 M	1199 M	1199 M	1200 M	
22	1199 M	1199 M	1199 M	1200 M	
10	799 M	799 M	799 M	824 M	
28	799 M	799 M	799 M	794 M	

EGFH AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGFH 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: 513623.37N 0040353.04W.

3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGFH AD 2.16 HELICOPTER LANDING AREA

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EGFH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SWANSEA ATZ A circle, 2 NM radius, centred at 513619N 0040404W on longest notified runway (04/ 22)	Upper limit: 2298 FT ALT Lower limit: SFC	G	SWANSEA RADIO English	3000 FT		ATZ 2000 FT AAL. ATZ active Fri-Sun 0900-1600 (0800-1700) and when notified by NOTAM.

EGFH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	SWANSEA RADIO	119.705 A/G frequency.			Mon-Sun 0900-1800 (0800-1700).	ATZ active Fri-Sun 0900-1600 (0800-1700) and when notified by NOTAM.

EGFH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGFH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of the aerodrome is subject to the provisions of a document entitled Swansea Airport, Conditions of Use. A copy of this document may be obtained on request to the Airport Manager, at the address specified at AD 2.2.
b) Aerodrome not available to aircraft unable to communicate via radio with the A/G station.
c) Information and/or instructions from the Airport Manager may be relayed via A/G. Such messages will be prefixed 'Message from the aerodrome authority...'. Compliance with any relayed instruction is mandatory.
d) Permission to use the aerodrome either to land or depart, may be withdrawn without notice. Withdrawal of permission may occur due to prevailing weather conditions, if it is considered that the requirements of the airport's Safety Management System cannot be met.

2 GROUND MOVEMENT

a) All aircraft to call for start.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) The carriage of Dangerous Goods, as specified by the Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Airport Manager or nominated deputy.
b) Each aircraft commander is responsible for the safety of his/her passengers and other crew members. To ensure the safety of passengers and crew members, the aircraft commander or other competent crew member is to supervise and escort passengers whilst airside.

c) Smoking and use of mobile phones whilst airside is strictly prohibited.

5 HELICOPTER OPERATIONS

a) Helicopter landing spots situated on Apron 1 and adjacent to Holding Point B1.

6 USE OF RUNWAYS

a) Runway 10/28 is restricted to aircraft with MTOW 5700 KG or less.

7 TRAINING

a) Use of the aerodrome by training flights is subject to approval, which may be withdrawn without prior notice. Issue of approval is conditional upon training flights not causing delays to other aircraft and not causing movement area or airspace congestion.

EGFH AD 2.21 NOISE ABATEMENT PROCEDURES

a) Aircraft are to be operated in a manner to cause least disturbance in areas surrounding the aerodrome.

EGFH AD 2.22 FLIGHT PROCEDURES

1 RADIO COMMUNICATION FAILURE PROCEDURES

a) If a radio communications failure is experienced after establishment of RTF contact, a standard overhead joining procedure is to be flown for the notified runway in use and circuit direction. If RTF contact has not been established, unless an emergency is experienced which requires immediate landing, the ATZ is not to be entered, and a diversion made to a suitable alternate aerodrome.

2 CIRCUITS

a) Unless notified by A/G that parachute descents are in progress a standard overhead circuit joining procedure must normally be flown for the notified runway in use and circuit direction. However, a straight-in approach to the notified runway in use may be flown if ‘Swansea Radio’ notify that there is no reported traffic to affect this course of action.
b) Unless otherwise notified by ‘Swansea Radio’ standard circuit directions are as follows: Runway 10 and 22 - Right Hand; Runway 28 and 04 - Left Hand.

3 FREE-FALL PARACHUTING PROCEDURES

a) Free-fall parachuting takes place overhead the aerodrome. ENR 5.5 refers. A/G will notify when parachute descents are taking place.
b) Subject to the notified runway in use, one of two parachute landing areas will be used. When Runway 04/22 is in use, the Southern Parachute Landing Area (PLA), located in the south eastern corner of the aerodrome, south of Runway 28 threshold, will be used. When Runway 10/28 is in use, the Northern PLA, located in the northeast corner of the aerodrome, north of Taxiway A, will be used.
c) Arriving aircraft that have not entered the ATZ are advised to remain outside until notified by A/G that all parachutes have landed. Any aircraft within the ATZ on final approach, requiring to go around, should climb straight ahead and then conform to the notified circuit direction.

EGFH AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGFH AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGFH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

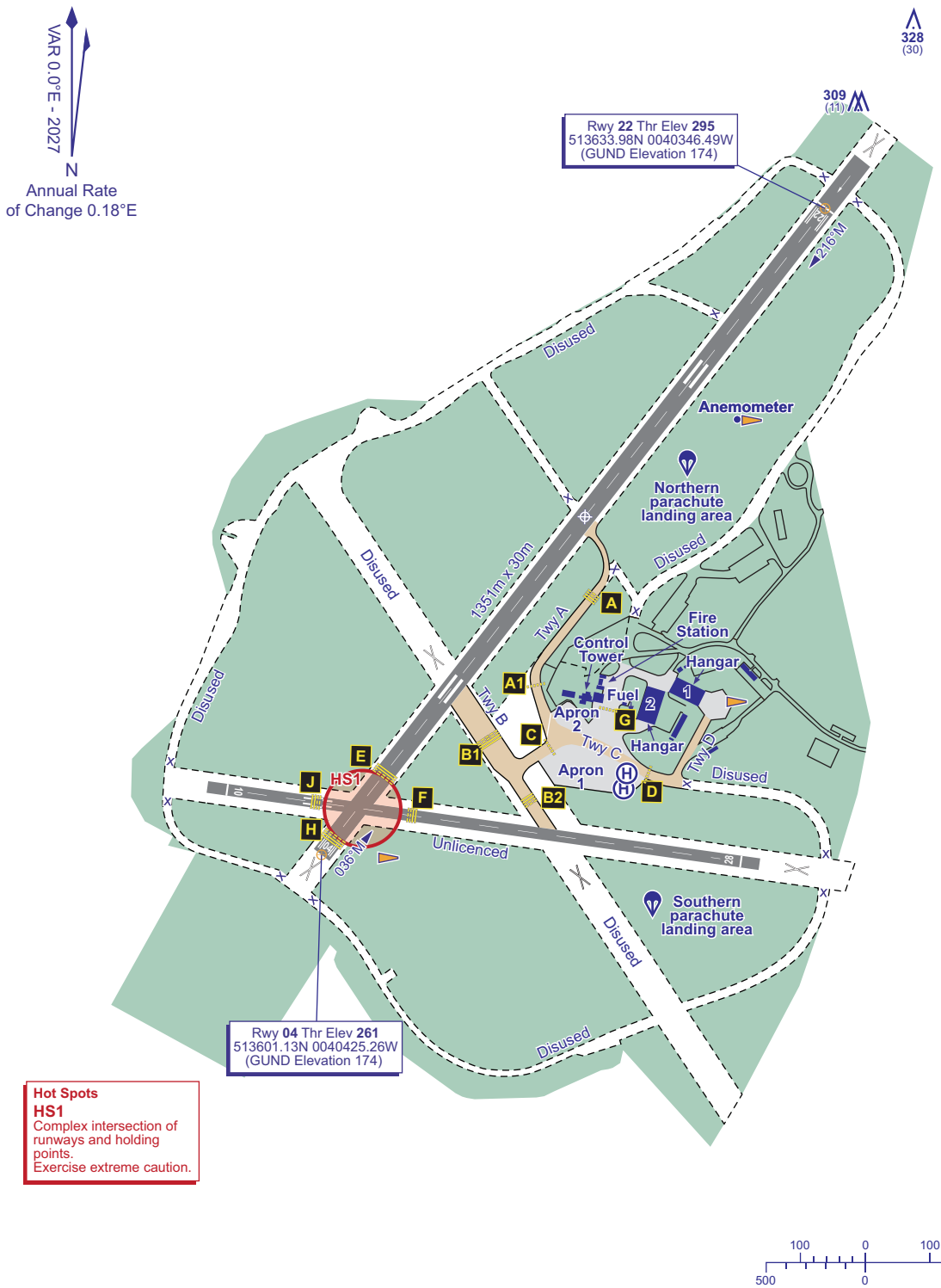
ARP 513618N 0040405W

AD ELEV 298FT

SWANSEA
EGFH

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**328** (29)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 04/22	Concrete	15/R/C/Y/T
TWY A, B, C, D	Asphalt	8/F/C/Y/T
Apron 1	Asphalt	12/F/C/Y/T
Apron 2	Concrete	15/R/C/Y/T



Hot Spots
HS1
Complex intersection of runways and holding points.
Exercise extreme caution.

100 0 100 200 300 m
500 0 500 1000 ft

COM		
A/G	119.705	SWANSEA RADIO

CHANGE (6/26): RWY 10/28 UNLICENCED.

AERO INFO DATE 24 MAR 26

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EGBM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGBM 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		630 x 18 M	RWY surface: Asphalt			
21		630 x 18 M	RWY surface: Asphalt			
08	073.39°	1190 x 28 M	RWY surface: Asphalt	524845.13N 0014623.55W	THR 412.0 FT	
26	253.41°	1190 x 28 M	RWY surface: Asphalt	524856.10N 0014522.81W	THR 438.0 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 03 Unlicensed.
						RWY 21 Unlicensed.
						RWY 08 Threshold displaced by more than 120 M. A significant portion of the runway is not visible from the thresholds of Runways 26 or 08. The grass taxiway is normally only available during the summer.
						RWY 26 Threshold displaced by 60 M. A significant portion of the runway is not visible from the thresholds of Runways 26 or 08. The grass taxiway is normally only available during the summer.

EGBM AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	1190 M	1190 M	1190 M	1190 M	
26	1190 M	1190 M	1190 M	1190 M	

EGBM 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
26	Runway lighting available by special arrangement only.		APAPI Left/3.5° 21 FT 93 M						

EGBM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

INTENTIONALLY BLANK

EGBM AD 2.16 HELICOPTER LANDING AREA

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EGBM 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
TATENHILL ATZ A circle, 2 NM radius, centred at 524851N 0014553W on longest notified runway (08/ 26)	Upper limit: 2439 FT ALT Lower limit: SFC	G	TATENHILL RADIO English	6000 FT		ATZ 2000 FT AAL.

EGBM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	TATENHILL RADIO	124.080 A/G frequency.			0900-1700 (0800-1600).	ATZ hours coincident with A/G hours.

EGBM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

INTENTIONALLY BLANK

EGBM AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Not available to aircraft unable to communicate by radio.

b) Microlight flex wing (weight-shift) aircraft are not accepted as visiting traffic at EGBM without prior written agreement from Aerodrome Management.
c) Runway 03/21 is available only with permission of the aerodrome operator. Pilot must have or be familiar with operating procedures for this Runway.

2 GROUND MOVEMENT

a) Grass taxiway and parking usually available during summer only.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Runway 03/21 is unlicensed and not available to operators requiring a licensed runway.

5 HELICOPTER OPERATIONS

a) Helicopters refuelling area is marked by an 'H', located to the east of the fuel pumps. If unavailable helicopters are to refuel in the yellow box area adjacent to the fuel pumps.
b) The following circuit directions apply for helicopter when the specified runways are in use.

1. Helicopters approach north of centreline.

i. Runway 08 - LH.
ii. Runway 26 - LH.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGBM AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGBM AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Fixed wing to make standard overhead join, helicopters approach north of centreline.
b) The following circuit directions apply for fixed wing aircraft when the specified runways are in use:

1. Fixed wing standard overhead join at 2000 FT.

i. Runway 08 - LH.
ii. Runway 26 - LH.

2 COMMUNICATION

a) Pilots should note the proximity of the Birmingham and Nottingham East Midlands CTA and are advised to call Birmingham or Nottingham East Midlands for traffic information before working Tatenhill Radio.

EGBM AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBM AD 2.24 CHARTS RELATED TO AN AERODROME

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

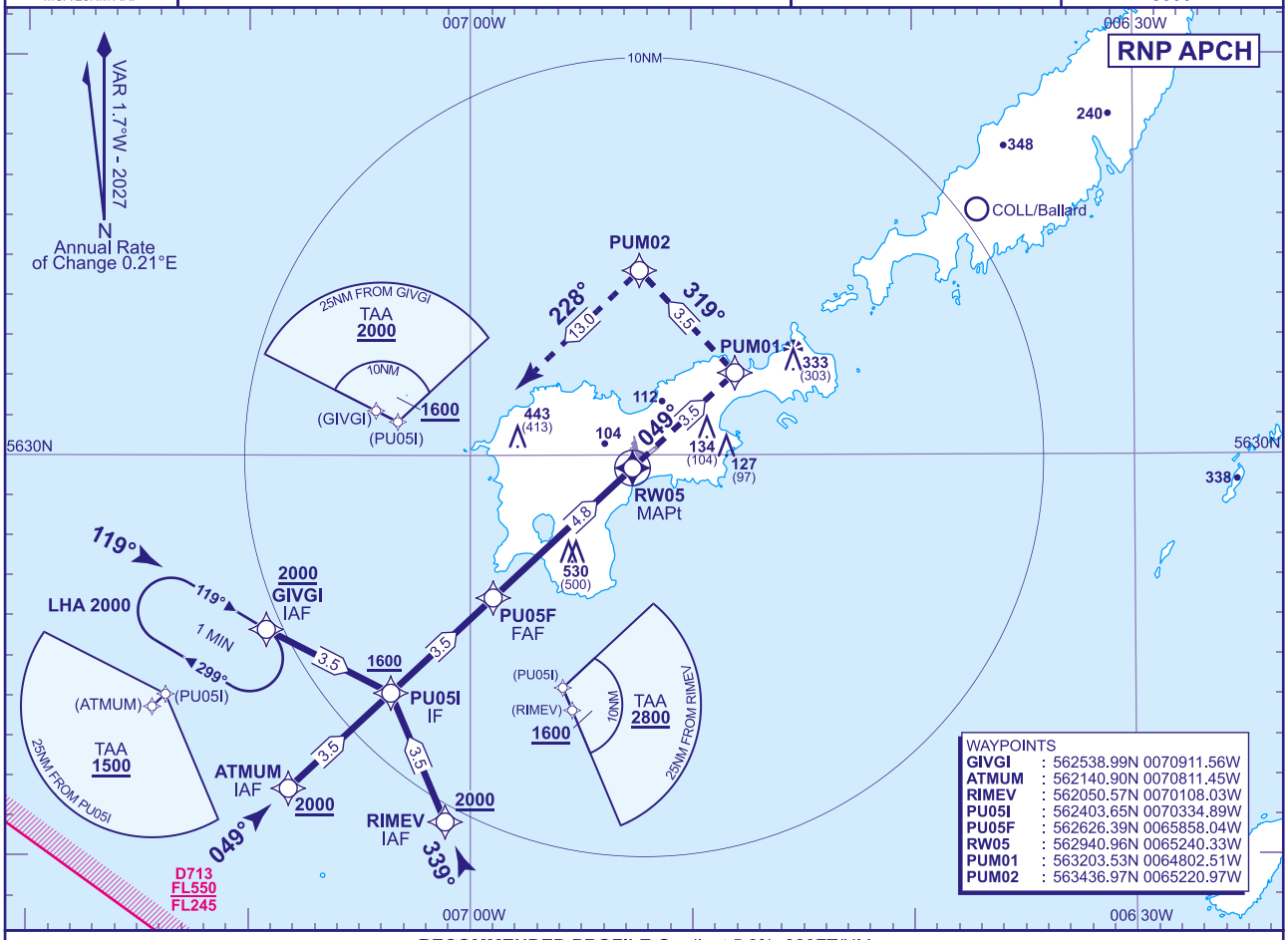
EGBM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

INSTRUMENT APPROACH CHART - ICAO

TIREE
RNP
RWY 05
(ACFT CAT A,B)

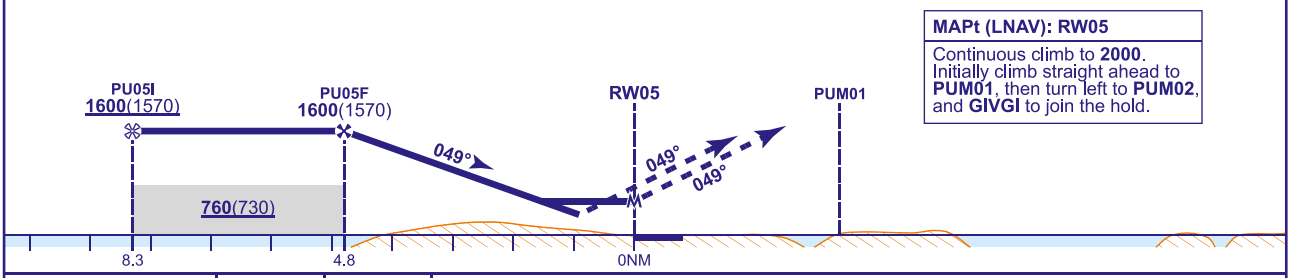
42 MSA 25NM ARP	AFIS 122.705	TIREE INFORMATION	AD ELEVATION 38
			THR ELEVATION 30
			OBSTACLE ELEVATION 530 AMSL (500) (ABOVE THR)
			BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

NM to RW05	4	3	2	1
ALT(HGT)	**1350**(1320)	**1040**(1010)	**720**(690)	**400**(370)

TCH 50



MAPt (LNAV): RW05
Continuous climb to **2000**. Initially climb straight ahead to **PUM01**, then turn left to **PUM02**, and **GIVGI** to join the hold.

Aircraft Category		A	B
OCA (OCH)	LNAV	**680**(650)	**680**(650)
VM(C)OCA (OCH AAL)	Total Area	**690**(652)	**690**(652)

NOTES
1 Use of this procedure is strictly PPR from the aerodrome operator.
2 Prior to commencing the procedure, pilots are to broadcast on AFIS 122.705 with flight details and intentions.

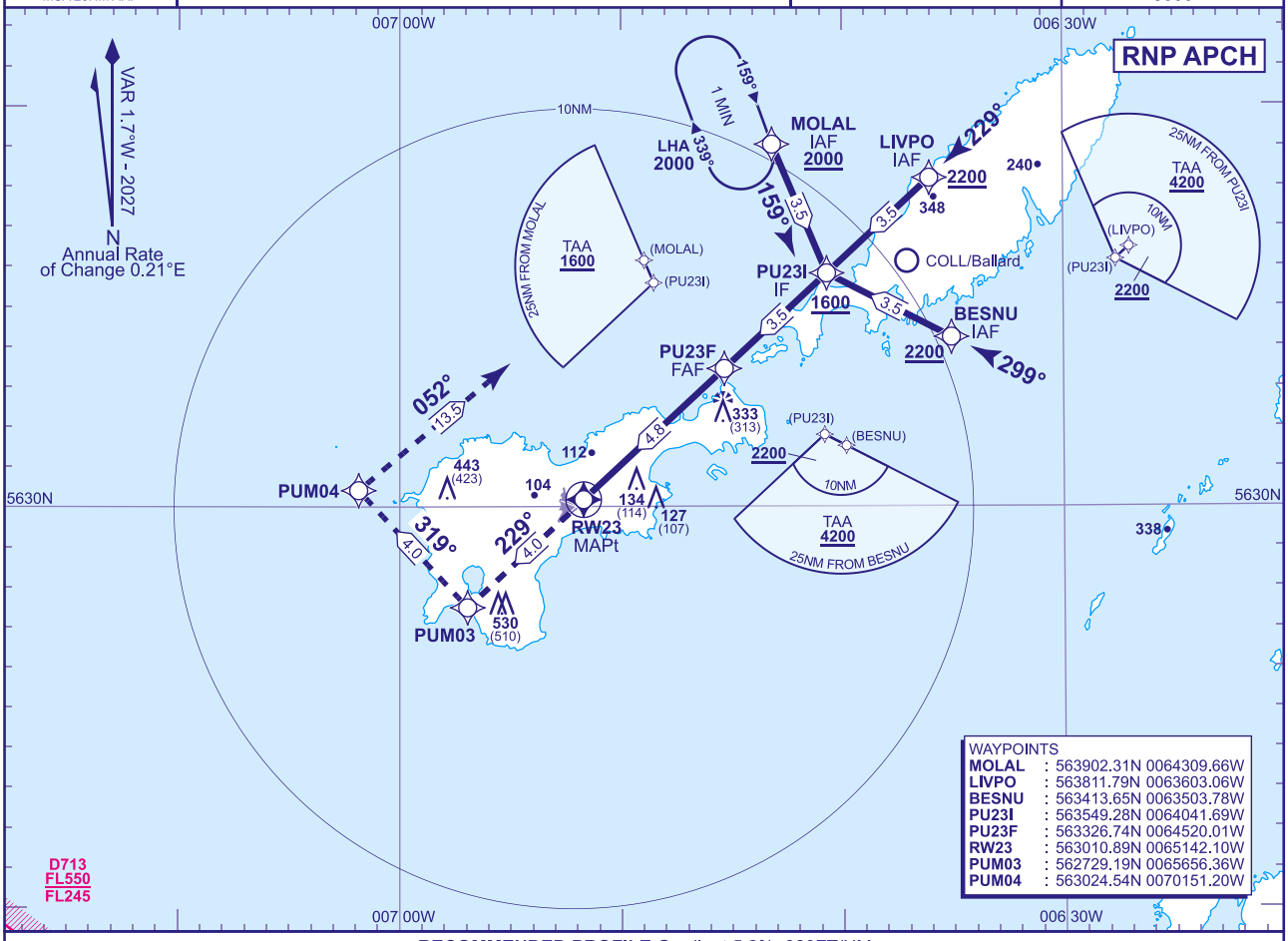
CHANGE (6/26): MOCA INCREASED.

AERO INFO DATE 19 MAR 26

INSTRUMENT APPROACH CHART - ICAO

TIREE
RNP
RWY 23
(ACFT CAT A,B)

4₂ MSA 25NM ARP	AFIS 122.705	TIREE INFORMATION	AD ELEVATION 38
			THR ELEVATION 20
			OBSTACLE ELEVATION 530 AMSL (510) (ABOVE THR)
			BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 3000

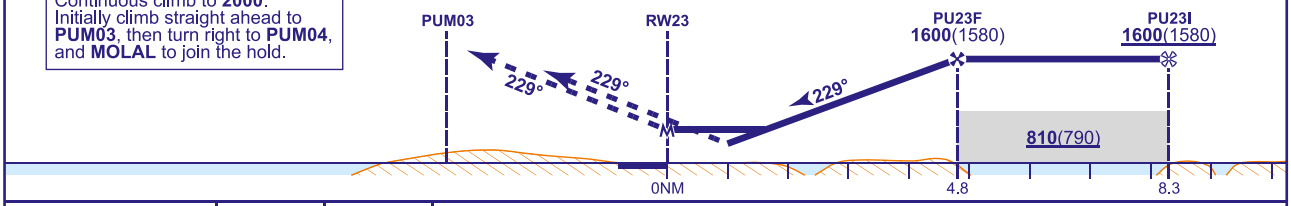


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

NM to RW23	4	3	2	1
ALT(HGT)	**1340**(1320)	**1020**(1000)	**710**(690)	**390**(370)

TCH 50

MAPt (LNAV): RW23
Continuous climb to **2000**.
Initially climb straight ahead to **PUM03**, then turn right to **PUM04**, and **MOLAL** to join the hold.



Aircraft Category		A	B
OCA (OCH)	LNAV	**520**(500)	**520**(500)
VM(C)OCA (OCH AAL)	Total Area	**540**(502)	**600**(562)

NOTES 1 Use of this procedure is strictly PPR from the aerodrome operator.
2 Prior to commencing the procedure, pilots are to broadcast on AFIS 122.705 with flight details and intentions.

CHANGE (6/26): TAA 10NM LIVPO/BESNU INCREASED. BESNU IAF ALTITUDE INCREASED. LIVPO IAF ALTITUDE INCREASED.

AERO INFO DATE 19 MAR 26
AD 2-EGPU-8-2

Instrument Approach Procedure Coding Tables

TIREE RNP RWY 05 - Instrument Approach Procedure via RIMEV

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R05R	001	IF	RIMEV	N	-	-	2000	-	562050.57N 0070108.03W	IAF
R05R	002	TF	PU05I	N	339° (337.1°)	RIGHT	1600	-	562403.65N 0070334.89W	IF / 8.3NM
R05R	003	TF	PU05F	N	049° (047.0°)	-	1600	-	562626.39N 0065858.04W	FAF / 4.8NM
R05R	004	TF	RW05	Y	049° (047.0°)	-	-	-	562940.96N 0065240.33W	MAPt
R05R	005	CF	PUM01	N	049° (047.1°)	LEFT	-	-	563203.53N 0064802.51W	-
R05R	006	TF	PUM02	N	319° (317.1°)	LEFT	-	-	563436.97N 0065220.97W	-
R05R	007	TF	GIVGI	Y	228° (226.2°)	-	2000	-	562538.99N 0070911.56W	HOLD

TIREE RNP RWY 05 - Instrument Approach Procedure via ATMUM

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R05C	001	IF	ATMUM	N	-	-	2000	-	562140.90N 0070811.45W	IAF
R05C	002	TF	PU05I	N	049° (047.0°)	-	1600	-	562403.65N 0070334.89W	IF / 8.3NM
R05C	003	TF	PU05F	N	049° (047.0°)	-	1600	-	562626.39N 0065858.04W	FAF / 4.8NM
R05C	004	TF	RW05	Y	049° (047.0°)	-	-	-	562940.96N 0065240.33W	MAPt
R05C	005	CF	PUM01	N	049° (047.1°)	LEFT	-	-	563203.53N 0064802.51W	-
R05C	006	TF	PUM02	N	319° (317.1°)	LEFT	-	-	563436.97N 0065220.97W	-
R05C	007	TF	GIVGI	Y	228° (226.2°)	-	2000	-	562538.99N 0070911.56W	HOLD

TIREE RNP RWY 05 - Instrument Approach Procedure via GIVGI

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R05L	001	IF	GIVGI	N	-	-	2000	-	562538.99N 0070911.56W	IAF
R05L	002	TF	PU05I	N	119° (117.0°)	LEFT	1600	-	562403.65N 0070334.89W	IF / 8.3NM
R05L	003	TF	PU05F	N	049° (047.0°)	-	1600	-	562626.39N 0065858.04W	FAF / 4.8NM
R05L	004	TF	RW05	Y	049° (047.0°)	-	-	-	562940.96N 0065240.33W	MAPt
R05L	005	CF	PUM01	N	049° (047.1°)	LEFT	-	-	563203.53N 0064802.51W	-
R05L	006	TF	PUM02	N	319° (317.1°)	LEFT	-	-	563436.97N 0065220.97W	-
R05L	007	TF	GIVGI	Y	228° (226.2°)	-	2000	-	562538.99N 0070911.56W	HOLD

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

Instrument Approach Procedure Coding Tables

TIREE RNP RWY 23 - Instrument Approach Procedure via MOLAL

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R23R	001	IF	MOLAL	N	-	-	2000	-	563902.31N 0064309.66W	IAF
R23R	002	TF	PU23I	N	159° (157.1°)	RIGHT	1600	-	563549.28N 0064041.69W	IF / 8.31NM
R23R	003	TF	PU23F	N	229° (227.2°)	-	1600	-	563326.74N 0064520.01W	FAF / 4.81NM
R23R	004	TF	RW23	Y	229° (227.2°)	-	-	-	563010.89N 0065142.10W	MAPt
R23R	005	CF	PUM03	N	229° (227.1°)	RIGHT	-	-	562729.19N 0065656.36W	-
R23R	006	TF	PUM04	N	319° (317.1°)	RIGHT	-	-	563024.54N 0070151.20W	-
R23R	007	TF	MOLAL	Y	052° (050.0°)	-	2000	-	563902.31N 0064309.66W	HOLD

TIREE RNP RWY 23 - Instrument Approach Procedure via LIVPO

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R23C	001	IF	LIVPO	N	-	-	2200	-	563811.79N 0063603.06W	IAF
R23C	002	TF	PU23I	N	229° (227.2°)	-	1600	-	563549.28N 0064041.69W	IF / 8.31NM
R23C	003	TF	PU23F	N	229° (227.2°)	-	1600	-	563326.74N 0064520.01W	FAF / 4.81NM
R23C	004	TF	RW23	Y	229° (227.2°)	-	-	-	563010.89N 0065142.10W	MAPt
R23C	005	CF	PUM03	N	229° (227.1°)	RIGHT	-	-	562729.19N 0065656.36W	-
R23C	006	TF	PUM04	N	319° (317.1°)	RIGHT	-	-	563024.54N 0070151.20W	-
R23C	007	TF	MOLAL	Y	052° (050.0°)	-	2000	-	563902.31N 0064309.66W	HOLD

TIREE RNP RWY 23 - Instrument Approach Procedure via BESNU

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R23L	001	IF	BESNU	N	-	-	2200	-	563413.65N 0063503.78W	IAF
R23L	002	TF	PU23I	N	299° (297.2°)	LEFT	1600	-	563549.28N 0064041.69W	IF / 8.31NM
R23L	003	TF	PU23F	N	229° (227.2°)	-	1600	-	563326.74N 0064520.01W	FAF / 4.81NM
R23L	004	TF	RW23	Y	229° (227.2°)	-	-	-	563010.89N 0065142.10W	MAPt
R23L	005	CF	PUM03	N	229° (227.1°)	RIGHT	-	-	562729.19N 0065656.36W	-
R23L	006	TF	PUM04	N	319° (317.1°)	RIGHT	-	-	563024.54N 0070151.20W	-
R23L	007	TF	MOLAL	Y	052° (050.0°)	-	2000	-	563902.31N 0064309.66W	HOLD

CHANGE (6/26): R23C IAF LIVPO LEVEL CONSTRAINT INCREASED. R23L IAF BESNU LEVEL CONSTRAINT INCREASED.
AERO INFO DATE 19 MAR 26

EGFA — WEST WALES/ABERPORTH

EGFA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFA — WEST WALES/ABERPORTH

EGFA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 520653N Long: 0043334W Mid point of Runway 07/25.
2	Direction and distance from city	4 NM east of Cardigan.
3	Elevation / Reference temperature / Mean Low Temperature	428 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	178 FT
5	Magnetic Variation / Annual Change	0.23°W (2027) / 0.19°E
6	AD Administration Address Telephone E-mail address Web address	WEST WALES AIRPORT LTD. West Wales Airport, Blaenannerch, Aberporth, Ceredigion, SA43 2DZ. 01239-811100 wwaops@flyuav.co.uk http://www.flyuav.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGFA AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri, except PH 0900-1630 (0800-1530); or SS, whichever is earlier.
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	By arrangement.
9	Handling	
10	Security	H24
11	De-icing	
12	Remarks	This aerodrome is PPR for all movements. Requests should be made via telephone. Requests made via RTF will be considered. AD may close earlier than published if no traffic is expected. All UAS movement requests in FRZ/RPZ (non-emergency) minimum 2 working days notice.

EGFA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 (FSII additive included), AVGAS 100LL
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited, requires pre-booking.
6	Repair facilities for visiting aircraft	No facilities available.
7	Remarks	No de-fuelling facilities available.

EGFA AD 2.5 PASSENGER FACILITIES

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EGFA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGFA AD 2.7 SEASONAL AVAILABILITY - CLEARING

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EGFA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	ALPHA APRON Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway A: 16 M Surface: Asphalt Taxiway B: 10 M Surface: Asphalt
3	Altimeter checkpoint location and elevation	Apron 424 FT - Taxiway A holding point 423 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGFA 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: 520650.68N 0043332.51W.

EGFA 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**
INTENTIONALLY BLANK					

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**
(EGFA3655)	MAST	520726.72N 0043358.84W	538 FT		No	
(EGFA2803)	MAST	520656.90N 0042944.01W	775 FT		No	
(EGFA2628)	TELEGRAPH POLE	520600.72N 0043241.78W	621 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**
(EGFA2400)	TELEGRAPH POLE	520559.48N 0043300.58W	610 FT		No	

EGFA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	Charts abbreviated, plain language text. English.
7	Charts and other information available for briefing or consultation	Self briefing by telephone.
8	Supplementary equipment available for providing information	Standby systems available.
9	ATS units provided with information	WEST WALES/ABERPORTH
10	Additional information (limitation of service, etc.)	Unofficial MET reports for the aerodrome available on the website listed at AD 2.2.

EGFA 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	072.45°	1257 x 30 M	RWY surface: Asphalt PCN 15/F/C/Y/U	520647.17N 0043403.72W 177.9 FT	THR 406.2 FT	
25	252.46°	1257 x 30 M	RWY surface: Asphalt PCN 15/F/C/Y/U	520658.74N 0043304.27W 177.9 FT	THR 413.6 FT	

SWY Dimensions	**Clearway Dimensions**	**Strip Dimensions**	**RESA Dimensions, Overshoot / Undershoot**	**Location/ description of arresting system**	**OFZ**	**Remarks**
8	**9**	**10**	**11**	**12**	**13**	**14**
						RWY 07 Threshold displaced by 34 M.
						RWY 25 Threshold displaced by 37 M.

EGFA AD 2.13 DECLARED DISTANCES

Runway designator	**TORA**	**TODA**	**ASDA**	**LDA**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**
07	1199 M	1199 M	1199 M	1186 M	
25	1199 M	1199 M	1199 M	1186 M	

EGFA AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGFA 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: 520657.65N 0043334.84W.
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	No Air Ground Lighting available.

EGFA AD 2.16 HELICOPTER LANDING AREA

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EGFA 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
WEST WALES ABERPORTH ATZ A circle, 2 NM radius, centred at 520653N 0043334W on longest notified runway (07/25)	Upper limit: 2428 FT ALT Lower limit: SFC	G	WEST WALES INFORMATION English WEST WALES RADIO English	3000 FT		ATZ 2000 FT AAL.

EGFA 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	WEST WALES INFORMATION	122.155 DOC 25 NM/6000 FT.			Mon-Fri, except PH 0900-1630 (0800-1530); or SS, whichever is earlier.	ATZ hours coincident with AFIS. During these times, service may temporarily be downgraded to A/G.
OTHER	WEST WALES RADIO	122.155 A/G frequency. DOC 25 NM/6000 FT.			Mon-Fri, except PH 0900-1630 (0800-1530); or SS, whichever is earlier.	

EGFA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGFA AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) While airside each commander is responsible for the safety of his/her passengers and other crew members. Passengers are at all times to be escorted by the aircraft commander or a crew member who is known to be competent to ensure both his/her and the passengers' safety. The wearing of high visibility clothing when airside is strongly recommended.
b) Aircraft commanders or crew members, as applicable, are responsible for ensuring that a total ban on smoking while airside is observed.
c) The carriage of Dangerous Goods, as specified by The Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Airport Manager.
d) Use of the airport by aircraft unable to communicate via RTF, is not permitted.
e) Permission to use the airport, either to land or depart, may be withdrawn without prior notice. Withdrawal of permission may occur due to prevailing weather conditions, if it is considered that the requirements of the airports safety management system cannot be met.

2 GROUND MOVEMENT

a) Runway incursion Hot Spots HS1 and HS2 shown on Aerodrome Chart at AD 2-EGFA-2-1.

3 CAT II/III OPERATIONS

Not applicable.

4 Warnings

a) Parts of the ATZ are located within Danger Areas EGD201H and EGD202D. Operation of these areas is not continuous and is accordingly notified via NOTAM. Aircraft given permission to use the aerodrome during notified hours of operation of these Danger Areas should use the flight procedures set out at AD 2.22.
b) Unmanned aircraft flying takes place at the aerodrome, within the ATZ and surrounding Danger Areas. During times that unmanned aircraft are airborne temporary restrictions to manned aircraft flights may be applied. Permission to use the aerodrome during these times will specify conditions which are intended to minimise delays. Unmanned aircraft flying will normally result in Danger Area EGD202D being notified active.
c) During times that EGD202D is notified active arriving flights are required to contact the current Danger Area managing authority for entry approval. This will be either:

   Aberporth Radar 120.835; or

   West Wales Radar 127.090; or

   West Wales Information 122.155.

d) During times that unmanned aircraft flying is taking place, support equipment may be present on Runway 07/25 and/or within the runway strip. During times that such equipment is present Runway 07/25 may operate unlicensed.
e) Unmanned aircraft systems (including model aircraft) operates from the North East corner of the aerodrome, position 520707.1N 0043327.9W, up to 200 FT AGL (676 FT AMSL) and occasionally up to 400 FT AGL (876 FT AMSL), during daylight hours until 2000 (1900). Go-arounds on RWY 07/25 are to be carried out on the live side only.
f) FRZ (EGR2U001A) active with Unmanned Aircraft Systems (including model aircraft), SFC-400 FT AGL (867 FT AMSL) outside of AD published hours.

5 HELICOPTER OPERATIONS

a) All wheel equipped helicopters are required to land and take-off on the runway and ground taxi to/from the apron.

6 USE OF RUNWAYS

a) Runway 04/22 available by prior arrangement for fixed-wing aircraft not requiring use of a licensed runway.

7 TRAINING

Not applicable.

EGFA AD 2.21 NOISE ABATEMENT PROCEDURES

a) Aircraft are to be operated in a manner to cause least disturbance in areas surrounding the airport.
b) Use of Hangar 1 is subject to noise abatement requirements.

   i. No engine ground running is permitted on the paved maintenance area adjacent to the Hangar.
   ii. Subject to AFIS approval aircraft are to be towed to a designated location on Taxiway B before engine start up.

iii. Aircraft vacating Runway 07/25 at Taxiway B are to shutdown engine(s) north of Hold B and then towed to Hangar 1.

EGFA AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Circuit height is 1000 FT AAL/1424 FT AMSL.
b) The following circuit directions apply when the specified runway is in use:

Runways 07 and 04 RH; Runway 25 and 22 LH.

c) Unless otherwise notified by 'West Wales Information/Radio' a standard circuit joining procedure via overhead the aerodrome is not permitted. The southern lateral limit of Danger Area EGD201H is located approximately 1 NM north of Runway 07/25 centre-line. When notified active, entry into the circuit is to ensure that aircraft avoid entry into the Danger Area. The intended entry point into the circuit should be notified to 'West Wales Information/Radio'.

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EGFA AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGFA AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGFA-2-1

EGFA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 520653N 0043334W

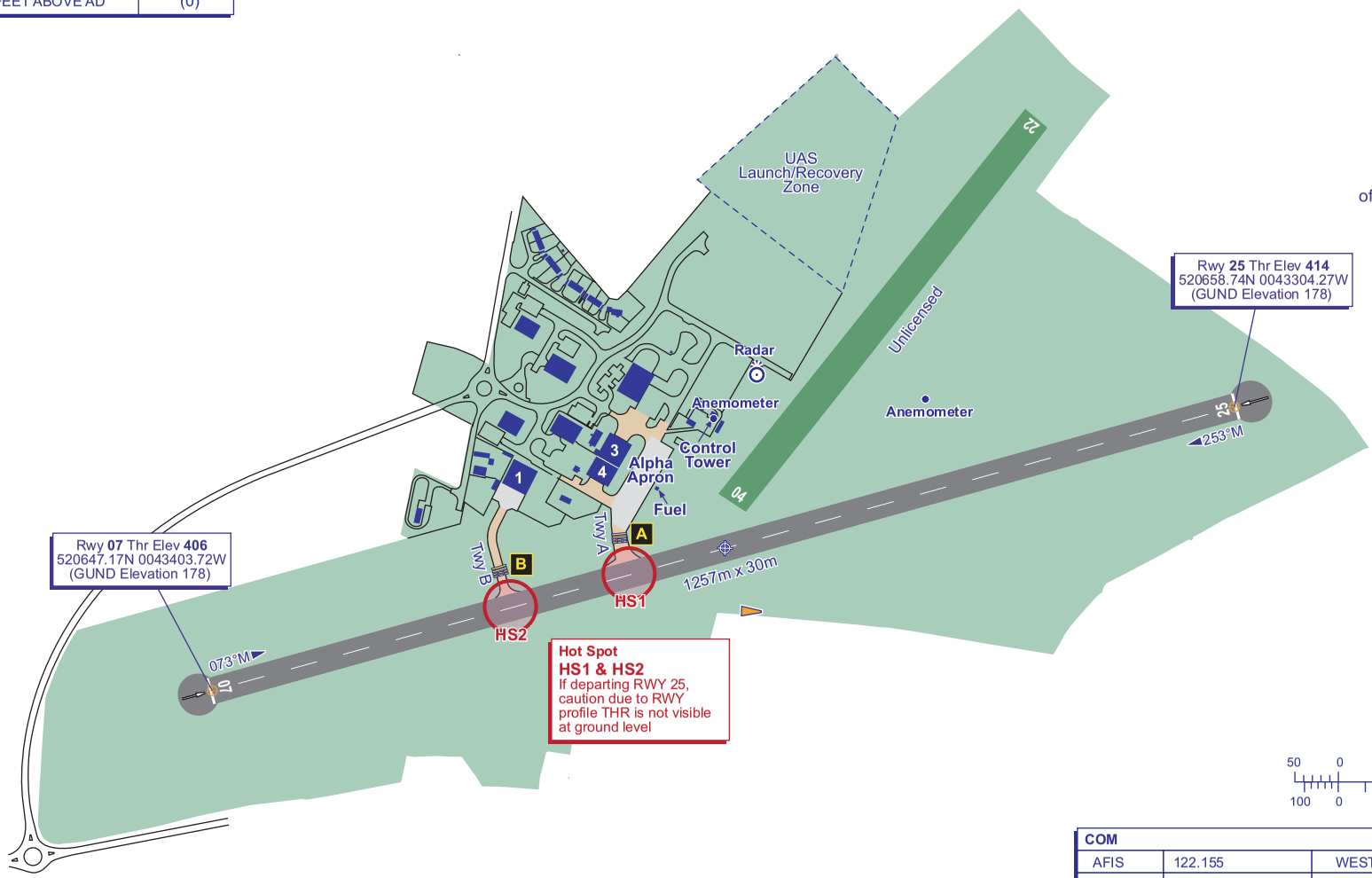
AD ELEV 428FT

WEST WALES/ABERPORTH
EGFA

AERO INFO DATE 30 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 AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**428** (0)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 07/25	Asphalt	15/F/C/Y/U
Alpha Apron	Asphalt	-
TWY	Asphalt	-



COM		
AFIS	122.155	WEST WALES INFO
A/G	122.155	WEST WALES RADIO

CHANGE (6/26): ALPHA APRON. FUEL LABEL. UAS ZONE.

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EGNW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
03	025.25°	530 x 18 M	RWY surface: Asphalt	531853.24N 0002101.76W 153.0 FT	THR 83.0 FT	
21	205.25°	530 x 18 M	RWY surface: Asphalt	531908.69N 0002049.59W 153.0 FT	THR 75.0 FT	
15	150.23°	497 x 18 M	RWY surface: Asphalt	531909.07N 0002107.44W 153.0 FT	THR 71.0 FT	
33	330.23°	497 x 18 M	RWY surface: Asphalt	531855.19N 0002054.18W 153.0 FT	THR 79.0 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 03
						RWY 21
						RWY 15
						RWY 33

EGNW AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	530 M	530 M	530 M	530 M	
21	530 M	530 M	530 M	530 M	
15	497 M	497 M	497 M	497 M	
33	497 M	497 M	497 M	497 M	

EGNW AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGNW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

INTENTIONALLY BLANK

EGNW AD 2.16 HELICOPTER LANDING AREA

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EGNW 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
WICKENBY ATZ A circle, 2 NM radius, centred at 531901N 0002056W on longest notified runway (03/ 21)	Upper limit: 2084 FT ALT Lower limit: SFC	G	WICKENBY RADIO English			ATZ 2000 FT AAL.

EGNW AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	WICKENBY RADIO	122.455 A/G Frequency			Fri-Sun 1000-1600 (0900-1500); and by arrangement.	ATZ hours coincident with A/G hours, but not by arrangement.

EGNW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGNW AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

Not applicable

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) The aerodrome is divided by a public road and only the runways to the North of the road can be used.
b) Hot Spot HS1 vehicles crossing the Runway 21 threshold.
c) The warehouses of Rase and Frontier distribution on the aerodrome are not to be flown over at anytime.
d) Aerobatics are conducted within the aerobatic box located in the South East part of the ATZ. When aerobatics are being conducted there will be no overhead joins and only live side joins will be permitted.
e) Departing aircraft passing 1500 FT AAL within the ATZ are requested to contact RAF Waddington ATC on 119.505.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) Aircraft landing on Runway 33 are to backtrack in turn to the intersection and vacate for fuel or parking.

7 TRAINING

Not applicable

EGTB — WYCOMBE AIR PARK/BOOKER

EGTB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTB — WYCOMBE AIR PARK/BOOKER

EGTB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513642N Long: 0004830W Mid point of Runway 06/24
2	Direction and distance from city	2.4 NM SW of High Wycombe.
3	Elevation / Reference temperature / Mean Low Temperature	516 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	153 FT
5	Magnetic Variation / Annual Change	1.10°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax	AIRWAYS AERO ASSOCIATIONS LTD. Wycombe Air Park, Booker, Marlow, Buckinghamshire, SL7 3DP. 01494-529261 01494-438657 (A/G) 01494-443737 (Administration)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGTB AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1730 (0800-1630), or SS, whichever is earlier (See remarks).
2	Customs and immigration	By arrangement
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD Hours. See also AD 2.18.
8	Fuelling	
9	Handling	
10	Security	
11	De-icing	
12	Remarks	Aerodrome Strictly PPR at all times. Extended hours by arrangement: 1730-1900 (1630-1900).

EGTB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 (with AL48), AVGAS 100LL W80, W100, 100S.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGTB AD 2.5 PASSENGER FACILITIES

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EGTB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 2 accepted under remission. Category 2 requirement must be notified when requesting PPR.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGTB AD 2.7 SEASONAL AVAILABILITY - CLEARING

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EGTB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	APRON Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway ALPHA: 9 M Surface: Asphalt Taxiway BRAVO: 6.6 M Surface: Grass Matting.
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGTB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	WDI (LGTD) 513650.32N 0004815.75W.

EGTB 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**
(EGTB4383) 06/APPROACH 24/ TAKE-OFF	TREE	513651.79N 0004758.89W	565 FT	70 FT	No	
(EGTB4385) 06/APPROACH 24/ TAKE-OFF	TREE	513651.05N 0004758.58W	566 FT	70 FT	No	
(EGTB4386) 06/APPROACH 24/ TAKE-OFF	TREE	513650.77N 0004757.69W	570 FT	73 FT	No	
(EGTB4130) 06/APPROACH 24/ TAKE-OFF	TREE	513650.33N 0004759.45W	561 FT	64 FT	No	
(EGTB4123) 06/APPROACH 24/ TAKE-OFF	TREE	513650.22N 0004803.73W	543 FT	44 FT	No	
(EGTB4388) 06/APPROACH 24/ TAKE-OFF	TREE	513650.03N 0004757.18W	568 FT	70 FT	No	
(EGTB4112) 06/APPROACH 24/ TAKE-OFF	TREE	513649.82N 0004809.87W	537 FT	24 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**
(EGTB4378) 06/APPROACH 24/ TAKE-OFF	TREE	513649.74N 0004808.50W	537 FT	27 FT	No	
(EGTB4135) 06/APPROACH 24/ TAKE-OFF	TREE	513649.55N 0004801.92W	549 FT	55 FT	No	
(EGTB4139) 06/APPROACH 24/ TAKE-OFF	TREE	513649.26N 0004801.48W	552 FT	54 FT	No	
(EGTB4141) 06/APPROACH 24/ TAKE-OFF	TREE	513649.07N 0004801.07W	554 FT	56 FT	No	
(EGTB4389) 06/APPROACH 24/ TAKE-OFF	TREE	513648.79N 0004800.50W	560 FT	60 FT	No	
(EGTB4392) 06/APPROACH 24/ TAKE-OFF	TREE	513648.41N 0004759.78W	559 FT	57 FT	No	
(EGTB4156) 06/APPROACH 24/ TAKE-OFF	TREE	513647.64N 0004758.13W	564 FT	60 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**
(EGTB4425)	RADIO MAST	513955.37N 0005525.72W	1094 FT	303 FT	Yes Red	
(EGTB1862)	MAST	513907.13N 0004349.39W	812 FT	210 FT	No	
(EGTB1387)	MAST	513825.85N 0004549.12W	714 FT	214 FT	No	
(EGTB3378)	MAST	513708.21N 0004916.50W	767 FT	109 FT	No	
(EGTB3795)	TREE	513706.99N 0005029.81W	725 FT	85 FT	No	
(EGTB1855)	MAST	513643.07N 0004405.09W	643 FT	170 FT	No	
(EGTB3686)	TREE	513557.01N 0005110.73W	669 FT	102 FT	No	

EGTB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGTB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
06	062.42°	730 x 23 M	RWY surface: Asphalt	513636.82N 0004846.37W 153.1 FT	THR 513.2 FT	
24	242.43°	730 x 23 M	RWY surface: Asphalt	513647.75N 0004812.74W 153.1 FT	THR 513.2 FT	
06G	062.44°	631 x 23 M	RWY surface: Grass	513635.74N 0004840.07W 153.1 FT	THR 510.6 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
24G	242.45°	631 x 23 M	RWY surface: Grass	513645.20N 0004810.96W 153.1 FT	THR 508.9 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
		812 x 65 M				RWY 06
		812 x 65 M				RWY 24
						RWY 06G Strip Dimensions: 691 x 65 M.
						RWY 24G Strip Dimensions: 631 x 65 M.

EGTB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	730 M	730 M	752 M	730 M	
24	730 M	730 M	730 M	730 M	
06G	631 M	631 M	631 M	631 M	
24G	631 M	631 M	631 M	631 M	

EGTB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06		Light intensity low	APAPI Left/4° 12 FT			Light intensity low			
24		Light intensity low	APAPI Left/4° 12 FT			Light intensity low			

EGTB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 513649.91N 0004813.11W Flashing Green 'WP'
2	LDI location and lighting Anemometer location and lighting	Anemometer: 513649.96N 0004813.05W
3	TWY edge and centre line lighting	CL: Green centre-line. EDGE: Blue linlaners on Taxiway Bravo.
4	Secondary power supply/switch-over time	
5	Remarks	

AERODROME CHART - ICAO

ARP 513642N 0004830W

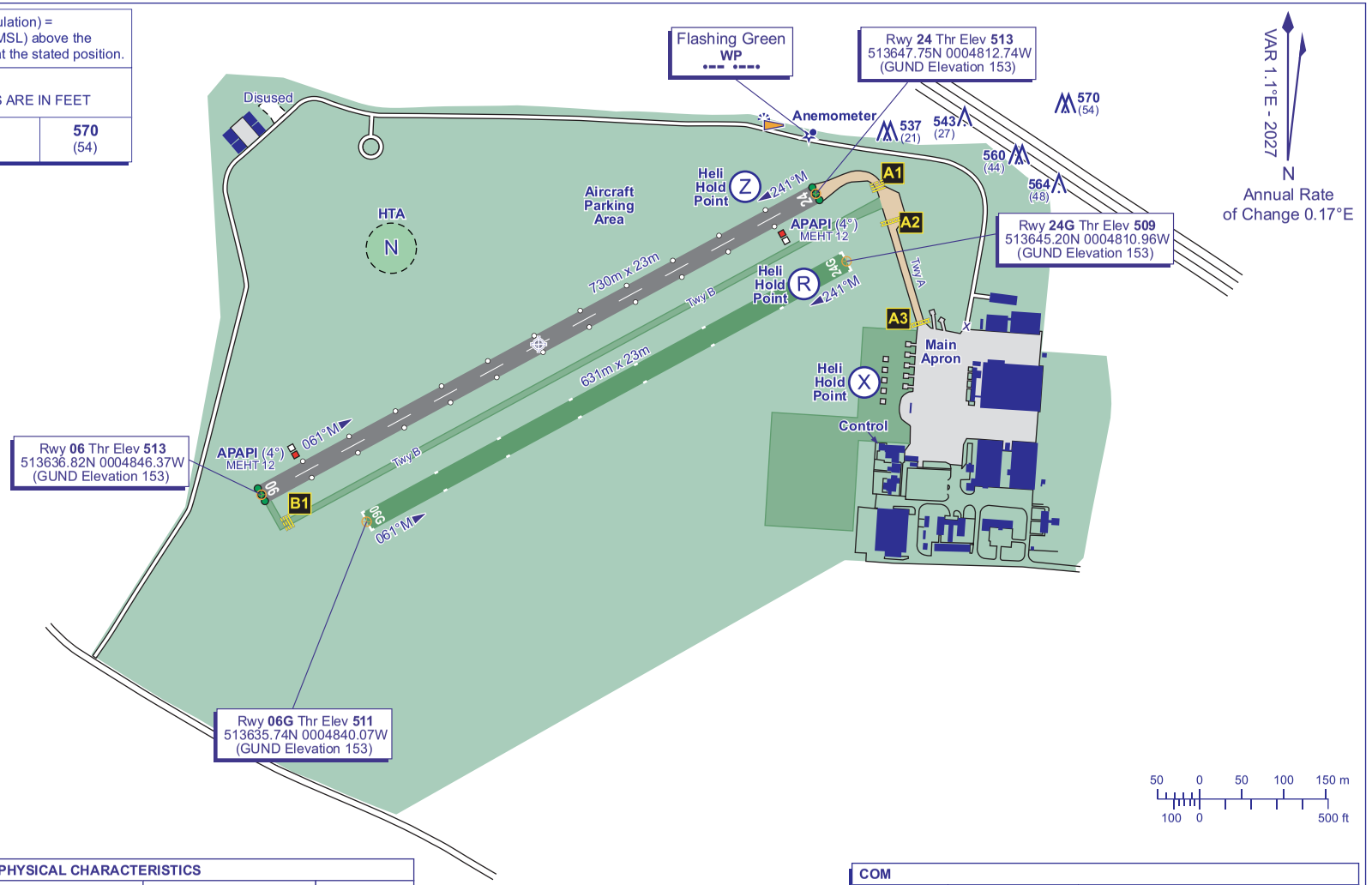
AD ELEV 516FT

WYCOMBE AIR PARK/BOOKER
EGTB

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 AMSL	**570** (54)



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**PCN**	**ELEVATION**
RWY 06/24	Asphalt	-	-
RWY 06G/24G	Grass	-	-
Main Apron	Asphalt	-	-
TWY A	Asphalt	-	-
TWY B	Grass (with matting)	-	-

COM		
A/G	126.555	WYCOMBE RADIO
LIGHTING		
THR 06/24	LI.	
RWY 06/24	LI edge.	
TWY	Green C/L on TWY A.	

CHANGE (6/26): OBSTACLE REVISED. HOLDS B2, B3, C & D REMOVED. APRON PADS ADDED.

AERO INFO DATE 27 MAR 26

AD 2-EGTB-2-1

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EGHG — YEOVIL/WESTLAND

EGHG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHG — YEOVIL/WESTLAND

EGHG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505624N Long: 0023932W Mid point of Runway 09/27.
2	Direction and distance from city	1 NM W of Yeovil.
3	Elevation / Reference temperature / Mean Low Temperature	202 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	163 FT
5	Magnetic Variation / Annual Change	0.55°E (2027) / 0.18°E
6	AD Administration Address Telephone	LEONARDO UK LTD Yeovil Aerodrome, Lysander Road, Yeovil, Somerset, BA20 2YB. 01935-475222
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGHG AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Thu 0900-1630 (0800-1530), Fri 0900-1530 (0800-1430); except PH.
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	By arrangement.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR. Available H24 for ambulance/medical and Police helicopters not required to use a licensed aerodrome.

EGHG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGHG AD 2.5 PASSENGER FACILITIES

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EGHG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category H3
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGHG AD 2.7 SEASONAL AVAILABILITY - CLEARING

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EGHG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	APRON Surface: Asphalt and grass Surface: Asphalt/Concrete/Grass
2	Taxiway width, surface and strength	
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGHG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	WDIs: 505619.46N 0023954.83W; 505626.30N 0023905.49W (LGTD).

EGHG 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**
(EGHG1071) 09/APPROACH	TREE	505629.10N 0024020.34W	242 FT	36 FT	No	
(EGHG1068) 09/APPROACH	TREE	505628.73N 0024022.02W	250 FT	49 FT	No	
(EGHG1109) 09/APPROACH	LAMP POST	505628.12N 0024010.89W	220 FT	16 FT	No	
(EGHG1096) 09/APPROACH	SIGN	505628.04N 0024011.55W	222 FT	17 FT	No	
(EGHG1112) 09/APPROACH	FENCE	505628.00N 0024010.84W	215 FT	12 FT	No	
(EGHG1054) 09/APPROACH 27/ TAKE-OFF	TREE	505627.51N 0024040.54W	301 FT	104 FT	No	
(EGHG1110) 09/APPROACH	GATE	505627.43N 0024010.88W	214 FT	11 FT	No	
(EGHG1115) 27/TAKE-OFF	FENCE	505625.97N 0024010.78W	208 FT	10 FT	No	
(EGHG1277) 27/APPROACH	TREE	505625.68N 0023849.54W	178 FT	23 FT	No	

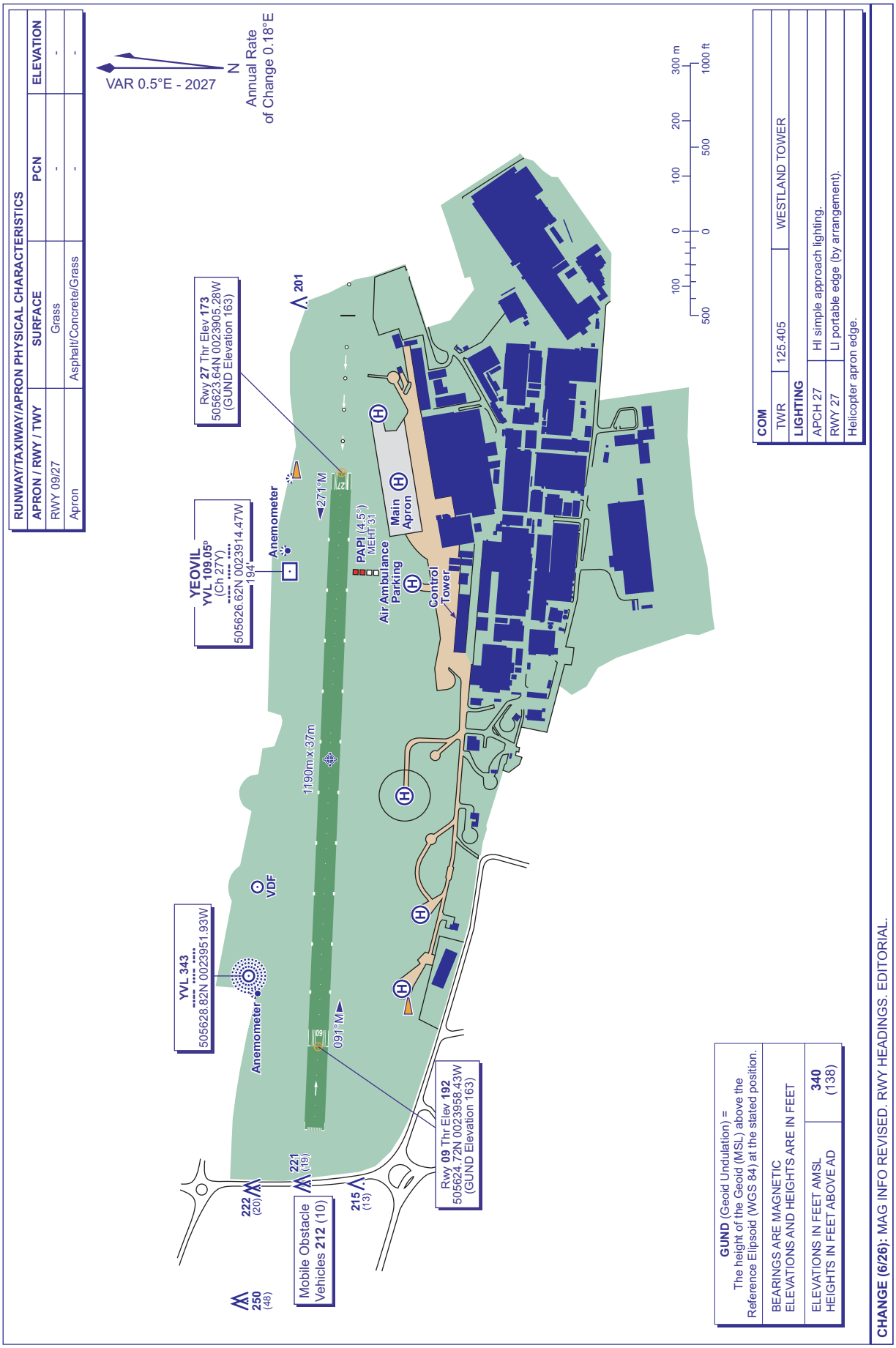
AERODROME CHART - ICAO

YEOVIL/WESTLAND EGHG

ARP 505624N 0023932W

AD ELEV 202FT

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 09/27	Grass	-	-
Apron	Asphalt/Concrete/Grass	-	-



COM		
TWR	125.405	WESTLAND TOWER
LIGHTING		
APCH 27	HI simple approach lighting.	
RWY 27	LI portable edge (by arrangement).	
Helicopter apron edge.		

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	340
HEIGHTS IN FEET ABOVE AD	(138)

CHANGE (6/26): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

AERO INFO DATE 02 APR 26

AD 2-EGHG-2-1

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