



UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

AIRAC 11/2026 - EFFECTIVE DATE: 29 Oct 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 2.2	New abbreviations added.
GEN 3.5	Table 3.5.3.2 London City entry updated.
ENR 1.1	Paragraph 1.4.5 Current airspace warnings - Afghanistan and Lebanon entries added. Paragraph 5.1.9.8.1 TRA 005 activation hours revised.
ENR 1.6	Paragraph 1.4 Radar vectoring - Controlled airspace - Teesside International entry amended. Paragraph 4.1.6 ATS units participating in the Lower Airspace Radar Services - Newquay LARS availability revised.
ENR 2.1	TEESSIDE INTERNATIONAL CTA 1-3 - Channel DOC changed.
ENR 3.2	L15, L613, L722, M189, N57, UN57, UN601, Y312 - VOR DET radials updated. M605, UM605 - VOR SFD radials updated. Y96, Z250 - VOR TLA radials updated.
ENR 3.4	SMOKI inbound/outbound track revised due to VOR ADN declination change. TLA VOR inbound track revised due to VOR TLA declination change.
ENR 4.1	ABERDEEN (ADN) VOR/DME - VOR declination setting updated. COMPTON (CPT) VOR/DME - DOC and VOR declination setting updated. SEAFORD (SFD) VOR/DME - DOC and VOR declination setting updated. TALLA (TLA) VOR/DME - DOC and VOR declination setting updated.
ENR 4.5	ELSTREE ABN added.
ENR 5.1	Danger areas contact details revised.
ENR 5.2	TRA005 - Activation hours revised.
ENR 6	ENR 6-8 TRA005 activation hours revised. Note 1. ENR 6-75 Danger areas contact details revised.
AD 2.EGPD	AD 2.19 Radio navigation and landing aids - VOR ADN declination setting updated. AD 2.22 Flight procedures - Holding - Radials updated.
AD 2.EGPD-8	AD 2.EGPD 8-1/8-2/8-4/8-5/8-6 ADN VOR radials revised.
AD 2.EGAA	AD 2.8 Aprons, taxiways and check locations/positions - PCR added. AD 2.11 Meteorological information provided - Associated MET office and TAF updated. AD 2.12 Runway physical characteristics - PCR added. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGAA-2	AD 2.EGAA 2-1/2-2 PCR added.
AD 2.EGAC	AD 2.11 Meteorological information provided - Associated MET office and TAF updated. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGKB	AD 2.12 Runway physical characteristics - THR coordinates, TDZ, true bearing, and THR elevation updated. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated. AD 2.19 Radio navigation and landing aids - VOR/DME DET declination setting updated.
AD 2.EGKB-2	AD 2.EGKB 2-1 THR coordinates, TDZ elevation and RWY markings updated.
AD 2.EGKB-5	AD 2.EGKB 5-1 Restricted area EGR162 added.
AD 2.EGKB-7	AD 2.EGKB 7-1 Restricted area EGR162 added.
AD 2.EGBB	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGHH	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PCR added. AD 2.19 Radio navigation and landing aids - RWY 26 ILS restriction added.
AD 2.EGHH-2	AD 2.EGHH 2-1 to 2-3 PCR added.

AD 2.EGGD	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGGD-6	AD 2 EGGD 6-2 CPT VOR radials updated.
AD 2.EGSC	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGEC	AD 2.2 Aerodrome geographical and administrative data - AD elevation changed. AD 2.17 ATS airspace - ATZ upper limit revised due to AD elevation change.
AD 2.EGEC-2	AD 2 EGEC 2-1 AD elevation.
AD 2.EGEC-8	AD 2 EGEC 8-1/8-2 Circling minima updated following AD elevation change.
AD 2.EGFF	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGFF-4	AD 2 EGFF 4-1 Obstacle revised.
AD 2.EGFF-8	AD 2 EGFF 8-1 to 8-13 Obstacle revised.
AD 2.EGHA	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks and Compton Radio hours updated.
AD 2.EGPN	AD 2.10 Aerodrome obstacles - All obstacles removed and replaced with a digital dataset.
AD 2.ETU	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.ESR	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.ENGX	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPH	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated. AD 2.21 Noise abatement procedures - NPR procedures - Radials updated.
AD 2.EGPH-6	AD 2 EGPH 6-2/6-3 VOR TLA radials revised.
AD 2.EGPH-8	AD 2 EGPH8-1/8-2/8-4/8-5 VOR TLA radials revised.
AD 2.EGTR	AD 2.3 Operational hours - Contact for PPR requests updated. AD 2.8 Aprons, taxiways and check locations/positions - TWY surface characteristics added. AD 2.14 Approach and runway lighting - Revised. AD 2.15 Other lighting, secondary power supply - ABN added. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGTR-2	AD 2 EGTR 2-1 Chart revised following the latest aerodrome survey.
AD 2.EGTE	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGLF	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPF	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPF-6	AD 2 EGPF 6-3 VOR TLA radials revised.
AD 2.EGBJ	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGBJ-8	AD 2 EGBJ 8-7 Correction to MOCA between 5 NM - 3NM.
AD 2.EGJB-2	AD 2 EGJB-2-1/2-2 New hangar and apron from TWY D.
AD 2.ENGNR	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.ENGJ	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPE-5	AD 2 EGPE 5-1 Magnetic info revised.
AD 2.EGPE-8	AD 2 EGPE 8-1 to 8-16 Magnetic info revised.
AD 2.EGPI	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGJJ	AIRAC AD 2.24 Charts related to an aerodrome - New RNAV SIDs/STARs established.
AD 2.EGJJ-6	AIRAC AD 2 EGJJ 6-5 to 6-16 New RNAV SIDs.
AD 2.EGJJ-7	AIRAC AD 2 EGJJ 7-6 to 7-14 New RNAV STARs
AD 2.EGJJ-8	AD 2 EGJJ 8-11/8-13 Speed constraints updated. IAF/IF distance to the MAPt added.
AD 2.EGHC	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGNM	AD 2.8 Aprons, taxiways and check locations/positions - TWY width amended. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGNM-2	AD 2 EGNM 2-1/2-2 Charts revised following the latest aerodrome survey.

AD 2.EGCM	AD 2.8 Apron, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PCR added.
AD 2.EGCM-2	AD 2 EGCM 2-1 PCR added.
AD 2.EGGP	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGGP-4	AD 2 EGGP 4-1 Magnetic info revised.
AD 2.EGGP-5	AD 2 EGGP 5-1 Magnetic info revised.
AD 2.EGGP-6	AD 2 EGGP 6-1 to 6-5 Magnetic info revised.
AD 2.EGGP-7	AD 2 EGGP 7-1 to 7-7 Magnetic info revised.
AD 2.EGGP-8	AD 2 EGGP 8-1 to 8-10 Magnetic info revised.
AD 2.EGLC	AD 2.10 Aerodrome obstacles - New cranes 2026/CR/046 added. AD 2.19 Radio navigation and landing aids - VOR LON declination setting updated.
AD 2.EGKK	AD 2.8 Aprons, taxiways and check locations/positions - PCR added. AD 2.12 Runway physical characteristics - PCR added. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated. AD 2.19 Radio navigation and landing aids - VOR LON and VOR DET declination setting. AD 2.21 Noise abatement procedures - NPR procedures - Radials updated. AD 2.24 Charts related to an aerodrome.
AD 2.EGKK-2	AD 2 EGKK 2-1/2-2 PCR added.
AD 2.EGKK-5	AD 2 EGKK 5-1 Chart revised following an IFP period review.
AD 2.EGKK-6	AD 2 EGKK 6-10 VOR SFD radials revised.
AD 2.EGKK-7	AD 2 EGKK 7-17/7-18 Charts revised following an IFP period review.
AD 2.EGKK-8	AD 2 EGKK 8-1 to 8-8 Charts revised following an IFP period review.
AD 2.EGLL	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated. AD 2.19 Radio navigation and landing aids - VOR LON and VOR DET declination setting updated. AD 2.21 Noise abatement procedures - NPR procedures - Radials updated.
AD 2.EGLL-6	AD 2 EGLL 6-1 VOR CPT radials revised.
AD 2.EGGW	AD 2.10 Aerodrome obstacles - All obstacles removed and replaced by a digital dataset. AD 2.12 Runway physical characteristics - RWY 07/25 strip dimensions and RWY 07 TDZ elevation updated. AD 2.15 Other lighting, secondary power supply - Anemometer. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated. AD 2.19 Radio navigation and landing aids - VOR DET and VOR BKY DOC and declination setting updated.
AD 2.EGGW-2	AD 2 EGGW 2-1 to 2-3 Charts revised following the latest aerodrome survey.
AD 2.EGGW-6	AD 2 EGGW 6-1/6-4 VOR DET and VOR CPT radials revised.
AD 2.EGSS	AD 2.12 Runway physical characteristics - OFZ added for RWY 04/22. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated. AD 2.19 Radio navigation and landing aids - VOR/DME DET declination setting updated. VOR/DME BKY DOC revised. AD 2.20 Local aerodrome regulations - Ground movement. AD 2.24 Charts related to an aerodrome - Chart list updated to reinstate AD 2.EGSS-8-10 chart that was wrongly removed in the previous AIRAC.
AD 2.EGSS-2	AD 2 EGSS 2-1 to 2-3 Charts revised following the latest aerodrome survey.
AD 2.EGSS-6	AD 2 EGSS 6-5 Correction to average track mileage box. VOR DET radials revised.
AD 2.EGSS-8	AD 2 EGSS 8-10 Republished - No change.
AD 2.EGAE	AD 2.11 Meteorological information provided - Associated MET office and TAF updated.
AD 2.EGCC	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PCR added. AD 2.21 Noise abatement procedures - Noise preferential routes amended. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGCC-2	AD 2 EGCC 2-1 to 2-4 PCR added. New HS 5. TWY MIKE link centreline added.
AD 2.EGNF	AD 2.3 Operational hours - Administration. ATS. AD 2.18 ATS communication facilities - Hours of operation.
AD 2.EGNT	AD 2.3 Operational hours - Fuelling. Handling. AD 2.4 Handling services and facilities - Cargo. Handling agents. AD 2.5 Passenger facilities - Transportation. AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.9 Surface movement guidance and control system markings - Windsleeve lit. AD 2.12 Runway physical characteristics - PCR added. AD 2.13 Declared Distances - Editorial. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated. AD 2.20 Local aerodrome regulations - Airport regulations. Ground movement.
AD 2.EGNT-2	AD 2 EGNT 2-1/2-2 PCR added. Windsleeve lit.

AD 2.EGBN	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGTH	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGTK	AD 2.8 Aprons, taxiways and check locations/positions - PCR added. AD 2.12 Runway physical characteristics - PCR added.
AD 2.EGTK-2	AD 2 EGTK 2-1 to 2-3 PCR added.
AD 2.EGPT	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPK	AD 2.11 Meteorological information provided - Associated MET office and TAF updated. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated. AD 2.20 Local aerodrome regulations.
AD 2.EGKR	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGTO	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGHE	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGCJ	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGBS	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGKA	AD 2.17 ATS airspace - ATZ activation hours added. AD 2.18 ATS communication facilities - Approach service remarks and Shoreham Radio hours updated.
AD 2.EGHI	AD 2.10 Aerodrome obstacles - All obstacles removed and replaced with a digital dataset.
AD 2.EGMC	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated. AD 2.19 Radio navigation and landing aids - VOR DET declination setting updated. VOR/DME BKY DOC revised.
AD 2.EGMC-8	AD 2 EGMC 8-1 to 8-8 Charts republished due to revised chart specification.
AD 2.EGSY	AD 2.8 Aprons, taxiways and check locations/positions - PCR added. AD 2.12 Runway physical characteristics - PCR added. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGSY-2	AD 2 EGSY 2-1 PCR added. Obstacles.
AD 2.EGSG	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPB	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPB-2	AD 2 EGPB 2-1/2-2 Centreline markings and new apron markings from TWY C. APAPI symbology.
AD 2.EGNV	AD 2.17 ATS airspace - Teesside ATZ hours added. Callsign changed. Remarks. AD 2.18 ATS communication facilities - Approach service remarks updated. AD 2.22 Flight procedures - Procedures for inbound aircraft.
AD 2.EGNV-2	AD 2 EGNV 2-1 Editorial.
AD 2.EGHO	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGNL	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGNO	AD 2.4 Handling services and facilities - PPR email address updated. AD 2.8 Aprons, taxiway and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PCN removed.
AD 2.EGNO-2	AD 2 EGNO 2-1 PCR added.
AD 2.EGFA	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated. AD 2.22 Flight procedures - Addition of conspicuity code.
AD 2.EGHG	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.

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	0.4-13	1 Oct 2026		0.4-13	29 Oct 2026		2.1-93	1 Oct 2026		2.1-93	29 Oct 2026
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	0.4-17	1 Oct 2026		0.4-17	29 Oct 2026		3.2-58	1 Oct 2026		3.2-58	29 Oct 2026
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	2.2-1	14 May 2026		2.2-1	29 Oct 2026		3.2-92	1 Oct 2026		3.2-92	29 Oct 2026
	2.2-2	14 May 2026		2.2-2	29 Oct 2026		3.2-105	1 Oct 2026		3.2-105	29 Oct 2026
	2.2-3	14 May 2026		2.2-3	29 Oct 2026		3.2-109	1 Oct 2026		3.2-109	29 Oct 2026
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	1.1-4	9 Jul 2026		1.1-4	29 Oct 2026		3.4-2	1 Oct 2026		3.4-2	29 Oct 2026
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	1.1-7	9 Jul 2026		1.1-7	29 Oct 2026		4.1-4	1 Oct 2026		4.1-4	29 Oct 2026
	1.1-8	9 Jul 2026		1.1-8	29 Oct 2026		4.1-5	1 Oct 2026		4.1-5	29 Oct 2026
	1.1-9	9 Jul 2026		1.1-9	29 Oct 2026		4.5-1	1 Oct 2026		4.5-1	29 Oct 2026
	1.1-10	9 Jul 2026		1.1-10	29 Oct 2026		5.1-8	14 May 2026		5.1-8	29 Oct 2026
	1.1-11	9 Jul 2026		1.1-11	29 Oct 2026		5.1-9	14 May 2026		5.1-9	29 Oct 2026
	1.1-12	9 Jul 2026		1.1-12	29 Oct 2026		5.1-10	14 May 2026		5.1-10	29 Oct 2026
	1.1-13	9 Jul 2026		1.1-13	29 Oct 2026		5.1-11	1 Oct 2026		5.1-11	29 Oct 2026
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	1.1-20	9 Jul 2026		1.1-20	29 Oct 2026		5.1-18	14 May 2026		5.1-18	29 Oct 2026
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2.EGHG-4	1 Oct 2026	2.EGHG-4	29 Oct 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	NIL
AIC	NIL
NOTAM	A2882/26, A2883/26, A3022/26, A3024/26, A3072/26, A3163/26 B1210/26 C4464/26 I4730/26, I4829/26, I4890/26, I4943/26 L4537/26, L4565/26, L4875/26

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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		
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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		
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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		
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AIRAC 01/2024	14 Dec 2023	25 Jan 2024		
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AIRAC 03/2024	08 Feb 2024	21 Mar 2024		
AIRAC 04/2024	07 Mar 2024	18 Apr 2024		
AIRAC 05/2024	04 Apr 2024	16 May 2024		
AIRAC 06/2024	02 May 2024	13 Jun 2024		
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AIRAC 10/2025	21 Aug 2025	02 Oct 2025		
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AIRAC 13/2025	13 Nov 2025	25 Dec 2025		
AIRAC 01/2026	11 Dec 2025	22 Jan 2026		
AIRAC 02/2026	08 Jan 2026	19 Feb 2026		
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AIRAC 05/2026	02 Apr 2026	14 May 2026		
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GEN 0.2 RECORD OF AIP AMENDMENTS (continued)

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AIRAC 10/2026	20 Aug 2026	01 Oct 2026		
AIRAC 11/2026	17 Sep 2026	29 Oct 2026		

GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity
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
091/2024	IRISH SEA - OFFSHORE WIND TURBINE LIGHTING OUTAGES - REPLACES SUP 024/2024	ENR	17 OCT 2024 - UFN
097/2024	LYDD AIRPORT (EGMD) - NDB LZD UNRELIABLE	AD	17 OCT 2024 - UFN
008/2025	LONDON LUTON (EGGW) - TAXIWAY FOXTROT, AD-HOC PARKING CLOSURES	AD	06 FEB 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
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
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
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 VICINITY OF THE AIRPORT	AD	16 OCT 2025 - UFN
101/2025	WESTRAY AIRPORT (EGEW) - AD NOT AVAILABLE TO GA TRAFFIC DUE TO WIP	AD	13 NOV 2025 - UFN
107/2025	PORTLAND HELIPORT (EGDP) - NEW HANGAR CONSTRUCTION - REPLACES SUP 072/2025	AD	13 NOV 2025 - UFN
108/2025	GRENELL SEARCHLIGHT INSTALLATION, 13 NOVEMBER 2025 - 31 DECEMBER 2028	ENR	13 NOV 2025 - UFN
110/2025	EDAY AIRPORT (EGED) - AD NOT AVAILABLE TO GA TRAFFIC DUE TO WIP	AD	11 DEC 2025 - UFN
111/2025	LEEDS BRADFORD AIRPORT (EGNM) - CRANE ACTIVITY ADVISORY	AD	11 DEC 2025 - UFN
001/2026	BOURNEMOUTH AIRPORT (EGHH) - 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

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
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 TAXI-WAY HOLDING POSITIONS	AD	05 FEB 2026 - UFN
018/2026	OXFORD AIRPORT (EGTK) - TAXIWAY DELTA MOVEMENTS	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
025/2026	CAMBRIDGE AIRPORT (EGSC) - 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
030/2026	TEMPORARY DANGER AREA (EGD290) HOL-BEACH AIR WEAPONS RANGE, 11 JUNE - 09 SEPTEMBER 2026	ENR	02 APR 2026 - UFN
033/2026	LEEDS BRADFORD (EGNM) - RWY 32 BACK TRACK PROCEDURES - LANDING TRAFFIC	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
043/2026	TEMPORARY DANGER AREA (FELTHORPE, NORFOLK), BVLOS UAS OPERATIONS TRIAL, 28 MAY - 28 NOVEMBER 2026	ENR	28 MAY 2026 - UFN
045/2026	ABERDEEN AIRPORT (EGPD) - CRANES OPERATING IN THE VICINITY OF THE AIRPORT - REPLACES SUP 025/2025	AD	28 MAY 2026 - UFN
046/2026	FARNBOROUGH AIRPORT (EGLF) - ADS-B SURFACE SURVEILLANCE SYSTEM TRIAL	AD	28 MAY 2026 - UFN
047/2026	LONDON HEATHROW AIRPORT (EGLL) - NORTHERN RUNWAY 09L/27R RESURFACING WORKS 2026	AD	28 MAY 2026 - UFN
050/2026	MANCHESTER AIRPORT (EGCC) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	28 MAY 2026 - UFN
051/2026	TEMPORARY DANGER AREA (CHORLEY), BVLOS RPAS OPERATIONS, 29 MAY - 29 NOVEMBER 2026	ENR	28 MAY 2026 - UFN
053/2026	SOUTHEND AIRPORT (EGMC) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	28 MAY 2026 - UFN
056/2026	NORWICH AIRPORT (EGSH) - TAXIWAY ALPHA CLOSURE	AD	25 JUN 2026 - UFN
057/2026	EXETER AIRPORT (EGTE) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	25 JUN 2026 - UFN
059/2026	TEMPORARY RESERVED AREA (TEESSIDE INTERNATIONAL AIRPORT): PRIME AIR BVLOS TRIAL, 25 JUNE - 18 DECEMBER 2026 - REPLACES SUP 116/2025	ENR	25 JUN 2026 - UFN
060/2026	LONDON LUTON (EGGW) - AIRCRAFT TURNING ON RUNWAY 07/25	AD	25 JUN 2026 - UFN
061/2026	DUXFORD AIRPORT (EGSU) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	25 JUN 2026 - UFN
062/2026	DUXFORD AIRPORT (EGSU) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	25 JUN 2026 - UFN

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
063/2026	BRISTOL AIRPORT (EGGD) - SUMMER PLANNED OVERNIGHT CLOSURES - REPLACES SUP 040/2026	AD	25 JUN 2026 - UFN
064/2026	EDINBURGH AIRPORT (EGPH) - STAND 4A TEMPORARY PUSHBACK PROCEDURE	AD	25 JUN 2026 - UFN
066/2026	TEMPORARY DANGER AREA (SNAIZEHOLME, YORKSHIRE DALES) BVLOS UAS OPERATIONS TRIAL, 25 JUNE - 30 NOVEMBER 2026	ENR	25 JUN 2026 - UFN
067/2026	EXETER AIRPORT (EGTE) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	25 JUN 2026 - UFN
073/2026	TEMPORARY DANGER AREA, EXERCISE ATLANTIC THUNDER 26 (AT26), 17 - 21 SEPTEMBER 2026	ENR	23 JUL 2026 - UFN
074/2026	SOUTHEND AIRPORT (EGMC) - FUEL AVAILABILITY	AD	23 JUL 2026 - UFN
075/2026	HORNSEA THREE OFFSHORE WIND FARM DEVELOPMENT (HARTLEPOOL), 01 OCTOBER 2026 - 30 NOVEMBER 2027	ENR	23 JUL 2026 - UFN
076/2026	HORNSEA THREE OFFSHORE WIND FARM DEVELOPMENT (HULL), 01 OCTOBER 2026 - 30 NOVEMBER 2027	ENR	23 JUL 2026 - UFN
078/2026	SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT - REPLACES SUP 041/2026	AD	23 JUL 2026 - UFN
079/2026	TEMPORARY DANGER AREA EGD788 (CENTRAL NORTH SEA - SOUTH) BVLOS OPERATIONS, 24 JULY - 24 OCTOBER 2026	ENR	23 JUL 2026 - UFN
080/2026	TEMPORARY DANGER AREA EGD789 (CENTRAL NORTH SEA - NORTH) BVLOS OPERATIONS, 24 JULY - 24 OCTOBER 2026	ENR	23 JUL 2026 - UFN
082/2026	GLOUCESTERSHIRE AIRPORT (EGBJ) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	23 JUL 2026 - UFN
083/2026	OLD BUCKENHAM AIRPORT (EGSV) - WINTER GRASS CLOSURE 2026 - 2027	AD	23 JUL 2026 - UFN
084/2026	MANCHESTER BARTON AIRPORT (EGCB) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	23 JUL 2026 - UFN
085/2026	YEOVIL/WESTLAND AIRPORT (EGHG) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	23 JUL 2026 - UFN
087/2026	BLACKPOOL AIRPORT (EGNH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	20 AUG 2026 - UFN
088/2026	FARNBOROUGH AIRPORT (EGLF) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	20 AUG 2026 - UFN
089/2026	LONDON LUTON (EGGW) - NDB (L) LUT 345.000 KHZ UNAVAILABLE UNTIL FURTHER NOTICE - REPLACES SUP 031/2020	AD	20 AUG 2026 - UFN
090/2026	TEMPORARY RESERVED AREA EGTR185 (LONDON HEALTH BRIDGE SOUTH WEST HUB), BVLOS OPERATIONS, 20 AUGUST 2026 - 06 FEBRUARY 2027 - REPLACES SUP 014/2026	ENR	20 AUG 2026 - UFN
091/2026	TEMPORARY DANGER AREA EGD191 (COBHAM), BVLOS RPAS OPERATIONS, 20 AUGUST - 18 NOVEMBER 2026	ENR	20 AUG 2026 - UFN
092/2026	SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	20 AUG 2026 - UFN
093/2026	TEMPORARY DANGER AREA EGTD174 (LONDON HEALTH BRIDGE NORTH CENTRAL HUB), BVLOS OPERATIONS, 23 JULY 2026 - 23 JANUARY 2027	ENR	20 AUG 2026 - UFN
094/2026	TEMPORARY DANGER AREA (RAF CRANWELL), PROTECTOR DIVERSION, 27 JULY - 25 OCTOBER 2026	ENR	20 AUG 2026 - UFN
096/2026	EDINBURGH AIRPORT (EGPH) - TAXIWAY FOX-TROT FILLET WORKS - PHASE 1 - REPLACES BFS 090/2026	AD	17 SEP 2026 - UFN

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
097/2026	LONDON GATWICK AIRPORT (EGKK) - RECONFIGURATION OF STANDS 130 TO 136	AD	17 SEP 2026 - UFN
098/2026	BIRMINGHAM AIRPORT (EGBB) - METAL PLATES ON TAXIWAYS	AD	17 SEP 2026 - UFN
099/2026	BRISTOL AIRPORT (EGGD) - WINTER CLOSURE INFORMATION	AD	17 SEP 2026 - UFN
100/2026	GLOUCESTERSHIRE AIRPORT (EGBJ) - RADAR SERVICES NOT AVAILABLE - REPLACES SUP 020/2026	AD	17 SEP 2026 - UFN
101/2026	BLACKPOOL AIRPORT (EGNH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	17 SEP 2026 - UFN
102/2026	MANCHESTER AIRPORT (EGCC) - RWY 05L ILS OUTAGE	AD	17 SEP 2026 - UFN
103/2026	TEMPORARY TRANSPONDER MANDATORY ZONE, ROYAL AIR FORCE FAIRFORD, 17 SEPTEMBER 2026 - UFN - REPLACES BFS 068/2026	ENR	17 SEP 2026 - UFN
104/2026	LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE (NO. 2) 2026 - REPLACES SUP 010/2026 AS OF 25 OCTOBER 2026	AD	17 SEP 2026 - UFN
105/2026	EDINBURGH AIRPORT (EGPF) - STAND 26 CLOSURE	AD	17 SEP 2026 - UFN
106/2026	LONDON GATWICK AIRPORT (EGKK) - PROVISION OF NEW REMOTE PARKING STANDS RS1 TO RS4	AD	17 SEP 2026 - UFN
107/2026	TEMPORARY DANGER AREA EGD598 (EMBLETON, NORTHUMBRIA) BVLOS RPAS OPERATIONS TRIALS, 17 SEPTEMBER 2026 - 16 DECEMBER 2026	ENR	17 SEP 2026 - UFN
108/2026	TEMPORARY DANGER AREA EGD496 (SOUTHERN NORTH SEA) BVLOS RPAS OPERATIONS, 01 SEPTEMBER - 30 NOVEMBER 2026	ENR	17 SEP 2026 - UFN
109/2026	TEMPORARY DANGER AREA EGD098 (ENGLISH CHANNEL) RPAS OPERATIONS, 01 OCTOBER 2026 - 01 APRIL 2027 - REPLACES AIC Y 019/2026 AS OF 01 OCTOBER 2026	ENR	17 SEP 2026 - UFN
110/2026	BIRMINGHAM AIRPORT (EGBB) - WINTER MAINTENANCE RWY CLOSURES 02 NOVEMBER - 05 DECEMBER 2026	AD	17 SEP 2026 - UFN
111/2026	LONDON GATWICK AIRPORT (EGKK) - RECONFIGURATION OF STANDS 15, 17, 19 AND 21	AD	17 SEP 2026 - UFN
112/2026	EXETER AIRPORT (EGTE) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	17 SEP 2026 - UFN
113/2026	EXETER AIRPORT (EGTE) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	17 SEP 2026 - UFN

GEN 0.4 CHECKLIST OF AIP PAGES

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1.3-1	21 Jun 2018	1.7-19	6 Aug 2026	* 2.2-7	29 Oct 2026	3.4-2	30 Oct 2025
1.3-2	21 Jun 2018	1.7-20	6 Aug 2026	* 2.2-8	29 Oct 2026	3.4-3	30 Oct 2025

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3.4-5	30 Oct 2025	4.1-1	24 May 2018	1.1-1	11 Jun 2026	1.4-5	20 May 2021
3.4-6	30 Oct 2025	4.1-2	28 Dec 2023	1.1-2	9 Jul 2026	1.4-6	22 Jan 2026
3.4-7	30 Oct 2025	4.2-1	16 Apr 2026	* 1.1-3	29 Oct 2026	1.4-7	22 Jan 2026
3.4-8	6 Aug 2026	4.2-2	16 Apr 2026	* 1.1-4	29 Oct 2026	1.4-8	27 Nov 2025
3.4-9	30 Oct 2025	4.2-3	16 Apr 2026	* 1.1-5	29 Oct 2026	1.4-9	27 Nov 2025
3.4-10	30 Oct 2025			* 1.1-6	29 Oct 2026	1.4-10	22 Jan 2026
3.5-1	3 Sep 2026			* 1.1-7	29 Oct 2026	1.4-11	22 Jan 2026
3.5-2	17 Jun 2021			* 1.1-8	29 Oct 2026	1.5-1	10 Aug 2023
3.5-3	11 Aug 2022			* 1.1-9	29 Oct 2026	1.5-2	10 Aug 2023
3.5-4	17 Jun 2021			* 1.1-10	29 Oct 2026	1.5-3	10 Aug 2023
3.5-5	3 Sep 2026			* 1.1-11	29 Oct 2026	1.5-4	10 Aug 2023
* 3.5-6	29 Oct 2026			* 1.1-12	29 Oct 2026	* 1.6-1	29 Oct 2026
3.5-7	11 Jun 2026			* 1.1-13	29 Oct 2026	1.6-2	12 Jun 2025
3.5-8	11 Aug 2022			* 1.1-14	29 Oct 2026	1.6-3	5 Nov 2020
3.5-9	25 Mar 2021			* 1.1-15	29 Oct 2026	1.6-4	6 Aug 2026
3.5-10	25 Mar 2021			* 1.1-16	29 Oct 2026	1.6-5	6 Aug 2026
3.5-11	4 Nov 2021			* 1.1-17	29 Oct 2026	1.6-6	6 Aug 2026
3.5-12	4 Nov 2021			* 1.1-18	29 Oct 2026	1.6-7	6 Aug 2026
3.5-13	11 Aug 2022			* 1.1-19	29 Oct 2026	* 1.6-8	29 Oct 2026
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3.5-20	4 Nov 2021			* 1.1-26	29 Oct 2026	1.6-15	6 Aug 2026
3.5-21	30 Oct 2025			* 1.1-27	29 Oct 2026	1.6-16	6 Aug 2026
3.5-22	4 Nov 2021			* 1.1-28	29 Oct 2026	1.6-17	6 Aug 2026
3.5-23	4 Nov 2021			* 1.1-29	29 Oct 2026	1.6-18	6 Aug 2026
3.5-24	4 Nov 2021			* 1.1-30	29 Oct 2026	1.6-19	6 Aug 2026
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3.5-33	30 Oct 2025			* 1.1-39	29 Oct 2026	1.7-3	23 Apr 2020
3.5-34	27 Nov 2025			* 1.1-40	29 Oct 2026	1.7-4	4 Sep 2025
3.5-35	27 Nov 2025			* 1.1-41	29 Oct 2026	1.7-5	30 Jan 2020
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3.6-8	1 Dec 2022			1.4-1	12 Jun 2025	1.9-9	9 Jul 2026
3.6-9	1 Dec 2022			1.4-2	12 Jun 2025	1.10-1	12 Jun 2025
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1.10-5	21 Jun 2018	2.1-30	1 Oct 2026	2.1-84	1 Oct 2026	2.2-22	1 Oct 2026
1.10-6	12 Jun 2025	2.1-31	1 Oct 2026	2.1-85	1 Oct 2026	2.2-23	1 Oct 2026
1.10-7	12 Jun 2025	2.1-32	1 Oct 2026	2.1-86	1 Oct 2026	2.2-24	1 Oct 2026
1.10-8	12 Jun 2025	2.1-33	1 Oct 2026	2.1-87	1 Oct 2026	2.2-25	1 Oct 2026
1.10-9	12 Jun 2025	2.1-34	1 Oct 2026	2.1-88	1 Oct 2026	2.2-26	1 Oct 2026
1.10-10	12 Jun 2025	2.1-35	1 Oct 2026	2.1-89	1 Oct 2026	2.2-27	1 Oct 2026
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1.10-12	12 Jun 2025	2.1-37	1 Oct 2026	2.1-91	1 Oct 2026	2.2-29	1 Oct 2026
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1.10-14	27 Jan 2022	2.1-39	1 Oct 2026	* 2.1-93	29 Oct 2026	2.2-31	1 Oct 2026
1.10-15	22 Feb 2024	2.1-40	1 Oct 2026	2.1-94	1 Oct 2026	2.2-32	1 Oct 2026
1.10-16	22 Feb 2024	2.1-41	1 Oct 2026	2.1-95	1 Oct 2026	2.2-33	1 Oct 2026
1.10-17	22 Feb 2024	2.1-42	1 Oct 2026	2.1-96	1 Oct 2026	2.2-34	1 Oct 2026
1.10-18	22 Feb 2024	2.1-43	1 Oct 2026	2.1-97	1 Oct 2026	2.2-35	1 Oct 2026
1.10-19	22 Feb 2024	2.1-44	1 Oct 2026	2.1-98	1 Oct 2026	2.2-36	1 Oct 2026
1.10-20	10 Sep 2020	2.1-45	1 Oct 2026	2.1-99	1 Oct 2026	2.2-37	1 Oct 2026
1.10-21	22 Feb 2024	2.1-46	1 Oct 2026	2.1-100	1 Oct 2026	2.2-38	1 Oct 2026
1.10-22	27 Jan 2022	2.1-47	1 Oct 2026	2.1-101	1 Oct 2026	2.2-39	1 Oct 2026
1.11-1	11 Jun 2026	2.1-48	1 Oct 2026	2.1-102	1 Oct 2026	2.2-40	1 Oct 2026
1.12-1	21 Jun 2018	2.1-49	1 Oct 2026	2.1-103	1 Oct 2026	2.2-41	1 Oct 2026
1.12-2	21 Jun 2018	2.1-50	1 Oct 2026	2.1-104	1 Oct 2026	2.2-42	1 Oct 2026
1.13-1	24 May 2018	2.1-51	1 Oct 2026	2.1-105	1 Oct 2026	2.2-43	1 Oct 2026
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2.1-15	1 Oct 2026	2.1-69	1 Oct 2026	2.2-7	1 Oct 2026	3.2-1	1 Oct 2026
2.1-16	1 Oct 2026	2.1-70	1 Oct 2026	2.2-8	1 Oct 2026	3.2-2	1 Oct 2026
2.1-17	1 Oct 2026	2.1-71	1 Oct 2026	2.2-9	1 Oct 2026	3.2-3	1 Oct 2026
2.1-18	1 Oct 2026	2.1-72	1 Oct 2026	2.2-10	1 Oct 2026	3.2-4	1 Oct 2026
2.1-19	1 Oct 2026	2.1-73	1 Oct 2026	2.2-11	1 Oct 2026	3.2-5	1 Oct 2026
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2.1-21	1 Oct 2026	2.1-75	1 Oct 2026	2.2-13	1 Oct 2026	3.2-7	1 Oct 2026
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3.2-16	1 Oct 2026	3.2-70	1 Oct 2026	3.2-124	1 Oct 2026	3.2-178	1 Oct 2026
3.2-17	1 Oct 2026	3.2-71	1 Oct 2026	3.2-125	1 Oct 2026	3.2-179	1 Oct 2026
3.2-18	1 Oct 2026	3.2-72	1 Oct 2026	3.2-126	1 Oct 2026	3.2-180	1 Oct 2026
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3.2-20	1 Oct 2026	3.2-74	1 Oct 2026	3.2-128	1 Oct 2026	3.2-182	1 Oct 2026
3.2-21	1 Oct 2026	3.2-75	1 Oct 2026	3.2-129	1 Oct 2026	3.2-183	1 Oct 2026
3.2-22	1 Oct 2026	3.2-76	1 Oct 2026	3.2-130	1 Oct 2026	3.2-184	1 Oct 2026
3.2-23	1 Oct 2026	3.2-77	1 Oct 2026	3.2-131	1 Oct 2026	3.2-185	1 Oct 2026
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3.2-31	1 Oct 2026	* 3.2-85	29 Oct 2026	3.2-139	1 Oct 2026	3.2-193	1 Oct 2026
* 3.2-32	29 Oct 2026	3.2-86	1 Oct 2026	3.2-140	1 Oct 2026	3.2-194	1 Oct 2026
3.2-33	1 Oct 2026	3.2-87	1 Oct 2026	3.2-141	1 Oct 2026	3.2-195	1 Oct 2026
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* 3.2-54	29 Oct 2026	3.2-108	1 Oct 2026	3.2-162	1 Oct 2026	3.2-216	1 Oct 2026
3.2-55	1 Oct 2026	* 3.2-109	29 Oct 2026	3.2-163	1 Oct 2026	3.2-217	1 Oct 2026
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* 3.2-58	29 Oct 2026	3.2-112	1 Oct 2026	3.2-166	1 Oct 2026	3.2-220	1 Oct 2026
3.2-59	1 Oct 2026	3.2-113	1 Oct 2026	3.2-167	1 Oct 2026	* 3.2-221	29 Oct 2026
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3.2-64	1 Oct 2026	3.2-118	1 Oct 2026	3.2-172	1 Oct 2026	* 3.2-226	29 Oct 2026
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3.2-233	1 Oct 2026	4.4-10	1 Oct 2026	* 5.1-39	29 Oct 2026	* 5.1-93	29 Oct 2026
3.2-234	1 Oct 2026	4.4-11	1 Oct 2026	* 5.1-40	29 Oct 2026	* 5.1-94	29 Oct 2026
3.2-235	1 Oct 2026	4.4-12	1 Oct 2026	* 5.1-41	29 Oct 2026	* 5.1-95	29 Oct 2026
3.2-236	1 Oct 2026	4.4-13	1 Oct 2026	* 5.1-42	29 Oct 2026	* 5.1-96	29 Oct 2026
3.2-237	1 Oct 2026	4.4-14	1 Oct 2026	* 5.1-43	29 Oct 2026	* 5.1-97	29 Oct 2026
3.2-238	1 Oct 2026	4.4-15	1 Oct 2026	* 5.1-44	29 Oct 2026	* 5.1-98	29 Oct 2026
3.2-239	1 Oct 2026	4.4-16	1 Oct 2026	* 5.1-45	29 Oct 2026	* 5.1-99	29 Oct 2026
3.2-240	1 Oct 2026	4.4-17	1 Oct 2026	* 5.1-46	29 Oct 2026	* 5.1-100	29 Oct 2026
3.2-241	1 Oct 2026	4.4-18	1 Oct 2026	* 5.1-47	29 Oct 2026	* 5.1-101	29 Oct 2026
3.2-242	1 Oct 2026	4.4-19	1 Oct 2026	* 5.1-48	29 Oct 2026	* 5.1-102	29 Oct 2026
3.2-243	1 Oct 2026	4.4-20	1 Oct 2026	* 5.1-49	29 Oct 2026	* 5.1-103	29 Oct 2026
3.2-244	1 Oct 2026	4.4-21	1 Oct 2026	* 5.1-50	29 Oct 2026	* 5.1-104	29 Oct 2026
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3.2-246	1 Oct 2026	4.4-23	1 Oct 2026	* 5.1-52	29 Oct 2026	* 5.1-106	29 Oct 2026
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2.EGBB-8-7	11 Jun 2026	2.EGHH-7-1	9 Jul 2026	2.EGCK-2	1 Oct 2026	2.EGFF-13	1 Oct 2026
2.EGBB-8-8	11 Jun 2026	2.EGHH-7-2	9 Jul 2026	2.EGCK-3	1 Oct 2026	2.EGFF-14	1 Oct 2026
2.EGBB-8-9	11 Jun 2026	2.EGHH-7-3	9 Jul 2026	2.EGCK-4	1 Oct 2026	2.EGFF-2-1	6 Aug 2026
2.EGBB-8-10	11 Jun 2026	2.EGHH-7-4	9 Jul 2026	2.EGCK-5	1 Oct 2026	2.EGFF-2-2	14 May 2026
2.EGLK-1	1 Oct 2026	2.EGHH-7-5	9 Jul 2026	2.EGCK-6	1 Oct 2026	* 2.EGFF-4-1	29 Oct 2026
2.EGLK-2	1 Oct 2026	2.EGHH-7-6	9 Jul 2026	2.EGCK-2-1	2 Oct 2025	2.EGFF-4-2	6 Aug 2026
2.EGLK-3	1 Oct 2026	2.EGHH-7-7	9 Jul 2026	2.EGSC-1	1 Oct 2026	2.EGFF-5-1	3 Sep 2026
2.EGLK-4	1 Oct 2026	2.EGHH-8-1	3 Sep 2026	2.EGSC-2	1 Oct 2026	2.EGFF-6-1	3 Sep 2026
2.EGLK-5	1 Oct 2026	2.EGHH-8-2	3 Sep 2026	2.EGSC-3	1 Oct 2026	2.EGFF-6-2	3 Sep 2026
2.EGLK-6	1 Oct 2026	2.EGHH-8-3	3 Sep 2026	2.EGSC-4	1 Oct 2026	2.EGFF-6-3	3 Sep 2026
2.EGLK-7	1 Oct 2026	2.EGHH-8-4	3 Sep 2026	2.EGSC-5	1 Oct 2026	2.EGFF-7-1	1 Oct 2026
2.EGLK-8	1 Oct 2026	2.EGHH-8-5	3 Sep 2026	2.EGSC-6	1 Oct 2026	2.EGFF-7-2	3 Sep 2026
2.EGLK-9	1 Oct 2026	2.EGHH-8-6	3 Sep 2026	2.EGSC-7	1 Oct 2026	2.EGFF-7-3	3 Sep 2026
2.EGLK-10	1 Oct 2026	2.EGGD-1	1 Oct 2026	2.EGSC-8	1 Oct 2026	2.EGFF-7-4	3 Sep 2026
2.EGLK-11	1 Oct 2026	2.EGGD-2	1 Oct 2026	* 2.EGSC-9	29 Oct 2026	2.EGFF-7-5	3 Sep 2026
2.EGLK-12	1 Oct 2026	2.EGGD-3	1 Oct 2026	2.EGSC-10	1 Oct 2026	2.EGFF-7-6	3 Sep 2026
2.EGLK-2-1	16 Apr 2026	2.EGGD-4	10 Jul 2025	2.EGSC-11	1 Oct 2026	2.EGFF-7-7	1 Oct 2026
2.EGLK-2-2	16 Apr 2026	2.EGGD-5	1 Oct 2026	2.EGSC-12	1 Oct 2026	2.EGFF-7-8	6 Aug 2026
2.EGNH-1	1 Oct 2026	2.EGGD-6	1 Oct 2026	2.EGSC-13	1 Oct 2026	2.EGFF-7-9	6 Aug 2026
2.EGNH-2	1 Oct 2026	2.EGGD-7	1 Oct 2026	2.EGSC-2-1	1 Oct 2026	2.EGFF-7-10	6 Aug 2026
2.EGNH-3	1 Oct 2026	* 2.EGGD-8	29 Oct 2026	2.EGSC-2-2	1 Oct 2026	* 2.EGFF-8-1	29 Oct 2026
2.EGNH-4	1 Oct 2026	2.EGGD-9	1 Oct 2026	2.EGSC-5-1	11 Jun 2026	* 2.EGFF-8-2	29 Oct 2026
2.EGNH-5	1 Oct 2026	2.EGGD-10	3 Sep 2026	2.EGSC-8-1	11 Jun 2026	* 2.EGFF-8-3	29 Oct 2026
2.EGNH-6	1 Oct 2026	2.EGGD-11	3 Sep 2026	2.EGSC-8-2	11 Jun 2026	* 2.EGFF-8-4	29 Oct 2026
2.EGNH-7	11 Jun 2026	2.EGGD-12	3 Sep 2026	2.EGSC-8-3	11 Jun 2026	* 2.EGFF-8-5	29 Oct 2026
2.EGNH-8	11 Jun 2026	2.EGGD-13	3 Sep 2026	2.EGSC-8-4	11 Jun 2026	* 2.EGFF-8-6	29 Oct 2026
2.EGNH-9	19 Mar 2026	2.EGGD-14	1 Oct 2026	2.EGSC-8-5	11 Jun 2026	* 2.EGFF-8-7	29 Oct 2026
2.EGNH-2-1	3 Sep 2026	2.EGGD-2-1	6 Aug 2026	2.EGSC-8-6	11 Jun 2026	* 2.EGFF-8-8	29 Oct 2026
2.EGNH-2-2	3 Sep 2026	2.EGGD-2-2	6 Aug 2026	2.EGSC-8-7	22 Jan 2026	* 2.EGFF-8-9	29 Oct 2026
2.EGNH-8-1	16 Apr 2026	2.EGGD-4-1	14 May 2026	2.EGSC-8-8	22 Jan 2026	* 2.EGFF-8-10	29 Oct 2026
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* 2.EGFF-8-13	29 Oct 2026	2.EGPG-3	1 Oct 2026	2.EGSR-1	1 Oct 2026	2.EGNX-8-12	3 Sep 2026
2.EGFF-8-14	6 Aug 2026	2.EGPG-4	1 Oct 2026	2.EGSR-2	1 Oct 2026	2.EGED-1	1 Oct 2026
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2.EGLJ-3	1 Oct 2026	2.EGPG-8-1	3 Sep 2026	2.EGSR-6	16 Apr 2026	2.EGED-5	1 Oct 2026
2.EGLJ-4	1 Oct 2026	2.EGPG-8-2	3 Sep 2026	2.EGSR-2-1	16 Apr 2026	2.EGED-2-1	16 Apr 2026
2.EGLJ-5	22 Jan 2026	2.EGLD-1	1 Oct 2026	2.EGNX-1	1 Oct 2026	2.EGPH-1	1 Oct 2026
2.EGLJ-2-1	2 Oct 2025	2.EGLD-2	1 Oct 2026	2.EGNX-2	1 Oct 2026	2.EGPH-2	1 Oct 2026
2.EGHR-1	1 Oct 2026	2.EGLD-3	1 Oct 2026	2.EGNX-3	1 Oct 2026	2.EGPH-3	1 Oct 2026
2.EGHR-2	1 Oct 2026	2.EGLD-4	1 Oct 2026	2.EGNX-4	1 Oct 2026	2.EGPH-4	1 Oct 2026
2.EGHR-3	1 Oct 2026	2.EGLD-5	1 Oct 2026	2.EGNX-5	1 Oct 2026	2.EGPH-5	1 Oct 2026
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2.EGHR-6	16 Apr 2026	2.EGLD-2-1	2 Oct 2025	* 2.EGNX-8	29 Oct 2026	* 2.EGPH-8	29 Oct 2026
2.EGHR-7	27 Nov 2025	2.EGLD-4-1	22 Jan 2026	2.EGNX-9	1 Oct 2026	2.EGPH-9	1 Oct 2026
2.EGHR-2-1	16 Apr 2026	2.EGBD-1	1 Oct 2026	2.EGNX-10	11 Jun 2026	2.EGPH-10	1 Oct 2026
2.EGHR-4-1	23 Feb 2023	2.EGBD-2	1 Oct 2026	2.EGNX-11	11 Jun 2026	2.EGPH-11	1 Oct 2026
2.EGEL-1	1 Oct 2026	2.EGBD-3	1 Oct 2026	2.EGNX-12	30 Oct 2025	2.EGPH-12	1 Oct 2026
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2.EGEL-2-1	2 Oct 2025	2.EGPN-2	1 Oct 2026	2.EGNX-17	19 Mar 2026	2.EGPH-17	1 Oct 2026
2.EGEY-1	1 Oct 2026	* 2.EGPN-3	29 Oct 2026	2.EGNX-18	27 Nov 2025	2.EGPH-2-1	9 Jul 2026
2.EGEY-2	1 Oct 2026	* 2.EGPN-4	29 Oct 2026	2.EGNX-2-1	6 Aug 2026	2.EGPH-2-2	9 Jul 2026
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2.EGEY-4	1 Oct 2026	* 2.EGPN-6	29 Oct 2026	2.EGNX-4-1	3 Sep 2026	2.EGPH-4-1	11 Jun 2026
2.EGEY-5	1 Oct 2026	* 2.EGPN-7	29 Oct 2026	2.EGNX-5-1	3 Sep 2026	2.EGPH-5-1	11 Jun 2026
2.EGEY-2-1	2 Oct 2025	* 2.EGPN-8	29 Oct 2026	2.EGNX-6-1	3 Sep 2026	2.EGPH-6-1	11 Jun 2026
2.EGHA-1	1 Oct 2026	* 2.EGPN-9	29 Oct 2026	2.EGNX-6-2	3 Sep 2026	* 2.EGPH-6-2	29 Oct 2026
2.EGHA-2	1 Oct 2026	2.EGPN-2-1	6 Aug 2026	2.EGNX-6-3	3 Sep 2026	* 2.EGPH-6-3	29 Oct 2026
2.EGHA-3	1 Oct 2026	2.EGPN-4-1	28 Apr 2016	2.EGNX-7-1	3 Sep 2026	2.EGPH-7-1	11 Jun 2026
* 2.EGHA-4	29 Oct 2026	2.EGPN-8-1	3 Sep 2026	2.EGNX-7-2	3 Sep 2026	2.EGPH-7-2	11 Jun 2026
2.EGHA-5	9 Jul 2026	2.EGPN-8-2	3 Sep 2026	2.EGNX-7-3	3 Sep 2026	2.EGPH-7-3	11 Jun 2026
2.EGHA-2-1	27 Nov 2025	2.EGPN-8-3	9 Jul 2026	2.EGNX-7-4	3 Sep 2026	2.EGPH-7-4	11 Jun 2026
2.EGHA-4-1	25 Jan 2024	2.EGPN-8-4	3 Sep 2026	2.EGNX-7-5	3 Sep 2026	2.EGPH-7-5	11 Jun 2026
2.EGTC-1	1 Oct 2026	2.EGPN-8-5	9 Jul 2026	2.EGNX-7-6	3 Sep 2026	2.EGPH-7-6	11 Jun 2026
2.EGTC-2	1 Oct 2026	2.EGPN-8-6	9 Jul 2026	2.EGNX-7-7	3 Sep 2026	2.EGPH-7-7	11 Jun 2026
2.EGTC-3	1 Oct 2026	2.EGPN-8-7	9 Jul 2026	2.EGNX-7-8	3 Sep 2026	* 2.EGPH-8-1	29 Oct 2026
2.EGTC-4	1 Oct 2026	2.EGTU-1	1 Oct 2026	2.EGNX-7-9	3 Sep 2026	* 2.EGPH-8-2	29 Oct 2026
2.EGTC-5	1 Oct 2026	2.EGTU-2	1 Oct 2026	2.EGNX-7-10	3 Sep 2026	2.EGPH-8-3	11 Jun 2026
2.EGTC-6	1 Oct 2026	2.EGTU-3	1 Oct 2026	2.EGNX-7-11	3 Sep 2026	* 2.EGPH-8-4	29 Oct 2026
2.EGTC-7	1 Oct 2026	* 2.EGTU-4	29 Oct 2026	2.EGNX-8-1	3 Sep 2026	* 2.EGPH-8-5	29 Oct 2026
2.EGTC-8	1 Oct 2026	2.EGTU-5	1 Oct 2026	2.EGNX-8-2	3 Sep 2026	2.EGPH-8-6	11 Jun 2026
2.EGTC-2-1	3 Sep 2026	2.EGTU-6	1 Oct 2026	2.EGNX-8-3	3 Sep 2026	* 2.EGTR-1	29 Oct 2026
2.EGTC-8-1	25 Dec 2025	2.EGTU-2-1	19 Feb 2026	2.EGNX-8-4	3 Sep 2026	* 2.EGTR-2	29 Oct 2026
2.EGTC-8-2	25 Dec 2025	2.EGSU-1	1 Oct 2026	2.EGNX-8-5	3 Sep 2026	* 2.EGTR-3	29 Oct 2026
2.EGTC-8-3	3 Sep 2026	2.EGSU-2	1 Oct 2026	2.EGNX-8-6	3 Sep 2026	* 2.EGTR-4	29 Oct 2026
2.EGTC-8-4	3 Sep 2026	2.EGSU-3	1 Oct 2026	2.EGNX-8-7	3 Sep 2026	* 2.EGTR-5	29 Oct 2026
2.EGTC-8-5	3 Sep 2026	2.EGSU-4	1 Oct 2026	2.EGNX-8-8	3 Sep 2026	* 2.EGTR-6	29 Oct 2026
2.EGTC-8-6	3 Sep 2026	2.EGSU-5	25 Dec 2025	2.EGNX-8-9	3 Sep 2026	* 2.EGTR-2-1	29 Oct 2026
2.EGPG-1	1 Oct 2026	2.EGSU-6	15 May 2025	2.EGNX-8-10	3 Sep 2026	2.EGAB-1	1 Oct 2026

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2.EGAB-3	1 Oct 2026	2.EGLF-1	1 Oct 2026	2.EGCL-2-1	27 Nov 2025	2.EGBJ-2	1 Oct 2026
2.EGAB-4	1 Oct 2026	2.EGLF-2	1 Oct 2026	2.EGPF-1	1 Oct 2026	2.EGBJ-3	1 Oct 2026
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2.EGAB-6	1 Oct 2026	2.EGLF-4	1 Oct 2026	2.EGPF-3	1 Oct 2026	2.EGBJ-5	1 Oct 2026
2.EGAB-2-1	27 Nov 2025	2.EGLF-5	1 Oct 2026	2.EGPF-4	1 Oct 2026	2.EGBJ-6	1 Oct 2026
2.EGTE-1	1 Oct 2026	2.EGLF-6	1 Oct 2026	2.EGPF-5	1 Oct 2026	* 2.EGBJ-7	29 Oct 2026
2.EGTE-2	1 Oct 2026	2.EGLF-7	1 Oct 2026	2.EGPF-6	1 Oct 2026	2.EGBJ-8	6 Aug 2026
2.EGTE-3	1 Oct 2026	* 2.EGLF-8	29 Oct 2026	2.EGPF-7	1 Oct 2026	2.EGBJ-9	3 Sep 2026
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* 2.EGTE-7	29 Oct 2026	2.EGLF-12	9 Jul 2026	2.EGPF-11	1 Oct 2026	2.EGBJ-2-1	1 Oct 2026
2.EGTE-8	1 Oct 2026	2.EGLF-13	9 Jul 2026	2.EGPF-12	1 Oct 2026	2.EGBJ-5-1	6 Aug 2026
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2.EGTE-10	3 Sep 2026	2.EGLF-15	28 Dec 2023	2.EGPF-14	1 Oct 2026	2.EGBJ-8-2	1 Oct 2026
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2.EGTE-2-1	14 May 2026	2.EGLF-19	21 Mar 2024	2.EGPF-18	1 Oct 2026	2.EGBJ-8-6	1 Oct 2026
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2.EGTE-8-12	6 Aug 2026	2.EGLF-7-4	22 Jan 2026	2.EGPF-6-8	14 May 2026	2.EGJB-9	9 Jul 2026
2.EGTE-8-13	6 Aug 2026	2.EGLF-7-5	22 Jan 2026	2.EGPF-6-9	14 May 2026	2.EGJB-10	6 Aug 2026
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2.EGTF-3	1 Oct 2026	2.EGLF-8-5	22 Jan 2026	2.EGPF-8-1	9 Jul 2026	2.EGJB-6-5	16 Apr 2026
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2.EGTF-7	1 Oct 2026	2.EGLF-8-9	22 Jan 2026	2.EGPF-8-5	9 Jul 2026	2.EGJB-7-1	16 Apr 2026
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2.EGTF-9	1 Oct 2026	2.EGCL-2	1 Oct 2026	2.EGPF-8-7	9 Jul 2026	2.EGJB-8-1	3 Sep 2026
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2.EGJB-8-7	3 Sep 2026	2.EGNJ-8-6	25 Dec 2025	2.EGNS-10	1 Oct 2026	2.EGJJ-7-2	16 Apr 2026
2.EGJB-8-8	19 Feb 2026	2.EGNJ-8-7	25 Dec 2025	2.EGNS-11	1 Oct 2026	2.EGJJ-7-3	16 Apr 2026
2.EGJB-8-9	19 Feb 2026	2.EGNJ-8-8	25 Dec 2025	2.EGNS-12	1 Oct 2026	2.EGJJ-7-4	16 Apr 2026
2.EGJB-8-10	8 Oct 2020	2.EGPE-1	1 Oct 2026	2.EGNS-2-1	9 Jul 2026	2.EGJJ-7-5	16 Apr 2026
2.EGJB-8-11	19 Feb 2026	2.EGPE-2	1 Oct 2026	2.EGNS-2-2	9 Jul 2026	* 2.EGJJ-7-6	29 Oct 2026
2.EGJB-8-12	8 Oct 2020	2.EGPE-3	1 Oct 2026	2.EGNS-5-1	3 Sep 2026	* 2.EGJJ-7-7	29 Oct 2026
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2.EGFE-2	1 Oct 2026	2.EGPE-5	1 Oct 2026	2.EGNS-8-2	3 Sep 2026	* 2.EGJJ-7-9	29 Oct 2026
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2.EGNR-2	1 Oct 2026	2.EGPE-2-1	6 Aug 2026	2.EGNS-8-9	3 Sep 2026	2.EGJJ-8-2	19 Feb 2026
2.EGNR-3	1 Oct 2026	2.EGPE-2-2	14 May 2026	2.EGNS-8-10	3 Sep 2026	2.EGJJ-8-3	19 Feb 2026
2.EGNR-4	1 Oct 2026	* 2.EGPE-5-1	29 Oct 2026	2.EGJJ-1	1 Oct 2026	2.EGJJ-8-4	19 Feb 2026
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2.EGNR-6	1 Oct 2026	* 2.EGPE-8-2	29 Oct 2026	2.EGJJ-3	1 Oct 2026	2.EGJJ-8-6	9 Jul 2026
* 2.EGNR-7	29 Oct 2026	* 2.EGPE-8-3	29 Oct 2026	2.EGJJ-4	1 Oct 2026	2.EGJJ-8-7	9 Jul 2026
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2.EGNR-12	31 Oct 2024	* 2.EGPE-8-8	29 Oct 2026	2.EGJJ-9	1 Oct 2026	2.EGJJ-8-12	8 Oct 2020
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2.EGNR-8-7	3 Sep 2026	2.EGPI-1	1 Oct 2026	2.EGJJ-2-1	9 Jul 2026	2.EGBP-7	1 Oct 2026
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* 2.EGNJ-10	29 Oct 2026	2.EGPI-8-4	19 Mar 2026	* 2.EGJJ-6-8	29 Oct 2026	2.EGPA-4	1 Oct 2026
* 2.EGNJ-11	29 Oct 2026	2.EGNS-1	1 Oct 2026	* 2.EGJJ-6-9	29 Oct 2026	2.EGPA-5	1 Oct 2026
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2.EGHC-8-4	3 Sep 2026	2.EGCM-7	31 Oct 2024	* 2.EGGP-7-5	29 Oct 2026	2.EGLC-7-14	5 Sep 2024
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2.EGHF-1	1 Oct 2026	2.EGBG-5	1 Oct 2026	* 2.EGGP-8-9	29 Oct 2026	2.EGLC-8-6	13 Jul 2023
2.EGHF-2	1 Oct 2026	2.EGBG-6	25 Dec 2025	* 2.EGGP-8-10	29 Oct 2026	2.EGKK-1	1 Oct 2026
2.EGHF-3	1 Oct 2026	2.EGBG-2-1	25 Dec 2025	2.EGGP-8-11	17 Jun 2021	* 2.EGKK-2	29 Oct 2026
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* 2.EGKK-17	29 Oct 2026	2.EGKK-7-8	11 Jun 2026	2.EGLL-35	6 Aug 2026	2.EGLL-7-25	11 Jun 2026
* 2.EGKK-18	29 Oct 2026	2.EGKK-7-9	11 Jun 2026	2.EGLL-36	6 Aug 2026	2.EGLL-7-26	11 Jun 2026
* 2.EGKK-19	29 Oct 2026	2.EGKK-7-10	11 Jun 2026	2.EGLL-37	6 Aug 2026	2.EGLL-8-1	9 Jul 2026
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* 2.EGKK-21	29 Oct 2026	2.EGKK-7-12	11 Jun 2026	2.EGLL-39	6 Aug 2026	2.EGLL-8-3	9 Jul 2026
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* 2.EGKK-23	29 Oct 2026	2.EGKK-7-14	11 Jun 2026	2.EGLL-41	6 Aug 2026	2.EGLL-8-5	9 Jul 2026
* 2.EGKK-24	29 Oct 2026	2.EGKK-7-15	11 Jun 2026	2.EGLL-2-1	16 Apr 2026	2.EGLL-8-6	9 Jul 2026
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* 2.EGKK-26	29 Oct 2026	* 2.EGKK-7-17	29 Oct 2026	2.EGLL-2-3	11 Jun 2026	2.EGLL-8-8	9 Jul 2026
* 2.EGKK-27	29 Oct 2026	* 2.EGKK-7-18	29 Oct 2026	2.EGLL-2-4	16 Apr 2026	2.EGLL-8-9	9 Jul 2026
* 2.EGKK-28	29 Oct 2026	* 2.EGKK-8-1	29 Oct 2026	2.EGLL-2-5	16 Apr 2026	2.EGLL-8-10	9 Jul 2026
* 2.EGKK-29	29 Oct 2026	* 2.EGKK-8-2	29 Oct 2026	2.EGLL-2-6	16 Apr 2026	2.EGLL-8-11	9 Jul 2026
* 2.EGKK-30	29 Oct 2026	* 2.EGKK-8-3	29 Oct 2026	2.EGLL-2-7	16 Apr 2026	2.EGLL-8-12	9 Jul 2026
* 2.EGKK-31	29 Oct 2026	* 2.EGKK-8-4	29 Oct 2026	2.EGLL-2-8	25 Dec 2025	2.EGLL-8-13	25 Dec 2025
* 2.EGKK-32	29 Oct 2026	* 2.EGKK-8-5	29 Oct 2026	2.EGLL-2-9	25 Dec 2025	2.EGGW-1	1 Oct 2026
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* 2.EGKK-6-10	29 Oct 2026	* 2.EGLL-15	29 Oct 2026	2.EGLL-7-5	19 Mar 2026	* 2.EGGW-20	29 Oct 2026
2.EGKK-6-11	11 Jun 2026	* 2.EGLL-16	29 Oct 2026	2.EGLL-7-6	19 Feb 2026	* 2.EGGW-2-1	29 Oct 2026
2.EGKK-6-12	11 Jun 2026	* 2.EGLL-17	29 Oct 2026	2.EGLL-7-7	19 Mar 2026	* 2.EGGW-2-2	29 Oct 2026
2.EGKK-6-13	11 Jun 2026	* 2.EGLL-18	29 Oct 2026	2.EGLL-7-8	22 Jan 2026	* 2.EGGW-2-3	29 Oct 2026
2.EGKK-6-14	11 Jun 2026	* 2.EGLL-19	29 Oct 2026	2.EGLL-7-9	25 Dec 2025	2.EGGW-4-1	22 Jan 2026
2.EGKK-6-15	11 Jun 2026	* 2.EGLL-20	29 Oct 2026	2.EGLL-7-10	19 Mar 2026	2.EGGW-5-1	22 Jan 2026
2.EGKK-6-16	11 Jun 2026	* 2.EGLL-21	29 Oct 2026	2.EGLL-7-11	19 Mar 2026	* 2.EGGW-6-1	29 Oct 2026
2.EGKK-6-17	11 Jun 2026	* 2.EGLL-22	29 Oct 2026	2.EGLL-7-12	19 Mar 2026	2.EGGW-6-2	22 Jan 2026
2.EGKK-6-18	11 Jun 2026	* 2.EGLL-23	29 Oct 2026	2.EGLL-7-13	25 Dec 2025	2.EGGW-6-3	19 Feb 2026
2.EGKK-6-19	11 Jun 2026	* 2.EGLL-24	29 Oct 2026	2.EGLL-7-14	25 Dec 2025	* 2.EGGW-6-4	29 Oct 2026
2.EGKK-6-20	11 Jun 2026	* 2.EGLL-25	29 Oct 2026	2.EGLL-7-15	25 Dec 2025	2.EGGW-6-5	22 Jan 2026
2.EGKK-6-21	11 Jun 2026	* 2.EGLL-26	29 Oct 2026	2.EGLL-7-16	25 Dec 2025	2.EGGW-6-6	22 Jan 2026
2.EGKK-6-22	11 Jun 2026	* 2.EGLL-27	29 Oct 2026	2.EGLL-7-17	25 Dec 2025	2.EGGW-6-7	22 Jan 2026
2.EGKK-7-1	11 Jun 2026	* 2.EGLL-28	29 Oct 2026	2.EGLL-7-18	25 Dec 2025	2.EGGW-6-8	22 Jan 2026
2.EGKK-7-2	11 Jun 2026	* 2.EGLL-29	29 Oct 2026	2.EGLL-7-19	25 Dec 2025	2.EGGW-6-9	22 Jan 2026
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2.EGGW-7-1	19 Mar 2026	2.EGSS-4-3	25 Jan 2024	2.EGAE-8-1	19 Feb 2026	* 2.EGCC-24	29 Oct 2026
2.EGGW-7-2	19 Mar 2026	2.EGSS-5-1	1 Oct 2026	2.EGAE-8-2	19 Feb 2026	* 2.EGCC-25	29 Oct 2026
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2.EGGW-7-8	22 Jan 2026	2.EGSS-6-6	1 Oct 2026	2.EGAE-8-8	19 Feb 2026	2.EGCC-3-2	27 Nov 2025
2.EGGW-7-9	22 Jan 2026	2.EGSS-6-7	1 Oct 2026	2.EGAE-8-9	19 Feb 2026	2.EGCC-4-1	6 Aug 2026
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* 2.EGSS-5	29 Oct 2026	2.EGSS-7-16	1 Oct 2026	2.EGMD-8-6	22 Jan 2026	2.EGCC-8-5	6 Aug 2026
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* 2.EGSS-16	29 Oct 2026	2.EGSS-8-9	1 Oct 2026	* 2.EGCC-9	29 Oct 2026	2.EGCB-4	1 Oct 2026
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* 2.EGNT-1	29 Oct 2026	2.EGHQ-8-5	25 Dec 2025	2.EGSV-1	1 Oct 2026	2.EGPK-7	1 Oct 2026
* 2.EGNT-2	29 Oct 2026	2.EGHQ-8-6	25 Dec 2025	2.EGSV-2	1 Oct 2026	* 2.EGPK-8	29 Oct 2026
* 2.EGNT-3	29 Oct 2026	2.EGHQ-8-7	25 Dec 2025	2.EGSV-3	1 Oct 2026	* 2.EGPK-9	29 Oct 2026
* 2.EGNT-4	29 Oct 2026	2.EGHQ-8-8	25 Dec 2025	2.EGSV-4	1 Oct 2026	2.EGPK-10	1 Oct 2026
* 2.EGNT-5	29 Oct 2026	2.EGAD-1	1 Oct 2026	2.EGSV-5	1 Oct 2026	* 2.EGPK-11	29 Oct 2026
* 2.EGNT-6	29 Oct 2026	2.EGAD-2	1 Oct 2026	2.EGSV-6	1 Oct 2026	2.EGPK-12	1 Oct 2026
* 2.EGNT-7	29 Oct 2026	2.EGAD-3	1 Oct 2026	2.EGSV-2-1	25 Dec 2025	2.EGPK-13	1 Oct 2026
* 2.EGNT-8	29 Oct 2026	2.EGAD-4	1 Oct 2026	2.EGTH-1	1 Oct 2026	2.EGPK-14	1 Oct 2026
* 2.EGNT-9	29 Oct 2026	2.EGAD-5	1 Oct 2026	2.EGTH-2	1 Oct 2026	2.EGPK-15	1 Oct 2026
* 2.EGNT-10	29 Oct 2026	2.EGAD-6	1 Oct 2026	2.EGTH-3	1 Oct 2026	2.EGPK-16	1 Oct 2026
* 2.EGNT-11	29 Oct 2026	2.EGAD-7	1 Oct 2026	2.EGTH-4	1 Oct 2026	2.EGPK-2-1	6 Aug 2026
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* 2.EGNT-2-1	29 Oct 2026	2.EGEN-4	1 Oct 2026	2.EGTK-2	1 Oct 2026	2.EGPK-6-2	6 Aug 2026
* 2.EGNT-2-2	29 Oct 2026	2.EGEN-5	1 Oct 2026	* 2.EGTK-3	29 Oct 2026	2.EGPK-6-3	27 Nov 2025
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2.EGNT-6-2	1 Oct 2026	2.EGSH-2	1 Oct 2026	2.EGTK-7	1 Oct 2026	2.EGPK-7-3	6 Aug 2026
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2.EGNT-8-3	1 Oct 2026	2.EGSH-2-1	14 May 2026	2.EGTK-8-1	19 Mar 2026	2.EGPK-8-5	6 Aug 2026
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2.EGNT-8-5	1 Oct 2026	2.EGSH-4-1	16 Apr 2026	2.EGTK-8-3	19 Mar 2026	2.EGPK-8-7	6 Aug 2026
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2.EGNT-8-10	1 Oct 2026	2.EGSH-8-4	14 May 2026	2.EGEP-4	1 Oct 2026	2.EGPK-8-12	6 Aug 2026
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2.EGHQ-4	1 Oct 2026	2.EGBN-4	1 Oct 2026	2.EGPT-1	1 Oct 2026	2.EGPK-8-16	6 Aug 2026
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2.EGHQ-6	1 Oct 2026	2.EGBN-6	1 Oct 2026	2.EGPT-3	1 Oct 2026	2.EGPK-8-18	6 Aug 2026
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* 2.EGKR-9	29 Oct 2026	2.EGBS-2	1 Oct 2026	2.EGHI-8-1	9 Jul 2026	2.EGSY-8-2	3 Sep 2026
* 2.EGKR-10	29 Oct 2026	2.EGBS-3	1 Oct 2026	2.EGHI-8-2	6 Aug 2026	2.EGSG-1	1 Oct 2026
2.EGKR-2-1	6 Aug 2026	* 2.EGBS-4	29 Oct 2026	2.EGHI-8-3	6 Aug 2026	2.EGSG-2	1 Oct 2026
2.EGKR-4-1	23 Mar 2023	2.EGBS-5	15 May 2025	2.EGHI-8-4	6 Aug 2026	2.EGSG-3	1 Oct 2026
2.EGNE-1	1 Oct 2026	2.EGBS-6	20 Mar 2025	2.EGHI-8-5	6 Aug 2026	* 2.EGSG-4	29 Oct 2026
2.EGNE-2	1 Oct 2026	2.EGBS-2-1	2 Oct 2025	2.EGHI-8-6	6 Aug 2026	2.EGSG-5	1 Oct 2026
2.EGNE-3	1 Oct 2026	2.EGKA-1	1 Oct 2026	2.EGMC-1	1 Oct 2026	2.EGSG-6	1 Oct 2026
2.EGNE-4	1 Oct 2026	2.EGKA-2	1 Oct 2026	2.EGMC-2	1 Oct 2026	2.EGSG-2-1	2 Oct 2025
2.EGNE-5	1 Oct 2026	2.EGKA-3	1 Oct 2026	2.EGMC-3	1 Oct 2026	2.EGPO-1	1 Oct 2026
2.EGNE-6	6 Aug 2026	2.EGKA-4	1 Oct 2026	2.EGMC-4	1 Oct 2026	2.EGPO-2	1 Oct 2026
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2.EGTO-2	1 Oct 2026	2.EGKA-8	12 Jun 2025	2.EGMC-8	1 Oct 2026	2.EGPO-6	1 Oct 2026
2.EGTO-3	1 Oct 2026	2.EGKA-9	12 Jun 2025	* 2.EGMC-9	29 Oct 2026	2.EGPO-7	1 Oct 2026
2.EGTO-4	1 Oct 2026	2.EGKA-10	30 Oct 2025	2.EGMC-10	1 Oct 2026	2.EGPO-8	1 Oct 2026
2.EGTO-5	1 Oct 2026	2.EGKA-2-1	16 Apr 2026	2.EGMC-11	1 Oct 2026	2.EGPO-9	6 Aug 2026
* 2.EGTO-6	29 Oct 2026	2.EGKA-2-2	16 Apr 2026	2.EGMC-12	1 Oct 2026	2.EGPO-10	6 Aug 2026
2.EGTO-7	25 Dec 2025	2.EGKA-4-1	13 Jul 2023	2.EGMC-13	1 Oct 2026	2.EGPO-11	6 Aug 2026
2.EGTO-8	25 Dec 2025	2.EGKA-8-1	25 Dec 2025	2.EGMC-14	1 Oct 2026	2.EGPO-2-1	6 Aug 2026
2.EGTO-2-1	25 Dec 2025	2.EGKA-8-2	25 Dec 2025	2.EGMC-2-1	3 Sep 2026	2.EGPO-8-1	9 Jul 2026
2.EGES-1	1 Oct 2026	2.EGKA-8-3	25 Dec 2025	2.EGMC-2-2	3 Sep 2026	2.EGPO-8-2	9 Jul 2026
2.EGES-2	1 Oct 2026	2.EGKA-8-4	25 Dec 2025	2.EGMC-4-1	19 Feb 2026	2.EGPO-8-3	9 Jul 2026
2.EGES-3	1 Oct 2026	2.EGCV-1	1 Oct 2026	2.EGMC-5-1	14 May 2026	2.EGPO-8-4	9 Jul 2026
2.EGES-4	1 Oct 2026	2.EGCV-2	1 Oct 2026	2.EGMC-7-1	19 Feb 2026	2.EGPO-8-5	9 Jul 2026
2.EGES-5	1 Oct 2026	2.EGCV-3	1 Oct 2026	2.EGMC-7-2	19 Feb 2026	2.EGPO-8-6	9 Jul 2026
2.EGES-6	1 Oct 2026	2.EGCV-4	1 Oct 2026	2.EGMC-7-3	19 Mar 2026	2.EGPO-8-7	9 Jul 2026
2.EGES-2-1	16 Apr 2026	2.EGCV-5	12 Jun 2025	2.EGMC-7-4	19 Feb 2026	2.EGPO-8-8	9 Jul 2026
2.EGHE-1	1 Oct 2026	2.EGCV-6	12 Jun 2025	2.EGMC-7-5	19 Feb 2026	2.EGPO-8-9	9 Jul 2026
2.EGHE-2	1 Oct 2026	2.EGCV-7	12 Jun 2025	2.EGMC-7-6	19 Feb 2026	2.EGPO-8-10	9 Jul 2026
2.EGHE-3	1 Oct 2026	2.EGCV-2-1	2 Oct 2025	2.EGMC-7-7	19 Feb 2026	2.EGER-1	1 Oct 2026
2.EGHE-4	1 Oct 2026	2.EGHI-1	1 Oct 2026	* 2.EGMC-8-1	29 Oct 2026	2.EGER-2	1 Oct 2026
2.EGHE-5	1 Oct 2026	2.EGHI-2	1 Oct 2026	* 2.EGMC-8-2	29 Oct 2026	2.EGER-3	1 Oct 2026
* 2.EGHE-6	29 Oct 2026	* 2.EGHI-3	29 Oct 2026	* 2.EGMC-8-3	29 Oct 2026	2.EGER-4	1 Oct 2026
2.EGHE-7	1 Oct 2026	* 2.EGHI-4	29 Oct 2026	* 2.EGMC-8-4	29 Oct 2026	2.EGER-5	1 Oct 2026
2.EGHE-8	1 Oct 2026	* 2.EGHI-5	29 Oct 2026	* 2.EGMC-8-5	29 Oct 2026	2.EGER-6	1 Oct 2026
2.EGHE-2-1	9 Jul 2026	* 2.EGHI-6	29 Oct 2026	* 2.EGMC-8-6	29 Oct 2026	2.EGER-2-1	16 Apr 2026
2.EGHE-3-1	19 Feb 2026	* 2.EGHI-7	29 Oct 2026	* 2.EGMC-8-7	29 Oct 2026	2.EGPB-1	1 Oct 2026
2.EGHE-8-1	19 Feb 2026	* 2.EGHI-8	29 Oct 2026	* 2.EGMC-8-8	29 Oct 2026	2.EGPB-2	1 Oct 2026
2.EGHE-8-2	19 Feb 2026	* 2.EGHI-9	29 Oct 2026	2.EGSY-1	1 Oct 2026	2.EGPB-3	1 Oct 2026
2.EGCJ-1	1 Oct 2026	* 2.EGHI-10	29 Oct 2026	* 2.EGSY-2	29 Oct 2026	2.EGPB-4	1 Oct 2026
2.EGCJ-2	1 Oct 2026	* 2.EGHI-11	29 Oct 2026	* 2.EGSY-3	29 Oct 2026	2.EGPB-5	1 Oct 2026
2.EGCJ-3	1 Oct 2026	* 2.EGHI-12	29 Oct 2026	* 2.EGSY-4	29 Oct 2026	2.EGPB-6	1 Oct 2026
2.EGCJ-4	1 Oct 2026	2.EGHI-2-1	6 Aug 2026	2.EGSY-5	1 Oct 2026	* 2.EGPB-7	29 Oct 2026
* 2.EGCJ-5	29 Oct 2026	2.EGHI-2-2	6 Aug 2026	* 2.EGSY-6	29 Oct 2026	* 2.EGPB-8	29 Oct 2026
* 2.EGCJ-6	29 Oct 2026	2.EGHI-4-1	9 Jul 2026	2.EGSY-7	1 Oct 2026	2.EGPB-9	11 Jun 2026
2.EGCJ-7	1 Oct 2026	2.EGHI-5-1	9 Jul 2026	2.EGSY-8	1 Oct 2026	2.EGPB-10	11 Jun 2026
2.EGCJ-8	1 Oct 2026	2.EGHI-7-1	9 Jul 2026	2.EGSY-9	1 Oct 2026	2.EGPB-11	11 Jun 2026
2.EGCJ-2-1	22 Jan 2026	2.EGHI-7-2	9 Jul 2026	2.EGSY-10	1 Oct 2026	* 2.EGPB-2-1	29 Oct 2026
2.EGCJ-8-1	22 Jan 2026	2.EGHI-7-3	9 Jul 2026	2.EGSY-11	1 Oct 2026	* 2.EGPB-2-2	29 Oct 2026
2.EGCJ-8-2	22 Jan 2026	2.EGHI-7-4	9 Jul 2026	* 2.EGSY-2-1	29 Oct 2026	2.EGPB-3-1	14 May 2026
2.EGCJ-8-3	22 Jan 2026	2.EGHI-7-5	9 Jul 2026	2.EGSY-4-1	25 Dec 2025	2.EGPB-3-2	14 May 2026
2.EGCJ-8-4	22 Jan 2026	2.EGHI-7-6	9 Jul 2026	2.EGSY-5-1	3 Sep 2026	2.EGPB-5-1	14 May 2026

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2.EGPB-8-2	11 Jun 2026	2.EGHO-6	19 Mar 2026	2.EGCW-1	1 Oct 2026	2.EGNW-3	1 Oct 2026
2.EGPB-8-3	11 Jun 2026	2.EGHO-7	19 Mar 2026	2.EGCW-2	1 Oct 2026	2.EGNW-4	1 Oct 2026
2.EGPB-8-4	14 May 2026	2.EGHO-2-1	19 Mar 2026	2.EGCW-3	1 Oct 2026	2.EGNW-5	1 Oct 2026
2.EGPB-8-5	14 May 2026	2.EGPU-1	1 Oct 2026	2.EGCW-4	1 Oct 2026	2.EGNW-2-1	27 Nov 2025
2.EGPB-8-6	14 May 2026	2.EGPU-2	1 Oct 2026	2.EGCW-5	22 Jan 2026	2.EGBO-1	1 Oct 2026
2.EGPB-8-7	14 May 2026	2.EGPU-3	1 Oct 2026	2.EGCW-6	23 Jan 2025	2.EGBO-2	1 Oct 2026
2.EGPB-8-8	14 May 2026	2.EGPU-4	1 Oct 2026	2.EGCW-2-1	2 Oct 2025	2.EGBO-3	1 Oct 2026
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2.EGPB-8-11	14 May 2026	2.EGPU-7	1 Oct 2026	2.EGFA-3	1 Oct 2026	2.EGBO-6	1 Oct 2026
2.EGPB-8-12	14 May 2026	2.EGPU-2-1	1 Oct 2026	* 2.EGFA-4	29 Oct 2026	2.EGBO-7	1 Oct 2026
2.EGPB-8-13	14 May 2026	2.EGPU-8-1	11 Jun 2026	* 2.EGFA-5	29 Oct 2026	2.EGBO-2-1	6 Aug 2026
2.EGPB-8-14	14 May 2026	2.EGPU-8-2	11 Jun 2026	* 2.EGFA-6	29 Oct 2026	2.ETGB-1	1 Oct 2026
2.EGPB-8-15	14 May 2026	2.EGPU-8-3	25 Dec 2025	2.EGFA-2-1	1 Oct 2026	2.ETGB-2	1 Oct 2026
2.EGFH-1	1 Oct 2026	2.EGPU-8-4	11 Jun 2026	2.EGEW-1	1 Oct 2026	2.ETGB-3	1 Oct 2026
2.EGFH-2	1 Oct 2026	2.EGNL-1	1 Oct 2026	2.EGEW-2	1 Oct 2026	2.ETGB-4	1 Oct 2026
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2.EGBM-4	1 Oct 2026	2.EGNL-2-1	27 Nov 2025	2.EGLM-4	1 Oct 2026	2.EGHG-5	1 Oct 2026
2.EGBM-5	1 Oct 2026	2.EGNL-8-1	30 Oct 2025	2.EGLM-5	1 Oct 2026	2.EGHG-6	1 Oct 2026
2.EGBM-6	1 Oct 2026	2.EGNL-8-2	30 Oct 2025	2.EGLM-6	6 Aug 2026	2.EGHG-2-1	11 Jun 2026
2.EGBM-2-1	27 Nov 2025	2.EGNL-8-3	30 Oct 2025	2.EGLM-7	6 Aug 2026	2.EGHG-8-1	3 Sep 2026
2.EGNV-1	1 Oct 2026	2.EGNL-8-4	30 Oct 2025	2.EGLM-2-1	6 Aug 2026	2.EGHG-8-2	3 Sep 2026
2.EGNV-2	1 Oct 2026	2.EGNL-8-5	30 Oct 2025	2.EGLM-4-1	22 Jan 2026	2.EGHG-8-3	3 Sep 2026
2.EGNV-3	1 Oct 2026	2.EGNL-8-6	30 Oct 2025	2.EGPC-1	1 Oct 2026	2.EGHG-8-4	3 Sep 2026
2.EGNV-4	1 Oct 2026	2.EGNL-8-7	30 Oct 2025	2.EGPC-2	1 Oct 2026	2.EGHG-8-5	3 Sep 2026
* 2.EGNV-5	29 Oct 2026	2.EGNL-8-8	30 Oct 2025	2.EGPC-3	1 Oct 2026	2.EGHG-8-6	3 Sep 2026
* 2.EGNV-6	29 Oct 2026	* 2.EGNO-1	29 Oct 2026	2.EGPC-4	1 Oct 2026	2.EGHG-8-7	3 Sep 2026
* 2.EGNV-7	29 Oct 2026	* 2.EGNO-2	29 Oct 2026	2.EGPC-5	1 Oct 2026	2.EGHG-8-8	3 Sep 2026
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* 2.EGNV-10	29 Oct 2026	2.EGNO-5	1 Oct 2026	2.EGPC-8	28 Nov 2024	3.EGBC-3	1 Oct 2026
* 2.EGNV-2-1	29 Oct 2026	* 2.EGNO-6	29 Oct 2026	2.EGPC-9	28 Nov 2024	3.EGBC-4	1 Oct 2026
2.EGNV-2-2	6 Aug 2026	2.EGNO-7	1 Oct 2026	2.EGPC-10	23 Feb 2023	3.EGBC-5	1 Oct 2026
2.EGNV-4-1	30 Oct 2025	2.EGNO-8	1 Oct 2026	2.EGPC-2-1	19 Mar 2026	3.EGLW-1	1 Oct 2026
2.EGNV-5-1	30 Oct 2025	2.EGNO-9	1 Oct 2026	2.EGPC-8-1	19 Mar 2026	3.EGLW-2	1 Oct 2026
2.EGNV-8-1	30 Oct 2025	2.EGNO-10	30 Oct 2025	2.EGPC-8-2	19 Mar 2026	3.EGLW-3	1 Oct 2026
2.EGNV-8-2	30 Oct 2025	2.EGNO-11	30 Oct 2025	2.EGPC-8-3	19 Mar 2026	3.EGLW-4	1 Oct 2026
2.EGNV-8-3	30 Oct 2025	* 2.EGNO-2-1	29 Oct 2026	2.EGPC-8-4	19 Mar 2026	3.EGLW-5	1 Oct 2026
2.EGNV-8-4	30 Oct 2025	2.EGNO-4-1	30 Oct 2025	2.EGPC-8-5	19 Mar 2026	3.EGLW-6	1 Oct 2026
2.EGNV-8-5	30 Oct 2025	2.EGNO-5-1	6 Aug 2026	2.EGPC-8-6	19 Mar 2026	3.EGLW-7	1 Oct 2026
2.EGNV-8-6	30 Oct 2025	2.EGBW-1	1 Oct 2026	2.EGPC-8-7	19 Mar 2026	3.EGLW-8	22 Jan 2026
2.EGNV-8-7	30 Oct 2025	2.EGBW-2	1 Oct 2026	2.EGPC-8-8	19 Mar 2026	3.EGLW-9	1 Oct 2026
2.EGHO-1	1 Oct 2026	2.EGBW-3	1 Oct 2026	2.EGPC-8-9	19 Mar 2026	3.EGLW-2-1	22 Jan 2026
2.EGHO-2	1 Oct 2026	2.EGBW-4	1 Oct 2026	2.EGPC-8-10	19 Mar 2026	3.EGLW-4-1	16 Jun 2022
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* 2.EGHO-4	29 Oct 2026	2.EGBW-6	1 Oct 2026	2.EGNW-1	1 Oct 2026	3.EGHK-2	1 Oct 2026

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GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS

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

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

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

Symbols	
-	No information stored/provided for publication. The absence of information has not been confirmed by the Sponsor/ Authorised Source. (See also "NIL")
A	
A/A	Air-to-air
A/G	Air-to-Ground
AAA	(or AAB, AAC....etc, in sequence) Amended meteorological message (message type designator)
AAL	Above Aerodrome Level
AAR	Air to Air Refuelling
AARA	<i>Air to Air Refuelling Areas</i>
ABM	Abeam
ABN	Aerodrome Beacon
ABV	Above
AC	Altocumulus
AC	<i>Area Control</i>
ACARS	Aircraft Communications Addressing And Reporting System
ACAS	†Airborne Collision Avoidance Systems
ACC	‡Area Control Centre OR Area Control
ACCID	Notification of an Aircraft Accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter Check Location
ACN	Aircraft Classification Number
ACN	<i>Airspace Co-ordination Notice</i>
ACT	Active OR Activated OR Activity
AD	Aerodrome
ADA	Advisory Area
ADF	‡Automatic Direction-Finding Equipment
ADIZ	†(to be pronounced 'AY-DIZ') Air Defence Identification Code
ADS-B	‡Automatic Dependent Surveillance - Broadcast
ADS-C	‡Automatic Dependent Surveillance - Contract
ADSU	Automatic Dependent Surveillance Unit
ADVS	Advisory Service
AEW	<i>Airborne Early Warning</i>
AFIL	Flight Plan Filed in the Air
AFIS	Aerodrome Flight Information Service
AFPE _x	<i>Assisted Flight Plan Exchange</i>
AFS	Aeronautical Fixed Service
AFTN	‡Aeronautical Fixed Telecommunication Network
AGCS	<i>Air Ground Communication Service</i>
AGL	Above Ground Level
AGN/IS	<i>Azimuth Guidance for Nose-In Stand</i>
AIAA	<i>Area of Intense Air Activity</i>
AIC	Aeronautical Information Circular
AIM	Aeronautical Information Management
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIREP	†Air-Report
AIREX	<i>Air Exercise</i>
AIS	Aeronautical Information Services
ALA	Lighting Area

ALERFA	†Alert Phase
ALR	Alerting (message type designator)
ALRS	Alerting Service
ALS	Approach Lighting System
ALT	Altitude
ALTN	Alternate (Aerodrome)
AMA	Area Minimum Altitude
AMC	<i>Airspace Management Cell</i>
AMD	Amend OR Amended (used to indicate amended meteorological message; message type designator)
AMDT	Amendment (AIP Amendment)
AMS	Aeronautical Mobile Service
AMSL	Above Mean Sea Level
AMSS	Aeronautical Mobile Satellite Service
ANM	<i>ATFM Notification Message</i>
ANO	<i>Air Navigation Order</i>
AO	Aircraft Operators
AOC...	Aerodrome Obstacle Chart (followed by type and name/title)
AOC	<i>Air Operator Certificate</i>
AOM	<i>Aerodrome Operating Minima</i>
AP	Airport
APAPI	Abbreviated Precision Approach Path Indicator
APCH	Approach
APIS	<i>Aircraft Positioning and Information System</i>
APP	Approach Control Office OR Approach Control OR Approach Control Service
APRX	Approximate OR Approximately
ARA	<i>Advisory Radio Area</i>
ARO	Air Traffic Services Reporting Office
ARP	Air-Report (message type designator)
ARR	Arrival (message type designator)
ARST	Arresting (Specify (part of) Aircraft Arresting Equipment)
ASC	Ascent to OR Ascending to
ASDA	Accelerate-Stop Distance Available
ASHTAM	Special series of NOTAM notifying, by means of specific format, change in activity of a volcano, a volcano eruption and/or volcanic ash cloud that is of significance to aircraft operations
ASPH	Asphalt
ASR	<i>Airspace Reservation</i>
ATA	Actual Time of Arrival
ATA	<i>Aerial Tactics Area</i>
ATC	‡Air Traffic Control (in general)
ATCSMAA	<i>ATC Surveillance Minimum Altitude Area</i>
ATCSMAC	Air Traffic Control Surveillance Minimum Altitude Chart (followed by name/title)
ATD	‡Actual Time of Departure
ATFM	Air Traffic Flow Management
ATIS	†Automatic Terminal Information Service
ATM	Air Traffic Management
ATN	Aeronautical Telecommunication Network
ATS	Air Traffic Service
ATSU	<i>Air Traffic Service Unit</i>
ATZ	Aerodrome Traffic Zone
AU	<i>Airspace Utilisation</i>
AUP	<i>Airspace Utilisation Plan</i>

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

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

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

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

DF	Direction Finding
DFT	Department for Transport
DFTI	Distance from Touchdown Indicator
DH	Decision Height
DIST	Distance
DIV	Divert OR Diverting
DLA	Delay OR Delayed
DLY	Daily
DME	±Distance Measuring Equipment
DNG	Danger OR Dangerous
DNM	Directorate Network Management
DOC	Designated Operational Coverage
DOM	Domestic
DPT	Depth
DR	Dead Reckoning
DRA	Direct Route Airspace
DRDF	Digital Resolution Direction Finding
DRG	During
DTAM	Descend to and Maintain
DTG	Date-Time Group
DU	Dust
DUC	Dense Upper Cloud
DUR	Duration
DVOR	Doppler VOR
DW	Dual Wheels
E	
EASA	European Union Aviation Safety Agency
EAT	Expected Approach Time
ECA	Emergency Controlling Authority
ECAC	European Civil Aviation Conference
EDT	Estimated Departure Time
EET	Estimated Elapsed Time
EFC	Expected Further Clearance
EFIS	†Electronic Flight Instrument System
eFPL	Filed flight plan exchanged via flight and flow - information for a collaborative environment (FF-ICE) services
EGNOS	European Geostationary Navigation Overlay Service
EHF	Extremely High Frequency (30000 to 300000 MHz)
ELBA	†Emergency Location Beacon - Aircraft
ELEV	Elevation
ELR	Extra Long Range
ELT	Emergency Locator Transmitter (GEN 3.6.6)
EMBD	Embedded in a Layer (To indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
END	Stop-end (related to RVR)
ENG	Engine
ENR	En-Route
EOBT	Estimated Off-Block Time
EQPT	Equipment
EST	Estimate OR Estimated OR Estimation (message type designator)
ETA	*‡Estimated Time of Arrival OR Estimating Arrival
ETD	‡Estimated Time of Departure OR Estimating Departure
ETFMS	Enhanced Tactical Flight Management System
ETOPS	Extended Twin-jet Operations
EXC	Except
EXER	Exercises OR Exercising OR To Exercise
EXP	Expect OR Expected OR Expecting

EXT	Extension
EXTD	Extend OR Extending
F	
FAC	Facilities
FAF	Final Approach Fix
FAM	Flight Activation Monitoring
FAP	Final Approach Point
FAS	Final Approach Segment
FAT	Final Approach Track
FATO	Final Approach and Take-off Area
FBL	Light (Used to indicate the intensity of weather phenomena, interference or static reports, eg FBL RA = Light rain)
FBO	Fixed-base Operator
FBU	Flight Briefing Unit
FBZ	Flight Plan Buffer Zone
FCT	Friction Coefficient
FDOD	Flight Data Operations Division
FDPS	Flight Data Processing System
FIC	Flight Information Centre
FIR	‡Flight Information Region
FIS	Flight Information Service
FISA	Automated Flight Information Service
FISO	Flight Information Service Officer
FL	Flight Level
FLAS	Flight Level Allocation Scheme
FLG	Flashing
FLR	Flares
FLR	(ENR 5.4) Flare Pipe - On Land (In Refinery)
FLT	Flight
FLTCK	Flight Check
FLY	Fly OR Flying
FM	From
FMC	Flight Management Computer
FMD	Flow Management Division
FMP	Flow Management Position
FMS	Flight Management System
FMU	Flow Management Unit
FNA	Final Approach
FOD	Foreign Object Damage/Debris
FPL	Filed Flight Plan exchanged via aeronautical fixed service (AFS)
FPM	Feet Per Minute
FPR	Flight Plan Route
FRA	Free Route Airspace
FRA (A)	FRA Arrival Connecting Point
FRA (D)	FRA Departure Connecting Point
FRA (E)	FRA Horizontal Entry Point
FRA (I)	FRA Intermediate Point
FRA (X)	FRA Horizontal Exit Point
FREQ	Frequency
FRNG	Firing
FRQ	Frequent
FRZ	Flight Restriction Zone
FSL	Full Stop Landing
FSS	Flight Service Station
FT	Feet (Dimensional Unit)
FU	Smoke
FUA	Flexible Use of Airspace
G	
G/A	Ground-to-Air
G/A/G	Ground-to-Air and Air-to-Ground
GA	General Aviation
GAGAN	GPS & Geostationary Earth Orbit Augmented Navigation
GAMET	General Aviation Meteorological Forecast

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

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

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

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

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

MNTN	Maintain
MOA	Military Operating Area
MOC	Minimum Obstacle Clearance (required)
MOCA	Minimum Obstacle Clearance Altitude
MOD	Moderate (Used to indicate the intensity of weather phenomena, interference or static reports, eg MOD RA = Moderate rain)
MOGAS	Motor Gasoline
MONT	(ENR 5.4) Monument/Obelisk
MPH	Statute Miles Per Hour
MPS	Metres Per Second
MRP	ATS/MET Reporting Point
MS	Minus
MSA	Minimum Sector Altitude
MSG	Message
MSL	Mean Sea Level
MTA	Military Training Area
MTOM	Maximum Take-off Mass
MTOW	Maximum Take-off Weight
MTRA	Military Temporary Reserved Airspace
MTU	Metric Units
MTWA	Maximum Total Weight Authorised
MVDF	Medium and Very High Frequency Direction Finding Stations (At the same location)
MWO	Meteorological Watch Office
N	
N	No distinct tendency (in RVR during previous 10 minutes)
NADP	Noise Abatement Departure Procedure
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not Before
NC	No Change
NDB	‡Non-Directional Radio Beacon
NDS	Non Deviating Status
NEG	No OR Negative OR Permission not granted OR That is not correct
NERS	North Atlantic European Routing System
NGT	Night
NIL	†No information available for publication. The absence of information has been confirmed by the Sponsor/Authorised Source. (See also "-")
NM	Nautical Miles
NML	Normal
NOF	International NOTAM Office
NOSIG	†No Significant Change (Used in trend -type landing forecasts)
NOTA	Northern Oceanic Transition Area
NOTAM	†A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NPA	Non Precision Approach
NPR	Noise Preferential Routeing
NPZ	Non-standard Planning Zone
NSC	Nil Significant Cloud
NSF	Non Standard Flights
NSGA	Non-SSR Glider Areas
NSU	Nominated Service Unit
NSW	Nil Significant Weather
NVG	Night Vision Goggles
O	
O/R	On Request
OAC	Oceanic Area Control Centre

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

OAS	Obstacle Assessment Surface
OAT	Operational Air Traffic
OBS	Observe OR Observed OR Observation
OBSC	Obscure OR Obscured OR Obscuring
OBST	Obstacle
OCA	Oceanic Control Area
OCH	Obstacle Clearance Height
OCL	Oceanic Clearance Link
OCNL	Occasional OR Occasionally
OCS	Obstacle Clearance Surface
OFZ	Obstacle Free Zone
OHD	Overhead
OIL	(ENR 5.4) Refinery
OLDI	On-Line Data Interchange
OM	Outer Marker
OPH	(ENR 5.4) Offshore Platform with Helipad
OPMET	†Operational Meteorological (information)
OPR	Operator OR Operate OR Operative OR Operating OR Operational
OPS	†Operations
OPSLF	MOD Operations Low Flying
ORCA	Oceanic Route Clearance Authorisation System
OSA	Off-shore Safety Area
OSV	Ocean Station Vessel
OTS	Organised Track System
OUBD	Outbound
P	
P...	Prohibited area (Followed by identification)
PALS	Precision Approach Lighting System (Specify category)
PAMOS	Partially Automated MET Observation System
PANS	Procedures for Air Navigation Services
PAPA	Parallax Aircraft Parking Aid
PAPI	†Precision Approach Path Indicator
PAR	‡Precision Approach Radar
PAX	Passenger(s)
PBN	Performance-based Navigation
PCN	Pavement Classification Number
PCR	Pavement Classification Rating
PDG	Procedure Design Gradient
PER	Performance
PERM	Permanent
PFP	Preliminary Flight Plan
PFS	(ENR 5.4) Floating Production Storage Offloading
PGL	(ENR 5.4) Gas Lift Platform
PH	Public Holiday
PIB	Pre-flight Information Bulletin
PinS	Point-in-Space
PJE	Parachute Jumping Exercise
PLA	Practice Low Approach
PLN	Flight Plan
PLT	(ENR 5.4) Power Plant; Industrial Structure, General; Tank, Telescoping Gasholder (Gasometer); Metal Processing Plant; Chemical Processing Plant; Tailings/Waste Pipe
PN	Prior Notice required
PNdB	Perceived Noise Decibels
PNR	Point of No Return
POB	Persons On Board
POSS	Possible
POW	(ENR 5.4) House of Religious Worship with Steeple; House of Religious Worship (Church/Mosque/Synagogue/Temple)

PPL	(ENR 5.4) Offshore Platform with Derrick
PPP	(ENR 5.4) Offshore Platform
PPR	Prior Permission Required
PRI	Primary
PRKG	Parking
PROB	†Probability
PROC	Procedure
PROV	Provisional
PSG	Passing
PSN	Position
PSR	Primary Surveillance Radar
PTN	Procedure Turn
PTS	Polar Track Structure
PWR	Power
PYL	(ENR 5.4) Aerial Cable/Aerial Tramway or Power Transmission Line; Powerline Pylon, General; Powerline Pylon, Type A
Q	
QDM	‡Magnetic Heading (zero wind)
QDR	Magnetic Bearing
QFE	‡Atmospheric pressure at aerodrome elevation (OR at runway threshold)
QFU	Magnetic orientation of runway
QNH	‡Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing
R	
...R	Right (preceded by runway designation number to identify a parallel runway)
R...	Radial from VOR (followed by three figures)
R...	Restricted Area (followed by identification)
RA	Resolution Advisory
RA(T)	Restricted Area (Temporary)
RAC	Rules of the Air and Air Traffic Services
RAD	Route Availability Document
RAF	Royal Air Force
RAFAT	Royal Air Force Aerobatic Team
RAFCT	Royal Air Force Combined Training
RAG	Runway Arresting Gear
RAI	Runway Alignment Indicator
RAS	Radar Advisory Service
RASA	Radar Advisory Service Area
RASC	Regional AIS System Centre
RB	Rescue boat
RCC	Rescue Co-ordination Centre
RCF	Radio Communication Failure (message type designator)
RCL	Runway Centre Line
RCLL	Runway Centre Line Light(s)
RDH	Reference Datum Height (For ILS)
RDL	Radial
RDO	Radio
REC	Receive OR Receiver
REDL	Runway Edge Light(s)
REF	Reference to ... OR Refer to ...
REG	Registration
REQ	Request OR Requested
ERTE	Re-route
RESA	Runway End Safety Area
RET	Rapid Exit Taxiway
RETL	Rapid Exit Taxiway Indicator Lights
RFFS	Rescue and fire fighting services
RFF	Fire and Rescue Equipment
RHAG	Rotary Hydraulic Arrestor Gear
RHS	Right hand side
RIS	Radar Information Service

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

RL	Report Leaving
RLCE	Request Level Change En-route
RLLC	Royal Low Level Corridor
RLLS	Runway Lead-in Lighting System
RLNA	Requested Level Not Available
RMA	Radar Manoeuvring Area
RMK	Remark
RMZ	Radio Mandatory Zone
RN	Royal Navy
RNAV	†(To be pronounced 'AR-NAV') Area Navigation
RNG	Radio Range
RNHF	Royal Navy Historical Flight
RNP	‡Required Navigation Performance
ROBEX	†Regional OPMET Bulletin Exchange (Scheme)
ROD	Rate Of Descent
RON	Receiving Only
ROP	Runway Observation Position
RPL	Repetitive flight plan
RPLC	Replace OR Replaced
RPS	Radar Position Symbol
RPZ	Runway Protection Zone
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report Reaching
RRA	(OR RRB, RRC . . . etc, in sequence) Delayed meteorological message (message type designator)
RSCD	Runway Surface Condition
RSP	Responder beacon
RSR	En-Route Surveillance Radar
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTILS	Runway Threshold Identification Lights
RTM	(ENR 5.4); Communication Tower; Microwave Tower, Type A (Has Reflector/Cone); Radio/TV Tower Type A; Microwave Tower, Type I (Has Reflector/Cone)
RTOAA	Rejected Take-off Area Available
RTODAH	Rejected Take-off Distance Available, Helicopter
RTR	Radar Termination Range
RTS	Return To Service
RTT	Radioteletypewriter
RTZL	Runway Touchdown Zone Light(s)
RV	Rescue Vessel
RVA	Radar Vectoring Area
RVP	Rendezvous Point
RVR	‡Runway Visual Range
RVSM	Reduced Vertical Separation Minimum
RWY	Runway
S	
SALS	Simple Approach Lighting System
SAMOS	Fully automated with computer generated ATIS attached
SAR	Search and Rescue
SARPS	Standards and Recommended Practices (ICAO)
SARSAT	Search and Rescue Satellite Aided Tracking System
SATCOM	†Satellite Communication
SBAS	Satellite Based Augmentation System

ScACC	Scottish Area Control Centre
ScATCC	Scottish Area and Terminal Control Centre
SDBY	Stand by
SDF	Step Down Fix
SEC	Seconds
SECT	Sector
SEG	Stand Entry Guidance
SELCAL	†Selective calling system
SER	Service OR Servicing OR Served
SERA	Standardised European Rules of the Air (Commission Implementing Regulation (EU) No 923/2012).
SFC	Surface
SGL	Signal
SHF	Super High Frequency (3000 to 30000 MHz)
SI	International system of units
SI	Statutory Instruments
SID	†Standard Instrument Departure
SIGMET	†Information concerning en-route weather phenomena which may affect the safety of aircraft operations
SI/GWX	Significant weather
SIWL	Single Isolated Wheel Load
SKED	Schedule OR Scheduled
SLP	Speed Limiting Point
SMC	Surface Movement Control
SMR	Surface Movement Radar
SNOCLO	Aerodrome closed due to snow (used in METAR/SPECI)
SNOWTAM	†A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area.
SOC	Start of Climb
SOTA	Shannon Oceanic Transition Area
SPECI	†Aviation selected special weather report (In aeronautical meteorological code)
SPECIAL	†Special meteorological report (In abbreviated plain language)
SPL	Supplementary flight plan (message type designator)
SR	Sunrise
SRA	Surveillance Radar Approach
SRD	Standard Route Document
SRE	Surveillance Radar Element of precision approach radar system
SRR	Search and Rescue Region
SRY	Secondary
SS	Sunset
SSR	‡Secondary Surveillance Radar
SST	Supersonic transport
STA	Straight in approach
STAR	†Standard instrument arrival
STD	Standard
STOL	Short Take-Off and Landing
STS	Status
STWL	Stopway light(s)
SUA	Special Use Airspace (includes prohibited areas, restricted areas, danger areas, temporary segregated areas, temporary reserved areas and cross border areas)
SUAAIS	Special Use Airspace Activity Information Service
SUACS	Special Use Airspace Crossing Service

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

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

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

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

WGS-84	World Geodetic System - 1984
WIE	With Immediate Effect OR Effective Immediately
WILCO	†Will comply
WIP	Work In Progress
WPT	Way-point
WRNG	Warning
WS	Windshear
WT	Weight
WX	Weather
X	
X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
Y	
YCZ	Yellow caution zone (runway lighting)
Z	
Z	Co-ordinated Universal Time
Terms which are not defined in ICAO Annexes or PANS but which are used regularly in the UK are defined below:	
Glossary	
Abbreviation	Definition
Aerodrome Approach:	That part of an Instrument Approach Procedure commencing at the designated height over the radio aid to be used and ending when the aircraft has broken cloud.
AIRPROX:	A situation in which, in the opinion of a pilot or a controller, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft involved was or may have been comprised.
ATC Surveillance Minimum Altitude Area:	A defined area in the vicinity of an aerodrome, in which the minimum safe levels allocated by a controller vectoring IFR flights with Primary and/or Secondary Radar equipment have been predetermined.
Cloud Ceiling:	In relation to an aerodrome, the distance measured vertically from the notified elevation of the aerodrome to the lowest part of any cloud visible from the aerodrome which is sufficient to obscure more than one half of the sky so visible.
Competent ATS Authority:	Means in relation to the UK, the Civil Aviation Authority, and in relation to any other country the authority responsible under the law of that country for promoting the safety of civil aviation.
Continuous Descent Approach:	A noise abatement technique for arriving aircraft in which the pilot, when given descent clearance below Transition Altitude by ATC, will descend at the rate he judges will be best suited to the achievement of continuous descent, whilst meeting the ATC speed control requirements, the objective being to join the glidepath at the appropriate height for the distance without recourse to level flight.
Dropping Zone/Drop Zone:	Means the notified portion of airspace within which parachute descents are made.
General Air Traffic (GAT):	Flights conducted in accordance with the Regulations and Procedures for flight promulgated by the State Civil Aviation Authorities and operating under the control or authority of the Civil ATS organisation.
Known Traffic:	Traffic the current flight details and intentions of which are known to the controller concerned through direct communication or co-ordination.

Low Power/Low Drag Approach (LP/LD):	A noise abatement technique for arriving aircraft in which the pilot delays the extension of wing flaps and undercarriage until the final stages of the approach, subject to compliance with ATC speed control requirements and the safe operation of the aircraft.
Night:	The time between half an hour after sunset and half an hour before sunrise, sunset and sunrise being determined at surface level.
Operational Air Traffic (OAT):	Flights conducted under the control or authority of the military ATS organisation.
Parachute Landing Area:	Means the terrain onto which parachute descents are made.
Radar Clear Range:	A range surveyed by radar within which the operating authority accepts responsibility for withholding fire if an aircraft is within the area into which, and through which, missiles are liable to fall.
Radar Departure:	The control of a departing aircraft by the use of surveillance radar to assist it to leave the vicinity of an aerodrome safely and expeditiously.
Radar Handover:	Transfer of responsibility for the control of an aircraft between two controllers using radar, following identification of the aircraft by both controllers.
Radar Surveillance:	Observance of the movements of aircraft on a radar display and the passing of advice and information to identified aircraft and, where appropriate, to other ATS Units.
Radial:	A magnetic bearing extending from a VOR/ VORTAC/TACAN.
Radio Mandatory Zone (RMZ):	A Radio Mandatory Zone (RMZ) is defined as airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory.
Semicircular Cruising Level:	Specified cruising levels determined in relation to magnetic track within hemispheres of the compass.
Stack Departure Time:	The time at which an aircraft is required to leave the holding facility to commence its approach.
Transition Altitude:	The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.
Transition Layer:	The airspace between the transition altitude and the transition level.
Transition Level:	The lowest flight level available for use above the transition altitude.
UK Flight Information Service/Services:	UK Flight Information Service/Services (UK FIS). ICAO defines FIS: As a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights. Within the UK, the scope of FIS as defined in ICAO Annex 11 is met through the application of any of the UK FIS. However, additional information and/or advice to airspace users are provided to meet their specific requirements. The suite of services together form the UK FIS as detailed in CAP 774 - UK Flight Information Services.

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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	Biral FSM	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	Vaisala FSM	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	08/26 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	FSM FSM	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

ENR 1.1 GENERAL RULES (continued)

1.4.5 Current Airspace Warnings

Serial	Location	Text	Lower Altitude	Upper Altitude	Date of Issue
1	Afghanistan	Security - Hazardous Situation in Afghanistan UK registered air operators are advised to take potential risk into account within FIR Kabul (OAKX). Potential risk from heightened military activity.	Surface	Unlimited	29 Oct 26
2	(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
3	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
4	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
5	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
6	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
7	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
8	Lebanon	Security - Hazardous Situation in Lebanon UK registered air operators are recommended not to enter FIR Beirut (OLBB). Potential risk from heightened military activity.	Surface	Unlimited	29 Oct 26
9	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
10	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
11	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

ENR 1.1 GENERAL RULES (continued)

12	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
13	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
14	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
15	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
16	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
17a	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
17b	(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
18	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
19	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

ENR 1.1 GENERAL RULES (continued)**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 Eurocontrol 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 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 de-

ENR 1.1 GENERAL RULES (continued)

lined 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
- 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 conflict 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

ENR 1.1 GENERAL RULES (continued)

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.
- 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.

ENR 1.1 GENERAL RULES (continued)

- 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 requiring a service should discuss their proposed task with the relevant ATS Unit prior to commencement of the flight.
- 1.6.3.3.2 Information concerning the military ATS Units may be obtained from the RAF en-route documents or from civil ATS Units.
- 1.6.3.3.3 The approval of an Unusual Aerial Activity (UAA) in Class C Airspace above FL 195 can often only be given after extensive co-ordination and the request should be submitted at the earliest opportunity to Airspace Regulation (Utilisation) (AR(U)), Airspace Regulation, Aviation House, Gatwick RH6 0YR, as detailed at ENR 1.1, paragraph 4.3.
- 1.6.3.4 **Flight Plans, ATC clearance and other procedures**
- The normal requirements for flight plans, ATC clearance, and the regulations, rules and procedures appropriate for flight in Control Areas apply.
- 1.6.3.4.1 **Night Time Fuel Saving Routes**
- 1.6.3.4.1.1 Night Time Fuel Saving Routes (NTFSR) are introduced in UK upper airspace, excluding airspace defined as FRA, and are routes that formalise the practice of giving flight plannable direct routings (DCT) to GAT at set times overnight. NTFSR will enable the proportion of flights flying direct to increase during their hours of operation and will thereby produce a reduction in CO₂ 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.

ENR 1.1 GENERAL RULES (continued)**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 Δ are 'on request' Reporting Points, at which a report will be made only when requested by the controlling authority.

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

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

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

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

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

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

1.9.1.3 Pilots are required to report as follows:

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

1.9.2 En-Route High Level Holding

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

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

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

1.11 Glider Operations above FL 195

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

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

ENR 1.1 GENERAL RULES (continued)

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.

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:**

- Each TRA (G) shall have a nominated gliding club(s) to manage booking arrangements with the appropriate ACC.
- The nominated gliding club(s) will request booking of the required TRA (G) airspace 2 hours in advance on the day of operation.
- A requested upper flight level shall be specified at the time of booking.
- 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.
- 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.
- Gliders shall monitor the appropriate gliding frequency specified in the LoA whilst operating within the TRA (G).
- Gliders shall remain within the lateral boundaries of the TRA (G) and below the agreed upper flight level.
- 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.
- The nominated gliding club(s) will notify the ACC that TRA (G) activity is complete.
- 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:

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

ENR 1.1 GENERAL RULES (continued)

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.
- 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

ENR 1.1 GENERAL RULES (continued)

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.
- 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

ENR 1.1 GENERAL RULES (continued)

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.

ENR 1.1 GENERAL RULES (continued)

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

ENR 1.1 GENERAL RULES (continued)

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.*

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

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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

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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

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:

- Operate secondary radar transponder on Mode A code 7600 with Mode C.
- 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:

- Operate secondary radar transponder on Mode A code 7600 with Mode C.
-

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- 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.

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

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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;

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- 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

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sectors. However, it is ultimately the pilot's responsibility to take the action most appropriate in the circumstances.

3.7 Diversion

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

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

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

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

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

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

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

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

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

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

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

3.8 Low Level Cross-Channel Operations - UK/France

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

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

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

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

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

4 Arrangements for Particular Types of Flight (Non-Standard, Non-Deviating, Unusual, Royal, Observation, Special, VFR Access to Class C Airspace Above FL 195, and Civilian Formation Flights)**4.1 Non-Standard Flights (NSFs) in Controlled Airspace**

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

4.1.1.1 Applications for NSFs within Controlled Airspace should primarily be made via the NATS Non-Standard Flight Application website (www.nats.co.uk/nsf) 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.

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- 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

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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 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

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- 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 the CAA Customer Portal - ACOMS: <https://portal.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 the CAA Customer Portal - ACOMS: <https://portal.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 requested via the CAA Customer Portal - ACOMS: <https://portal.caa.co.uk>. 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 aerodrome via NOF)	NOTAM (Requested by aerodrome via NOF)
Portion of FRZ outside the ATZ		NOTAM (requested in advance via the CAA Customer Portal - ACOMS: https://portal.caa.co.uk)		NOTAM (requested in advance via the CAA Customer Portal - ACOMS: https://portal.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

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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;

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- 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.

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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-paragraphs:

- 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

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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.

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

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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.
 - 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).

ENR 1.1 GENERAL RULES (continued)

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.

ENR 1.1 GENERAL RULES (continued)

- 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

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

ENR 1.1 GENERAL RULES (continued)

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

ENR 1.1 GENERAL RULES (continued)

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

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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 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). Note TRA 005 has no published hours and is activated only by NOTAM and therefore this process should be followed for all required bookings. 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

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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

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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 aerals can be observed should, wherever possible, approach from a direction out of the general line-of-shoot of such aerals.

- 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 submit an application via the CAA Customer Portal - ACOMS: <https://portal.caa.co.uk> at least 28 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

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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

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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).

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES**1 Primary Radar****1.1 General**

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

1.2 Types of ATS Surveillance Service**1.2.1 ICAO References**

Doc 4444, paragraph 8.

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

Table (see also map at ENR 6-70).

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

1.3 ATS Surveillance Service Outside Controlled Airspace**1.3.1 London Control - Requests for Deconfliction Service or Traffic Service**

- 1.3.1.1 In order to avoid excessive RTF conversations on the frequencies used by 'London Control', pilots who intend to request such a service from 'London Control' are to make their initial request on the London Information frequency appropriate to their geographical position. The FISO will co-ordinate with the appropriate Radar Sector and subsequently inform the pilot whether or not a Deconfliction Service or Traffic Service can be provided and, if so, on what frequency.
- 1.3.1.2 Pilots should note that no Deconfliction Service or Traffic Service will be available on any London Control Frequency below FL 70. In any case a serviceable transponder will be a pre-requisite for either service.

1.4 Radar Vectoring — Controlled Airspace

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

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

1.5 Radar Vectoring for ILS Approach**1.5.1 ICAO Reference**

Doc 4444, Chapter 8, paragraph 8.9.4.

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

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

localizer.

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

1.6 Terrain Clearance

1.6.1 ICAO Reference

Doc 4444, Chapter 8, paragraphs 8.6.5.2 and 8.6.5.3.

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

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

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

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

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

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

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

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

1.6.4 ATC Surveillance Minimum Altitude Charts

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

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

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

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

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

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

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

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Requests for changes to the UK Code Allocation Table should be submitted to ModeS@CAA.co.uk.

2.7 Centralised Code Assignment and Management System (CCAMS)

- 2.7.1 The UK is part of the Centralised Code Assignment and Management System (CCAMS). CCAMS optimises the efficiency of European SSR code management by centrally selecting a SSR Mode A code for each flight based on its area of applicability and distributing it to the appropriate ATS unit. The Originating Region Code Assignment Method (ORCAM) will continue to be used by those nations which are not participating in CCAMS for international flights. For participating nations CCAMS will allocate ORCAM compatible codes.
- 2.7.2 To mitigate against the risk of CCAMS failure or in the event of a potential confliction with a CCAMS allocated code, states are allocated blocks of codes that can be used in place of CCAMS if necessary. In the UK, these blocks of codes are managed by NATS and are articulated in Section 2.6 as "Allocated to NATS as CCAMS redundancy".

3 Automatic Dependent Surveillance - Broadcast (ADS-B)

- 3.1 Commission Regulation (EU) No. 1207/2011, as amended, requires aircraft with a maximum certified take-off mass exceeding 5,700 KG or having a maximum cruising true airspeed capability greater than 250 KT, operating as GAT under IFR, to be equipped with ADS-B version 2, typically pairing of a 1090 MHz Mode S "Extended Squitter" (ES) Level 2 transponder with an approved GNSS navigation source to provide the required data items as per Annex II Part B of that regulation. This applies to transport-type State aircraft (military, customs or police fixed-wing aircraft operated for the purpose of transporting persons and/or cargo) unless notified to the UK CAA.
- 3.2 Aircraft that are unable to transmit ADS-B for technical or operational reasons will be accommodated by UK ANSPs through conventional surveillance e.g. Mode S. See section GEN 1.5.3.
- 3.3 The UK's preferred national system to improve electronic conspicuity for general aviation is ADS-B using 1090 MHz. It is also likely that ADS-B will become more prevalent as a source of surveillance data for all aircraft types and to providers of ATS.
- 3.4 Extended Squitter devices using uncertified GPS sources may require the Surveillance Integrity Level to be set to zero.

4 Other Relevant Information and Procedures**4.1 Lower Airspace Radar Service (LARS)****4.1.1 Availability of Service**

- 4.1.1.1 The service is available to all aircraft flying outside Controlled Airspace up to FL 100, in accordance with the table shown in 4.1.6 ATS Units Participating in the Lower Airspace Radar Service.
- 4.1.1.2 Pilots intending to operate at or above FL 100 may be advised to contact an appropriate ATCRU and request a Deconfliction Service or a Traffic Service. However, as VHF frequencies at Military ATCRU are not continuously monitored, unless in use, civil pilots may ask controllers to arrange a frequency on which to call the appropriate Unit.

4.1.2 Description of Service

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

4.1.3 Procedures

- 4.1.3.1 Pilots intending to use the LARS should note the participating ATS Units close to their intended track and establish two-way RTF communication on the appropriate frequency using the phraseology in Chapter 3 of CAP 413 Radiotelephony Manual.
- 4.1.3.2 Aircraft will be identified and pilots so informed before radar service is given.
- 4.1.3.3 Whenever possible, aircraft will be handed over from controller to controller in an area of overlapping radar cover and pilots told to 'Contact' the next Unit. When this cannot be effected, pilots will be informed of their position and advised which Unit to call for further service.
- 4.1.3.4 If a pilot wishes to enter notified airspace, even though he may be in receipt of a LARS beforehand, he remains responsible for obtaining the required clearances or permissions before entry. LARS Controllers may assist in obtaining a clearance or permission, if workload permits, but pilots must be prepared to carry out this task independently.

4.1.4 Terrain Clearance

- 4.1.4.1 Terrain clearance will be the responsibility of pilots. However, LARS Units will set a level or levels below which a Deconfliction

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Service is to be refused or terminated.

4.1.5 Advice to Pilots

- 4.1.5.1 The provision of LARS is at the discretion of the controllers concerned because they may be fully engaged in their primary tasks. Therefore, occasionally, the service may not be available.
- 4.1.5.2 Boscombe Down Service Limitations
- 4.1.5.2.1 Limited Traffic Service - At and below FL 40.
- 4.1.5.3 Cardiff Radar Service Limitations
- 4.1.5.3.1 Due to limits of surveillance cover, a LARS may not be available below altitude 3000 FT. Pilots will be advised if LARS is not available and an alternative ATS may be offered.
- 4.1.5.4 Farnborough Service Limitations
- 4.1.5.4.1 Limited Traffic Service - At all altitudes/Flight Levels. Aircraft inbound to Farnborough should contact Farnborough Radar on 134.355. Traffic inbound to Odiham should contact Odiham Approach on 131.305.
- 4.1.5.4.2 Traffic Service is not available below altitude 1500 FT.
- 4.1.5.5 Warton Service Limitations
- 4.1.5.5.1 Warton PSR is suppressed in certain sectors to mitigate interference from ground clutter and wind turbines. Pilots will be advised of reduced service by Warton Radar.

4.1.6 ATS Units Participating in the Lower Airspace Radar

Unit	Position	Frequency (MHz)/ Channel	Service Radius (NM)	Availability/ Remarks
Boscombe Down	510912N 0014504W	126.705	30	Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500). Opening hours may vary subject to operational flying requirements.
Bournemouth	504648N 0015033W	119.480	30	0800-2000 (0700-1900).
Brize Norton	514500N 0013459W	124.280	40	0900-1700 (0800-1600).
Cardiff	512348N 0032036W	119.155	40	0600-2300 (0500-2200).
Coningsby	530535N 0000958W	119.205	30	Mon-Fri 0800-1700 (0700-1600).
Culdrose	500507N 0051515W	134.055	30	Mon-Thu 0830-1700 (0730-1600), Fri 0830-1400 (0730-1300).
East Midlands	524952N 0011940W	134.180	30	H24.
Exeter	504404N 0032450W	128.980	30	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).
Farnborough (West)	511633N 0004635W	125.250	See ENR 6-11	0800-2000 (0700-1900). See paragraph 4.1.7.
Farnborough (East)	511633N 0004635W	123.225		
Farnborough (North)	511633N 0004635W	132.800		
Humberside	533428N 0002103W	119.130	30	0630-2115 (0530-2015).
Leeming	541733N 0013207W	133.380	30	Mon-Thu 0900-1800 (0800-1700), Fri 0900-1700 (0800-1600).
Lossiemouth	574224N 0032016W	119.575	40	Mon-Fri 0900-1700 (0800-1600).
Marham	523854N 0003302E	124.155	30	Mon-Thu 0800-2359 (0700-2300), Fri 0800-1800 (0700-1700).
Newcastle	550217N 0014123W	124.380	40	H24.
Newquay	502627N 0045943W	133.405	60	0700-1930 (0630-2030).
Norwich	524033N 0011658E	119.355	30	0630-2130 (0530-2030).
Plymouth Military (West)	501900N 0040700W	121.255	40	Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300).
Plymouth Military (East)	503405N 0022659W	124.155	40	The East and West LARS areas are divided at the western edge of Berry Head CTA 1, 3 & 5.
Shawbury	524737N 0024005W	133.155	40	Mon-Fri 0830-1700 (0730-1630).

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
TEESSIDE INTERNATIONAL CTA 1 543303N 0013347W thence anti-clockwise by the arc of a circle radius 5.3 NM centred on 543033N 0012546W to 542541N 0012211W - 542417N 0012449W thence clockwise by the arc of a circle radius 6.3 NM centred on 543033N 0012546W to 543138N 0013625W - 543303N 0013347W Upper limit: 6000 FT ALT Lower limit: 1200 FT ALT Minimum limit: - Class: D	TEESSIDE INTERNATIONAL APP	TEESSIDE RADAR English 0600-2200 (0500-2100); and by arrangement.	118.855 DOC 42 NM/19,000 FT.	CTA Chart published in AD-2 Section.
TEESSIDE INTERNATIONAL CTA 2 543138N 0013625W thence anti-clockwise by the arc of a circle radius 6.3 NM centred on 543033N 0012546W to 542417N 0012449W - 542251N 0013100W thence clockwise by the arc of a circle radius 8.3 NM centred on 543033N 0012546W to 542945N 0013956W - 543138N 0013625W Upper limit: 6000 FT ALT Lower limit: 1500 FT ALT Minimum limit: - Class: D	TEESSIDE INTERNATIONAL APP	TEESSIDE RADAR English 0600-2200 (0500-2100); and by arrangement.	118.855 DOC 42 NM/19,000 FT.	CTA Chart published in AD-2 Section.
TEESSIDE INTERNATIONAL CTA 3 544219N 0011621W thence clockwise by the arc of a circle radius 13 NM centred on 543033N 0012546W to 543456N 0010446W - 543328N 0010734W thence anti-clockwise by the arc of a circle radius 11 NM centred on 543033N 0012546W to 544050N 0011909W - 544219N 0011621W Upper limit: 6000 FT ALT Lower limit: 3000 FT ALT Minimum limit: - Class: D	TEESSIDE INTERNATIONAL APP	TEESSIDE RADAR English 0600-2200 (0500-2100); and by arrangement.	118.855 DOC 42 NM/19,000 FT.	CTA Chart published in AD-2 Section.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
UPPER AIRSPACE CTA 610000N 0100000W following the line of latitude to - 610000N 0000000E - 600000N 0000000E - 570000N 0050000E - 550000N 0050000E - 523000N 0024800E - 513000N 0020000E - 510700N 0020000E - 510000N 0012800E - 504000N 0012800E - 500000N 0001500W following the line of latitude to - 500000N 0020000W - 485000N 0080000W - 510000N 0080000W - 522000N 0053000W - 535500N 0053000W - 542500N 0081000W - 552000N 0065500W - 552500N 0072000W - 552000N 0081500W - 544500N 0090000W - 543400N 0100000W - 610000N 0100000W Upper limit: FL660 Lower limit: FL245 Minimum limit: - Class: C	LONDON ACC	LONDON CONTROL English H24	126.080 Off-route traffic. (Note 1)	The area contains a network of Upper ATS Routes.
	SCOTTISH ACC	SCOTTISH CONTROL English H24	126.780 Off-route traffic. (Note 2)	A large part of the Upper Airspace CTA is covered by a Military Mandatory Radar Service Area (MRSA) within which military aircraft flying between FL 245 and FL 660 are required to operate under a radar control/procedural control service.
			132.860 Off-route traffic. (Note 2)	
			134.250 Off-route traffic. (Note 2)	
			136.200 Off-route traffic. (Note 2)	Note 1: That area of the London UIR to the west of L151 and south of UL975.
			133.680 Off-route traffic.	Note 2: That area of the London UIR to the east of UN601, north of L620 and south of UL975/Y70, and that area to the north of UL975.
			135.530 Off-route traffic.	
				Frequencies as per the London FIR.
				Frequencies as per the Scottish FIR.
WASH CTA 1 534117N 0010226W - 533619N 0004448W - 533225N 0003106W - 532830N 0001732W - 532204N 0000431E - 531717N 0000155E - 531222N 0000029E - 531232N 0000107W - 530618N 0000428W - 531101N 0002908W - 531343N 0004324W - 531938N 0011532W - 533059N 0010932W - 533109N 0010751W - 534117N 0010226W Upper limit: FL245 Lower limit: FL195 Minimum limit: - Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	Parts of the following ATS Routes are incorporated within the CTA: L60, L603 and Y70.

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
					↓	↑	
△	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.	
<u>Route Remarks:</u> 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		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 (RNAV 5)	291°/111°	0010403.13E 42.1 NM	DET R127 22.9 NM 645 FT 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	
					↓	↑
△	MIDHURST DME (MID)	510314.23N 0003730.01W	-	-	-	-
(RNAV 5)		- /146°	29.7 NM	FL 460 / FL 105	-	odd FL 450 / FL 110
Eastbound route only btn WAL and MID. Intersection with Y803. FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between LINDY and abm TEVSI: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155 to FL 135); Freq: 134.125 (Below FL 135). Between abm TEVSI and 10 NM before MID: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 129.080 (Below FL 175). Between 10 NM before MID and 5 NM before MID: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 129.080 (Below FL 175). Between 5 NM before MID and MID: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175).						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min	
					↓	↑
△	LINDY	512814.12N 0010257.19W	-	-	-	-
(RNAV 5)		- /146°	21.5 NM	FL 460 / FL 105	-	odd FL 450 / FL 110
FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between KIDLI and 5 NM from KIDLI: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 121.030 (Below FL 215). Between 5 NM from KIDLI and abm COWLY: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 133.080 (Below FL 215 to FL 165); Freq: 121.280 (Below FL 165). Between abm COWLY and LINDY: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155 to FL 135); Freq: 134.125 (Below FL 135).						
△	KIDLI	514617.00N 0012140.87W	-	CPT R341 17.6 NM 498 FT	-	-
(RNAV 5)		- /146°	7.6 NM	FL 460 / FL 105	-	odd FL 450 / FL 110
FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 134.390 (Below FL 305 to FL 245); Freq: 132.165 (Below FL 245 to FL 215); Freq: 121.030 (Below FL 215).						
△	NEDEX	515237.17N 0012819.67W	-	-	-	-
(RNAV 5)		- /146°	10.7 NM	FL 460 / FL 105	-	odd FL 450 / FL 110
FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.390 (FL 225 and above); Freq: 121.030 (Below FL 225).						
△	NANUM	520134.97N 0013747.00W	-	-	-	-
(RNAV 5)		- /146°	3.0 NM	FL 460 / FL 105	-	odd FL 450 / FL 110
FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.390 (FL 225 and above); Freq: 121.030 (Below FL 225).						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

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

ENR 3.2 AREA NAVIGATION ROUTES (continued)

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

Route Designator		Route Usage Notes						
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks	
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations	
					↓	↑		
L613								
△	SOVAT	504645.67N 0012800.00E		-			Westbound route only. FIR/UIR Boundary. For continuation see AIP France.	
(RNAV 5)		317° / -	22.9 NM	FL 465 / FL 95	even FL 430 / FL 100	-	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 134.905 (Below FL 305 to FL 195); Freq: 135.325 (Below FL 195).	
△	SANDY	510350.81N 0010403.13E		DET R127 22.9 NM 645 FT			Intersection with L15, UN57 and UN601.	
(RNAV 5)		323° / -	70.7 NM	FL 460 / FL 245	even FL 430 / FL 260	-	Class C. Between SANDY and abm DET: London ACC Freq: 127.430 (FL 305 and above); Freq: 134.905 (Below FL 305). Between abm DET and STOAT: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.165 (Below FL 305).	

ENR 3.2 AREA NAVIGATION ROUTES (continued)

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

ENR 3.2 AREA NAVIGATION ROUTES (continued)

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

Route Designator		Route Usage Notes						
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks	
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations	
					↓	↑		
L722								
△	SANDY	510350.81N 0010403.13E		DET R127 22.9 NM 645 FT			Extremity of L722.	
(RNAV 5)		287°/107°	31.5 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 275); Freq: 134.905 (Below FL 275).	
△	HABCI	511401.12N 0001644.96E		-			Westbound route only btn HABCI and ICTAM.	
(RNAV 5)		287°/ -	57.0 NM	FL 460 / FL 245	even FL 430 / FL 260	-	Class C. Between HABCI and abm OCK: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305). Between abm OCK and ICTAM: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305).	
△	ICTAM	513137.37N 0010948.12W		-			Extremity of L722.	

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
M189						
△	NEVIL	500000.00N 0002205.64W	-			FIR Boundary. Extremity of M189. Intersection with G27 (see AIP France).
(RNAV 5)		037°/217°	11.4 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80 FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 135.055 (All Levels).
△	OSPOL	500900.00N 0001107.84W	-			-
(RNAV 5)		037°/217°	17.1 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80 FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 135.055 (All Levels).
△	HAWKE	502226.57N 0000524.77E	-			Intersection with L612.
(RNAV 5)		037°/217°	16.0 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80 FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 135.055 (FL 175 and above); Freq: 133.180 (Below FL 175).
△	WAFFU	503456.89N 0002059.29E	-			Intersection with M605 and Y8.
(RNAV 5)		037°/217°	11.2 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80 FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 135.055 (All Levels).
△	HASTY	504342.46N 0003200.37E	-			-
(RNAV 5)		037°/217°	20.9 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80 FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.905 (All Levels).
△	LYDD DME (LYD)	505958.87N 0005243.18E	-			Intersection with Y803.
(RNAV 5)		060°/240°	8.1 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80 FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.905 (FL 195 and above); Freq: 120.180 (Below FL 195).
△	SANDY	510350.81N 0010403.13E	DET R127 22.9 NM 645 FT		-	
(RNAV 5)		060°/240°	12.5 NM	FL 245 / FL 75	odd FL 230 / FL 90	even FL 240 / FL 80 FL 245/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195 to FL 135); Freq: 135.325 (Below FL 135).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

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

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

ENR 3.2 AREA NAVIGATION ROUTES (continued)

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

ENR 3.2 AREA NAVIGATION ROUTES (continued)

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

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations	
				↓	↑		
M605							
△	XIDIL	502106.15N 0003829.37E		-			Eastbound route only btn SFD and XIDIL. FIR Boundary. For continuation see AIP France.
(RNAV 5)		- /140°	9.2 NM	FL 245 / FL 85	-	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 135.055 (All Levels).
△	HARDY	502815.75N 0002928.04E		SFD R139 22.4 NM 289 FT			-
(RNAV 5)		- /139°	8.6 NM	FL 245 / FL 85	-	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 135.055 (All Levels).
△	WAFFU	503456.89N 0002059.29E		-			Intersection with M189.
(RNAV 5)		- /139°	13.8 NM	FL 245 / FL 85	-	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 135.055 (FL 175 and above); Freq: 133.180 (Below FL 175).
△	SEAFORD VOR/DME (SFD)	504538.48N 0000718.89E		-			-
(RNAV 5)		317°/136°	56.2 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		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 R043 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					Remarks
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min			
				↓	↑		
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 ↓ ↑	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 R127 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		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
					↓	↑	
△	KIDLI	514617.00N 0012140.87W		CPT R341 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		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).	

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
					↓	↑	
△	DIGSU	520126N 0003805E		-		Westbound route only btn EZTIM and DIGSU. Intersection with N866.	
(RNAV 5)		- /219°	95.0 NM	FL 460 / FL 245	-	even FL 430 / FL 260	Class C. Between ADGEG and 30 NM before DIGSU: London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355). Between 30 NM before DIGSU and DIGSU: London ACC Freq: 133.940 (All Levels).
△	ADGEG	531343N 0021906E		-		-	
(RNAV 5)		- /219°	14.4 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).
△	EZTIM	532437.47N 0023451.84E		-		FRA Exit Point. Extremity of UM185.	
Route Remarks: LUGIS - DESNA / EZTIM - DIGSU CDR H24.							
Due to ATC operational requirements, the cruising level allocation between LUGIS and TELTU 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
					↓	↑	
UM189							
△	DRAKE	501234N 0000434W		-			Southbound route only. Tfc should plan to use eastbound levels. Extremity of UM189.
(RNAV 5)		- /212°	11.8 NM	FL 460 / FL 245	-	odd FL 450 / FL 250	Class C. London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295).
△	HAWKE	502226.57N 0000524.77E		-			Intersection with UL612.
(RNAV 5)		- /217°	16.0 NM	FL 460 / FL 245	-	odd FL 450 / FL 250	Class C. London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
					↓	↑	
△	WAFFU	503456.89N 0002059.29E		-		Intersection with UM605 and Y8.	
(RNAV 5)		- /217°	32.1 NM	FL 460 / FL 245	-	odd FL 450 / FL 250	Class C. Between WAFFU and 10 NM from WAFFU: London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295). Between 10 NM from WAFFU and LYD: London ACC Freq: 128.430 (All Levels).
△	LYDD DME (LYD)	505958.87N 0005243.18E		-		Extremity of UM189.	
Route Remarks: Due to ATC operational requirements, the cruising level allocation for the entire route is inappropriate to the MAG Track.							

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations	
				↓	↑		
UM605							
△	XIDIL	502106.15N 0003829.37E	-			Eastbound route only btn SILVA and XIDIL. UIR Boundary. For continuation see AIP France.	
(RNAV 5)		- /140°	9.2 NM	FL 460 / FL 245	-	odd FL 450 / FL 250	Class C. London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295).
△	HARDY	502815.75N 0002928.04E	SFD R139 22.4 NM 289 FT			-	
(RNAV 5)		- /139°	8.6 NM	FL 460 / FL 245	-	odd FL 450 / FL 250	Class C. London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295).
△	WAFFU	503456.89N 0002059.29E	-			-	
(RNAV 5)		- /139°	13.8 NM	FL 460 / FL 245	-	odd FL 450 / FL 250	Class C. London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations	
				↓	↑		
UN6							
△	PILIP	502003.05N 0010026.13W		-			Eastbound route only. Extremity of UN6.
(RNAV 1)		017° / -	17.9 NM	FL 460 / FL 245	even FL 430 / FL 260	-	Class C. London ACC Freq: 134.440 (All Levels).
△	TIGGY	503700.54N 0005130.10W		-			-
(RNAV 1)		017° / -	12.3 NM	FL 460 / FL 245	even FL 430 / FL 260	-	Class C. London ACC Freq: 134.440 (All Levels).
△	TELTU	504839.92N 0004517.69W		-			Extremity of UN6. Intersection with UM185.
<u>Route Remarks:</u> CDR H24. 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	
				↓	↑		
UN57							
△	SANDY	510350.81N 0010403.13E		DET R127 22.9 NM 645 FT			Westbound (northbound) route only btn SANDY and POL. Extremity of UN57.
(RNAV 5)		314° / -	49.1 NM	FL 460 / FL 245	even FL 430 / FL 260	-	Class C. Between SANDY and abm DET: London ACC Freq: 135.325 (FL 275 and above); Freq: 134.905 (Below FL 275). Between abm DET and LAM: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305).
△	LAMBOURNE DME (LAM)	513845.69N 0000906.13E		-			-
(RNAV 5)		313° / -	51.9 NM	FL 460 / FL 245	even FL 430 / FL 260	-	Class C. Between LAM and abm BPK: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305). Between abm BPK and WELIN: London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295).
△	WELIN	521450.25N 0005108.41W		HON R101 30.6 NM 435 FT			-
(RNAV 5)		313° / -	25.6 NM	FL 460 / FL 245	even FL 430 / FL 260	-	Class C. London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/SATVOICE number/ RCP & RSP limitations
				↓	↑	
△ SAPCO		523225N 0012125W	HON R045 15.8 NM 435 FT			-
(RNAV 5)	339° / -	32.9 NM	FL 460 / FL 245	even FL 430 / FL 260	-	Class C. London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295).
△ TRENT DME (TNT)		530314.23N 0014011.90W	-			Intersection with UL28.
(RNAV 5)	339° / -	44.3 NM	FL 460 / FL 245	even FL 430 / FL 260	-	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (Below FL 285).
△ POLE HILL VOR/DME (POL)		534437.60N 0020611.83W	-			Intersection with UN601 and UP18. Extremity of UN57.

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME 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	
				↓	↑		
UN601							
△	SANDY	510350.81N 0010403.13E		DET R127 22.9 NM 645 FT		Westbound route only. Extremity of UN601.	
(RNAV 5)		308° / -	22.9 NM	FL 460 / FL 245	even FL 430 / FL 260	-	Class C. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 275); Freq: 134.905 (Below FL 275).
△	DETLING DME (DET)	511814.41N 0003550.19E		-		-	
(RNAV 5)		314° / -	37.6 NM	FL 460 / FL 245	even FL 430 / FL 260	-	Class C. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.165 (Below FL 305).
△	BROOKMANS PARK DME (BPK)	514459.05N 0000624.25W		-		-	
(RNAV 5)		328° / -	23.4 NM	FL 460 / FL 245	even FL 430 / FL 260	-	Class C. London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations	
				↓	↑		
UN859							
△	SITET	500600N 0000000E	-			Eastbound (southbound) route only btn CPT and SITET. UIR Boundary. For continuation see AIP France.	
(RNAV 5)		- /146°	53.8 NM	FL 460 / FL 245	-	odd FL 450 / FL 250 Class C. London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295).	
△	GOODWOOD DME (GWC)	505118.79N 0004524.25W	-			-	
(RNAV 5)		- /154°	26.3 NM	FL 460 / FL 245	-	odd FL 450 / FL 250 Class C. Between GWC and abm MID: London ACC Freq: 132.840 (FL 295 and above); Freq: 135.055 (Below FL 295). Between abm MID and VAPID: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305).	
△	VAPID	511513.97N 0010242.40W	-			-	
(RNAV 5)		- /154°	9.4 NM	FL 460 / FL 245	-	odd FL 450 / FL 250 Class C. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305).	
△	ALHAD	512346.75N 0010858.16W	-			-	
(RNAV 5)		- /154°	6.3 NM	FL 460 / FL 245	-	odd FL 450 / FL 250 Class C. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305).	
△	COMPTON VOR/DME (CPT)	512929.66N 0011310.89W	-			Intersection with Y321.	
(RNAV 5)		342°/162°	10.0 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250 Class C. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305).	
△	DIGUT	513901.29N 0011759.47W	-			-	
(RNAV 5)		342°/162°	7.6 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250 Class C. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305).	

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
					↓	↑	
△	KIDLI	514617.00N 0012140.87W		CPT R341 17.6 NM 498 FT			Intersection with L151.
(RNAV 5)		342°/161°	36.9 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. Manchester TMA depts that FPL a cruising level at FL 310 or above, will be required to achieve FL 310 level 5 NM before KIDLI. Between KIDLI and abm NEDEX: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305). Between abm NEDEX and HON: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305).
△	HONILEY VOR/DME (HON)	522124.04N 0013949.41W		-			Eastbound (southbound) route only btn SANBA and HON. Intersection with L10, L15, P155 and UL612.
(RNAV 5)		- /152°	44.1 NM	FL 460 / FL 245	-	odd FL 450 / FL 250	Class C. London ACC Freq: 134.390 (All Levels) for traffic via UL612 and UN859 after HON. Freq: 129.205 (All Levels) for traffic via L10, L15 and P155 after HON.
△	UTUXA	530030.45N 0021312.52W		-			-
(RNAV 5)		- /152°	8.9 NM	FL 460 / FL 245	-	odd FL 450 / FL 250	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).
△	SANBA	530821.53N 0022002.98W		HON R332 53.0 NM 435 FT			Extremity of UN859.

Route Designator		Route Usage Notes						
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME 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	
					↓	↑		
UN864								
△	MONTY	525334.00N 0031026.44W		WAL R183 30.0 NM 55 FT			FRA Exit Point. Northbound route only btn MONTY and WAL. Extremity of UN864.	
(RNAV 5)		003° / -	5.4 NM	FL 460 / FL 245	even FL 430 / FL 260	-	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (Below FL 285).	

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	
					↓	↑
△	CROFT	533736.89N 0023219.85W		WAL R056 25.6 NM 55 FT		Intersection with (U)P16.
(RNAV 5)		247° / -	8.4 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: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285). Scottish ACC Freq: 118.780 (Below FL 285 to FL 195); Freq: 128.055 (Below FL 195).
△	KOLID	533425.70N 0024520.23W		-		Extremity of Y70. Intersection with (U)L70.

Route Remarks:

The portion of Y70 between OTBED and BATLI below FL 195 is Class A and extends 5 NM either side of the centre-line.

The portion of airspace formed by joining positions:

L975 Crossing Area

533835N 0013503W - 534007N 0011937W -
534626.98N 0011937.00W - 534308.41N 0011615.09W -
534127.82N 0010357.97W - 533059N 0010932W -
532845N 0013215W - 533835N 0013503W,
from AWY base level to an upper limit of FL 120, 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.

The area of Y70 bounded by the co-ordinates:

533142N 0010734W - 533119N 0010614W -
533109N 0010751W - 533142N 0010734W, has a lower limit of FL 85.

The area of Y70 bounded by the co-ordinates:

534402N 0012252W - 534134N 0010443W -
534007N 0011937W - 534402N 0012252W, has a lower limit of 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	
					↓	↑
Y96						
△	NATEB	550218.41N 0014154.13W		-		Intersection with P18. Extremity of Y96.
(RNAV 5)		300°/120°	10.0 NM	FL 255 / FL 195	even FL 240 / FL 200	odd FL 250 / FL 210 Class C. Scottish ACC Freq: 124.500.
△	AGPED	550718.90N 0015657.15W		-		-
(RNAV 5)		300°/119°	19.2 NM	FL 255 / FL 195	even FL 240 / FL 200	odd FL 250 / FL 210 Class C. Scottish ACC Freq: 124.500.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					Remarks
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/SATVOICE number/ RCP & RSP limitations
				↓	↑	
△ OTBUN	551650.10N 0022600.00W	-	-	-	-	-
(RNAV 5)	299°/119°	10.0 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 A. Scottish ACC Freq: 124.500.
△ IPSAD	552145N 0024114W	-	-	-	-	-
(RNAV 5)	299°/119°	12.1 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 A. Scottish ACC Freq: 124.500.
△ HAVEN	552740.00N 0025946.67W	-	TLA R100 12.4 NM 2773 FT	-	-	-
(RNAV 5)	281°/101°	12.4 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 D. Scottish ACC Freq: 124.500.
△ TALLA VOR/DME (TLA)	552956.84N 0032110.09W	-	-	-	-	Eastbound route only btn NORBO and TLA. Intersection with N601 and N864.
(RNAV 5)	- /097°	48.4 NM	FL 255 / 6000 FT ALT	-	odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/ALT 6000 FT Class D. Scottish ACC Freq: 135.855 (FL 255 and above); Freq: 124.825 (Below FL 255).
△ NORBO	553545.36N 0044543.46W	-	TRN R003 17.0 NM 586 FT	-	-	Extremity of Y96.
Route Remarks: AGPED - IPSAD may not be available due to activity within either EGD512A or EGD512B (Otterburn Danger Areas).						

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME 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	
				↓	↑		
Y110							
△	ORIST	500000N 0015042W		-			Eastbound route only. FIR/UIR Boundary. Continues as UY110 (see AIP France).
(RNAV 5)		004° / -	8.4 NM	FL 460 / FL 125	even FL 430 / FL 200 odd FL 190 / FL 130	-	FL 460/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345 to FL 225); Freq: 129.430 (Below FL 225).

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
				↓	↑	
Y250						
△	DAVENTRY DME (DTY)	521048.51N 0010649.64W		-		Westbound route only btn DTY and MAMUL. Extremity of Y250.
(RNAV 5)		002° / -	18.4 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: 129.205 (Above FL 195); Freq: 130.925 (FL 195 and below).
△	AKUPA	522911.57N 0010528.03W		-		Intersection with T420.
(RNAV 5)		002° / -	15.3 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: 129.205 (Above FL 195); Freq: 130.925 (FL 195 and below).
△	LESTA	524427.09N 0010419.42W		-		Intersection with N601.
(RNAV 5)		349° / -	41.4 NM	FL 245 / FL 195	even FL 240 / FL 200	- Class C. London ACC Freq: 129.205 (Above FL 195).
△	MAMUL	532505.20N 0011648.45W		-		Intersection with L60 and L603.
(RNAV 5)		355°/175°	10.2 NM	FL 245 / FL 125	even FL 240 / FL 140	odd FL 230 / FL 130 FL 245/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 133.800 (All Levels).
△	UPTON	533513.00N 0011802.58W		POL R107 30.2 NM 1438 FT		-
(RNAV 5)		328°/148°	4.1 NM	FL 245 / FL 125	even FL 240 / FL 140	odd FL 230 / FL 130 FL 245/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 133.800 (All Levels).
△	BATLI	533845.07N 0012136.90W		-		-
(RNAV 5)		328°/148°	5.0 NM	FL 245 / FL 125	even FL 240 / FL 140	odd FL 230 / FL 130 FL 245/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 133.800 (All Levels).
△	RIMTO	534303.25N 0012558.78W		-		-
(RNAV 5)		328°/148°	21.3 NM	FL 245 / FL 125	even FL 240 / FL 140	odd FL 230 / FL 130 FL 245/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 133.800 (All Levels).
△	KEFTE	540112.37N 0014435.47W		-		-
(RNAV 5)		328°/148°	11.0 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).
△	OBOXA	541035.55N 0015420.13W		-		-
(RNAV 5)		328°/148°	3.4 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		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
					↓	↑	
△	GASKO	541328.97N 0015721.30W		POL R010 29.4 NM 1438 FT		Extremity of Y250. Intersection with P18.	
Route Remarks: Due to ATC operational requirements, the cruising level allocation between DTY and LESTA 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
				↓	↑	
Y311						
△	DOVER DME (DVR)	510945.44N 0012132.71E	-			Eastbound route only. Extremity of Y311. Intersection with (U)L9, L10, and L18.
(RNAV 5)		- /088°	33.0 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: 134.905 (Below FL 305).
△	ODVIK	510957.40N 0002909.33E	-			Extremity of Y311.

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME 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
				↓	↑	
Y312						
△	DOVER DME (DVR)	510945.44N 0012132.71E	-		Eastbound route only. Extremity of Y312. Intersection with (U)L9, L10 and L18.	
(RNAV 5)		- /095°	33.0 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: 127.430 (FL 305 and above); Freq: 134.905 (Below FL 305).
△	MIMFO	511358.23N 0002930.43E	DET R221 5.8 NM 645 FT		Extremity of Y312.	

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
					↓	↑	
Z249							
△	OSMEG	550826N 0040603W		-		Eastbound route only. Extremity of Z249. Intersection with T256.	
(RNAV 1)		- /149°	11.0 NM	FL 255 / 5500 FT ALT	-	odd FL 230 / FL 70	FL 255/FL 195 Class C, FL 195/ALT 5500 FT Class D. Scottish ACC Freq: 124.825 (FL 195 and above); Freq: 121.375 (Below FL 195).
△	SUDBY	551745.35N 0041606.05W		-		Extremity of Z249.	

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME 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
					↓	↑	
Z250							
△	LUCCO	552048.54N 0043341.11W		-		Eastbound route only. Extremity of Z250.	
(RNAV 1)		094° / -	17.4 NM	FL 255 / 5500 FT ALT	odd FL 230 / FL 70	-	FL 255/FL 195 Class C, FL 195/ALT 5500 FT Class D. Scottish ACC Freq: 124.825 (FL 195 and above); Freq: 121.375 (Below FL 195).
△	SUMIN	551945.76N 0040318.17W		TRN R088 25.0 NM 586 FT		-	
(RNAV 1)		078° / -	37.1 NM	FL 255 / FL 125	odd FL 230 / FL 130	-	FL 255/FL 195 Class C, FL 195/FL 125 Class D. Scottish ACC Freq: 126.300 (FL 195 and above); Freq: 130.975 (Below FL 195).
△	HAVEN	552740.00N 0025946.67W		TLA R100 12.4 NM 2773 FT		Extremity of Z250. Intersection with Y96.	

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ENR 3.4 EN-ROUTE HOLDING

HLDG ID/ FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM/ MAX HLDG LVL	TIME or DIST OUBD	Controlling unit and Frequency	Remarks
1	2	3	4	5	6	7	8
ADLOG 501925N 0004933W	004°	Right	240	FL130 / FL260	1.5 MIN	-	RNAV Hold. Aircraft inbound to London Stansted/London Luton and Cambridge via TELTU STARs from ATS Routes M185/UM185 may be instructed to hold at ADLOG.
AMDUT 504028N 0004746E	311°	Right	240	FL160 / FL190	1 MIN	-	RNAV Hold. Aircraft inbound to Gatwick via TIMBA from KUNAV or NEVIL may be instructed to hold at AMDUT.
ARNUN 510326N 0005553E	215°	Right	220	FL100 / FL140	1 MIN	-	RNAV Hold. Aircraft inbound to Gatwick via TIMBA from ERING, TEBRA or KONAN may be instructed to hold at ARNUN.
BEL VOR 543940N 0061348W	124°	Right	-	FL250 / FL390	1.5 MIN	-	Conventional Hold based upon VOR BEL R304. Holding interval 1000 FT.
BILNI 504031N 0020733W	106°	Left	265	FL200 / FL300	1.5 MIN	-	RNAV Hold. Aircraft inbound to London Heathrow via OCK, London Gatwick via WILLO and Northolt traffic from ATS Routes L620, M17 or N514 above FL 200 may be instructed to hold at BILNI.
BOMBO 515944N 0002347W	090°	Left	220	FL70 / FL140	5 NM	-	RNAV Hold. Aircraft inbound to London City, London Luton or London Stansted Airports from the north or west may be required to hold at BOMBO.
BONBY 575330N 0042036W	156°	Left	210	- / FL100	1 MIN	-	RNAV Hold. N560
DCS DME 544319N 0032026W	151°	Right	255	FL250 / FL370	1.5 MIN	-	RNAV Hold. Holding interval 1000 FT.
DELBO 515237N 0011624W	152°	Right	240	FL150 / FL200	1.5 MIN	-	RNAV Hold. During periods of congestion in the London TMA aircraft inbound to London Gatwick from ATS Routes via HON, WAL and KEPAD may be required to hold at DELBO. Note: DELBO is not aligned with the ATS Routes (L612/UL612; N859) serving Gatwick inbound traffic. Traffic via L612/UL612 may be required to route from DISIT to DELBO (True 129.724 MAG TR 130/21 NM). Traffic via N859 may be required to route from HON to DELBO.
DOMUT 501543N 0014009W	039°	Right	240	FL230 / -	1.5 MIN	-	RNAV Hold. Aircraft inbound to London Heathrow via OCK, London Gatwick via WILLO and Northolt traffic from ATS Routes Q41, P87/UP87 or Y110 may be instructed to hold at DOMUT.
GARVA 574118N 0042941W	122°	Right	210	- / -	5 NM	-	RNAV Hold. Y906
GAVEL 592300N 0012422W	008°	Left	-	- / -	4 NM	-	Conventional Hold based upon VOR SUM R188/ D30. Y905 Holding for propeller aircraft only.
GOKTU 501505N 0012245W	017°	Right	240	FL200 / FL340	1.5 MIN	-	RNAV Hold. Aircraft inbound to London Gatwick via VASUX STARs from ATS Routes P88/UP88 may be instructed to hold at GOKTU.
GUSSI 571247N 0040727W	008°	Right	210	- / -	5 NM	-	RNAV Hold. N560
HON DME 522124N 0013949W	144°	Right	240	FL150 / FL350	1.5 MIN	-	RNAV Hold.

ENR 3.4 EN-ROUTE HOLDING (continued)

HLDG ID/ FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM/ MAX HLDG LVL	TIME or DIST OUBD	Controlling unit and Frequency	Remarks
1	2	3	4	5	6	7	8
KATHY 503114N 0012000W	039°	Left	240	FL160 / FL190	1.5 MIN	-	RNAV Hold. Aircraft inbound to London Heathrow via OCK, London Gatwick via WILLO and Northolt traffic from ATS Routes L620, N63, Q41, P87/UP87 or Y110 above FL 160 may be instructed to hold at KATHY.
LAPRA 520707N 0011236E	243°	Right	240	FL150 / FL210	1.5 MIN	-	RNAV Hold.
LOGAN 514451N 0013643E	287°	Left	220	FL100 / FL140	1 MIN	-	RNAV Hold.
LOGAN 514451N 0013643E	287°	Left	240	FL150 / FL410	1.5 MIN	-	RNAV Hold.
OKVAP 505749N 0011956E	000°	Left	220	FL130 / FL150	1 MIN	-	RNAV Hold. Aircraft inbound to London City/Biggin Hill/ Southend from RATUK and NEVIL may be instructed to hold at OKVAP.
ORZEB 512426N 0022754W	096°	Left	240	FL160 / FL240	1.5 MIN	-	RNAV Hold.
PETOX 573333N 0014902W	187°	Left	-	- / -	1 MIN	-	RNAV Hold. Y905 Holding for propeller aircraft only.
ROPMU 520614N 0002917E	096°	Right	220	FL160 / FL210	1 MIN	-	RNAV Hold. Aircraft inbound to London City/Biggin Hill via JACKO from WAL or HON may be instructed to hold at ROPMU.
SMOKI 574637N 0023556W	159°	Right	-	- / -	4 NM	-	Conventional Hold based upon VOR ADN R339/ D30. Y904 Holding for propeller aircraft only.
STN VOR 581225N 0061059W	137°	Right	-	FL250 / FL390	1.5 MIN	-	Conventional Hold based upon VOR STN R317. Holding interval 1000 FT.
TLA VOR 552957N 0032110W	150°	Left	-	FL250 / FL350	1.5 MIN	-	Conventional Hold based upon VOR TLA R330. Holding interval 1000 FT.

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of Station/ MAG Var/ VOR Declination	Ident	Frequency (Channel)	Hours of operation	Coordinates	DME Aerial Elevation	FRA Relevance	Remarks/ Usage
1.	2.	3.	4.	5.	6.	7.	8.
ABERDEEN VOR/DME 0.04°E (2027) 0.4°E (2026)	ADN	114.300 MHz 90X	H24 Hours of operation for aerodrome purposes: HO	571837.62N 0021602.09W	610 FT	IAD	FRA (AD): EGPC, EGPE, EGPB, EGPT, EGQL APCH Aid to Aberdeen/Dyce. VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R045-135).
BARKWAY DME 1.36°E (2027)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT	-	No associated En-route VOR. DME DOC: 120 NM/50,000 FT.
BELFAST VOR/DME 1.19°W (2027) 1.2°W (2024)	BEL	117.200 MHz 119X	H24	543940.12N 0061347.66W	221 FT	-	APCH Aid to Belfast Aldergrove. On Belfast Aldergrove AD. VOR/DME DOC: 40 NM/50,000 FT (200 NM/50,000 FT in Sector R226-346). There may be VOR bearing fluctuations in Sectors R060-110 and R140-180.
BENBECULA DME 2.11°W (2027)	BEN	86Y 113.950 MHz	H24 Hours of operation for aerodrome purposes: Mon-Fri 0800-1630 (0700-1530); Sat 0800- 0915 (0700- 0815), 1030- 1245 (0930- 1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	572840.57N 0072155.08W	46 FT	-	No associated En-route VOR. APCH Aid to Benbecula. On Benbecula AD. DME DOC: 150 NM/50,000 FT (200 NM/50,000 FT in Sector R197-002).
BERRY HEAD VOR/DME 0.32°E (2027) 0.7°E (2025)	BHD	112.050 MHz 57Y	H24	502354.96N 0032937.28W	218 FT	IAD	FRA (A): EGHH FRA (D): EGFF, EGGD VOR DOC: 85 NM/50,000 FT. DME DOC: 85 NM/50,000 FT (160 NM in Sector R209-014). Due to terrain effects significant bearing errors may occur below 3000 FT in Sector R009-024 at ranges between 14 NM and 19 NM.
BIGGIN DME 1.39°E (2027)	BIG	98X 115.100 MHz	H24	511951.15N 0000205.32E	589 FT	-	No associated En-route VOR. APCH Aid to Biggin Hill. On Biggin Hill AD. DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.
BOVINGDON DME 1.18°E (2027)	BNN	84Y 113.750 MHz	H24	514334.19N 0003259.10W	558 FT	-	No associated En-route VOR. DME DOC: 60 NM/50,000 FT.

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

Name of Station/ MAG Var/ VOR Declination	Ident	Frequency (Channel)	Hours of operation	Coordinates	DME Aerial Elevation	FRA Relevance	Remarks/ Usage
1.	2.	3.	4.	5.	6.	7.	8.
BRECON DME 0.27°E (2027)	BCN	121Y 117.450 MHz	H24	514331.89N 0031546.92W	1450 FT	D	FRA (D): EGTE No associated En-route VOR. DME DOC: 65 NM/50,000 FT (125 NM/50,000 FT in Sector R136-001).
BROOKMANS PARK DME 1.32°E (2027)	BPK	122X 117.500 MHz	H24	514459.05N 0000624.25W	392 FT	-	No associated En-route VOR. DME DOC: 40 NM/50,000 FT (80 NM/50,000 FT in Sector R284-359).
CLACTON VOR/DME 1.72°E (2027) 1.3°E (2022)	CLN	114.550 MHz 92Y	H24	515054.50N 0010851.32E	100 FT	-	VOR/DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R314-044).
COMPTON VOR/DME 0.98°E (2027) 1.3°E (2026)	CPT	114.350 MHz 90Y	H24	512929.66N 0011310.89W	498 FT	-	VOR/DME DOC: 80 NM/50,000 FT (150 NM/50,000 FT in Sector R224-044 and 130 NM/50,000 FT in Sector R044-134).
DAVENTRY DME 0.96°E (2027)	DTY	111X 116.400 MHz	H24	521048.51N 0010649.64W	600 FT	-	No associated En-route VOR. DME DOC: 60 NM/50,000 FT (75 NM/50,000 FT in Sector R284-344).
DEAN CROSS DME 0.08°W (2027)	DCS	99X 115.200 MHz	H24	544318.88N 0032026.30W	732 FT	IAD	FRA (A): EGCM, EGNM FRA (D): EGPF, EGPH, EGPK No associated VOR. Any VOR indications should be ignored. DME DOC: 100 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R093-163.
DETLING DME 1.58°E (2027)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	-	No associated En-route VOR. DME DOC: 60 NM/50,000 FT.
DOVER DME 1.82°E (2027)	DVR	96Y 114.950 MHz	H24	510945.44N 0012132.71E	325 FT	-	No associated En-route VOR. DME DOC: 80 NM/50,000 FT (200 NM/50,000 FT in Sector R014-074).
DUNDONALD DME 0.68°W (2027)	DUD	101Y 115.450 MHz	H24	553331.70N 0043605.54W	506 FT	-	No associated En-route VOR. DME DOC: 160 NM/50,000 FT. Coverage is reduced in the sector R115-145.
GAMSTON DME 0.93°E (2027)	GAM	75X 112.800 MHz	H24	531653.28N 0005649.79W	115 FT	-	No associated En-route VOR. DME DOC: 80 NM/25,000 FT.
GLASGOW DME 0.66°W (2027)	GOW	101X 115.400 MHz	H24 Hours of operation for aerodrome purposes: HO	555213.81N 0042644.60W	46 FT	IAD	FRA (A): EGPI, EGPU FRA (D): EGPI, EGPV, EGPT, EGPU, EGQL No associated En-route VOR. DME DOC: 70 NM/50,000 FT (200 NM/50,000 FT in Sector R241-001). Due to terrain, coverage at low level is reduced in Sectors R346-026 and R181-201.
GOODWOOD DME 1.17°E (2027)	GWC	94Y 114.750 MHz	H24	505118.79N 0004524.25W	122 FT	-	No associated En-route VOR. DME DOC: 80 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R299-044.
GREAT DUN FELL DME 0.25°E (2027)	DUF	99Y 115.250 MHz	H24	544100.60N 0022703.66W	2803 FT	-	No associated En-route VOR. DME DOC: 160 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R300-020.
GREEN LOWTHER DME 0.32°W (2027)	GLO	33Y 109.650 MHz	H24	552324.44N 0034411.52W	2408 FT	-	No associated En-route VOR. DME DOC: 160 NM/50,000 FT. Coverage is reduced in the sectors R005-020 and R235-270.
HENTON NDB 1.10°E (2027)	HEN	433.500 kHz	H24	514535.07N 0004725.05W		-	No associated En-route navigational dependency. Range 30 NM.

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

Name of Station/ MAG Var/ VOR Declination	Ident	Frequency (Channel)	Hours of operation	Coordinates	DME Aerial Elevation	FRA Relevance	Remarks/ Usage
1.	2.	3.	4.	5.	6.	7.	8.
HONILEY VOR/DME 0.76°E (2027) 0.6°E (2023)	HON	113.650 MHz 83Y	H24	522124.04N 0013949.41W	435 FT	-	VOR/DME DOC: 60 NM/50,000 FT (85 NM/50,000 FT in Sector R179- 239 and 100 NM/50,000 FT in Sector R314-001).
ISLE OF MAN VOR/DME 0.54°W (2027) 0.8°W (2022)	IOM	112.200 MHz 59X	H24	540401.12N 0044548.50W	567 FT	I	APCH Aid to Isle of Man. VOR DOC: 60 NM/50,000 FT (75 NM/50,000 FT in Sector R271-211). DME DOC: 60 NM/50,000 FT (160 NM/18,000 FT in Sector R271-091 and 130 NM/ 18,000 FT in Sector R091-211) (160 NM/18,000-50,000 FT in Sector R271-076 and 100 NM/18,000- 50,000 FT in Sector R076-211).
JERSEY VOR/DME 0.88°E (2027) 0.65°W (2020)	JSY	112.200 MHz 59X	H24 Hours of operation for aerodrome purposes: HO	491315.98N 0020246.12W	276 FT	-	APCH Aid to Jersey. DOC: 60 NM/50,000 FT (40 NM/ 50,000 FT in Sector 048-183M). Due to terrain effects DME coverage is reduced in Sector R180-360 and unlocks occur. DME unlocks may occur on the 08 Approach Procedure. ENR Purpose: 491316N 0020246W
LAMBOURNE DME 1.41°E (2027)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	-	No associated En-route VOR. DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
LAND'S END VOR/DME 0.38°W (2027) 0.1°W (2025)	LND	114.200 MHz 89X	H24	500810.54N 0053813.06W	760 FT	IAD	FRA (A): EGHQ FRA (D): EGTE, EGHQ VOR/DME DOC: 200 NM/50,000 FT
LONDON DME 1.22°E (2027)	LON	83X	H24	512914.09N 0002759.54W	113 FT	-	No associated En-route VOR. DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R254-314). DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM.
LYDD DME 1.68°E (2027)	LYD	87Y 114.050 MHz	H24	505958.87N 0005243.18E	30 FT	-	No associated En-route VOR. DME DOC: 80 NM/50,000 FT (100 NM/50,000 FT in Sector R194-254).
MACHRIHANISH DME 1.07°W (2027)	MAC	107X 116.000 MHz	H24	552548.08N 0053901.49W	122 FT	IAD	FRA (A): EGAA, EGAC, EGEO, EGNC, EGPF, EGPG, EGPH, EGPU, EIDL FRA (D): EGAA, EGAC, EGEO, EGNC, EGPF, EGPG, EGPU, EIDL No associated En-route VOR. DME DOC: 150 NM/50,000 FT (200 NM/50,000 FT in Sector R227-347). Due to terrain, coverage at low level is reduced in Sectors R122-162, R207-237 and R347-082.
MADFORD DME 0.36°E (2027)	DFO	45Y 110.850 MHz	H24	505131.28N 0031426.45W	870 FT	-	No associated En-route VOR. DME DOC: 130 NM/50,000 FT.
MANCHESTER DME 0.46°E (2027)	MCT	82Y 113.550 MHz	H24	532125.29N 0021544.24W	280 FT	-	On Manchester AD. No associated En-route VOR. DME DOC: 90 NM/50,000 FT.
MAYFIELD DME 1.44°E (2027)	MAY	126X 117.900 MHz	H24	510101.86N 0000658.04E	384 FT	-	No associated En-route VOR. DME DOC: 40 NM/25,000 FT (60 NM/25,000 FT in Sector R104-164). Due to terrain, coverage at low level is reduced in Sector R314-039.

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

Name of Station/ MAG Var/ VOR Declination	Ident	Frequency (Channel)	Hours of operation	Coordinates	DME Aerial Elevation	FRA Relevance	Remarks/ Usage
1.	2.	3.	4.	5.	6.	7.	8.
MIDHURST DME 1.20°E (2027)	MID	87X 114.000 MHz	H24	510314.23N 0003730.01W	233 FT	-	No associated En-route VOR. DME DOC: 60 NM/50,000 FT (100 NM/50,000 FT in Sector R239-359).
NEWCASTLE DME 0.50°E (2027)	NEW	89Y 114.250 MHz	H24	550218.41N 0014154.14W	287 FT	-	On Newcastle AD. No associated VOR. Any VOR indications should be ignored. DME DOC: 200 NM/50,000 FT. ENR Purpose: 550218N 0014154W
OCKHAM DME 1.24°E (2027)	OCK	100X 115.300 MHz	H24	511818.17N 0002649.86W	200 FT	-	RNAV Substitution Only. No associated En-route VOR. DME DOC: 70 NM/25,000 FT (90 NM/25,000 FT in Sector R059-089).
OTTRINGHAM VOR/DME 1.19°E (2027) 1.4°E (2024)	OTR	113.900 MHz 86X	H24	534153.49N 0000613.61W	34 FT	-	VOR/DME DOC: 100 NM/60,000 FT (200 NM/60,000 FT in Sector R014-074 and 150 NM/60,000 FT in Sector R074-134).
PERTH VOR 0.30°W (2027) 0.5°W (2023)	PTH	110.400 MHz	H24	562632.63N 0032206.96W		IAD	FRA (A): EGEO, EGNC FRA (D): EGEO, EGNC, EGPD, EGPB No associated En-route navigational dependency. No associated DME. Any DME indications should be ignored.
POLE HILL VOR/DME 0.48°E (2027) 0.50°E (2023)	POL	112.100 MHz 58X	H24	534437.60N 0020611.83W	1438 FT	-	VOR/DME DOC: 115 NM/50,000 FT (150 NM/50,000 FT in Sector R075-015). Due to terrain, coverage at low level is reduced in Sector R280-335.
SAINT ABBS VOR/DME 0.22°E (2027) 0.2°W (2022)	SAB	112.500 MHz 72X	H24	555427.04N 0021222.81W	760 FT	I	VOR DOC: 50 NM/50,000 FT (200 NM/50,000 FT in Sector R045-135 and 100 NM/50,000 FT in Sector R240-285). DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R045-135 and 100 NM/50,000 FT in Sector R240-285).
SEAFORD VOR/DME 1.46°E (2027) 1.5°E (2026)	SFD	117.000 MHz 117X	H24	504538.48N 0000718.89E	289 FT	-	VOR/DME DOC: 75 NM/50,000 FT (120 NM/50,000 FT in Sector R253-298).
SOUTHAMPTON DME 0.98°E (2027)	SAM	80Y 113.350 MHz	H24 Hours of operation for aerodrome purposes: HO	505718.90N 0012042.20W	64 FT	-	No associated En-route VOR. DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314). DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT.
STORNOWAY VOR/DME 1.72°W (2027) 2.2°W (2022)	STN	115.100 MHz 98X	H24	581225.02N 0061058.97W	299 FT	IAD	FRA (A): EGEO, EGPE, EGPL, EGPU, EGQS FRA (D): EGEO, EGPE, EGPL, EGPU APCH Aid to Stornoway. VOR/DME DOC: 105 NM/50,000 FT (200 NM/50,000 FT in Sector R167-107). ENR Purpose: 581225N 0061059W

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

Name of Station/ MAG Var/ VOR Declination	Ident	Frequency (Channel)	Hours of operation	Coordinates	DME Aerial Elevation	FRA Relevance	Remarks/ Usage
1.	2.	3.	4.	5.	6.	7.	8.
STRUMBLE VOR/DME 0.39°W (2027) 0.7°W (2022)	STU	113.100 MHz 78X	H24	515940.87N 0050224.70W	551 FT	-	VOR DOC: 85 NM/50,000 FT (200 NM/50,000 FT in Sector R211-331 and 120 NM/50,000 FT in Sector R331-016). DME DOC: 85 NM/50,000 FT (170 NM/50,000 FT in Sector R136-211, 200 NM/50,000 FT in Sector R211-331 and 120 NM/50,000 FT in Sector R331-016).
SUMBURGH VOR/DME 0.18°E (2027) 0° (2023)	SUM	117.350 MHz 120Y	H24	595243.42N 0011711.51W	80 FT	-	APCH Aid to Sumburgh. On Sumburgh AD. 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.
TALLA VOR/DME 0.18°W (2027) 0.2°E (2026)	TLA	113.800 MHz 85X	H24	552956.84N 0032110.09W	2773 FT	IAD	FRA (A): EGNT, EGNV FRA (D): EGNT, EGNV, EGPN, EGPT, EGQL VOR/DME DOC: 100 NM/50,000 FT (120 NM/50,000 FT in Sector R315-015).
TIREE VOR/DME 1.73°W (2027) 1.7°W (2024)	TIR	117.700 MHz 124X	H24	562935.61N 0065232.27W	51 FT	IAD	FRA (AD): EGAE, EGECE, EGEO APCH Aid to Tiree. On Tiree AD. VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R227-317).
TRENT DME 0.69°E (2027)	TNT	104X 115.700 MHz	H24	530314.23N 0014011.90W	994 FT	-	No associated En-route VOR. DME DOC: 80 NM/50,000 FT (100 NM/50,000 FT in Sector R300-000).
TURNBERRY DME 0.71°W (2027)	TRN	122X 117.500 MHz	H24	551848.28N 0044701.91W	586 FT	IAD	FRA (A): EGAA, EGAC, EGAE, EGNs, EGPI, EGPN, EGPT, EGQL FRA (D): EGAA, EGAC, EGAE, EGNs, EGPH, EGPI No associated En-route VOR. 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). In addition coverage at low level is reduced in Sector R066-106.
VENTNOR DME 1.05°E (2027)	VNR	19Y 108.250 MHz	H24	503613.79N 0011152.76W	828 FT	-	No associated En-route VOR. DME DOC: 130 NM/50,000 FT. Coverage at low level is reduced in Sector R075-090.
WALLASEY VOR/DME 0.14°E (2027) 0.2°W (2022)	WAL	114.100 MHz 88X	H24	532330.97N 0030804.06W	55 FT	-	VOR/DME DOC: 120 NM/50,000 FT.
WICK VOR/DME 0.44°W (2027) 0.8°W (2022)	WIK	113.600 MHz 83X	H24	582731.74N 0030601.34W	145 FT	IAD	FRA (AD): EGPD, EGPE, EGPO APCH Aid to Wick. On Wick AD. VOR/DME DOC: 100 NM/50,000 FT (160 NM/50,000 FT in Sector R331-001). ENR Purpose: 582732N 0030601W
WINSTONE DME 0.68°E (2027)	WIN	104Y 115.750 MHz	H24	514726.30N 0020300.77W	863 FT	-	No associated En-route VOR. DME DOC: 160 NM/50,000 FT. Coverage is reduced in the Sector R175-190.
WOODLEY NDB 1.09°E (2027)	WOD	352.000 kHz	H24	512710.02N 0005243.68W		-	No associated En-route navigational dependency. Range 25 NM.

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ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE

Name IDENT Coordinates	Type and intensity (1 000 Candelas)	Characteristics	Operating hours	Remarks
1	2	3	4	5
ANDREWSFIELD 515345.00N 0002706.00E	Identification Beacon	Flashing Green 'AF'.	-	-
BLACKBUSHE 511921.72N 0005021.78W	Aerodrome Beacon	Flashing White.	-	-
CAMBRIDGE 521220.6706N 0001057.6733E	Aerodrome Beacon	Flashing Green 'CI'. 500 M east north east of the ARP.	-	-
CUMBERNAULD 555828N 0035817W	Aerodrome Beacon	Flashing White. Top of Visual Control Room.	Activated upon request.	-
DENHAM 513511.54N 0003044.82W	Identification Beacon	Flashing Green 'DN'.	-	-
ELSTREE 513915.7288N 0001924.4938W	Aerodrome Beacon	Flashing White/Flashing Green 'EL'.	-	-
FAIROAKS 512101.0498N 0003347.6419W	Aerodrome Beacon	Flashing White.	-	-
FENLAND 524430.93N 0000143.68W	Aerodrome Beacon	Flashing Green 'FE'.	-	-
GLOUCESTERSHIRE 515331.8859N 0021004.4351W	Identification Beacon	Flashing Green 'GO'. Approx. 270 M south of midpoint Runway 08/26.	As required during AD hours.	-
HAVERFORDWEST 514957.1115N 0045751.7436W	Identification Beacon	Flashing Green 'HW'.	-	-
KEMBLE 514011.31N 0020326.56W	Aerodrome Beacon	Flashes during published hours.	When aerodrome is open.	-
LAND'S END 500608.9232N 0054005.3835W	Aerodrome Beacon	Flashing White.	-	-
LASHENDEN/HEADCORN 510917.10N 0003841.90E	Identification Beacon	Flashing Green. Beacon at centre of east end of the blister hangar.	-	-
LONDONDERRY/EGLINTON 550223.3898N 0070921.1604W	Aerodrome Beacon	White Strobe on Control Tower.	During operational hours at night.	-
LYDD 505715.76N 0005602.99E	Aerodrome Beacon	Flashing White - On terminal roof.	-	-
NOTTINGHAM -	Identification Beacon	Flashing Green 'NT'	-	-
REDHILL 511301N 0000837W	Aerodrome Beacon	Flashing White/Green	HN	-
ROCHESTER 512052.65N 0003017.67E	Aerodrome Beacon	Rotating White.	-	-
SCILLY ISLES/ST MARY'S 495451.3634N 0061741.4543W	Identification Beacon	Flashing Green 'SC' - VCR roof.	-	-
SHOBDON 521436.97N 0025251.70W	Aerodrome Beacon	Flashing White.	-	-
SHOREHAM 505009.69N 0001736.44W	Aerodrome Beacon	Flashing Green 'SH'.	-	-
SLEAP 525006.41N 0024625.04W	Aerodrome Beacon	Flashing Green	-	-
SOUTHAMPTON 505708.1668N 0012134.1758W	Aerodrome Beacon	Flashing White/Green.	HN during aerodrome operating hours.	-
TIREE 562953.9202N 0065243.1365W	Aerodrome Beacon	Flashing White	-	-
WALNEY 540731.4N 0031536.0W	Aerodrome Beacon	Flashing White.	-	-
WARTON 534421.9049N 0025250.1764W	Identification Beacon	Flashing Green 'WQ'	H24	-
WELLESBOURNE MOUNTFORD 521127.50N 0013706.00W	Aerodrome Beacon	Flashing White.	-	-

ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE (continued)

Name IDENT Coordinates	Type and intensity (1 000 Candelas)	Characteristics	Operating hours	Remarks
1	2	3	4	5
WOLVERHAMPTON/ HALFPENNY GREEN 523055.92N 0021548.99W	Identification Beacon	Flashing Green 'WBA'	-	-
WYCOMBE AIR PARK/BOOKER 513649.9061N 0004813.1090W	Identification Beacon	Flashing Green 'WP'	-	-

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD009A WEMBURY 501904N 0040633W - 501001N 0034740W - 500623N 0035008W thence clockwise by the arc of a circle radius 16.5 NM centred on 501904N 0040633W to 501140N 0042931W - 501904N 0040633W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC – Manageable. Vertical Limit 22,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUA AIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD009AZ1 WEMBURY FBZ 501136N 0043112W - 501222N 0043047W - 502005N 0040651W - 502002N 0040558W - 501036N 0034618W - 500956N 0034601W - 500547N 0034851W thence clockwise by the arc of a circle radius 17.5 NM centred on 501904N 0040633W to 501136N 0043112W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD009AZ2 WEMBURY FBZ 501134N 0043757W - 501516N 0043540W - 502410N 0040804W - 502355N 0040340W - 501258N 0034050W - 500936N 0033928W - 500353N 0034321W - 500259N 0034422W thence clockwise by the arc of a circle radius 21.5 NM centred on 501904N 0040633W to 501134N 0043757W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD009B WEMBURY 501342N 0042309W - 501951N 0041015W thence clockwise by the arc of a circle radius 2.5 NM centred on 501904N 0040633W to 501735N 0040325W - 501904N 0040633W - 501342N 0042309W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC – Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUA AIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Plymouth Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.
EGD009BZ1 WEMBURY FBZ 502029N 0041133W thence clockwise by the arc of a circle radius 3.5 NM centred on 501904N 0040633W to 501637N 0040239W - 501634N 0040353W - 501754N 0040642W - 501238N 0042259W - 501251N 0042409W - 501330N 0042448W - 501416N 0042434W - 502029N 0041133W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD009BZ2 WEMBURY FBZ 502311N 0041620W thence clockwise by the arc of a circle radius 7.5 NM centred on 501904N 0040633W to 501227N 0040105W - 501243N 0040616W - 501314N 0040720W - 500822N 0042220W - 500925N 0042810W - 501243N 0043122W - 501632N 0043015W - 502311N 0041620W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD011A OKEHAMPTON 504226N 0040146W - 504311N 0035854W - 503937N 0035613W - 503725N 0035712W - 503744N 0035801W - 503729N 0040101W - 504019N 0040341W - 504226N 0040146W	Upper limit: 24100 FT ALT Lower limit: SFC	AMC – Manageable above 10,000 FT ALT. Vertical Limit 10,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 24,100 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUA AIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01837-657210. SI 1980/949. UAS BVLOS will not be conducted above 10,000 FT ALT. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD011AZ1 OKEHAMPTON FBZ 504416N 0035855W - 504358N 0035745W - 503942N 0035433W - 503655N 0035547W - 503634N 0035617W - 503624N 0035658W - 503627N 0035742W - 503642N 0035822W - 503627N 0040117W - 503643N 0040207W - 504002N 0040515W - 504035N 0040516W - 504314N 0040252W - 504416N 0035855W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD011B WILLSWORTHY 504019N 0040341W - 503729N 0040101W - 503726N 0040136W - 503550N 0040444W - 503747N 0040558W - 504019N 0040341W	Upper limit: 24100 FT ALT Lower limit: SFC	AMC – Manageable above 4500 FT ALT. Vertical Limit 4500 FT ALT. Vertical Limit OCNL notified to 24,100 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUA AIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01837-657210. SI 1980/950. UAS BVLOS will not be conducted above 4500 FT ALT. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD011BZ1 WILLSWORTHY FBZ 504102N 0040451W - 504119N 0040408W - 504119N 0040317W - 504103N 0040233W - 503747N 0035928W - 503717N 0035926W - 503649N 0035947W - 503632N 0040025W - 503629N 0040057W - 503454N 0040402W - 503448N 0040446W - 503456N 0040529W - 503514N 0040603W - 503737N 0040733W - 503805N 0040731W - 504102N 0040451W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD011C MERRIVALE 503726N 0040136W - 503729N 0040101W - 503744N 0035801W - 503725N 0035712W - 503426N 0035832W - 503402N 0040336W - 503550N 0040444W - 503726N 0040136W	Upper limit: 24100 FT ALT Lower limit: SFC	AMC – Manageable above 10,000 FT ALT. Vertical Limit 10,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 24,100 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01837-657210. SI 1979/1721. UAS BVLOS will not be conducted above 10,000 FT ALT. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD011CZ1 MERRIVALE FBZ 503823N 0040214W - 503828N 0040113W - 503846N 0035740W - 503806N 0035556W - 503728N 0035533W - 503352N 0035709W - 503329N 0035752W - 503300N 0040356W - 503321N 0040451W - 503546N 0040623W - 503624N 0040607W - 503823N 0040214W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD012 LYME BAY NORTH 504220N 0024500W - 503400N 0024500W following the line of latitude to - 503400N 0030500W - 503000N 0031730W - 503650N 0031500W - 504106N 0030544W - then along the coastline to 504220N 0024500W	Upper limit: 18000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD012Z1 LYME BAY NORTH FBZ 504510N 0025454W - 504356N 0024627W - 504306N 0024353W - 504237N 0024326W - 503335N 0024326W - 503300N 0024421W following the line of latitude to - 503300N 0030438W - 502859N 0031712W - 502902N 0031807W - 502924N 0031850W - 502957N 0031908W - 503725N 0031624W - 504140N 0030712W - 504213N 0030702W - 504300N 0030547W - 504311N 0030445W - 504312N 0030334W - 504259N 0030117W - 504510N 0025454W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD013 LYME BAY 503400N 0024500W - 500200N 0024500W following the line of latitude to - 500200N 0025800W - 500800N 0030430W - 502500N 0031730W - 503000N 0031730W - 503400N 0030500W following the line of latitude to - 503400N 0024500W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 22000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD013Z1 LYME BAY FBZ 503500N 0030522W following the line of latitude to - 503500N 0024439W - 503450N 0024405W - 503425N 0024326W - 500135N 0024327W - 500100N 0024421W following the line of latitude to - 500100N 0025823W - 500114N 0025903W - 500730N 0030551W - 502446N 0031904W - 503017N 0031904W - 503046N 0031836W - 503500N 0030522W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD013Z2 LYME BAY FBZ 503900N 0030651W following the line of latitude to - 503900N 0024315W - 503809N 0024026W - 503604N 0023709W - 495956N 0023715W - 495700N 0024147W following the line of latitude to - 495700N 0025954W - 495808N 0030316W - 500527N 0031113W - 502350N 0032519W - 503125N 0032520W - 503349N 0032301W - 503900N 0030651W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD014 PORTLAND 503818N 0023424W - 503736N 0023230W - 503530N 0022948W - 503400N 0023124W following the line of latitude to - 503400N 0023000W - 502931N 0023000W - 503400N 0024500W following the line of latitude to - 503400N 0024200W - 503700N 0024130W - 503818N 0023424W	Upper limit: 15000 FT ALT Lower limit: SFC	Vertical Limit 5000 FT ALT. Vertical Limit OCNL notified to altitudes up to 15000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD015 BOVINGTON A circle, 500 M radius, centred at 504324N 0021424W	Upper limit: 3600 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: MAB6 range manager, Tel: 07977-236839 or 01202-202408. Hamworthy Barracks, Hamworthy, Poole, Dorset, BH15 4NQ. SI 1936/118. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD017 PORTLAND 503400N 0024500W - 502931N 0023000W - 500200N 0023000W following the line of latitude to - 500200N 0024500W - 503400N 0024500W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 22000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD017Z1 PORTLAND FBZ 503500N 0024439W - 503018N 0022855W - 502948N 0022826W - 500135N 0022827W - 500100N 0022921W following the line of latitude to - 500100N 0024539W - 500135N 0024633W - 503433N 0024634W - 503500N 0024527W following the line of latitude to - 503500N 0024439W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD017Z2 PORTLAND FBZ 503900N 0024315W - 503325N 0022436W - 503058N 0022210W - 495955N 0022215W - 495700N 0022648W following the line of latitude to - 495700N 0024812W - 495955N 0025245W - 503644N 0025251W - 503900N 0024717W following the line of latitude to - 503900N 0024315W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD021 PORTLAND 503500N 0022000W following the line of latitude to - 503500N 0021614W - 503154N 0021624W - 503000N 0021700W - 502918N 0021718W - 502500N 0021500W - 502931N 0023000W - 503000N 0023000W following the line of latitude to - 503000N 0022000W - 503500N 0022000W	Upper limit: 15000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD023 PORTLAND 502931N 0023000W - 502500N 0021500W - 500200N 0021500W following the line of latitude to - 500200N 0023000W - 502931N 0023000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 22000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD023Z1 PORTLAND FBZ 503039N 0023007W - 502547N 0021355W - 502517N 0021326W - 500135N 0021327W - 500100N 0021422W following the line of latitude to - 500100N 0023038W - 500135N 0023133W - 503004N 0023134W - 503039N 0023007W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD023Z2 PORTLAND FBZ 503512N 0023034W - 502854N 0020936W - 502627N 0020711W - 495955N 0020715W - 495825N 0020936W - 495700N 0021804W following the line of latitude to - 495700N 0023312W - 495955N 0023745W - 503215N 0023750W - 503512N 0023034W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
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. SAAIS: 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.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD036 PORTSMOUTH 502927N 0011208W - 500000N 0011126W following the line of latitude to - 500000N 0014301W - 500620N 0014207W - 502927N 0011208W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (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. SAAIS: 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.
EGD037 PORTSMOUTH 503700N 0010211W following the line of latitude to - 503700N 0003938W - 503000N 0003213W following the line of latitude to - 503000N 0011124W - 503700N 0010211W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD037Z1 PORTSMOUTH FBZ 503800N 0003915W - 503746N 0003833W - 503020N 0003041W - 502947N 0003038W - 502917N 0003102W - 502900N 0003147W following the line of latitude to - 502900N 0011151W - 502919N 0011238W - 502950N 0011301W - 503025N 0011254W - 503749N 0010310W - 503800N 0010232W following the line of latitude to - 503800N 0003915W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD037Z2 PORTSMOUTH FBZ 504200N 0003741W - 504050N 0003413W - 503138N 0002430W - 502853N 0002417W - 502626N 0002620W - 502500N 0003003W following the line of latitude to - 502500N 0011341W - 502634N 0011732W - 502912N 0011928W - 503206N 0011852W - 504104N 0010705W - 504200N 0010355W following the line of latitude to - 504200N 0003741W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD038 PORTSMOUTH 503000N 0011124W following the line of latitude to - 503000N 0005000W - 500000N 0005000W following the line of latitude to - 500000N 0011126W - 502927N 0011208W - 503000N 0011124W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD038Z1 PORTSMOUTH FBZ 503100N 0004921W - 503025N 0004826W - 500000N 0004827W following the line of latitude to - 500000N 0011259W - 502937N 0011342W - 502958N 0011331W - 503049N 0011222W - 503100N 0011145W following the line of latitude to - 503100N 0004921W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD038Z2 PORTSMOUTH FBZ 503500N 0004645W - 503204N 0004210W - 500000N 0004215W following the line of latitude to - 500000N 0011911W - 503017N 0011959W - 503159N 0011902W - 503404N 0011615W - 503500N 0011307W following the line of latitude to - 503500N 0004645W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD039 PORTSMOUTH 503000N 0005000W following the line of latitude to - 503000N 0003213W - 502948N 0003200W - 500000N 0003200W following the line of latitude to - 500000N 0005000W - 503000N 0005000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD039Z1 PORTSMOUTH FBZ 503100N 0003150W - 503046N 0003109W - 503015N 0003035W - 502957N 0003026W - 500000N 0003027W following the line of latitude to - 500000N 0005133W - 503025N 0005134W - 503100N 0005039W following the line of latitude to - 503100N 0003150W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD039Z2 PORTSMOUTH FBZ 503500N 0003017W - 503351N 0002652W - 503201N 0002452W - 503033N 0002410W - 500000N 0002415W following the line of latitude to - 500000N 0005745W - 503204N 0005750W - 503500N 0005315W following the line of latitude to - 503500N 0003017W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD040 PORTSMOUTH 502948N 0003200W - 501347N 0001511W - 500000N 0003155W following the line of latitude to - 500000N 0003200W - 502948N 0003200W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.155 when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD040Z1 PORTSMOUTH FBZ 503051N 0003158W - 503038N 0003059W - 501404N 0001336W - 501325N 0001339W - 500000N 0002957W following the line of latitude to - 500000N 0003333W - 503008N 0003334W - 503040N 0003257W - 503051N 0003158W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD040Z2 PORTSMOUTH FBZ 503500N 0003209W - 503500N 0003132W - 503357N 0002657W - 501513N 0000718W - 501158N 0000730W - 500000N 0002205W following the line of latitude to - 500000N 0003945W - 503127N 0003950W - 503406N 0003646W - 503500N 0003209W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD044 LYDD RANGES 505525N 0005534E - 505328N 0005613E - 505238N 0005359E - 505237N 0005015E - 505420N 0004748E - 505554N 0005009E - 505650N 0005348E - 505525N 0005534E	Upper limit: 4000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Lydd Approach on 120.705 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01303-225503. SI 1988/1465. SUA Authority: DAATM (DIO). Hours: H24

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD061 WOODBURY COMMON A circle, 926 M radius, centred at 504049N 0032051W	Upper limit: 1500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Exeter APP on 128.980 MHz when open; at other times London Information on 124.750 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01395-272972. SI 2009/3284. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD064A SOUTH WEST COMPLEX 512016N 0071115W - 511616N 0061643W - 502838N 0060046W - 501752N 0070521W - 502621N 0073603W - 503808N 0074914W - 504705N 0075207W - 505745N 0075205W - 512016N 0071115W	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres. Service: SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD064AZ1 SOUTH WEST COMPLEX FBZ 512443N 0071513W - 512520N 0071202W - 512102N 0061313W - 511852N 0060928W - 502741N 0055228W - 502417N 0055548W - 501235N 0070558W - 502218N 0074108W - 503605N 0075635W - 504634N 0080000W - 505850N 0080000W - 510047N 0075836W - 512443N 0071513W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD064B SOUTH WEST COMPLEX 511616N 0061643W - 511207N 0052532W - 510624N 0052510W - 503012N 0054335W - 502838N 0060046W - 511616N 0061643W	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres. Service: SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD064BZ1 SOUTH WEST COMPLEX FBZ 512032N 0062118W - 512122N 0061740W - 511650N 0052136W - 511408N 0051742W - 510542N 0051711W - 502718N 0053649W - 502527N 0054015W - 502324N 0060243W - 502540N 0060747W - 511624N 0062455W - 511845N 0062354W - 512032N 0062118W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD064C SOUTH WEST COMPLEX 511207N 0052532W - 511028N 0050621W - 505443N 0043352W - 504712N 0043327W - 504423N 0043914W - 504328N 0043921W - 503012N 0054335W - 510624N 0052510W - 511207N 0052532W	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres. Service: SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD064CZ1 SOUTH WEST COMPLEX FBZ 511713N 0052613W - 511514N 0050311W - 505759N 0042737W - 505600N 0042601W - 504609N 0042531W - 504358N 0042709W - 504146N 0043140W - 504132N 0043142W - 503909N 0043442W - 502501N 0054312W - 502539N 0054730W - 502738N 0055039W - 503022N 0055143W - 510705N 0053309W - 511302N 0053333W - 511504N 0053211W - 511634N 0052935W - 511713N 0052613W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD110 BRAUNTON BURROWS 510602N 0041529W - 510606N 0041203W - 510500N 0041200W - 510458N 0041315W - 510516N 0041344W - 510514N 0041527W - 510602N 0041529W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 07870-377646 or 01395-277891. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD113A CASTLEMARTIN 513937N 0051830W following the line of latitude to - 513937N 0050443W - 513906N 0050320W - 513130N 0050530W - 512900N 0050330W following the line of latitude to - 512900N 0045432W - 512430N 0050220W thence clockwise by the arc of a circle radius 18.1 NM centred on 514213N 0045647W to 513610N 0052408W - 513937N 0051830W	Upper limit: 40000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01646-662496. SI 1986/1834. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD113AZ1 CASTLEMARTIN FBZ 514037N 0051909W following the line of latitude to - 514037N 0050416W - 513948N 0050205W - 513914N 0050140W - 513139N 0050350W - 513000N 0050231W following the line of latitude to - 513000N 0045402W - 512939N 0045313W - 512905N 0045252W - 512828N 0045305W - 512334N 0050136W - 512327N 0050216W thence clockwise by the arc of a circle radius 19.1 NM centred on 514213N 0045647W to 513606N 0052550W - 513639N 0052538W - 514037N 0051909W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD113B CASTLEMARTIN 513906N 0050320W thence clockwise by the arc of a circle radius 6.6 NM centred on 513230N 0050400W to 513618N 0045520W following the line of latitude to - 513618N 0045332W - 513230N 0044830W - 512900N 0045432W following the line of latitude to - 512900N 0050330W - 513130N 0050530W - 513906N 0050320W	Upper limit: 45000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01646-662496. SI 1986/1834. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD113BZ1 CASTLEMARTIN FBZ 514005N 0050357W thence clockwise by the arc of a circle radius 7.6 NM centred on 513230N 0050400W to 513718N 0045434W following the line of latitude to - 513718N 0045310W - 513706N 0045232W - 513250N 0044652W - 513202N 0044657W - 512800N 0045354W following the line of latitude to - 512800N 0050357W - 512818N 0050444W - 513121N 0050710W - 513938N 0050449W - 514005N 0050357W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD115A MANORBIER 513815N 0045012W thence clockwise by the arc of a circle radius 2 NM centred on 513815N 0044700W to 513815N 0044348W following the line of latitude to - 513815N 0045012W	Upper limit: 27000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01834-871282. SI 1941/158. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD115AZ1 MANORBIER FBZ 513745N 0045145W thence clockwise by the arc of a circle radius 3 NM centred on 513815N 0044700W to 513745N 0044215W - 513715N 0044313W following the line of latitude to - 513715N 0045047W - 513745N 0045145W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD115B MANORBIER 513815N 0045012W following the line of latitude to - 513815N 0044348W - 513345N 0043019W thence clockwise by the arc of a circle radius 11.34 NM centred on 513815N 0044700W to 513208N 0050218W - 513815N 0045012W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01834-871282. SI 1941/158. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD115BZ1 MANORBIER FBZ 513915N 0045046W following the line of latitude to - 513915N 0044324W - 513427N 0042901W - 513344N 0042835W thence clockwise by the arc of a circle radius 12.34 NM centred on 513815N 0044700W to 513156N 0050359W - 513240N 0050346W - 513915N 0045046W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD117 PENDINE 513510N 0042400W - 513629N 0043752W - 513958N 0043743W - 514515N 0043300W - 514524N 0042517W - 514445N 0042400W - 513510N 0042400W	Upper limit: 27000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 23,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 27,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information: Range Control, Tel: 01994-452240. SI 1973/1627. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD117Z1 PENDINE FBZ 514614N 0043329W - 514625N 0042444W - 514523N 0042242W - 514458N 0042223W - 513457N 0042224W - 513433N 0042241W - 513416N 0042313W - 513409N 0042354W - 513533N 0043842W - 513608N 0043929W - 514014N 0043919W - 514558N 0043412W - 514614N 0043329W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD118 PEMBREY 514625N 0042400W thence clockwise by the arc of a circle radius 3.5 NM centred on 514313N 0042144W to 514001N 0042400W - 514625N 0042400W	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 12,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft Systems (UAS) / Electronic/Optical Hazards. Service: SUACS / SUAAIS: Pembrey Range on 122.755 when open; at other times London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01554-892205. Associated aircraft operations outside area boundary; 122.755 is a common channel also used by Holbeach and Donna Nook AWRs. Ensure crossing clearance request is specific to Pembrey AWR. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0900-1600 (0800-1600), Fri 0900-1400 (0800-1300); and as activated by NOTAM.
EGD118Z1 PEMBREY FBZ 514711N 0042508W thence clockwise by the arc of a circle radius 4.5 NM centred on 514313N 0042144W to 513915N 0042508W - 513944N 0042536W - 514641N 0042537W - 514711N 0042508W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD120 BOSCOMBE DOWN 511052N 0014802W - 511059N 0014641W - 511044N 0014308W - 511105N 0014228W thence clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510844N 0014110W - 510801N 0014248W - 510730N 0014248W - 510646N 0014409W - 510746N 0014819W thence clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511052N 0014802W	Upper limit: 2500 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. This Danger Area is contained within the extant Boscombe Down ATZ; all regulations associated with flight within an ATZ remain applicable. Upper limit is expressed by reference to height, based on Boscombe Down QFE (identical to ATZ upper limit). SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD122A WESSEX WEST 511329N 0021149W - 511106N 0020713W - 511006N 0015702W - 510125N 0015702W - 505938N 0020714W - 510120N 0021149W - 511329N 0021149W	Upper limit: FL160 Lower limit: FL80	Activity: Unmanned Aircraft System (UAS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. Pilots will be required to comply with ATC instructions whilst crossing EGD122A and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD122B WESSEX CENTRAL 511059N 0014641W - 511044N 0014308W - 510357N 0014230W - 510125N 0015702W - 511006N 0015702W - 511059N 0014641W	Upper limit: FL160 Lower limit: FL80	Activity: Unmanned Aircraft System (UAS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. Pilots will be required to comply with ATC instructions whilst crossing EGD122B and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD122C WESSEX EAST 511335N 0013725W - 511236N 0013044W - 510527N 0013342W - 510357N 0014230W - 511044N 0014308W - 511233N 0013942W - 511247N 0013759W - 511335N 0013725W	Upper limit: FL160 Lower limit: FL80	Activity: Unmanned Aircraft System (UAS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. Pilots will be required to comply with ATC instructions whilst crossing EGD122C and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD125 LARKHILL 511828N 0015004W - 511059N 0014641W - 511023N 0015325W - 511348N 0015705W - 511339N 0015746W - 511724N 0020107W - 511807N 0015635W - 511828N 0015004W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC Manageable. Vertical Limit 3000 FT ALT H24. Vertical Limit 23,000 FT ALT Mon-Thu 0800-2359 (0700-2300), Fri 0800-1730 (0700-1630). Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUACS: Boscombe Down ATC on 126.705 when open; SAAIS: Salisbury Information on 122.755 when open; at other times SAAIS via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: SPTA Air Operations, Tel: 01980-674710 or 674730. SI 1965/1327, SI 1981/1882. Aircraft approved into Danger Areas out of hours are to make blind calls on VHF 122.755. This is a common channel also used by Pembrey, Holbeach and Donna Nook AWRs - ensure calls are specific to SPTA Danger Areas. SUA Authority: DAATM (DIO). Hours: See above.
EGD125Z1 LARKHILL FBZ 511819N 0020152W - 511906N 0015651W - 511930N 0014938W - 511905N 0014841W - 511103N 0014504W - 511037N 0014510W - 511015N 0014532W - 511001N 0014607W - 510921N 0015339W - 510935N 0015429W - 511236N 0015743W - 511235N 0015747W - 511251N 0015852W - 511707N 0020241W - 511735N 0020244W - 511801N 0020226W - 511819N 0020152W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD126 BULFORD 511621N 0013746W - 511525N 0013606W - 511247N 0013759W - 511233N 0013942W - 511044N 0014308W - 511059N 0014641W - 511351N 0014759W thence clockwise by the arc of a circle radius 5 NM centred on 510912N 0014504W to 511354N 0014225W - 511621N 0013746W	Upper limit: FL90 Lower limit: SFC	Vertical Limit 1400 FT ALT H24. Vertical Limit OCNL notified up to FL 90 by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (UAS). Service: SUACS: Boscombe Down ATC on 126.705 when open; SAAIS: Salisbury Information on 122.755 when open; at other times SAAIS via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: SPTA Air Operations, Tel: 01980-674710 or 01980-674730 or Boscombe Down ATC, Tel: 01980-663246. SI 1970/1282, SI 1981/1882. Aircraft approved into Danger Areas out of hours are to make blind calls on VHF 122.755. This is a common channel also used by Pembrey, Holbeach and Donna Nook AWRs - ensure calls are specific to SPTA Danger Areas. SUA Authority: DAATM (DIO). Hours: See above.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD127 PORTON 510552N 0014315W - 510632N 0014435W - 510730N 0014248W - 510801N 0014248W - 511012N 0013750W - 510752N 0013650W - 510703N 0013843W - 510552N 0014315W	Upper limit: 12000 FT ALT Lower limit: SFC	Vertical Limit 12,000 FT ALT 0600-1800 (0500-1700). Vertical Limit 8000 FT ALT 1800-0600 (1700-0500). Vertical Limit OCNL notified to altitudes up to 12,000 FT ALT by NOTAM. Activity: Para Dropping / Ordnance, Munitions and Explosives / Electronic/optical hazards / Unmanned Aircraft System (UAS). Service: SUACS / SUAAIS: Boscombe Down Zone on 126.705 when open; at other times London Information on 124.750 MHz. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. SI 1977/1611. SUA Authority: DAATM (DIO). Hours: H24
EGD128 EVERLEIGH 511852N 0014215W - 511621N 0013746W - 511354N 0014225W thence anti-clockwise by the arc of a circle radius 5 NM centred on 510912N 0014504W to 511351N 0014759W - 511828N 0015004W - 511852N 0014215W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC Manageable Vertical Limit 1400 FT ALT H24 Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (UAS). Service: SUACS: Boscombe Down ATC on 126.705 when open; SUAAIS: Salisbury Information on 122.755 when open; at other times SUAAIS via London Information on 124.750 MHz. Contact: Pre-flight information: SPTA Air Operations, Tel: 01980-674710 or 674730. SI 1981/1882. Aircraft approved into Danger Areas out of hours are to make blind calls on VHF 122.755. This is a common channel also used by Pembrey, Holbeach and Donna Nook AWRs - ensure calls are specific to SPTA Danger Areas. SUA Authority: DAATM (DIO). Hours: See above.
EGD128Z1 EVERLEIGH FBZ 511925N 0015057W - 511953N 0014203W - 511945N 0014126W - 511657N 0013627W - 511633N 0013610W - 511607N 0013611W - 511543N 0013629W - 511257N 0014144W - 511252N 0014234W thence anti-clockwise by the arc of a circle radius 4 NM centred on 510912N 0014504W to 511246N 0014757W - 511307N 0014918W - 511839N 0015148W - 511925N 0015057W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD129 WESTON-ON-THE-GREEN A circle, 2 NM radius, centred at 515246N 0011320W	Upper limit: FL120 Lower limit: SFC	Activity: Para Dropping. Service: SUAAIS: Brize Zone on 119.005. SUACS: Oxford Approach on 125.090 MHz. Contact: Pre-flight information / Booking: Brize Norton, Tel: 01993-895147. Parachuting activity up to FL 135 may be conducted with London Control (Swanwick) permission. Regular activity SR-SS to FL 85 described in ENR 5.5. SUA Authority: DAATM (HQ Air). Hours: Mon-Fri SR-SS and as activated by NOTAM.
EGD130 LONGMOOR 510559N 0005213W - 510541N 0004938W - 510446N 0004940W - 510426N 0005301W - 510559N 0005213W	Upper limit: 2300 FT ALT Lower limit: SFC	Vertical Limit 1800 FT ALT. Vertical Limit OCNL notified to altitudes up to 2300 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01420-483405. SI 1982/1179. SUA Authority: DAATM (DIO). Hours: H24
EGD132 ASH RANGES 511745N 0003956W - 511623N 0003942W - 511548N 0004034W - 511524N 0004300W - 511606N 0004309W - 511638N 0004259W - 511732N 0004116W - 511745N 0003956W	Upper limit: 2500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01483-798304. SI 1983/162. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD133A PIRBRIGHT 511922N 0003907W - 511915N 0003858W - 511828N 0003951W - 511816N 0004028W - 511815N 0004103W - 511830N 0004118W - 511922N 0003907W	Upper limit: 1200 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01483-798304. SUA Authority: DAATM (DIO). Hours: 0800-2359 (0700-2300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD133B PIRBRIGHT 512040N 0004029W - 512034N 0003957W - 511922N 0003907W - 511830N 0004118W - 511915N 0004146W - 512019N 0004158W - 512040N 0004029W	Upper limit: 2400 FT ALT Lower limit: SFC	Vertical Limit 1200 FT ALT. Vertical Limit OCNL notified to altitudes up to 2400 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01483-798304. SUA Authority: DAATM (DIO). Hours: 0800-2359 (0700-2300); and as activated by NOTAM.
EGD136 SHOEBURYNESSE 513217N 0004804E - 513017N 0005104E - 513030N 0004700E - 513217N 0004804E	Upper limit: 13000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. SI 1936/714. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD136Z1 SHOEBURYNESSE FBZ 513309N 0004857E - 513044N 0005235E - 513008N 0005243E - 512934N 0005217E - 512916N 0005125E - 512931N 0004630E - 512946N 0004551E - 513010N 0004527E - 513038N 0004522E - 513245N 0004638E - 513311N 0004707E - 513319N 0004810E - 513309N 0004857E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD138A SHOEBURYNESSE 514000N 0010400E following the line of latitude to - 514000N 0011613E - 513714N 0011203E following the line of latitude to - 513714N 0005536E - 514000N 0010400E	Upper limit: 60000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 6000 FT ALT. Vertical Limit OCNL notified to altitudes up to 60,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. SI 1936/714. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD138AZ1 SHOEBURYNESS FBZ 514100N 0011642E - 514040N 0011730E - 514007N 0011753E - 513932N 0011743E - 513919N 0011723E - 513627N 0011304E - 513614N 0011230E following the line of latitude to - 513614N 0005503E - 513640N 0005411E - 513720N 0005355E - 513757N 0005422E - 514054N 0010318E - 514057N 0010329E - 514100N 0010348E following the line of latitude to - 514100N 0011642E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD138B SHOEBURYNESS 514200N 0011124E following the line of latitude to - 514200N 0011912E - 514000N 0011613E following the line of latitude to - 514000N 0010400E - 514200N 0011124E	Upper limit: 5000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD138BZ1 SHOEBURYNESS FBZ 514300N 0011939E - 514241N 0012028E - 514208N 0012052E - 514132N 0012042E - 513910N 0011710E - 513900N 0011633E following the line of latitude to - 513900N 0010326E - 513927N 0010233E - 514009N 0010219E - 514044N 0010248E - 514054N 0010318E - 514257N 0011055E - 514300N 0011114E following the line of latitude to - 514300N 0011939E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD138C SHOEBURYNESS 513700N 0005455E - 513755N 0005740E - 513638N 0005850E - 513544N 0005620E - 513700N 0005455E	Upper limit: 6000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. May be activated at the same time as EGD138A and/or EGD138D as a separate activity. SI 1936/714. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD138CZ1 SHOEBURYNESS FBZ 513859N 0005729E - 513846N 0005844E - 513646N 0010033E - 513558N 0010012E - 513440N 0005636E - 513451N 0005522E - 513648N 0005311E - 513740N 0005331E - 513859N 0005729E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD138D SHOEBURYNESS 513714N 0005536E following the line of latitude to - 513714N 0011203E - 513000N 0005300E - 513009N 0005115E - 513217N 0004804E - 513400N 0005000E - 513500N 0005018E - 513541N 0005016E - then along the north coast of Foulness Island to 513700N 0005455E - 513714N 0005536E	Upper limit: 60000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 13,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 60,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. SI 1936/714. SUA Authority: DAATM (DE&S). This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Activated by NOTAM.
EGD138DZ1 SHOEBURYNESS FBZ 513814N 0011235E - 513750N 0011327E - 513711N 0011344E - 513641N 0011326E - 513627N 0011304E - 512903N 0005336E - 512859N 0005303E - 512911N 0005046E - 512921N 0005016E - 513152N 0004630E - 513226N 0004627E - 513245N 0004638E - 513424N 0004829E - 513505N 0004842E - 513553N 0004839E - 513618N 0004857E - 513750N 0005149E - 513759N 0005229E - 513800N 0005303E - 513756N 0005408E - 513814N 0005511E following the line of latitude to - 513814N 0011235E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD139 FINGRINGHOE 515000N 0005458E - 514954N 0005852E - 514833N 0005848E - 514839N 0005452E - 515000N 0005458E	Upper limit: 2000 FT ALT Lower limit: SFC	Vertical Limit 1500 FT ALT. Vertical Limit OCNL notified to altitudes up to 2000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 124.600 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01206-736149. SI 1974/665. SUA Authority: DAATM (DIO). Hours: H24

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD141 HYTHE RANGES 510419N 0010426E - 510212N 0010531E - 510120N 0010148E - 510158N 0010111E - 510323N 0010214E - 510419N 0010426E	Upper limit: 3200 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Lydd Approach on 120.705 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01303-225879. SI 1966/814. SUA Authority: DAATM (DIO). Hours: H24
EGD147 PONTRILAS A circle, 2 NM radius, centred at 515800N 0025300W	Upper limit: 10000 FT ALT Lower limit: SFC	Activity: Para Dropping / Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUAAIS: London Information 124.750 MHz. Contact: Pre-flight information: Air Ops, 01432-357311 Ext 2369. Booking: Range Control, Tel: 01432-357311 Ext 3239. SUA Authority: DAATM (Strategic Command). Hours: H24
EGD148 KEEVIL 511744N 0021016W - 511937N 0020745W - 512055N 0020410W - 511946N 0020305W - 511705N 0020312W - 511602N 0020657W - 511701N 0020929W - 511744N 0021016W	Upper limit: 3200 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS). Service: SUACS: Boscombe Down ATC on 126.705. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Salisbury Operations, Tel: 01980-674710. SUA Authority: DAATM (JAC HQ). Hours: Activated by NOTAM.
EGD201A ABERPORTH 523427N 0052148W - 520903N 0050057W - 521000N 0050822W - 521307N 0051616W - 522013N 0052151W - 523427N 0052148W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. Only available above FL 145 for QinetiQ managed activity. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201AZ1 ABERPORTH FBZ 523447N 0052327W - 523520N 0052244W - 523530N 0052138W - 523512N 0052036W - 520914N 0045917W - 520840N 0045923W - 520813N 0045957W - 520801N 0050050W - 520904N 0050859W - 521225N 0051732W - 521959N 0052329W - 523447N 0052327W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD201B ABERPORTH 530300N 0053000W - 531500N 0053000W - 532315N 0051017W - 532255N 0050000W - 531200N 0050000W - 530715N 0045319W - 530300N 0045319W following the line of latitude to - 530300N 0053000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. Only available above FL 145 for QinetiQ managed activity. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201BZ1 ABERPORTH FBZ 532416N 0051046W - 532353N 0045915W - 532319N 0045820W - 531222N 0045820W - 530737N 0045139W - 530235N 0045140W - 530200N 0045238W following the line of latitude to - 530200N 0053000W - 531613N 0053000W - 532416N 0051046W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD201C ABERPORTH 525019N 0045319W - 524500N 0044018W following the line of latitude to - 524500N 0045319W - 525019N 0045319W	Upper limit: UNL Lower limit: FL145	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. SI 1976/64. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201CZ1 ABERPORTH FBZ 525120N 0045341W - 525118N 0045247W - 524539N 0043856W - 524501N 0043834W - 524424N 0043853W - 524400N 0043945W following the line of latitude to - 524400N 0045400W - 524435N 0045458W - 525036N 0045458W - 525105N 0045430W - 525120N 0045341W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD201CZ2 ABERPORTH FBZ 525523N 0045511W - 525514N 0045036W - 524813N 0043326W - 524506N 0043138W - 524157N 0043314W - 524000N 0043736W following the line of latitude to - 524000N 0045643W - 524255N 0050132W - 525142N 0050134W - 525405N 0045913W - 525523N 0045511W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD201D ABERPORTH 531035N 0053000W - 530300N 0051612W following the line of latitude to - 530300N 0053000W - 531035N 0053000W	Upper limit: UNL Lower limit: FL55	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. SI 1976/64. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201DZ1 ABERPORTH FBZ 531136N 0053000W - 531132N 0052915W - 530332N 0051442W - 530256N 0051428W - 530221N 0051450W - 530200N 0051541W following the line of latitude to - 530200N 0053000W - 531136N 0053000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD201DZ2 ABERPORTH FBZ 531539N 0053000W - 531517N 0052613W - 530538N 0050842W - 530237N 0050733W - 525945N 0050925W - 525800N 0051338W following the line of latitude to - 525800N 0053000W - 531539N 0053000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD201F ABERPORTH 521236N 0052244W - 521000N 0050822W - 520903N 0050057W - 520840N 0043847W - 520612N 0044900W - 520816N 0051829W - 521236N 0052244W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. Only available above FL 145 for QinetiQ managed activity. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201FZ1 ABERPORTH FBZ 521339N 0052245W - 521058N 0050758W - 521003N 0050046W - 520939N 0043809W - 520911N 0043717W - 520829N 0043705W - 520752N 0043739W - 520511N 0044847W - 520718N 0051902W - 520733N 0051941W - 521221N 0052423W - 521258N 0052419W - 521327N 0052342W - 521339N 0052245W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD201G ABERPORTH 524417N 0053000W - 523427N 0052148W - 522013N 0052151W - 521307N 0051616W - 521000N 0050822W - 521236N 0052244W - 522000N 0053000W - 524417N 0053000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. Only available above FL 145 for QinetiQ managed activity. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201GZ1 ABERPORTH FBZ 524523N 0053000W - 524503N 0052847W - 523441N 0052010W - 522026N 0052013W - 521348N 0051500W - 521039N 0050658W - 520956N 0050638W - 520915N 0050708W - 520856N 0050814W - 521145N 0052347W - 521921N 0053116W - 522000N 0053000W - 524523N 0053000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD201H ABERPORTH 523000N 0051806W following the line of latitude to - 523000N 0041200W - 521600N 0041200W - 521000N 0042942W - 520848N 0042904W - 520702N 0043810W - 520840N 0043847W - 520903N 0050057W - 523000N 0051806W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. SI 1976/64. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201HZ1 ABERPORTH FBZ 523100N 0051832W following the line of latitude to - 523100N 0041119W - 523025N 0041022W - 521544N 0041022W - 521515N 0041050W - 520932N 0042745W - 520843N 0042719W - 520759N 0042756W - 520601N 0043800W - 520603N 0043840W - 520616N 0043916W - 520636N 0043940W - 520741N 0044005W - 520804N 0050127W - 520821N 0050212W - 522947N 0051945W - 523018N 0051943W - 523045N 0051916W - 523100N 0051832W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD201HZ2 ABERPORTH FBZ 523500N 0052014W following the line of latitude to - 523500N 0040837W - 523204N 0040349W - 521438N 0040352W - 521217N 0040608W - 520708N 0042120W - 520440N 0042324W - 520157N 0043719W - 520210N 0044041W - 520312N 0044338W - 520346N 0044420W - 520406N 0050324W - 520535N 0050712W - 522855N 0052622W - 523131N 0052611W - 523344N 0052357W - 523500N 0052014W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD201J ABERPORTH 530300N 0053000W following the line of latitude to - 530300N 0045319W - 524500N 0045319W following the line of latitude to - 524500N 0044018W - 523316N 0041200W - 523000N 0041200W following the line of latitude to - 523000N 0051806W - 524417N 0053000W - 530300N 0053000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. SI 1976/64. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201JZ1 ABERPORTH FBZ 530400N 0053000W following the line of latitude to - 530400N 0045238W - 530325N 0045140W - 524600N 0045140W following the line of latitude to - 524600N 0043948W - 523357N 0041044W - 523331N 0041022W - 522935N 0041022W - 522900N 0041120W following the line of latitude to - 522900N 0051833W - 522918N 0051921W - 524205N 0053000W - 530400N 0053000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD201JZ2 ABERPORTH FBZ 530800N 0053000W following the line of latitude to - 530800N 0044956W - 530506N 0044501W - 525000N 0044504W following the line of latitude to - 525000N 0043746W - 523641N 0040541W - 523430N 0040348W - 522756N 0040350W - 522500N 0040837W following the line of latitude to - 522500N 0052031W - 522632N 0052424W - 523316N 0053000W - 530800N 0053000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD201K ABERPORTH 522000N 0053000W - 520816N 0051829W - 521038N 0053000W - 522000N 0053000W	Upper limit: FL145 Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201KZ1 ABERPORTH FBZ 522104N 0053000W - 522048N 0052853W - 521307N 0052120W - 520831N 0051650W - 520753N 0051654W - 520724N 0051732W - 520713N 0051831W - 520947N 0053101W - 521019N 0053137W - 521910N 0053138W - 522000N 0053000W - 522104N 0053000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD202A WEST WALES 521250N 0042121W - 521600N 0041200W - 521545N 0040958W - 520135N 0041430W - 520019N 0042519W - 521250N 0042121W	Upper limit: FL100 Lower limit: FL60	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. Pilots will be required to comply with ATC instructions whilst crossing EGD202A and will be provided with an appropriate Flight Information Service. Pilots who may be unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD202AZ1 WEST WALES FBZ 521703N 0041216W - 521639N 0040859W - 521558N 0040814W - 520105N 0041300W - 520040N 0041343W - 515917N 0042525W - 515926N 0042611W - 515947N 0042645W - 520016N 0042659W - 521315N 0042253W - 521336N 0042227W - 521703N 0041216W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD202B WEST WALES 521250N 0042121W - 521600N 0041200W - 521433N 0040004W - 520320N 0040343W - 520545N 0042336W - 521250N 0042121W	Upper limit: FL225 Lower limit: FL100	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. Pilots will be required to comply with ATC instructions whilst crossing EGD202B and will be provided with an appropriate Flight Information Service. Pilots who may be unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD202BZ1 WEST WALES FBZ 521703N 0041216W - 521527N 0035905W - 521446N 0035820W - 520244N 0040216W - 520216N 0040323W - 520451N 0042434W - 520532N 0042519W - 521315N 0042253W - 521336N 0042227W - 521703N 0041216W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD202C WEST WALES 521433N 0040004W - 521047N 0033002W - 520721N 0033015W - 520501N 0033532W - 520211N 0034019W - 520030N 0034053W - 520320N 0040343W - 521433N 0040004W	Upper limit: FL225 Lower limit: FL100	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. Pilots will be required to comply with ATC instructions whilst crossing EGD202C and will be provided with an appropriate Flight Information Service. Pilots who may be unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD202CZ1 WEST WALES FBZ 521537N 0040024W - 521141N 0032907W - 521107N 0032823W - 520705N 0032839W - 520640N 0032900W - 520415N 0033430W - 520141N 0033850W - 515954N 0033926W - 515926N 0034033W - 520226N 0040441W - 520307N 0040526W - 521509N 0040132W - 521537N 0040024W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD202D WEST WALES 520840N 0043847W - 520702N 0043810W - 520848N 0042904W - 521000N 0042942W - 521250N 0042121W - 520019N 0042519W - 515840N 0043902W - 520555N 0044130W thence clockwise by the arc of a circle radius 5 NM centred on 520653N 0043334W to 520801N 0044128W - 520840N 0043847W	Upper limit: FL125 Lower limit: SFC	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. Pilots will be required to comply with ATC instructions whilst crossing EGD202D and will be provided with an appropriate Flight Information Service. Pilots who may be unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD202DZ1 WEST WALES FBZ 520927N 0043743W - 520906N 0043717W - 520818N 0043659W - 520927N 0043107W - 521002N 0043125W - 521042N 0043100W - 521351N 0042143W - 521349N 0042046W - 521328N 0042001W - 521256N 0041940W - 515950N 0042349W - 515924N 0042431W - 515736N 0043922W - 515804N 0044029W - 520543N 0044307W thence clockwise by the arc of a circle radius 6 NM centred on 520653N 0043334W to 520830N 0044256W - 520852N 0044225W - 520940N 0043903W - 520939N 0043820W - 520927N 0043743W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD203 SENNYBRIDGE 520743N 0032924W - 520613N 0032645W - 520451N 0032532W - 520252N 0032804W - 520156N 0032943W - 520150N 0033139W - 515858N 0033729W - 515815N 0033935W - 515947N 0034105W - 520211N 0034019W - 520501N 0033532W - 520743N 0032924W	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 23,000 FT ALT Mon-Fri 0800-1800 (0700-1700). Vertical Limit 18,000 FT ALT Mon-Fri 1800-0800 (1700-0700), Fri 1800 (1700) - Mon 0800 (0700). Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (UAS). Service: SUA AIS: 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. SUA AIS: 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: SCAAIS: 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: SCAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: 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: SCAAIS: London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01869-257489. SUA Authority: DAATM (DE&S). 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: SCAAIS: London Information on 124.750 MHz. Contact: Pre-flight information: Air Ops, 01432-357311 Ext 2369. Booking: Range Control, Tel: 01432-357311 Ext 3239. SUA Authority: DAATM (Strategic Command). Hours: H24

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD217A LLANBEDR 525022N 0040522W - 524617N 0040510W thence clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 525022N 0040522W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS) / Balloons / Test and Evaluation. Service: SUAAIS Llanbedr Information on 118.930 MHz. Contact: Llanbedr Information, Tel: 01341-241356. SUA Authority: Snowdonia Aerospace. Hours: Activated by NOTAM.
EGD217B LLANBEDR 525306N 0040947W - 525028N 0040939W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 524617N 0040510W - 524333N 0040503W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 525306N 0040947W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS) / Balloons / Test and Evaluation. Service: SUAAIS Llanbedr Information on 118.930 MHz. Contact: Llanbedr Information, Tel: 01341-241356. SUA Authority: Snowdonia Aerospace. Hours: Activated by NOTAM.
EGD217C LLANBEDR 524942N 0041102W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 524617N 0040510W - 524603N 0040510W - 523933N 0041231W - 524222N 0041917W - 524942N 0041102W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS) / Balloons / Test and Evaluation. Service: SUAAIS Llanbedr Information on 118.930 MHz. Contact: Llanbedr Information, Tel: 01341-241356. SUA Authority: Snowdonia Aerospace. Hours: Activated by NOTAM.
EGD217D LLANBEDR 524222N 0041917W - 523933N 0041231W - 523526N 0041712W - 523816N 0042359W - 524222N 0041917W	Upper limit: 6000 FT ALT Lower limit: 2000 FT ALT	Activity: Unmanned Aircraft System (UAS) / Balloons / Test and Evaluation. Service: SUAAIS Llanbedr Information on 118.930 MHz. Contact: Llanbedr Information, Tel: 01341-241356. SUA Authority: Snowdonia Aerospace. Hours: Activated by NOTAM.
EGD217E LLANBEDR 525307N 0040530W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 524333N 0040503W - 525307N 0040530W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS) / Balloons / Test and Evaluation. Service: SUAAIS Llanbedr Information on 118.930 MHz. Contact: Llanbedr Information, Tel: 01341-241356. SUA Authority: Snowdonia Aerospace. Hours: Activated by NOTAM.
EGD217F LLANBEDR 525306N 0040947W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 525307N 0040530W - 525022N 0040522W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 525028N 0040939W - 525306N 0040947W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (UAS) / Balloons / Test and Evaluation. Service: SUAAIS Llanbedr Information on 118.930 MHz. Contact: Llanbedr Information, Tel: 01341-241356. SUA Authority: Snowdonia Aerospace. Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD217G LLANBEDR 525022N 0040522W - 524617N 0040510W thence clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 525022N 0040522W	Upper limit: 6000 FT ALT Lower limit: 2000 FT ALT	Activity: Unmanned Aircraft System (UAS) / Balloons / Test and Evaluation. Service: SUAAIS Llanbedr Information on 118.930 MHz. Contact: Llanbedr Information, Tel: 01341-241356. SUA Authority: Snowdonia Aerospace. Hours: Activated by NOTAM.
EGD217H LLANBEDR 525306N 0040947W - 525028N 0040939W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 524617N 0040510W - 524333N 0040503W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 525306N 0040947W	Upper limit: 6000 FT ALT Lower limit: 2000 FT ALT	Activity: Unmanned Aircraft System (UAS) / Balloons / Test and Evaluation. Service: SUAAIS Llanbedr Information on 118.930 MHz. Contact: Llanbedr Information, Tel: 01341-241356. SUA Authority: Snowdonia Aerospace. Hours: Activated by NOTAM.
EGD217I LLANBEDR 524942N 0041102W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 524617N 0040510W - 524603N 0040510W - 523933N 0041231W - 524222N 0041917W - 524942N 0041102W	Upper limit: 6000 FT ALT Lower limit: 2000 FT ALT	Activity: Unmanned Aircraft System (UAS) / Balloons / Test and Evaluation. Service: SUAAIS Llanbedr Information on 118.930 MHz. Contact: Llanbedr Information, Tel: 01341-241356. SUA Authority: Snowdonia Aerospace. Hours: Activated by NOTAM.
EGD217J LLANBEDR 525307N 0040530W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 524333N 0040503W - 525307N 0040530W	Upper limit: 6000 FT ALT Lower limit: 2000 FT ALT	Activity: Unmanned Aircraft System (UAS) / Balloons / Test and Evaluation. Service: SUAAIS Llanbedr Information on 118.930 MHz. Contact: Llanbedr Information, Tel: 01341-241356. SUA Authority: Snowdonia Aerospace. Hours: Activated by NOTAM.
EGD217K LLANBEDR 525306N 0040947W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 525307N 0040530W - 525022N 0040522W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 525028N 0040939W - 525306N 0040947W	Upper limit: 6000 FT ALT Lower limit: 2000 FT ALT	Activity: Unmanned Aircraft System (UAS) / Balloons / Test and Evaluation. Service: SUAAIS Llanbedr Information on 118.930 MHz. Contact: Llanbedr Information, Tel: 01341-241356. SUA Authority: Snowdonia Aerospace. Hours: Activated by NOTAM.
EGD218A FAIRFORD 514815N 0013543W - 514016N 0013518W - 513958N 0014917W - 514110N 0015928W - 514744N 0015952W - 514815N 0013543W	Upper limit: FL95 Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Brize Radar on 124.280. SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: HN Activated by NOTAM. Only available HN.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD218AZ1 FAIRFORD FBZ 514915N 0013506W - 514841N 0013407W - 513953N 0013341W - 513916N 0013435W - 513858N 0014925W - 514015N 0020019W - 514047N 0020103W - 514806N 0020130W - 514843N 0020035W - 514915N 0013506W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD218B FAIRFORD 520518N 0020404W - 514803N 0014539W - 514749N 0015601W - 514901N 0020407W - 515342N 0022132W - 520518N 0020404W	Upper limit: FL240 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Below FL180 Brize Radar on channel 124.280. At/ above FL180 Swanwick Mil on 128.700 MHz. SAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: HN Activated by NOTAM.
EGD218BZ1 FAIRFORD FBZ 520620N 0020443W - 520615N 0020309W - 514806N 0014347W - 514704N 0014439W - 514649N 0015611W - 514804N 0020438W - 515259N 0022256W - 515359N 0022317W - 520620N 0020443W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD218C FAIRFORD 521533N 0021510W - 520518N 0020404W - 515342N 0022132W - 515701N 0023402W - 520117N 0023842W - 521533N 0021510W	Upper limit: FL660 Lower limit: FL180	AMC - Manageable. ASM Protocols apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil on 128.700 MHz. SAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: HN Activated by NOTAM.
EGD218CZ1 FAIRFORD FBZ 521636N 0021545W - 521630N 0021414W - 520534N 0020225W - 520452N 0020230W - 515247N 0022042W - 515239N 0022142W - 515613N 0023507W - 520102N 0024022W - 520145N 0024015W - 521636N 0021545W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD218D FAIRFORD 523258N 0023414W - 521533N 0021510W - 520117N 0023842W - 521342N 0025221W - 522607N 0025118W - 523258N 0023414W	Upper limit: FL660 Lower limit: FL200	AMC - Manageable. ASM Protocols apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil on 128.700 MHz. SAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: HN Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD218DZ1 FAIRFORD FBZ 523402N 0023434W - 523352N 0023315W - 521549N 0021329W - 521506N 0021336W - 520015N 0023806W - 520020N 0023937W - 521325N 0025400W - 522640N 0025253W - 523402N 0023434W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219A RPAS CORRIDOR 523258N 0023414W - 521159N 0010428W - 515150N 0015658W - 515342N 0022132W - 520518N 0020404W - 521533N 0021510W - 523258N 0023414W	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil 128.700 MHz and 252.875 MHz. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD219AZ1 RPAS CORRIDOR FBZ 523402N 0023434W - 523356N 0023347W - 521248N 0010326W - 521221N 0010253W - 521147N 0010248W - 521117N 0010313W - 515048N 0015636W - 515243N 0022157W - 515259N 0022256W - 515359N 0022317W - 520524N 0020608W - 521500N 0021631W - 523246N 0023558W - 523335N 0023542W - 523402N 0023434W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219B RPAS CORRIDOR 521159N 0010428W - 515209N 0002013E - 511010N 0020000E - 510700N 0020000E - 510000N 0012800E - 504741N 0012800E - 512521N 0000155W - 515150N 0015658W - 521159N 0010428W	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil 128.250 MHz and 275.625 MHz. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD219BZ1 RPAS CORRIDOR FBZ 521305N 0010438W - 515303N 0002058E - 511123N 0020000E - 510700N 0020000E - 510000N 0012800E - 504629N 0012800E - 512428N 0000238W - 515059N 0015757W - 515126N 0015831W - 515200N 0015837W - 515231N 0015813W - 521305N 0010438W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219C RPAS CORRIDOR 520402N 0024142W - 520117N 0023842W - 515701N 0023402W - 515342N 0022132W - 515150N 0015658W - 504056N 0030505W - 504551N 0031812W - 502653N 0035344W - 495214N 0054210W - 494259N 0054242W - 494501N 0080000W - 501459N 0080000W - 501305N 0054702W - 504346N 0041101W - 505821N 0034349W - 520402N 0024142W	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil 135.150 MHz and 278.600 MHz. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD219CZ1 RPAS CORRIDOR FBZ 520503N 0024120W - 520449N 0024036W - 520151N 0023721W - 515749N 0023258W - 515440N 0022106W - 515248N 0015622W - 515230N 0015541W - 515202N 0015520W - 515132N 0015523W - 504004N 0030404W - 503952N 0030519W - 504438N 0031803W - 502603N 0035252W - 495136N 0054039W - 494232N 0054112W - 494158N 0054208W - 494401N 0080000W - 501559N 0080000W - 501405N 0054723W - 504436N 0041153W - 505900N 0034502W - 520446N 0024253W - 520502N 0024210W - 520503N 0024120W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219D RPAS CORRIDOR 541133N 0032854E - 540746N 0040240E - 540539N 0040158E - 530557N 0031042E - 524840N 0021314E - 523658N 0001000E - 521159N 0010428W - 522555N 0020321W - 530539N 0000624W - 531758N 0020208E - 530822N 0020426E - 532053N 0024556E - 541133N 0032854E	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. ASM Protocols Apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil 135.075 MHz and 270.050 MHz. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD219DZ1 RPAS CORRIDOR FBZ 541236N 0032839E - 540840N 0040341E - 540758N 0040428E - 540519N 0040335E - 530512N 0031156E - 524742N 0021345E - 523601N 0001033E - 521100N 0010359W - 521058N 0010443W - 522505N 0020422W - 522533N 0020456W - 522607N 0020501W - 522638N 0020434W - 530637N 0000657W - 531901N 0020235E - 531831N 0020341E - 530953N 0020545E - 532138N 0024441E - 541218N 0032738E - 541236N 0032839E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219E RPAS CORRIDOR 550713N 0032945E - 542838N 0040016E - 540954N 0040323E - 540746N 0040240E - 541327N 0031125E - 550713N 0032945E	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil 135.075 MHz and 270.050 MHz. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD219EZ1 RPAS CORRIDOR FBZ 550815N 0033007E - 550755N 0033106E - 542854N 0040157E - 540951N 0040506E - 540710N 0040412E - 540642N 0040302E - 541233N 0031024E - 541306N 0030946E - 541330N 0030941E - 550744N 0032809E - 550810N 0032859E - 550815N 0033007E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD219F RPAS CORRIDOR 574624N 0034913E - 572157N 0042700E - 555234N 0025227E - 550713N 0032945E - 541327N 0031125E - 542038N 0031004E - 555336N 0015228E - 574624N 0034913E	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. ASM Protocols apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil on 135.075 MHz and 270.050 MHz south of 55 degrees north and from Swanwick Mil on 136.375 MHz and 251.250 MHz north of 55 degrees north. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD219FZ1 RPAS CORRIDOR FBZ 574713N 0034756E - 572108N 0042815E - 555232N 0025427E - 550720N 0033134E - 541254N 0031258E - 541224N 0031152E - 541233N 0031024E - 541306N 0030946E - 542021N 0030824E - 555323N 0015040E - 555352N 0015042E - 574713N 0034756E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219G RPAS CORRIDOR 564619N 0050000E - 554346N 0050000E - 550313N 0042135E - 540954N 0040323E - 542838N 0040016E - 550713N 0032945E - 551315N 0033144E - 564619N 0050000E	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil on 135.075 MHz and 270.050 MHz south of 55 degrees north and from Swanwick Mil on 136.375 MHz and 251.250 MHz north of 55 degrees north. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD219GZ1 RPAS CORRIDOR FBZ 564719N 0050000E - 554141N 0050000E - 550253N 0042314E - 540921N 0040455E - 540853N 0040356E - 540856N 0040240E - 540926N 0040145E - 542823N 0035835E - 550705N 0032756E - 551335N 0033004E - 564719N 0045855E - 564719N 0050000E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD219H RPAS CORRIDOR 610000N 0073143W - 581543N 0055534W - 561337N 0044446W - 553714N 0023450W - 535608N 0021918W - 522603N 0020353W - 523258N 0023414W - 522607N 0025118W - 521902N 0025154W - 535306N 0030946W - 551801N 0032431W - 555211N 0052852W - 580650N 0064941W - 610000N 0083622W - 610000N 0073143W	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. ASM Protocols apply. Activity: Unmanned Aircraft System (UAS). Service: SUACS: Swanwick Mil on 128.700 MHz and 252.875 MHz south of 53 degrees north and from Swanwick Mil on 127.450 MHz and 282.125 MHz north of 53 degrees north. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD219HZ1 RPAS CORRIDOR FBZ 610000N 0072934W - 581600N 0055345W - 561420N 0044317W - 553800N 0023338W - 553734N 0023307W - 535614N 0021737W - 522553N 0020213W - 522524N 0020234W - 522506N 0020314W - 522501N 0020404W - 523152N 0023401W - 522533N 0024943W - 521835N 0025018W - 521802N 0025113W - 521801N 0025229W - 521832N 0025327W - 535300N 0031127W - 551723N 0032609W - 555128N 0053020W - 580631N 0065129W - 610000N 0083832W - 610000N 0072934W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD220A MARHAM A circle, 5 NM radius, centred at 523854N 0003302E	Upper limit: FL105 Lower limit: SFC	Activity: Unmanned Aircraft System (UAS). Service: SUACS. Marham ATC on 124.155. SUAAIS: London Information on 124.600 MHz. Contact: Marham ATC, Tel: 01760-337261. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD220B MARHAM A circle, 5 NM radius, centred at 523854N 0003302E	Upper limit: FL195 Lower limit: FL105	Activity: Unmanned Aircraft System (UAS). Service: SUACS. Marham ATC on 124.155. SUAAIS: London Information on 124.600 MHz. Contact: Marham ATC, Tel: 01760-337261. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD304 UPPER HULME A circle, 1.5 NM radius, centred at 530951N 0015730W	Upper limit: 3500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Manchester APP on 118.580 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01785-763134. SI 1985/1082. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD305 BECKINGHAM 530554N 0004134W - 530542N 0004034W - 530427N 0004044W - 530428N 0004205W - 530534N 0004217W - 530554N 0004134W	Upper limit: 1500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 124.600 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 07769-730481. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD307 DONNA NOOK 532331N 0001354E - 532932N 0000503E thence clockwise by the arc of a circle radius 5 NM centred on 532830N 0001315E to 532331N 0001354E	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 20,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / High Energy Manoeuvres / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUACS: Donna Nook Range on 122.755 when open. SUAAIS: Donna Nook Range on 122.755 when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01507-359126. Associated aircraft operations outside area boundary. 122.755 is a common channel also used by Holbeach and Pembrey AWRs. Ensure crossing clearance request is specific to Donna Nook AWR. SI 1939/451. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0900-1630 (0800-1530), Fri 0900-1500 (0800-1400). September-April inclusive Mon, Wed 1630-2200 (1530-2100); and as Activated by NOTAM.
EGD307Z1 DONNA NOOK FBZ 532928N 0000320E - 532902N 0000333E - 532242N 0001253E - 532231N 0001334E thence anti-clockwise by the arc of a circle radius 6 NM centred on 532830N 0001315E to 532928N 0000320E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD307Z2 DONNA NOOK FBZ 532855N 0000328W thence clockwise by the arc of a circle radius 10 NM centred on 532830N 0001315E to 531833N 0001148E - 531930N 0000841E - 532657N 0000217W - 532855N 0000328W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD314 HARPUR HILL A circle, 0.5 NM radius, centred at 531343N 0015528W	Upper limit: 2900 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives. Service: SUAAIS: Manchester APP on channel 118.580. Contact: HSE - Science and Research Centre, Tel: 0203-028 2000. SUA Authority: HSE - Science and Research Centre. Hours: Mon-Fri 0800-1900 (0700-1800); and as activated by NOTAM.
EGD323A SOUTHERN COMPLEX 551710N 0001428E - 550143N 0011753E - 543102N 0003132W - 544841N 0005456W - 545744N 0005457W - 551710N 0001428E	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD323AZ1 SOUTHERN COMPLEX FBZ 551810N 0001448E - 550231N 0011903E - 550201N 0011937E - 550126N 0011938E - 550056N 0011905E - 542958N 0003119W - 543008N 0003231W - 544820N 0005640W - 545801N 0005641W - 545830N 0005610W - 551805N 0001348E - 551810N 0001408E - 551810N 0001448E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323AZ2 SOUTHERN COMPLEX FBZ 552208N 0001223E - 552211N 0001607E - 550542N 0012342E - 550315N 0012632E - 550018N 0012636E - 545749N 0012353E - 542546N 0003027W - 542634N 0003628W - 544658N 0010334W - 545909N 0010338W - 550134N 0010102W - 552208N 0001223E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323B SOUTHERN COMPLEX 550143N 0011753E - 545059N 0020010E - 541451N 0001028W - 543102N 0003132W - 550143N 0011753E	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.
EGD323BZ1 SOUTHERN COMPLEX FBZ 550243N 0011814E - 545146N 0020120E - 545117N 0020153E - 545041N 0020154E - 545012N 0020121E - 541348N 0001016W - 541357N 0001127W - 543048N 0003323W - 543143N 0003302W - 550242N 0011729E - 550243N 0011814E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323BZ2 SOUTHERN COMPLEX FBZ 550641N 0011553E - 550643N 0011938E - 545456N 0020602E - 545228N 0020848E - 544932N 0020849E - 544703N 0020604E - 540935N 0000926W - 541024N 0001524W - 542853N 0003931W - 543103N 0004020W - 543314N 0003928W - 543459N 0003706W - 550641N 0011553E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323C SOUTHERN COMPLEX 545059N 0020010E - 544532N 0022109E - 540644N 0000002W - 541451N 0001028W - 545059N 0020010E	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD323CZ1 SOUTHERN COMPLEX FBZ 545159N 0020032E - 544619N 0022220E - 544549N 0022253E - 544514N 0022253E - 544444N 0022220E - 540541N 0000010E - 540551N 0000101W - 541437N 0001219W - 541532N 0001157W - 545159N 0015947E - 545159N 0020032E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323CZ2 SOUTHERN COMPLEX FBZ 545559N 0015818E - 545558N 0020202E - 544928N 0022703E - 544659N 0022948E - 544403N 0022947E - 544135N 0022701E - 540127N 0000058E - 540217N 0000458W - 541342N 0001941W - 541817N 0001751W - 545559N 0015818E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323D SOUTHERN COMPLEX 544532N 0022109E - 543948N 0024252E - 543143N 0025434E - 541738N 0030110E - 533813N 0003557E - 540644N 0000002W - 544532N 0022109E	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.
EGD323DZ1 SOUTHERN COMPLEX FBZ 544631N 0022047E - 544631N 0022132E - 544039N 0024345E - 544031N 0024404E - 543216N 0025600E - 543205N 0025611E - 541738N 0030256E - 541727N 0030254E - 541653N 0030226E - 533711N 0003614E - 533714N 0003541E - 533719N 0003459E - 540619N 0000137W - 540645N 0000146W - 540711N 0000136W - 540732N 0000107W - 544631N 0022047E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323DZ2 SOUTHERN COMPLEX FBZ 545031N 0021918E - 545031N 0022302E - 544352N 0024813E - 543405N 0030222E - 541709N 0031013E - 541349N 0030729E - 533256N 0003652E - 533348N 0003100E - 540437N 0000757W - 540648N 0000844W - 540858N 0000752W - 541043N 0000530W - 545031N 0021918E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323E SOUTHERN COMPLEX 541738N 0030110E - 541733N 0030112E - 535535N 0025714E - 532807N 0024241E - 533813N 0003557E - 541738N 0030110E	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD323EZ1 SOUTHERN COMPLEX FBZ 541839N 0030049E - 541838N 0030134E - 541827N 0030214E - 541807N 0030243E - 541738N 0030256E - 535523N 0025854E - 532728N 0024406E - 532704N 0024303E - 533714N 0003541E - 533719N 0003459E - 533749N 0003422E - 533823N 0003412E - 533858N 0003443E - 541839N 0030049E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323EZ2 SOUTHERN COMPLEX FBZ 542239N 0025926E - 542237N 0030310E - 542140N 0030632E - 542000N 0030855E - 541757N 0030951E - 535433N 0030533E - 532452N 0024944E - 532254N 0024430E - 533327N 0003211E - 533545N 0002808E - 533902N 0002712E - 534159N 0002946E - 542239N 0025926E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323F SOUTHERN COMPLEX 545744N 0005457W - 544841N 0005456W - 542402N 0005518W - 544229N 0011251W - 545210N 0010815W - 545513N 0010343W - 545744N 0005457W	Upper limit: FL660 Lower limit: FL150	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.
EGD323FZ1 SOUTHERN COMPLEX FBZ 545845N 0005519W - 545844N 0005425W - 545827N 0005339W - 545800N 0005313W - 544840N 0005312W - 542341N 0005336W - 542315N 0005411W - 542302N 0005455W - 542303N 0005549W - 542318N 0005630W - 542331N 0005645W - 544211N 0011431W - 544234N 0011436W - 545232N 0010952W - 545244N 0010941W - 545557N 0010455W - 545604N 0010439W - 545845N 0005519W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323FZ2 SOUTHERN COMPLEX FBZ 550247N 0005649W - 550240N 0005218W - 550118N 0004828W - 545902N 0004616W - 544839N 0004618W - 542217N 0004646W - 541937N 0005023W - 541847N 0005602W - 542008N 0010123W - 544055N 0012112W - 544251N 0012136W - 545434N 0011605W - 545914N 0010910W - 550247N 0005649W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323G SOUTHERN COMPLEX 544841N 0005456W - 543102N 0003132W - 542402N 0005518W - 544841N 0005456W	Upper limit: FL660 Lower limit: FL150	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD323GZ1 SOUTHERN COMPLEX FBZ 544944N 0005458W - 544932N 0005354W - 543127N 0002956W - 543101N 0002947W - 543035N 0002957W - 543014N 0003026W - 542302N 0005455W - 542303N 0005549W - 542318N 0005630W - 542331N 0005645W - 542347N 0005701W - 544900N 0005640W - 544931N 0005601W - 544944N 0005458W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323GZ2 SOUTHERN COMPLEX FBZ 545019N 0010334W - 545254N 0010019W - 545355N 0005505W - 545259N 0004947W - 543310N 0002333W - 543059N 0002245W - 542849N 0002337W - 542704N 0002559W - 541900N 0005325W - 541906N 0005754W - 542029N 0010142W - 542246N 0010352W - 545019N 0010334W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323H SOUTHERN COMPLEX 543102N 0003132W - 541451N 0001028W - 540726N 0003547W - 542402N 0005518W - 543102N 0003132W	Upper limit: FL660 Lower limit: FL150	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.
EGD323HZ1 SOUTHERN COMPLEX FBZ 543202N 0003127W - 543158N 0003052W - 543146N 0003021W - 541516N 0000853W - 541450N 0000843W - 541424N 0000854W - 541403N 0000922W - 540628N 0003518W - 540626N 0003555W - 540631N 0003631W - 540644N 0003701W - 542331N 0005645W - 542347N 0005701W - 542410N 0005700W - 542430N 0005652W - 542450N 0005624W - 543200N 0003202W - 543202N 0003127W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323HZ2 SOUTHERN COMPLEX FBZ 543618N 0003237W - 543529N 0002635W - 541559N 0000115W - 541125N 0000306W - 540208N 0003450W - 540304N 0004059W - 542304N 0010432W - 542727N 0010239W - 543618N 0003237W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323J SOUTHERN COMPLEX 541451N 0001028W - 540644N 0000002W - 535908N 0002606W - 540726N 0003547W - 541451N 0001028W	Upper limit: FL660 Lower limit: FL150	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD323JZ1 SOUTHERN COMPLEX FBZ 541552N 0001022W - 541547N 0000947W - 541535N 0000917W - 540709N 0000133E - 540643N 0000143E - 540617N 0000132E - 540556N 0000103E - 535810N 0002537W - 535807N 0002613W - 535813N 0002649W - 535825N 0002719W - 540703N 0003724W - 540729N 0003732W - 540754N 0003721W - 540814N 0003653W - 541549N 0001057W - 541552N 0001022W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323JZ2 SOUTHERN COMPLEX FBZ 542007N 0001130W - 541917N 0000531W - 540751N 0000910E - 540317N 0000718E - 535350N 0002509W - 535446N 0003117W - 540629N 0004459W - 541053N 0004304W - 542007N 0001130W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323K SOUTHERN COMPLEX 540644N 0000002W - 533813N 0003557E - 534331N 0000805W - 535908N 0002606W - 540644N 0000002W	Upper limit: FL660 Lower limit: FL150	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.
EGD323KZ1 SOUTHERN COMPLEX FBZ 540745N 0000004E - 540740N 0000039E - 540728N 0000109E - 533834N 0003737E - 533756N 0003739E - 533726N 0003706E - 533711N 0003614E - 533714N 0003541E - 534235N 0000844W - 534248N 0000918W - 535845N 0002742W - 535910N 0002750W - 535936N 0002739W - 535956N 0002711W - 540742N 0000031W - 540745N 0000004E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323KZ2 SOUTHERN COMPLEX FBZ 541200N 0000102W - 541110N 0000456E - 533956N 0004416E - 533650N 0004426E - 533413N 0004136E - 533301N 0003648E - 533901N 0001306W - 535811N 0003515W - 540235N 0003320W - 541200N 0000102W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323L SOUTHERN COMPLEX 552430N 0004952E - 550944N 0014759E - 550143N 0011753E - 551710N 0001428E - 552430N 0004952E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD323LZ1 SOUTHERN COMPLEX FBZ 552530N 0004936E - 552529N 0005016E - 551031N 0014910E - 551002N 0014943E - 550926N 0014943E - 550857N 0014910E - 550043N 0011817E - 550043N 0011732E - 551622N 0001318E - 551653N 0001243E - 551730N 0001244E - 551758N 0001319E - 551805N 0001348E - 552530N 0004936E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323LZ2 SOUTHERN COMPLEX FBZ 552931N 0004829E - 552927N 0005151E - 551257N 0015641E - 550632N 0015642E - 545644N 0011953E - 545642N 0011608E - 551352N 0000537E - 552040N 0000551E - 552931N 0004829E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323M SOUTHERN COMPLEX 550944N 0014759E - 545840N 0022938E - 545059N 0020010E - 550143N 0011753E - 550944N 0014759E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.
EGD323MZ1 SOUTHERN COMPLEX FBZ 551044N 0014821E - 545926N 0023053E - 545851N 0023126E - 545813N 0023117E - 545750N 0023039E - 544959N 0020032E - 544959N 0015948E - 550055N 0011643E - 550124N 0011609E - 550159N 0011608E - 550229N 0011641E - 551044N 0014736E - 551044N 0014821E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323MZ2 SOUTHERN COMPLEX FBZ 551443N 0014603E - 551443N 0014952E - 550234N 0023538E - 550005N 0023820E - 545709N 0023817E - 545443N 0023530E - 544600N 0020203E - 544559N 0015820E - 545743N 0011205E - 550010N 0010914E - 550306N 0010909E - 550536N 0011152E - 551443N 0014603E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323N SOUTHERN COMPLEX 545840N 0022938E - 544951N 0023752E - 544532N 0022109E - 545059N 0020010E - 545840N 0022938E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD323NZ1 SOUTHERN COMPLEX FBZ 545946N 0022939E - 545926N 0023053E - 545009N 0023933E - 544944N 0023937E - 544920N 0023923E - 544902N 0023853E - 544432N 0022132E - 544432N 0022047E - 545011N 0015859E - 545041N 0015826E - 545116N 0015826E - 545146N 0015859E - 545946N 0022939E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323NZ2 SOUTHERN COMPLEX FBZ 550401N 0022912E - 550246N 0023540E - 545117N 0024620E - 544913N 0024637E - 544715N 0024527E - 544543N 0024301E - 544032N 0022300E - 544032N 0021918E - 544701N 0015419E - 544929N 0015132E - 545226N 0015130E - 545454N 0015414E - 550401N 0022912E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323P SOUTHERN COMPLEX 544951N 0023752E - 543143N 0025434E - 543948N 0024252E - 544532N 0022109E - 544951N 0023752E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUA AIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.
EGD323PZ1 SOUTHERN COMPLEX FBZ 545055N 0023746E - 545040N 0023904E - 543205N 0025611E - 543143N 0025621E - 543106N 0025605E - 543040N 0025459E - 543047N 0025341E - 543859N 0024148E - 544444N 0021959E - 544514N 0021926E - 544549N 0021926E - 544619N 0021959E - 545055N 0023746E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323PZ2 SOUTHERN COMPLEX FBZ 545513N 0023726E - 545356N 0024353E - 543221N 0030342E - 542838N 0030205E - 542630N 0025638E - 542702N 0025007E - 543543N 0023732E - 544135N 0021517E - 544403N 0021232E - 544700N 0021231E - 544928N 0021517E - 545513N 0023726E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323Q SOUTHERN COMPLEX 553347N 0013625E - 553150N 0015622E - 551616N 0021300E - 550944N 0014759E - 552430N 0004952E - 553347N 0013625E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUA AIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD323QZ1 SOUTHERN COMPLEX FBZ 553448N 0013629E - 553247N 0015703E - 553232N 0015740E - 551646N 0021431E - 551635N 0021442E - 551611N 0021447E - 551546N 0021434E - 551527N 0021404E - 550844N 0014822E - 550844N 0014736E - 552342N 0004840E - 552413N 0004806E - 552450N 0004808E - 552520N 0004846E - 553446N 0013603E - 553448N 0013629E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323QZ2 SOUTHERN COMPLEX FBZ 553855N 0013540E - 553634N 0015946E - 553521N 0020254E - 551656N 0022231E - 551239N 0022011E - 550445N 0014954E - 550444N 0014607E - 552116N 0004055E - 552803N 0004117E - 553855N 0013540E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD323R SOUTHERN COMPLEX 551616N 0021300E - 545840N 0022938E - 550944N 0014759E - 551616N 0021300E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.
EGD323RZ1 SOUTHERN COMPLEX FBZ 551720N 0021255E - 551706N 0021410E - 551646N 0021431E - 545851N 0023126E - 545813N 0023117E - 545750N 0023039E - 545743N 0023009E - 545738N 0022924E - 550857N 0014647E - 550926N 0014614E - 551001N 0014614E - 551031N 0014647E - 551720N 0021255E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD323RZ2 SOUTHERN COMPLEX FBZ 552137N 0021232E - 552022N 0021903E - 545751N 0024015E - 545237N 0023137E - 550631N 0013917E - 551255N 0013914E - 552137N 0021232E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD324A WADDINGTON LOW A circle, 5 NM radius, centred at 530958N 0003126W	Upper limit: FL105 Lower limit: SFC	Activity: Unmanned Aircraft System (UAS) / High Energy Manoeuvres. Service: SUACS: Waddington ATC on 119.505. SUAAIS: London Information on 124.600 MHz. Contact: Waddington ATC, Tel: 01522-727451/727452. High energy manoeuvres related to display flying training only. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD324B WADDINGTON MEDIUM 531343N 0004324W - 530818N 0001452W - 525556N 0002123W - 530120N 0004950W - 531343N 0004324W	Upper limit: FL195 Lower limit: FL105	Activity: Unmanned Aircraft System (UAS). Service: SUACS: Waddington ATC on 119.505. SUAAIS: London Information on 124.600 MHz. Contact: Waddington ATC, Tel: 01522-727451/727452. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD401 BALLYKINLER 541334N 0054612W - 541256N 0054734W - 541316N 0055038W - 541440N 0054940W - then along the river to 541526N 0055010W - 541525N 0054718W - 541334N 0054612W	Upper limit: 3200 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 07825-681726; Range Control, Tel: 07825-681726; Regional Ops Room, Tel: 07717-542336. SI 1940/756. SUA Authority: DAATM (DIO). Hours: 0800-2359 (0700-2300).
EGD402A LUCE BAY (N) 550332N 0050509W - 545600N 0045800W following the line of latitude to - 545600N 0044744W - 544650N 0043837W - 545008N 0044939W - 545100N 0044946W - 545217N 0045134W - 545208N 0045404W - 544953N 0045653W - 544541N 0045627W - 544215N 0045339W - 544007N 0045032W - 543915N 0044653W - 543815N 0045352W - 545812N 0051210W - 550218N 0050909W - 550332N 0050509W	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 3000 FT ALT. Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD402AZ1 LUCE BAY (N) FBZ 550433N 0050530W - 550431N 0050449W - 550422N 0050358W - 545700N 0045658W following the line of latitude to - 545700N 0044716W - 545644N 0044628W - 544702N 0043650W - 544623N 0043658W - 544554N 0043746W - 544548N 0043854W - 544922N 0045051W - 544948N 0045120W - 545037N 0045127W - 545114N 0045219W - 545111N 0045307W - 544935N 0045507W - 544556N 0045445W - 544248N 0045211W - 544057N 0044929W - 544003N 0044543W - 543930N 0044507W - 543851N 0044512W - 543821N 0044556W - 543712N 0045402W - 543729N 0045507W - 545756N 0051353W - 545823N 0051355W - 550251N 0051038W - 550306N 0051014W - 550433N 0050530W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD402B LUCE BAY (N) 550332N 0050509W - 550254N 0045410W - 545600N 0044744W following the line of latitude to - 545600N 0045800W - 550332N 0050509W	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 3000 FT ALT. Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD402BZ1 LUCE BAY (N) FBZ 550433N 0050530W - 550352N 0045334W - 550335N 0045250W - 545614N 0044559W - 545543N 0044601W - 545516N 0044629W - 545500N 0044717W following the line of latitude to - 545500N 0045829W - 545517N 0045918W - 550318N 0050654W - 550351N 0050652W - 550418N 0050622W - 550433N 0050530W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD402C LUCE BAY (N) A circle, 3000 FT radius, centred at 545659N 0045752W	Upper limit: 4000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD403A LUCE BAY 545141N 0045438W - 545139N 0045041W - 545100N 0044946W - 544850N 0045646W - 544953N 0045653W - 545141N 0045438W	Upper limit: 3000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SI 1940/1819. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD403B LUCE BAY 545208N 0045404W - 545217N 0045134W - 545100N 0044946W - 545008N 0044939W - 544650N 0043837W - 544304N 0043500W - 544050N 0043543W - 543915N 0044653W - 544007N 0045032W - 544215N 0045339W - 544541N 0045627W - 544953N 0045653W - 545208N 0045404W	Upper limit: 35000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SI 1940/1819. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD403BZ1 LUCE BAY FBZ 545306N 0045437W - 545318N 0045119W - 545306N 0045030W - 545022N 0044639W - 544735N 0043722W - 544314N 0043311W - 544022N 0043407W - 543956N 0043449W - 543812N 0044701W - 543917N 0045135W - 544142N 0045507W - 544526N 0045809W - 545011N 0045839W - 545253N 0045515W - 545306N 0045437W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD405 KIRKCUDBRIGHT 544647N 0040349W - 544744N 0040214W - 544828N 0040040W - 544818N 0035705W - 544710N 0035630W - 543800N 0034806W - 543302N 0035720W - 543315N 0041341W - 543537N 0041514W - 544647N 0040349W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 15,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 07786-126151; DTSO, Tel: 07966-322799; Range Control, Tel: 07812-097785; Regional Ops Room, Tel: 07717-542336. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD405Z1 KIRKCUDBRIGHT FBZ 544930N 0040113W - 544916N 0035625W - 544853N 0035535W - 544733N 0035454W - 543810N 0034618W - 543730N 0034630W - 543202N 0035641W - 543215N 0041415W - 543237N 0041506W - 543528N 0041659W - 543556N 0041655W - 544724N 0040512W - 544828N 0040324W - 544930N 0040113W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD406C ESKMEALS 541916N 0035914W thence anti-clockwise by the arc of a circle radius 20 NM centred on 541900N 0032505W to 540804N 0035336W - 541027N 0040844W thence clockwise by the arc of a circle radius 27 NM centred on 541900N 0032505W to 541413N 0041025W - 541916N 0035914W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Balloons / Electronic/Optical Hazards. Service: SUAAIS: London Information on 125.475 MHz. Contact: Pre-flight information: Eskmeals Range, Tel: 01229-712245/712233. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD406CZ1 ESKMEALS FBZ 542016N 0035948W - 542016N 0035848W - 541951N 0035730W thence anti-clockwise by the arc of a circle radius 19 NM centred on 541900N 0032505W to 540805N 0035133W - 540721N 0035223W - 540659N 0035318W - 540933N 0040935W - 540953N 0041012W thence clockwise by the arc of a circle radius 28 NM centred on 541900N 0032505W to 541419N 0041210W - 541450N 0041150W - 542016N 0035948W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD407 WARCOP 543812N 0022047W - 543856N 0021445W - 543753N 0021402W - 543432N 0021545W - 543156N 0022043W - 543202N 0022209W - 543343N 0022536W - 543526N 0022419W - 543812N 0022047W	Upper limit: 13500 FT ALT Lower limit: SFC	Vertical Limit 10,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 13,500 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01768-343223/343225/343226. SI 1981/623. SUA Authority: DAATM (DIO). Hours: Mon-Sat 0730-0200 (0630-0100), Sun 0730-1300 (0630-1200); and as activated by NOTAM.
EGD408 FELDOM 542826N 0015159W - 542750N 0014921W - 542656N 0014654W - 542513N 0014819W - 542447N 0015004W - 542505N 0015159W - 542720N 0015350W - 542826N 0015159W	Upper limit: 5600 FT ALT Lower limit: SFC	Vertical Limit 3000 FT ALT. Vertical Limit OCNL notified to altitudes up to 5600 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01748-875502. SI 1976/566. SUA Authority: DAATM (DIO). Hours: Tue-Sun 0830-1630 (0730-1530); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD410 STRENSALL A circle, 3000 FT radius, centred at 540136N 0010101W	Upper limit: 1000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 07773-953627; TSM, Tel: 07970-170904. SI 1972/246. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD412 STAXTON 545800N 0002300W - 552500N 0010000E - 550400N 0012100E - 544545N 0005455E following the line of latitude to - 544545N 0000917W - 545800N 0002300W	Upper limit: 10000 FT ALT Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives. Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD412Z1 STAXTON FBZ 552604N 0005947E - 552551N 0010110E - 550413N 0012247E - 550336N 0012241E - 544457N 0005600E - 544445N 0005518E following the line of latitude to - 544445N 0000943W - 544500N 0001030W - 545738N 0002439W - 545802N 0002446W - 545826N 0002436W - 545846N 0002411W - 552604N 0005947E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD442 BELLERBY A circle, 2300 M radius, centred at 542039N 0015125W	Upper limit: 3000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 01748-875502. SI 1984/1770. SUA Authority: DAATM (DIO). Hours: H24
EGD505 MAGILLIGAN 551117N 0065827W - 551307N 0065423W - 551253N 0065133W - 551107N 0064948W - 551010N 0065158W - 551008N 0065633W - 551117N 0065827W	Upper limit: 6500 FT ALT Lower limit: SFC	Vertical Limit 2000 FT ALT. Vertical Limit OCNL notified to altitudes up to 6500 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 07570-962492; Range Control, Tel: 07570-961816; Regional Ops Room, Tel: 07717-542336. SI 1940/949. SUA Authority: DAATM (DIO). Hours: 0800-2359 (0700-2300).

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD508 RIDSDALE A circle, 1200 M radius, centred at 550845N 0021007W	Upper limit: 4100 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUACS: Newcastle APP on 124.380 MHz. SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Reception, Tel: 01434-220952. SUA Authority: DAATM (DIO). Hours: Mon-Fri 0800-1700 (0700-1600); and as activated by NOTAM.
EGD509 CAMPBELTOWN 551230N 0053900W following the line of latitude to - 551230N 0050636W - 550706N 0050700W - 545930N 0051542W - 545548N 0052800W - 550630N 0054300W - 551230N 0053900W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: CTF311 Operations, Tel: 01923-956371. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.
EGD509Z1 CAMPBELTOWN FBZ 551330N 0053933W following the line of latitude to - 551330N 0050551W - 551253N 0050449W - 550647N 0050517W - 545844N 0051430W - 545445N 0052745W - 545454N 0052858W - 550605N 0054439W - 550636N 0054448W - 551309N 0054026W - 551330N 0053933W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD510A SPADEADAM 551500N 0025256W - 550112N 0024453W - 550900N 0030000W - 551500N 0025400W following the line of latitude to - 551500N 0025256W	Upper limit: 15000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 5500 FT ALT. Vertical Limit OCNL notified to altitudes up to 15,000 FT ALT by NOTAM. Activity: Electronic/optical hazards / High Energy Manoeuvres / Para Dropping / Balloons / Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUACS: Spadeadam on 128.725 MHz. SUAAIS: Newcastle APP on 124.380 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01697-749486/749488. SUA Authority: DAATM (HQ Air). Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500); and as activated by NOTAM.
EGD510AZ1 SPADEADAM FBZ 551600N 0025222W - 551537N 0025127W - 550111N 0024303W - 550033N 0024326W - 550010N 0024426W - 550014N 0024537W - 550830N 0030137W - 550911N 0030149W - 551544N 0025517W - 551600N 0025428W following the line of latitude to - 551600N 0025222W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD510AZ2 SPADEADAM FBZ 551959N 0025006W - 551806N 0024532W - 550109N 0023543W - 545757N 0023740W - 545605N 0024237W - 545621N 0024830W - 550627N 0030806W - 550956N 0030906W - 551839N 0030025W - 551959N 0025621W following the line of latitude to - 551959N 0025006W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD510B SPADEADAM 551500N 0025256W following the line of latitude to - 551500N 0023951W - 550453N 0021743W - 550417N 0021717W - 550206N 0021640W - 550000N 0022752W following the line of latitude to - 550000N 0024235W - 550112N 0024453W - 551500N 0025256W	Upper limit: 18000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 5500 FT ALT. Vertical Limit OCNL notified to altitudes up to 18,000 FT ALT by NOTAM. Activity: Electronic/optical hazards / High Energy Manoeuvres / Para Dropping / Balloons / Ordnance, Munitions Explosives / Unmanned Aircraft System (UAS). Service: SUACS: Spadeadam on 128.725 MHz. SAAIS: Newcastle APP on 124.380 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01697- 749486/749488. SUA Authority: DAATM (HQ Air). Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500); and as activated by NOTAM.
EGD510BZ1 SPADEADAM FBZ 551600N 0025321W following the line of latitude to - 551600N 0023933W - 551553N 0023900W - 550535N 0021627W - 550523N 0021612W - 550437N 0021538W - 550430N 0021535W - 550154N 0021451W - 550116N 0021531W - 545902N 0022727W - 545900N 0022744W following the line of latitude to - 545900N 0024254W - 545908N 0024331W - 550032N 0024613W - 550045N 0024628W - 551455N 0025443W - 551523N 0025436W - 551547N 0025406W - 551600N 0025321W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD510BZ2 SPADEADAM FBZ 551959N 0023822W - 551926N 0023534W - 550823N 0021124W - 550722N 0021006W - 550539N 0020851W - 550104N 0020735W - 545755N 0021056W - 545508N 0022549W - 545501N 0022711W following the line of latitude to - 545501N 0024413W - 545541N 0024713W - 545755N 0025132W - 545900N 0025246W - 551433N 0030153W - 551656N 0030115W - 551854N 0025848W - 551959N 0025502W following the line of latitude to - 551959N 0023822W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD510C SPADEADAM A circle, 1.5 NM radius, centred at 550243N 0023526W	Upper limit: 18000 FT ALT Lower limit: SFC	Vertical Limit 5500 FT ALT. Vertical Limit OCNL notified to altitudes up to 18,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives. Service: SUACS: Spadeadam on 128.725 MHz. SUAAIS: Newcastle APP on 124.380 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01697-749486/749488. SUA Authority: DAATM (HQ Air). Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500); and as activated by NOTAM.
EGD512A OTTERBURN 551418N 0020239W - 551054N 0021311W - 551615N 0022552W - 551857N 0022315W - 551525N 0021352W - 551418N 0020239W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (UAS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01912-394261. SI 1971/919 and SI 1980/38. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM. Not from Mon-Fri 0600-0900 (0500-0800) or Mon-Thu 1700-1900 (1600-1800); except under specially agreed arrangements.
EGD512AZ1 OTTERBURN FBZ 551958N 0022319W - 551954N 0022236W - 551622N 0021312W - 551514N 0020148W - 551447N 0020102W - 551410N 0020050W - 551335N 0020119W - 550953N 0021246W - 550955N 0021348W - 551540N 0022726W - 551624N 0022743W - 551937N 0022436W - 551952N 0022401W - 551958N 0022319W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD512B OTTERBURN 552426N 0021355W - 551719N 0020336W - 551418N 0020239W - 551525N 0021352W - 551857N 0022315W - 552212N 0022009W - 552426N 0021355W	Upper limit: 25000 FT ALT Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Vertical Limit 18,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 25,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (UAS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01912-394261. SI 1971/919 and SI 1980/38. SUA Authority: DAATM (DIO). Hours: H24 For notifiable upper limit extension, not available from Mon-Fri 0600-0900 (0500-0800) or Mon-Thu 1700-1900 (1600-1800); except under specially agreed arrangements.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD512BZ1 OTTERBURN FBZ 552522N 0021259W - 551745N 0020158W - 551410N 0020050W - 551335N 0020119W - 551315N 0020220W - 551428N 0021432W - 551820N 0022447W - 551905N 0022507W - 552254N 0022128W - 552529N 0021417W - 552522N 0021259W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD513A DRURIDGE BAY 550200N 0010000W - 552000N 0010640W following the line of latitude to - 552000N 0002300W - 550200N 0004000W following the line of latitude to - 550200N 0010000W	Upper limit: FL230 Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Service: SUAAIS: Scottish Information on 134.775 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD513AZ1 DRURIDGE BAY FBZ 552100N 0002232W - 552044N 0002144W - 552017N 0002115W - 551945N 0002114W - 550116N 0003843W - 550100N 0003933W following the line of latitude to - 550100N 0010037W - 550127N 0010134W - 552001N 0010828W - 552027N 0010817W - 552048N 0010747W - 552100N 0010704W following the line of latitude to - 552100N 0002232W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD513AZ2 DRURIDGE BAY FBZ 552459N 0002041W - 552341N 0001639W - 552125N 0001417W - 551846N 0001412W - 545821N 0003333W - 545701N 0003744W following the line of latitude to - 545701N 0010305W - 545914N 0010751W - 552004N 0011539W - 552216N 0011443W - 552401N 0011214W - 552459N 0010839W following the line of latitude to - 552459N 0002041W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD513B DRURIDGE BAY 554400N 0011543W following the line of latitude to - 554400N 0000726E - 552000N 0001700E - 550200N 0004000W - 552000N 0002300W following the line of latitude to - 552000N 0010640W - 554400N 0011543W	Upper limit: FL230 Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Service: SUAAIS: Scottish Information on 134.775 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD513BZ1 DRURIDGE BAY FBZ 554500N 0000803E - 554434N 0000901E - 551954N 0001850E - 551917N 0001821E - 550100N 0003933W following the line of latitude to - 550100N 0004043W - 550131N 0004138W - 550211N 0004148W - 551900N 0002556W following the line of latitude to - 551900N 0010717W - 551927N 0010815W - 554415N 0011737W - 554500N 0011634W following the line of latitude to - 554500N 0000803E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD513BZ2 DRURIDGE BAY FBZ 554859N 0001032E - 554648N 0001523E - 551927N 0002611E - 551625N 0002345E - 545701N 0003744W following the line of latitude to - 545701N 0004333W - 545936N 0004809W - 550254N 0004902W - 551501N 0003740W following the line of latitude to - 551501N 0010946W - 551714N 0011435W - 554403N 0012447W - 554615N 0012352W - 554801N 0012121W - 554859N 0011743W following the line of latitude to - 554859N 0001032E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD513C DRURIDGE BAY 555000N 0011800W following the line of latitude to - 555000N 0000500E - 552000N 0001700E - 550200N 0004000W following the line of latitude to - 550200N 0010000W - 555000N 0011800W	Upper limit: FL100 Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Service: SUAAIS: Scottish Information on 134.775 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD513CZ1 DRURIDGE BAY FBZ 555100N 0000537E - 555034N 0000635E - 551954N 0001850E - 551917N 0001821E - 550100N 0003933W following the line of latitude to - 550100N 0010037W - 550127N 0010134W - 555001N 0011949W - 555027N 0011938W - 555048N 0011908W - 555100N 0011824W following the line of latitude to - 555100N 0000537E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD513CZ2 DRURIDGE BAY FBZ 555459N 0000806E - 555249N 0001258E - 551927N 0002611E - 551625N 0002345E - 545701N 0003744W following the line of latitude to - 545701N 0010305W - 545914N 0010751W - 555003N 0012705W - 555215N 0012610W - 555401N 0012338W - 555459N 0012001W following the line of latitude to - 555459N 0000806E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD514 COMBAT AIRSPACE 564944N 0023059W - 561522N 0003908E - 554828N 0020148E - 542337N 0012225E - 550310N 0010229W - 550419N 0010503W thence anti-clockwise by the arc of a circle radius 21 NM centred on 550217N 0014123W to 551920N 0012007W - 551610N 0013433W - 551426N 0014100W - 551403N 0014229W - 552952N 0023047W - 553928N 0024212W - 560122N 0023945W - 561317N 0025226W - 563754N 0024601W - 564944N 0023059W	Upper limit: FL660 Lower limit: FL85	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Service: SUAAIS: Scottish Information on 119.875 MHz and London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD514Z1 COMBAT AIRSPACE FBZ 565458N 0023110W - 561955N 0004252E - 555154N 0020854E - 554847N 0021108E - 542003N 0012939E - 541805N 0012217E - 545851N 0010701W - 550149N 0011336W thence anti-clockwise by the arc of a circle radius 16 NM centred on 550217N 0014123W to 551338N 0012147W - 551134N 0013108W - 550955N 0013719W - 550826N 0014256W - 552606N 0023655W - 553805N 0025111W - 560008N 0024849W - 561214N 0030145W - 563947N 0025440W - 565355N 0023645W - 565458N 0023110W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD601 GARELOCHHEAD 560805N 0044636W - 560505N 0044656W - 560440N 0044740W - 560547N 0044912W - 560706N 0044912W - 560805N 0044636W	Upper limit: 4000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 07976-154900; DTSO, Tel: 07810-654948; Regional Ops Room, Tel: 07717-542336. SUA Authority: DAATM (DIO). Hours: 0800-2359 (0700-2300); and as activated by NOTAM.
EGD604 BARRY BUDDON 562849N 0024849W - 562957N 0024010W - 562735N 0023943W - 562738N 0024829W - 562849N 0024849W	Upper limit: 9000 FT ALT Lower limit: SFC	Vertical Limit 1500 FT ALT. Vertical Limit OCNL notified to altitudes up to 9000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (UAS). Service: SUAAIS: Scottish Information 119.875. Contact: Pre-flight information / Booking: TSO, Tel: 07795-016995; DTSO, Tel: 07971-708438; Regional Ops Room, Tel: 07717-542336. SI 1973/1428. SUA Authority: DAATM (DIO). Hours: H24
EGD613A CENTRAL COMPLEX 574421N 0002631E - 571940N 0004851E - 564725N 0013559W - 571447N 0014618W - 574421N 0002631E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / Ordnance, Munitions and Explosives. Service: SUAAIS: Swanwick Military on 136.375 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD613AZ1 CENTRAL COMPLEX FBZ 574525N 0002631E - 574508N 0002752E - 571943N 0005051E - 571854N 0005016E - 564626N 0013532W - 564623N 0013630W - 564650N 0013737W - 571455N 0014814W - 571533N 0014738W - 574525N 0002631E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD613AZ2 CENTRAL COMPLEX FBZ 574942N 0002629E - 574818N 0003318E - 571952N 0005854E - 571548N 0005556E - 564153N 0013621W - 564405N 0014400W - 571530N 0015558W - 571839N 0015258W - 574942N 0002629E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD613B CENTRAL COMPLEX 571940N 0004851E - 565256N 0011225E - 564725N 0013559W - 571940N 0004851E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / Ordnance, Munitions and Explosives. Service: SUA AIS: Swanwick Military on 136.375 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD613BZ1 CENTRAL COMPLEX FBZ 572045N 0004851E - 572027N 0005012E - 565316N 0011409E - 565247N 0011420E - 565208N 0011341E - 565157N 0011247E - 564623N 0013630W - 564650N 0013737W - 564733N 0013753W - 564811N 0013718W - 572045N 0004851E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD613BZ2 CENTRAL COMPLEX FBZ 572443N 0004724E - 572230N 0005634E - 565246N 0012239E - 564804N 0011753E - 564206N 0014256W - 565019N 0014640W - 572443N 0004724E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD613C CENTRAL COMPLEX 565256N 0011225E - 561750N 0012507W - 564725N 0013559W - 565256N 0011225E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / Ordnance, Munitions and Explosives. Service: SUA AIS: Swanwick Military on 136.375 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD613CZ1 CENTRAL COMPLEX FBZ 565357N 0011300E - 565335N 0011352E - 565316N 0011409E - 565247N 0011420E - 565208N 0011341E - 561645N 0012505W - 561701N 0012617W - 561726N 0012648W - 564733N 0013753W - 564811N 0013718W - 564823N 0013625W - 565357N 0011300E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD613CZ2 CENTRAL COMPLEX FBZ 565212N 0014048W - 565805N 0011948E - 564947N 0012253E - 561219N 0012531W - 561431N 0013303W - 564836N 0014542W - 565212N 0014048W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD613D CENTRAL COMPLEX 565256N 0011225E - 560344N 0015411E - 560509N 0002907W - 561750N 0012507W - 565256N 0011225E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS) / Ordnance, Munitions and Explosives. Service: SUA AIS: Swanwick Military on 136.375 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD613DZ1 CENTRAL COMPLEX FBZ 565356N 0011202E - 565357N 0011300E - 565335N 0011352E - 560356N 0015600E - 560324N 0015556E - 560258N 0015525E - 560244N 0015435E - 560409N 0002928W - 561701N 0012617W - 561726N 0012648W - 561802N 0012701W - 561838N 0012619W - 565356N 0011202E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD613DZ2 CENTRAL COMPLEX FBZ 565818N 0011229E - 565651N 0011907E - 560318N 0020423E - 555839N 0015851E - 560009N 0003053W - 561426N 0013400W - 562106N 0013410W - 565818N 0011229E	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD701A HEBRIDES 573347N 0074803W - 572253N 0072531W - 572324N 0072233W - 572147N 0072116W - 571056N 0072253W - 571034N 0073131W - 570200N 0073421W thence clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573347N 0074803W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SCAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701AZ1 HEBRIDES FBZ 573447N 0074848W - 573447N 0074721W - 572401N 0072504W - 572428N 0072226W - 572409N 0072108W - 572157N 0071923W - 571029N 0072106W - 570958N 0072204W - 570938N 0072958W - 570123N 0073242W - 570055N 0073406W thence clockwise by the arc of a circle radius 20 NM centred on 572004N 0072347W to 573447N 0074848W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701AZ2 HEBRIDES FBZ 573848N 0075129W - 573845N 0074426W - 572831N 0072317W - 572844N 0072159W - 572708N 0071527W - 572236N 0071153W - 570842N 0071400W - 570606N 0071848W - 570554N 0072345W - 565904N 0072602W - 565636N 0073235W thence clockwise by the arc of a circle radius 24 NM centred on 572004N 0072347W to 573848N 0075129W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD701B HEBRIDES 570200N 0073421W - 565713N 0073556W - 571703N 0092047W - 574801N 0092039W - 574514N 0083032W - 574224N 0080606W - 573347N 0074803W thence anti-clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 570200N 0073421W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SCAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701BZ1 HEBRIDES FBZ 575312N 0092352W - 575010N 0082902W - 574659N 0080143W - 573659N 0074047W - 573227N 0073547W thence anti-clockwise by the arc of a circle radius 14 NM centred on 572004N 0072347W to 570609N 0072551W - 570144N 0072508W - 565403N 0072743W - 565144N 0073503W - 571249N 0092631W - 571526N 0093000W - 575014N 0093000W - 575312N 0092352W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD701BZ2 HEBRIDES FBZ 573803N 0100000W following the line of latitude to - 573803N 0092042W - 573703N 0092042W - 573703N 0100000W - 573803N 0100000W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. Flow Management.
EGD701BZ3 HEBRIDES FBZ 574902N 0092047W - 574613N 0083014W - 574319N 0080514W - 573423N 0074631W - 573400N 0074612W - 573335N 0074612W - 573312N 0074629W thence anti-clockwise by the arc of a circle radius 18 NM centred on 572004N 0072347W to 570251N 0073309W - 570212N 0073225W - 565649N 0073412W - 565628N 0073440W - 565615N 0073522W - 565612N 0073611W - 571609N 0092139W - 571623N 0092213W - 571647N 0092238W - 574814N 0092231W - 574832N 0092217W - 574854N 0092145W - 574902N 0092047W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701C HEBRIDES 574801N 0092039W - 575639N 0081032W - 575154N 0074532W - 573809N 0073422W thence anti-clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573347N 0074803W - 574224N 0080606W - 574514N 0083032W - 574801N 0092039W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701CZ1 HEBRIDES FBZ 575741N 0081025W - 575246N 0074432W - 575229N 0074358W - 573821N 0073230W - 573755N 0073230W - 573732N 0073251W - 573715N 0073326W thence anti-clockwise by the arc of a circle radius 18 NM centred on 572004N 0072347W to 573248N 0074717W - 573246N 0074844W - 574128N 0080658W - 574415N 0083050W - 574704N 0092131W - 574737N 0092231W - 574814N 0092231W - 574832N 0092217W - 574854N 0092145W - 575741N 0081025W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701CZ2 HEBRIDES FBZ 580150N 0080956W - 575615N 0074032W - 575450N 0073743W - 573357N 0072052W thence anti-clockwise by the arc of a circle radius 14 NM centred on 572004N 0072347W to 572629N 0074646W - 573748N 0081028W - 574018N 0083201W - 574328N 0092925W - 575153N 0093032W - 580150N 0080956W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701D HEBRIDES 571703N 0092047W - 565801N 0074000W - 564302N 0074000W - 565603N 0090000W - 571703N 0092047W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701DZ1 HEBRIDES FBZ 571805N 0092044W - 565851N 0073850W - 565820N 0073810W - 564256N 0073811W - 564242N 0073817W - 564222N 0073834W - 564206N 0073916W - 564201N 0074007W - 565508N 0090044W - 565520N 0090122W - 571647N 0092238W - 571706N 0092238W - 571727N 0092234W - 571755N 0092150W - 571805N 0092044W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701DZ2 HEBRIDES FBZ 572251N 0092349W - 570211N 0073410W - 565935N 0073052W - 564031N 0073056W - 563732N 0073818W - 565133N 0090420W - 565250N 0090711W - 571739N 0093152W - 572251N 0092349W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD701E HEBRIDES 582859N 0094100W following the line of latitude to - 582859N 0084939W - 574923N 0071500W - 574128N 0073703W - 575154N 0074532W - 575639N 0081032W - 575411N 0083112W - 580439N 0085353W - 582859N 0094100W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701EZ1 HEBRIDES FBZ 582959N 0094135W following the line of latitude to - 582959N 0084900W - 575001N 0071329W - 574933N 0071306W - 574901N 0071311W - 574839N 0071341W - 574031N 0073621W - 574027N 0073710W - 574034N 0073758W - 574052N 0073835W - 575106N 0074656W - 575537N 0081039W - 575306N 0083143W - 580355N 0085510W - 582829N 0094245W - 582905N 0094259W - 582939N 0094233W - 582959N 0094135W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701EZ2 HEBRIDES FBZ 583359N 0094728W following the line of latitude to - 583359N 0084624W - 575140N 0070526W - 574638N 0070553W - 573603N 0073522W - 573717N 0074348W - 574756N 0075229W - 575128N 0081108W - 574903N 0083119W - 574938N 0083540W - 580059N 0090016W - 582744N 0095213W - 583359N 0094728W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701F HEBRIDES 593000N 010000W - 584715N 0074914W - 582525N 0070835W - 574923N 0071500W - 582859N 0084939W following the line of latitude to - 582859N 010000W - 593000N 010000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701FZ1 HEBRIDES FBZ 593100N 0100030W - 593100N 0095926W - 584801N 0074801W - 582547N 0070636W - 574901N 0071311W - 574839N 0071341W - 574830N 0071407W - 574822N 0071445W - 574826N 0071547W - 582759N 0085018W following the line of latitude to - 582759N 0100047W - 582835N 0100154W - 593016N 0100158W - 593044N 0100125W - 593100N 0100030W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701FZ2 HEBRIDES FBZ 593547N 0095946W - 585107N 0074305W - 582805N 0070017W - 582601N 0065855W - 574557N 0070614W - 574338N 0071632W - 582400N 0085254W following the line of latitude to - 582400N 0100356W - 582655N 0100931W - 593255N 0100949W - 593547N 0095946W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD701G HEBRIDES 582859N 010000W following the line of latitude to - 582859N 0094100W - 580439N 0085353W - 575411N 0083112W - 574801N 0092039W - 571703N 0092047W - 573301N 010000W - 582859N 010000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701GZ1 HEBRIDES FBZ 582959N 0100047W following the line of latitude to - 582959N 0094014W - 580523N 0085236W - 575445N 0082935W - 575413N 0082916W - 575340N 0082931W - 575316N 0083017W - 574714N 0091847W - 571645N 0091856W - 571616N 0091930W - 571601N 0092026W - 571604N 0092110W - 571609N 0092139W - 573221N 0100128W - 573246N 0100151W - 582924N 0100154W - 582959N 0100047W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701GZ2 HEBRIDES FBZ 583359N 0100358W following the line of latitude to - 583359N 0093908W - 583315N 0093542W - 580819N 0084728W - 575555N 0082042W - 574959N 0082333W - 574405N 0091121W - 571356N 0091136W - 571112N 0092149W - 572943N 0100718W - 573149N 0100916W - 583103N 0100932W - 583359N 0100358W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701H HEBRIDES 573301N 0100000W - 571703N 0092047W - 565603N 0090000W - 571500N 0100000W - 573301N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUA AIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701HZ1 HEBRIDES FBZ 573402N 0100022W - 573359N 0095919W - 571742N 0091921W - 565614N 0085806W - 565534N 0085818W - 565506N 0085911W - 565502N 0090009W - 565508N 0090044W - 571416N 0100121W - 571444N 0100150W - 573317N 0100151W - 573346N 0100118W - 573402N 0100022W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701HZ2 HEBRIDES FBZ 573851N 0095902W - 572022N 0091337W - 565504N 0084842W - 564950N 0085841W - 571120N 0100642W - 571339N 0100912W - 573605N 0100918W - 573851N 0095902W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD701I HEBRIDES 571500N 0100000W - 565603N 0090000W - 564302N 0074000W - 563510N 0074307W - 563524N 0083728W - 564548N 0100000W - 571500N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUA AIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701IZ1 HEBRIDES FBZ 571600N 0100030W - 571600N 0095931W - 565659N 0085916W - 564353N 0073847W - 564318N 0073811W - 564256N 0073811W - 563436N 0074129W - 563409N 0074230W - 563424N 0083741W - 564454N 0100101W - 564527N 0100149W - 571516N 0100150W - 571544N 0100121W - 571600N 0100030W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701IZ2 HEBRIDES FBZ 572045N 0100003W - 570041N 0085622W - 564714N 0073356W - 564352N 0073023W - 563221N 0073458W - 563009N 0074001W - 563024N 0083833W - 564118N 0100504W - 564402N 0100905W - 571752N 0100913W - 572045N 0100003W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701J HEBRIDES 564548N 010000W - 563524N 0083728W - 563510N 0074307W - 560339N 0074415W - 563523N 010000W - 564548N 010000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701JZ1 HEBRIDES FBZ 564650N 0100001W - 563623N 0083715W - 563609N 0074220W - 563533N 0074117W - 560333N 0074228W - 560315N 0074234W - 560255N 0074300W - 560240N 0074340W - 560238N 0074433W - 563434N 0100111W - 563504N 0100149W - 564602N 0100149W - 564626N 0100128W - 564643N 0100049W - 564650N 0100001W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701JZ2 HEBRIDES FBZ 565111N 0100219W - 564023N 0083624W - 564007N 0073913W - 563708N 0073359W - 560052N 0073526W - 555800N 0074328W - 563119N 0100556W - 563351N 0100902W - 564811N 0100906W - 565111N 0100219W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD701K HEBRIDES 563523N 010000W - 560339N 0074415W - 555107N 008000W following the line of latitude to - 555107N 0080331W - 562630N 010000W - 563523N 010000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701KZ1 HEBRIDES FBZ 563624N 0095945W - 560428N 0074310W - 560408N 0074238W - 560346N 0074228W - 560333N 0074228W - 560315N 0074234W - 555020N 0075848W - 555007N 0075934W following the line of latitude to - 555007N 0080359W - 562545N 0100117W - 562614N 0100148W - 563538N 0100149W - 563604N 0100123W - 563621N 0100038W - 563624N 0095945W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701KZ2 HEBRIDES FBZ 564100N 0100105W - 560715N 0073646W - 560241N 0073432W - 554715N 0075400W - 554607N 0075750W following the line of latitude to - 554607N 0080550W - 562244N 0100624W - 562507N 0100900W - 563801N 0100903W - 564100N 0100105W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701L HEBRIDES 562630N 0100000W - 560435N 0084640W - 560530N 0100000W - 562630N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701LZ1 HEBRIDES FBZ 562731N 0095935W - 560517N 0084516W - 560439N 0084447W - 560359N 0084507W - 560334N 0084606W - 560431N 0100045W - 560506N 0100147W - 562646N 0100148W - 562713N 0100120W - 562730N 0100032W - 562731N 0095935W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701LZ2 HEBRIDES FBZ 563214N 0100018W - 560703N 0083612W - 555928N 0083956W - 560033N 0100347W - 560327N 0100855W - 562919N 0100901W - 563214N 0100018W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD701M HEBRIDES 560530N 0100000W - 560435N 0084640W - 555107N 0080331W following the line of latitude to - 555107N 0080000W - 554000N 0080000W following the line of latitude to - 554000N 0092508W - 554516N 0100000W - 560530N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701MZ1 HEBRIDES FBZ 560630N 0100020W - 560534N 0084611W - 555207N 0080303W following the line of latitude to - 555207N 0075916W - 555132N 0075814W - 553935N 0075814W - 553900N 0075916W following the line of latitude to - 553900N 0092522W - 554424N 0100102W - 554456N 0100146W - 560542N 0100147W - 560605N 0100131W - 560621N 0100100W - 560630N 0100020W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD701MZ2 HEBRIDES FBZ 561031N 0100337W - 560932N 0084415W - 555606N 0080111W following the line of latitude to - 555606N 0075619W - 555311N 0075107W - 553755N 0075111W - 553459N 0075625W following the line of latitude to - 553459N 0092609W - 554053N 0100510W - 554334N 0100851W - 560735N 0100856W - 561031N 0100337W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701N HEBRIDES 563148N 0114510W - 560530N 0100000W - 554516N 0100000W - 555352N 0110000W - 563148N 0114510W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701NZ1 HEBRIDES FBZ 563752N 0114747W - 560925N 0095352W - 560657N 0095104W - 554249N 0095110W - 553949N 0095803W - 554915N 0110345W - 555020N 0110630W - 563207N 0115627W - 563752N 0114747W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701O HEBRIDES 570000N 0120000W - 562630N 0100000W - 560530N 0100000W - 563148N 0114510W - 564357N 0120000W - 570000N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701OZ1 HEBRIDES FBZ 570542N 0120032W - 563016N 0095335W - 562753N 0095059W - 560246N 0095105W - 555950N 0095920W - 562748N 0115111W - 564225N 0120904W - 570246N 0120909W - 570542N 0120032W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701P HEBRIDES 572125N 0120000W - 565038N 0104118W - 564548N 0100000W - 562630N 0100000W - 570000N 0120000W - 572125N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701PZ1 HEBRIDES FBZ 575512N 0115543W - 571739N 0101903W - 571525N 0100000W - 564613N 0095055W - 562341N 0095100W - 562047N 0095942W - 565531N 0120401W - 570000N 0125302W - 573848N 0125358W - 575512N 0115543W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701Q HEBRIDES 572125N 0120000W - 571500N 0100000W - 564548N 0100000W - 565038N 0104118W - 572125N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701QZ1 HEBRIDES FBZ 575200N 0123651W - 574407N 0100000W - 571525N 0095048W - 564324N 0095055W - 564025N 0095742W - 564545N 0104309W - 570000N 0123637W - 571013N 0130359W - 575200N 0123651W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701R HEBRIDES 580135N 0120000W - 573301N 0100000W - 571500N 0100000W - 572125N 0120000W - 580135N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701RZ1 HEBRIDES FBZ 583418N 0120535W - 580454N 0100000W - 573324N 0095043W - 571408N 0095048W - 570000N 0100000W following the line of latitude to - 570000N 0123606W - 570957N 0125316W - 581659N 0125456W - 583418N 0120535W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701S HEBRIDES 584514N 0120000W - 582859N 0100000W - 573301N 0100000W - 580135N 0120000W - 584514N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701SZ1 HEBRIDES FBZ 591639N 0121319W - 585900N 0100000W - 582924N 0095028W - 573237N 0095043W - 570107N 0100000W - 573819N 0123608W - 575243N 0125419W - 585906N 0125603W - 591639N 0121319W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701T HEBRIDES 593000N 012000W following the line of latitude to - 593000N 010000W - 582859N 010000W - 584514N 012000W - 593000N 012000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701TZ1 HEBRIDES FBZ 595856N 012235W following the line of latitude to - 595856N 010000W - 593026N 0095011W - 582834N 0095029W - 575859N 010000W - 581926N 012313W - 583502N 0125524W - 594146N 0125714W - 595856N 012235W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701U HEBRIDES 590000N 013000W - 593000N 012000W - 584514N 012000W - 585236N 013000W - 590000N 013000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701UZ1 HEBRIDES FBZ 595856N 012231W following the line of latitude to - 595856N 0114816W - 594855N 0110234W - 583058N 0110442W - 581347N 0114706W - 582635N 0133107W - 584216N 0135536W - 590535N 0135613W - 591620N 0134749W - 595856N 012231W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701V HEBRIDES 585236N 013000W - 584514N 012000W - 580135N 012000W - 581454N 013000W - 585236N 013000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701VZ1 HEBRIDES FBZ 592353N 0131400W - 591054N 0112742W - 585502N 0110404W - 574549N 0110552W - 572851N 0115433W - 575123N 0133554W - 580554N 0135439W - 590619N 0135614W - 592353N 0131400W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701W HEBRIDES 581454N 0130000W - 580135N 0120000W - 572125N 0120000W - 573126N 0130000W - 581454N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701WZ1 HEBRIDES FBZ 584734N 0130634W - 582441N 0112306W - 581004N 0110515W - 570632N 0110649W - 570000N 0112336W following the line of latitude to - 570000N 0125241W - 570626N 0133212W - 572140N 0135333W - 583000N 0135516W - 584734N 0130634W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701X HEBRIDES 573126N 0130000W - 572125N 0120000W - 564357N 0120000W - 573126N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701XZ1 HEBRIDES FBZ 580503N 0132125W - 574603N 0112644W - 573041N 0110614W - 570000N 0110658W - 564015N 0115056W - 563806N 0120345W - 570000N 0132431W - 572209N 0135333W - 574038N 0135401W - 580503N 0132125W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 29 NM FPL Buffer.
EGD701Y HEBRIDES 573809N 0073422W - 572324N 0072233W - 572253N 0072531W - 573347N 0074803W thence clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573809N 0073422W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701YZ1 HEBRIDES FBZ 573913N 0073413W - 573853N 0073256W - 572336N 0072042W - 572311N 0072042W - 572248N 0072102W - 572231N 0072137W - 572151N 0072525W - 572158N 0072623W - 573311N 0074934W - 573333N 0074954W - 573358N 0074955W - 573422N 0074937W thence clockwise by the arc of a circle radius 20 NM centred on 572004N 0072347W to 573913N 0073413W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701YZ2 HEBRIDES FBZ 574321N 0073409W - 574212N 0072729W - 572320N 0071227W - 571919N 0071551W - 571744N 0072502W - 571817N 0072952W - 573144N 0075744W - 573559N 0075659W thence clockwise by the arc of a circle radius 23.99999999936406 NM centred on 572004N 0072347W to 574321N 0073409W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD702 FORT GEORGE 573617N 0040047W - 573449N 0040128W - 573440N 0040257W - 573456N 0040438W - 573534N 0040338W - 573617N 0040047W	Upper limit: 2100 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS). Service: SUA AIS: Inverness Radar on 122.605 when open; at other times Scottish Information on 134.850 MHz. Contact: Pre-flight information / Booking: TSO, Tel: 07773-953637; DTSO, Tel: 07423-018050; Regional Ops Room, Tel: 07717-542336. SI 1940/30. SUA Authority: DAATM (DIO). Hours: 0800-1600 (0700-1500); and as activated by NOTAM.
EGD703 TAIN 575224N 0033030W - 575054N 0034630W - 574500N 0035500W following the line of latitude to - 574500N 0040254W - 575136N 0040812W - 580324N 0034436W - 580700N 0033700W - 580300N 0033000W - 575224N 0033000W following the line of latitude to - 575224N 0033030W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 15,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 22,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Para Dropping / Electronic/ Optical Hazards. Service: SUACS: Tain Range on 122.755 when open. SUA AIS: Tain Range on 122.755 when open; at other times Scottish Information on 134.850 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01862-892185 Ext 4945; Regional Ops Room, Tel: 07717-542336. Aircraft wishing to use Dornoch or Easter Aerodromes during range opening hours are to contact Tain Range on 122.755 prior to entering the range. Associated aircraft operations outside area boundary. SI 1940/ 684. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0900-2200 (0800-2100), Fri 0900-1400 (0800-1300); and as activated by NOTAM.
EGD703Z1 TAIN FBZ 581205N 0034025W - 581153N 0033242W - 580457N 0032035W - 575020N 0032039W - 574725N 0032608W following the line of latitude to - 574725N 0032942W - 574619N 0034119W - 574001N 0035024W following the line of latitude to - 574001N 0040542W - 574139N 0041022W - 575104N 0041758W - 575408N 0041647W - 580705N 0035058W - 581205N 0034025W	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
EGD704 HEBRIDES 573727N 0071811W - 573143N 0071055W - 572625N 0072457W - 573305N 0073017W - 573727N 0071811W	Upper limit: 10000 FT ALT Lower limit: SFC	Activity: Target Towing / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUACS: Benbecula Approach on 119.205 MHz when open. SUA AIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD710 RAASAY 572200N 0054927W following the line of latitude to - 572200N 0055935W - then along the east coast of Raasay and Rona in an northerly direction to 573500N 0055800W - 573800N 0055800W following the line of latitude to - 573800N 0055000W - 573445N 0055000W - then along the west coast of the Applecross peninsula in an southerly direction to 572200N 0054927W	Upper limit: 1500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards / Unmanned Aircraft System (UAS). Service: SUA AIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01397-436720. SI 2016/654. SUA Authority: DAATM (DE&S). This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Activated by NOTAM. Mon-Sat SR to SS.
EGD712A NORTHERN COMPLEX 585202N 0052659W - 581310N 0052344W - 581920N 0055243W - 584432N 0055510W - 585202N 0052659W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD712AZ1 NORTHERN COMPLEX FBZ 585303N 0052725W - 585302N 0052626W - 585246N 0052535W - 585220N 0052505W - 581257N 0052150W - 581230N 0052215W - 581212N 0052303W - 581209N 0052400W - 581831N 0055356W - 581859N 0055435W - 584446N 0055707W - 584517N 0055633W - 585303N 0052725W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD712AZ2 NORTHERN COMPLEX FBZ 585743N 0052640W - 585458N 0051735W - 581039N 0051405W - 580731N 0052231W - 581514N 0055848W - 581737N 0060202W - 584544N 0060454W - 584817N 0060206W - 585743N 0052640W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD712B NORTHERN COMPLEX 591444N 0035801W - 590716N 0033308W - 580412N 0044247W - 581310N 0052344W - 585202N 0052659W - 591444N 0035801W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD712BZ1 NORTHERN COMPLEX FBZ 591544N 0035825W - 591543N 0035727W - 590802N 0033149W - 590743N 0033121W - 590720N 0033110W - 590656N 0033116W - 580323N 0044129W - 580308N 0044251W - 581221N 0052458W - 581250N 0052536W - 585217N 0052856W - 585248N 0052822W - 591544N 0035825W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD712BZ2 NORTHERN COMPLEX FBZ 591945N 0040004W - 591940N 0035513W - 591031N 0032445W - 590631N 0032245W - 580006N 0043621W - 575852N 0044307W - 580906N 0052952W - 581129N 0053303W - 585317N 0053644W - 585549N 0053353W - 591945N 0040004W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD712C NORTHERN COMPLEX 590716N 0033308W - 584654N 0022720W - 574827N 0033350W - 580412N 0044247W - 590716N 0033308W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD712CZ1 NORTHERN COMPLEX FBZ 590817N 0033315W - 590814N 0033231W - 584739N 0022600W - 584720N 0022533W - 584657N 0022522W - 584633N 0022530W - 574737N 0033235W - 574723N 0033356W - 580322N 0044353W - 580341N 0044426W - 580405N 0044441W - 580431N 0044437W - 590757N 0033437W - 590811N 0033400W - 590817N 0033315W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD712CZ2 NORTHERN COMPLEX FBZ 591237N 0033141W - 585005N 0021855W - 584604N 0021704W - 574417N 0032735W - 574307N 0033420W - 580028N 0045018W - 580442N 0045303W - 591135N 0033929W - 591237N 0033141W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD712D NORTHERN COMPLEX 584654N 0022720W - 583622N 0015427W - 574000N 0020624W following the line of latitude to - 574000N 0025821W - 574827N 0033350W - 584654N 0022720W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Unmanned Aircraft System (UAS). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD712DZ1 NORTHERN COMPLEX FBZ 584758N 0022701W - 583703N 0015258W - 583632N 0015229W - 573931N 0020437W - 573900N 0020541W following the line of latitude to - 573900N 0025845W - 574743N 0033521W - 574834N 0033552W - 584747N 0022833W - 584758N 0022701W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD712DZ2 NORTHERN COMPLEX FBZ 585214N 0022543W - 583950N 0014702W - 583713N 0014438W - 573732N 0015733W - 573501N 0020251W following the line of latitude to - 573501N 0030021W - 574447N 0034125W - 574902N 0034401W - 585116N 0023328W - 585214N 0022543W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD713 FAST JET AREA SOUTH 575900N 0065200W - 574600N 0061000W - 563500N 0052200W - 560600N 0063000W - 561000N 0065400W - 564200N 0081500W - 575000N 0081500W - 575900N 0065200W	Upper limit: FL550 Lower limit: FL245	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions & Explosives (OME). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel 01489-612495. SUA Authority: DAATM (HQ Air). EGD713 is solely in support of Ex Joint Warrior. Hours: Activated by NOTAM.
EGD713Z1 FAST JET AREA SOUTH FBZ 580415N 0065021W - 574924N 0060224W - 563509N 0051229W - 563200N 0051411W - 560119N 0062614W - 560052N 0063030W - 560527N 0065800W - 563836N 0082200W - 564046N 0082404W - 575146N 0082422W - 575430N 0082012W - 580415N 0065021W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR planning purposes only. 5 NM FPL Buffer.
EGD714A SPACEPORT ONE A circle, 0.75 NM radius, centred at 573901N 0072905W	Upper limit: 3000 FT ALT Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: MOD Hebrides Range Control, Tel: 01870-604449. SUA Authority: QinetiQ Ltd. Hours: Activated by NOTAM.
EGD714B SPACEPORT ONE 574128N 0073703W - 574923N 0071500W - 574004N 0072232W - 573601N 0072211W - 573305N 0073017W - 574128N 0073703W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: MOD Hebrides Range Control, Tel: 01870-604449. SUA Authority: QinetiQ Ltd. Hours: Activated by NOTAM.
EGD714BZ1 SPACEPORT ONE 575033N 0071508W - 575011N 0071338W - 574926N 0071256W - 574842N 0071329W - 573952N 0072040W - 573545N 0072016W - 573517N 0072047W - 573208N 0072936W - 573203N 0073037W - 573217N 0073133W - 573237N 0073201W - 574105N 0073848W - 574129N 0073857W - 574205N 0073842W - 575033N 0071508W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD801 CAPE WRATH (NORTH WEST) 590000N 0043000W - 584500N 0043000W following the line of latitude to - 584500N 0050000W - 590000N 0050000W following the line of latitude to - 590000N 0043000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01971- 511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945; Regional Ops Room, Tel: 07717-542336. SI 1933/40. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD801Z1 CAPE WRATH (NORTH WEST) FBZ 590459N 0050401W following the line of latitude to - 590459N 0042559W - 590203N 0042019W - 584255N 0042025W - 584001N 0042603W following the line of latitude to - 584001N 0050357W - 584255N 0050935W - 590203N 0050941W - 590459N 0050401W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD802 CAPE WRATH (SOUTH EAST) 584500N 0043000W - 583435N 0043000W - then along the coastline to 583200N 0044728W following the line of latitude to - 583200N 0050000W - 584500N 0050000W following the line of latitude to - 584500N 0043000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01971- 511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945; Regional Ops Room, Tel: 07717-542336. SI 1933/40. SUA Authority: DAATM (DIO). This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Activated by NOTAM.
EGD802Z1 CAPE WRATH (SOUTH EAST) FBZ 584600N 0050048W following the line of latitude to - 584600N 0042912W - 584525N 0042805W - 583411N 0042805W - 582955N 0043548W - 582815N 0043829W - 582604N 0044256W - 582554N 0044323W - 582540N 0044510W - 582548N 0044606W - 582627N 0044725W - 582705N 0044739W - 583100N 0044903W following the line of latitude to - 583100N 0050047W - 583135N 0050154W - 584525N 0050155W - 584600N 0050048W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD802Z2 CAPE WRATH (SOUTH EAST) FBZ 584959N 0050400W following the line of latitude to - 584959N 0042600W - 584703N 0042024W - 583236N 0042028W - 582715N 0043007W - 582529N 0043257W - 582258N 0043807W - 582211N 0044011W - 582134N 0044517W - 582212N 0044953W - 582426N 0045426W - 582701N 0045522W following the line of latitude to - 582701N 0050356W - 582956N 0050932W - 584703N 0050936W - 584959N 0050400W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD803 GARVIE ISLAND A circle, 4 NM radius, centred at 583705N 0045220W	Upper limit: 40000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (UAS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SAAIS: Scottish Information on 133.675 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01971-511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945; Regional Ops Room, Tel: 07717-542336. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD803Z1 GARVIE ISLAND FBZ A circle, 5.00 NM radius, centred at 583705N 0045220W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD803Z2 GARVIE ISLAND FBZ A circle, 9 NM radius, centred at 583705N 0045220W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD809C MORAY FIRTH (CENTRAL) 585000N 0023314W following the line of latitude to - 585000N 0014526W - 582600N 0015049W following the line of latitude to - 582600N 0024048W - 585000N 0023314W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (UAS) / High Energy Manoeuvres. Service: SAAIS: Scottish Information on 133.675 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD809CZ1 MORAY FIRTH (CENTRAL) FBZ 585100N 0014434W - 585020N 0014325W - 582530N 0014901W - 582500N 0015006W following the line of latitude to - 582500N 0024141W - 582542N 0024249W - 585031N 0023501W - 585100N 0023356W following the line of latitude to - 585100N 0014434W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD809CZ2 MORAY FIRTH (CENTRAL) FBZ 585459N 0023647W following the line of latitude to - 585459N 0014105W - 585138N 0013522W - 582331N 0014148W - 582101N 0014713W following the line of latitude to - 582101N 0024510W - 582431N 0025054W - 585236N 0024210W - 585459N 0023647W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD809N MORAY FIRTH (NORTH) 592300N 0015130W following the line of latitude to - 592300N 0014200W - 590500N 0014200W - 585000N 0014526W following the line of latitude to - 585000N 0023314W - 585800N 0023040W - 592300N 0015130W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (UAS) / High Energy Manoeuvres. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD809NZ1 MORAY FIRTH (NORTH) FBZ 592400N 0014111W - 592325N 0014003W - 590456N 0014004W - 584930N 0014337W - 584900N 0014442W following the line of latitude to - 584900N 0023407W - 584942N 0023517W - 585825N 0023229W - 592348N 0015244W - 592400N 0015157W following the line of latitude to - 592400N 0014111W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD809NZ2 MORAY FIRTH (NORTH) FBZ 592759N 0015343W following the line of latitude to - 592759N 0013756W - 592503N 0013213W - 590442N 0013219W - 584731N 0013619W - 584501N 0014148W following the line of latitude to - 584501N 0023732W - 584827N 0024328W - 590005N 0023947W - 592701N 0015743W - 592759N 0015343W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.
EGD809S MORAY FIRTH (SOUTH) 582600N 0024048W following the line of latitude to - 582600N 0015049W - 575000N 0015840W following the line of latitude to - 575000N 0022415W - 581630N 0024345W - 582600N 0024048W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. ASM Protocols apply. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (UAS) / High Energy Manoeuvres. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD809SZ1 MORAY FIRTH (SOUTH) FBZ 582700N 0014958W - 582620N 0014850W - 574931N 0015653W - 574900N 0015757W following the line of latitude to - 574900N 0022450W - 574921N 0022547W - 581623N 0024542W - 582631N 0024234W - 582700N 0024130W following the line of latitude to - 582700N 0014958W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD809SZ2 MORAY FIRTH (SOUTH) FBZ 583059N 0024419W following the line of latitude to - 583059N 0014631W - 582738N 0014052W - 574732N 0014947W - 574501N 0015507W following the line of latitude to - 574501N 0022708W - 574645N 0023155W - 581557N 0025331W - 582836N 0024938W - 583059N 0024419W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 5 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD901 FAST JET AREA NORTH 594000N 0013000W - 591000N 0010000W - 580215N 0000948E - 574700N 0010000W - 574000N 0013100W following the line of latitude to - 574000N 0025821W - 581920N 0055243W - 595000N 0060149W - 594000N 0013000W	Upper limit: FL550 Lower limit: FL245	AMC - Manageable. ASM Protocols apply. Activity: High Energy Manoeuvres / Ordnance, Munitions & Explosives (OME). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel 01489-612495. SUA Authority: DAATM (HQ Air). EGD901 is solely in support of Ex Joint Warrior. Hours: Activated by NOTAM.
EGD901Z1 FAST JET AREA NORTH FBZ 595504N 0060549W - 594449N 0012628W - 594324N 0012222W - 591224N 0005129W - 580236N 0002004E - 575826N 0001710E - 574224N 0005624W - 573500N 0012909W - 573500N 0030018W - 581514N 0055848W - 581737N 0060202W - 595156N 0061157W - 595504N 0060549W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR planning purposes only. 5 NM FPL Buffer.
EGD902A SAXAVORD A circle, 0.75 NM radius, centred at 604906N 0004612W	Upper limit: 3000 FT ALT Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902B SAXAVORD 610000N 0010600W following the line of latitude to - 610000N 0002500W - 604600N 0002500W following the line of latitude to - 604600N 0010600W - 610000N 0010600W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902BZ1 SAXAVORD FBZ 610000N 0010802W following the line of latitude to - 610000N 0002257W - 604537N 0002257W - 604505N 0002353W - 604500N 0002449W following the line of latitude to - 604500N 0010614W - 604510N 0010715W - 604538N 0010803W - 610000N 0010802W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD902C SAXAVORD 604600N 0010600W following the line of latitude to - 604600N 0002500W - 604000N 0002500W following the line of latitude to - 604000N 0010600W - 604600N 0010600W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902CZ1 SAXAVORD FBZ 604700N 0010634W following the line of latitude to - 604700N 0002430W - 604647N 0002338W - 604617N 0002257W - 603918N 0002257W - 603900N 0002416W following the line of latitude to - 603900N 0010622W - 603906N 0010656W - 603920N 0010734W - 603945N 0010802W - 604617N 0010803W - 604644N 0010730W - 604700N 0010634W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD902D SAXAVORD 610000N 0013000W - 604600N 0010600W - 604000N 0010600W - 604805N 0013000W - 610000N 0013000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902DZ1 SAXAVORD FBZ 610000N 0013203W following the line of latitude to - 610000N 0012719W - 604622N 0010357W - 603939N 0010357W - 603913N 0010440W - 603901N 0010530W - 603900N 0010622W - 603906N 0010656W - 603920N 0010734W - 604657N 0013016W - 604725N 0013137W - 604747N 0013203W - 610000N 0013203W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD902E SAXAVORD 610000N 0000000E - 604805N 0000000E - 604000N 0002500W - 604600N 0002500W - 610000N 0000000E	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902EZ1 SAXAVORD FBZ 610000N 0000243W following the line of latitude to - 610000N 0000000E - 604704N 0000000E - 603918N 0002257W - 603900N 0002416W following the line of latitude to - 603900N 0002605W - 603941N 0002705W - 604541N 0002704W - 604621N 0002704W - 610000N 0000243W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD902F SAXAVORD 610000N 0020445W following the line of latitude to - 610000N 0013000W - 604805N 0013000W - 610000N 0020445W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902FZ1 SAXAVORD FBZ 610000N 0020819W following the line of latitude to - 610000N 0012753W - 604748N 0012758W - 604715N 0012837W - 604657N 0013016W - 604725N 0013137W - 610000N 0020819W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD902G SAXAVORD 610000N 0013000W following the line of latitude to - 610000N 0010600W - 604600N 0010600W - 610000N 0013000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD902GZ1 SAXAVORD FBZ 610000N 0013203W following the line of latitude to - 610000N 0010357W - 604621N 0010357W - 604540N 0010357W - 604515N 0010435W - 604500N 0010521W following the line of latitude to - 604500N 0010614W - 604510N 0010715W - 610000N 0013203W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.
EGD902H SAXAVORD 610000N 0002500W following the line of latitude to - 610000N 0000000E - 604600N 0002500W - 610000N 0002500W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902HZ1 SAXAVORD FBZ 610000N 0002704W following the line of latitude to - 610000N 0000000E - 605828N 0000000E - 604505N 0002353W - 604500N 0002449W - 604500N 0002605W - 604541N 0002704W - 610000N 0002704W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only. 1 NM FPL Buffer.

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
Prohibited Area		
EGP611 COULPORT / FASLANE A circle, 2 NM radius, centred at 560331N 0045159W	Upper limit: 2200 FT ALT Lower limit: SFC	SI 1003/2016. Contact: CAA Airspace Regulation Operations, 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. 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 03 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 21 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 08 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 26 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@thrupton.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 relevant Air Traffic Service unit or aerodrome 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 2026/504 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-OPSCCELL@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-OPSCCELL@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
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
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

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

Name Lateral Limits	Upper - lower Limit System/means of acti- vation announcement/in- formation for Civil Flights	Remarks and time of activity
1	2	3
TRA 004 550806N 0043002W - 550603N 0041419W - 543019N 0032659W - 534103N 0031910W - 534150N 0033653W - 535358N 0040608W - 535522N 0040649W - 540248N 0035759W - 541618N 0043113W - 543138N 0050836W - 545121N 0050119W - 550250N 0045120W - 550806N 0043002W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 005 551735N 0025427W - 551724N 0024532W - 550049N 0015445W - 542156N 0020653W - 542156N 0021546W - 544628N 0023625W - 551735N 0025427W	Upper limit: FL245 Lower limit: FL195	AMC - Manageable. Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Activated by NOTAM. Excluding English Public Holidays.
TRA 006 554053N 0021314E - 541108N 0032313E - 534412N 0030000E - 531608N 0030000E - 532000N 0023000E - 531139N 0023000E - 530815N 0020534E - 532204N 0000431E - 534114N 0010214W - 534312N 0011636W - 541152N 0014544W - 550000N 0013017W - 550000N 0004703W - 551710N 0001428E - 554053N 0021314E	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 007A 571946N 0014810W - 571437N 0020959W - 562341N 0031445W - 561400N 0033259W - 560700N 0032938W - 560700N 0025608W - 560008N 0024849W - 553805N 0025111W - 552606N 0023655W - 550637N 0013731W - 550218N 0014154W - 550101N 0012957W - 550000N 0013017W - 550000N 0005916W - 555000N 0011800W - 561750N 0012507W - 571946N 0014810W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Remarks: (1) TRA 007A does not include controlled airspace within AWY P18 during the published hours of P18 (see ENR 3.1). (2) TRA 007A does not include airspace within AWY N864 during weekend promulgated hours 0001 Sat to 2359 Sun. During this period, between PIPAR and ASNUD, the western extremity of TRA 007A reverts to the eastern boundary of N864. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 007B 574850N 0002223E - 571946N 0014810W - 561750N 0012507W - 555000N 0011800W - 550000N 0005916W - 550000N 0004703W - 551710N 0001428E - 554053N 0021314E - 574850N 0002223E	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 008A 572337N 0041404W - 575000N 0081500W - 595000N 0060200W - 594812N 0044730W - 591638N 0043000W - 573246N 0041254W - 573147N 0041203W - 572337N 0041404W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 008B 575757N 0001440E - 573708N 0012004W - 572758N 0011242W - 571542N 0020528W - 571940N 0020701W - 571838N 0021602W - 572130N 0022334W - 562948N 0032900W - 562000N 0034746W - 561400N 0040926W - 561235N 0041258W - 570638N 0035943W - 570621N 0035605W - 572144N 0035211W - 572337N 0041404W - 573147N 0041203W - 573246N 0041254W - 591638N 0043000W - 594812N 0044730W - 594000N 0013000W - 575757N 0001440E	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.

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

Name Lateral Limits	Upper - lower Limit System/means of acti- vation announcement/in- formation for Civil Flights	Remarks and time of activity
1	2	3
TRA 008C 552543N 0050000W - 553039N 0053655W - 554803N 0074000W - 564200N 0081500W - 575000N 0081500W - 572337N 0041404W - 572144N 0035211W - 570621N 0035605W - 570638N 0035943W - 570758N 0041754W - 560432N 0043253W - 560127N 0044028W - 560727N 0050308W - 561807N 0054423W - 564819N 0062031W - 564248N 0063539W - 563408N 0064847W - 562501N 0065609W - 560939N 0055411W - 555825N 0051042W - 555356N 0045343W - 555000N 0050000W - 552543N 0050000W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.9.6. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRAG ABOYNE AREA 571700N 0025300W - 571216N 0023532W - 565301N 0030005W - 565730N 0031500W - 571700N 0025300W	Upper limit: FL240 Lower limit: FL195	Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation. See ENR 1.1, paragraph 1.11.3 and 1.11.4. Hours: Activated by NOTAM.
TRAG NORTHERN IRELAND AREA 551010N 0065625W - 551010N 0064000W - 545000N 0064000W - 545000N 0071600W - 545617N 0071600W - 551010N 0065625W	Upper limit: FL240 Lower limit: FL195	Access requirements for gliders are specified in ENR 1.1, paragraph 1.11. Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation. See ENR 1.1, paragraph 1.11.3 and 1.11.4. Hours: Activated by NOTAM.
TRAG NORTHUMBRIA NORTH AREA 560600N 0023914W - 555500N 0020216W - 554600N 0015854W - 554600N 0024128W - 560600N 0023914W	Upper limit: FL240 Lower limit: FL195	Access requirements for gliders are specified in ENR 1.1, paragraph 1.11. Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation. See ENR 1.1, paragraph 1.11.3 and 1.11.4. Hours: Activated by NOTAM.
TRAG NORTHUMBRIA SOUTH AREA 554600N 0024128W - 554600N 0015854W - 552644N 0015147W - 551803N 0015434W - 552951N 0023046W - 553928N 0024211W - 554600N 0024128W	Upper limit: FL240 Lower limit: FL195	Access requirements for gliders are specified in ENR 1.1, paragraph 1.11. Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation. See ENR 1.1, paragraph 1.11.3 and 1.11.4. Hours: Activated by NOTAM.
TRAG PORTMOAK AREA 562926N 0034253W - 562223N 0032624W - 561200N 0032855W - 561200N 0040404W - 562144N 0040142W - 562408N 0035258W - 562926N 0034253W	Upper limit: FL240 Lower limit: FL195	Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation. See ENR 1.1, paragraph 1.11.3 and 1.11.4. Hours: Activated by NOTAM.
TRAG SCOTTISH UPPER AREA (NORTH) 574000N 0034148W - 574000N 0025518W - 572852N 0022517W - 571151N 0024717W - 571801N 0034732W - 574000N 0034148W	Upper limit: FL270 Lower limit: FL240	Access requirements for gliders are specified in ENR 1.1, paragraph 1.11. Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation. See ENR 1.1, paragraph 1.11.3 and 1.11.4. Hours: Activated by NOTAM.

CHART OF LONDON FIR AND SCOTTISH FIR AIRSPACE CLASSIFICATIONS - SFC-FL195

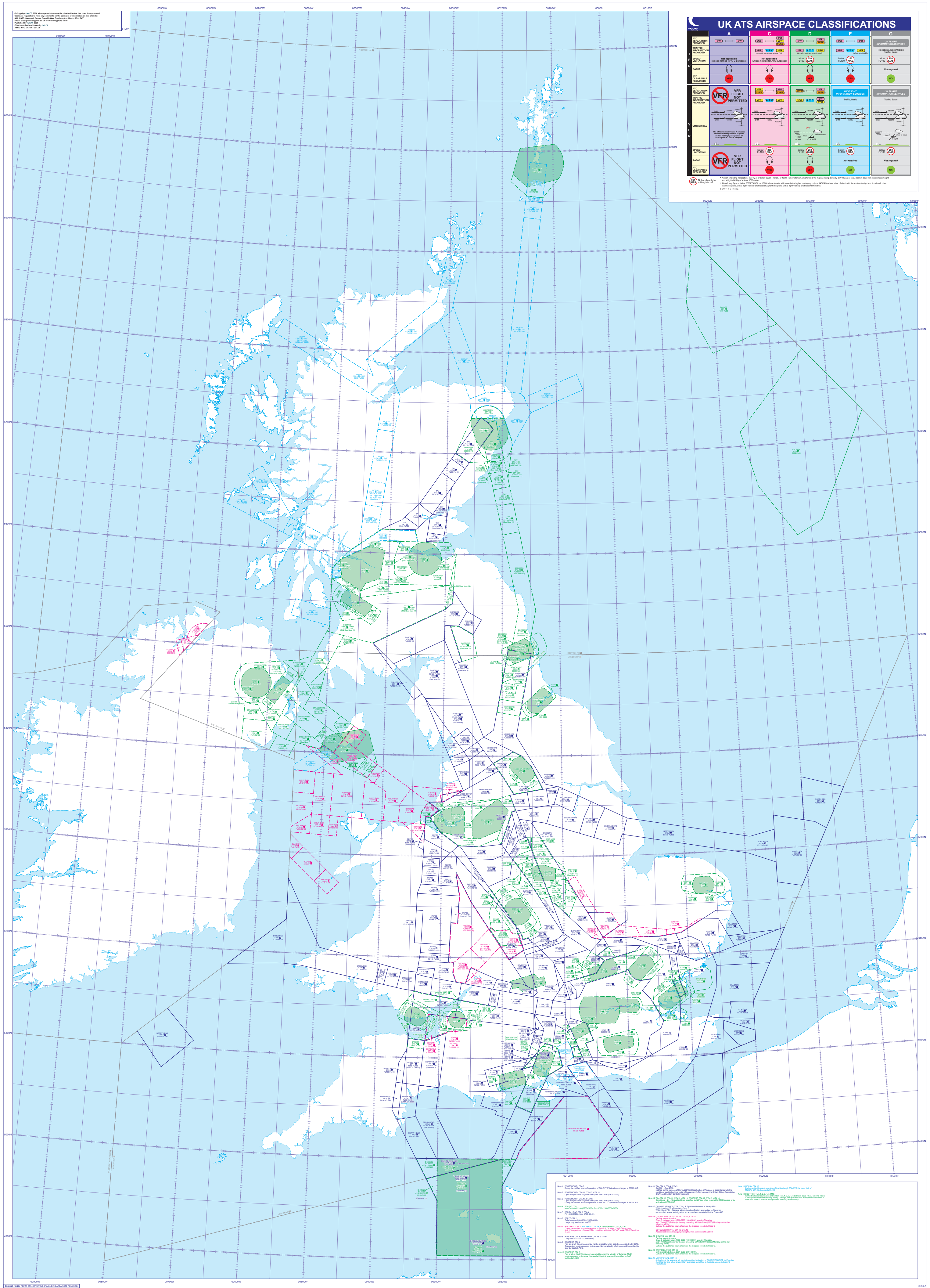


CHART OF LONDON FIR AND SCOTTISH FIR AIRSPACE CLASSIFICATIONS - FL195-FL245

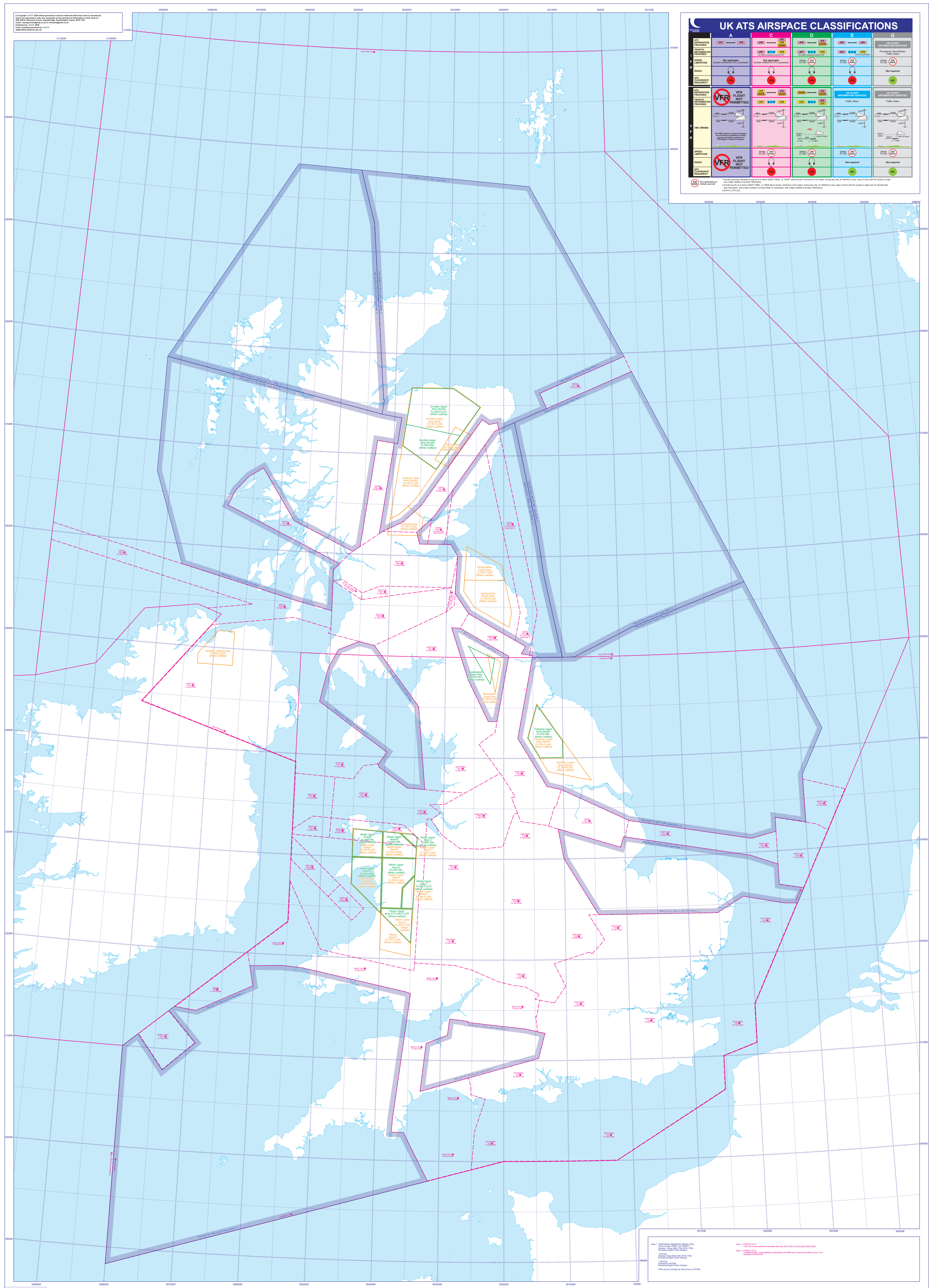


CHART OF UNITED KINGDOM AIRSPACE RESTRICTIONS AND HAZARDOUS AREAS

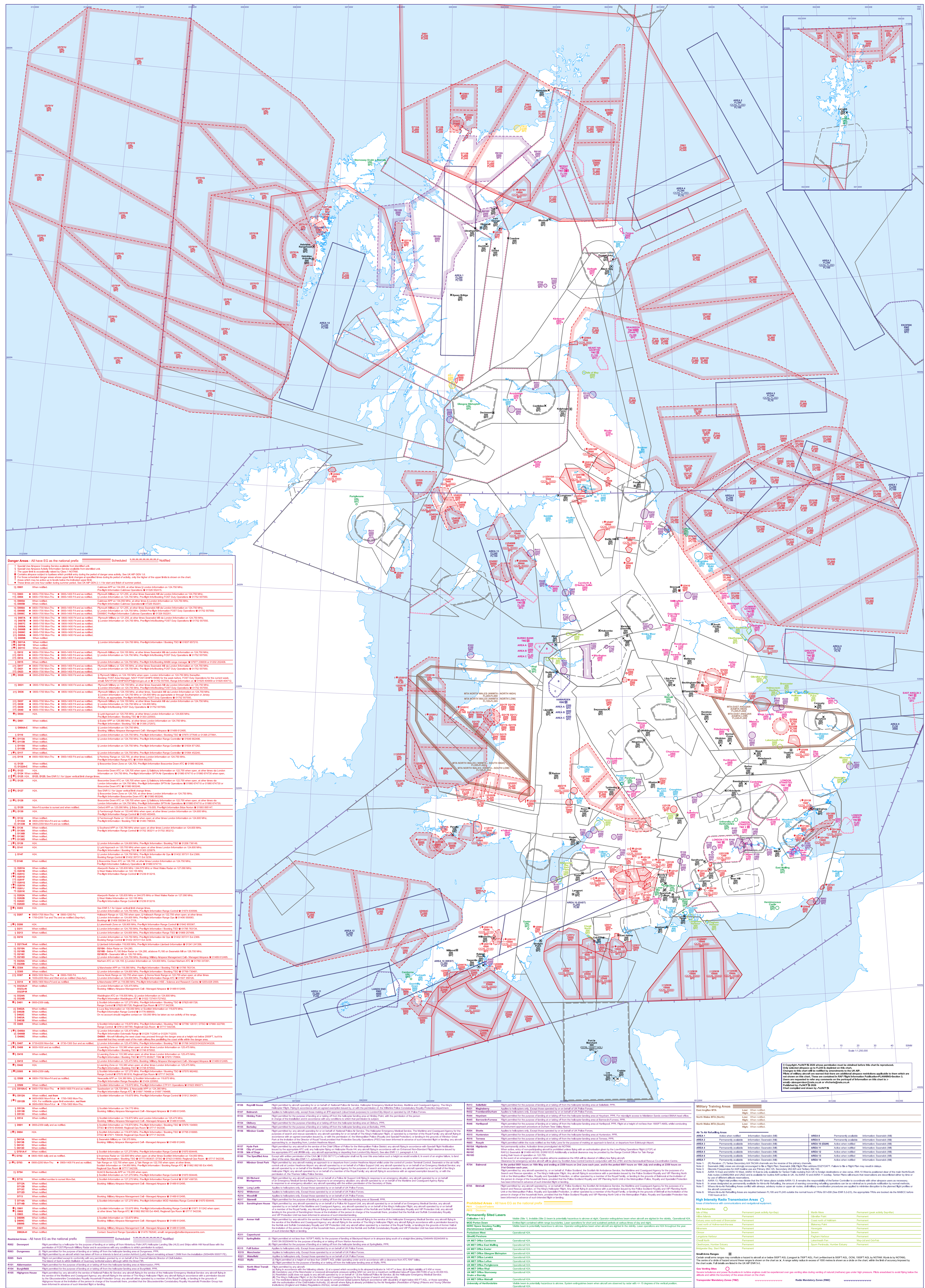
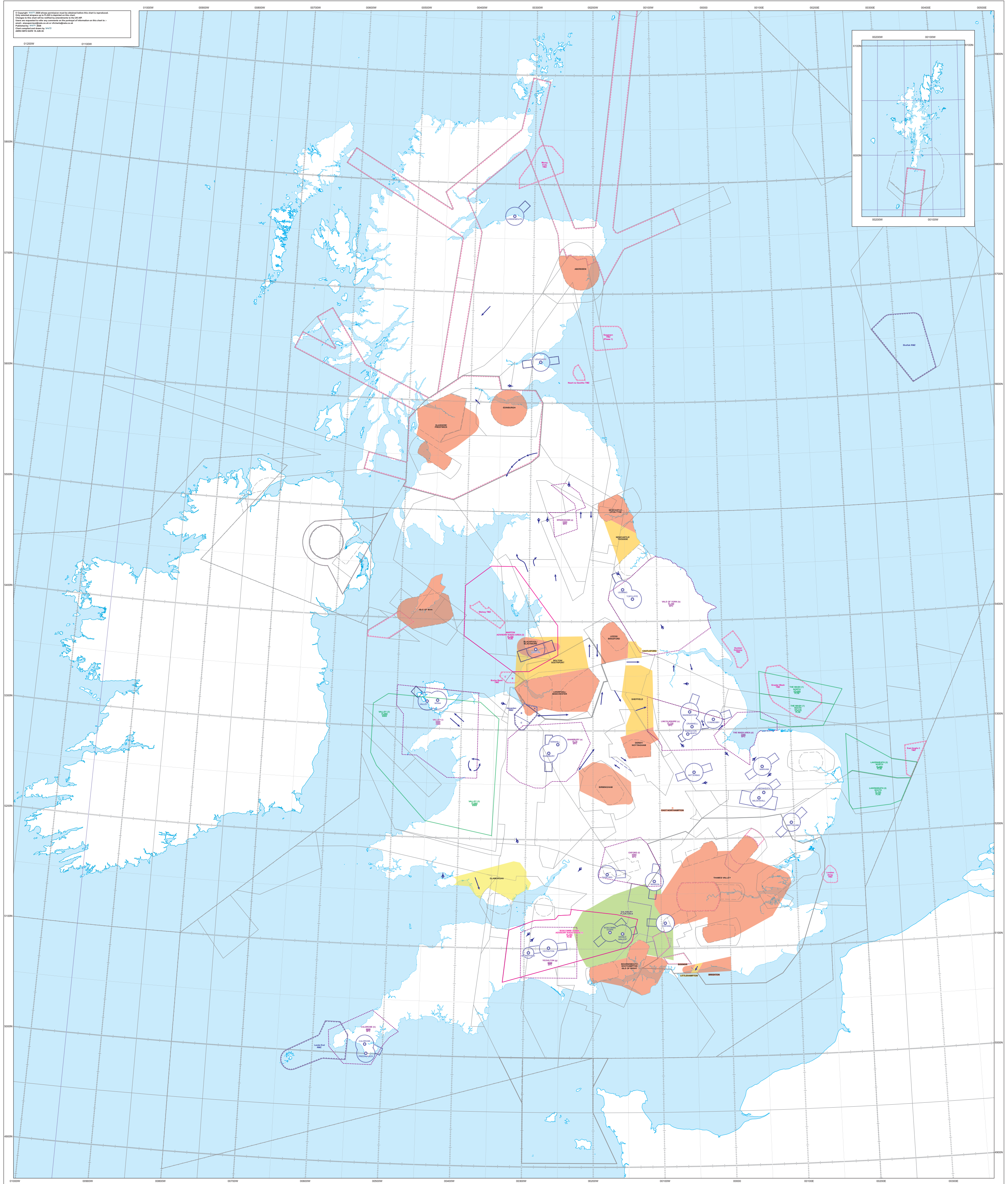


CHART OF UNITED KINGDOM AREAS OF INTENSE AIR ACTIVITY (AIAA) AND AERIAL TACTICS AREAS (ATA)



Areas of Intense Air Activity

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

a. SPADEADAM	Mon-Thu 0900-1700 (0800-1600) and Fri 0900-1500 (0800-1500)	SUACs from Spadeadam on 128.725 MHz, SUACs from Newcastle on 124.360 MHz.
b. VALE OF YORK	Mon-Thu 0900-1800 (0800-1700) and 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. YEDEVILTON*	Mon-Thu 0830-1700 (0730-1600) and Fri 0830-1600 (0730-1530)	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 511020N.
h. CILDROSE*	Mon-Thu 0830-1700 (0730-1600) and Fri 0830-1630 (0730-1530)	LARS from Oudbouse ATC on 134.055.
i. VALLEY	Mon-Thu 0800-1800 (0700-1700) and Fri 0800-1700 (0700-1600)	Contact Valley ATC or London Radar.

* Peak activity takes place
See UK AIP ENR 5.2 for details of AIAAs.
*Within these areas, night operations may be conducted by aircraft using reduced navigation and/or anti-collision lights.

Military Low Flying

Military low flying occurs in most parts of the UK at any height up to 2000 feet above the surface. However, the greatest concentration is between surface and 1000 feet and civil pilots should avoid flying in that height band whenever possible. Military aircraft are considered low flying when:
a. Fixed wing aircraft except light propeller-driven aircraft, are flying below 2000 feet above the surface
b. Light propeller-driven aircraft and helicopters are flying below 500 feet above the surface. (UK AIP ENR 1.1)

Military Aerodrome Traffic Zones (MATZs)
Have the following vertical limits: SFC to 3000FT AAL within the circle and 1000FT AAL to 3000FT AAL within the ellipse. Zone configuration may vary, often two or more MATZs are amalgamated to produce a Combined Zone (CMATZ). Controlling aerodromes show the MATZ penetration frequency to be used. See UK AIP ENR 2.2.

Directional Flow Over An Area
These arrows do not indicate a particular route, and are meant to show the general direction of flight in an area.
Directional Flow Through Choke Point
These symbols are aligned to the direction of flight. Where there is bi-directional flow through a choke point, aircraft will route in accordance with the depicted symbols.

The Low Flying System of Directional Flow does not apply during weekends, UK Public Holidays and hours of darkness.
Warning
During military exercises, Directional Flow may be changed for operational reasons during the period of the exercise. Such changes will be notified in the Temporary Navigation Warning giving exercise details. Refer to the AIC for details of the UK Military Low Flying System.

Avoidance Areas
a. In the Avoidance 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 MI.
2. LAKEENIATH Mon-Thu 0700-2300 (0600-2200) and Fri 0700-1700 (0600-1600) Swanwick MI.
3. VALLEY Mon-Thu 0800-1800 (0700-1700); Fri 0800-1700 (0700-1600) RAF Valley ATC or Swanwick MI.

See UK AIP ENR 5.2 for details of ATAs.
The Salisbury Plain Area
The Salisbury Plain Area is an area of high activity used primarily by helicopters, although low flying civil and military fixed-wing aircraft operate from time to time in this airspace.

Advisory Radio Area

1. BOSCOMBE DOWN Mon-Fri 0930-1730 (0830-1630) Boscombe Down on 126.705
Test flight activity within this area often requires pilots to fly profiles which limit their ability to manoeuvre their aircraft in compliance with the Rules of the Air. Such flights will receive a radar service from Boscombe Down or the Swanwick Military Special Task Cell.
Pilots of other aircraft flying in the area are strongly advised to call Boscombe on 126.705 who provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour area, or provision of an Air Traffic Service subject to controller workload.
2. WARTON Mon-Thu 0730-1900 (0630-1800) and Fri 0730-1700 (0630-1600) Warton on 129.530 MHz.
Test flight activity within this area often requires pilots to fly profiles which limit their ability to manoeuvre their aircraft in compliance with the Rules of the Air. Such flights will receive a radar service from Warton.
Pilots of other aircraft flying in the area are strongly advised to call Warton on 129.530 MHz who provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour area, or provision of an Air Traffic Service subject to controller workload.
See UK AIP ENR 5.2 for details of ARA.

Low Level Civil Aircraft Notification Procedure (CANP)

Some civil aircraft operators have a requirement to fly at very low heights when carrying out authorised aerial work: the majority of these flights take place at or below 1000 feet above the surface. These operators are reminded that the CANP is designed to enhance flight safety in the lower airspace and they are strongly recommended to notify details of their operations in accordance with the UK AIP ENR 1.15. E-mail notification is preferred for CANP requests as this allows the LFC to E-mail or telephone confirmation of E-mail and issue a reference number to the aircraft operating authority. Contact details are as follows:
Low Flying Co-ord (LFC) at RAF (U) Swanwick.
Phone: 0800-215544 or 01489-443100.
Email: swk-lffco@mod.gov.uk

The types of air activity that should be notified include:

- a. COMMERCIAL AIR ACTIVITIES
Aerial crop spraying (all agricultural work carried out by aircraft), underslung aerial load lifting, aerial photography/filming, aerial survey/air surveillance.
- b. RECREATIONAL AERIAL ACTIVITIES
Glowers, hang gliders, para gliders, free-flight balloons, micro-light aircraft of model aircraft - where 5 or more are operating from a site not listed in the UK AIP for such activity, or are operating outside the hours published in the UK AIP.
- c. OTHER AERIAL ACTIVITIES
Tethered/drag 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)

5	Remarks	Apron floodlighting on Stands 1-17 and Stands 30-31.
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EGPD AD 2.16 HELICOPTER LANDING AREA

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EGPD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
ABERDEEN CTR 572100N 0023356W following the line of latitude to - 572100N 0015802W - 571522N 0015428W thence clockwise by the arc of a circle radius 10 NM centred on 571207N 0021152W to 570850N 0022913W - 571520N 0023326W thence clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to 572100N 0023356W	Upper limit: FL115 Lower limit: SFC	D	ABERDEEN APPROACH English	6000 FT	-	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
ABERDEEN ATZ A circle, 2.5 NM radius, centred at 571209N 0021153W on longest notified runway (16/34)	Upper limit: 2215 FT ALT Lower limit: SFC	D	ABERDEEN APPROACH English	6000 FT	-	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times. ATZ 2000 FT AAL.

EGPD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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

29 Oct 2026

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
	ABERDEEN TOWER	118.105 DOC 25 NM/8,000 FT.	-	-	Service can be provided H24. During the period 2230-0545 (2130-0445) the channel is not monitored at all times. Channel normally monitored for: Arrivals - ETA-10 to ATA+10; Departures - ETD- 30 to ATD+10.	
RADAR	ABERDEEN DIRECTOR	128.305 DOC 25 NM/ 10,000 FT.	-	-	As directed by ATC	When notified by ATIS, Tower and Radar will be provided as a combined function on channels 118.105 and 119.055 using callsigns Aberdeen Tower/ Aberdeen Radar. Channel 121.255 available as ATC fallback channel. Channel is not continuously monitored when not in use.
	ABERDEEN RADAR	119.055	-	-	H24	
ATIS	ABERDEEN INFORMATION	114.300 Broadcast on Aberdeen VOR.	-	-	H24	-
		121.855	-	-	H24	
OTHER	ABERDEEN FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGPD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.08°E (2027)	IAX	109.900 MHz	HO	571124.94N 0021121.06W		(RWY 16)
ILS/GP	IAX	333.800 MHz	HO	571228.86N 0021158.98W		3° ILS Ref Datum Hgt 51 FT.
ILS/LOC I 0.07°E (2027)	IABD	109.900 MHz	HO	571249.30N 0021223.32W		(RWY 34) Full fly-up indications may not be achieved, or maintained, when below and to the extreme right of the localiser centre-line.
ILS/GP	IABD	333.800 MHz	HO	571152.05N 0021132.92W		3° ILS Ref Datum Hgt 50 FT.
VOR/DME 0.04°E (2027) 0.4°E (2026)	ADN	90X 114.300 MHz	H24 Hours of operation for aerodrome purposes: HO	571837.62N 0021602.09W	610 FT	VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R045- 135).
DME	IAX	36X 109.900 MHz	HO	571204.36N 0021202.34W	224 FT	(RWY 16) On AD. Zero range is indicated at THR of Runway 16.
DME	IABD	36X 109.900 MHz	HO	571152.10N 0021132.82W	217 FT	(RWY 34) On AD. Zero range is indicated at THR of Runway 34.
NDB (L) 0.13°E (2027)	ATF	348.000 kHz	H24	570439.04N 0020620.53W		Range 25 NM.

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

7 TRAINING

- a) All training flights are subject to approval by ATC. General training flight acceptance policy:
- Mon-Fri: Instrument training flights by civil aircraft other than those based at Aberdeen Airport will not be accepted. Circuit training by military aircraft will not be accepted and military practice diversion instrument approaches limited to 0800-2000 (0700-1900) where approved by ATC;
 - Sat-Sun: Instrument training flights by civil aircraft are permitted subject to ATC approval. Military practice diversion instrument approaches limited to 0800-2000 (0700-1900) where approved by ATC;
 - Daily: Aircraft on EXAM callsigns will be accepted where approved by ATC.
- b) Pilots of training aircraft carrying out go-arounds are advised that for the purposes of terrain clearance, that portion of the flight will be treated as a departure.
- c) Training may be curtailed if significant noise complaints are received.

EGPD AD 2.21 NOISE ABATEMENT PROCEDURES

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

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

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

- c) IFR aircraft shall not join final approach to either runway at a height of less than 1500 FT Aberdeen QFE unless they are propeller driven aircraft whose MTWA does not exceed 5700 KG when the minimum height shall be 1000 FT Aberdeen QFE.
- d) In addition to paragraph 2.21(c), aircraft conducting an instrument approach shall not descend below 1800 FT Aberdeen QFE before intercepting the ILS or nominal glidepath nor thereafter fly below it. Aircraft landing without ILS assistance shall follow a descent path consistent with a 3° glidepath (or the approach procedure recommended profile if different).
- e) Approach to Helistrip 23 aiming point should be on a heading of 218° (MAG).
- f) Subject to Air Traffic Control requirements and weather conditions
- Training circuits should be undertaken to the west of the aerodrome;
 - Fixed-wing departures should be on Runway 34. Arrivals should be on Runway 16;
- g) Aircraft operating between 2330-0600 (2230-0530) are requested to use minimal reverse thrust for noise abatement where this will not compromise the safe conduct of flight.

EGPD AD 2.22 FLIGHT PROCEDURES

1 HOLDING

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

Holding Point	Details
VOR ADN	Holding axis 158° MAG, turning left at the facility. Lowest holding altitude 2500 FT.
DOWNI (570439N 0020621W)	Holding axis aligned on ADN VOR RDL 158° (Inbound track 338° MAG) between 15 DME ADN (DOWNI) and 20 DME ADN, turning right at the fix. Lowest holding altitude 2500 FT.
L ATF	Holding axis 338° MAG, turning right at the facility. Lowest holding altitude 2500 FT.

2 ENTRY/EXIT LANES

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

29 Oct 2026

- i. A lane, 3 NM wide, known as the Peterhead Lane with centre-line from Hackley Head 571949N 0015717W (a point on the Aberdeen CTR boundary) thence southwest along the coast to Bridge of Don, then along the River Don to the point at which it crosses the Aberdeen Aerodrome Traffic Zone;
 - ii. a lane, 3 NM wide, known as the Stonehaven Lane with centre-line from 565522N 0021200W (a point on the Aberdeen CTA boundary) thence northeast along the coast to Bridge of Don, then along the River Don to the point at which it crosses the Aberdeen Aerodrome Traffic Zone;
 - iii. a lane, 3 NM wide, known as the Inverurie Lane with centre-line the Aberdeen/Inverness railway line extending from 571931N 0023510W (a point on the western boundary of the Aberdeen CTR) through Inverurie and Kintore to the point at which it crosses the Aberdeen Aerodrome Traffic Zone. Additionally, for aircraft taking-off from Runway 16 or proceeding for a landing on Runway 34, a branch lane of similar width is established with centre-line the A96 road extending from Kintore to the point at which it crosses the Aberdeen Aerodrome Traffic Zone.
- b) These lanes are shown at AD 2-EGPD-4-1.
- i. Use of the lanes is subject to clearance being obtained from ATC Aberdeen, irrespective of prevailing weather conditions. This clearance is to be obtained by non-radio equipped aircraft before take-off and by radio equipped aircraft before entering the lane.
 - ii. Aircraft using the lanes must remain clear of cloud and in sight of the ground or water, not above 2000 FT Aberdeen QNH (unless authorised by Aberdeen ATC).
 - iii. An aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC.
 - iv. Pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstructions.
 - v. When Runway 34 is in use, pilots operating on the Stonehaven Lane, should expect an ATC clearance to route offshore not above 1000 FT (Aberdeen QNH) when south of Girdleness.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) Initial Departure Routings:
- i. Pilots can expect that the initial 'after departure' instruction will usually contain a waypoint or heading that is not the first waypoint contained in the flight plan.
- b) Pilots of aircraft at intermediate runway holding points that require a runway backtrack for departure should inform ATC prior to lining up on the runway.
- c) On first contact with Aberdeen Radar, pilots of departing aircraft are required to report their passing altitude (based on Aberdeen QNH) and cleared altitude or Flight Level.
- d) The width of Runway 16/34 is twice that promulgated in two locations due to additional pavement on the east side of the runway. Pilots lining up on Runway 16/34 abeam Holding Points M7 or E9, or at the Runway 34 threshold must ensure they are correctly lined up on the runway centre-line prior to departure.
- e) The Preferred Departure Routes specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

Runway	ATC Clearance	Procedures
16	Via P600 GLESK	Climb straight ahead. At ADN DME 8.5 NM or 800 FT AAL whichever is the later, turn right to LAVTI (570818N 0022417W). At LAVTI turn left to GLESK.
16	Via ADN VOR Y904/Y905/P600 LESNI	Climb straight ahead. At ADN DME 8 NM or 600 FT AAL, whichever is the later, turn left to ADN VOR. At ADN VOR turn on course.
34	Via P600 GLESK	Climb straight ahead to 1000 FT AAL. After reaching 1000 FT AAL turn left to GLESK.
34	Via ADN VOR Y904/Y905/P600 LESNI	Climb straight ahead to ADN VOR. At ADN VOR turn on course.

Note: See AD 2.22 3(a)(i) for additional after departure warning.

4 ABERDEEN ROYAL INFIRMARY (ARI) OPERATIONS

- a) Pilots of aircraft operating to/from ARI should be aware of the potential for conflicts and/or TCAS events to occur with aircraft operating to/from Aberdeen Airport. To reduce conflicts, the following procedures apply:
- i. When inbound to ARI, pilots will be issued with departure instructions as follows:
 1. For VFR departures: Hold overhead ARI not above 500 FT on Aberdeen QNH until in two way communication with ATC;
 2. For Special VFR departures: Contact ATC by telephone when on the ground to obtain clearance.
 - ii. In the case of (b) pilots may attempt to contact ATC via RTF to obtain a clearance but if unable to establish two-way communications shall telephone 01224-727159 to pass flight details. A departure clearance will be issued with a departure time window (normally ETD to ETD +5, but will be subject to other traffic). Pilots unable to comply with this time window must telephone the number above to renegotiate the ETD.
- b) Pilots must not depart from ARI unless in possession of a departure clearance from ATC.

5 VFR FLIGHTS

- a) Pilots intending to conduct survey, inspection or photographic flights within Aberdeen CTR are requested to contact Aberdeen ATC on 01224-727160 prior to departure.

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 HELICOPTER ROUTES

a) Arrivals

Runway 16 in use

Approach	Via	Route
IFR Including Track WHISKEY	HMRI 026 to 086 HMRI 092 and greater	Track WHISKEY to Hackley Head then as directed by radar to ILS 16. ADN DME 30 direct to Hackley Head then as directed by radar to ILS 16.
VFR/Special VFR Including Track WHISKEY	HMRI 026 to 086 plus Sumburgh HMRI 092 only HMRI 092 and greater	Track WHISKEY to Hackley Head - cross Hackley Head not above 1000 FT* - direct to join circuit. 30 NM - direct Hackley Head cross Hackley Head not above 1000 FT* - direct to join circuit. 30 NM - direct to GORSE then BOD. Cross BOD not above 1500 FT then join circuit. (*Note: 1500 FT at night, subject to the issue of an appropriate ATC clearance.)

Runway 34 in use

Approach	Via	Route
IFR Including Track ECHO	HMRI 026 to 086 HMRI 092 and greater	Track ECHO to GORSE then as directed by radar to ILS 34. ADN DME 30 direct to GORSE then as directed by radar to ILS 34.
VFR/Special VFR Including Track ECHO	HMRI 026 to 062 plus Sumburgh HMRI 068 to 086 HMRI 092 and greater	Track ECHO to ATSIB (572629N 0014337W) - VANOR (571408N 0020304W). Cross VANOR not above 1000 FT* pass south of Corby Loch to join circuit. 30 NM direct to ATSIB (572629N 0014337W) - VANOR (571408N 0020304W). Cross VANOR not above 1000 FT* pass south of Corby Loch to join circuit. 30 NM - direct to GSE then to BOD. Cross GSE not above 1500 FT then join circuit. (*Note: 1500 FT at night, subject to the issue of an appropriate ATC clearance.)

b) Departure

Runway 16 in use

Standard Departure	Route	Altitude	HMRI
SPIKE IFR	After noise abatement, turn left to VANOR, then to SPIKE. After SPIKE, route via Track ECHO to intercept HMRI.	Cross VANOR at 3000 FT.	For HMRI 023 to 053 and Sumburgh.
SHRUB IFR	After noise abatement, turn left to SHRUB. After SHRUB intercept HMRI at 40 NM.	Climb to 3000 FT level by the coast.	For HMRI 059 to 101.
GORSE IFR	After noise abatement turn left to Bridge of Don then to GORSE, then to intercept the HMRI at 40 NM.	Cross BOD 3000 FT.	For HMRI 107 and greater.

Standard Departure	Route	Altitude	HMRI
ATSIB VFR/Special VFR	After noise abatement, turn left to pass south of Corby Loch via VANOR to ATSIB. Traffic for HMRI 045 to 104 route direct from ATSIB to intercept HMRI at 40 NM, north of HMRI 045 follow track ECHO to intercept HMRI.	Not above 1000 FT* to VANOR. After VANOR not above 1000 FT* or as directed by ATC. (*Note: 1500 FT at night, subject to the issue of an appropriate ATC clearance).	For HMRI 101 and less including Sumburgh.
GORSE VFR/Special VFR	After noise abatement, turn left to Bridge of Don then to GORSE, then to HMRI at 40 NM.	Not above 1500 FT to Bridge of Don. After Bridge of Don not above 1500 FT or as directed by ATC.	For HMRI 107 and greater.

Runway 34 in use

Standard Departure	Route	Altitude	HMRI
PETOX IFR	After noise abatement turn right to PETOX, to intercept the HMRI radial south of PETOX, or after PETOX via track WHISKEY to intercept the HMRI, or continue on track to Sumburgh.	Intercept the HMRI radial at 3000 FT or cross PETOX at 3000 FT.	For HMRI 071 and less.
Forties IFR	After noise abatement, turn right to NOBAL, After NOBAL intercept the HMRI at 40 NM DME.	Cross NOBAL at 3000 FT.	For HMRI 077 and greater.
SPIKE VFR/Special VFR	After noise abatement turn right to Hackley Head then direct to SPIKE then track ECHO to HMRI (or HMRI enroute to SPIKE).	Not above 1000 FT* to Hackley Head. After Hackley Head not above 1000 FT* or as directed by ATC. (*Note: 1500 FT at night, subject to the issue of an appropriate ATC clearance.)	For HMRI 071 and less, including Sumburgh.
HACKLEY VFR/Special VFR	After noise abatement turn to Hackley Head to HMRI at 40 NM.	Not above 1000 FT* to Hackley Head. After Hackley Head not above 1000 FT* or as directed by ATC. (*Note: 1500 FT at night, subject to the issue of an appropriate ATC clearance.)	For HMRI 077 and greater.

8 FREQUENCY MONITORING CODE (FMC)

- a) Pilots operating in the Aberdeen area of responsibility, but intending to remain outside Class D airspace within the area bounded by the following coordinates and maintaining a listening watch only on Aberdeen Radar frequency, 119.055 MHz, are encouraged to select SSR code 4270.

564236N 0022113W - thence clockwise by the arc of a circle radius 30 NM centred on 571209N 0021153W to 573600N 0013814W - 564236N 0022113W.

- b) Selection of 4270 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 Class D airspace at all times.
- c) Whilst squawking 4270, pilots should be aware that Aberdeen 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 4270 shall be deselected.

EGPD AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGPD AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGPD-2-1

AIRCRAFT MOVEMENT/PARKING/DOCKING - ICAO

AD 2.EGPD-2-2

GROUND MOVEMENT CHART - CENTRAL TAXIWAY

AD 2.EGPD-2-3

HELICOPTER ROUTE STRUCTURE IN VICINITY OF ABERDEEN - RWY 16

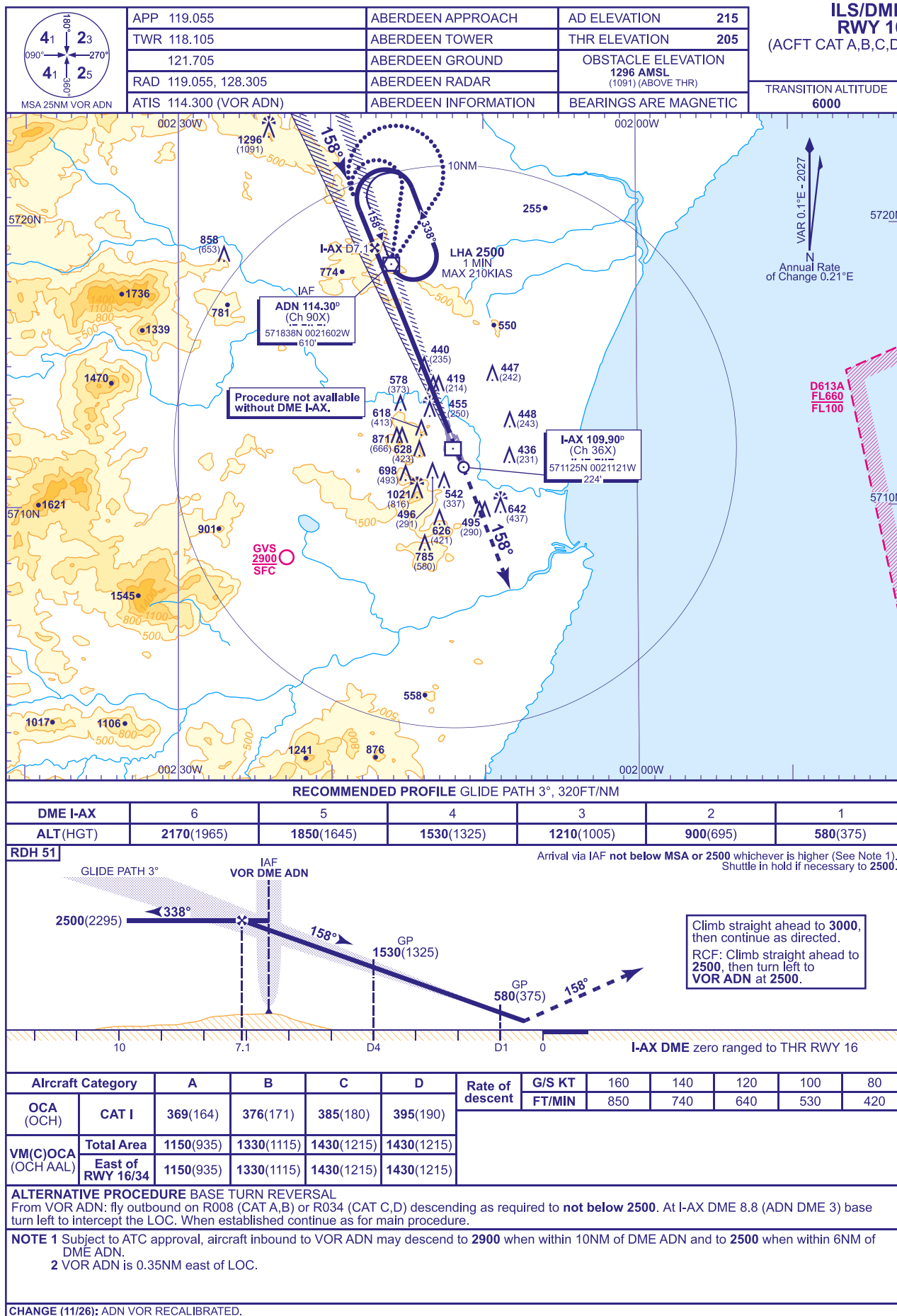
AD 2.EGPD-3-1
HELICOPTER ROUTE STRUCTURE IN VICINITY OF ABERDEEN - RWY 34
AD 2.EGPD-3-2
CLASS D AIRSPACE CHART - ENTRY/EXIT LANES and VRPs
AD 2.EGPD-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPD-5-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - TEXT
AD 2.EGPD-5-2
INSTRUMENT APPROACH CHART ILS/DME RWY 16 - ICAO
AD 2.EGPD-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 16 - ICAO
AD 2.EGPD-8-2
INSTRUMENT APPROACH CHART VOR/DME RWY 16 - ICAO
AD 2.EGPD-8-3
INSTRUMENT APPROACH CHART ILS/DME RWY 34 - ICAO
AD 2.EGPD-8-4
INSTRUMENT APPROACH CHART LOC/DME RWY 34 - ICAO
AD 2.EGPD-8-5
INSTRUMENT APPROACH CHART VOR/DME RWY 34 - ICAO
AD 2.EGPD-8-6
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 34 - ICAO
AD 2.EGPD-8-7

EGPD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

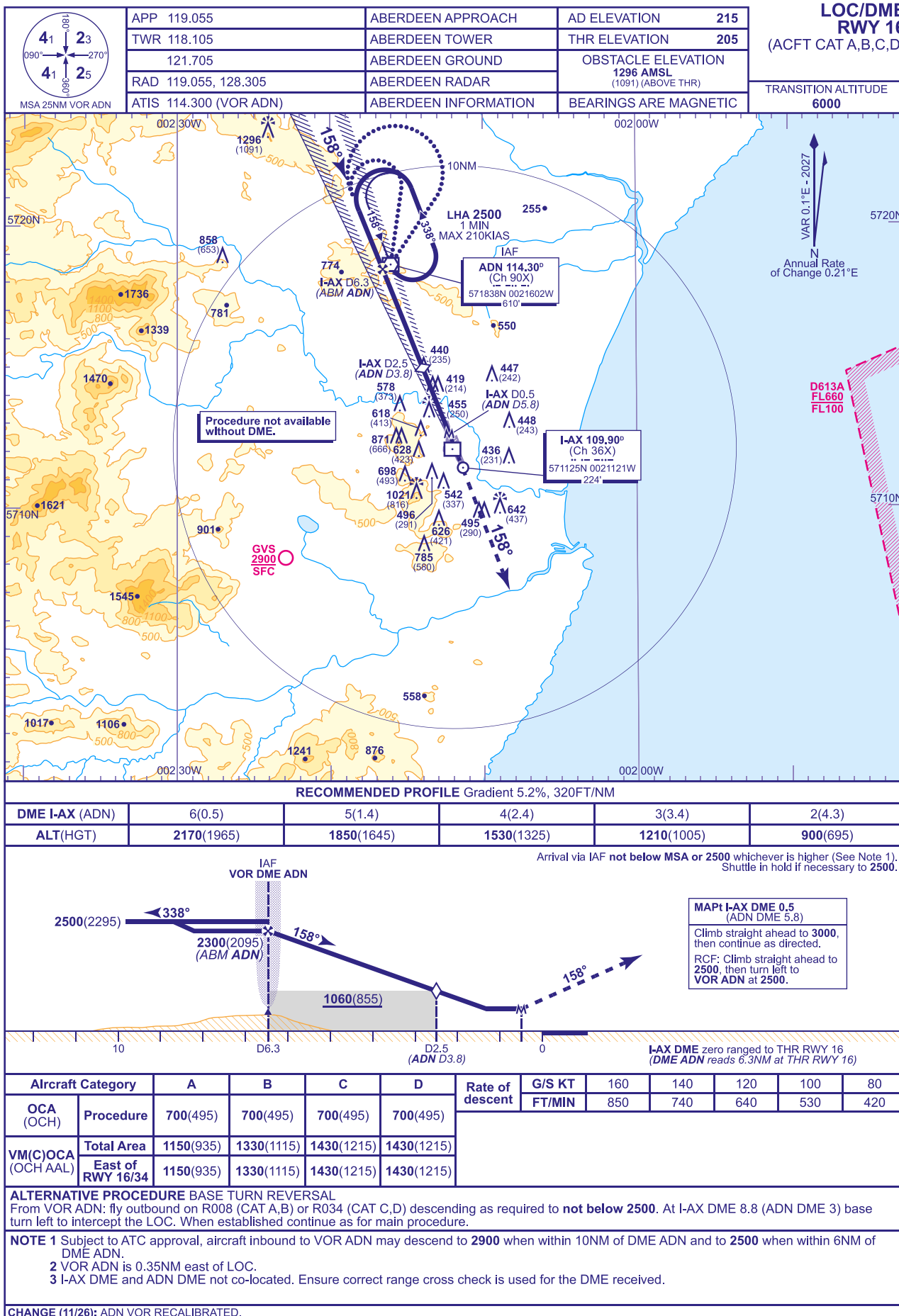
Not applicable

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INSTRUMENT APPROACH CHART - ICAO

ABERDEEN/DYCE
ILS/DME
RWY 16
(ACFT CAT A,B,C,D)

INSTRUMENT APPROACH CHART - ICAO

ABERDEEN/DYCE
LOC/DME
RWY 16
(ACFT CAT A,B,C,D)

AERO INFO DATE 14 AUG 26

AD 2-EGPD-8-2

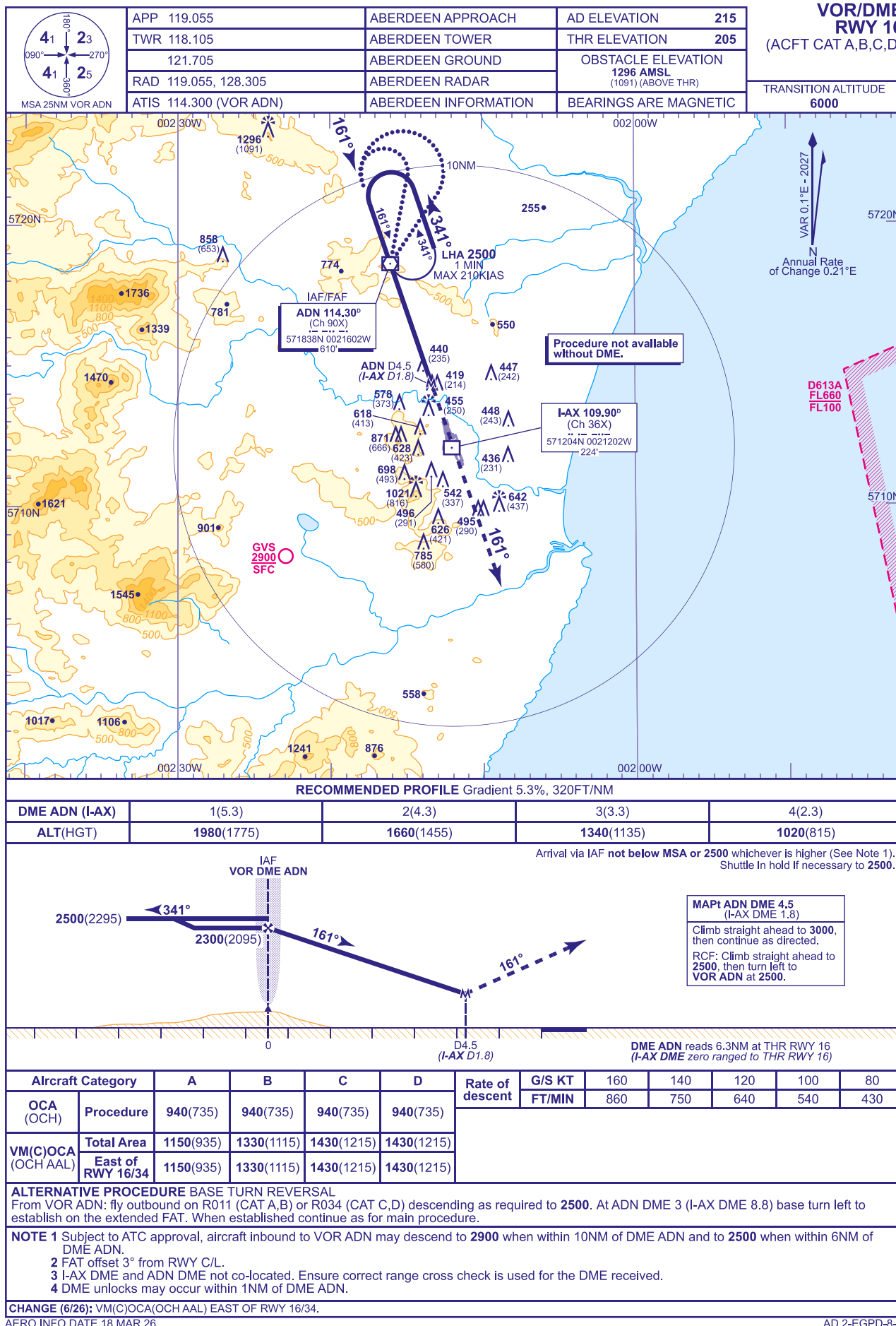
INSTRUMENT APPROACH CHART - ICAO

ABERDEEN/DYCE

VOR/DME

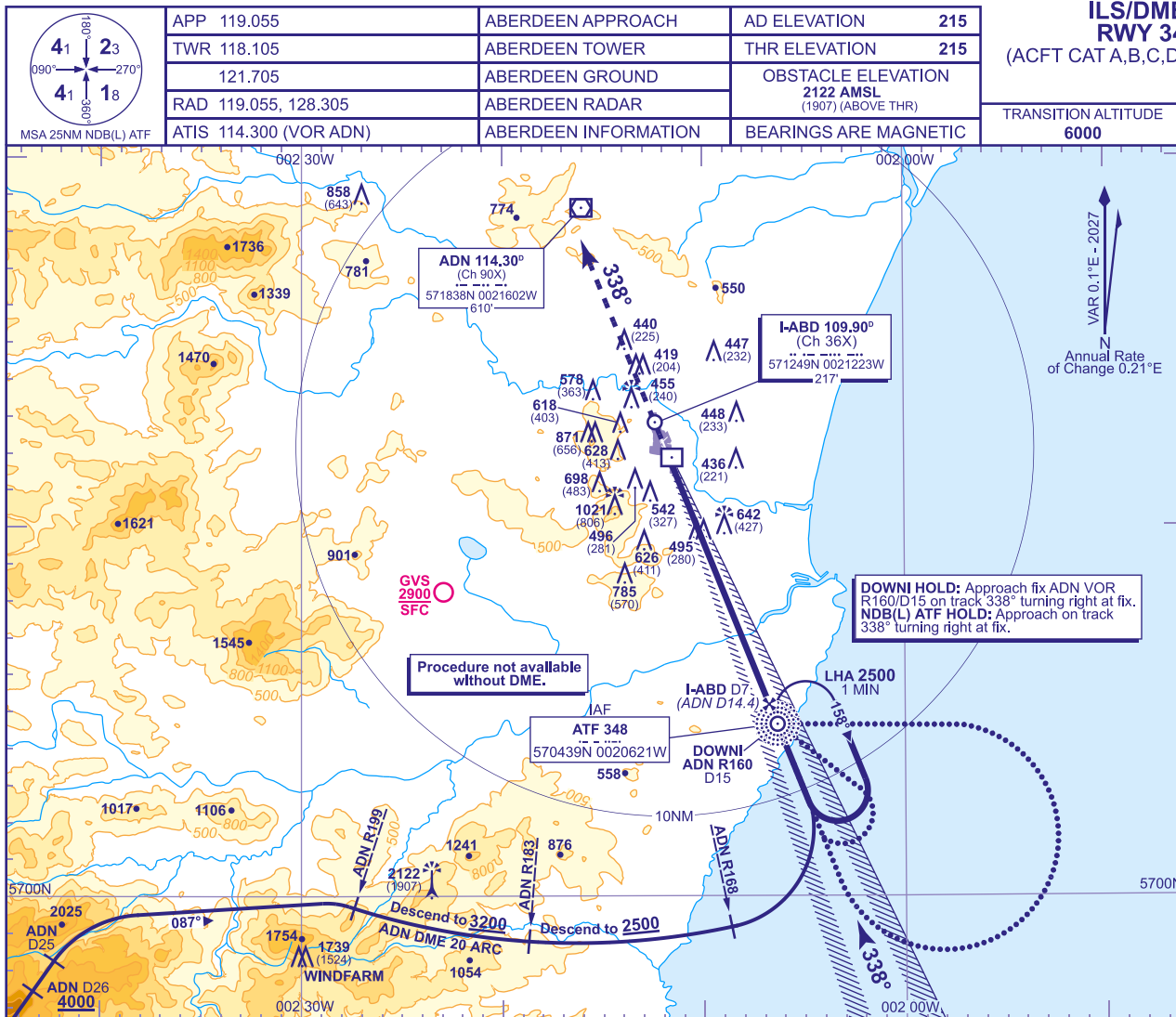
RWY 16

(ACFT CAT A,B,C,D)



INSTRUMENT APPROACH CHART - ICAO

ABERDEEN/DYCE
ILS/DME
RWY 34
(ACFT CAT A,B,C,D)

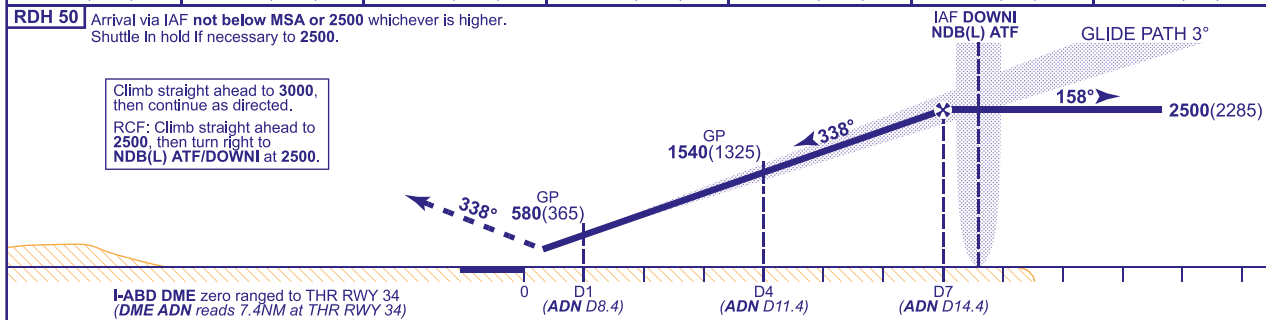


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM						
DME I-ABD(ADN)	6(13.4)	5(12.4)	4(11.4)	3(10.4)	2(9.4)	1(8.4)
ALT(HGT)	2180(1965)	1860(1645)	1540(1325)	1220(1005)	900(685)	580(365)

RDH 50	Arrival via IAF not below MSA or 2500 whichever is higher. Shuttle In hold if necessary to 2500 .
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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	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	370(155)	378(163)	389(174)	399(184)		FT/MIN	860	750	640	540	430
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)							

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 R199 descend to **not below 3200**. (See plan).

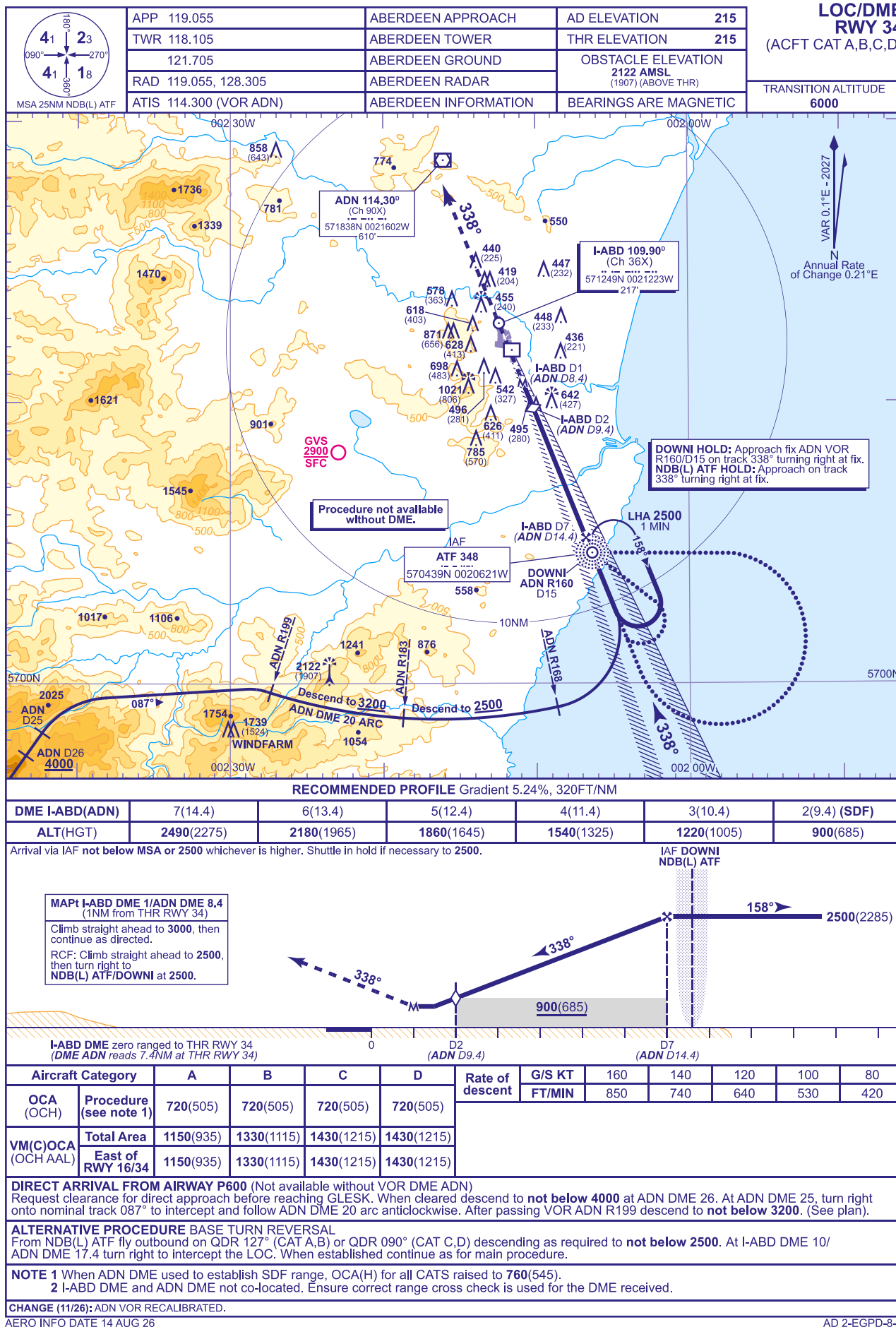
ALTERNATIVE PROCEDURE BASE TURN REVERSAL
From NDB(L) ATF fly outbound on QDR 127° (CAT A,B) or QDR 090° (CAT C,D) descending as required to **not below 2500**. At I-ABD DME 10/ADN DME 17.4 turn right to intercept the LOC. When established continue as for main procedure.

NOTE 1 I-ABD DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.

CHANGE (11/26): ADN VOR RECALIBRATED.

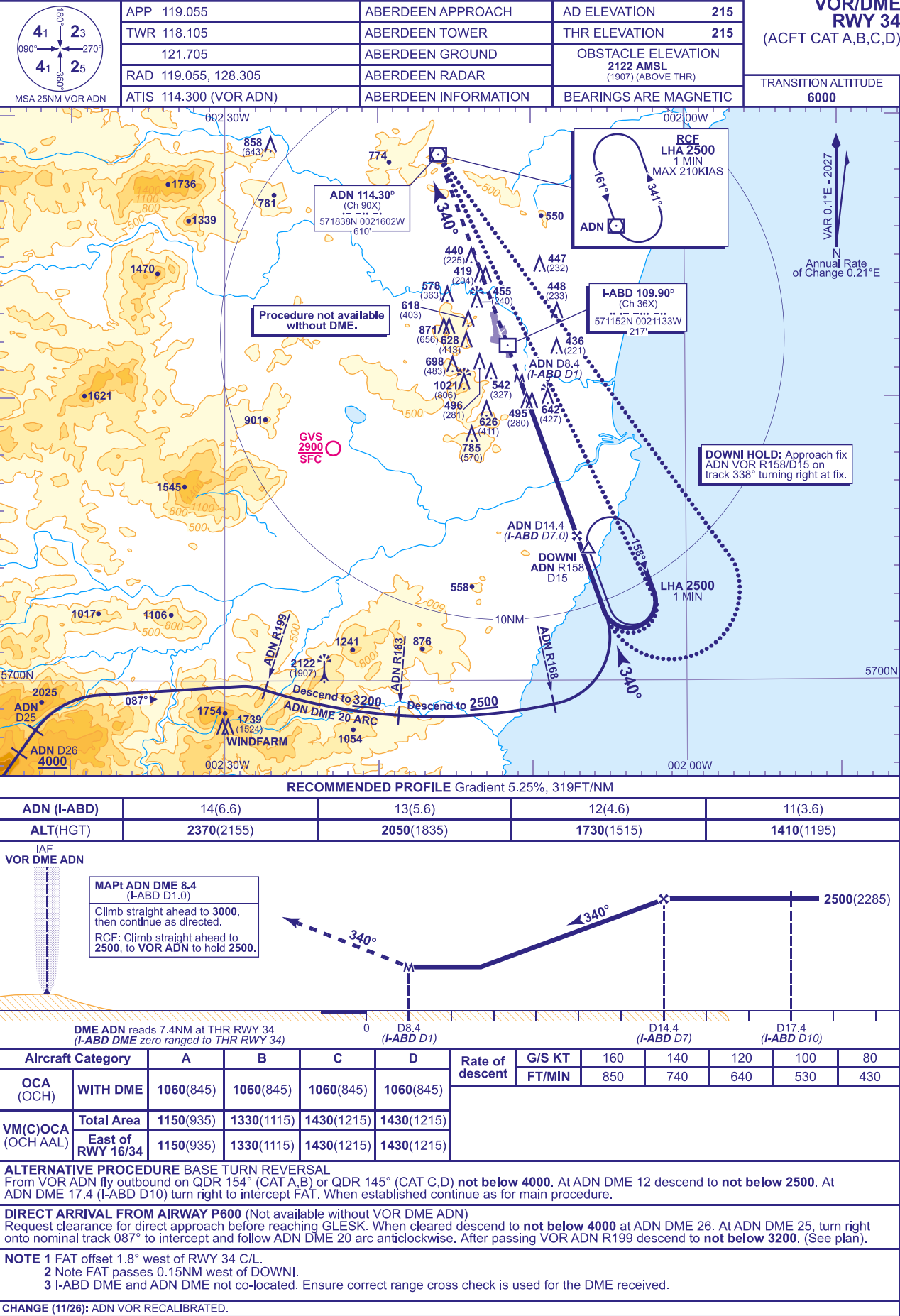
AD 2-EGPD-8-4

INSTRUMENT APPROACH CHART - ICAO

ABERDEEN/DYCE
LOC/DME
RWY 34
(ACFT CAT A,B,C,D)

INSTRUMENT APPROACH CHART - ICAO

ABERDEEN/DYCE
VOR/DME
RWY 34
(ACFT CAT A,B,C,D)



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

1	Apron surface and strength	EAST APRON Surface: Asphalt PCR 670/R/B/W/U ECHO APRON Surface: Concrete and asphalt - GA APRON Surface: Concrete PCR: 62/R/D/W/U MAIN APRON Surface: Asphalt PCR 670/R/B/W/U WEST APRON Surface: Concrete PCR 670/R/B/W/U
2	Taxiway width, surface and strength	Taxiway A: 23 M Surface: Asphalt PCR 670/R/B/W/U Taxiway B: 23 M Surface: Concrete PCR 670/R/B/W/U Taxiway C: 23 M Surface: Asphalt PCR 670/R/B/W/U Taxiway D: 23 M Surface: Asphalt PCR 670/R/B/W/U Taxiway F: 15 M Surface: Asphalt PCR 670/R/B/W/U Taxiway L: 57 M Surface: Concrete and asphalt PCR 670/R/B/W/U
3	Altimeter checkpoint location and elevation	East Apron 241 FT Main Apron 232 FT West Apron 222 FT GA Apron 248 FT
4	VOR checkpoints	-
5	INS checkpoints	See Parking/Docking Chart
6	Remarks	TWY Foxtrot intersects RWY 17/35 at two positions. The Southern most of these is capable of permitting access/egress to/from DA2 Apron for ACFT up to and including ICAO Code F. Large ACFT may require to make a right-turn onto the TWY, following a turn at the RWY 35 turning circle.

EGAA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	No automated parking/docking systems installed. Marshalling service is provided at all stands, with follow-me vehicle in place for freight/mail aircraft parking. TWY/Stand guidance lines are compliant with ICAO Annex 14 recommendations Below information indicates max span. Length restrictions exist and will be managed by stand allocation through the Airport Operational Database. Stands 9 - 15 fitted with illuminated stand number indicator boards. Max aircraft size: ICAO Code C Stands 16,17: Max aircraft size - ICAO Code C Stand 16A: Max aircraft size - ICAO Code F Stand 18: Max aircraft size - ICAO Code C Stand 21: Max aircraft size - ICAO Code C+ (B757 capable) Stand 22: Max aircraft size - ICAO Code C Stand 23: Max aircraft size - ICAO Code E Stands 24,25A,25B,26,27,28,29,30: Max aircraft size - ICAO Code C 1x passenger boarding bridge serving Stands 22,23,24 Cargo Stands 1F,2F: Max aircraft size - ICAO Code D Cargo Stands 3F,4F,5F,6F: Max aircraft size ICAO Code C All stands require operators to have pushback capability with their handling agent. General Aviation aircraft may self park on the GAT Apron and/or Delta Apron. Delta Apron houses General Aviation and Private Charter movements. The varying types of aircraft in this area mean that dedicated markings are not available. BIA and Handling agents will cooperate to ensure safety is maintained during parking operations.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Runway designation, threshold, centre-line, edge lines and aiming point markings on Runway 07/25. Touchdown zone markings on Runway 07/25. Yellow lead-off lines from Runway 25 onto Taxiways B, D and J and from Runway 25 onto Runway 35 at the runways intersection. Yellow lead-off lines from Runway 07 onto Taxiways A and B. Runway Taxi Holding Position markings at the intersection of Runways 07/25 and 17/35, 150 M from the centre-lines of the cross runway. 17/35: Runway designation, threshold, centre-line, edge lines and aiming point markings on Runway 17/35. Touchdown zone markings on Runway 17. Yellow lead-off lines from Runway 17 onto Taxiways F, J and Echo Apron. Yellow lead-off lines from Runway 35 onto Taxiways C, F, J and Echo Apron. Runway Taxi Holding Position markings at the intersection of Runways 07/25 and 17/35, 150 M from the centre-lines of the cross runway. Runway light(s): Alternate green/yellow lead-off lights from Runway 25 onto Runway 35, along with Taxiways B, D and J. Alternate green/yellow lead-off lights from Runway 07 onto Taxiways A and B. Alternate green/yellow lead-off lights from Runway 35 onto Taxiway C. Taxiway marking aid(s): Yellow centre-line and holding position on all taxiways. Taxiway light(s): Green centre-line lighting on Taxiways A, B, C, D, J and L. Blue edge lights on B, F and L (south side). Runway guard lights at runway holding positions.

3	Stop bars and runway guard lights (if any)	Alpha Taxiway stop bars at A1, A2, A3; Bravo Taxiway one stop bar; Charlie Taxiway stop bars at C1, C2; Delta Taxiway stop bars at D1, D2; Foxtrot Taxiway one stop bar; Juliet Taxiway stop bars at J1, J2; Echo Apron one stop bar.
4	Other runway protection measures	-
5	Remarks	Aircrew should note that the marshalling service is provided by BIA or their handling agents trained personnel. However, it still remains the responsibility of aircrew to satisfy themselves that the stand is safe for entry and parking. 3 illuminated wind direction indicators at 17, 25 and 35 thresholds.

EGAA 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
(EGAA2033) 07/TAKE-OFF	TREE	543958.83N 0061115.40W	292 FT	42 FT	No	-
(EGAA1948) 07/TAKE-OFF	FFM	543950.12N 0061130.85W	274 FT	12 FT	No	-
(EGAA1437) 35/TAKE-OFF	VOR DME	543940.27N 0061347.66W	225 FT	14 FT	No	-
(EGAA1463) 35/TAKE-OFF	FENCE	543936.15N 0061342.08W	207 FT	7 FT	No	-
(EGAA1249) 07/APPROACH	BUSH	543902.51N 0061411.03W	218 FT	17 FT	No	-
(EGAA1179) 25/TAKE-OFF	BUSH	543900.56N 0061424.46W	215 FT	19 FT	No	-
(EGAA1147) 25/TAKE-OFF	TREE	543858.82N 0061428.03W	224 FT	27 FT	No	-
(EGAA1101) 07/APPROACH	TREE	543855.97N 0061433.55W	245 FT	52 FT	No	-
(EGAA1641) 35/APPROACH 17/TAKE-OFF	LLZ	543828.12N 0061308.32W	272 FT	10 FT	Yes Solid Red	-
(EGAA1609) 35/APPROACH 17/TAKE-OFF	CCTV	543823.89N 0061311.05W	277 FT	14 FT	No	-
(EGAA1602) 35/APPROACH	TELEGRAPH POLE	543813.39N 0061313.82W	311 FT	49 FT	No	-
(EGAA1785) 35/APPROACH	TREE	543809.35N 0061243.46W	350 FT	49 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
(EGAA2168)	MAST	544605.04N 0061026.78W	1038 FT	49 FT	Yes Solid Red	-
(EGAA2248)	PYLON	544556.27N 0060741.28W	906 FT	85 FT	No	-
(EGAA2209)	TREE	544040.06N 0060938.71W	413 FT	57 FT	No	-
(EGAA2186)	TREE	544014.03N 0061008.80W	369 FT	83 FT	No	-
(EGAA2267)	TREES	543957.09N 0060718.18W	493 FT	57 FT	No	-
(EGAA2287)	TREES	543950.93N 0060643.53W	571 FT	66 FT	No	-
(EGAA2382)	BUSH	543946.33N 0060159.59W	935 FT	22 FT	No	-
(EGAA2163)	TREES	543905.59N 0061057.57W	454 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
(EGAA1337)	HANGAR	543903.37N 0061400.72W	263 FT	55 FT	Yes Solid Red	-
(EGAA1368)	HANGAR	543903.35N 0061358.74W	264 FT	55 FT	Yes Solid Red	-
(EGAA1599)	HANGAR	543854.01N 0061312.79W	295 FT	43 FT	Yes Solid Red	-
(EGAA2406)	GROUND LEVEL	543853.30N 0060029.57W	1135 FT	-	No	-
(EGAA1522)	HANGAR	543846.96N 0061330.53W	282 FT	41 FT	Yes Solid Red	-
(EGAA2409)	WIND	543818.53N 0060026.27W	1203 FT	148 FT	Yes Solid Red	-
(EGAA1870)	TREE	543816.90N 0061213.51W	433 FT	72 FT	No	-
(EGAA2317)	PYLON	543815.93N 0060508.37W	726 FT	189 FT	No	-
(EGAA2355)	WIND TURBINE	543753.96N 0060349.55W	827 FT	105 FT	No	-
(EGAA2386)	WIND	543744.34N 0060154.32W	1103 FT	164 FT	Yes Solid Red	-
(EGAA2277)	WIND TURBINE	543724.53N 0060702.43W	663 FT	236 FT	No	-
(EGAA2377)	WIND TURBINE	543701.68N 0060230.73W	1203 FT	154 FT	No	-
(EGAA2176)	TREES	543649.91N 0061037.76W	419 FT	58 FT	No	-
(EGAA2331)	TREE	543642.33N 0060446.55W	837 FT	59 FT	No	-
(EGAA2238)	TREES	543635.23N 0060843.06W	627 FT	228 FT	No	-
(EGAA2359)	TELEGRAPH POLE	543605.37N 0060343.51W	1039 FT	23 FT	No	-
(EGAA2299)	GROUND LEVEL	543558.08N 0060617.62W	860 FT	-	No	-
(EGAA2262)	MAST	543555.47N 0060738.86W	783 FT	192 FT	No	-
(EGAA2379)	WIND	543546.08N 0060226.23W	1093 FT	164 FT	Yes Solid Red	-
(EGAA2354)	TREE	543518.42N 0060403.05W	1003 FT	39 FT	No	-
(EGAA2196)	TREES	543457.33N 0061012.60W	574 FT	58 FT	No	-
(EGAA2341)	WIND TURBINE	543453.00N 0060430.61W	955 FT	91 FT	No	-
(EGAA2292)	PYLON	543452.32N 0060648.68W	783 FT	164 FT	No	-
(EGAA2328)	WIND	543334.53N 0060458.70W	875 FT	164 FT	Yes Solid Red	-

EGAA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NETWORK OPERATIONS CENTRE: NORTHOLT
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	NETWORK OPERATIONS CENTRE: NORTHOLT 24 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing.

6	Flight documentation Language(s) used	Charts 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 ALDERGROVE
10	Additional information (limitation of service, etc.)	Verified AUTO METAR observations are available on ATIS (126.130 MHz) and by telephone on 028-9448 4294.

EGAA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	065.07°	2780 x 45 M	RWY surface: Asphalt, Grooved PCR 670/R/B/X/U	543908.12N 0061406.87W 184.5 FT	THR 205.8 FT TDZ 208.0 FT	RWY 07 1:148 Up RWY 25 -1:148 Down
25	245.10°	2780 x 45 M	RWY surface: Asphalt, Grooved PCR 670/R/B/X/U	543945.99N 0061146.24W 184.5 FT	THR 267.5 FT TDZ 257.5 FT	RWY 07 1:148 Up RWY 25 -1:148 Down
17	161.95°	1891 x 45 M	RWY surface: Asphalt, Porous friction coat PCR 610/F/C/W/U	543928.52N 0061343.04W 184.5 FT	THR 206.1 FT TDZ 215.6 FT	RWY 17 -1:114 Down RWY 35 1:113 Up
35	341.96°	1891 x 45 M	RWY surface: Asphalt, Porous friction coat PCR 610/F/C/W/U	543833.19N 0061311.96W 184.6 FT	THR 257.8 FT TDZ 257.8 FT	RWY 17 -1:114 Down RWY 35 1:113 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
-	293 x 150 M	2900 x 280 M	-	-	-	RWY 07 Runway 07 is a non-precision approach runway. Aircraft using Runway 07 are required to back track from the entry point at Delta for full take-off run. The turning area is 70 M wide at 07 threshold.
-	361 x 150 M	2900 x 280 M	-	-	-	RWY 25
-	98 x 150 M	-	-	-	-	RWY 17 Aircraft landing on Runway 17 will be required to back track the runway. Turning area is 90 x 85 M to the south of Runway 35 displaced threshold. Strip Dimensions: 1911 x 280 M
-	219 x 150 M	-	-	-	-	RWY 35 Runway 35 is a non-precision approach runway. The downslope gradient over the first 400 M of LDA is: RWY 35 - 0.76%. Strip Dimensions: 2011 x 280 M

EGAA AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	2780 M	3073 M	2780 M	2780 M	-
25	2779 M	3141 M	2779 M	2780 M	-
07	2654 M	2947 M	2654 M	-	Take-off from intersection of Taxiway Delta.
07	2197 M	2490 M	2197 M	-	Take-off from intersection of Runway 35.
07	1204 M	1497 M	1204 M	-	Take-off from intersection of Taxiway Bravo.
25	1607 M	1968 M	1607 M	-	Take-off from intersection of Taxiway Bravo.
17	1791 M	1889 M	1791 M	1791 M	-
35	1891 M	2111 M	1891 M	1799 M	-
17	1732 M	1830 M	1732 M	-	Take-off from intersection of Taxiway Charlie.

EGAA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	Centre-line with one crossbar. 439 M Light intensity high	Green Light intensity high With HI green wingbars	PAPI Left/3° 74 FT 425 M	-	Colour coded 15 M spacing LED Light intensity high	HI elev bi-directional with LI omni-directional component. Turning areas are marked with blue edge lights.	Runway end: Red Wingbars: Green	-	-
25	Coded centre-line with five crossbars. Supplementary lighting inner 288 M. 882 M Light intensity high	Green Light intensity high With HI green wingbars	PAPI Left/3° 57 FT 430 M	900 M LED	Colour coded 15 M spacing LED Light intensity high	HI elev bi-directional with LI omni-directional component.	Runway end: Red Wingbars: Green	-	-
17	Coded centre-line with five crossbars. 910 M Light intensity high	Green Light intensity high With HI green wingbars	PAPI Left/3° 55 FT 293 M	-	-	HI elev bi-directional with LI omni-directional component 60 M spacing. White, with last 10 each side Yellow caution zone.	Runway end: Red Wingbars: Green	-	-

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	H24	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	-
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.

AERODROME
CHART - ICAO

ARP 543927N 0061257W

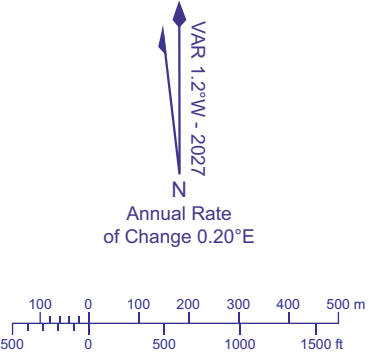
AD ELEV 268FT

BELFAST ALDERGROVE
EGAA

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCR
RWY 07/25	Grooved Asphalt	670/R/B/X/U
RWY 17/35	Asphalt Porous Friction Course	610/F/C/W/U
TWY A, C, D, F	Asphalt	670/R/B/W/U
TWY B	Concrete	670/R/B/W/U
TWY L	Asphalt/Concrete	670/R/B/W/U
Aprons (All)	See AD 2-EGAA-2-2	

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL	454 (186)

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.



CHANGE (11/26): PCR TABLE.

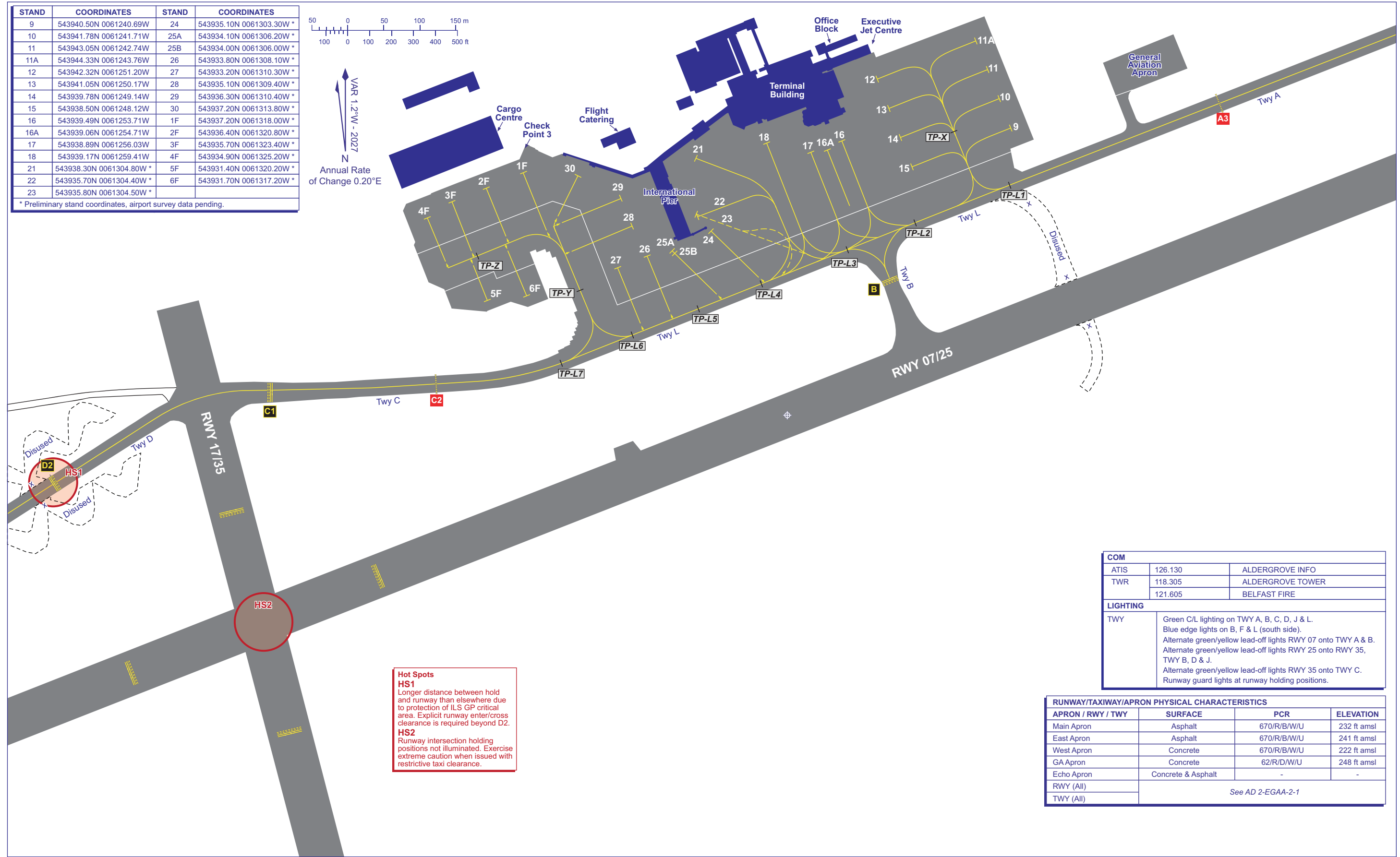
AERO INFO DATE 18 AUG 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING
CHART - ICAO

ARP 543927N 0061257W

AD ELEV 268FT

BELFAST ALDERGROVE
EGAA



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	NETWORK OPERATIONS CENTRE: NORTHOLT
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	NETWORK OPERATIONS CENTRE: NORTHOLT 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

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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	0630-2130 (0530-2030).	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).	-
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).	ATIS information available by telephone externally on 028-9093 5124 or internally on Ext 5124.
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 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 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	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	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 III 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:

		Taxiway DELTA: 15 M Surface: Asphalt PCR 296/F/C/X/U Taxiway FOXTROT: 17 M Surface: Asphalt PCR 296/F/C/X/U Taxiway HOTEL: 15 M Surface: Asphalt PCR 470/F/C/X/U Taxiway JULIET: 15 M Surface: Asphalt PCR 296/F/C/X/U Taxiway KILO: 15 M Surface: Asphalt PCR 296/F/C/X/U Taxiway LIMA: 15 M Surface: Concrete and asphalt PCR 470/F/C/X/U
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGKB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	All aircraft are marshalled as required.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 03/21: Runway 03: Runway designation, displaced threshold, aiming point, centre-line. Runway 21: Runway designation, aiming point, centre-line, touchdown zone. Runway light(s): Colour coded amber/green centreline lights indicate the runway entry/exit taxiways from/to H1, F1 and J1 stop bars. Taxiway marking aid(s): Yellow centre-line, taxiway holding position. Taxiway light(s): ALPHA: Green centre-line reflective studs. Between A3 and C Taxiway, Blue Edge Lights (Portable). BRAVO: Blue edge lights. CHARLIE: Blue edge lights (Portable). DELTA: Blue edge lights. FOXTROT: Blue edge lights (Portable). HOTEL: Blue edge lights. JULIET: Blue edge lights (Portable), green centre-line reflective studs. KILO: Green centre-line reflective studs. LIMA: Green centre-line reflective studs.
3	Stop bars and runway guard lights (if any)	Guard Lights at all Holding Points for Runway 03/21. Stop Bars at all Holding Points for Runway 03/21, Taxiway Holds F1 and F4, and at the following locations which are not associated with a Runway Holding Point: A2, A3, D2 and D3 Runway Link Taxiways. Stop Bars operational during aerodrome operational hours.
4	Other runway protection measures	-
5	Remarks	Illuminated wind direction indicators west of Taxiway D between D1 and D2 (512013.35N 0000205.05E), and north of Foxtrot Taxiway between F1 and F3 (511925.46N 0000151.41E).

EGKB AD 2.10 AERODROME OBSTACLES

Obstacle data is provided as Digital Datasets in XML (AIXM) and CSV formats via the NATS AIS Website at <http://www.nats.aero/ais/datasets>.

EGKB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing located in the Crew Facility.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	Self briefing terminal (internet) located in Biggin Operations.
9	ATS units provided with information	BIGGIN HILL THAMES DIRECTOR
10	Additional information (limitation of service, etc.)	Weather Broadcast on ATIS 135.680 MHz.

EGKB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
03	025.70°	1806 x 45 M	RWY surface: Macadam, Grooved PCR 470/F/C/W/T	511932.44N 0000142.20E 148.7 FT	THR 577.5 FT TDZ 577.5 FT	RWY 03 1.13% down RWY 21 1.13% up
21	205.70°	1806 x 45 M	RWY surface: Macadam, Grooved PCR 470/F/C/W/T	512017.72N 0000216.99E 148.7 FT	THR 517.1 FT TDZ 560.0 FT	RWY 03 1.13% down RWY 21 1.13% up

SWY Dimensio ns	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	394 x 150 M	1792 x 280 M	240 x 90 M -	-	-	RWY 03 Threshold displaced by 251 M. Landing distance remaining may be difficult to assess under certain conditions due to runway profile. At threshold, sight distance at 3 M eye height approximately 720 M. At aiming point, sight distance at 3 M eye height approximately 540 M.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	134 x 150 M	1792 x 280 M	90 x 90 M -	-	-	RWY 21 Threshold displaced by 2 M. Landing distance remaining may be difficult to assess under certain conditions due to runway profile. At threshold, sight distance at 3 M eye height approximately 780 M. At aiming point, sight distance at 3 M eye height approximately 480 M. ATZ extended to 2.5 NM to cover Runway 21 IFR Noise Preferential Departures.

EGKB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	1781 M	2175 M	1781 M	1555 M	-
21	1670 M	1804 M	1670 M	1670 M	-

EGKB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	Centre-line with one crossbar. 363 M Light intensity high	Green wingbars	PAPI Left/3° 30 FT 220 M	-	30 M spacing. Colour coded. Light intensity high	HI elev bi-directional with LI omni-directional component	Stop end Red Light intensity high	-	CL: Lights LED. EDGE: Lights LED.
21	Coded centre-line with three crossbars. 420 M Light intensity high	Green wingbars	PAPI Left/3° 48 FT 229 M	-	30 M spacing. Colour coded. Light intensity high	HI elev bi-directional with LI omni-directional component	Stop end Red Light intensity high	-	CL: Lights LED. EDGE: Lights LED.

EGKB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 512012.75N 0000205.15E (LGTD) - 511930.98N 0000147.21E (LGTD)
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Yes. 15 seconds. Battery back-up.
5	Remarks	Main Apron floodlighting. Blue edge lights on main apron

EGKB AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF WEST: 511923.06N 0000149.66E, 148.7 FT
2	TLOF and/or FATO elevation	TLOF WEST: 596.5 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF WEST: - TLOF surface: - -
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	Helicopters are routed under ATC instructions. Those parking on the main apron will be marshalled. Helicopters should expect to arrive and depart from marked runways. Helicopter Landing Site located on Foxtrot Taxiway.

EGKB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BIGGIN HILL ATZ A circle, 2.5 NM radius, centred at 511951N 0000157E on longest notified runway (03/21)	Upper limit: 2584 FT ALT Lower limit: SFC	G	BIGGIN English	6000 FT	Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	Note: London Terminal Control (Swanwick) is the controlling authority for that part of the ATZ from 1900 FT AAL to 2000 FT AAL. ATZ 2000 FT AAL.

EGKB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
← APP	BIGGIN	134.805 DOC 25 NM/4,000 FT.	-	-	Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	Pilots of inbound IFR flights requiring a Deconfliction Service or Traffic Service are to contact Thames Director on 128.025 MHz. Pilots of all VFR flights or inbound IFR flights NOT requiring a surveillance service are to contact Biggin Approach. VDF 511928.99N 0000150.59E Warning - Pilots must not enter the Biggin Hill ATZ during notified hours without prior permission.
TWR	BIGGIN	134.805 DOC 25 NM/4,000 FT.	-	-	Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	VDF 511928.99N 0000150.59E
	BIGGIN GROUND	121.630 DOC 5 NM/100 FT.	-	-	When directed by ATC; Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	
ATIS	BIGGIN INFORMATION	135.680 DOC 60 NM/ 20,000 FT.	-	-	Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	Weather Broadcast on ATIS

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	BIGGIN FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGKB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC 1.39°E (2027)	IBGH	109.350 MHz	Mon-Fri 0630-2300 (0530- 2200); Sat, Sun and PH 0800-2200 (0700- 2100).	511924.15N 0000135.81E		(RWY 21) 286 M from THR 03. False Localiser Capture may be experienced when approaching RWY 21 from the Northeast.
ILS/GP	IBGH	331.850 MHz	Mon-Fri 0630-2300 (0530- 2200); Sat, Sun and PH 0800-2200 (0700- 2100).	512013.30N 0000206.12E		3° ILS Ref Datum Hgt 50 FT.
ILS/DME	IBGH	30Y	Mon-Fri 0630-2300 (0530- 2200); Sat, Sun and PH 0800-2200 (0700- 2100).	512013.28N 0000206.10E	570 FT	(RWY 21) On AD. DME freq paired with ILS IBGH. Zero range is indicated at THR of Runway 21. DOC 25 NM/25,000 FT.
VOR/DME 1.39°E (2027) 1.1°E (2024)	BIG	98X 115.100 MHz	H24 Hours of operation for aerodrome purposes: Mon-Fri 0630-2300 (0530- 2200); Sat, Sun and PH 0800-2200 (0700- 2100).	511951.15N 0000205.32E	589 FT	VOR DOC: 20 NM/50,000 FT (30 NM/ 50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.
VOR/DME 1.58°E (2027) 1.6°E (2026)	DET	120X 117.300 MHz	H24 Hours of operation for aerodrome purposes: Mon-Fri 0630-2300 (0530- 2200); Sat, Sun and PH 0800-2200 (0700- 2100).	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R288-028 and 45 NM/50,000 FT in Sector R248-288). DME DOC: 60 NM/50,000 FT.

EGKB AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

2 GROUND MOVEMENT

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

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) The only visual signals are light signals.
- b) Windshear and turbulence may be experienced on short final for Runway 03 when the wind is from the northwest.
- c) Pilots of departing aircraft are warned of the presence of other aircraft joining the visual circuit from the 'Deadside'. The joining aircraft will fly across the mid point of the runway in use at altitude of 1584 FT (1000 FT AAL) at 90° to the runway heading before turning left/right onto the downwind leg. Pilots of high performance fast climbing aircraft should be particularly alert.
- d) Obstacle marking and lighting: Control Tower, VDF Antenna, VOR/DME site, hangars and anemometer east of Runway 03 threshold. ILS glidepath and localizer sites, anemometer mast and Northern Terminal Hangar.
- e) Aircraft under tow at night may not be displaying nav/anti-collision lights.
- f) Sections of Taxiway Foxtrot exceed the maximum longitudinal slope requirements and therefore the sight distance requirements as per CAP 168, Chapter 3.
- g) A section of the taxiway graded area to the north of Taxiway Foxtrot has an up slope of 5.8%.

5 HELICOPTER OPERATIONS

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

6 USE OF RUNWAYS

- a) The width at both ends of Runway 03/21, is twice that delineated by the associated edge lights due to extra pavement at one side.
- b) Except where a public transport operator has a lower State authorised take-off minima, the Aerodrome Authority cannot approve departures in RVR conditions of less than 400 M.

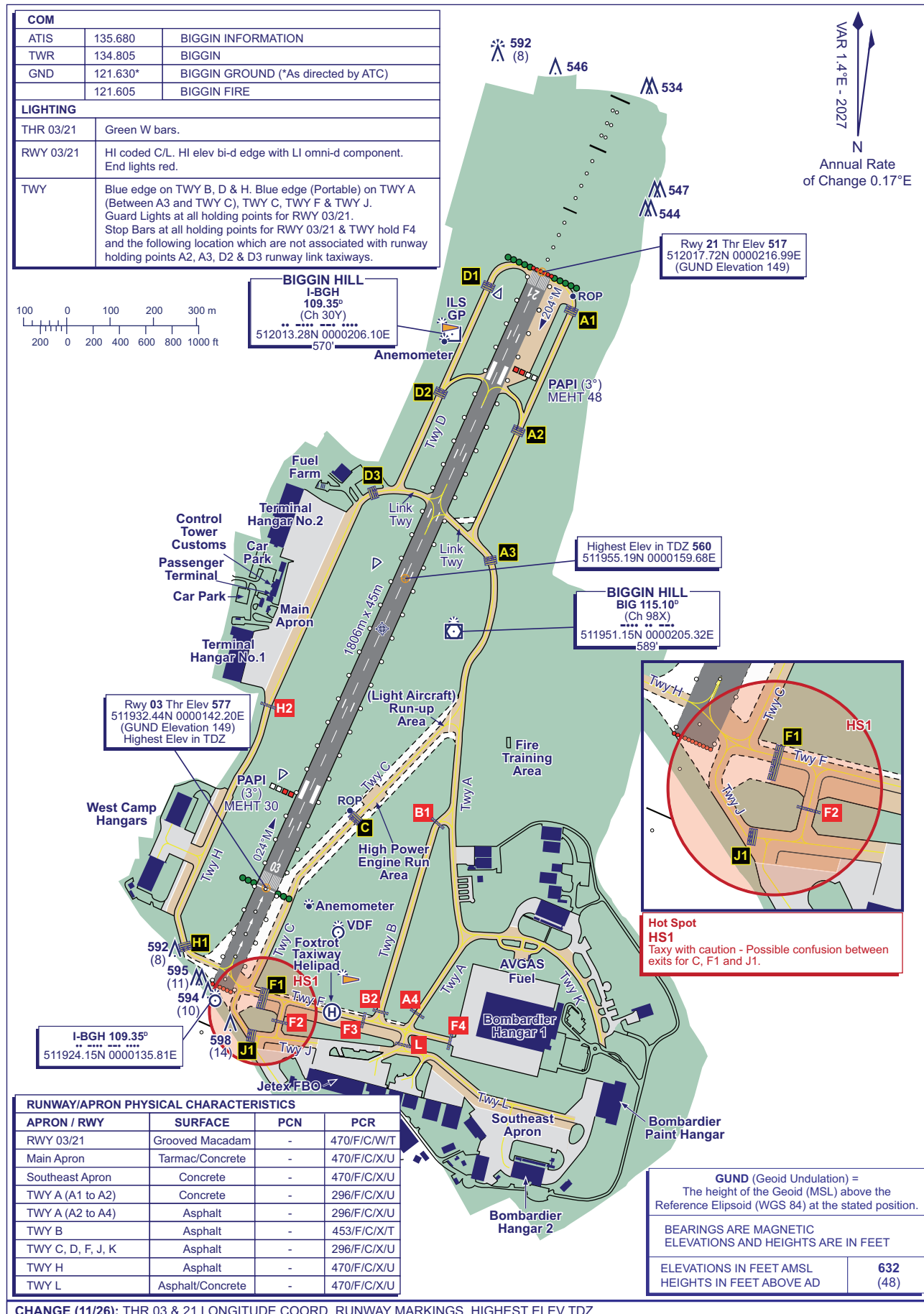
7 TRAINING

- a) Use of the aerodrome for training is subject to the following:
 - i. The aerodrome is not available for circuit and instrument approach training by non-Biggin Hill based aircraft of less than 3000 KG MTWA.
 - ii. The number of aircraft in the visual circuit will be determined by ATC, subject to the prevailing weather conditions and other commercial or corporate traffic.
 - iii. The aerodrome is not available to Student Pilots unless accompanied by an appropriately qualified pilot.
 - iv. A booking system exists for instrument training. The filing of a flight plan does not constitute a booking. Contact Biggin Hill ATC on +44 (0)1959-578522 for all instrument training bookings.

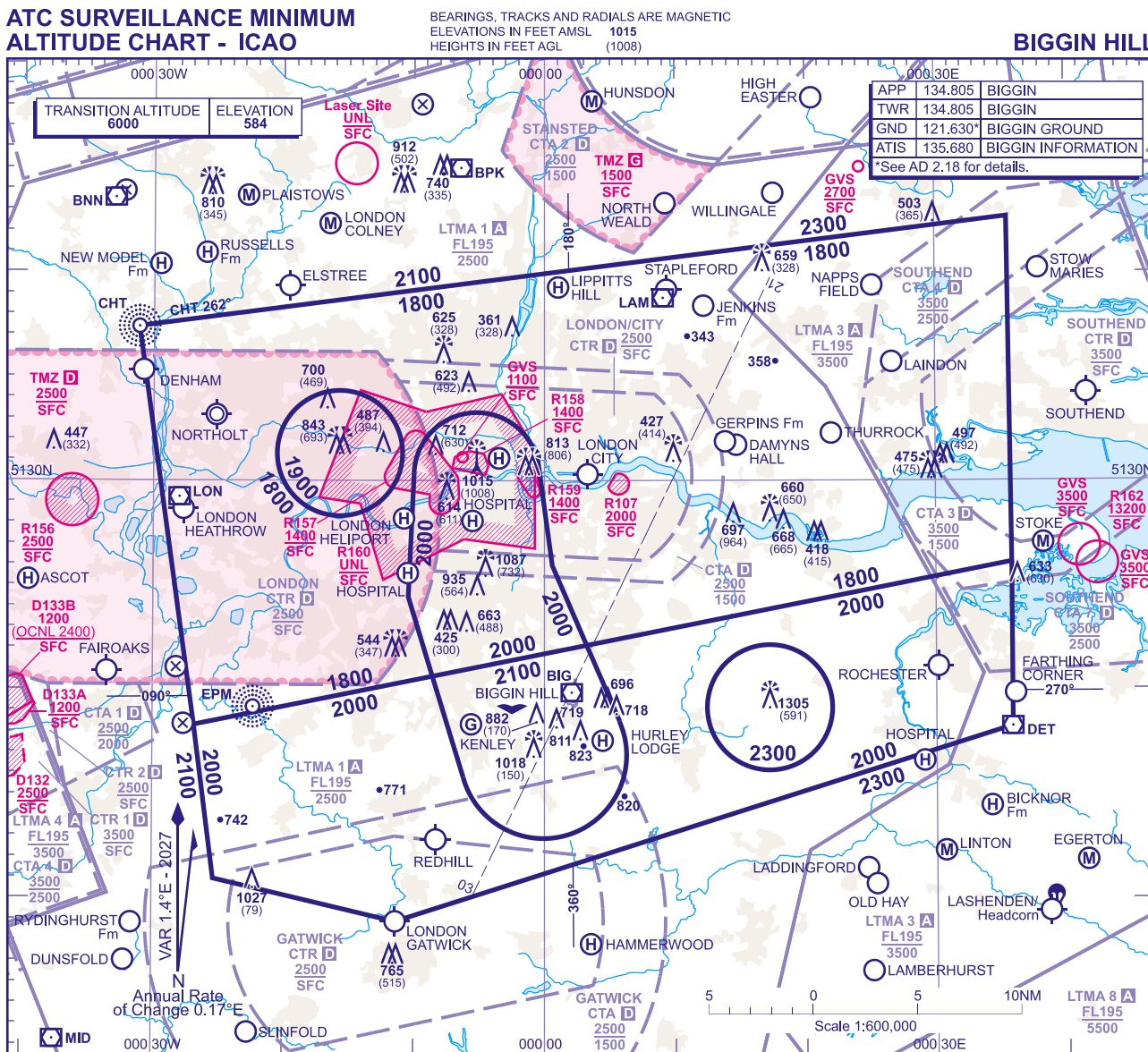
AERODROME
CHART - ICAO

ARP 511951N 0000157E

AD ELEV 584FT

BIGGIN HILL
EGKB

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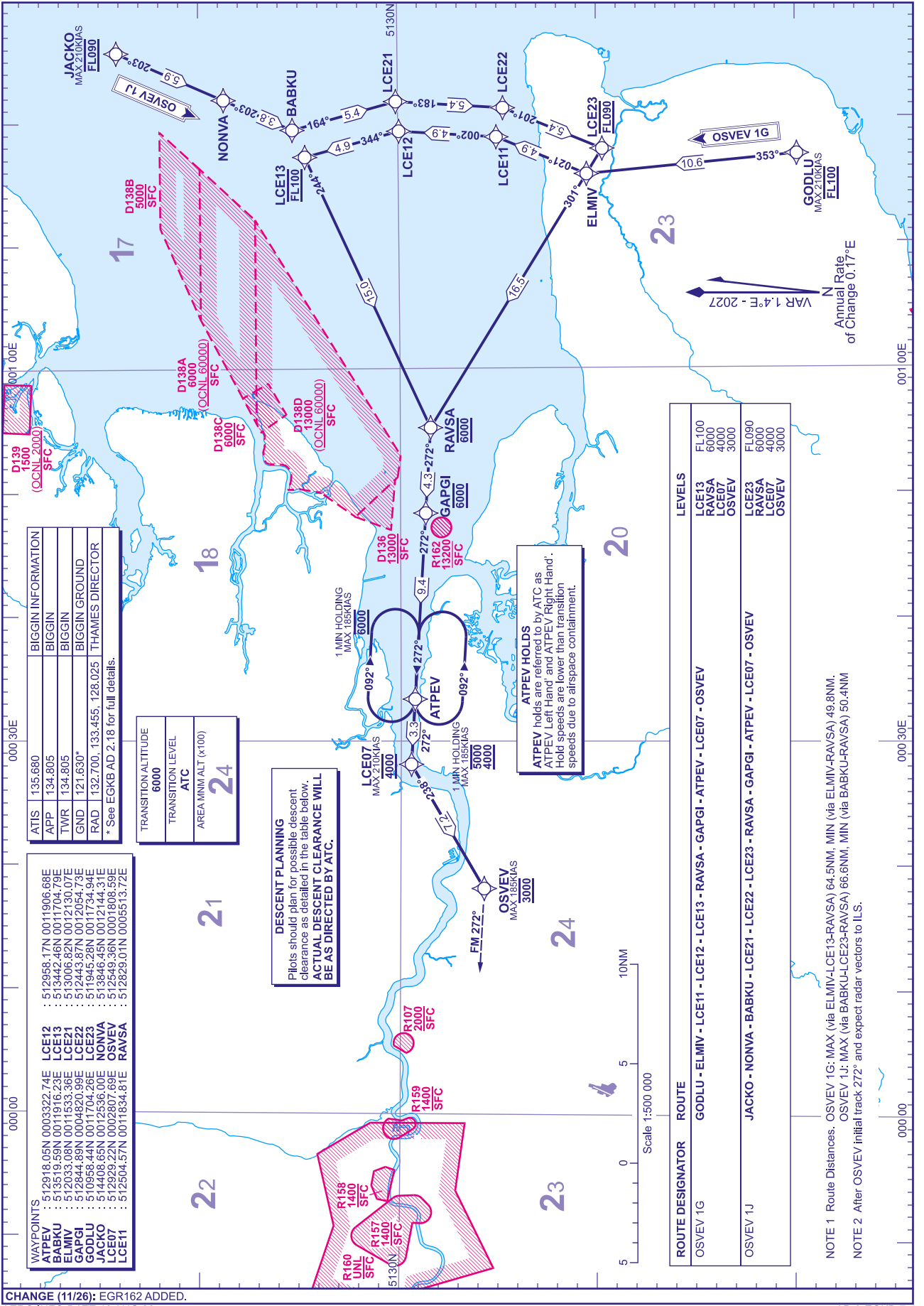
ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO

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RNAV1 (DME/DME or GNSS)
APPROACH TRANSITIONS CHART -
INSTRUMENT - ICAO

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

BIGGIN HILL
RWY 21
OSVEV 1G 1J



CHANGE (11/26): EGR162 ADDED.
AERO INFO DATE 19 AUG 26

AD 2-EGKB-7-1

Standard Instrument Arrival Coding Tables

BIGGIN HILL Runway 21 OSVEV 1G

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
OSVEV1G	001	IF	GODLU	510958.44N 0011704.26E	N	-	-	-	-	FL100	-210	RNAV1
OSVEV1G	002	TF	ELMIV	512033.08N 0011533.36E	N	353° (354.9°)	1.4	10.6	RIGHT	-	-	RNAV1
OSVEV1G	003	TF	LCE11	512504.57N 0011834.81E	N	021° (022.7°)	1.4	4.9	LEFT	-	-	RNAV1
OSVEV1G	004	TF	LCE12	512958.17N 0011906.68E	N	002° (003.9°)	1.4	4.9	LEFT	-	-	RNAV1
OSVEV1G	005	TF	LCE13	513442.46N 0011704.79E	N	344° (345.0°)	1.4	4.9	LEFT	FL100	-	RNAV1
OSVEV1G	006	TF	RAVSA	512829.01N 0005513.72E	N	244° (245.6°)	1.4	15.0	RIGHT	6000	-	RNAV1
OSVEV1G	007	TF	GAPGI	512844.89N 0004820.99E	N	272° (273.6°)	1.4	4.3	-	6000	-	RNAV1
OSVEV1G	008	TF	ATPEV	512918.05N 0003322.74E	N	272° (273.5°)	1.4	9.4	-	-	-	RNAV1
OSVEV1G	009	TF	LCE07	512929.22N 0002807.69E	N	272° (273.3°)	1.4	3.3	LEFT	4000	-210	RNAV1
OSVEV1G	010	TF	OSVEV	512549.36N 0001808.59E	N	238° (239.6°)	1.4	7.2	RIGHT	3000	-185	RNAV1
OSVEV1G	011	FM	OSVEV	512549.36N 0001808.59E	N	272° (273.1°)	1.4	-	-	3000	-185	RNAV1

BIGGIN HILL Runway 21 OSVEV 1J

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
OSVEV1J	001	IF	JACKO	514408.65N 0012536.00E	N	-	-	-	-	FL090	-210	RNAV1
OSVEV1J	002	TF	NONVA	513846.45N 0012144.31E	N	203° (204.1°)	1.4	5.9	-	-	-	RNAV1
OSVEV1J	003	TF	BABKU	513519.59N 0011916.23E	N	203° (204.0°)	1.4	3.8	LEFT	-	-	RNAV1
OSVEV1J	004	TF	LCE21	513006.82N 0012130.07E	N	164° (165.0°)	1.4	5.4	RIGHT	-	-	RNAV1
OSVEV1J	005	TF	LCE22	512443.87N 0012054.73E	N	183° (183.9°)	1.4	5.4	RIGHT	-	-	RNAV1
OSVEV1J	006	TF	LCE23	511945.28N 0011734.94E	N	201° (202.7°)	1.4	5.4	RIGHT	FL090	-	RNAV1
OSVEV1J	007	TF	RAVSA	512829.01N 0005513.72E	N	301° (302.1°)	1.4	16.5	LEFT	6000	-	RNAV1
OSVEV1J	008	TF	GAPGI	512844.89N 0004820.99E	N	272° (273.6°)	1.4	4.3	-	6000	-	RNAV1
OSVEV1J	009	TF	ATPEV	512918.05N 0003322.74E	N	272° (273.5°)	1.4	9.4	-	-	-	RNAV1
OSVEV1J	010	TF	LCE07	512929.22N 0002807.69E	N	272° (273.3°)	1.4	3.3	LEFT	4000	-210	RNAV1
OSVEV1J	011	TF	OSVEV	512549.36N 0001808.59E	N	238° (239.6°)	1.4	7.2	RIGHT	3000	-185	RNAV1
OSVEV1J	012	FM	OSVEV	512549.36N 0001808.59E	N	272° (273.1°)	1.4	-	-	3000	-185	RNAV1

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

EGBB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
15	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Light intensity high Uni-directional Green wingbars	PAPI Left/3° 60 FT 406 M	900 M	Colour coded 15 M spacing Light intensity high	Variable intensity bi-directional Flush fitting Light intensity high	Red	-	-
33	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Light intensity high Uni-directional Green wingbars	PAPI Left/3° 59 FT 370 M	900 M	Colour coded 15 M spacing Light intensity high	Variable intensity bi-directional Flush fitting Light intensity high	Red	-	-

EGBB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 15: 522653.35N 0014438.28W (LGTD); Runway 33: 522736.27N 0014525.44W (LGTD).
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	-

EGBB AD 2.16 HELICOPTER LANDING AREA

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

EGBB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BIRMINGHAM CTR 523507N 0014154W - 522626N 0013203W thence clockwise by the arc of a circle radius 8 NM centred on 522722N 0014502W to 521933N 0014740W - 522835N 0015758W thence clockwise by the arc of a circle radius 8 NM centred on 522722N 0014502W to 523507N 0014154W	Upper limit: 4500 FT ALT Lower limit: SFC	D	BIRMINGHAM RADAR English	6000 FT	-	Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80.
BIRMINGHAM ATZ A circle, 2.5 NM radius, centred at 522722N 0014502W on longest notified runway (15/33)	Upper limit: 2339 FT ALT Lower limit: SFC	D	BIRMINGHAM RADAR English	6000 FT	H24	Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80. ATZ 2000 FT AAL.

EGBB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	BIRMINGHAM DIRECTOR	131.005 DOC 40 NM/ 20,000 FT	-	-	As Directed by ATC	In the event of a radar failure, the BIRMINGHAM APPROACH callsign should be used on Channel 123.980 or 131.005.
	BIRMINGHAM RADAR	123.980 DOC 40 NM/ 20,000 FT	-	-	H24	
		131.330 DOC 40 NM/ 20,000 FT	-	-	As Directed by ATC	
TWR	BIRMINGHAM DELIVERY	121.930 DOC A/C on the ground	-	-	H24	GMC outside operating hours use Channel 118.305. Departing aircraft are to make initial contact with BIRMINGHAM DELIVERY on Channel 121.930.
	BIRMINGHAM GROUND	121.805 DOC A/C on the ground	-	-	O/R	
	BIRMINGHAM TOWER	118.305 DOC 25 NM/4000 FT	-	-	H24	
ATIS	BIRMINGHAM INFORMATION	136.030 DOC 60 NM/ 20,000 FT	-	-	H24	Also available by telephone: 0121-767 1260
OTHER	BIRMINGHAM FIRE	121.605 Non-ATS frequency.	-	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.
OTHER	BIRMINGHAM EMERGENCY	121.500 DOC 25 NM/ 4000 FT	-	-	H24	-

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@xlrbourneairport.com Bliss Aviation Handling Ltd (General Aviation): Tel: 01202-590888; Email: info@blissaviation.com
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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	NORTH APRON STAND 25 Surface: Asphalt PCR 625/F/A/X/U NORTH APRON STANDS 21 TO 23 Surface: Concrete PCR 700/R/A/X/U SOUTH APRON STANDS 1 TO 6 AND 10 TO 11 Surface: Concrete and asphalt PCR 858/R/B/X/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 16 M Surface: Asphalt PCR 434/F/B/X/U

		Taxiway BRAVO: 23 M Surface: Asphalt PCR 650/F/B/X/U Taxiway CHARLIE: 16 M Surface: Asphalt PCR 434/F/B/X/U Taxiway DELTA: 16 M Surface: Asphalt PCR 434/F/B/X/U Taxiway ECHO: 16 M Surface: Asphalt PCR 434/F/B/X/U Taxiway GOLF: 16 M Surface: Asphalt PCR 434/F/B/X/U Taxiway MIKE: 16 M Surface: Asphalt PCR 434/F/B/X/U Taxiway NOVEMBER: 16 M Surface: Asphalt PCR 434/F/B/X/U Taxiway ROMEO: 23 M Surface: Asphalt PCR 650/F/B/X/U Taxiway TANGO: 23 M Surface: Concrete and asphalt PCR 650/F/B/X/U Taxiway WHISKEY: 16 M Surface: Asphalt PCR 434/F/B/X/U
3	Altimeter checkpoint location and elevation	Apron 34 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway Bravo available only at the discretion of the Airport Authority when operationally required for Code D or Code E aircraft movements.

EGHH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Restricted to B737-800 size of aircraft or smaller on apron stands. Unrestricted on remote stands. All apron stands are nose in/push back stands. Stands 1R and 3R are available for larger aircraft at the airport authority's discretion. All stands must be used under marshalling guidance that will provide stop information to pilots. Aircraft may, at times, be required to park off the painted stand guidance lines, to ensure adequate wingtip clearance.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08/26: Taxi-holding position, runway designation, runway threshold, runway centre-line, fixed distance markings. Taxiway light(s): Green centre-line lighting on Taxiway A, B, R and T. Other taxiways have blue edge lighting. Taxiway W has centre-line and edge reflectors.
3	Stop bars and runway guard lights (if any)	Red stop bars on holding points A, B1, B2, C, D, E, G1, G4, M, N, R and T
4	Other runway protection measures	-

5	Remarks	The portion of Taxiway Golf between holding points Golf 2 and Golf 3, is within the instrument strip. Obstacle marking. WDI: 504639.35N 0015048.29W, 504642.53N 0015008.47W and 504658.98N 0014953.62W (LGTD). Pilots are advised that holding points A and N infringe the glidepath critical area. Taxiing A and N delays possible.
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EGHH AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGHH3366) 26/APPROACH 08/ TAKE-OFF	TREE	504712.22N 0014831.37W	148 FT	113 FT	No	-
(EGHH3236) 26/APPROACH	TREE	504711.62N 0014855.51W	112 FT	74 FT	No	-
(EGHH3106) 26/APPROACH	TREE	504711.23N 0014902.15W	126 FT	82 FT	No	-
(EGHH3267) 26/APPROACH 08/ TAKE-OFF	TREE	504707.32N 0014852.55W	108 FT	65 FT	No	-
(EGHH2691) 26/APPROACH	TREE	504705.59N 0014919.84W	69 FT	35 FT	No	-
(EGHH2479) 26/APPROACH	TREE	504704.38N 0014929.48W	52 FT	20 FT	No	-
(EGHH3623) 26/APPROACH 08/ TAKE-OFF	ANEMOMETER	504650.85N 0014951.40W	66 FT	33 FT	Yes Solid Red	-
(EGHH3619) 08/APPROACH 26/ TAKE-OFF	ANEMOMETER	504648.46N 0015054.26W	70 FT	33 FT	Yes Solid Red	-
(EGHH1405) 26/TAKE-OFF	TREE	504640.88N 0015146.75W	81 FT	44 FT	No	-
(EGHH1314) 08/APPROACH	TREE	504640.38N 0015215.27W	127 FT	88 FT	No	-
(EGHH1520) 26X/TAKE-OFF	ROAD	504636.98N 0015134.39W	53 FT	15 FT	No	-
(EGHH1517) 26X/TAKE-OFF	TREE	504636.55N 0015134.60W	49 FT	11 FT	No	-
(EGHH1423) 26/TAKE-OFF 26X/ TAKE-OFF	TREE	504635.25N 0015146.29W	80 FT	43 FT	No	-
(EGHH1283) 08/APPROACH	PYLON	504631.69N 0015232.91W	120 FT	84 FT	Yes Red	-
(EGHH1250) 08/APPROACH	PYLON	504629.55N 0015245.59W	135 FT	98 FT	Yes Red	-
(EGHH1222) 08/APPROACH	PYLON	504628.55N 0015307.94W	147 FT	113 FT	No	-
(EGHH1140) 08/APPROACH	PYLON	504623.91N 0015419.39W	150 FT	109 FT	No	-
(EGHH1127) 08/APPROACH	PYLON	504622.91N 0015435.66W	156 FT	114 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGHH2750)	TREE	504903.04N 0014917.32W	236 FT	63 FT	No	-
(EGHH1240)	TREE	504834.63N 0015249.09W	274 FT	192 FT	No	-

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
(EGHH2519)	TREE	504823.52N 0014927.10W	198 FT	85 FT	No	-
(EGHH3491)	TREE	504814.24N 0014413.33W	330 FT	99 FT	No	-
(EGHH1128)	PYLON	504802.36N 0015434.46W	266 FT	156 FT	No	-
(EGHH1181)	TREE	504650.05N 0015329.95W	192 FT	147 FT	No	-
(EGHH1213)	TREE	504537.53N 0015320.49W	193 FT	81 FT	No	-
(EGHH3430)	MAST	504534.77N 0014756.76W	293 FT	156 FT	No	-
(EGHH1055)	MAST	504525.45N 0015620.12W	362 FT	159 FT	No	-
(EGHH1467)	CHURCH	504455.28N 0015138.68W	204 FT	108 FT	No	-
(EGHH1147)	TREE	504449.65N 0015359.67W	241 FT	129 FT	No	-
(EGHH1037)	MAST	504447.02N 0015650.00W	366 FT	212 FT	No	-
(EGHH1204)	TREE	504439.27N 0015325.71W	240 FT	137 FT	No	-
(EGHH1143)	MAST	504358.40N 0015406.39W	297 FT	180 FT	No	-

EGHH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EGHH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
08	075.31°	2272 x 46 M	RWY surface: Concrete and asphalt PCR 625/F/A/X/U SWY surface: - -	504642.47N 0015107.76W 154.7 FT	THR 37.8 FT TDZ 38.2 FT	RWY 08 0.1% down RWY 26 0.1% up

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
26	255.33°	2272 x 46 M	RWY surface: Concrete and asphalt PCR 625/F/A/X/U SWY surface: -	504657.57N 0014936.88W 154.5 FT	THR 31.0 FT TDZ 35.2 FT	RWY 08 0.1% down RWY 26 0.1% up
26X	255.33°	2272 x 46 M	RWY surface: Concrete and asphalt PCR 625/F/A/X/U	504657.56N 0014936.97W -	THR 31.0 FT -	-

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

EGHH AD 2.13 DECLARED DISTANCES

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

EGHH AD 2.14 APPROACH AND RUNWAY LIGHTING

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

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	Coded centre-line with five crossbars. Supplementary lights inner 300 M. 914 M Light intensity high	Green Light intensity high Elevated with green wingbars	PAPI Left/3° 57 FT 352 M	900 M	Colour coded centre-line 15 M Light intensity high	HI elev bi-directional with LI omni-directional component	Red	Red	-

EGHH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 504641.43N 0015050.12W, 504659.99N 0014952.68W, 504640.70N 0015024.15W, 504648.46N 0015054.26W (LGTD), 504650.85N 0014951.40W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lights on Taxiways Alpha, Bravo, Romeo and Tango. EDGE: Blue edge lights on Taxiways Charlie, Delta, Echo, Golf, Mike and November.
4	Secondary power supply/switch-over time	Yes. Average 8 seconds.
5	Remarks	During CAT II/III Operations standby generator selected as mains power source. Back-up power supply switch over time of 1 second average.

EGHH AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

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	
		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 perturbations 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.

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 0.82°E (2027)	IBH	110.500 MHz	HO	504638.14N 0015133.75W		(RWY 26) Localiser restricted to +/- 20° off extended runway centreline out to 17NM and +/- 5° off extended runway centreline out to 25NM.
ILS/GP	IBH	329.600 MHz	HO	504659.98N 0014952.63W		3° ILS Ref Datum Hgt 51 FT. Pilots may not experience full fly-up indication when below the Glidepath, outside of 6° right of centreline.
VOR/DME 0.98°E (2027) 0.8°E (2024)	SAM	80Y 113.350 MHz	H24 Hours of operation for aerodrome purposes: HO	505718.90N 0012042.20W	64 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R249-084 and 40 NM/50,000 FT in Sector R359-034). DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314). On R202 VOR flag alarms and DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT.
DME	IBH	42X 110.500 MHz	HO	504655.73N 0015027.85W	51 FT	(RWY 26) On AD. Freq paired with ILS I-BH and I-BMH. Zero range is indicated at THR of Runway 26 and 0.1 NM before crossing THR of Runway 08. DOC 25 NM/10,000 FT.
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.

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- 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.

EGHH AD 2.21 NOISE ABATEMENT PROCEDURES

1 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.

2 NOISE PREFERENTIAL ROUTES

- a) The following Noise Preferential Routes shall apply to all turbine powered/jet aircraft and all other aircraft with a MTWA greater than 5700 KG, unless specifically otherwise instructed by ATC, or deviation required for safety reasons.
- i. Take-off Runway 26:
- Climb straight ahead to 0.6 DME, then track 270° MAG to 3.1 DME, before commencing any turn. (This also applies to LH and RH Visual Circuits).
- ii. Take-off Runway 08:
1. Required track between 001° and 079° MAG: Climb straight ahead to 1.0 DME, then track 075° MAG to 5.6 DME before commencing any turn.
 2. Required track between 080° and 259° MAG: Climb straight ahead to 1.0 DME, then track 075° MAG to 4.1 DME before commencing any turn. (This also applies to RH Visual Circuits).
 3. Required track between 260° and 360° MAG: Climb straight ahead to 2.0 DME, to be no lower than 1500 FT QNH before commencing any turn. (This also applies to LH Visual Circuits).

3 TAKE-OFF AND CLIMB PROCEDURES (INCLUDING 'GO-AROUNDS')

- a) All light propeller driven aircraft with a MTWA of less than 5700 KG, on departure of either runway, shall not commence a turn before passing 700 FT QNH or 1.0 DME (whichever first), unless otherwise instructed by ATC.
- b) Operators of aircraft using the aerodrome shall conduct flights in a manner intended to minimise noise disturbance to local communities surrounding the aerodrome, insofar as this is operationally and safely practicable.

4 ILS APPROACHES

- a) When using the ILS in IMC or VMC, all turbine powered aircraft and all other aircraft with a MTWA of 5700 KG or more, shall not descend below 2000 FT QNH before intercepting the glidepath, nor thereafter fly below it. Aircraft approaching without assistance from the ILS or radar shall not at any time follow a descent path lower than that which would result from an approach using guidance from the ILS. Aircraft may be routinely vectored or execute procedural approaches below this level within the SMAA, according to ATC procedures.
- b) All turbine powered aircraft and all other Aircraft with a MTWA greater than 5700 KG making Visual Approaches to Runway 26 shall intercept the final approach track at:
- Not less than 3 DME from the north;
 - Not less than 4.1 DME from the south.

To Runway 08 at:

- Not less than 4 DME from either direction.

- c) Between 2130-0630 (2030-0530) all aircraft that wish to self position for an ILS or a visual approach shall establish on final approach at no less than 8 DME and not below 2500 FT QNH.

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5 CONTINUOUS DESCENT APPROACHES

- a) Turbine powered aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.
- b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
- c) To facilitate these techniques aircraft should be flown no faster than 250 KT from the Speed Limiting Points and below FL 100 and 250-210 KT during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.
- d) ATC will provide range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

6 REVERSE THRUST

- a) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft.

7 VISUAL CIRCUIT HEIGHT

- a) Circuit height for aircraft with a MTWA less than 5700 KG is 1200 FT QNH. For all turbine powered and all other aircraft with a MTWA above 5700 KG, the circuit height is 1500 FT QNH. Aircraft will have to comply with the Noise Preferential Routes and may be required to be vectored for sequencing purposes.
- b) Low level circuits are only permitted to the south of the aerodrome and at a height of 700 FT QNH. Maximum two low level circuits per training sortie.

8 ENGINE GROUND RUNNING

- a) Engine Ground Running (including idle power) is only permitted Mon-Fri 0800-2000 (0700-1900); Sat 0900-1700 (0800-1600); Sun and PH (idle power only) 0900-1700 (0800-1600). No high power engine runs on Sundays. All Engine Run Sessions must be approved by the Airport Authority and booked through ATC (ext. 150).
- b) Use of APU shall be limited as much as possible. APU may be used:
 - i. 5 minutes after 'On Blocks';
 - ii. 30 minutes before Estimated Time of Departure (ETD).

EGHH AD 2.22 FLIGHT PROCEDURES**1 PROCEDURES FOR INBOUND AIRCRAFT**

- a) Standard Inbound Routes.
 - i. Full routeings are published in the UK Standard Route Document (SRD). IFR traffic inbound to Bournemouth from the ATS Route network will be routed on the designated Standard Arrival Routes and positioned for Bournemouth by ATC. The Standard Arrival Routes are published at AD 2-EGHH-7-1 to 7-4.
- b) Inbound Procedures other than from the ATS Route network
 - i. Inbound aircraft other than from the west should route direct to NDB(L) BIA.
- c) Holding Procedures
 - i. Holding patterns are as follows:

Main Stacks	Holding
Bournemouth NDB(L) BIA (Lowest level 3000 FT ALT)	Holding axis 078° MAG turning left at the facility.
NEDUL (Lowest level 4000 FT ALT)	See AD 2-EGHH-7-4 and Coding Table on AD 2-EGHH-7-7.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) The initial departure routes are shown below. Full routeings are published in the UK Standard Route Document (SRD). These routes may be varied at the discretion of ATC (eg. to offer more direct routeing when the traffic situation permits). Pilots must adhere to the Noise Preferential Routes detailed at AD 2.21 before turning onto the specified route. **These routes are not assessed for obstacle clearance and do not constitute Standard Instrument Departure procedures.**

Departing to	Runway	Via	Direction of Turn	Route
North	08	SAM	Left Turn	As per UK SRD
	26	SAM	Right Turn	As per UK SRD
North-West	08	SAM	Left Turn	As per UK SRD
	26	SAM	Right Turn	As per UK SRD
East	08	GWC	Right Turn	As per UK SRD
	26	GWC	Right Turn	As per UK SRD
South	08	THRED	Right Turn	As per UK SRD
	26	THRED	Left Turn	As per UK SRD
West	08	FIR	Left Turn	As per UK SRD
	26	FIR	Direct	As per UK SRD

Note: See also UK Standard Route Document (available online from NATS/AIS website:
<http://www.nats.aero/ais>).

3 RADIO COMMUNICATIONS FAILURE PROCEDURES

- In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1 paragraph 3.4.
- The routes to be used when leaving the CTR in accordance with the procedures at ENR 1.1 paragraph 3.4 are shown in the table below; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Airspace is made.

Position at time of decision	Route
Bournemouth NDB BIA	Track 270°(T)

4 FLIGHTS ENGAGED IN INSTRUMENT ROUTE TRAINING - FLOW MANAGEMENT REQUIREMENTS

- Instrument Route Training may be subject to Air Traffic Flow Management at peak times.
- All flights planned to engage in Instrument Route Training either wholly or partially within the Solent CTA must:
 - File a flight plan; and
 - Telephone Bournemouth Approach Control to book a 'Training Slot' within the Solent CTA prior to departure. The telephone number to contact is Bournemouth 01202-364150.

Note: It should be noted that, normally only one route training detail will be permitted in any 30 minute period.

- Instrument Route Training flights operating from Southampton (EGHI) or Bournemouth (EGHH) must conform to the procedures in paragraph 4 b i and ii. These flights will be allocated a take-off time by Bournemouth Approach. A tolerance of take-off time + 15 minutes will be given to allow for ATC or aircraft operation constraints. Aircraft which fail to become airborne within this tolerance, will be required to obtain a new slot.
- Pilots should note that the preferred Instrument Training Routes and optimum flight levels are as follows:

HI 1	NEDUL - THRED - BIA FL 50.
HI 2	BIA - THRED - NEDUL - FL 50.
HI 3	SAM - CPT - SAM FL 80/70
HI 4	EGHH - SAM - BIA FL 50
HI 5	EGHH - SAM - BIA-EGHH FL 50.
HI 6	EGHI - NEDUL - BIA - SAM - EGHI FL50.
HI 7	EGHI - NEDUL - BIA - SAM - EGHH FL 50

5 VISUAL REFERENCE POINTS (VRP)

- 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.

Note: Refer also to VRPs in use at Southampton.

6 FREQUENCY MONITORING CODE (FMC)

- Pilots operating in the vicinity of, but intending to remain outside Bournemouth CTR, within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Bournemouth Radar frequency, 119.480 MHz, are encouraged to select SSR code 0011.

503620N 0015730W - 504311N 0021212W -
505248N 0021628W - 510128N 0013420W -
505442N 0013925W - 504229N 0013301W -
503620N 0015730W.

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- b) Selection of 0011 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 0011 pilots should be aware that Bournemouth Radar may make contact in order to ascertain a particular aircraft's intentions/route.
- d) When a pilot ceases to maintain a listening watch, code 0011 shall be deselected.

EGHH AD 2.23 ADDITIONAL INFORMATION

- a) Model aircraft flying is occasionally active at the following sites, each up to 400 FT AGL:

- i. North End House, Avon. 504800.27N 0014746.29W;
- ii. Oldfield, Sopley. 504636.08N 0014545.15W;
- iii. Avon Model Flying Club, Matchams Lane. 504846.80N 0014948.65W.

Pilots are advised to exercise caution in these areas as flying is not notified by ATC.

EGHH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGHH-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGHH-2-2

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGHH-2-3

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGHH-5-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BUGUP 1S CPT 1S UMBUR 2S - ICAO

AD 2.EGHH-7-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) COWLY 1S - ICAO

AD 2.EGHH-7-2

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELDAX 1S - ICAO

AD 2.EGHH-7-3

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) THRED 1S - ICAO

AD 2.EGHH-7-4

STANDARD INSTRUMENT ARRIVAL CODING TABLES BUGUP 1S CPT 1S UMBUR 2S COWLY 1S

AD 2.EGHH-7-5

STANDARD INSTRUMENT ARRIVAL CODING TABLES ELDAX 1S THRED 1S

AD 2.EGHH-7-6

RNAV HOLD CODING TABLES NEDUL PEPIS RUDMO SAM

AD 2.EGHH-7-7

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 08 - ICAO

AD 2.EGHH-8-1

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 08 - ICAO

AD 2.EGHH-8-2

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO

AD 2.EGHH-8-3

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 26 - ICAO

AD 2.EGHH-8-4

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 26 - ICAO

AD 2.EGHH-8-5

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO

AD 2.EGHH-8-6

EGHH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME
CHART - ICAO

ARP 504648N 0015033W

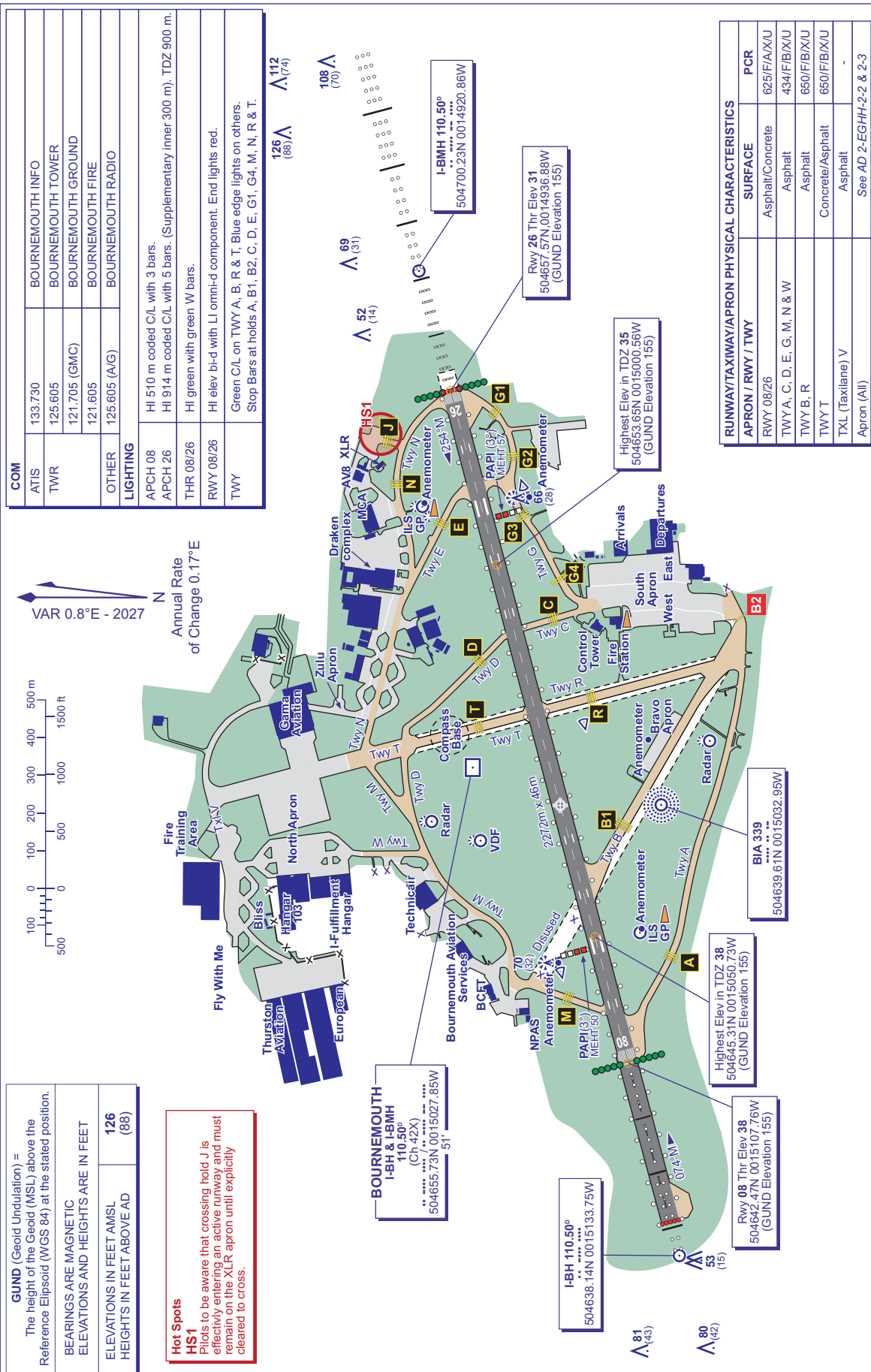
AD ELEV 38FT

BOURNEMOUTH
EGHH

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	126 (88)
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	

Hot Spots

HS1 Pilots to be aware that crossing hold J is effectively entering an active runway and must remain on the XLR apron until explicitly cleared to cross.



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCR	
RWY 08/26	Asphalt/Concrete	625/F/AX/U	
TWY A, C, D, E, G, M, N & W	Asphalt	434/F/BX/U	
TWY B, R	Asphalt	650/F/BX/U	
TWY T	Concrete/Asphalt	650/F/BX/U	
TXL (Taxilane) V	Asphalt	-	
Apron (All)	See AD 2-EGHH-2.2 & 2.3		

CHANGE (11/26): PCR VALUES ADDED.

BOURNEMOUTH
EGHH

AD 2-EGHH-2-2

STAND	COORDINATES
1	504645.25N 0015001.38W
1R	504644.95N 0015000.54W
2	504643.85N 0015001.25W
3	504642.40N 0015001.12W
3R	504641.73N 0015000.31W
4	504641.00N 0015000.99W
5	504639.59N 0015000.86W
6	504638.19N 0015000.73W
7	504641.15N 0015008.57W
8	504639.83N 0015008.44W
9	504638.63N 0015008.31W
10	504637.26N 0015008.87W
11	504635.95N 0015008.97W

COM	
ATIS	133.730
TWR	125.605
	121.705 (GMC)
	121.605
OTHER	125.605 (A/G)
LIGHTING	
TWY	Green C/L on TWY A, B, R & T. Blue edge lights on others. Stop Bars at holds A, B1, B2, C, D, E, G1, G4, M, N, R & T.

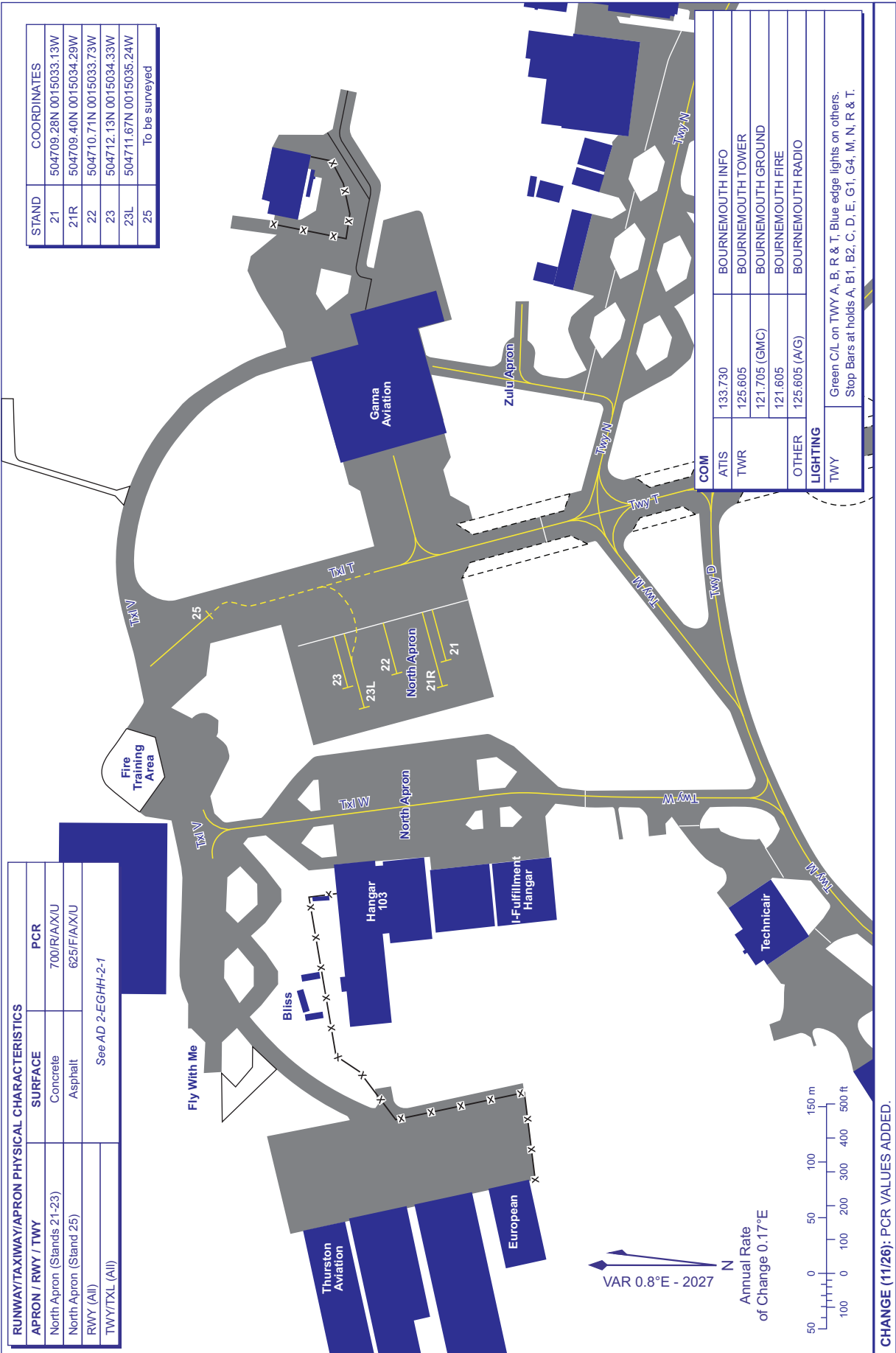
CHANGE (11/26): PCR VALUES ADDED.

AIRCRAFT PARKING/DOCKING
CHART - ICAO

AD ELEV 38FT

BOURNEMOUTH
EGHH

ARP 504648N 0015033W



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EGGD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Coded centre-line with three crossbars. 480 M Light intensity high	Green Light intensity high Uni-directional with wingbars	PAPI Left/3° 54 FT 347 M In relation to aircraft approach, B787-800 wheel to eye clearance over threshold is 6.75 M. A330 wheel clearance over threshold is 5.51 M.	-	Colour coded 15 M Light intensity high	Elev bi-directional with omni-directional component 60 M Light intensity high	Uni-directional Red	-	EDGE: Yellow runway lights for final 600 M in take-off/landing direction.
27	Coded centre-line with three crossbars. Supplementarily lights inner 300 M. 570 M Light intensity high	Green Light intensity high Uni-directional with wingbars	PAPI Left/3° 57 FT 319 M In relation to aircraft approach, B787-800 wheel to eye clearance over threshold is 5.54 M.	900 M	Colour coded 15 M Light intensity high	Elev bi-directional with omni-directional component 60 M Light intensity high	Uni-directional Red	-	EDGE: Yellow runway lights for final 600 M in take-off/landing direction.

EGGD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: East 512253.74N 0024240.68W, West 512300.90N 0024341.26W.
3	TWY edge and centre line lighting	CL: Green centre-line lighting on taxiways A, B, G and Z. EDGE: Blue edge lighting on taxiways A, B, D, F, H, J and Z.
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Obstacle lighting. Apron floodlights.

EGGD AD 2.16 HELICOPTER LANDING AREA

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EGGD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

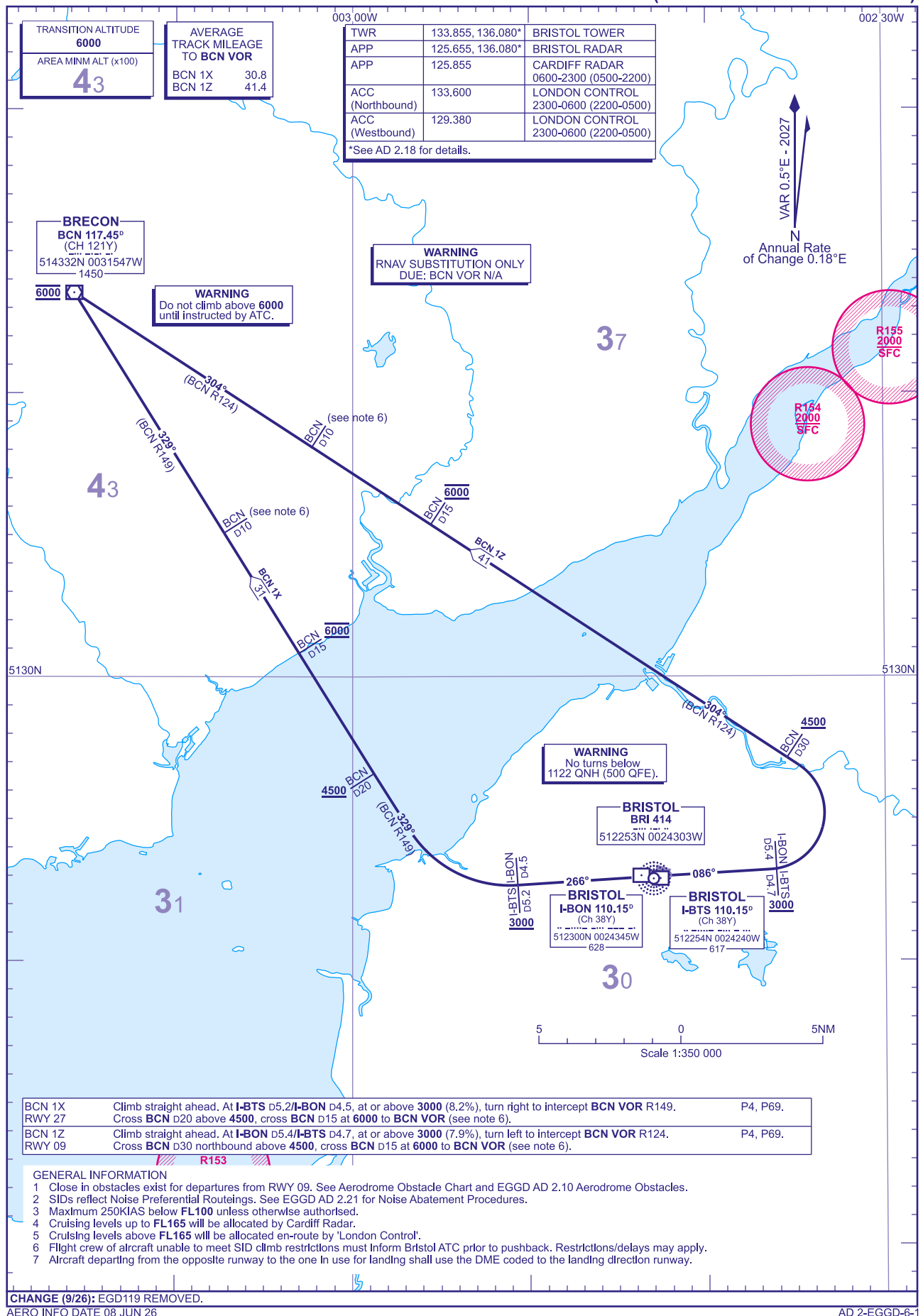
Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BRISTOL CTR A circle, 5 NM radius, centred at 512258N 0024309W	Upper limit: FL105 Lower limit: SFC	D	BRISTOL RADAR English	6000 FT	-	To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
BRISTOL ATZ A circle, 2.5 NM radius, centred at 512258N 0024309W on longest notified runway (09/27)	Upper limit: 2622 FT ALT Lower limit: SFC	D	BRISTOL RADAR English	6000 FT	H24	ATZ 2000 FT AAL.

EGGD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	BRISTOL RADAR	125.655 DOC 60 NM/ 15,000 FT.	-	-	H24	For aircraft requesting to join, transit or fly within 10 NM of Bristol CAS.
		136.080 DOC 60 NM/ 15,000 FT.	-	-	When directed by ATC.	
TWR	BRISTOL GROUND	121.930 DOC 2 NM/GND.	-	-	As notified by ATIS.	Operating hours will vary according to traffic demand.
	BRISTOL TOWER	133.855 DOC 25 NM/4000 FT.	-	-	H24	
		136.080 DOC 60 NM/ 15,000 FT.	-	-	When directed by ATC.	
RADAR	BRISTOL DIRECTOR	136.080 DOC 60 NM/ 15,000 FT.	-	-	When directed by ATC.	-
ATIS	BRISTOL INFORMATION	126.030	-	-	H24	Available by Telephone: 01275-475686 (H24).
OTHER	BRISTOL FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

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

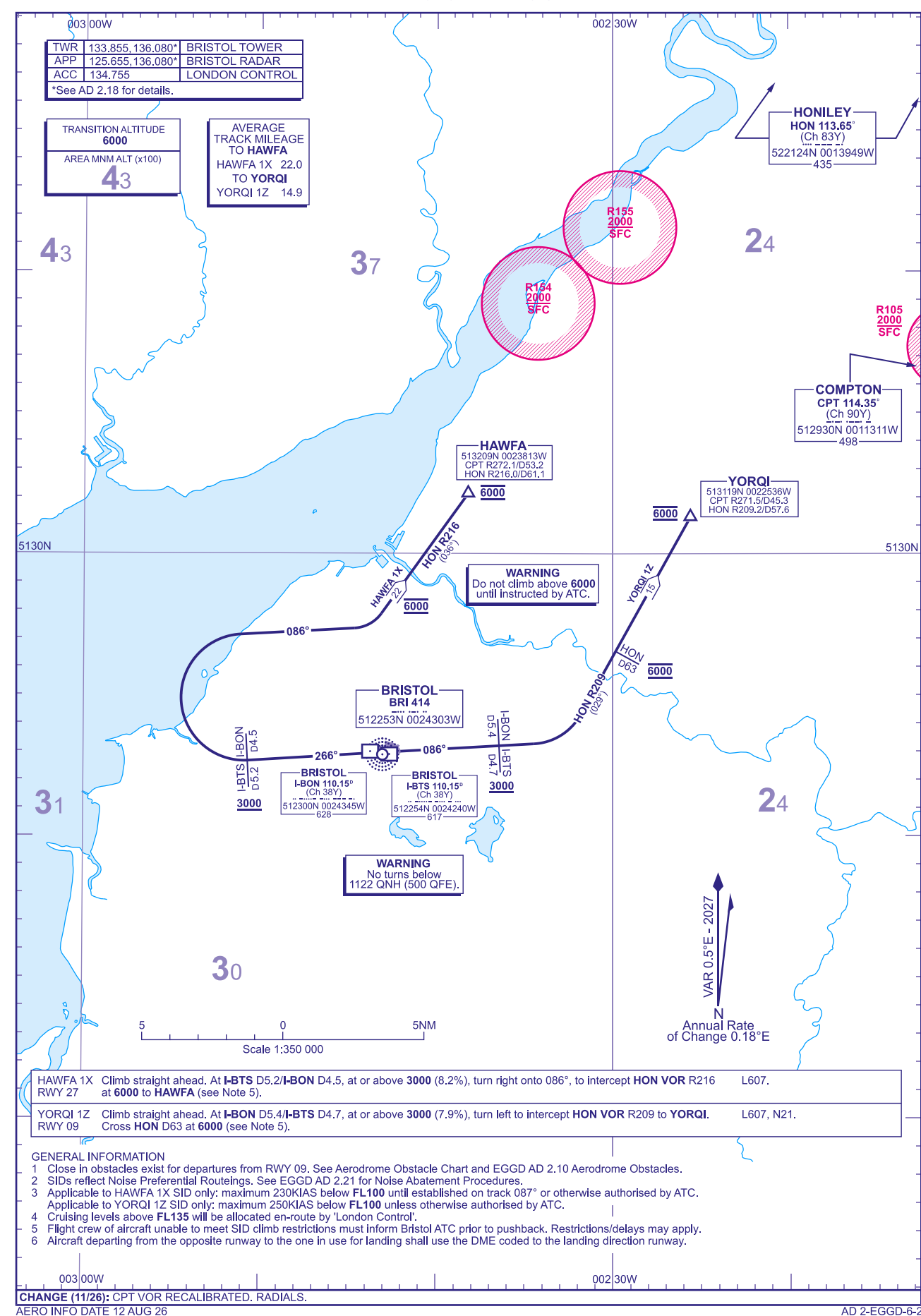
**BRISTOL
BCN 1X 1Z
(RNAV SUBSTITUTION ONLY)**



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

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

BRISTOL
HAWFA 1X YORQI 1Z



4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGSC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
CAMBRIDGE ATZ A circle, 2.5 NM radius, centred at 521218N 0001030E on longest notified runway (05/23)	Upper limit: 2048 FT ALT Lower limit: SFC	G	CAMBRIDGE APPROACH English	6000 FT	Mon-Fri 0800- 1800 (0700- 1700).	ATZ 2000 FT AAL.

EGSC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	CAMBRIDGE APPROACH	120.965 DOC 40 NM/ 20,000 FT.	-	-	Mon-Fri 0800-1800 (0700- 1700).	VDF 521218.25N 0001052.02E On AD.
TWR	CAMBRIDGE TOWER	125.905 DOC 10 NM/ 10,000 FT.	-	-	Mon-Fri 0800-1800 (0700- 1700).	-
ATIS	CAMBRIDGE INFORMATION	134.605 DOC 40 NM/ 20,000 FT.	-	-	Mon-Fri 0800-1800 (0700- 1700).	-
OTHER	CAMBRIDGE FIRE	121.605 Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
OTHER	CAMBRIDGE EMERGENCY	121.500 Emergency frequency.	-	-	O/R	-

EGSC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC 1 1.38°E (2027)	ICMG	111.300 MHz	Mon-Fri 0800-1800 (0700- 1700).	521155.95N 0000947.35E		(RWY 23)
ILS/GP	ICMG	332.300 MHz	Mon-Fri 0800-1800 (0700- 1700).	521226.26N 0001054.62E		3° ILS Ref Datum Hgt 40 FT.
NDB (L) 1.39°E (2027)	CAM	332.500 kHz	Mon-Fri 0800-1800 (0700- 1700).	521238.57N 0001059.01E		On AD. Range 15 NM.
ILS/DME	ICMG	50X	Mon-Fri 0800-1800 (0700- 1700).	521226.21N 0001054.36E	59 FT	(RWY 23) On AD. Freq paired with ILS I-CMG. DOC 25 NM/10,000 FT.

EGSC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Aircraft unable to communicate by radio with ATC will not be accepted.
- b) Insurance; ECAC Resolution 25-1 (minimum levels of insurance) shall apply to all carriers licensed in ECAC member states (GEN 1.2.5 refers). All other aircraft using this aerodrome and its facilities are required to have third party liability insurance cover in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time while the aircraft is at the aerodrome.
- c) Surcharges will be levied on visiting aircraft arriving or departing outside published operational hours.
- d) A security charge may be levied on outbound aircraft requiring to use the aerodrome critical part. Contact FBO Tel: 01223-373214 for details.
- e) It is a mandatory requirement that all aircrew and ground staff wear high visibility clothing (minimum standard being a high visibility waistcoat) fastened at all times in external airside areas of the airport.
- f) Pedestrians must use the defined pedestrian walkways when transiting to and from aircraft.
- g) It is the responsibility of the Pilot in Command to ensure that their passengers are escorted by aircrew or ground staff at all times when on foot in external airside areas of the aerodrome.
- h) No smoking airside.

2 GROUND MOVEMENT

- a) Light aircraft will be directed to the grass parking area in front of N° 1 Hangar. Parking is on a grid of four rows marked W, X, Y, Z and numbered 1-8 from west to east. All aircraft will be marshalled except Light Aircraft on grass parking areas and based operators, unless advised otherwise by ATS.
- b) When taxiing on the grass, keep to cut grass taxiways. The long grass areas are not inspected and are unfit for manoeuvring.
- c) Compass Base, Class 1, located on Taxiway C. Serviceability of this facility does not affect the availability of the taxiway for taxiing aircraft.
- d) Runway 05/23 Turn Pads 70 M wide - Code D and E aircraft will require maximum nose wheel steering during turn. If the Operators procedures do not permit this, contact Airport Operations for briefing.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

- a) Caution - Aerial activity takes place outside of aerodrome published hours.
- b) Hangar 23 blocks a large section of Taxiway Alpha from the direct sight of ATC.
- c) Runway 05 - possible turbulence in touch-down area.
- d) Taxiway Alpha, please be aware of taxiing speeds, uncontrolled pedestrian crossings cross this taxiway.
- e) Grass Taxiway November on the right after Holding Point Charlie obscured by holding point sign, follow lead-off line.
- f) Possible glare from car park to the right of Runway 23 approach.
- g) Aircraft Engine Ground Running Facility to the north of Runway 05/23. Beware strong up-draft up to 800 FT AGL when in use. Avoid flying overhead at all times. Use of the Engine Ground Running Facility by aircraft larger than a C-130 will have the activity promulgated by NOTAM.

5 HELICOPTER OPERATIONS

- a) Mainly light helicopter training and corporate activity.
- b) Daily Helimed Operations take place outside of aerodrome operating hours.

6 USE OF RUNWAYS

- a) Arrival and Departure Restriction. No departures permitted below 400 M RVR.
- b) The width at both ends of Runway 05/23 main is twice that delineated by the associated edge lights due to extra pavement at one side. Since runway centre-line lighting is not installed, pilots should ensure that they are correctly lined up, especially if take-off is at night or when the runway is contaminated or in low visibility.
- c) Runway 23 Main, in the event of a go-around, conduct the go-around over the main runway avoiding flying over the dead side.

7 TRAINING

Not applicable.

EGSC AD 2.21 NOISE ABATEMENT PROCEDURES

1 Pilots using Cambridge Airport should at all times endeavour to ensure that aircraft are operated in a manner which causes least disturbance to inhabited areas in the vicinity; more specifically:

- a) Except when taking off or landing, pilots should avoid flying below 2000 FT (Cambridge QNH) within 3 NM of Cambridge city;

EGEC — CAMPBELTOWN**EGEC AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGEC — CAMPBELTOWN

EGEC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 552615N Long: 0054117W Mid point of Runway 11/29.
2	Direction and distance from city	3 NM W of Campbeltown.
3	Elevation / Reference temperature / Mean Low Temperature	39 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	182 FT
5	Magnetic Variation / Annual Change	1.09°W (2027) / 0.21°E
6	AD Administration Address Telephone Telefax	HIAL Campbeltown Aerodrome, Campbeltown, Argyll, PA28 6NU. 01586-553797 01586-553338 (AFS) 01586-552620
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGEC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0820-1740 (0720-1640); Sun (May-Sep) 1650-1800 (1550-1700); and by arrangement with AD operator (HIAL).
2	Customs and immigration	-
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	Mon-Fri 0820-1740 (0720-1640); Sun (May-Sep) 1650-1800 (1550-1700). See also AD 2.18.
8	Fuelling	-
9	Handling	By arrangement with HIAL.
10	Security	On request.
11	De-icing	-
12	Remarks	Prior Permission Required at this aerodrome. Arrival/Departure times may be allocated.

EGEC AD 2.4 HANDLING SERVICES AND FACILITIES**INTENTIONALLY BLANK****EGEC AD 2.5 PASSENGER FACILITIES**

1	Hotels	-
2	Restaurants	-
3	Transportation	-
4	Medical facilities	Limited.
5	Bank and Post Office	-
6	Tourist Office	-
7	Remarks	-

EGEC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3 accepted under remission. RFF Category 4 available by prior arrangement.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	-

EGEC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing. Runway 11/29 surfaces de-iced/anti-iced with KAC/EG and/or NAAC.
2	Clearance priorities	Runways, Taxiway, Apron, Airport Domestic Area.
3	Remarks	Latest Information Contact, Tel: 01586-553797

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

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EGEC 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: 552603.90N 0054025.49W (LGTD); 552616.80N 0054109.28W (LGTD).

EGEC 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
(EGEC1974) 11/APPROACH 29/ TAKE-OFF	ANEMOMETER	552630.07N 0054208.72W	67 FT	34 FT	Yes Red	-
(EGEC1106) 29/APPROACH 11/ TAKE-OFF	MOBILE OBST	552603.99N 0053942.50W	61 FT	13 FT	No	-
(EGEC1069) 29/APPROACH 11/ TAKE-OFF	FENCE	552603.66N 0053943.94W	53 FT	5 FT	No	-
(EGEC2595) 29/APPROACH 11/ TAKE-OFF	BUILDING	552603.03N 0053939.30W	71 FT	25 FT	No	-
(EGEC1107) 29/APPROACH 11/ TAKE-OFF	MOBILE OBST	552602.71N 0053943.16W	58 FT	13 FT	No	-
(EGEC1049) 29/APPROACH 11/ TAKE-OFF	POWER POLE	552601.66N 0053939.05W	73 FT	29 FT	No	-
(EGEC1070) 29/APPROACH 11/ TAKE-OFF	FENCE	552601.52N 0053945.04W	51 FT	8 FT	No	-
(EGEC1108) 29/APPROACH 11/ TAKE-OFF	MOBILE OBST	552601.28N 0053943.89W	55 FT	13 FT	No	-
(EGEC1109) 29/APPROACH 11/ TAKE-OFF	MOBILE OBST	552600.23N 0053944.44W	54 FT	13 FT	No	-
(EGEC1094) 29/APPROACH 11/ TAKE-OFF	POWER POLE	552551.03N 0053740.94W	202 FT	27 FT	No	-

EGEC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
11	-	Green Light intensity low LED	APAPI Left/3° -	-	-	60 M spacing bi-directional with omni-directional component. LED White Light intensity low	LED Red Light intensity low	-	-
29	-	Green Light intensity low LED	APAPI Left/3.5° -	-	-	60 M spacing bi-directional with omni-directional component. LED White Light intensity low	LED Red Light intensity low	-	-

EGEC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 552600.90N 0054011.31W (LGTD) - 552630.07N 0054208.72W (LGTD) - 552618.41N 0054108.47W.
3	TWY edge and centre line lighting	EDGE: Taxiway A blue edge.
4	Secondary power supply/switch-over time	-
5	Remarks	Obstacle light on VCR.

EGEC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 552611.77N 0053948.08W, 182.2 FT
2	TLOF and/or FATO elevation	TLOF: 50.9 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: - TLOF surface: - -
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGEC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
CAMPBELTOWN ATZ A circle, 2 NM radius, centred at 552615N 0054117W on longest notified runway (11/ 29)	Upper limit: 2039 FT ALT Lower limit: SFC	G	CAMPBELTOWN INFORMATION English	3000 FT	-	ATZ 2000 FT AAL.

EGEC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	CAMPBELTOWN INFORMATION	125.905 DOC 30 NM/9,500 FT.	-	-	Mon-Fri 0820-1740 (0720-1640); Sun (May-Sep) 1650-1800 (1550-1700).	ATZ hours coincident with AFIS hours. AFIS also available by arrangement with AD operator (HIAL).

EGEC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	MAC	107X 116.000 MHz	H24	552548.08N 0053901.49W	122 FT	No associated En-route VOR. DME DOC: 150 NM/50000 FT (200 NM/50000 FT in Sector R227°-347°). Due to terrain, coverage at low level is reduced in Sectors R122°-162°, R207°-237° and R347°-082°.
NDB 1.09°W (2027)	CBL	380.000 kHz	Mon-Fri 0820-1740 (0720-1640); Sun (May-Sep) 1650-1800 (1550-1700).	552608.28N 0054117.05W		On AD. Range 15 NM. Normally radiates H24.

EGEC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

2 GROUND MOVEMENT

- Northern Taxiway unavailable at night, except in emergencies.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

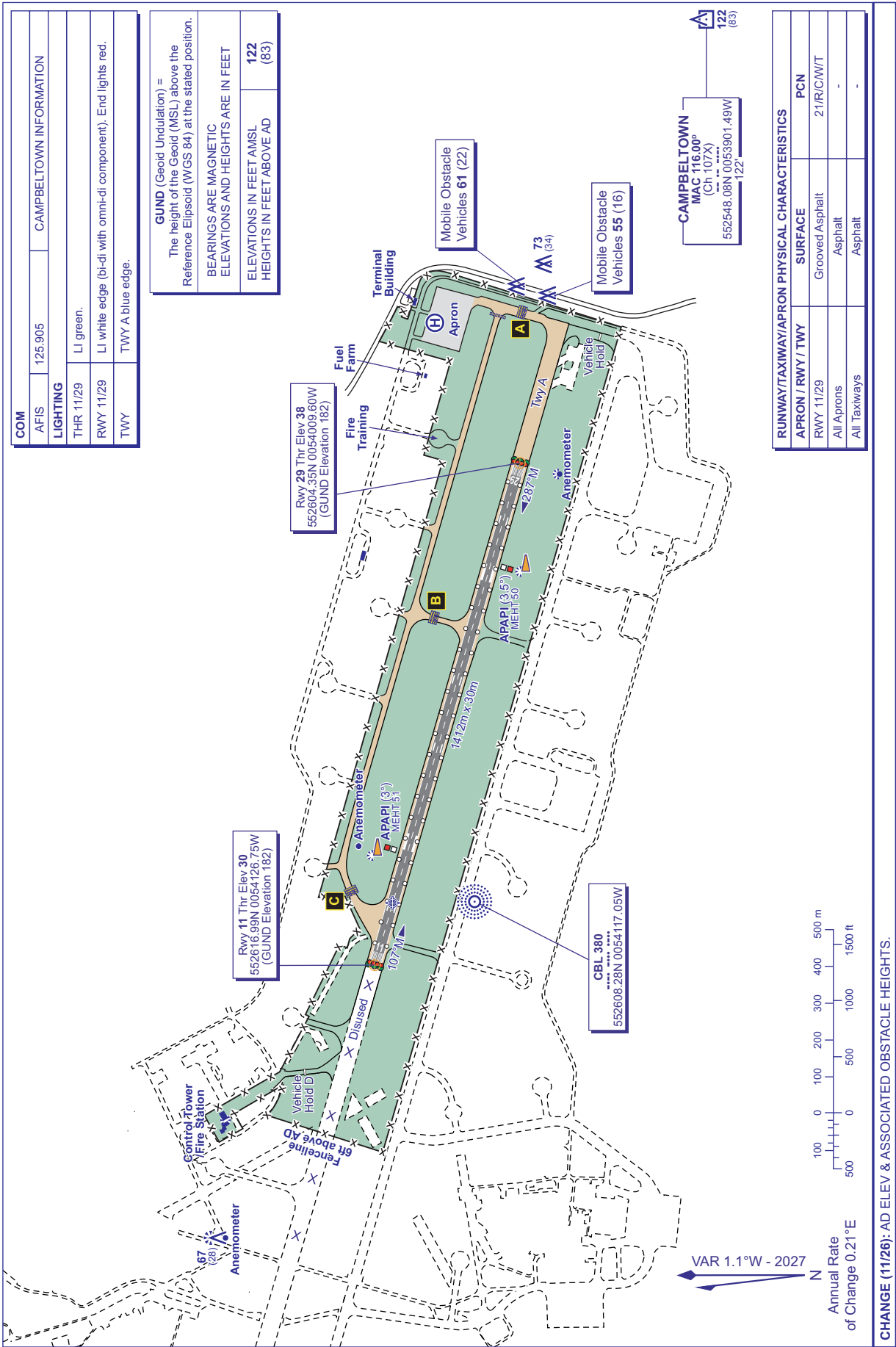
- No ground signals.
- Bird activity may be seasonally high. From October until March, large flocks of geese are prevalent in the vicinity of the aerodrome, especially Runway 29 approach.
- Deer activity may take place on the aerodrome, pilots will be advised of any hazard.
- Perimeter fence obstruction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

CAMPBELTOWN
EGEC

AD ELEV 39FT

ARP 552615N 0054117W

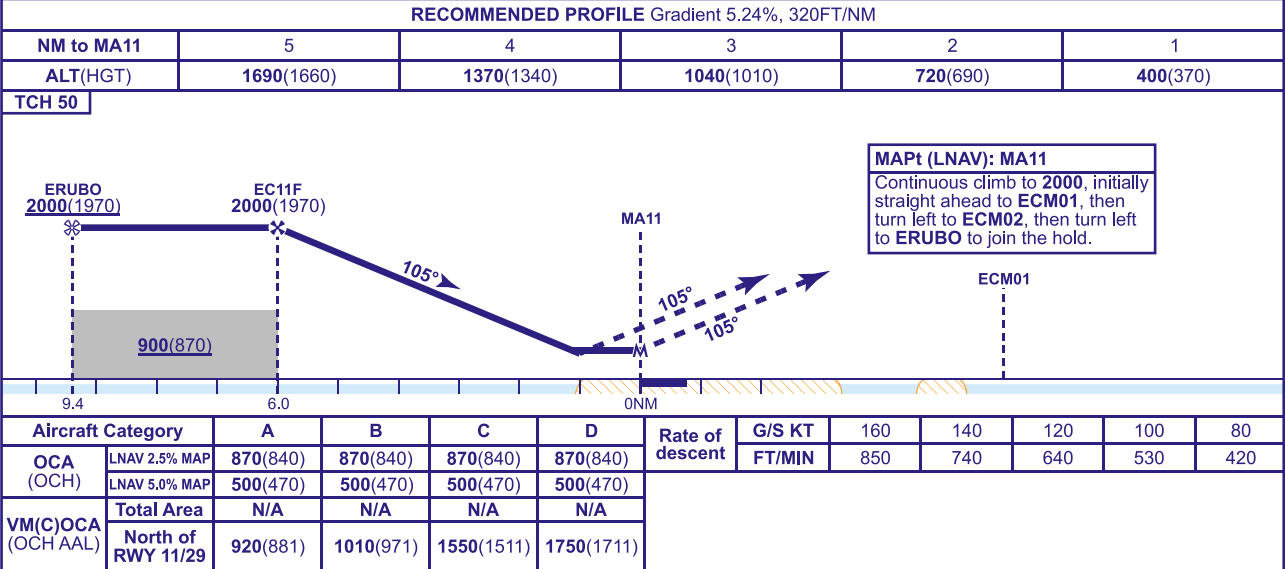
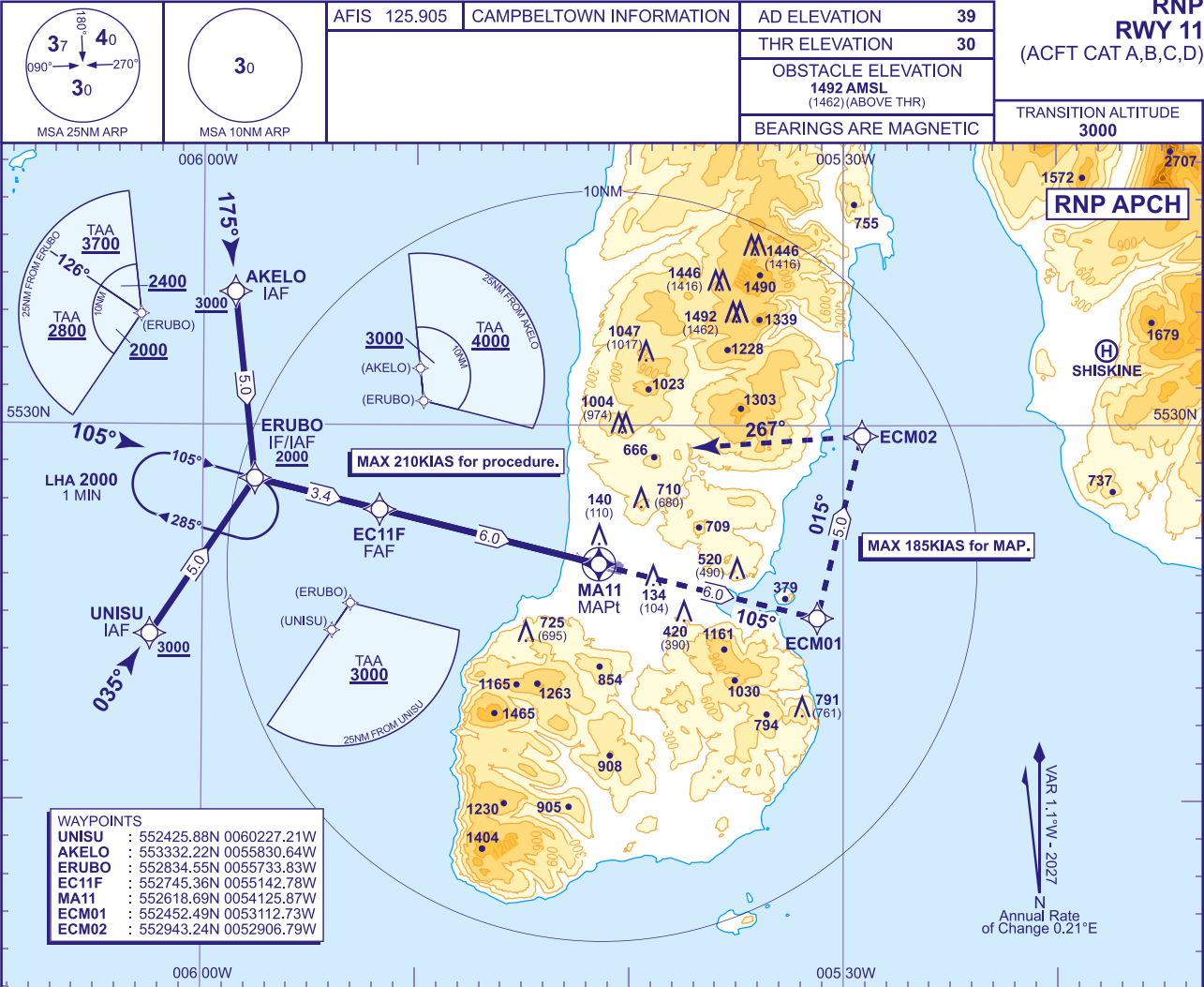
AERODROME
CHART - ICAO



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INSTRUMENT APPROACH CHART - ICAO

CAMPBELTOWN
RNP
RWY 11
(ACFT CAT A,B,C,D)



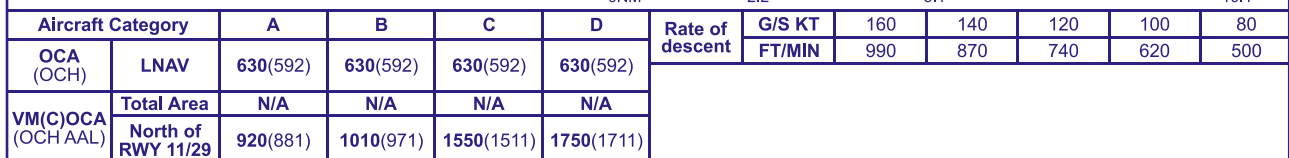
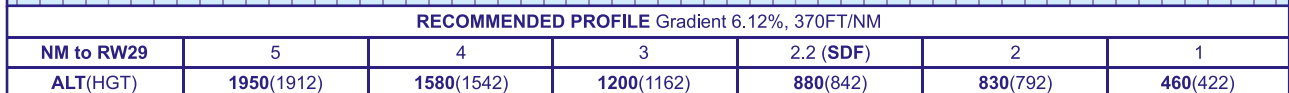
- NOTES
- 1 FAT is offset 2.25° from the RWY C/L.
 - 2 Missed approach climb gradient 5% required up to 1200.
 - 3 Use of this procedure is strictly PPR from the aerodrome operator.
 - 4 Prior to commencing the procedure, pilots are to broadcast on AFIS with flight details and intentions.

CHANGE (11/26): AD ELEVATION. VM(C)OCA(OCH AAL).

AERO INFO DATE 12 AUG 26

AD 2.EGEC-8-1

**CAMPBELTOWN
RNP
RWY 29
(ACFT CAT A,B,C,D)**



- CHANGE (11/26):** AD ELEVATION. VM(C)OCA(OCH AAL).
AERO INFO DATE 12 AUG 26

EGFF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
12	2318 M	2503 M	2318 M	2098 M	-
30	2354 M	2506 M	2354 M	2202 M	-
12	2098 M	2283 M	2098 M	-	Take-off from Holding point Bravo.
12	1494 M	1679 M	1494 M	-	Take-off from Holding point Echo.
30	2130 M	2282 M	2130 M	-	Take-off from Holding point Charlie.
30	1426 M	1578 M	1426 M	-	Take-off from Holding point Delta.
30	1339 M	1491 M	1339 M	-	Take-off from Holding point Hotel.

EGFF 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
12	Coded centre-line with five crossbars. 747 M Light intensity high	Green Light intensity high Flush uni-directional with green wingbars	PAPI Left/3° 57 FT 326 M	-	Colour coded 30 M spacing	Elev HI bi-directional with LI omni-directional component	Red	-	-
30	Coded centre-line with five crossbars. 832 M Light intensity high	Green Light intensity high Flush uni-directional with green wingbars	PAPI Left/3° 52 FT 297 M	-	Colour coded 30 M spacing	Elev HI bi-directional with LI omni-directional component	Red	-	-

EGFF 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: 512355.48N 0032115.49W and 512333.84N 0032005.45W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Yes/1 Second.
5	Remarks	All stands are covered by apron floodlighting.

EGFF AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 512355.22N 0032038.45W, -
2	TLOF and/or FATO elevation	-
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: - TLOF surface: - -
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-

7	RMK	A helicopter set down point marked with a 'H' is situated on taxiway Alpha to the south of Stand 12. Helicopters will be required to ground taxi or hover for parking as instructed by ATC.
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EGFF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
CARDIFF CTR 513021N 0032755W - 512957N 0032222W - 512815N 0031700W thence clockwise by the arc of a circle radius 5 NM centred on 512348N 0032036W to 511920N 0032411W - 512208N 0033305W thence clockwise by the arc of a circle radius 8 NM centred on 512348N 0032036W to 513021N 0032755W	Upper limit: FL105 Lower limit: SFC	D	CARDIFF APPROACH English	6000 FT	-	All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
CARDIFF ATZ 512532N 0032328W thence clockwise by the arc of a circle radius 2.5 NM centred on 512348N 0032036W to 512241N 0032410W - 512532N 0032328W	Upper limit: 2220 FT ALT Lower limit: SFC	D	CARDIFF APPROACH English	6000 FT	H24	ATZ 2000 FT AAL.

EGFF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
← APP	CARDIFF APPROACH	119.155 DOC 50 NM/ 19,000 FT. Initial contact frequency.	-	-	H24	
		125.855 DOC 40 NM/ 19,000 FT.	-	-	As directed by ATC	
TWR	CARDIFF TOWER	133.105 DOC 25 NM/4,000 FT.	-	-	H24	-
RADAR	CARDIFF RADAR	125.855 DOC 50 NM/ 19,000 FT.	-	-	0600-2300 (0500-2200)	Radar may be available 2300-0600 (2200-0500).
ATIS	CARDIFF INFORMATION	132.480 DOC 60 NM/ 20,000 FT.	-	-	H24	ATIS information available by telephone externally on 01446-729319 or internally on Ext 3319.
OTHER	CARDIFF FIRE	121.600 Non-ATS frequency.	-	-	Available when fire vehicle attending aircraft on the ground in an emergency.	-

CARDIFF



ST ATHAN LOCAL FLYING ZONE

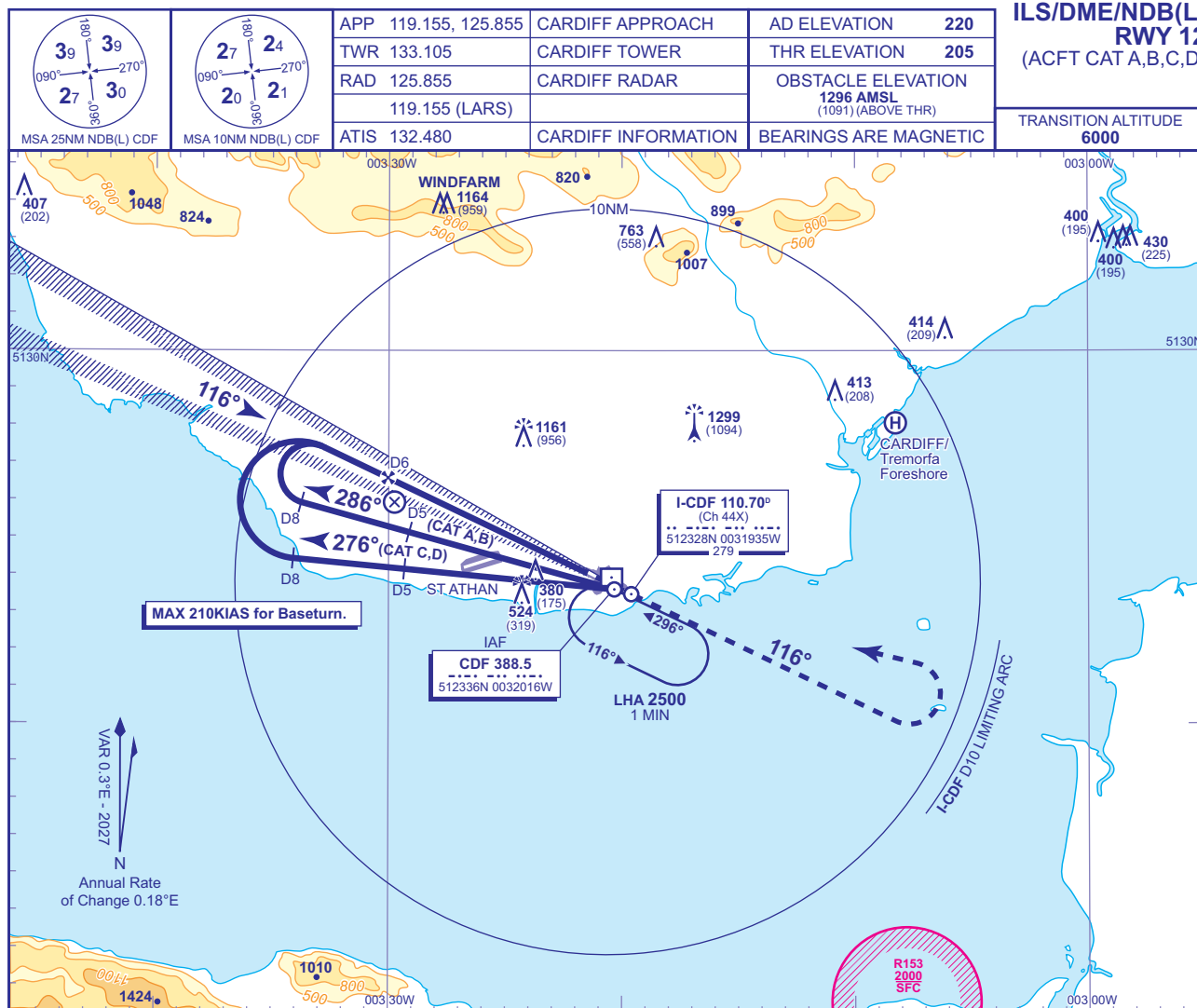
CARDIFF



CHANGE (8/26): MAG INFO REVISED.
AERO INFO DATE 07 MAY 26

AD 2-EGFF-4-2

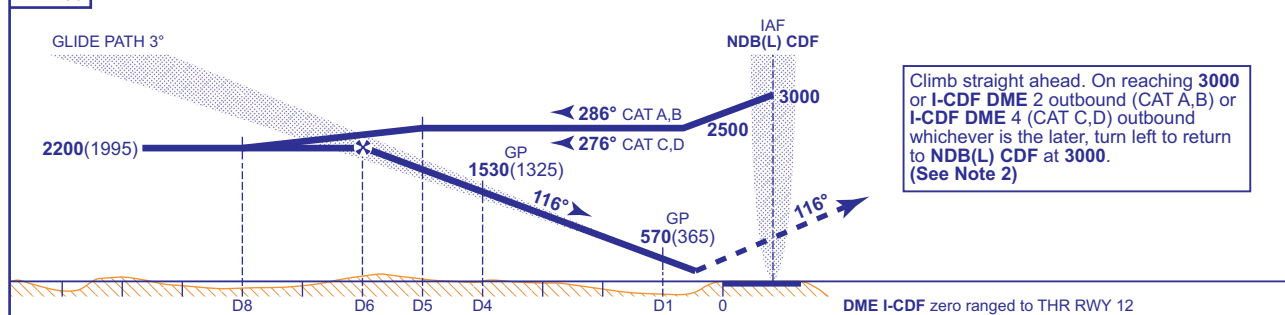
INSTRUMENT APPROACH CHART - ICAO

CARDIFF
ILS/DME/NDB(L)
RWY 12
(ACFT CAT A,B,C,D)

RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-CDF	5	4	3	2	1
ALT(HGT)	1850(1645)	1530(1325)	1210(1005)	890(685)	570(365)

RDH 50



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	350(145)	360(155)	373(168)	386(181)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	680(460)	820(600)	1560(1340)	1690(1470)							
	SW of RWY 12/30	680(460)	820(600)	920(700)	920(700)							

AIRCRAFT UNABLE TO RECEIVE DME I-CDF

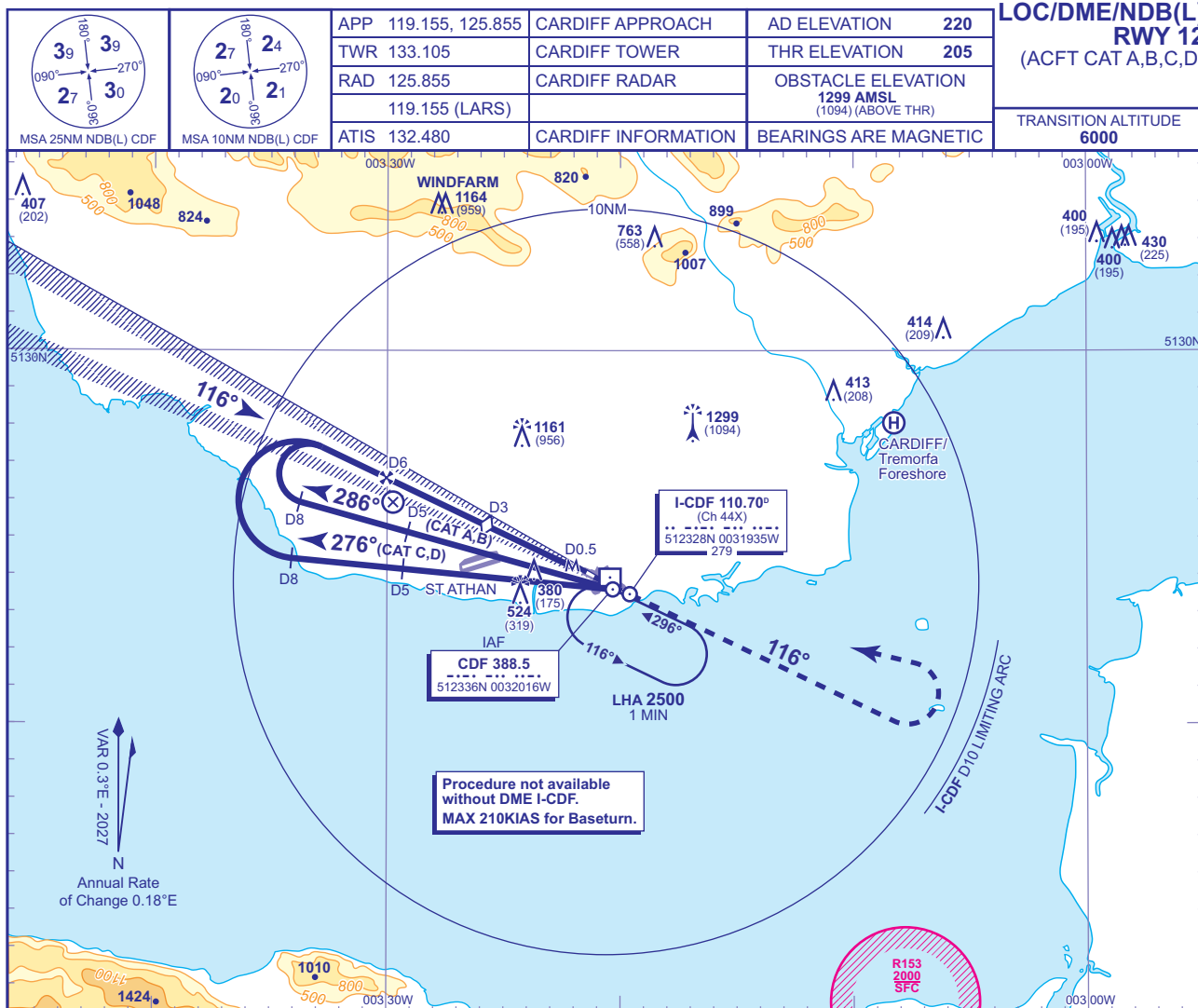
Advise ATC. Radar ranges will be provided at 5NM and 8NM outbound and at 6NM and 4NM inbound.

NOTE 1 Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CDF may descend to 3000 after passing I-CDF DME 10.**NOTE 2** Aircraft to remain within I-CDF DME 10 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

CHANGE (11/26): OBSTACLE UPDATED.

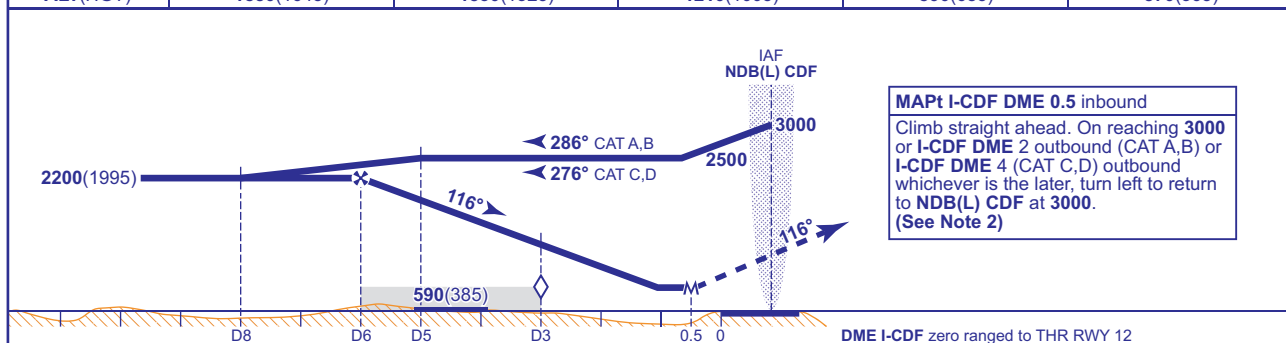
INSTRUMENT APPROACH CHART - ICAO

CARDIFF
LOC/DME/NDB(L)
RWY 12
(ACFT CAT A,B,C,D)



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-CDF	5	4	3 (SDF)	2	1
ALT(HGT)	1850(1645)	1530(1325)	1210(1005)	890(685)	570(365)



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	470(265)	470(265)	510(305)	510(305)		850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	680(460)	820(600)	1560(1340)	1690(1470)						
	SW of RWY 12/30	680(460)	820(600)	920(700)	920(700)						

NOTE 1 Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CDF may descend to 3000 after passing I-CDF DME 10.
NOTE 2 Aircraft to remain within I-CDF DME 10 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

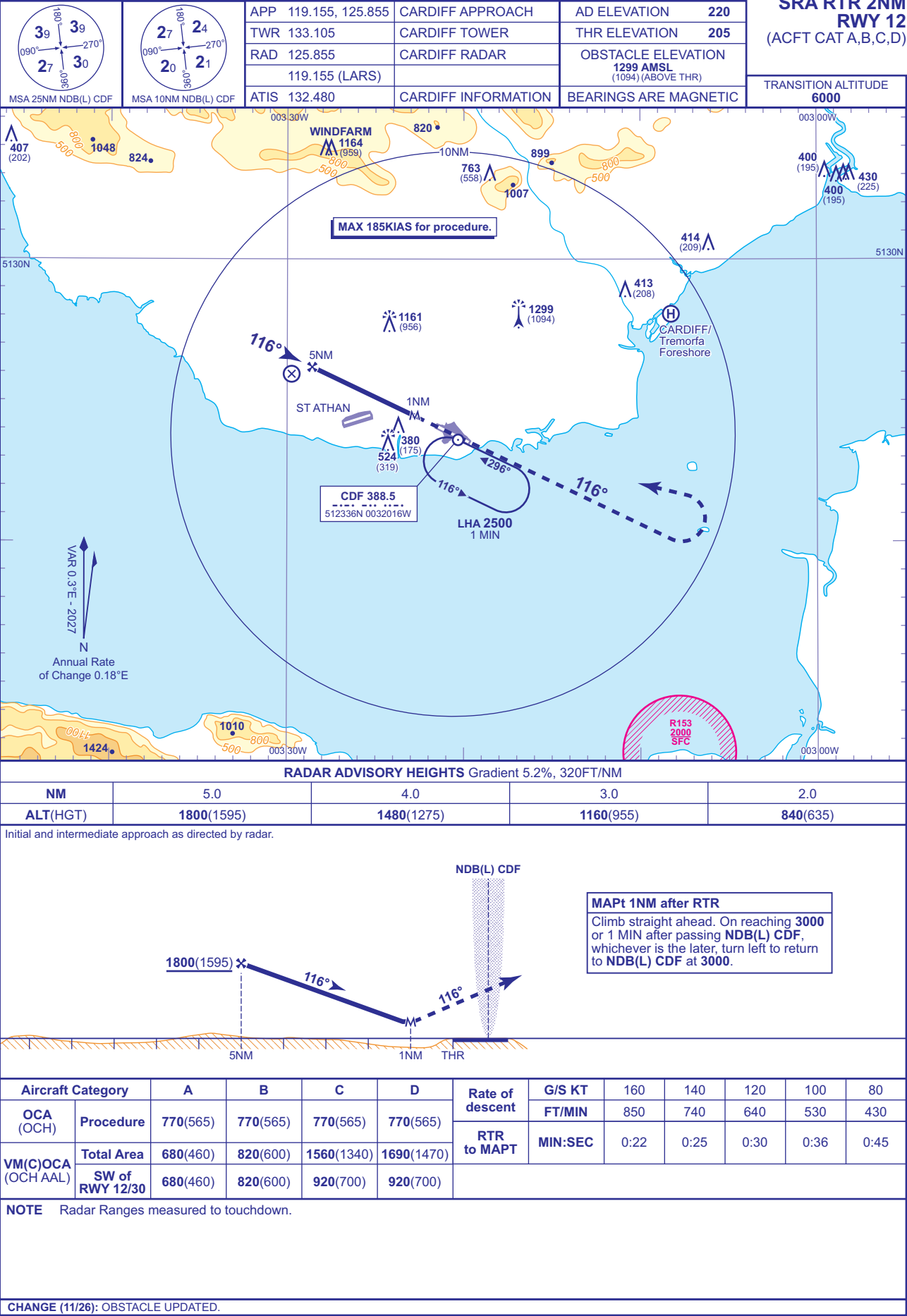
CHANGE (11/26): OBSTACLE UPDATED.

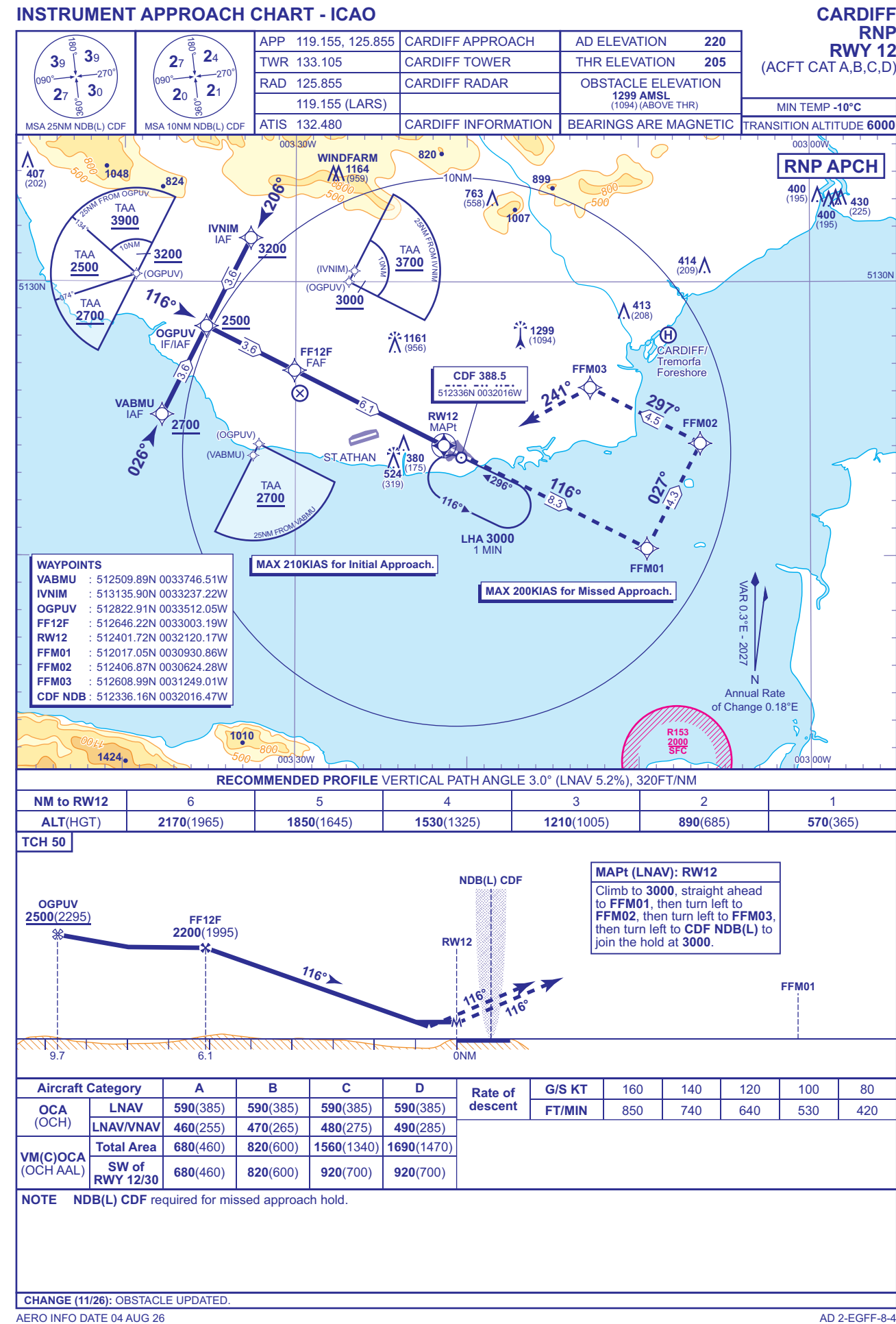
AERO INFO DATE 04 AUG 26

AD 2-EGFF-8-2

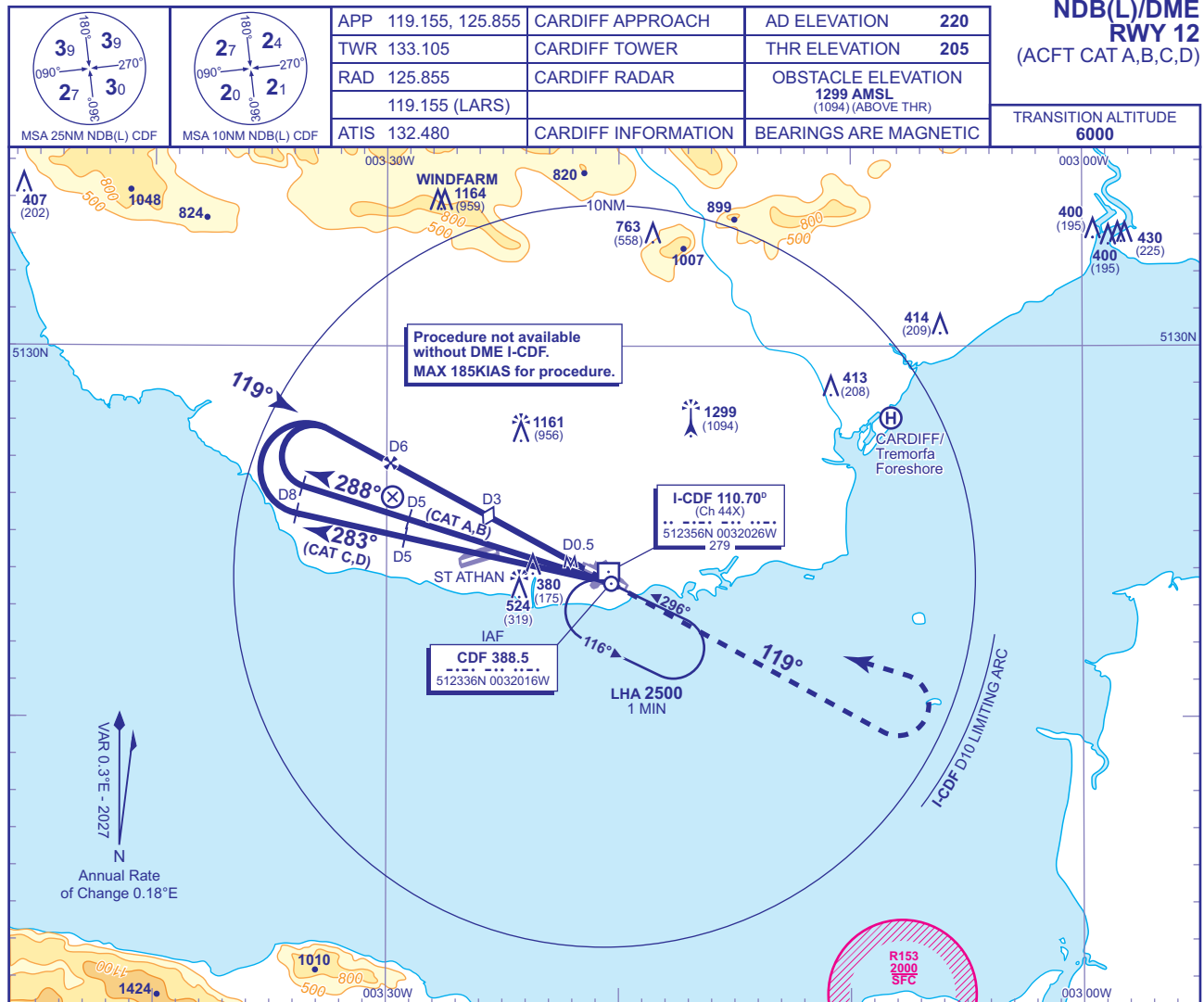
INSTRUMENT APPROACH CHART - ICAO

CARDIFF
SRA RTR 2NM
RWY 12
(ACFT CAT A,B,C,D)



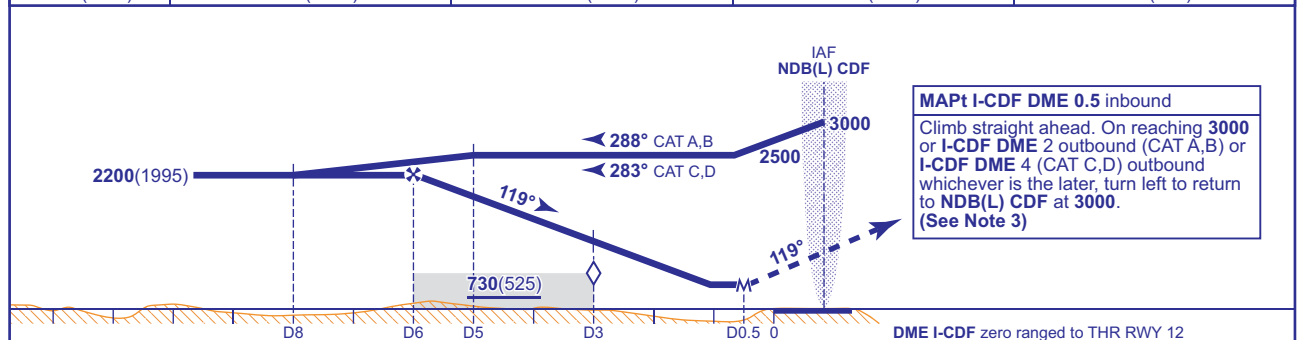


INSTRUMENT APPROACH CHART - ICAO

CARDIFF
NDB(L)/DME
RWY 12
(ACFT CAT A,B,C,D)

RECOMMENDED PROFILE Gradient 5.3%, 320FT/NM

DME I-CDF	5	4	3 (SDF)	2
ALT(HGT)	1880(1675)	1550(1345)	1230(1025)	900(695)



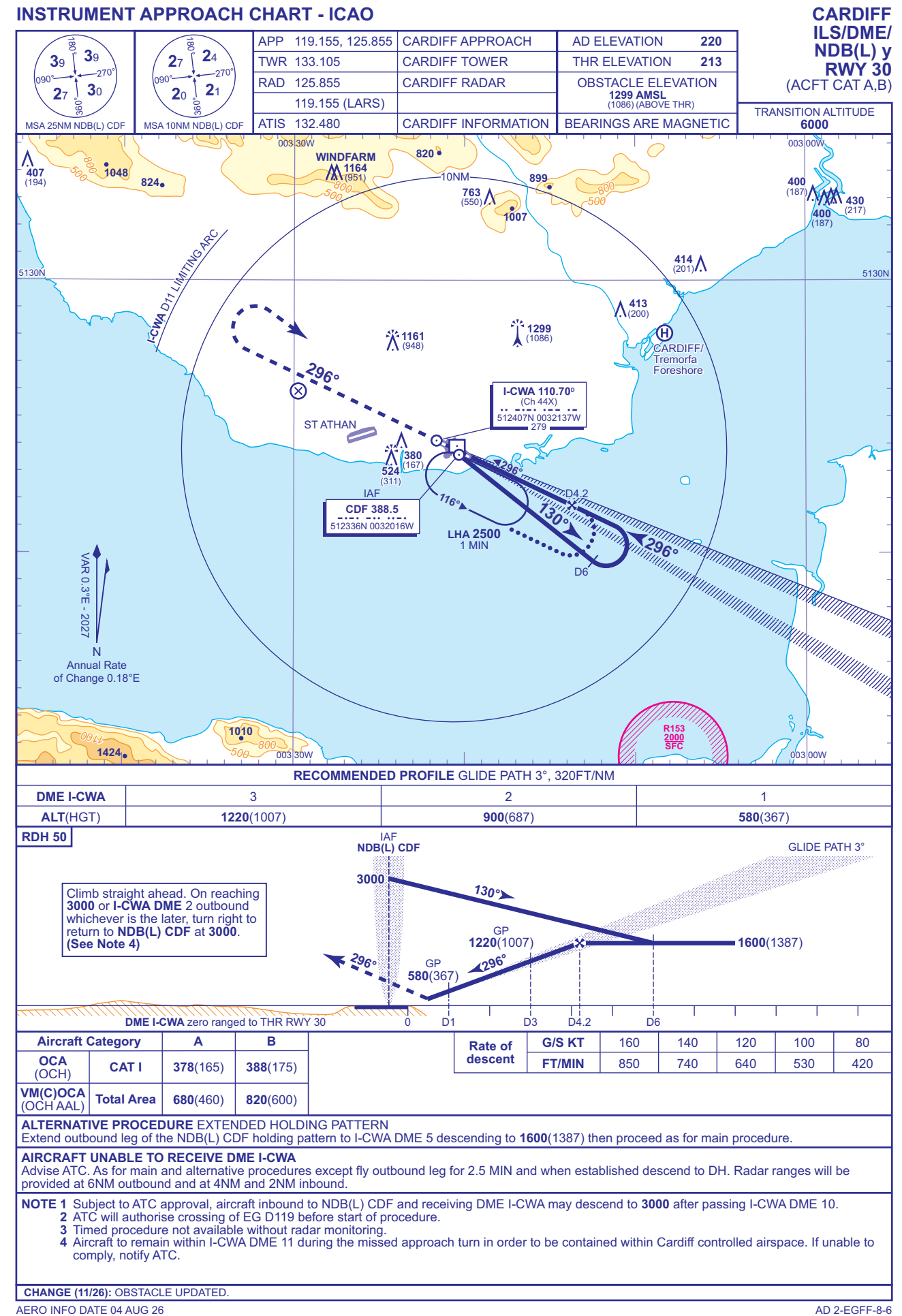
Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	630(425)	630(425)	630(425)	630(425)	FT/MIN	860	760	650	540	430
VM(C)OCA (OCH AAL)	Total Area	680(460)	820(600)	1560(1340)	1690(1470)						
	SW of RWY 12/30	680(460)	820(600)	920(700)	920(700)						

NOTE 1 FAT offset 2° and nominally intercepts RWY C/L 1.2NM before THR.**2** Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CDF may descend to 3000 after passing I-CDF DME 10.**3** Aircraft to remain within I-CDF DME 10 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

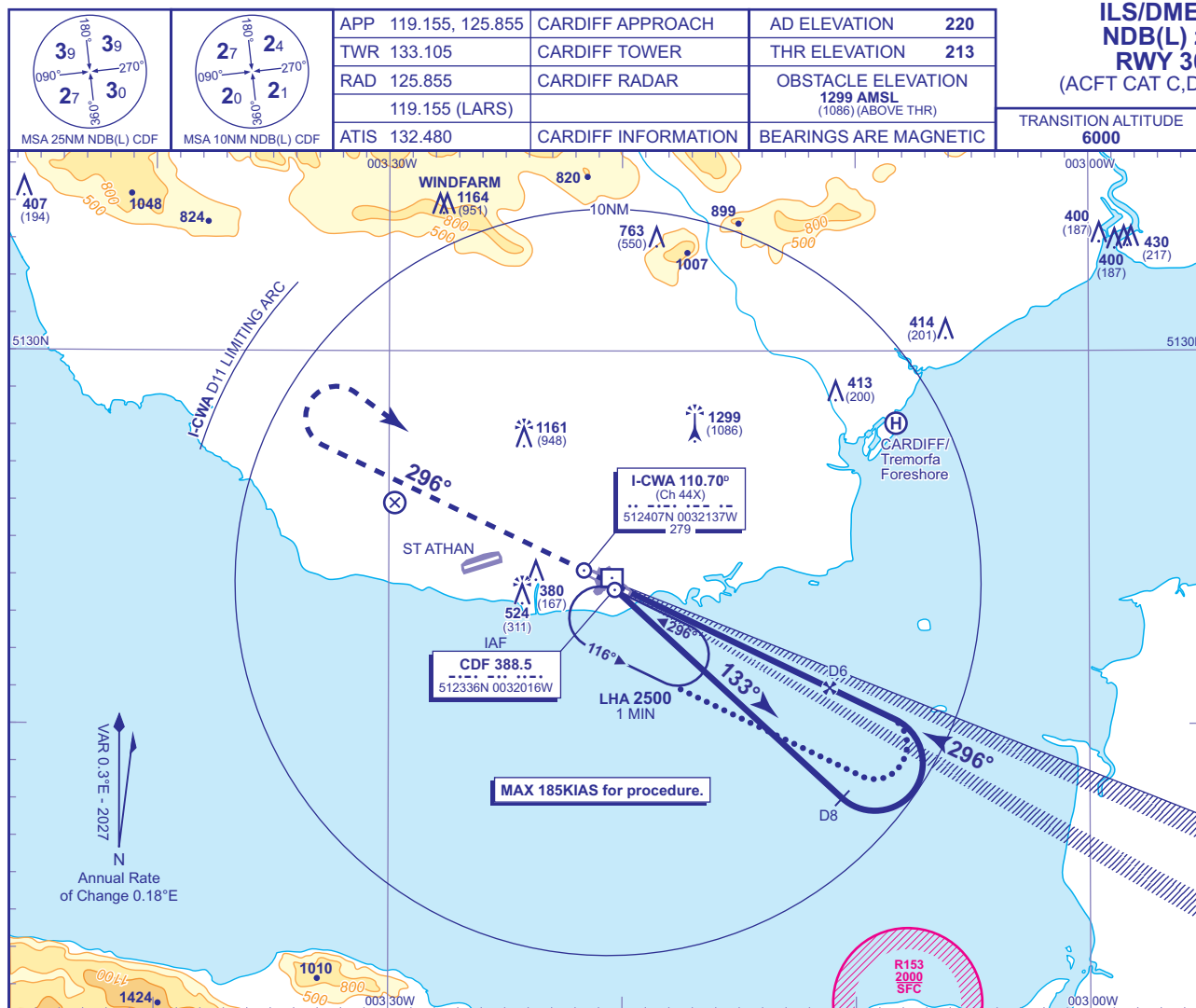
CHANGE (11/26): OBSTACLE UPDATED.

AERO INFO DATE 04 AUG 26

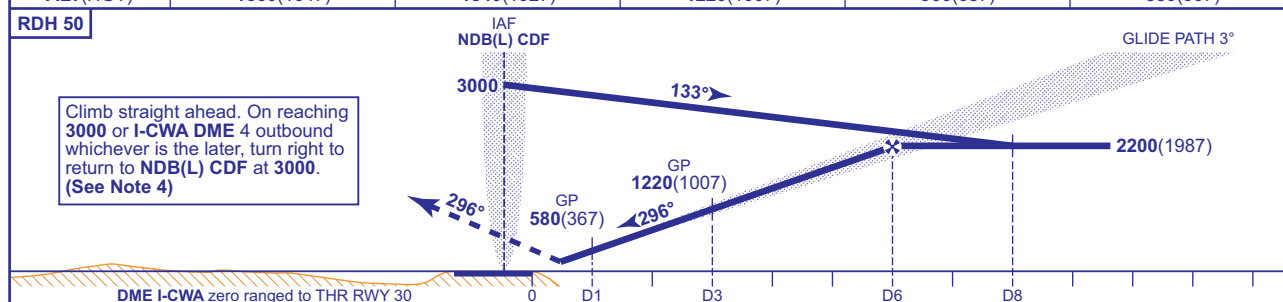
AD 2-EGFF-8-5



**CARDIFF
ILS/DME/
NDB(L) z
RWY 30
(ACFT CAT C,D)**



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM					
DME I-CWA	5	4	3	2	1
ALT(HGT)	1860(1647)	1540(1327)	1220(1007)	900(687)	580(367)



Aircraft Category		C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA(OCH)	CAT I	400(187)	411(198)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	1560(1340)	1690(1470)							
	SW of RWY 12/30	920(700)	920(700)							

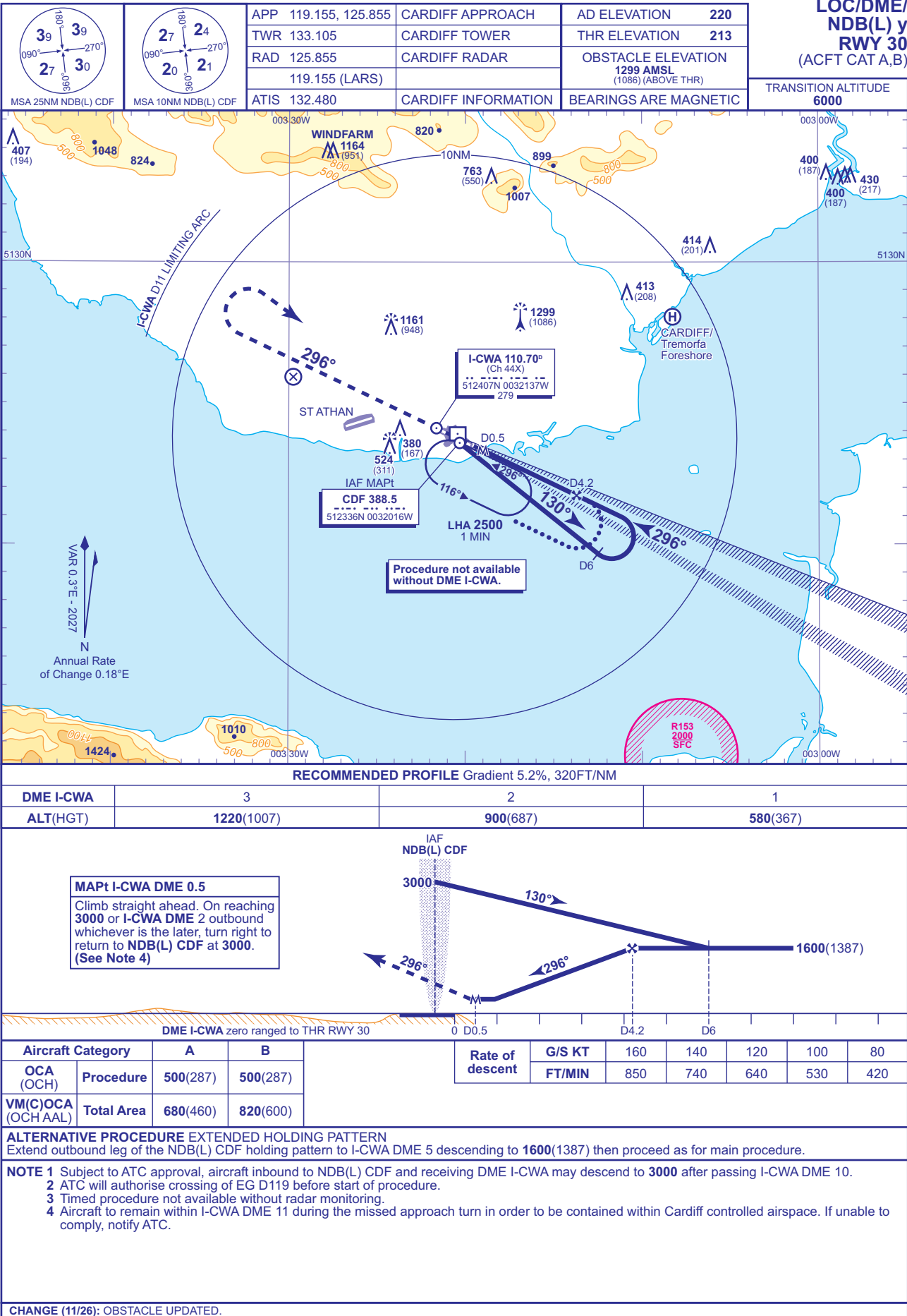
ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 8 descending to **2200**(1987) then proceed as for main procedure.

Advise ATC. As for main and alternative procedures except fly outbound leg for 2.5 MIN and when established descend to DH. Radar ranges will be provided at 8NM outbound and at 6NM inbound.

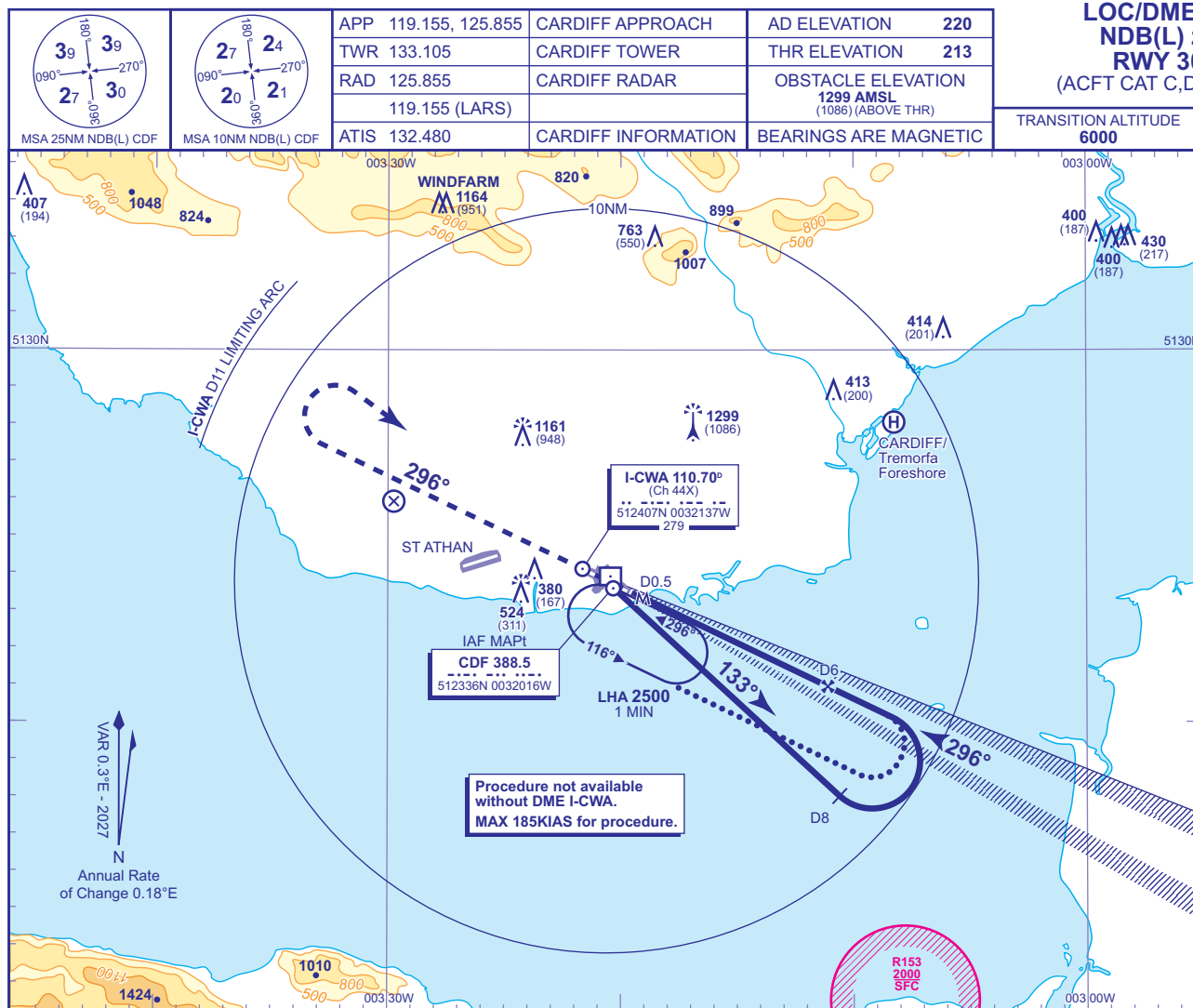
4 Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

CHANGE (11/26): OBSTACLE UPDATED.

INSTRUMENT APPROACH CHART - ICAO



INSTRUMENT APPROACH CHART - ICAO

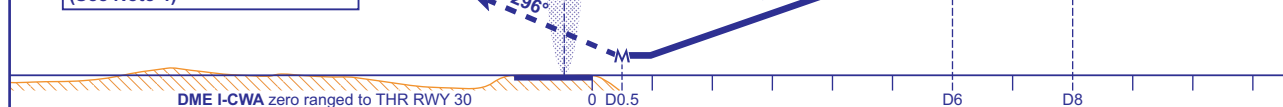
CARDIFF
LOC/DME/
NDB(L) z
RWY 30
(ACFT CAT C,D)

RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-CWA	5	4	3	2	1
ALT(HGT)	1860(1647)	1540(1327)	1220(1007)	900(687)	580(367)

MAPt I-CWA DME 0.5

Climb straight ahead. On reaching 3000 or I-CWA DME 4 outbound whichever is the later, turn right to return to NDB(L) CDF at 3000. (See Note 4)



Aircraft Category		C	D	Rate of descent	G/S KT				
OCA (OCH)	Procedure	500(287)	500(287)		160	140	120	100	80
VM(C)OCA (OCH AAL)		1560(1340)	1690(1470)		850	740	640	530	420
		Total Area	South of RWY 12/30						
		920(700)	920(700)						

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN

Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 8 descending to 2200(1987) then proceed as for main procedure.

NOTE 1 Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to 3000 after passing I-CWA DME 10.

2 ATC will authorise crossing of EG D119 before start of procedure.

3 Timed procedure not available without radar monitoring.

4 Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

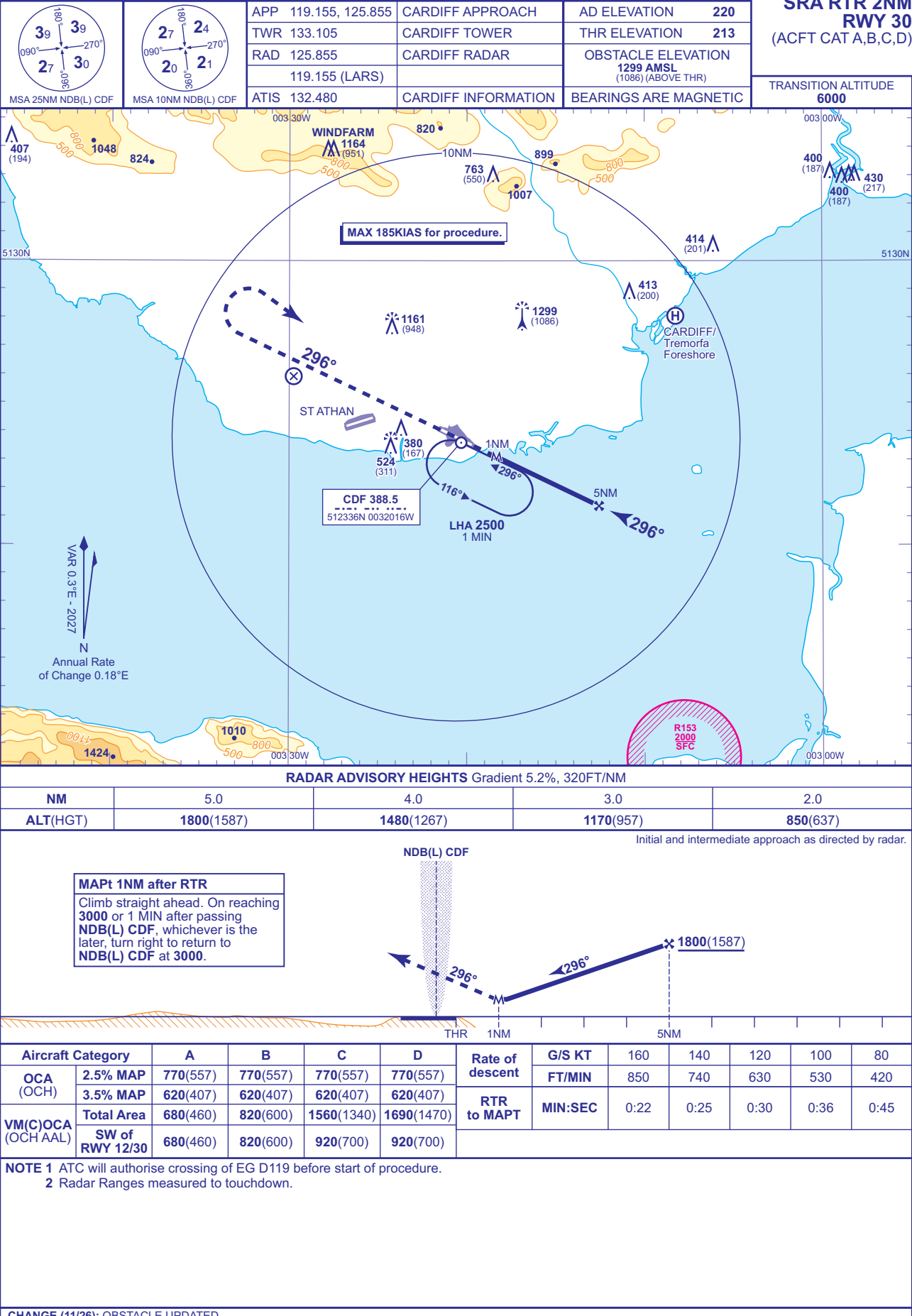
CHANGE (11/26): OBSTACLE UPDATED.

AERO INFO DATE 04 AUG 26

AD 2-EGFF-8-9

INSTRUMENT APPROACH CHART - ICAO

CARDIFF
SRA RTR 2NM
RWY 30
(ACFT CAT A,B,C,D)



**CARDIFF
RNP
RWY 30**
(ACFT CAT A,B,C,D)

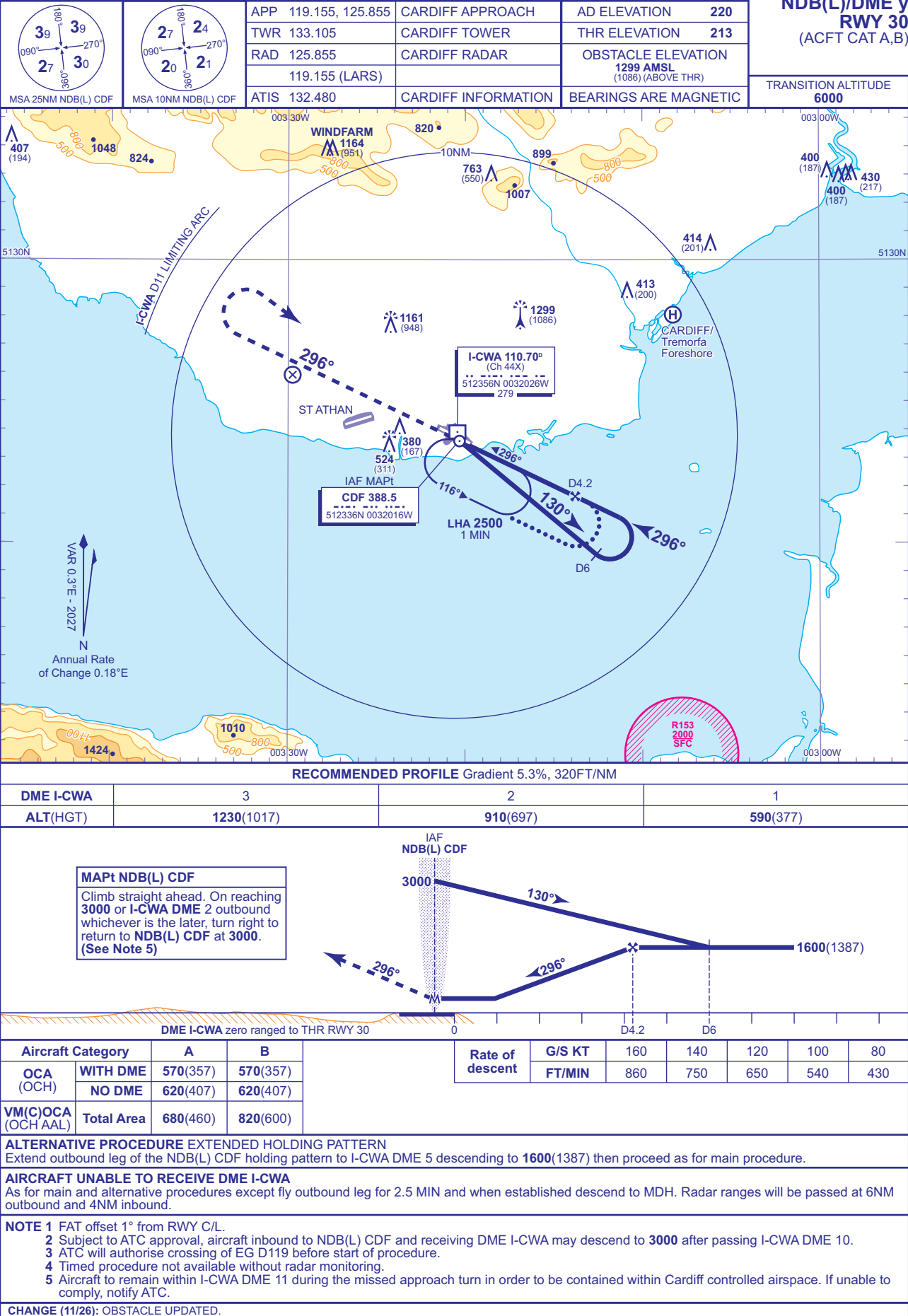


CHANGE (11/26): OBSTACLE UPDATED.

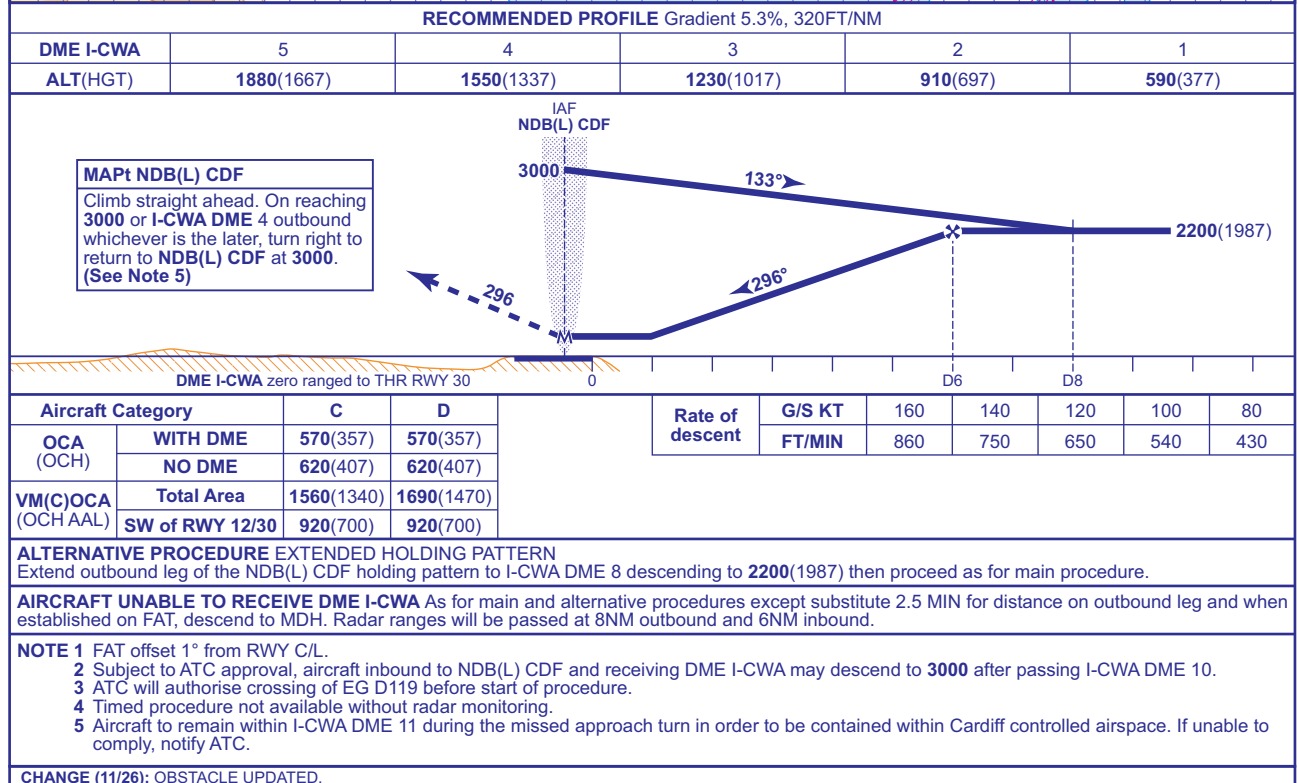
AERO INFO DATE 04 AUG 26

INSTRUMENT APPROACH CHART - ICAO

CARDIFF
NDB(L)/DME y
RWY 30
(ACFT CAT A,B)



CARDIFF
NDB(L)/DME z
RWY 30
(ACFT CAT C,D)



Instrument Approach Procedure Coding Tables

Cardiff RNP RWY 12 - Instrument Approach Procedure via VABMU

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R12R	001	IF	VABMU	N	-	-	<u>2700</u>	210	512509.89N 0033746.51W	IAF
R12R	002	TF	OGPUV	N	026° (026.55°)	RIGHT	<u>2500</u>	-	512822.91N 0033512.05W	IF / 9.7NM
R12R	003	TF	FF12F	N	116° (116.58°)	-	2200	-	512646.22N 0033003.19W	FAF / 6.1NM
R12R	004	TF	RW12	Y	116° (116.65°)	-	-	-	512401.72N 0032120.17W	MAPt
R12R	005	TF	FFM01	N	116° (116.76°)	LEFT	-	200	512017.05N 0030930.86W	-
R12R	006	TF	FFM02	N	027° (026.92°)	LEFT	-	200	512406.87N 0030624.28W	-
R12R	007	TF	FFM03	N	297° (296.96°)	LEFT	-	200	512608.99N 0031249.01W	-
R12R	008	TF	CDF NDB	N	241° (241.40°)	-	3000	200	512336.16N 0032016.47W	CONVENTIONAL HOLD

Cardiff RNP RWY 12 - Instrument Approach Procedure via OGPUV

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R12C	001	IF	OGPUV	N	-	-	<u>2500</u>	-	512822.91N 0033512.05W	IF / 9.7NM
R12C	002	TF	FF12F	N	116° (116.58°)	-	2200	-	512646.22N 0033003.19W	FAF / 6.1NM
R12C	003	TF	RW12	Y	116° (116.65°)	-	-	-	512401.72N 0032120.17W	MAPt
R12C	004	TF	FFM01	N	116° (116.76°)	LEFT	-	200	512017.05N 0030930.86W	-
R12C	005	TF	FFM02	N	027° (026.92°)	LEFT	-	200	512406.87N 0030624.28W	-
R12C	006	TF	FFM03	N	297° (296.96°)	LEFT	-	200	512608.99N 0031249.01W	-
R12C	007	TF	CDF NDB	N	241° (241.40°)	-	3000	200	512336.16N 0032016.47W	CONVENTIONAL HOLD

Cardiff RNP RWY 12 - Instrument Approach Procedure via IVNIM

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R12L	001	IF	IVNIM	N	-	-	<u>3200</u>	210	513135.90N 0033237.22W	IAF
R12L	002	TF	OGPUV	N	206° (206.62°)	LEFT	<u>2500</u>	-	512822.91N 0033512.05W	IF / 9.7NM
R12L	003	TF	FF12F	N	116° (116.58°)	-	2200	-	512646.22N 0033003.19W	FAF / 6.1NM
R12L	004	TF	RW12	Y	116° (116.65°)	-	-	-	512401.72N 0032120.17W	MAPt
R12L	005	TF	FFM01	N	116° (116.76°)	LEFT	-	200	512017.05N 0030930.86W	-
R12L	006	TF	FFM02	N	027° (026.92°)	LEFT	-	200	512406.87N 0030624.28W	-
R12L	007	TF	FFM03	N	297° (296.96°)	LEFT	-	200	512608.99N 0031249.01W	-
R12L	008	TF	CDF NDB	N	241° (241.40°)	-	3000	200	512336.16N 0032016.47W	CONVENTIONAL HOLD

EGHA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	-
2	Hours of service MET Office outside hour	-
3	Office responsible for TAF preparation Periods of validity	-
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	-
6	Flight documentation Language(s) used	-
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	Three camera CCTV covering approach to Runway 08/26.
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	-

EGHA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
08	077.16°	799 x 30 M	RWY surface: Grass -	505759.37N 0020933.15W 158.0 FT	THR 797.0 FT -	-
26	257.16°	799 x 30 M	RWY surface: Grass -	505805.12N 0020853.20W 158.0 FT	THR 811.0 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 08
-	-	-	-	-	-	RWY 26

EGHA AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	799 M	799 M	799 M	799 M	-
26	799 M	799 M	799 M	799 M	-

EGHA AD 2.14 APPROACH AND RUNWAY LIGHTING

INTENTIONALLY BLANK

EGHA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

INTENTIONALLY BLANK

EGHA AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGHA 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
COMPTON ABBAS ATZ A circle, 2 NM radius, centred at 505802N 0020913W on longest notified runway (08/26)	Upper limit: 2811 FT ALT Lower limit: SFC	G	COMPTON RADIO English	-	0930-1700 (0830-1600).	ATZ 2000 FT AAL.

EGHA 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	COMPTON RADIO	122.710 A/G frequency.	-	-	Mon-Sun 0930-1700 (0830-1600)	-

EGHA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

INTENTIONALLY BLANK

EGHA AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- No domestic pets or animals allowed airside, with the exception of dogs, on leads, accompanied by resident or visiting pilots.
- No formation flights within ATZ without prior permission of Airfield Management.
- Outside of published hours of watch, only based aircraft and those pre-booked for the onsite engineer are permitted to use the airfield. All these flights must be notified, prior to time, as per Flying Order Book.

2 GROUND MOVEMENT

- Due to prop-wash do not park aircraft facing north in front of the buildings.
- Please respect grass surfaces, particularly in wet conditions. If landing long please consider another approach in order to avoid excessive braking which can cause the grass surface to be badly damaged.
- Do not park in front of Poly-tunnel Hangars.
- Do not use excessive power or conduct power checks on the refuelling apron, or in front of buildings or hangars.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- The ground to the north of the runway has a steep slope gradient.
- Trees along the southern aerodrome boundary will cause turbulence on the approach to Runway 08 and 26 when the wind has a southerly component.
- Multiple trees penetrate the Approach and Take-Off Surfaces by as much as 23 FT. Multiple trees penetrate the Transitional Surface to south west of the runway by as much as 31 FT.
- Beacon with strobe in Southern Transition Surface penetrates surface by 9 FT.
- Check for any aerobatic, Warbird operations, or other specialist flying activity within the ATZ prior to arrival.
- Public footpath crosses the under/overshoot to the east of Runway 26 threshold aligned in a north/south direction.

		Taxiway D: 10.5 M Surface: Macadam PCN 12/F/C/Y/T Taxiway E: 10.5 M Surface: Macadam PCN 12/F/C/Y/T
3	Altimeter checkpoint location and elevation	Stand 1: 14 FT - Stand 2: 13 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aerodrome Chart.
6	Remarks	Pedestrian access between the airport terminal complex and the Western apron (located on the north side of Taxiway C) is by means of a marked footpath which can be found located to the rear of the parking area. Aircrew are reminded that access to and from this area is not permitted via the active taxiways.

EGPN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1 and 2 marked for self manoeuvring with marshallers assistance. Stand 1 has two pushback stands for Fairchild Dornier 328 aircraft or fuselage length less than 23 M by arrangement.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway designators, centre-line and threshold markings on both runways. Runway light(s): Runway guard lights at Holding Point A and B.
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	WDI (LGTD): 562705.59N 0030212.56W; 562705.65N 0030100.14W.

EGPN AD 2.10 AERODROME OBSTACLES

Obstacle data is provided as Digital Datasets in XML (AIXM) and CSV formats via the NATS AIS Website at <http://www.nats.aero/ais/datasets>.

Further information on UK Digital Datasets can be found in GEN 3.1.6.

EGPN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 hours.
4	Trend forecast Interval of issuance	TAFs, METARs. TAFs 3 hours. METARs 30 minutes.
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	On request. English.
7	Charts and other information available for briefing or consultation	F214 (UK Spot wind forecast chart), F215 (UK Low-level forecast chart) and GAMET.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	DUNDEE
10	Additional information (limitation of service, etc.)	METAR information available by ATIS on Telephone: 01382-662222.

EGPN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09	090.52°	1400 x 30 M	RWY surface: Asphalt, Grooved PCN 30/F/C/Y/T	562708.89N 0030213.85W 169.3 FT	THR 17.0 FT -	-
27	270.54°	1400 x 30 M	RWY surface: Asphalt, Grooved PCN 30/F/C/Y/T	562708.47N 0030052.10W 169.3 FT	THR 13.7 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	-	90 x 60 M -	-	-	RWY 09 Strip Dimensions: 1520 x 140 M. OFZ: Yes.
-	-	-	90 x 60 M -	-	-	RWY 27 Strip Dimensions: 1520 x 80 M.

EGPN AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1319 M	1319 M	1400 M	1400 M	-
27	1319 M	1319 M	1400 M	1400 M	-

EGPN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Uni-directional simple approach with two crossbars. 375 M Light intensity high	Green Light intensity high Elevated with HI elevated green wingbars	PAPI Left/3° 46 FT 284 M	-	-	HI elevated bi-directional with LI omnidirectional component. White with end 360 M yellow 'caution zone'.	Elevated Red	-	-
27	-	Green Light intensity high Elevated	PAPI Left/ 3.75° 41 FT 202 M	-	-	HI elevated bi-directional with LI omnidirectional component. White with end 360 M yellow 'caution zone'.	Elevated Red	-	-

EGPN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 562705.67N 0030059.57W; 562705.58N 0030213.66W.
3	TWY edge and centre line lighting	EDGE: Apron and Taxiways A, B, D and E blue edge lights. Taxiway C unlit. Only available daylight with ATC approval.
4	Secondary power supply/switch-over time	Standby Generator/10 seconds.
5	Remarks	-

EGPN AD 2.16 HELICOPTER LANDING AREA**INTENTIONALLY BLANK****EGPN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE**

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
DUNDEE ATZ A circle, 2 NM radius, centred at 562709N 0030133W on longest notified runway (09/27)	Upper limit: 2017 FT ALT Lower limit: SFC	G	DUNDEE APPROACH English	3000 FT	-	Because of operational difficulties caused by the siting of the ATC facility, flight in the ATZ to the North of Runway 09/27, and the extended centre-line, is not normally permitted. ATZ 2000 FT AAL.

EGPN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	DUNDEE APPROACH	122.905 DOC 25 NM/ 10,000 FT	-	-	Mon-Fri 0645-2100 (0545-2000); Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement.	ATZ hours coincident with Approach hours, but not by arrangement. VDF 562705.67N 0030135.95W
TWR	DUNDEE TOWER	122.905 DOC 25 NM/ 10,000 FT.	-	-	Mon-Fri 0645-2100 (0545-2000); Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement.	VDF 562705.67N 0030135.95W
ATIS	DUNDEE INFORMATION	119.330 DOC 60 NM/ 20,000 FT	-	-	Mon-Fri 0645-2100 (0545-2000); Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement.	-
OTHER	DUNDEE RESCUE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGPN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.16°W (2027)	IDDE	108.100 MHz	Mon-Fri 0645-2100 (0545- 2000): Sat 0900-1600 (0800- 1500); Sun 0900-2100 (0800- 2000) and by arrangemen t.	562708.42N 0030042.55W		(RWY 09) Localizer DOC 25 NM.
ILS/GP	IDDE	334.700 MHz	Mon-Fri 0645-2100 (0545- 2000): Sat 0900-1600 (0800- 1500); Sun 0900-2100 (0800- 2000) and by arrangemen t.	562712.05N 0030159.48W		(RWY 09) 3° ILS Ref Datum Hgt 41 FT. Quality of GP guidance is not suitable for coupled approaches below 200 FT. Due to terrain, LOC and GP flag alarms may be experienced at northern edge of coverage when below glidepath sector. Full scale fly-up indications may not be maintained when left of centre-line and below GP. Glidepath DOC 10 NM.
NDB (L) 0.20°W (2027)	DND	394.000 kHz	Mon-Fri 0645-2100 (0545- 2000): Sat 0900-1600 (0800- 1500); Sun 0900-2100 (0800- 2000) and by arrangemen t.	562718.24N 0030653.73W		Range 25 NM. Off aerodrome 2.6 NM from Runway 09 Threshold.
ILS/DME	IDDE	18X	Mon-Fri 0645-2100 (0545- 2000): Sat 0900-1600 (0800- 1500); Sun 0900-2100 (0800- 2000) and by arrangemen t.	562705.76N 0030133.03W	31 FT	(RWY 09) On AD. Zero range is indicated at THR of Runway 09 and 27. Due to terrain effects, the DME may unlock in the sector 035 to 057 MAG. Localizer DOC 25 NM and Glidepath DOC 10 NM.

EGPN AD 2.20 LOCAL AERODROME REGULATIONS

1 AERODROME REGULATIONS

- All training flights are strictly PPR. For full conditions see section 7 Training.
- This aerodrome is not available for aircraft not able to communicate with ATC by radio.
- Because of rising high ground and a dense urban area, the view to the north from the ATC VCR is restricted. Local aircraft movements to the north of the aerodrome are restricted.
- Use of Dundee Aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome or found at www.hial.co.uk.

- e) Operating crew are responsible for ensuring that their aircraft when parked and unattended at Dundee Airport are appropriately secured and sealed in line with operator's security requirements. In addition, operating crew are also responsible for carrying out the appropriate level of security checks when returning to their aircraft to meet security regulatory requirements.
- f) Drone operators should endeavour to provide a minimum 24 hours notice of any drone flight whenever possible to Dundee ATC.
- g) Passengers should be escorted and supervised at all times whilst on the aerodrome.
- h) Operating times for aircraft arriving or departing requiring additional National Aviation Safety Plan (NASP) checks are Mon- Fri 0530-1630 (0430-1530); Sat-not available; Sun 1100-2130 (1000-2030). Outside of these times on request by email to InfoDundee@hial.co.uk.

2 GROUND MOVEMENT

- a) Park as instructed by ATC, usually under marshaller guidance.
- b) Light aircraft shall be directed to the grass eastern light aircraft park where marshalling guidance may be provided.
- c) Start-up requests are mandatory for all aircraft parked on the Main and Western Aprons.
- d) Aircrew are to wear high visibility jackets whilst on the aprons and movement areas.
- e) Auxiliary Power Units are only to be operated 30 minutes after/before on/off block times. Extremis request outside these times are at the discretion of ATC.
- f) All aircraft parking on the aprons with a MTOW of 13 tonnes or less are requested to leave the aircraft with 'Brakes Off' to enable towing.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

- a) Aerodrome is in the vicinity of Leuchars MATZ.
- b) Because of the surrounding open spaces and tidal mud flats adjacent to the aerodrome, birds are a constant hazard at Dundee. At high tide Waders tend to roost on grass areas of the aerodrome. Throughout most of the year the hazard is moderate but may become severe at short notice when large concentrations of migratory birds pass throughout the area.
- c) Taxiway Charlie is restricted to aircraft with weight of 5700 KG or less. The width of this taxiway is 10.5 M with asphalt surface.
- d) Caution - Runway 09 GP Mast (Lgt) (15 M AGL - 100 M north of Runway 09 threshold area) infringes the 1:10 obstacle protected surface projected from the runway centre-line.
- e) Due to the constraints of the circuit, TCAS equipped aircraft should be aware that there is an increased chance of TCAS events occurring whilst joining or flying within the visual circuit.
- f) Bird scaring takes place regularly.
- g) Pilots are warned of helicopter activity in and out of Ninewells Hospital Helipad situated just north of the 09 Threshold (345°T, 0.6 NM).
- h) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the aerodrome. All incidents should be reported immediately via the Tower to the Airport Authority.
- i) Mobile jack up oil rigs are serviced at the Port of Dundee (562755.11N 0025536.90W) maximum height 540 FT AMSL and display red obstruction lights. The number of rigs at this location can vary.
- j) Parachute activity may take place at Errol Aerodrome (562418N 0031055W, 6 NM SW of Dundee ARP) normally during daylight hours Wed-Sun and PH. The Dundee ATIS will include a warning when activity has been notified. Aircrew are advised to remain well clear of the drop zone when notified as active and will be provided with deconfliction advice by Dundee ATC when required or requested.
- k) Pilots are to be aware of possible turbulence on both runways when the wind has a northerly component in excess of 10 KT.

5 HELICOPTER OPERATIONS

Not applicable.

6 USE OF RUNWAYS

Not applicable.

7 TRAINING

- a) All training is subject to prior notification.
- b) All Instrument training is subject to prior booking with ATC Tel: 01382-662220. The filing of a flight plan with intention to conduct instrument training does not constitute prior notification or booking. Failing to make a booking may result in aircraft being refused use of the facilities.
- c) Operators intending to follow a programme of training flights should obtain prior approval from ATC via the Duty ATCO, Tel: 01382-662220.

EGPN AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Pilots should avoid overflying Nine-Wells Hospital (1.2 nm bearing 306°T from the aerodrome).
- b) Helicopters should avoid overflying the Docks area below 800 ft amsl.

EGPN AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

- a) Circuit directions: Runway 09 - RH; Runway 27 - LH. Remain South of the Runway at all times.
- b) Circuit Height: 1000 FT AAL unless otherwise directed by ATC.
- c) Circuits are to be flown in such a manner as to avoid flight over built up areas in the vicinity of the airport whenever practicable.

2 DEPARTURES

- a) To reduce conflict with traffic operating within the Leuchars MATZ, ATC may instruct VFR aircraft departing to the east to remain at not above 1000 FT AMSL until passing Broughty Castle northbound.
- b) Jet and Turbine aircraft departing to the north are required to either climb straight ahead to 2000 FT before setting course or are to turn south off runway heading and set course overhead not below 2000 FT. ATC will advise the preferred option dependent on the traffic situation at the time.
- c) Unless otherwise directed by ATC, VFR departures to the east from Runway 27 and VFR departures to the west from Runway 09 will be expected to depart the circuit from the end of the down-wind leg. The down-wind leg in both instances is south of the midpoint of the Firth of Tay.
- d) To reduce traffic confliction, VFR departures to the east from Runway 27 should leave the down-wind leg and follow the south bank of the Firth of Tay towards the estuary mouth and only turn north after passing abeam Broughty Castle VRP.
- e) If for any reason flight over water is undesirable, inform ATC and an alternative routing may be offered, subject to traffic, which reduces or removes the need to overfly the Firth of Tay.
- f) Last departure to be no later than 15 minutes prior to Airport closure time.

3 ARRIVALS

- a) Unless otherwise directed by ATC, IFR flights conducting a visual approach to either runway should expect to descend not below 2000 FT until directed by ATC and anticipate establishing on final approach no closer than 4 NM from touch-down.
- b) Pilots of inbound IFR aircraft shall acknowledge receipt of the Transition Level on first contact with Dundee ATSU. The Transition Level will be broadcast on ATIS.

4 MISSED APPROACH PROCEDURE

- a) EGD604 is 7 NM east of Dundee ARP. If it appears likely that during the standard missed approach, low performance aircraft will infringe EGD604 then such aircraft should turn right at I-DDE DME 4 onto track 135°M and climb to 2000 (1983) FT before turning right to return to NDB(L) DND at 3000 FT. Pilots should advise ATC on turning onto 135°M.

5 INSTRUMENT APPROACH PROCEDURES

- a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5
- b) NDB(L) and DME I-DDE are not co-located.
- c) The Category C instrument approach procedure to Dundee Airport infringes the Perth ATZ (when active) at 1800 FT above Perth aerodrome elevation.

6 VISUAL REFERENCE POINTS (VRP)

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

EGPN AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGPN AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGPN-2-1

VFR ARRIVAL and DEPARTURE ROUTES

AD 2.EGPN-4-1

INSTRUMENT APPROACH CHART ILS/DME RWY 09 (CAT A,B,C) - ICAO

AD 2.EGPN-8-1

INSTRUMENT APPROACH CHART LOC/DME RWY 09 (CAT A,B,C) - ICAO

AD 2.EGPN-8-2

INSTRUMENT APPROACH CHART RNP RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-4
INSTRUMENT APPROACH CHART RNP RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPN-8-5
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09
AD 2.EGPN-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27
AD 2.EGPN-8-7

EGPN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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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
(EGTU1004)	TREE	505201.73N 0031643.59W	950 FT	62 FT	No	-
(EGTU1003)	TREE	505157.82N 0031651.67W	978 FT	79 FT	No	-
(EGTU1002)	TREE	505127.36N 0031651.34W	965 FT	42 FT	No	-
(EGTU1194)	TREE	505110.60N 0031501.66W	943 FT	61 FT	No	-
(EGTU1082)	MAST	505105.33N 0031412.33W	999 FT	165 FT	Yes Solid Red	-
(EGTU1117)	WATER TOWER	505044.38N 0031351.06W	973 FT	87 FT	No	-
(EGTU1112)	TREE	505038.74N 0031352.81W	952 FT	63 FT	No	-

EGTU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGTU 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	041.12°	967 x 45 M	RWY surface: Asphalt -	505124.05N 0031421.53W 168.0 FT	THR 838.7 FT -	-
22	221.13°	967 x 45 M	RWY surface: Asphalt -	505147.63N 0031349.00W 168.0 FT	THR 826.2 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
-	-	1087 x 101 M	-	-	-	RWY 04
-	-	1087 x 101 M	-	-	-	RWY 22

EGTU AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	967 M	967 M	967 M	967 M	-
22	967 M	967 M	967 M	967 M	-

EGTU 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	-	Light intensity low Green wingbars	-	-	-	Light intensity low	Red wingbars Light intensity low	-	-
22	-	Light intensity low Green wingbars	-	-	-	Light intensity low	Red wingbars Light intensity low	-	-

EGTU 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: 505151.53N 0031338.30W.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGTU AD 2.16 HELICOPTER LANDING AREA

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EGTU 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
DUNKESWELL ATZ A circle, 2 NM radius, centred at 505136N 0031405W on longest notified runway (04/22)	Upper limit: 2839 FT ALT Lower limit: SFC	G	DUNKESWELL RADIO English	-	0830-1700 (0730-1700).	ATZ 2000 FT AAL.

EGTU 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	DUNKESWELL RADIO	123.480 A/G frequency.	-	-	0830-1700 (0730-1700) and by arrangement.	-

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
(EGSR1079)	PYLON	515623.42N 0004336.84E	413 FT	NIL	No	-
(EGSR1000)	WATER_TOWER	515605.64N 0003742.81E	354 FT	NIL	No	-
(EGSR1002)	SPIRE	515529.40N 0003855.29E	354 FT	NIL	No	-
(EGSR1057)	TREE	515501.06N 0004113.84E	289 FT	NIL	No	-
(EGSR1076)	TREE	515457.80N 0004155.82E	348 FT	NIL	No	-
(EGSR1061)	TREE	515456.55N 0004120.50E	279 FT	NIL	No	-
(EGSR1041)	TREE	515444.28N 0004045.91E	279 FT	NIL	No	-
(EGSR1077)	PYLON	515437.73N 0004209.52E	410 FT	NIL	No	-
(EGSR1080)	MAST	515418.07N 0004443.58E	328 FT	NIL	No	-
(EGSR1070)	PYLON	515412.57N 0004128.04E	423 FT	NIL	No	-
(EGSR1042)	PYLON	515345.76N 0004043.90E	413 FT	NIL	No	-
(EGSR1005)	PYLON	515338.91N 0003943.04E	413 FT	NIL	No	-

EGSR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGSR 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	060.48°	926 x 32 M	RWY surface: Asphalt and grass -	515445.44N 0004040.14E 148.7 FT	THR 227.4 FT -	RWY 06 1:824 Down RWY 24 1:824 Up
24	240.48°	926 x 32 M	RWY surface: Asphalt and grass -	515457.79N 0004115.41E 148.7 FT	THR 224.4 FT -	RWY 06 1:824 Down RWY 24 1:824 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
-	-	859 x 79 M	-	-	-	RWY 06 Threshold displaced by 89 M. Runway has a 769 x 10 M Asphalt insert.
-	-	859 x 79 M	-	-	-	RWY 24 Threshold displaced by 62 M. Runway has a 769 x 10 M Asphalt insert.

EGSR AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	799 M	799 M	799 M	775 M	-
24	799 M	799 M	799 M	775 M	-

EGSR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	-	Light intensity low Green wingbars	-	-	-	White Light intensity low	Red	-	-
24	-	Light intensity low Green wingbars	APAPI Left/3.5° 30 FT 62 M	-	-	White Light intensity low	Red	-	-

EGSR 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: 515440N 0004033E
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	Helimed helipad, green edge lights.

EGSR AD 2.16 HELICOPTER LANDING AREA

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EGSR 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
EARLS COLNE ATZ A circle, 2 NM radius, centred at 515452N 0004057E on longest notified runway (06/24)	Upper limit: 2229 FT ALT Lower limit: SFC	G	EARLS COLNE RADIO English	6000 FT	0900-SS (0800-1700).	ATZ 2000 FT AAL.

EGSR 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	EARLS COLNE RADIO	122.430 A/G frequency.	-	-	0900-SS (0800-1700).	-

**EGSR AD 2.19 RADIO NAVIGATION AND LANDING AIDS****INTENTIONALLY BLANK****EGSR AD 2.20 LOCAL AERODROME REGULATIONS****1 AIRPORT REGULATIONS**

- a) Pilots are to obtain a brief before departure inclusive of Noise abatement procedures currently in force.
- b) All aircraft using this aerodrome and its facilities are required to have third party liability insurance cover in the sum of at least £1,000,000.
- c) Non-three axis microlights (i.e. flex-wings) not permitted.
- d) Autogyros not permitted.
- e) Hot air balloons not permitted.
- f) Public platform cost share flights not permitted.

2 GROUND MOVEMENT

Not applicable.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

- a) At the entry to the parking area, the distance between taxiway centre-line and parked aircraft is only 8 M. Visiting pilots should obtain a briefing on taxiway procedures and taxi with extreme caution.
- b) Power lines cross Runway 06 approach. Pilots should not land before the displaced threshold.
- c) Taxiway strip is not provided along the taxiway or in the apron area. Pilots should follow the yellow taxiway centre-lines where provided. Pilots should obtain a briefing on taxiway procedures and taxi with extreme caution.
- d) The runway designators for both Runways 06 and 24 are not positioned in the centre of each runway. They are positioned in the centre of the grass section of each runway.
- e) Pilots may experience windshear on either runway.
- f) Caution required when taxiing in the vicinity of manoeuvring helicopters due to down-wash.
- g) Helicopter circuit and approach pattern different to fixed wing circuit and approach pattern.
- h) Warbird operations take place on a daily basis.
- i) Student pilot training takes place on a daily basis.
- j) Aerodrome Obstacles:
 - i. Control Tower 24 FT AAL.
 - ii. Hangar 25 FT AAL.
 - iii. Power lines, 251 FT AMSL, 270°T 0.2 NM from ARP running NW/SE.
 - iv. 06/Approach 24/Take-off – Vehicles on road 240 FT AMSL, 1040 M beyond start of TORA.

5 HELICOPTER OPERATIONS

- a) Helicopter pilots should follow preferred rotary arrival and departure procedures.

6 USE OF RUNWAYS

Not applicable.

7 TRAINING

Not applicable.

EGSR AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Noise abatement procedures in force on Runway 06/24 for departures, circuits and landing.
- b) Full details can be found at <https://www.anglianflightcentres.co.uk>.

EGSR AD 2.22 FLIGHT PROCEDURES

- a) Circuit directions: Runway 06 - RH; Runway 24 - LH.

EGSR AD 2.23 ADDITIONAL INFORMATION

- a) Drone flight authorisation requests must be made via email (info@flyafc.co.uk). 72 hours prior notice is required.

EGSR AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGSR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

EGNX AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	2894 M	3205 M	2924 M	2714 M	-
27	2894 M	3353 M	2924 M	2764 M	-
09	2714 M	3024 M	2744 M	-	Take-off from abeam Holding Point H1.
09	2080 M	2391 M	2110 M	-	Take-off from abeam Holding Point M1.
09	1317 M	1627 M	1347 M	-	Take-off from abeam Holding Point S1.
27	2465 M	2924 M	2495 M	-	Take-off from abeam Holding Point W1.
27	1610 M	2069 M	1640 M	-	Take-off from abeam Holding Point S1.
27	837 M	1256 M	867 M	-	Take-off from abeam Holding Point M1.

EGNX AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/Length/Intensity	Threshold lighting Colour/Wing bars	VASIS/MEHT/PAPI/PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/Spacing/Colour/Intensity	Runway edge lighting Length/Spacing/Colour/Intensity	Runway end lighting Colour/Wing bars	Stopway lighting Length/Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Coded centre-line with five crossbars 900 M HI. Centre-line with one crossbar 420 M LI. -	Green Light intensity high With green wingbars	PAPI Left/3° 55 FT 347 M	-	Bi-directional Colour coded centre-line 15 M spacing Light intensity high	Inset HI bi-directional	Red Light intensity high	31 M Red	-
27	Coded centre-line with five crossbars 900 M HI. Supplementary lighting inner 300 M. Centre-line with one crossbar 420 M LI. -	Green Light intensity high With green wingbars	PAPI Left/3° 55 FT 372 M	900 M	Bi-directional Colour coded centre-line 15 M spacing Light intensity high	Inset HI bi-directional	Red Light intensity high	30 M Red	-

EGNX AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: West Anemometer 524954.56N 0012031.01W (LGTD); East Anemometer 524956.45N 0011847.19W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lights (15 M spacing) and red stopbars, except the Mike Taxiway has no centre-line lights south of the Alpha Taxiway. Taxiways Delta and Charlie have no centre-line lighting. EDGE: Blue edge lights.
4	Secondary power supply/switch-over time	Yes. Less than 1 second.
5	Remarks	Apron floodlights.

EGNX AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGNX 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
EAST MIDLANDS CTR 1 525510N 0012530W - 525456N 0011804W - 525255N 0010733W - 524558N 0010733W - 524537N 0011628W - 524536N 0011932W - 525510N 0012530W	Upper limit: FL105 Lower limit: SFC	D	EAST MIDLANDS RADAR English	6000 FT	-	-
EAST MIDLANDS CTR 2 525510N 0012530W - 524536N 0011932W - 524535N 0012816W - 525233N 0013241W - 525510N 0012530W	Upper limit: 5500 FT ALT Lower limit: SFC	D	EAST MIDLANDS RADAR English	6000 FT	-	-
EAST MIDLANDS ATZ A circle, 2.5 NM radius, centred at 524952N 0011940W on longest notified runway (09/27)	Upper limit: 2306 FT ALT Lower limit: SFC	D	EAST MIDLANDS RADAR English	6000 FT	H24	ATZ 2000 FT AAL.

EGNX 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	EAST MIDLANDS GROUND	121.905 DOC 3 NM/GND.	-	-	H24	VDF 524956.61N 0011958.25W On AD.
	EAST MIDLANDS TOWER	124.005 DOC 25 NM/4000 FT.	-	-	H24	
RADAR	EAST MIDLANDS DIRECTOR	120.130 DOC 25 NM/ 10,000 FT.	-	-	As directed by ATC.	VDF 524956.61N 0011958.25W On AD.
	EAST MIDLANDS RADAR	126.180 DOC 60 NM/ 20,000 FT.	-	-	H24	
		134.180 Lower Airspace Radar Service. DOC 60 NM/ 20,000 FT.	-	-	H24	
ATIS	EAST MIDLANDS INFORMATION	122.680 DOC 60 NM/ 20,000 FT.	-	-	H24	-
OTHER	EAST MIDLANDS FIRE	121.605 Non-ATS Channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
60 x 45 M	60 x 150 M	2798 x 280 M	125 x 150 M 599 x 150 M	-	-	RWY 06 Runway 06 threshold is inset 214 M. Paved shoulders extend 8 M beyond each side of runway. OFZ: Yes.
60 x 45 M	448 x 150 M	2798 x 280 M	326 x 150 M 398 x 150 M	-	-	RWY 24 Runway 24 threshold is inset 211 M. Paved shoulders extend 8 M beyond each side of runway. OFZ: Yes.

EGPH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	2556 M	2616 M	2616 M	2344 M	-
24	2554 M	3002 M	2614 M	2347 M	-
06	1891 M	1951 M	1951 M	-	Take-off from intersection with Hold Bravo 1. Information signage in place adjacent to Hold Bravo 1.
24	1891 M	2339 M	1951 M	-	Take-off from intersection with Hold Charlie 1. Information signage in place adjacent to Hold Charlie 1.

EGPH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Coded centre-line with five crossbars. Supplementarily lighting inner 300 M. First barrette of ALS removed. Lights are LED. 870 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 56 FT 425 M	White Light intensity high 901 M	Colour coded centre-line 15 M spacing	Bi-directional edge 46 M gauge	Red	60 M beyond runway end lights Red	-

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
24	Coded centre-line with five crossbars. Supplementry lighting inner 300 M. Lights are LED. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 59 FT 380 M	White Light intensity high 903 M	Colour coded centre-line 15 M spacing	Bi-directional edge 46 M gauge	Red	60 M beyond runway end lights Red	-

EGPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 555652.67N 0032257.32W (LGTD) - 555715.15N 0032150.51W (LGTD).
3	TWY edge and centre line lighting	CL: All taxiways are equipped with green centre-line lighting. All aircraft stand taxiways are equipped with green centre-line lighting.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting for all apron areas. Obstacle lighting.

EGPH AD 2.16 HELICOPTER LANDING AREA**INTENTIONALLY BLANK****EGPH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE**

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
EDINBURGH CTR A circle, 10 NM radius, centred at 555700N 0032221W	Upper limit: 6000 FT ALT Lower limit: SFC	D	EDINBURGH APPROACH English	6000 FT	-	-
EDINBURGH ATZ A circle, 2.5 NM radius, centred at 555700N 0032221W on longest notified runway (06/24)	Upper limit: 2112 FT ALT Lower limit: SFC	D	EDINBURGH APPROACH English	6000 FT	H24	ATZ 2000 FT AAL.

EGPH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
← APP	EDINBURGH APPROACH	121.205 Also a CTR Channel. DOC 40 NM/ 10,000 FT.	-	-	H24	VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.

Take-off Runway	ATC Clearance	Procedure
06	Via TLA VOR	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 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 R024 to TLA VOR. NPR terminates at TLA VOR D30.
	Via SAB VOR or NATEB	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 042 then at I-VG D7 turn right towards SAB or NATEB. Warning: Pilots are reminded that UK Danger Area EGD512B lies on the direct track from the end of the NPR to NATEB. NPR terminates at I-VG D7.
	Via GRICE	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 042. At I-VG D3 turn left onto SAB VOR 285. Cross SAB D46 above 4500 (5.1%). NPR terminates at 3000.
	Via GOSAM (P600/UL612)	Climb straight ahead to I-VG D0.5 or 635 FT QNH, whichever is earlier, then turn left to track 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. NPR terminates at 6000.
	Other Routes	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 042, until I-VG D7 before turning on course. NPR terminates at I-VG D7.
24	Via TLA VOR	Climb straight ahead to UW NDB. At I-TH D7 turn left onto TLA VOR R343 to TLA VOR. NPR terminates at I-TH D7.
	Via SAB VOR or NATEB	Climb straight ahead to UW NDB. At UW NDB turn left towards SAB VOR or NATEB. NPR terminates at 3000.
	Via GOSAM (P600/UL612)	Climb straight ahead to UW NDB. At UW NDB turn right onto UW NDB QDR 260 to MAVIX. Cross I-TH D9.5 at or above 4500 (7.7%). Cross I-TH D14 at 6000 (6.6%). NPR terminates at 6000.
	Via GRICE	Climb straight ahead to UW NDB. At UW NDB turn right onto TLA VOR R350. At TLA D32 turn left to intercept TLA VOR R345 to GRICE. Cross TLA D33 at or above 4000 (3.4%). NPR terminates at 3000.
	Other Routes	Climb straight ahead to UW NDB or 3000, whichever is earlier, before turning on course. NPR terminates at 3000.

- g) For environmental reasons, aircraft commanders are requested to avoid the use of reverse thrust/pitch, between the hours of 2300-0600 (2200-0500).
- h) With the exception of Military aircraft, aircraft which do not meet the standards specified in Part II, Chapter 3 of Volume 1 ICAO Annex 16 will not be permitted to operate to/from Edinburgh Airport.

EGPH AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

- a) Standard Terminal Arrival Routes (STARs). The standard routes for inbound aircraft to Edinburgh are shown at AD 2.EGPH-7-1, AD 2.EGPH-7-2, AD 2.EGPH-7-3, AD 2.EGPH-7-4, AD 2.EGPH-7-5 and AD 2.EGPH-7-6.
- b) **Inbound procedure other than via the ATS route network.**
- Aircraft wishing to enter the CTR/CTA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace. For aircraft joining from the North or Northeast, clearance via GRICE to L UW for Runway 06 or direct to L EDN for Runway 24 should be anticipated.
 - Pilots inbound to Edinburgh under VFR must contact Edinburgh Approach Control prior to entering the CTR/CTA and may be required by ATC to route via the published Visual Reference Points.
- c) **Speed**

Speeds published on the STARs should be adhered to unless ATC advise otherwise. Aircraft below FL100 should adhere to the speed limit of Max 250 KT. Tactical speed control may be applied by ATC as required. Pilots unable to comply with speed control must inform ATC immediately stating the minimum speed acceptable.

2 APPROACH PROCEDURES WITH RADAR CONTROL

- a) When Edinburgh inbound traffic is being sequenced by Radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When Holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
- b) Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point if so required.
- c) When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit.
- d) Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
- e) Speed Control may be applied on a tactical basis to the extent determined necessary by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him immediately and state what speeds will be used. In the interests of accurate spacing pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
- f) GPWS – Owing to the terrain profile to the south of Edinburgh, GPWS warnings are possible on intermediate approach to Runways 06 and 24.

3 APPROACH PROCEDURES WITHOUT RADAR CONTROL

- a) When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility via EDN or UW NDB to carry out an Instrument Approach Procedure appropriate to the landing direction.
- b) When Runway 06 is in use, in order to expedite traffic, aircraft may be transferred from TARTN or STIRA holding pattern to UW NDB holding pattern prior to carrying out the Instrument Approach Procedure.
- c) When Runway 24 is in use, in order to expedite traffic, aircraft may be transferred from TARTN or STIRA holding pattern to EDN NDB holding pattern prior to carrying out the Instrument Approach Procedure.
- d) No visual approaches to Runway 06/24 are permitted for IFR aircraft between 2230-0630 (2130-0530). All IFR aircraft are to carry out a published Instrument Approach Procedure under ATC control with the exception of aircraft in emergency. This allows the continued operation when the CVCR is in use and ILS approaches are not available.

4 NOISE ABATEMENT CONTINUOUS DESCENT APPROACH PROCEDURES FOR TURBO-JET/PROP AIRCRAFT

- a) Turbo-jet and turbo-prop aircraft approaching Edinburgh Aerodrome will be expected to conform to the continuous descent and low-power, low-drag approach procedures. To facilitate this technique, aircraft should fly within the speed bands detailed at Paragraph 1, item d. In the interest of accurate spacing, ATC may request specific speeds and pilots are requested to comply with any speed adjustments as promptly as is feasible within their own operational constraints. If circumstances necessitate, a speed change for aircraft performance reasons, ATC should be advised accordingly.
- b) Headings and Flight Levels/Altitudes will be passed by the Radar Controller. Aircraft will be radar vectored either from the holding facility or following transfer of control from the Area Control Unit to Edinburgh Approach. ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance from touchdown will be given between this descent clearance and the instruction to turn onto the intercept heading to the ILS localizer.
- c) On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to a continuous descent, the object being to join the glidepath at the appropriate height for the distance, without recourse to level flight. Pilots are reminded that due to high ground southeast of the airport, descent below 3000 FT QNH will be in accordance with AD 2-EGPH-5-1
- d) In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.
- e) Military Jet aircraft – Radar vectoring for ILS approach is mandatory for military fast jet aircraft.

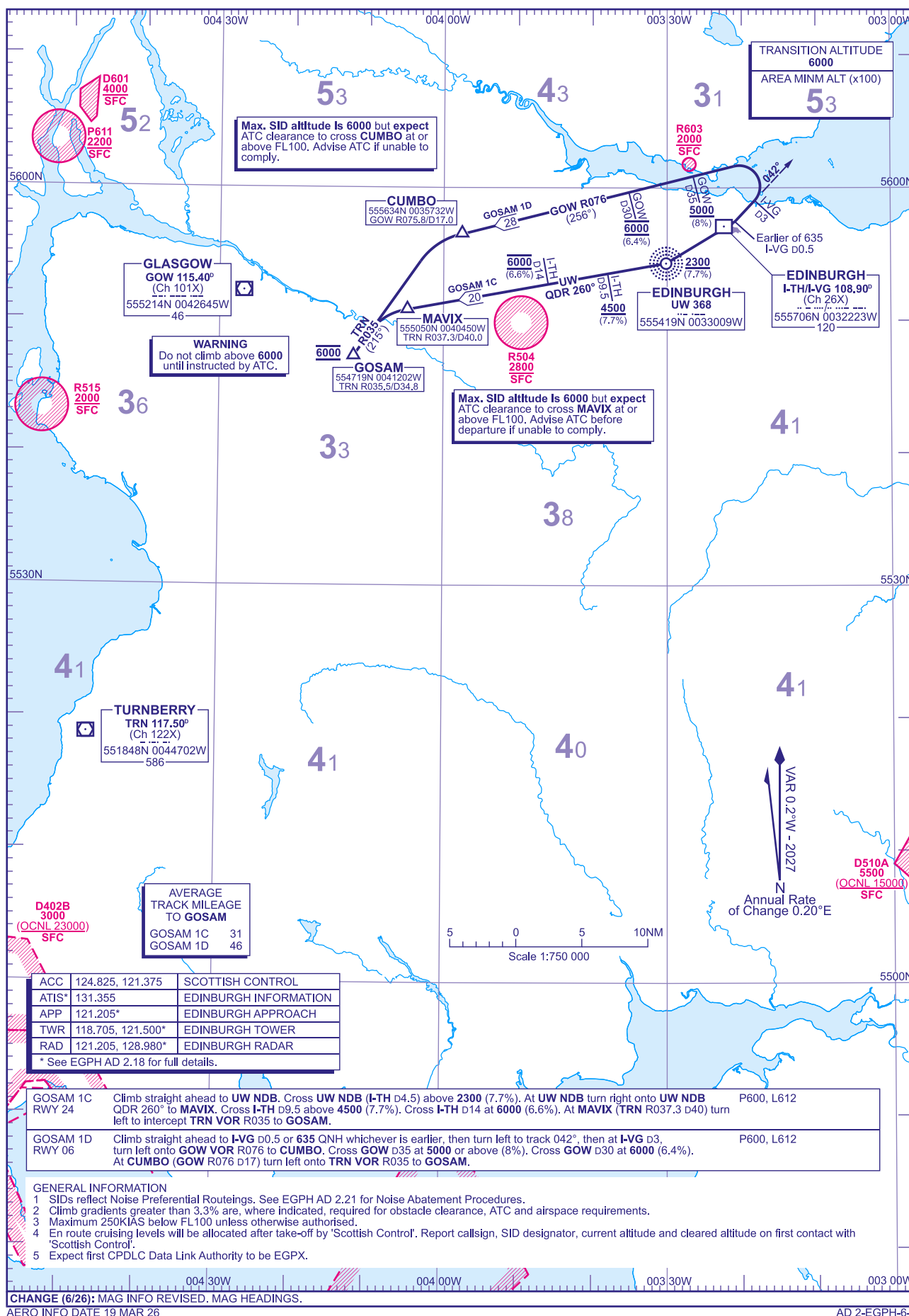
5 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1, subsection 3 with the exceptions detailed below.

- a) When complete communication failure occurs in the aircraft before ETA or before EAT when this has been received and acknowledged, the aircraft will:
 - i. Fly to the appropriate holding point;
 - ii. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
 - iii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).
- b) If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:
 - i. Maintain the last assigned holding level at the appropriate holding point until:
 - 1. ATA over holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
 - 2. EAT when this has been received and acknowledged;

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

EDINBURGH
GOSAM (Jet aircraft only)



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

TRANSITION ALTITUDE
6000
AREA MNM ALT(x100)
43

EDINBURGH
I-TH/LVG 108.90°
(Ch 26X)
555706N 0032223W
120

EDINBURGH
EDN 341
555843N 0031708W

EDINBURGH
UW 368
555419N 0033009W

TALLA
TLA 113.80°
(Ch 85X)
552957N 0032110W
2773

WARNING
Do not climb above 6000
until instructed by ATC.

AVERAGE TRACK MILEAGE TO TLA VOR

TLA 6C	30
TLA 6D	44

FREQUENCIES

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 EGPW AD 2.18 for full details.

GENERAL INFORMATION

- SIDs reflect Noise Preferential Routeings. See EGPW AD 2.21 for Noise Abatement Procedures.
- Climb gradients greater than 3.3% are, where indicated, required for obstacle clearance, ATC and airspace requirements.
- Maximum 250KIAS below FL100 unless otherwise authorised.
- 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 (11/26): TLA VOR RECALIBRATED.

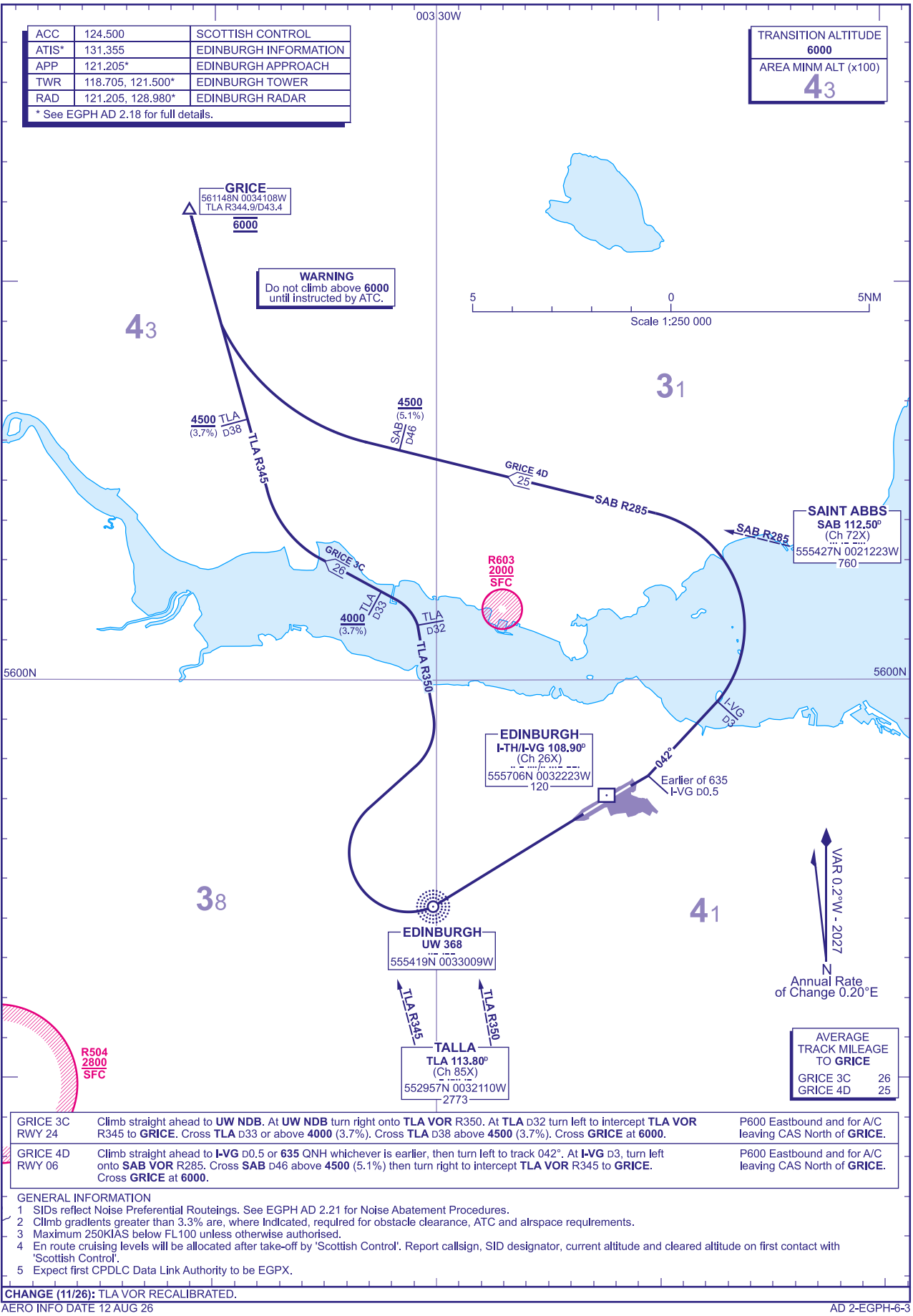
AERO INFO DATE 14 AUG 26

AD 2-EGPH-6-6

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

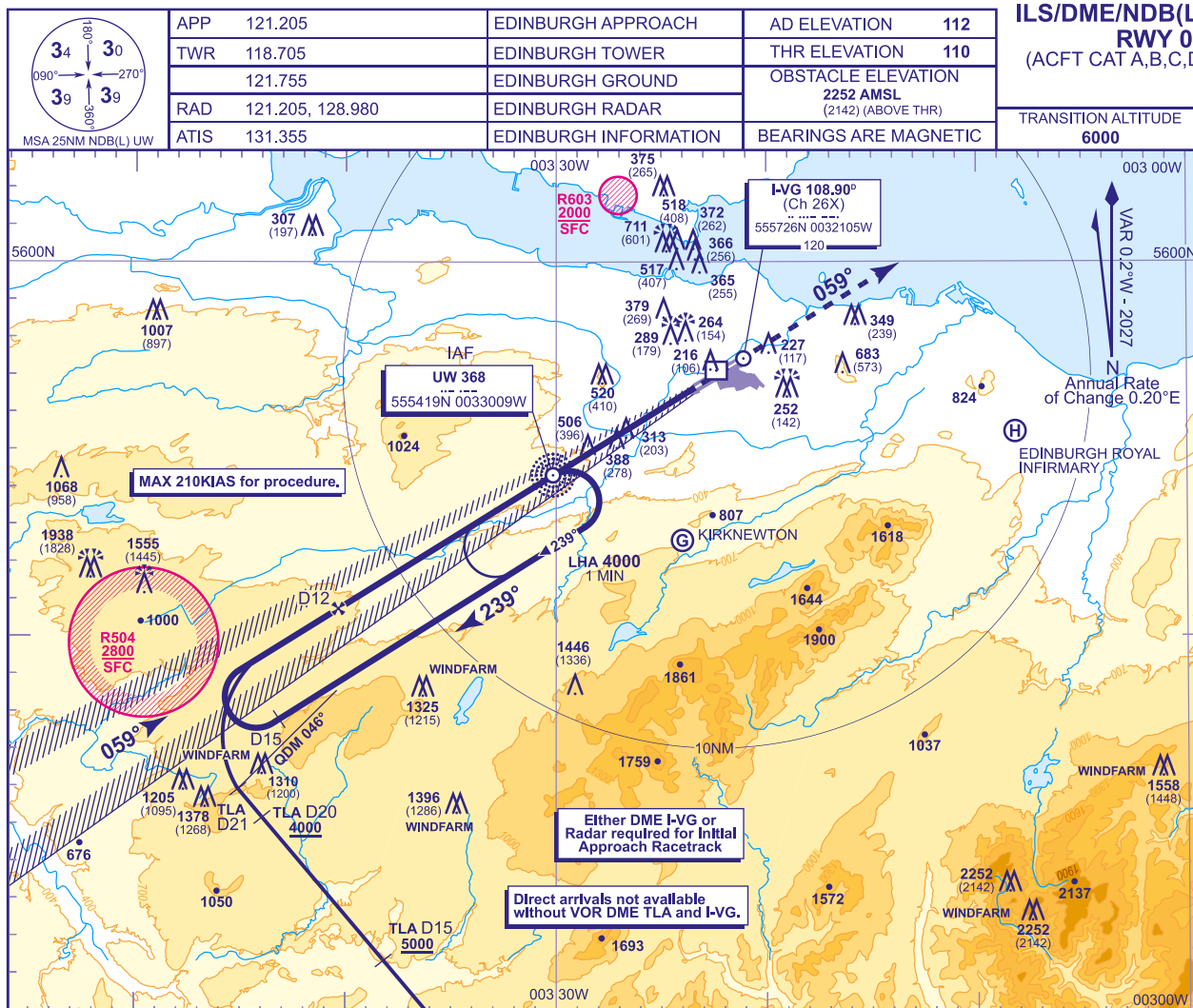
DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

EDINBURGH
GRICE



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INSTRUMENT APPROACH CHART - ICAO

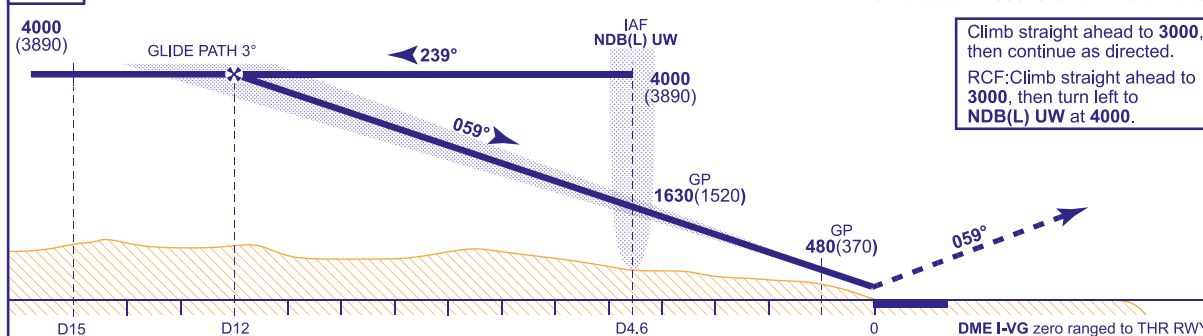
EDINBURGH
ILS/DME/NDB(L)
RWY 06
(ACFT CAT A,B,C,D)

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	Rate of descent FT/MIN	DME I-VG zero ranged to THR RWY 06				
OCA (OCH)	CAT I	250(140)	256(146)	266(156)	276(166)		160	140	120	100	80
	CAT II	161(51)	171(61)	184(74)	197(87)		850	740	640	530	420
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 VOR DME (IAF) as cleared, fly outbound on VOR TLA R320 descending **not below 6000**. From TLA VOR R320 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.

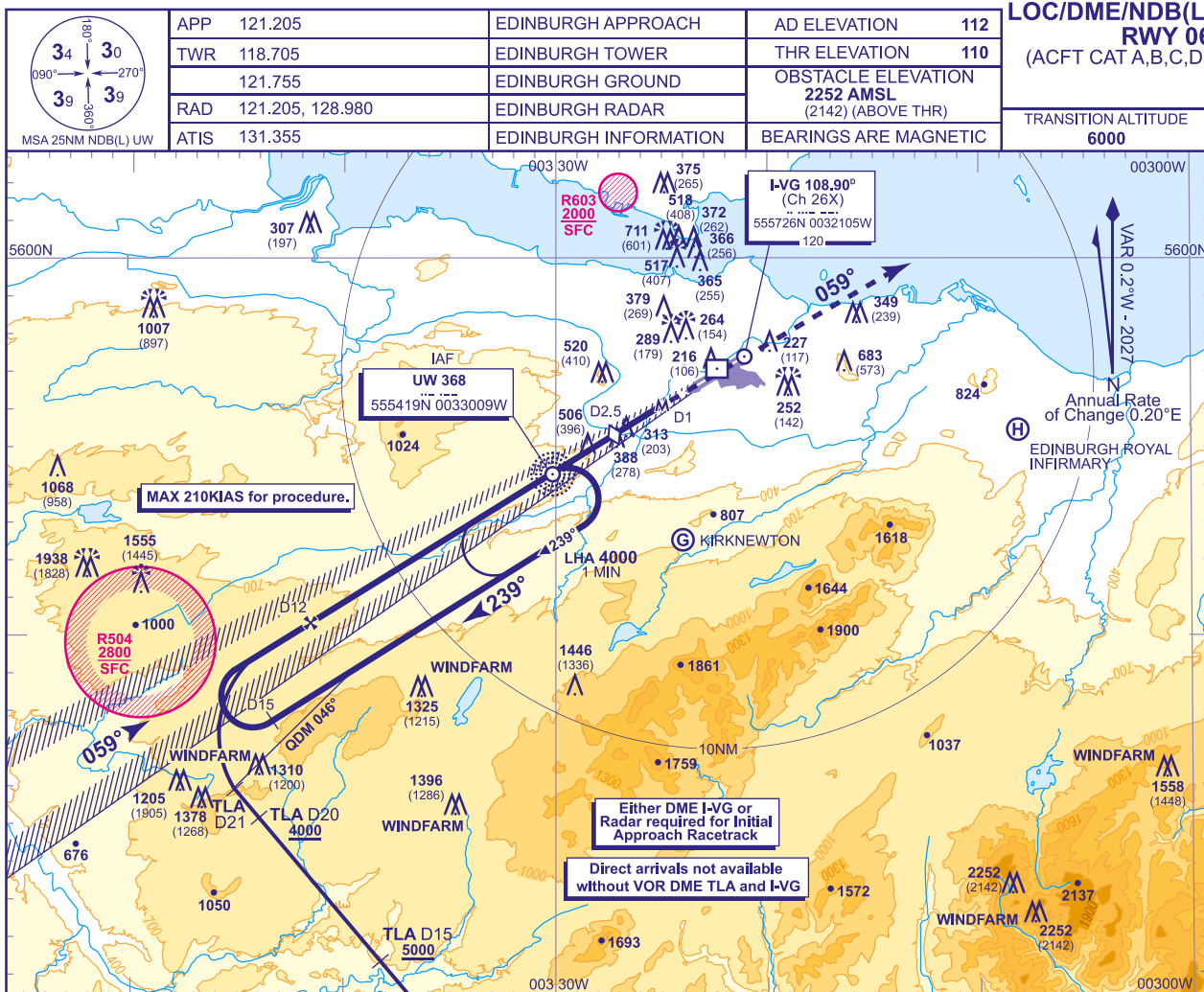
NOTE See AD2.22 / 1.d and 4.a for speed restrictions.

CHANGE (11/26): TLA VOR RECALIBRATED.

AERO INFO DATE 12 AUG 26

AD 2-EGPH-8-1

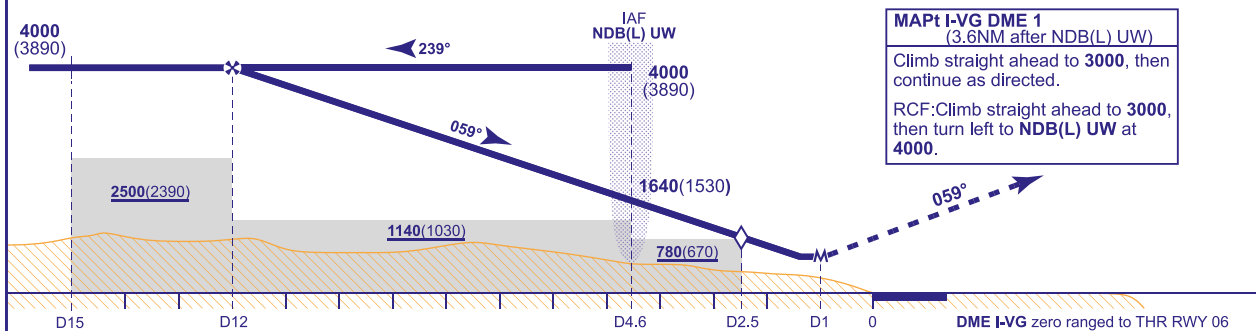
INSTRUMENT APPROACH CHART - ICAO

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

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.



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	590(480)	590(480)	590(480)	590(480)	NDB(L) UW to MAPt	850	740	640	530	420
	NO DME	780(670)	780(670)	780(670)	780(670)		1:21	1:32	1:48	2:10	2:42
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 VOR DME (IAF) as cleared, fly outbound on VOR TLA R320 descending **not below 6000**. From TLA VOR R320 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.

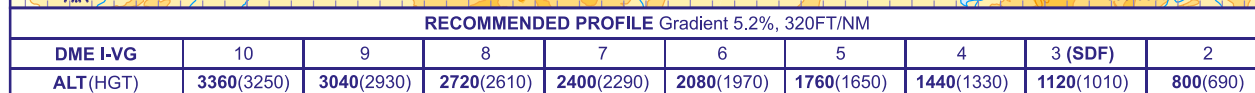
NOTE See AD2.22 / 1.d and 4.a for speed restrictions.

CHANGE (11/26): TLA VOR RECALIBRATED.

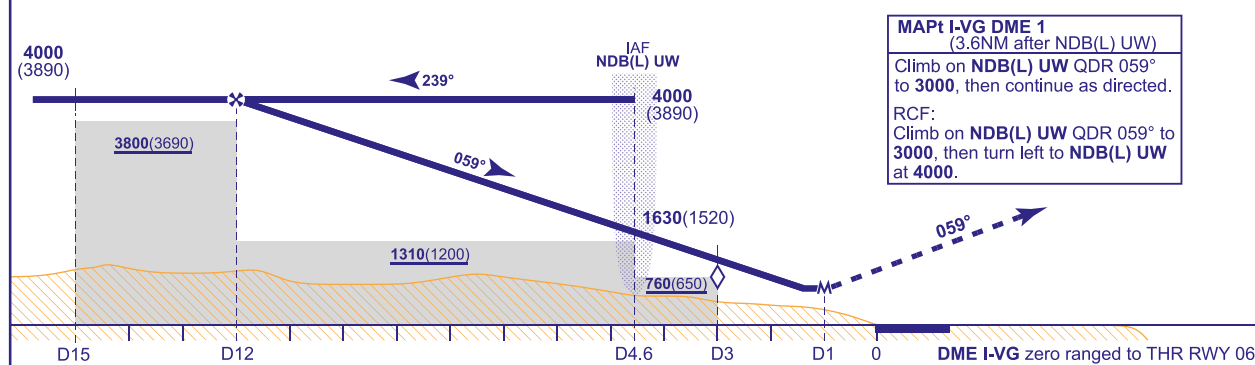
AERO INFO DATE 12 AUG 26

AD 2-EGPH-8-2

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



Initial and intermediate approach as directed by radar.				
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Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME NO DME	690(580) 760(650)	690(580) 760(650)	690(580) 760(650)	690(580) 760(650)		FT/MIN	850	750	640	530	430
VM(C)OCA (OCH AAL)	Total Area	780(668)	980(868)	1470(1358)	2020(1908)	NDB(L) UW to MAPT	MIN:SEC	1:21	1:32	1:48	2:10	2:42
	North of RWY 06/24	780(668)	830(718)	1150(1038)	1210(1098)							

			AIRCRAFT UNABLE TO RECEIVE DME I-VG
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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.

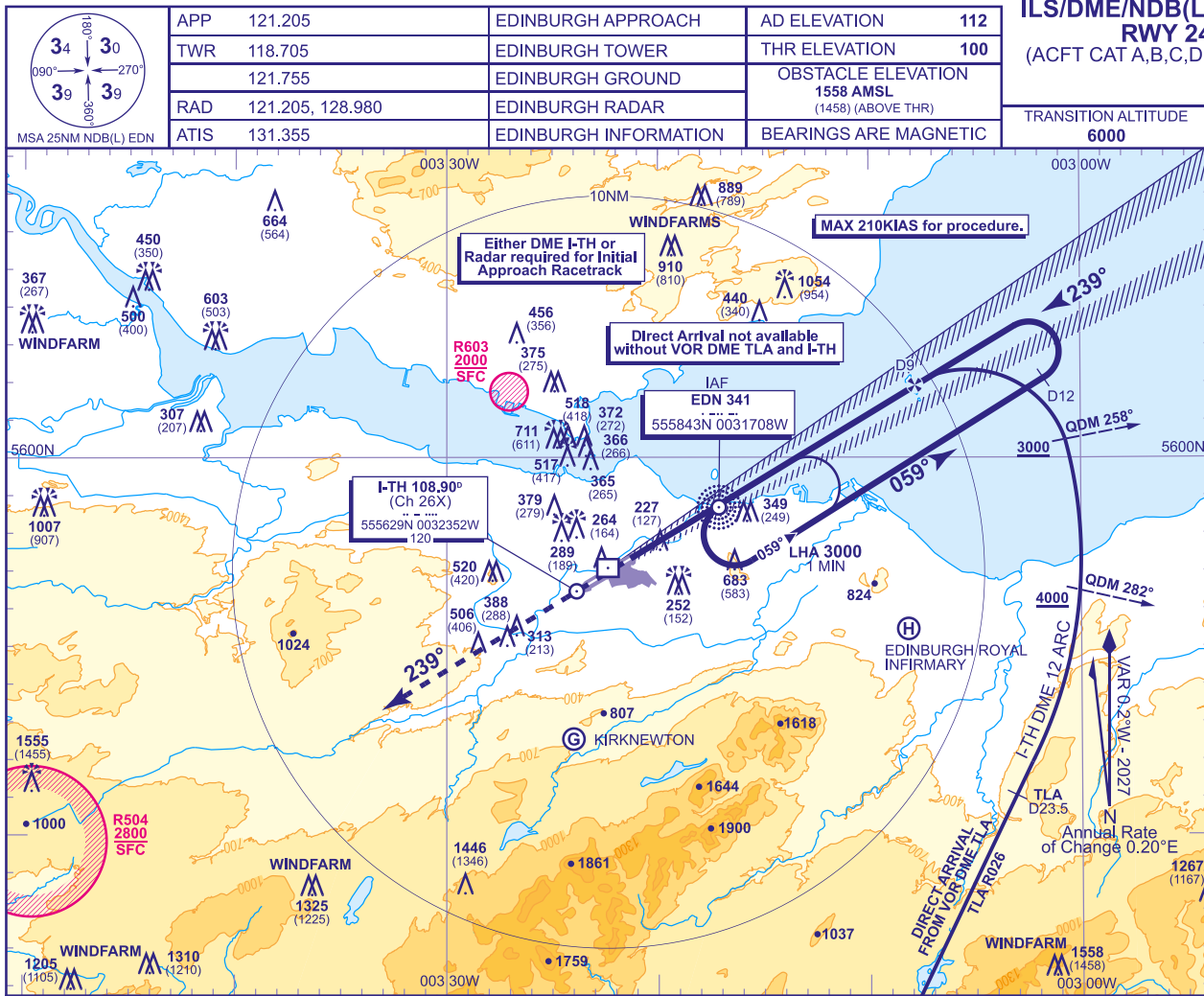
CHANGE (6/26): MAG VAR UPDATED. MAG TRACKS. SPECIFICATION UPDATE.

CHANGE (6/26): MAG VAR U
AERO INFO DATE 09 MAR 26

AD 2-EGPH-8-3

INSTRUMENT APPROACH CHART - ICAO

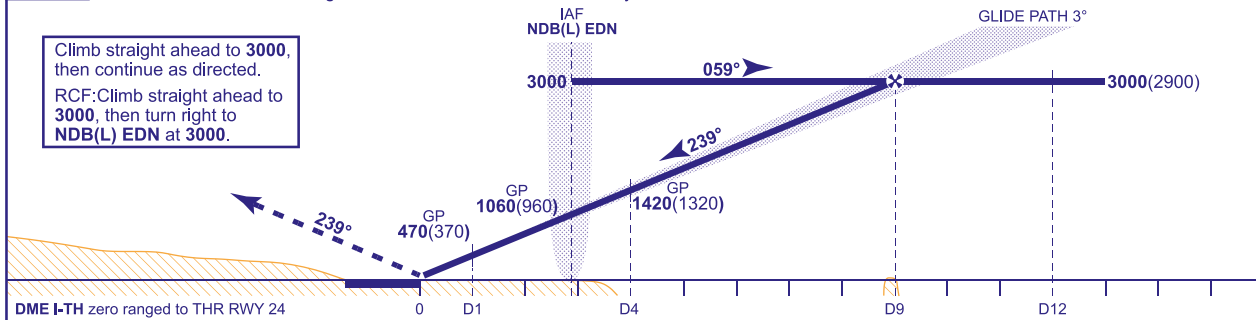
EDINBURGH
ILS/DME/NDB(L)
RWY 24
(ACFT CAT A,B,C,D)



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.



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 R026 descending **not below 6000**. From TLA VOR R026 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 R026 becomes tangential to nominal I-TH DME 12 arc at TLA DME 23.5.

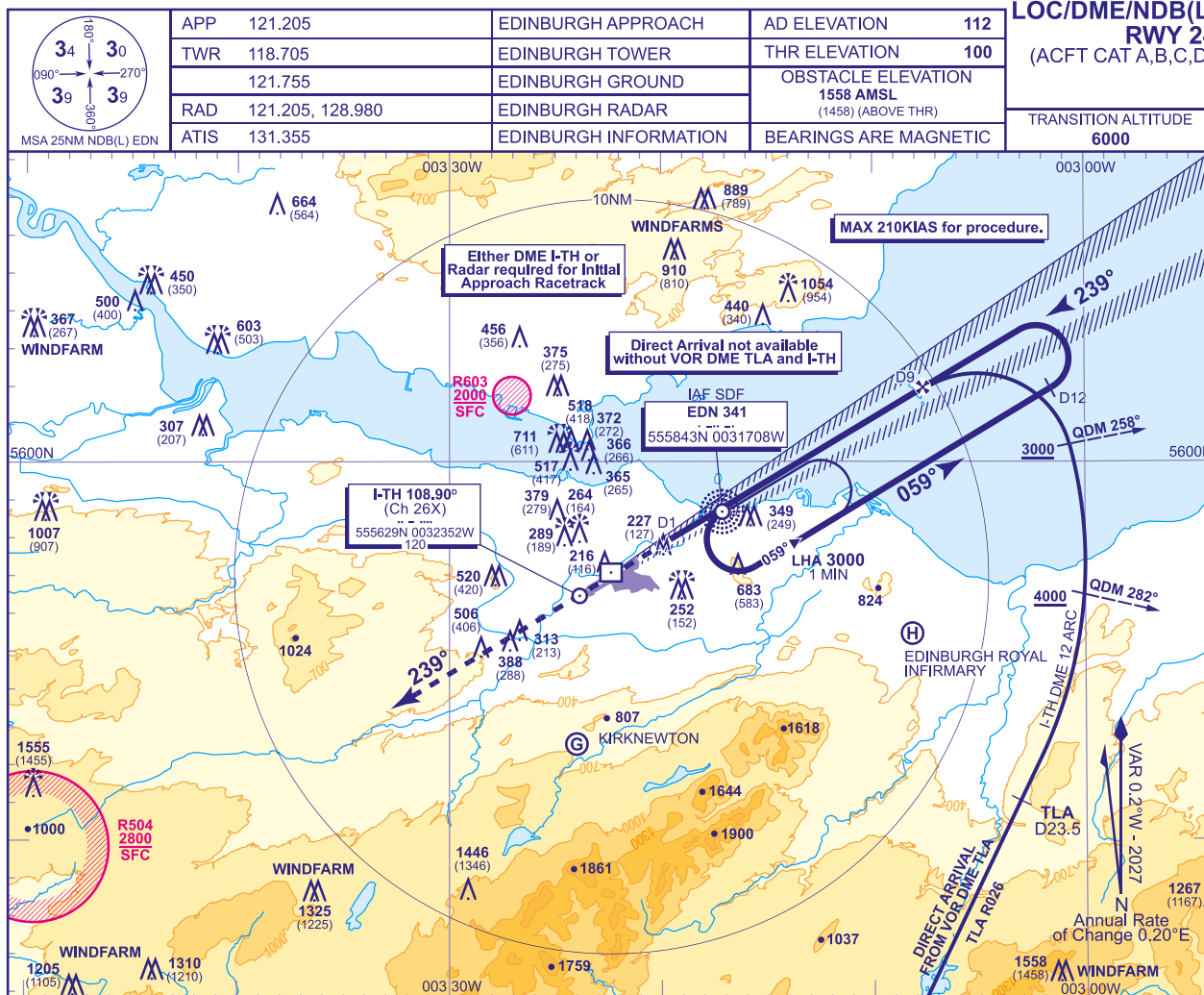
AIRCRAFT UNABLE TO RECEIVE DME Advise ATC. Radar Ranges will be provided at 12NM outbound and at 9NM inbound.

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 (11/26): TLA VOR RECALIBRATED.
AERO INFO DATE 12 AUG 26

AD 2-EGPH-8-4

INSTRUMENT APPROACH CHART - ICAO

EDINBURGH
LOC/DME/NDB(L)
RWY 24
(ACFT CAT A,B,C,D)

RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

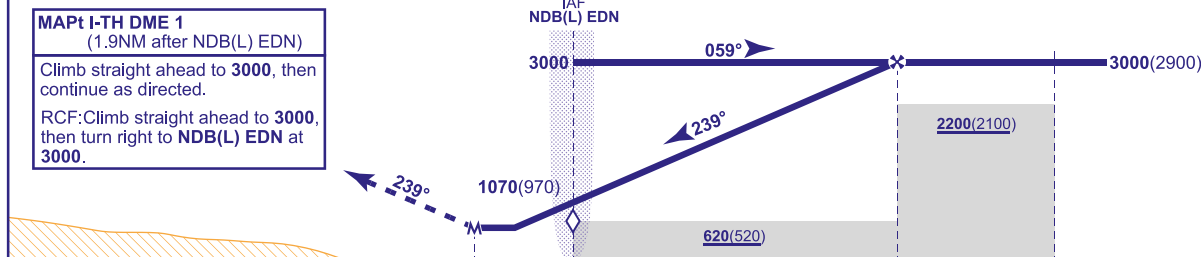
DME I-TH	8	7	6	5	4	3	2.9 (SDF)	2
ALT (HGT)	2700(2600)	2380(2280)	2060(1960)	1740(1640)	1420(1320)	1110(1010)	1070(970)	790(690)

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.



DME I-TH zero ranged to THR RWY 24		0		D1		D2.9		D9		D12			
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 R026 descending **not below 6000**. From TLA VOR R026 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 (11/26): TLA VOR RECALIBRATED.

AERO INFO DATE 12 AUG 26

AD 2-EGPH-8-5

**EDINBURGH
NDB(L)/DME
RWY 24
(ACFT CAT A,B,C,D)**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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.
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DME I-TH zero ranged to THR RWY 24

AIRCRAFT UNABLE TO RECEIVE DME-FH
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.

CHANGE (6/26): MAG VAR UPDATED. MAG TRACKS. SPECIFICATION UPDATE.
AERO INFO DATE 13 MAR 26

EGTR — ELSTREE**EGTR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGTR — ELSTREE

EGTR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513921N Long: 0001933W Mid point of Runway 08/26
2	Direction and distance from city	2.6 NM E of Watford.
3	Elevation / Reference temperature / Mean Low Temperature	332 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.26°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax E-mail address	ALDENHAM AVIATION LTD. Elstree Aerodrome, Borehamwood, Hertfordshire, WD6 3AR. 020-8953 7480 020-8207 3691 tower@londonelstree.com
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	-

EGTR AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-2000 (0800-1900); or SS, whichever is earlier and by arrangement.
2	Customs and immigration	By arrangement.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	AFIS 0900-2000 (0800-1900) or SS, whichever is earlier.
8	Fuelling	By arrangement.
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	Mandatory PPR and pilot brief available at http://www.londonelstree.com .

EGTR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	-

EGTR AD 2.5 PASSENGER FACILITIES**INTENTIONALLY BLANK****EGTR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting services	RFF Category Special: Only available by arrangement after 1700 (1600) or SS, whichever is earlier.
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2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGTR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	-
2	Taxiway width, surface and strength	Taxiway ALPHA: - Surface: Asphalt - Taxiway BRAVO: - Surface: Asphalt - Taxiway CHARLIE: - Surface: Asphalt and grass - Taxiway DELTA: - Surface: Asphalt and grass - Taxiway ECHO: - Surface: Asphalt -
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGTR 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: 513918.32N 0001927.03W (LGTD), 513925.68N 0001920.78W.

EGTR AD 2.10 AERODROME OBSTACLES

Obstacle data is provided as Digital Datasets in XML (AIXM) and CSV formats via the NATS AIS Website at <http://www.nats.aero/ais/datasets>.
Further information on UK Digital Datasets can be found in GEN 3.1.6.

EGTR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGTR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
08	079.66°	651 x 20 M	RWY surface: Asphalt -	513919.09N 0001949.71W 151.4 FT	THR 329.8 FT -	-
26	259.67°	651 x 20 M	RWY surface: Asphalt -	513922.86N 0001916.40W 151.4 FT	THR 301.4 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
-	-	- x 62 M	90 x 40 M -	-	-	RWY 08 174 M paved area to the west of threshold 08 is not part of the licensed aerodrome.
-	-	- x 62 M	90 x 40 M -	-	-	RWY 26 128 M paved area to the east of threshold 26 is not to be used for take off and landing.

EGTR AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	651 M	651 M	651 M	651 M	-
26	651 M	651 M	651 M	651 M	-

EGTR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	-	-	-	-	-	Light intensity low	Omnidirectional Stop end Red	-	-
26	-	Light intensity low Green Wingbars	OTHER Left/4.5° 4 FT LITAS	-	-	Light intensity low	Red	-	-

EGTR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 513915.73N 0001924.49W Flashing White/Flashing Green 'EL'.
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2	LDI location and lighting Anemometer location and lighting	Anemometer: 513918.60N 0001925.87W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGTR AD 2.16 HELICOPTER LANDING AREA

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EGTR 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
ELSTREE ATZ A circle, 2 NM radius, centred at 513921N 0001933W on longest notified runway (08/26)	Upper limit: 2332 FT ALT Lower limit: SFC	G	ELSTREE INFORMATION English	6000 FT	0900-2000 (0800-1900) or SS, whichever is earlier.	ATZ 2000 FT AAL.

EGTR 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	ELSTREE INFORMATION	122.405 DOC 10 NM/3,000 FT.	-	-	0900-2000 (0800-1900) or SS, whichever is earlier.	-
← OTHER	ELSTREE RADIO	122.405 A/G frequency.	-	-	0900-2000 (0800-1900) or SS, whichever is earlier.	-

EGTR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGTR AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Terms and conditions of use are available on request from the aerodrome operator.
- b) Aerodrome not available to aircraft unable to communicate by radio.
- c) Gliders, para dropping and banner towing are not permitted.
- d) High visibility clothing is mandatory airside.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) Distance between taxiway centre-lines and the nearest obstruction is generally only 10.5 M. Pilots are to taxi with extreme caution.
- b) HT cables, 95 FT AAL running east-west approximately 0.3 NM north of Runway 08/26.
- c) HT cables, running north - south approximately 0.21 NM from the threshold of Runway 08.

- d) Pilots are to exercise caution when operating on the helipad due to the proximity of other helicopters and aerodrome furniture. Helicopters may use the helipad provided they have procedures in place to allow safe operations. Public transport helicopter flights using the helipad must be compliant with company operating manuals.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

- a) Only Runway 26 is licensed for night use.

7 TRAINING

Not applicable

EGTR AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Circuits variable in accordance with noise limitation schedule.

EGTR AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

- a) Standard overhead join. Variable circuits. Fixed wing circuit height 1000 FT QFE.

2 DEPARTURES

- a) Runway 26 - After take-off maintain runway heading until crossing the M1 motorway, at the motorway junction turn right to re-cross the M1. Follow the M1 until 1 NM before the junction with the M25 then continue en-route.
- b) Runway 08 – After take-off maintain runway heading for 1 NM before turning left to avoid all built up areas.

3 HELICOPTER OPERATIONS

- a) Helicopters are to arrive and depart from the ATZ via specific entry/exit point. Pilots should check with aerodrome operator prior to flight.
- b) Circuit height 750 FT AGL.

4 HELICOPTER ROUTE ENTRY/EXIT POINTS

- a) Alpha: 514024N 0002216W;
Bravo: 514031N 0001657W;
Charlie: 513830N 0001930W.
- b) Helicopter arrivals to position to the northern grass at 500 FT QFE.

5 VISUAL REFERENCE POINTS (VRP)

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

EGTR AD 2.23 ADDITIONAL INFORMATION

1 Three footpaths traverse the aerodrome:

- a) A permissive footpath running along the northern aerodrome boundary;
- b) A public right of way running north/south to the west of Runway 08 threshold;
- c) A public right of way across Runway 26/08 west of the helipad (infrequently used).

EGTR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGTR-2-1

EGTR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

ELSTREE
EGTR

AD ELEV 332FT

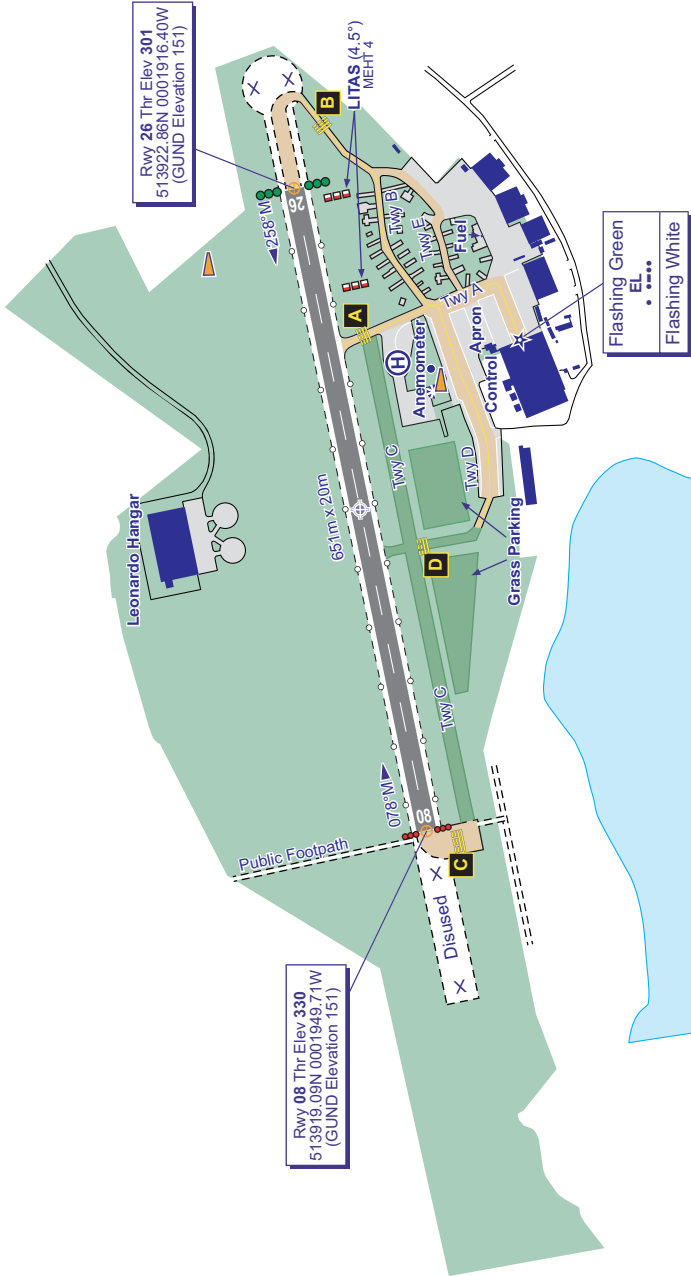
ARP 513921N 0001933W

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 AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	332 (0)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCN
RWY 08/26	Asphalt	-
TWY A, B, E	Asphalt	-
TWY C	Grass/Asphalt at hold C	-
TWY D	Asphalt/Grass (Reinforcement Mat)	-

VAR 1.3°E - 2027
N
Annual Rate
of Change 0.17°E



COM	AFIS	122.405	ELSTREE INFORMATION
LIGHTING			
THR 26	LI Green W bar.		
RWY 26	LI edge. End Lights Red W bar.		
RWY 08	LI edge.		

CHANGE (11/26): TWY & APRON EDITORIAL. AD BEACON. BUILDINGS. AD BOUNDARY. NEW APRON & HANGAR WITH ACCESS ROAD. RUNWAY LIGHTING.

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EGTE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 504407.70N 0032525.92W (unlit); 504413.03N 0032417.75W (unlit).
3	TWY edge and centre line lighting	CL: Green centre-line lighting on Taxiways Alpha, Bravo and Charlie. EDGE: Blue edge lighting on northern edge of the Apron taxiway and apron end of Taxiway Bravo.
4	Secondary power supply/switch-over time	Yes. Less than 1 second when RVR 800 M or less.
5	Remarks	Apron edge lighting. Apron floodlights. Obstacle lighting.

EGTE AD 2.16 HELICOPTER LANDING AREA

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EGTE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
EXETER ATZ A circle, 2.5 NM radius, centred at 504403N 0032450W on longest notified runway (08/26)	Upper limit: 2102 FT ALT Lower limit: SFC	G	EXETER APPROACH English	3000 FT	Mon-Fri 0630-0230 (0500-0200); Sat 0600-2100 (0500-0200); Sun 0600-2200 (0500-0200).	Emergency services operations may occur H24, including outside of the operating hours of the aerodrome ATZ. Pilots are recommended to make a blind call on the Exeter Approach Frequency 128.980 MHz when transiting close to the ATZ. ATZ 2000 FT AAL.

EGTE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	EXETER APPROACH	128.980 DOC 40 NM/ 16,000 FT.	-	-	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	-
TWR	EXETER TOWER	119.805 DOC 25 NM/4,000 FT.	-	-	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	-
RADAR	EXETER RADAR	123.580 DOC 40 NM/ 16,000 FT.	-	-	Not continuously guarded, ATC will advise	Radar serves Runway 08/26.
		128.980	-	-	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	
ATIS	EXETER INFORMATION	119.330 DOC 60 NM/ 20,000 FT.	-	-	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).	-
OTHER	EXETER FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGTE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.32°E (2027)	IET	109.900 MHz	Mon-Fri 0630-0230 (0500- 0200), Sat 0600-2100 (0500- 0200), Sun 0600-2200 (0500- 0200).	504412.91N 0032349.23W		(RWY 08)
ILS/GP	IET	333.800 MHz	Mon-Fri 0630-0230 (0500- 0200), Sat 0600-2100 (0500- 0200), Sun 0600-2200 (0500- 0200).	504353.55N 0032522.65W		3° ILS Ref Datum Hgt 50 FT. GP flags may be experienced when 8° right of centreline and well below Glide Path.
ILS/LOC I 0.31°E (2027)	IXR	109.900 MHz	Mon-Fri 0630-0230 (0500- 0200), Sat 0600-2100 (0500- 0200), Sun 0600-2200 (0500- 0200).	504354.22N 0032548.56W		(RWY 26) Range is restricted to 18 NM between 10 degree and 10 NM between 35 degree either side of the centre-line. Pilots are advised that full scale fly-up may not be observed when below the Glide Path and right of the centre-line for ILS Runway 26 I-XR.
ILS/GP	IXR	333.800 MHz	Mon-Fri 0630-0230 (0500- 0200), Sat 0600-2100 (0500- 0200), Sun 0600-2200 (0500- 0200).	504413.27N 0032417.70W		3.5° ILS Ref Datum Hgt 58 FT. Quality of the guidance does not permit use of the Glide Path below 200 FT. Glide Path is not to be used at a range of greater than 8 NM from the threshold. Pilots landing on auto-coupled approach may experience greater than expected pitch up/pitch down inputs between 8 NM and 5 NM. GP flags may be experienced when 8° left of centreline or 8° right of centreline and well below Glide Path.
NDB (L) 0.35°E (2027)	EX	337.000 kHz	Mon-Fri 0630-0230 (0500- 0200), Sat 0600-2100 (0500- 0200), Sun 0600-2200 (0500- 0200).	504507.75N 0031742.18W		Range 25 NM.
ILS/DME	IXR	36X	Mon-Fri 0630-0230 (0500- 0200), Sat 0600-2100 (0500- 0200), Sun 0600-2200 (0500- 0200).	504413.13N 0032418.04W	112 FT	(RWY 26) On AD. DME freq paired with ILS I-ET and I- XR. Zero range is indicated at THR of Runway 26.

EGLF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Coded centre-line with five crossbars. 900 M Light intensity high	Green Light intensity high With elevated wingbars	PAPI Left/3.5° 51 FT 308.2 M	-	-	HI bi-directional with a LI omni-directional component every 60 M	Red Light intensity high	-	EDGE: Starter extension has blue edge lights. Runway 06 has 600 M yellow caution zone lighting at the upwind end. END: Starter extension has blue end lights.
24	Coded centre-line with five crossbars. 900 M Light intensity high	Green Light intensity high With elevated wingbars	PAPI Left/3.5° 51 FT 275.66 M	-	-	HI bi-directional with a LI omni-directional component every 60 M	Red Light intensity high	-	EDGE: Runway 24 has 600 M yellow 'caution zone' lighting at the upwind end.

EGLF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: Centre of central grass area, obstruction light; Runway 06/24 thresholds and threshold anemometers adjacent to ILS glidepath antennae. Runway 06: 511631.33N 0004655.71W (LGTD); Runway 24: 511640.46N 0004625.14W (LGTD).
3	TWY edge and centre line lighting	CL: Colour coded green/yellow centre-line lights within ILS sensitive area at A1, B1, F3, W and Y. Green centre-line lights on taxiways Alpha, Bravo, Delta, Juliet, West 1 and North Aprons. EDGE: Blue edge lights.
4	Secondary power supply/switch-over time	Yes, 1 Second.
5	Remarks	-

EGLF AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGLF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
FARNBOROUGH CTR 1 512112N 0004247W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512103N 0004236W - 512035N 0003959W - 511520N 0003639W - 511035N 0005054W - 511705N 0005508W - 512112N 0004247W	Upper limit: 3500 FT ALT Lower limit: SFC	D	FARNBOROUGH RADAR English	6000 FT	-	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). VFR/SVFR transit of Farnborough CTR 1 & 2 to be requested on Farnborough Radar frequency 133.440 MHz. A portion of the Blackbushe ATZ is within the CTR, and operates as a Blackbushe Local Flying Area (LFA). Aircraft operate within this not above 2000 FT AMSL when in communication with Blackbushe information on 122.305 MHz. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
FARNBOROUGH CTR 2 512035N 0003959W - 512013N 0003800W - 511520N 0003639W - 512035N 0003959W	Upper limit: 2500 FT ALT Lower limit: SFC	D	FARNBOROUGH RADAR English	6000 FT	-	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). VFR/SVFR transit of Farnborough CTR 1 & 2 to be requested on Farnborough Radar frequency 133.440 MHz. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
FARNBOROUGH ATZ 511758N 0004954W - 511801N 0004919W - 511806N 0004829W - 511812N 0004723W - 511817N 0004705W - 511851N 0004551W - 511856N 0004537W thence clockwise by the arc of a circle radius 2.5 NM centred on 511631N 0004639W to 511758N 0004954W	Upper limit: 2238 FT ALT Lower limit: SFC	G	FARNBOROUGH RADAR English	6000 FT	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	The northern boundary of the ATZ is formed by the northern extremity of the M3 motorway. During the Notified Hours of Farnborough CTR 1 the ATZ lies within CTR 1 and is Class D airspace. The Farnborough ATZ is active for 15 minutes before and after the CTR promulgated hours. Warning – Pilots must not enter the Farnborough ATZ when active without prior permission. ATZ 2000 FT AAL.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
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. Supplementar y 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. Supplementar y 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	TLOF GAMA: - TLOF surface: - - FATO GAMA: 15 M x 15 M FATO surface: - -
4	True BRG of FATO	FATO GAMA:
5	Declared distance available	FATO GAMA:
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	H24	ATZ 2000 FT AAL.

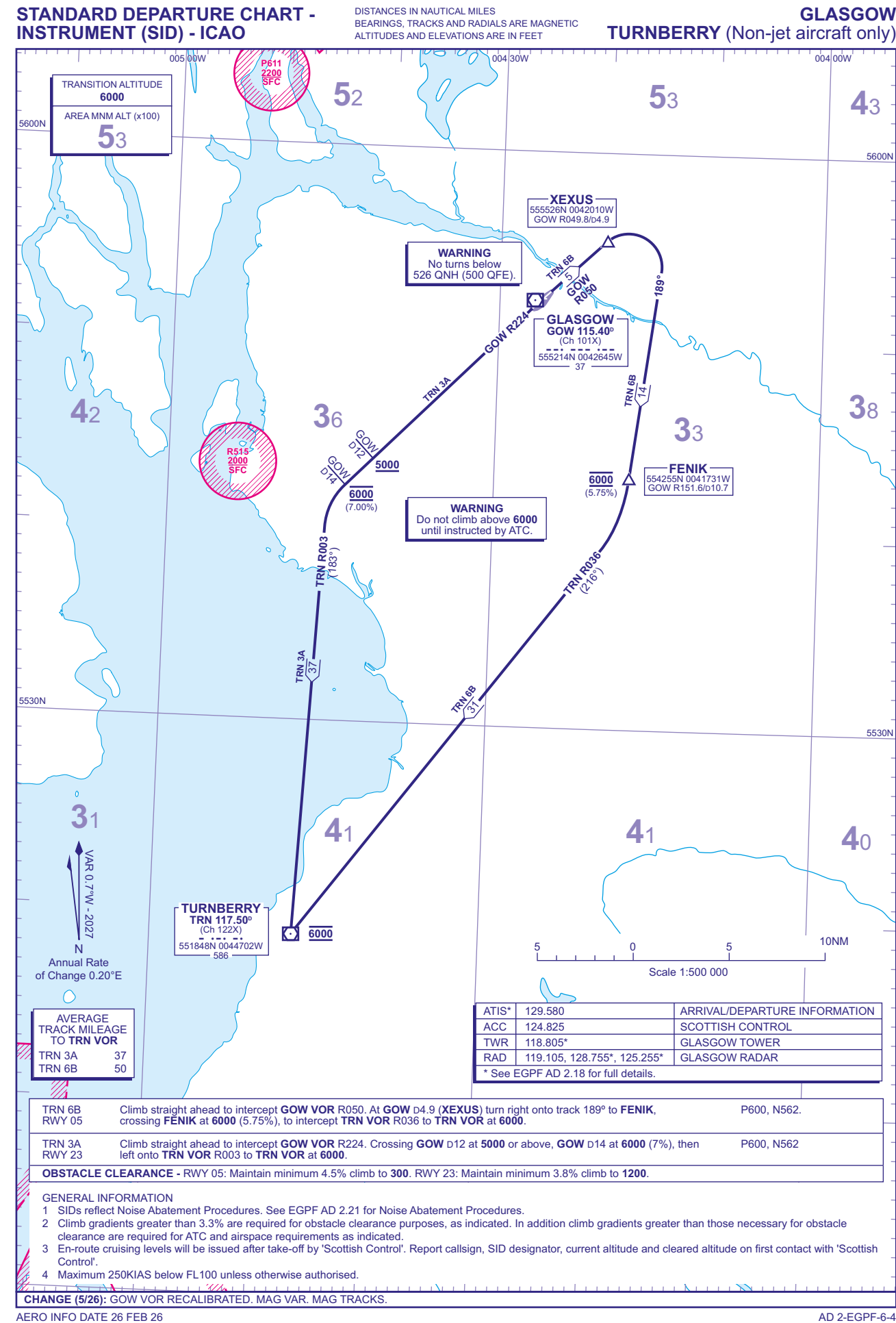
EGPF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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	-
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	

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

AERO INFO DATE 11 AUG 26

AD 2-EGPF-6-3



AMD T 05/2026

CIVIL AVIATION AUTHORITY

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 26 threshold. Helicopter procedures detailed at AD 2.20 Section 5.
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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 (08/26)	Upper limit: 2101 FT ALT Lower limit: SFC	G	GLOSTER APPROACH English	3000 FT	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	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).	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).	
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 26) 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 26) On AD. DME range on Runway 26 Approach is limited to 9.5 NM. DME range on Runway 26 on the extended centreline from 9.5 NM to 25 NM is unusable below 1400 FT. DME range on Runway 26 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. Interference may occur within 5 NM of Droitwich.

EGBJ AD 2.20 LOCAL AERODROME REGULATIONS

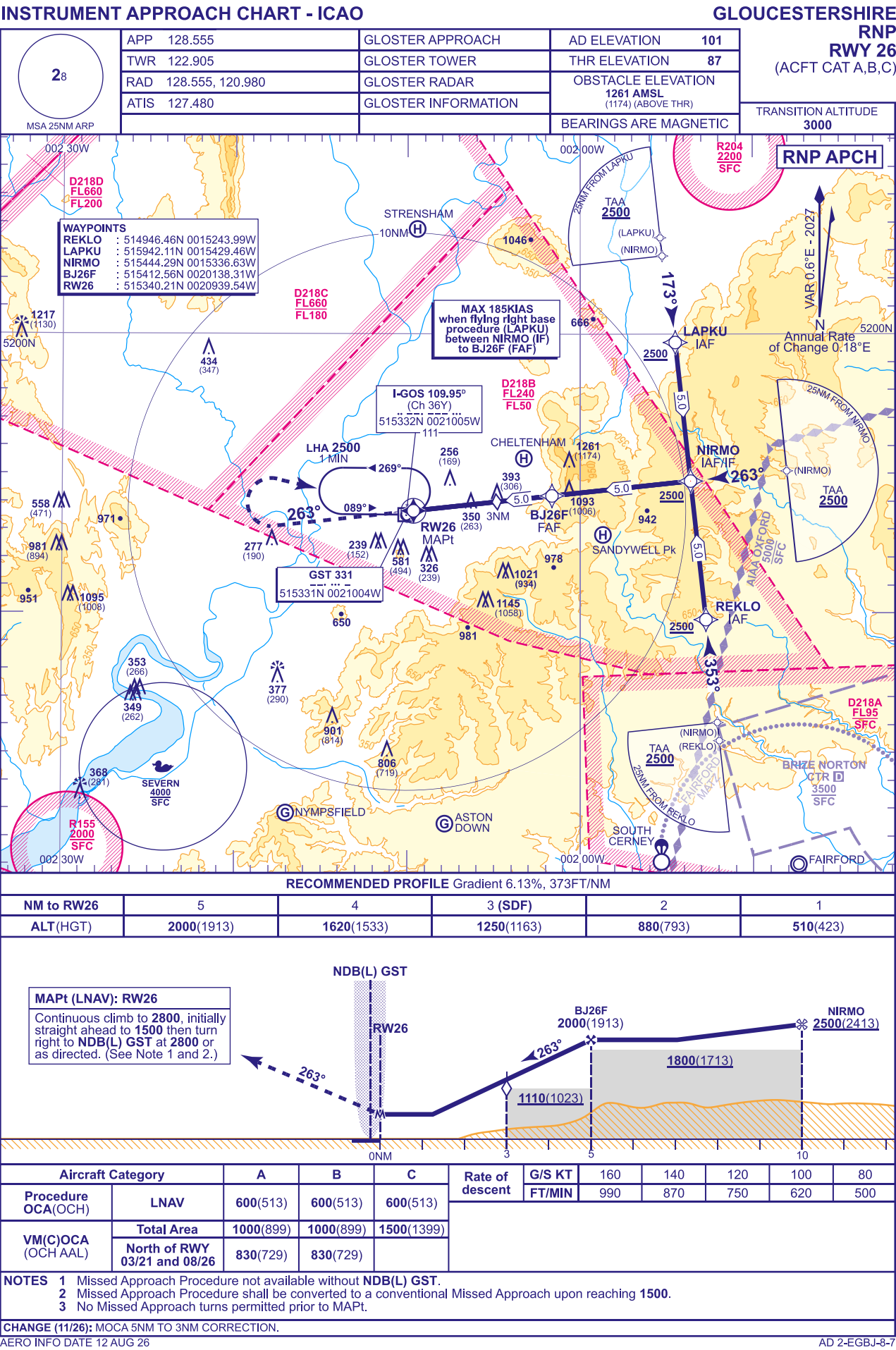
1 AIRPORT REGULATIONS

- The use of the aerodrome is subject to Airport Terms and Conditions of Use, Byelaws and Code of Practice, copies available from Admin department.
- PPR mandatory for all flights. Slot booking system in place.
- All pilots not filing flight plans are required to book-out at Flight Briefing or by telephone to ATC, stating estimated elapsed flight time, fuel endurance and POB. PPR required in addition to a flight plan, including all IAP.
- Requests for extension to airfield hours are to be made a minimum of 24 hours prior via Briefing.
- The use of the aerodrome outside published hours is subject to authorisation from Aerodrome Operator.
- PPE (high visibility jackets) must be worn by all pilots and personnel airside.
- UAS flight is not permitted unless permission has been granted by Gloucestershire Airport via Air Portal:

<https://app.airportal.aero>

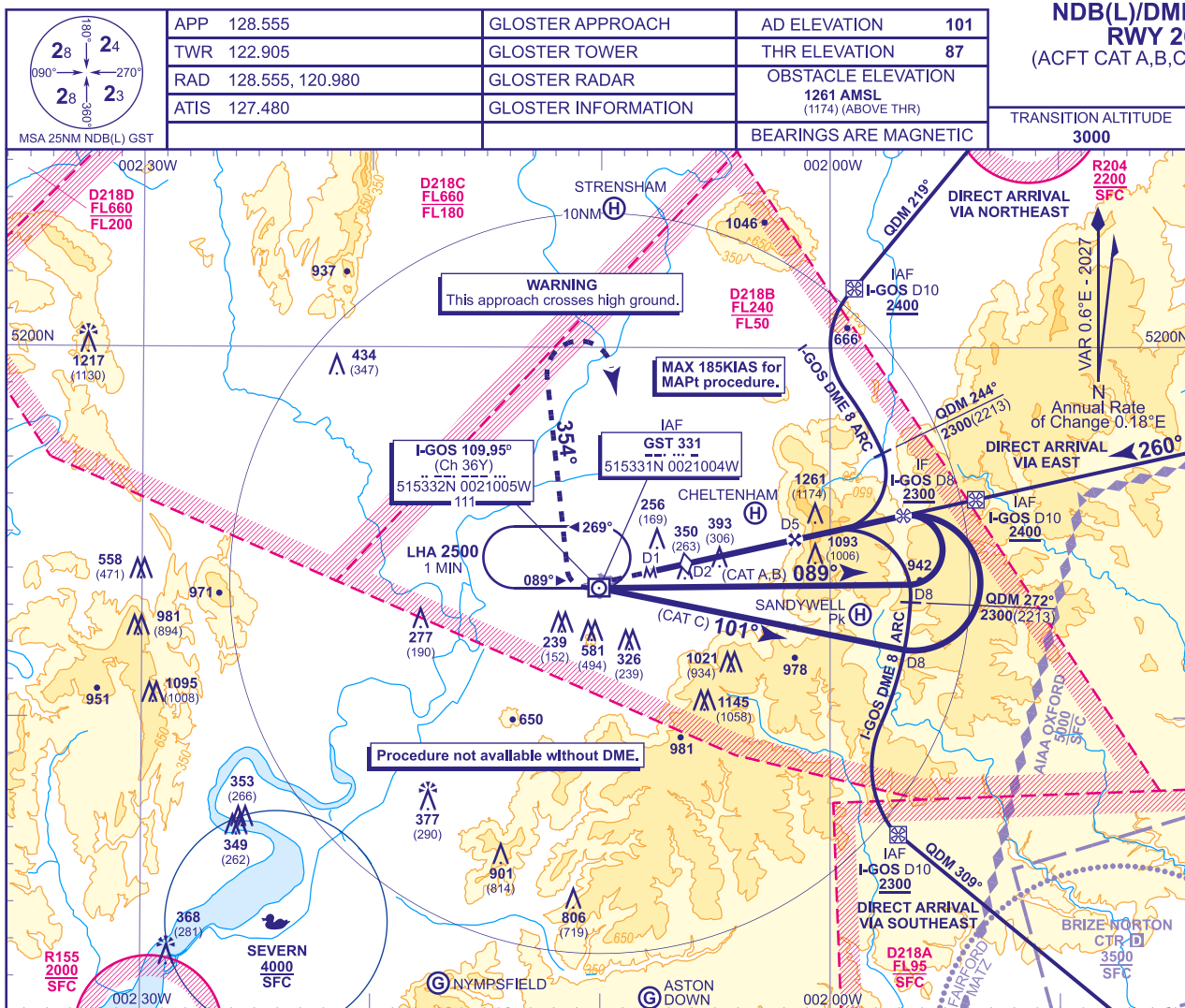
2 GROUND MOVEMENT

- Centre-line markings on taxi-lanes within Maintenance Area provide guidance only. Area shared by parked aircraft, uncontrolled authorised vehicles and pedestrians. Licensing and obstacle clearance criteria relating to taxiways not necessarily met. Marshalling assistance available on request.
- Stands 1 and 2 Self-manoeuvring markings for aircraft with a wingspan up to 24 M. Self-manoeuvring GA parking on western side of Apron A for aircraft with a wingspan up to 15 M. Marshalling assistance available on request.
- Aircraft commanders are requested to use minimum power settings when manoeuvring on Stands 1 and 2.
- Helicopter parking on west side of Apron A and on grass spots southwest of Control Tower. Stand 1 not available to helicopters unable to ground taxi. Spot 2 available during operating/daylight hours only and for the use of tower apron rotary only. Outside operating/daylight hours Spot 2 for the use of National Police helicopter only.
- During Low Visibility Procedures, runway access/egress via A2 or A3 only. All other taxiways closed.
- Power checks to be completed at holding points. Aircraft should position as close as possible to holding points.

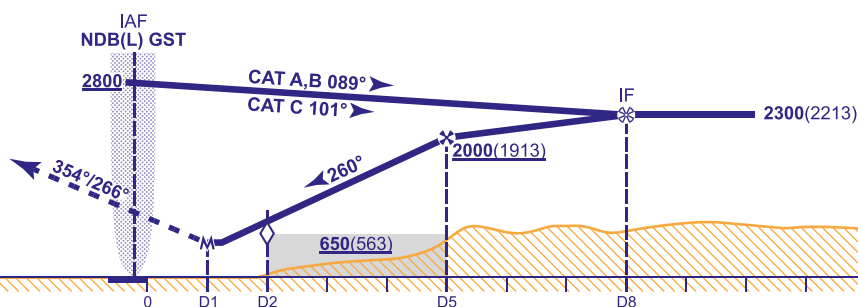


INSTRUMENT APPROACH CHART - ICAO

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



MAPt I-GOS DME 1
Climbing turn right onto track 266°M to 900, then turn right onto 354°M climbing to 2800, then turn right to NDB(L) GST at 2800.



Aircraft Category		A	B	C					
OCA (OCH)	Procedure	600(513)	600(513)	600(513)	Rate of descent	G/S KT FT/MIN	160	140	120
	Total Area	1000(899)	1000(899)	1500(1399)			990	870	750
VM(C)OCA (OCH AAL)	North of RWYs 03/21 and 08/26	830(729)	830(729)				100	80	60
							620	500	

- NOTES**
- FAT offset 4.8° from RWY C/L. FAT intercepts C/L nominally 1.2NM before THR.
 - NDB(L) GST occasionally subject to erroneous indications within 5NM of Droitwich on approach to RWY 26.
 - Aircraft will normally be required to hold not lower than 4000 or the equivalent FL.

CHANGE (10/26): SPECIFICATION CHANGE.
AERO INFO DATE 27 JUL 26

AD 2.EGBJ-8-8

GUERNSEY
EGJB

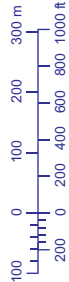
AD ELEV 336FT

ARP 492606N 0023610W

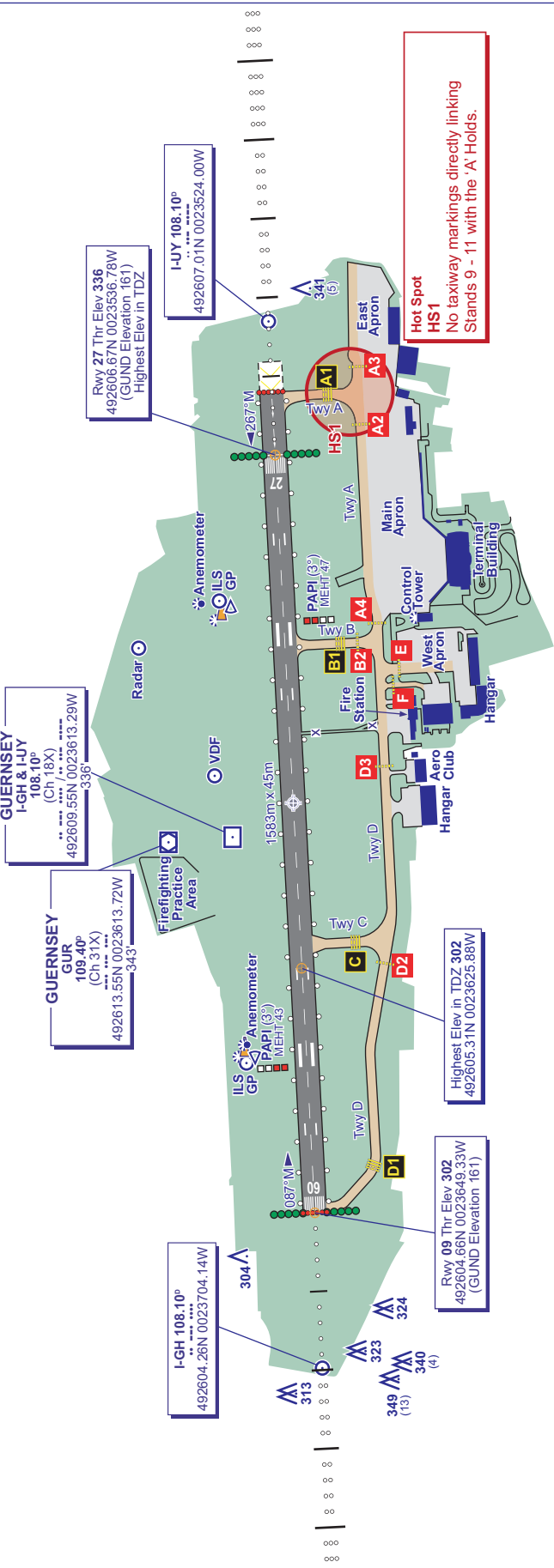
AERODROME
CHART - ICAO

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	
RWY 09/27	Grooved Asphalt	36/F/CW/T	
TWY A	Asphalt	36/F/CW/T	
TWY D	Asphalt	36/F/CW/T	
Apron (All)	See AD 2-EGJB-2-2		

VAR 0.7°E - 2027
Annual Rate
of Change 0.17°E



GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	349 (13)



LIGHTING	
APCH 09	HI 803 m coded C/L with 5 crossbars.
APCH 27	HI 895 m coded C/L with 5 crossbars.
THR 09/27	Green with HI green wing bars.
RWY 09/27	HI elev 'bi-d' with LI omni-d component. HI bi-d colour coded C/L. End lights red.
TWY	Entrance to RWY indicated by alternating green/amber C/L lights. Green C/L. Blue edge. Enhanced Stop Bars at RWY holds A1, B1, C & D1. Other Stop Bars at A2, A3, A4, B2, D2 & D3.

COM	
ATIS	109.400 (VOR)
TWR	119.955
	121.805 (GMC)
	121.605
	GUERNSEY INFO
	GUERNSEY TOWER
	GUERNSEY GROUND
	GUERNSEY FIRE

CHANGE (11/26): NEW HANGAR & APRON FROM TWY D.

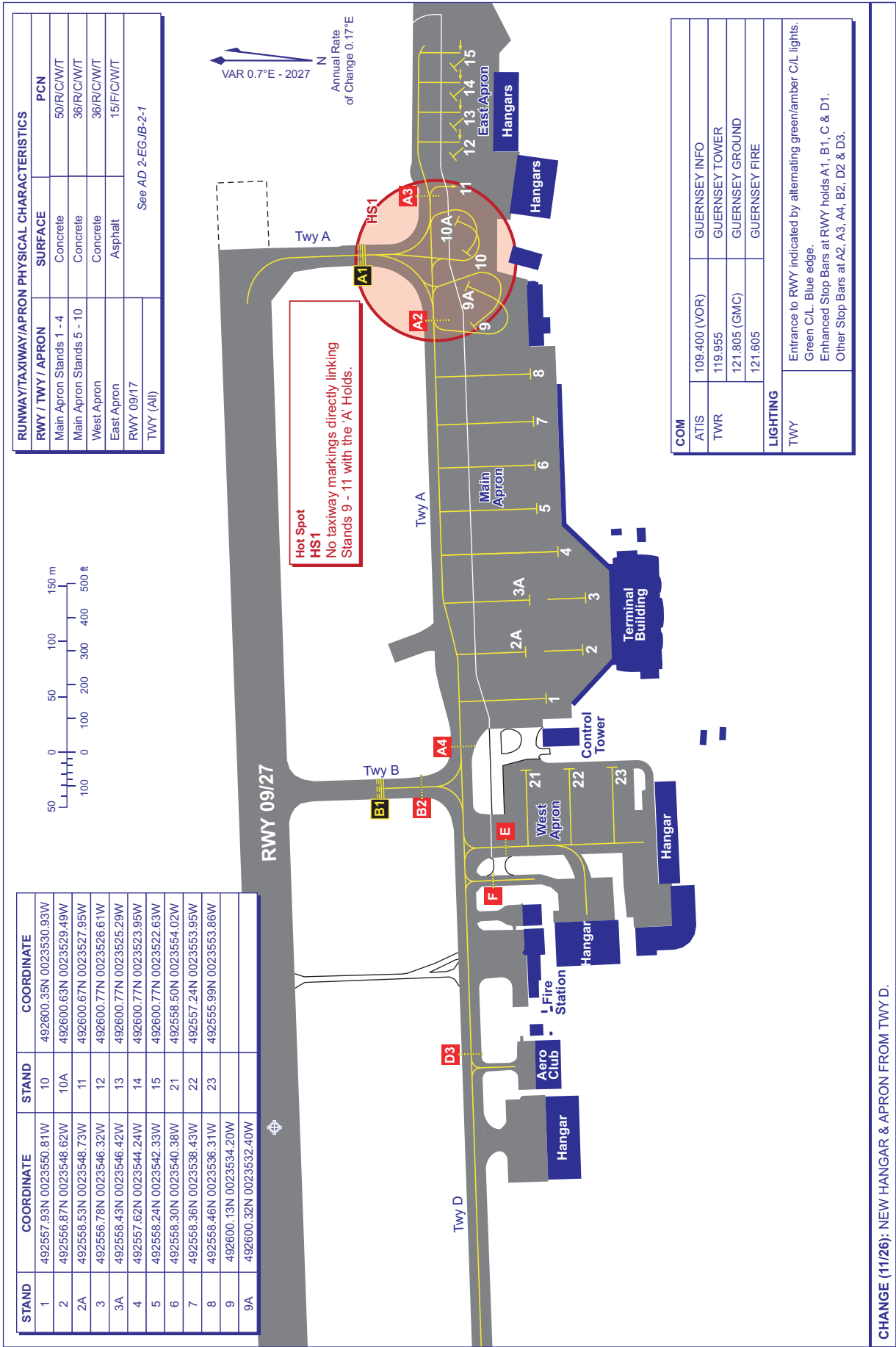
AIRCRAFT PARKING/DOCKING
CHART - ICAO

ARP 492606N 0023610W AD ELEV 336FT

GUERNSEY
EGJB

AERO INFO DATE 12 AUG 26

AD 2-EGJB-2-2



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.
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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	Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	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).	-
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	531033.11N 0025902.47W	42 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	531054.84N 0025831.79W	32 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

- Not available to non-radio equipped aircraft.
- High visibility clothing to be worn on all aprons.
- Marshalling is mandatory on all aprons.
- 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.
- Tail-wheel type aircraft (tail-draggers) are not permitted unless the pilot-in-command has at least 200 hours on type.
- APU and/or engine running not permitted outside operational hours of ATC/RFFS.

2 GROUND MOVEMENT

- 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.
- The area west of Taxiway D is defined as Apron A. All aircraft operations are subject to ATC clearance on Apron A.

EGNJ AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
02	2070 M	2208 M	2070 M	2070 M	-
20	2196 M	2196 M	2196 M	1950 M	TORA, ASDA and TODA start at red lights across runway.
02	786 M	924 M	786 M	-	Take off from abeam Holding point U.
02	761 M	899 M	761 M	-	Take off from abeam Holding point S.
20	1827 M	1827 M	1827 M	-	Take off from abeam Holding point A.
20	1327 M	1327 M	1327 M	-	Take off from abeam Holding point S.
20	1301 M	1301 M	1301 M	-	Take off from abeam Holding point U.
08	769 M	769 M	799 M	799 M	-
26	799 M	799 M	799 M	702 M	-

EGNJ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
02	Coded centre-line with five crossbars. 840 M Light intensity high	HI elevated green with elevated wingbars	PAPI Left/3.5° 51 FT 390 M	-	Coded centre-line 30 M spacing Light intensity high	HI bi-directional with LI omni-directional component	Red Light intensity high elevated	-	EDGE: Blue edge lights at turning areas. END: The red lights across the runway mark the end of usable pavement.
20	Coded centre-line with five crossbars. 912 M Light intensity high	HI inset green with elevated wingbars	PAPI Left/3° 53 FT 325 M	-	Coded centre-line 30 M spacing Light intensity high	HI bi-directional with LI omni-directional component	Red Light intensity high elevated	-	EDGE: Blue edge lights at turning areas.

EGNJ 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: Located at 533357.52N 0002135.83W - 533442.24N 0002044.04W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	15 seconds or less (1 second or less during LVP departures of <800 M RVR).
5	Remarks	Obstacle marking and lighting: Localizer aerial – Glide Path aerial – NDB aerial – Radar – Windsleeves – Control Tower – Fire Station Watch Tower

EGNJ 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	FATO: - x - FATO surface: - -
4	True BRG of FATO	FATO:
5	Declared distance available	FATO:
6	APP and FATO lighting	-
7	RMK	Heliport Helicopter Stands: H9, H10 and H11 - Up to AW139. H12 - Up to MD900. Southern Apron: H6, H7 and H8 - Up to AW139. Main Apron: H1N and H1S - Up to AW139. SAR Apron: HS1 and HS2 - Up to S92.

EGNJ 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
HUMBERSIDE ATZ A circle, 2.5 NM radius, centred at 533424N 0002105W on longest notified runway (02/20)	Upper limit: 2121 FT ALT Lower limit: SFC	G	HUMBERSIDE RADAR English	3000 FT	0620-2115 (0510-2015).	Humberside ATC are operating on reduced staffing, operating hours are amended weekly by NOTAM. SAR operations may occur H24, including outside of the operating hours of the aerodrome and ATZ. Pilots are recommended to make a blind call on the Humberside Tower channel 124.905 when the aerodrome is published closed and they are transiting through or close to the ATZ. ATZ 2000 FT AAL.

EGNJ 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	HUMBERSIDE APPROACH	119.130 DOC 50 NM/ 25,000 FT.	-	-	0620-2115 (0510-2015).	-
TWR	HUMBERSIDE TOWER	119.130 DOC 50 NM/ 25,000 FT.	-	-	As directed by ATC.	-
		124.905 DOC 25 NM/4,000 FT.	-	-	0620-2115 (0510-2015).	
RADAR	HUMBERSIDE RADAR	119.130	-	-	0620-2115 (0510-2015).	LARS is provided coincident with Approach hours.
		129.255 DOC 40 NM/ 20,000 FT.	-	-	As directed by ATC.	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	HUMBERSIDE INFORMATION	124.130 DOC 60 NM/ 20,000 FT.	-	-	0620-2115 (0510-2015).	-
OTHER	HUMBERSIDE FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGNJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC 1 1.11°E (2027)	IHS	108.750 MHz	0620-2115 (0510- 2015).	533345.90N 0002131.83W		(RWY 20)
ILS/GP	IHS	330.350 MHz	0620-2115 (0510- 2015).	533442.66N 0002044.42W		3° ILS Ref Datum Hgt 54 FT.
NDB (L) 1.11°E (2027)	KIM	365.000 kHz	0620-2115 (0510- 2015).	533426.49N 0002113.61W		On AD. Range 15 NM.
ILS/DME	IHS	24Y	0620-2115 (0510- 2015).	533426.24N 0002112.52W	111 FT	(RWY 20) On AD. Freq paired with ILS I-HS. Zero range is indicated at THR of Runway 02 and 20.

EGNJ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

2 GROUND MOVEMENT

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

3 CAT II/III OPERATIONS

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

29 Oct 2026

4 WARNINGS

- a) Light aircraft are warned of the possible effect of wake turbulence by preceding helicopters on approach or departure.
- b) Light aircraft should also be aware of the possible effect of rotor downwash generated by large helicopters operating through the main apron area.
- c) **Caution:** Pilots are reminded that parachuting takes place at Hibaldstow unlicensed aerodrome between FL 160 and ground level.
- d) Concentrations of birds in/on agricultural areas on the approaches to all runways. Deterrent measures within the aerodrome's boundaries are carried out by the Bird Control Unit and pilots may be requested by ATC to delay a departure or arrival if bird concentrations within the Bird Control Unit's area of control prove difficult to disperse.
- e) Helicopter Main Routing Indicators (HMRIs) are established between Humberside and the Southern North Sea off-shore safety area.
- f) **Caution:** Pilots are reminded of the close proximity of EGD307 Donna Nook; Military aircraft performing high energy manoeuvres and unable to conform to the Rules of the Air.
- g) Rising ground infringes the approach surface of Runway 02 (1:50) for the final 1000 M. Maximum penetration above the 1:50 is 4.18 M at a distance of 250 M from the threshold, 90 M right of centre-line.
- h) Rising ground penetrates the Take-off and Climb Surface of Runway 20 (1:50) out to a distance of 1000 M. Maximum penetration above 1:50 is 4.18 M at a distance of 250 M from the threshold, 90 M to the left of centre-line.
- i) A wooden post and rail fencing adds a further 1.3 M to the rising ground.
- j) SAR operations may occur H24, including outside of the operating hours of the aerodrome and ATZ. Pilots are recommended to make a blind call on the Humberside Tower channel 124.905 MHz when the aerodrome is published closed and they are transiting through or close to the ATZ.

5 HELICOPTER OPERATIONS

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

6 USE OF RUNWAYS

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

7 TRAINING

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

EGNJ AD 2.21 NOISE ABATEMENT PROCEDURES

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

EGNJ AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT APPROACH PROCEDURES

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

2 UK FIS

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

3 DEPARTURES JOINING THE AIRWAY SYSTEM

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

4 VISUAL REFERENCE POINTS (VRP)

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

EGNJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGNJ-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGNJ-2-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGNJ-5-1

INSTRUMENT APPROACH CHART RNP RWY 02 - ICAO

AD 2.EGNJ-8-1

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 02 - ICAO

AD 2.EGNJ-8-2

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 20 - ICAO

AD 2.EGNJ-8-3

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 20 - ICAO

AD 2.EGNJ-8-4

INSTRUMENT APPROACH CHART RNP RWY 20 - ICAO

AD 2.EGNJ-8-5

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 - ICAO

AD 2.EGNJ-8-6

INSTRUMENT APPROACH PROCEDURE CODING TABLES RNP RWY 02

AD 2.EGNJ-8-7

INSTRUMENT APPROACH PROCEDURE CODING TABLES RNP RWY 20

AD 2.EGNJ-8-8

EGNJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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TRANSITION ALTITUDE 3000 ELEVATION 31

TWR 118.405,	INVERNESS TOWER
RAD 122.605	INVERNESS RADAR
ATIS 109.200	INVERNESS INFORMATION

See AD 2.18 for details.

VAR 0.7°W - 2027
Annual Rate of Change 0.21°E

Scale 1:600,000

a) **2300** in the sector defined by the lateral limits: 575332N 0400321W - 575330N 0034000W - 573050N 0034003W - 573233N 0400230W - 575332N 0400321W.
b) **2700** in the sector defined by the lateral limits: 573416N 0403000W - 574500N 040300W - 573233N 0400230W - 572213N 0401554W - 572213N 040300W - 573416N 040300W.
c) **3300** in the sector defined by the lateral limits: 573233N 0400230W - 573050N 0034003W - 572211N 0034000W - 572213N 0401554W - 573233N 0400230W.
d) **3300** in the sector defined by the lateral limits: 575331N 0402150W - 575332N 0400321W - 574500N 040300W - 573834N 0401915W - 575331N 0402150W.
e) **3900** in the sector defined by the lateral limits: 575221N 0403000W - 572211N 0034000W - 571332N 0034000W - 571247N 0403000W - 572211N 0403000W.
f) **4500** in the sector defined by the lateral limits: 575331N 0403000W - 575331N 0402150W - 573834N 0401915W - 573416N 0403000W - 575330N 0403000W.

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

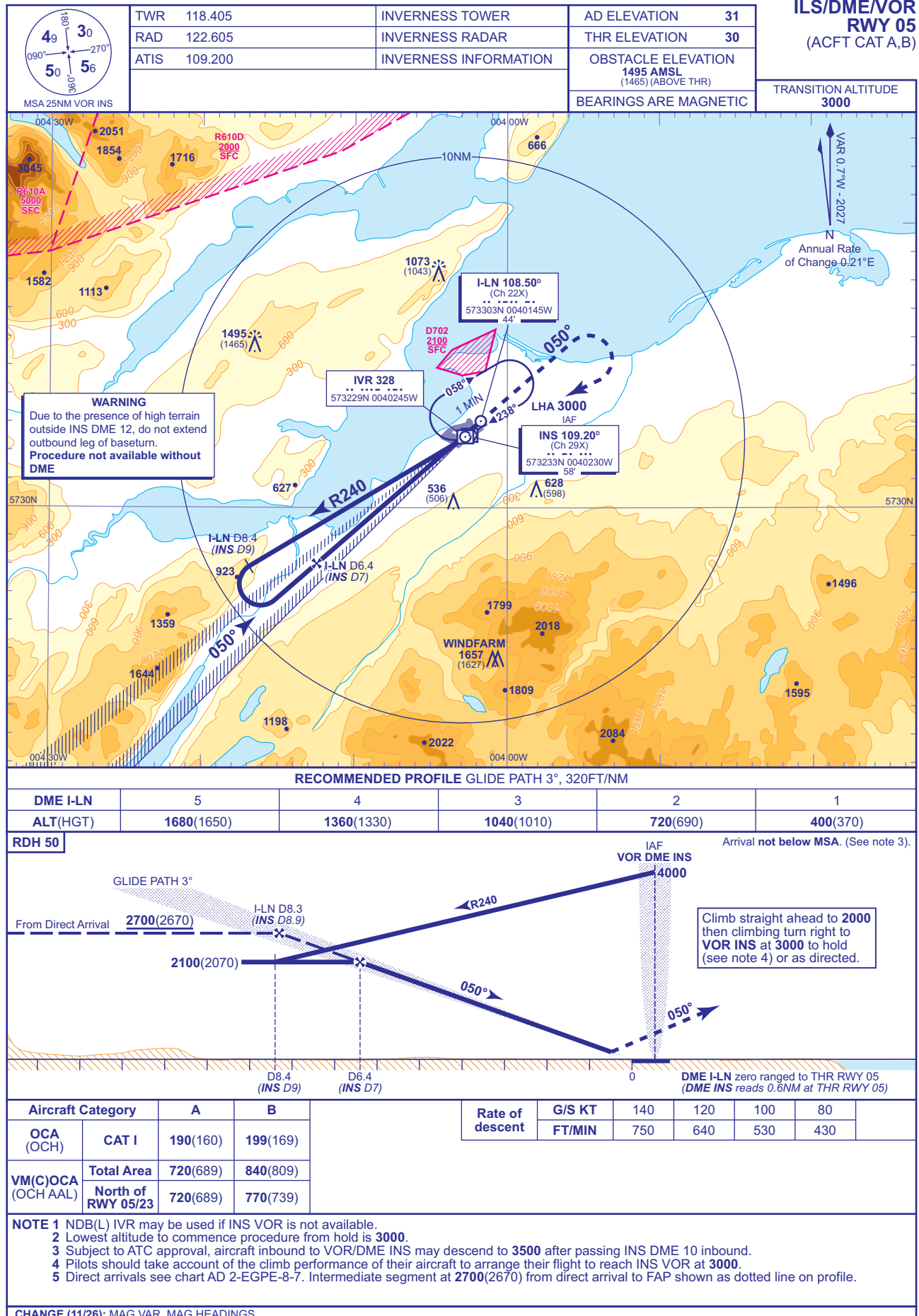
†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

6. This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.

AD 2-EGPE-5-1

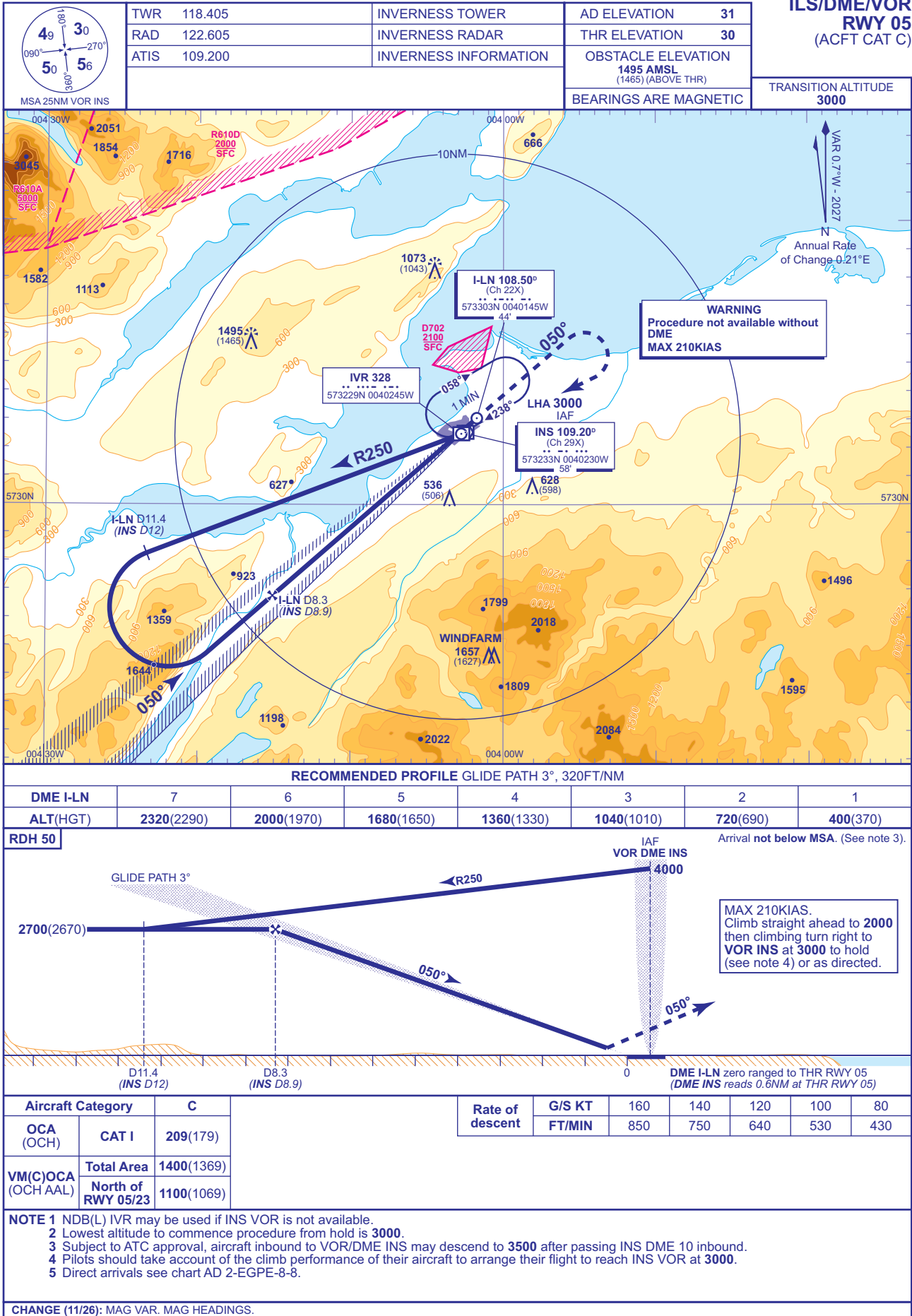
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INSTRUMENT APPROACH CHART - ICAO

INVERNESS
ILS/DME/VOR
RWY 05
(ACFT CAT A,B)

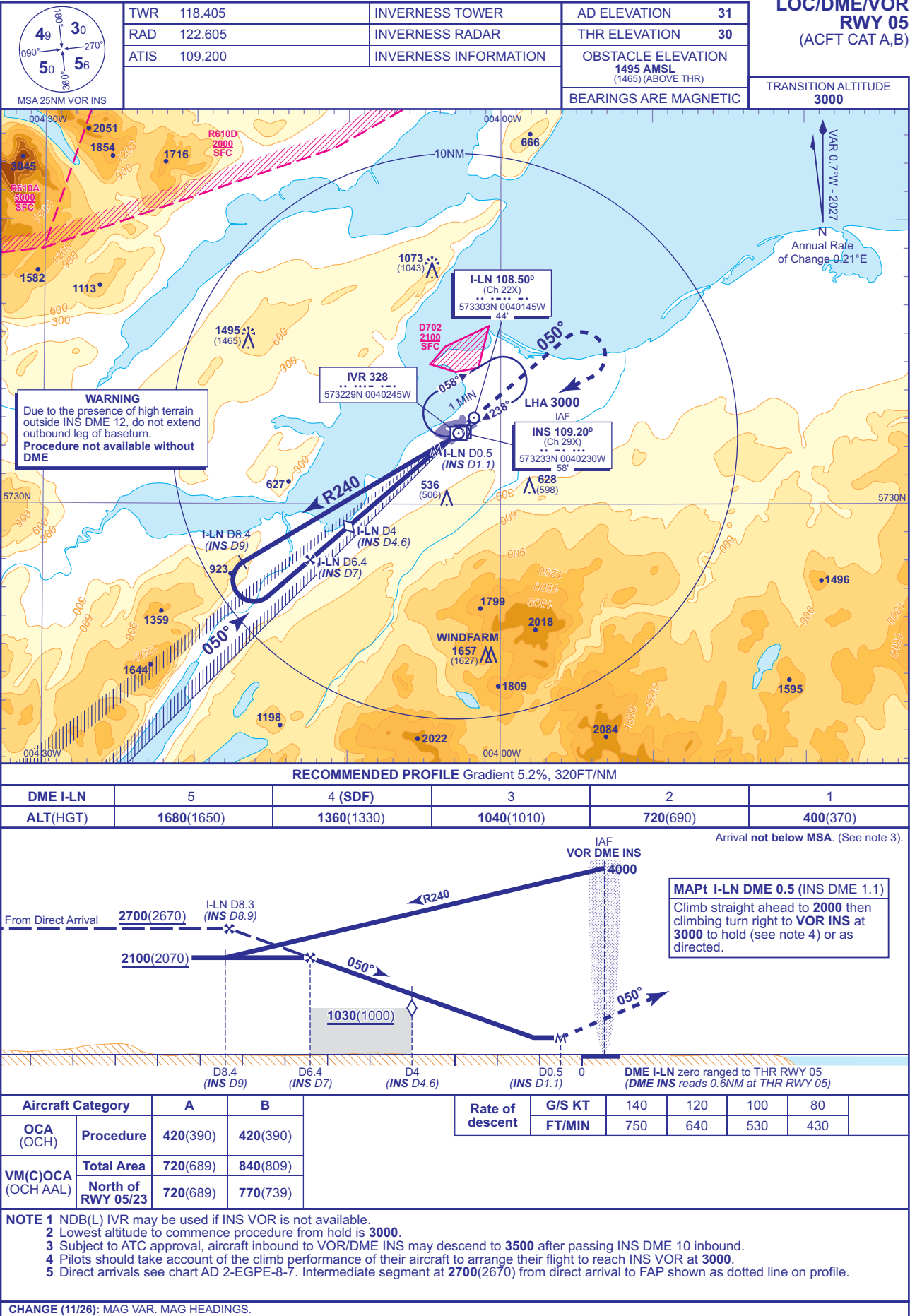
INSTRUMENT APPROACH CHART - ICAO

INVERNESS
ILS/DME/VOR
RWY 05
(ACFT CAT C)



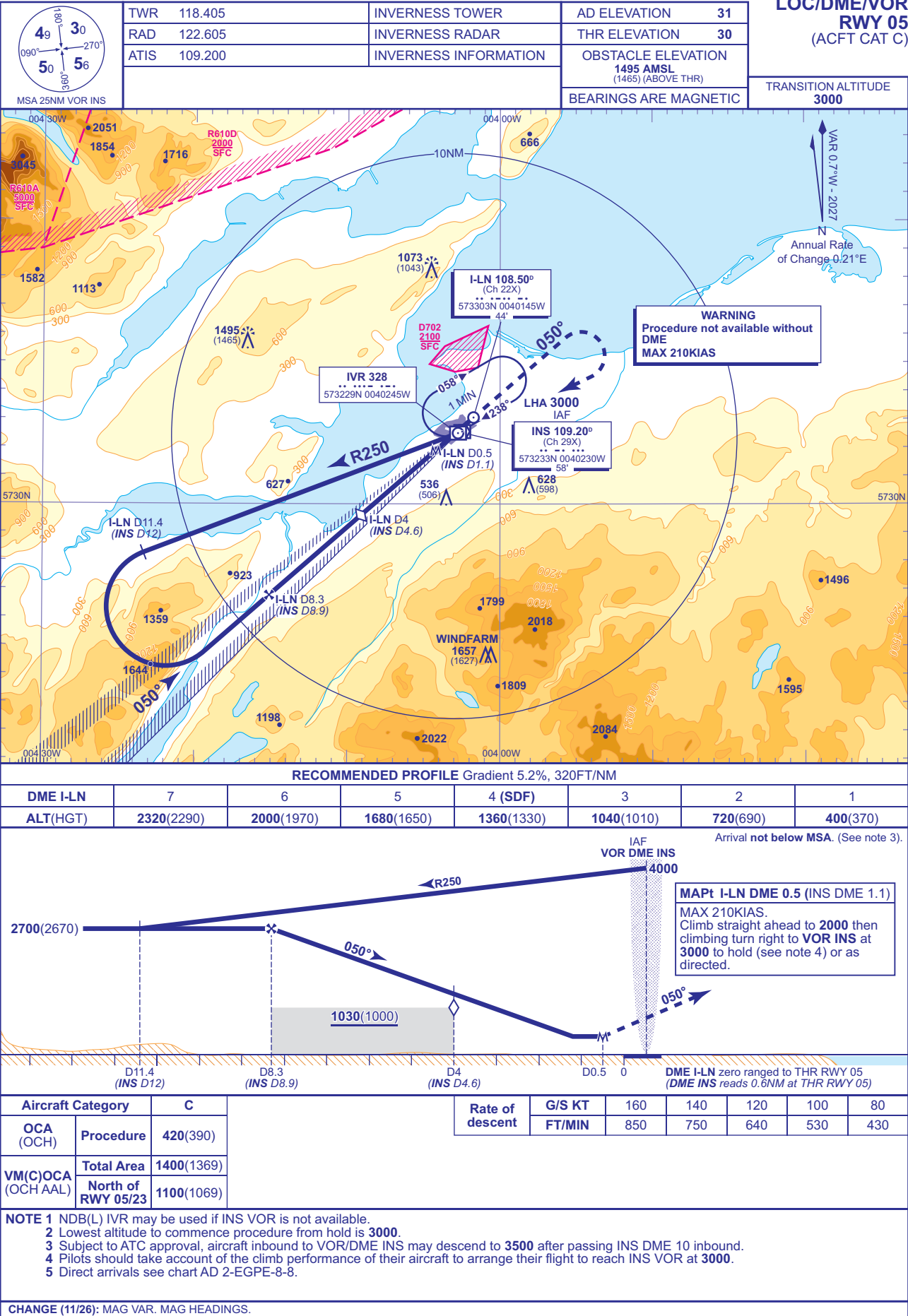
INSTRUMENT APPROACH CHART - ICAO

INVERNESS
LOC/DME/VOR
RWY 05
(ACFT CAT A,B)



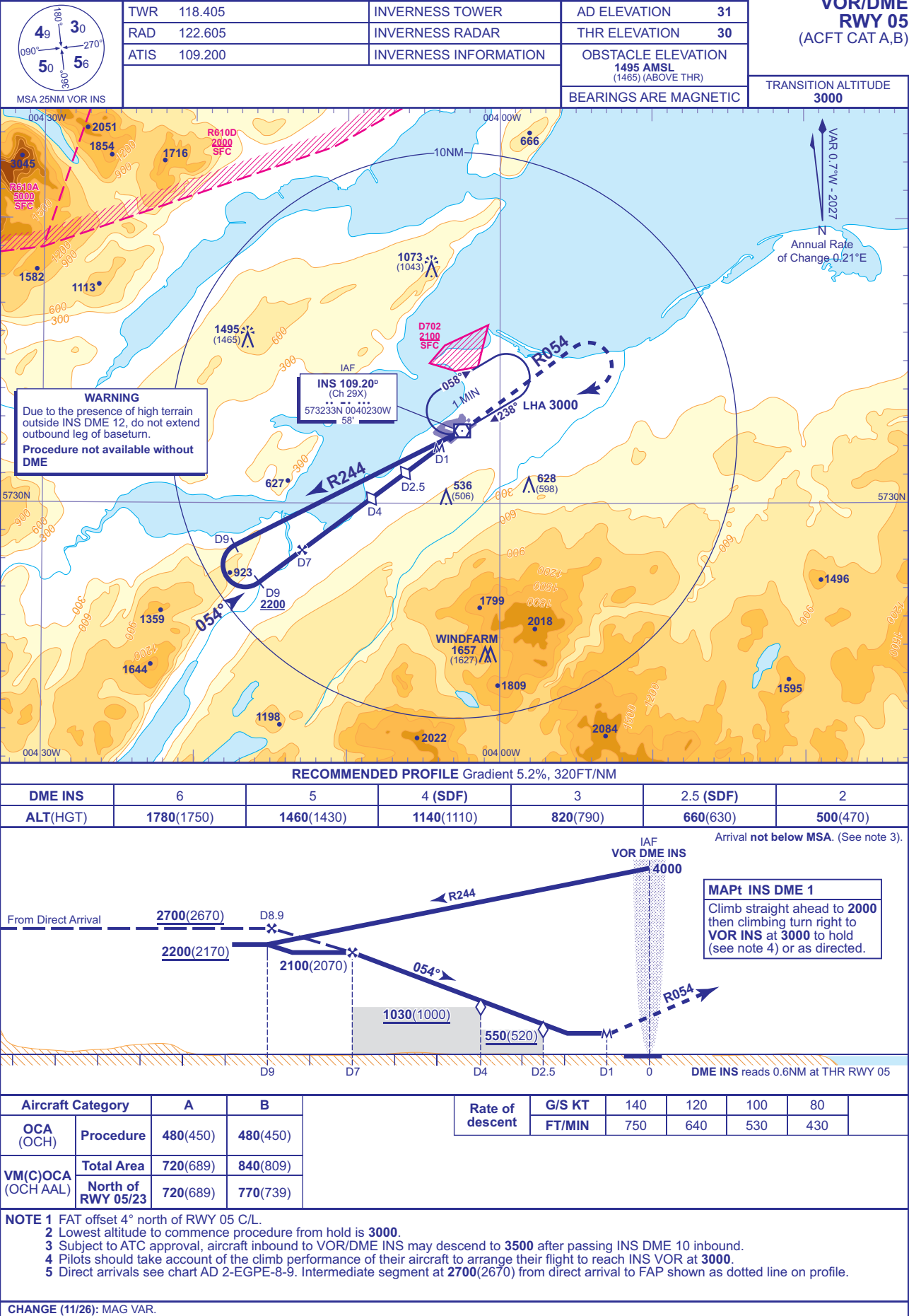
INSTRUMENT APPROACH CHART - ICAO

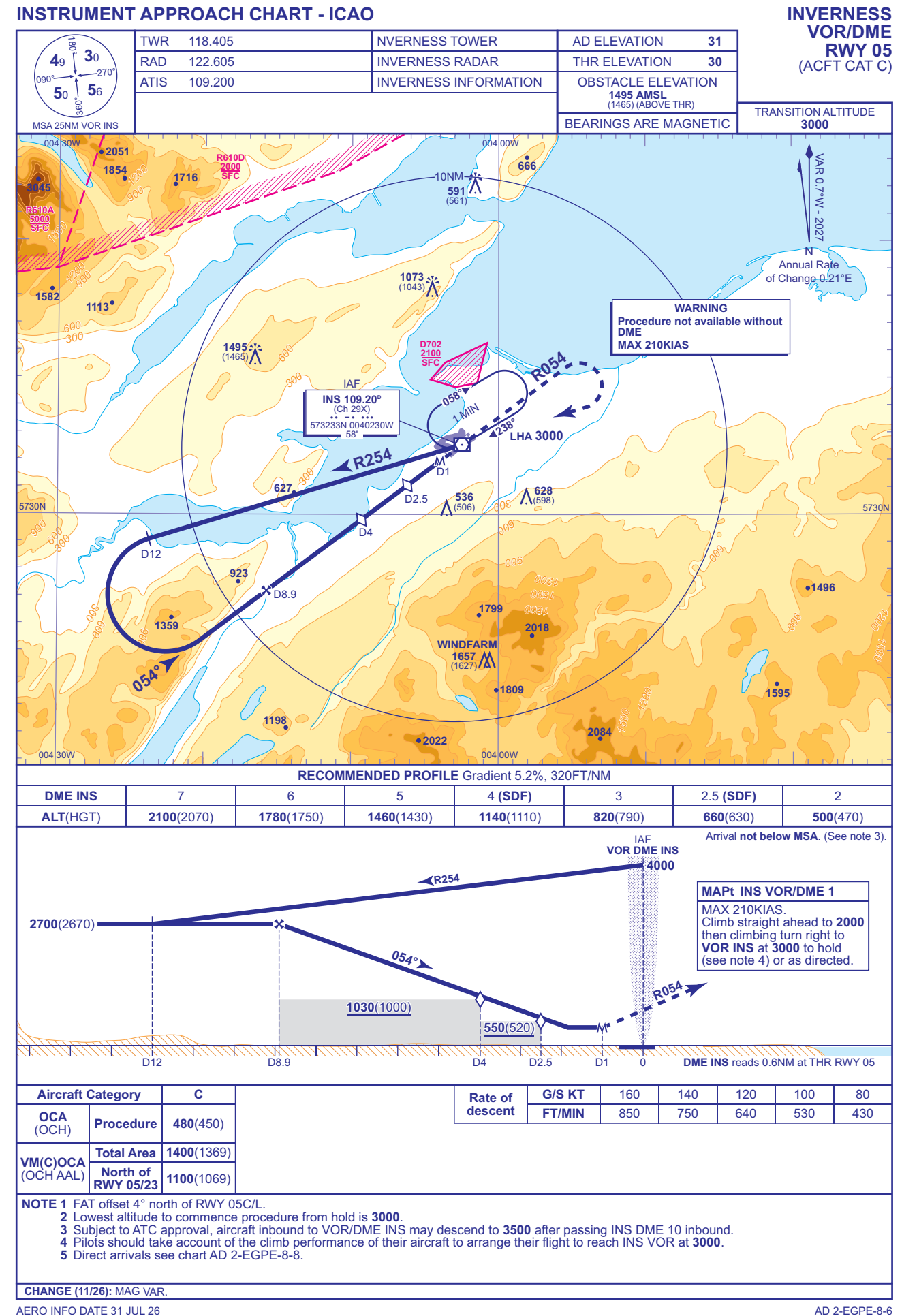
INVERNESS
LOC/DME/VOR
RWY 05
(ACFT CAT C)



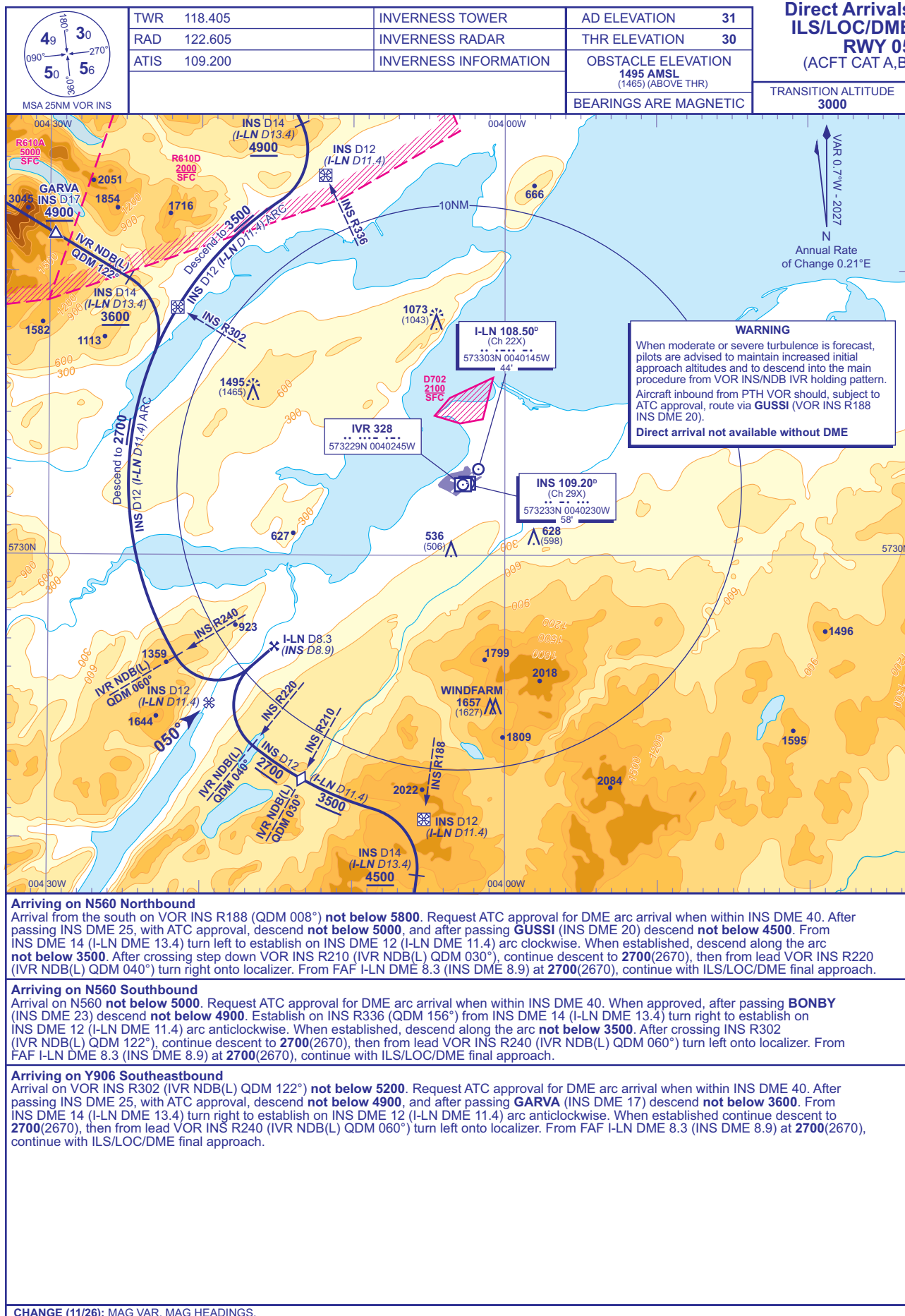
INSTRUMENT APPROACH CHART - ICAO

INVERNESS
VOR/DME
RWY 05
(ACFT CAT A,B)





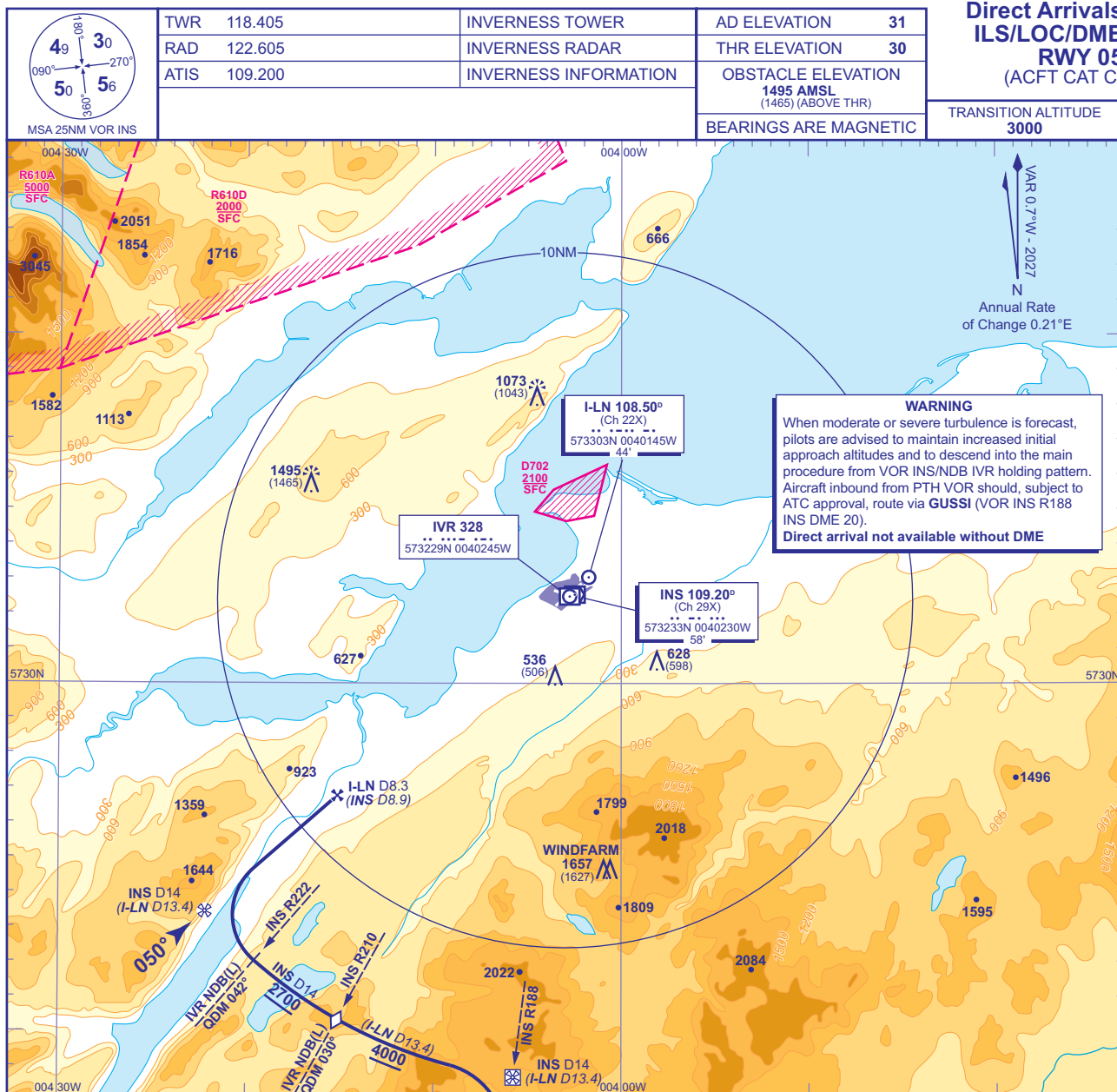
INSTRUMENT APPROACH CHART - ICAO

INVERNESS
Direct Arrivals
ILS/LOC/DME
RWY 05
(ACFT CAT A,B)

INSTRUMENT APPROACH CHART - ICAO

INVERNESS
Direct Arrivals
ILS/LOC/DME
RWY 05
(ACFT CAT C)

TRANSITION ALTITUDE
3000



Arriving on N560 Northbound

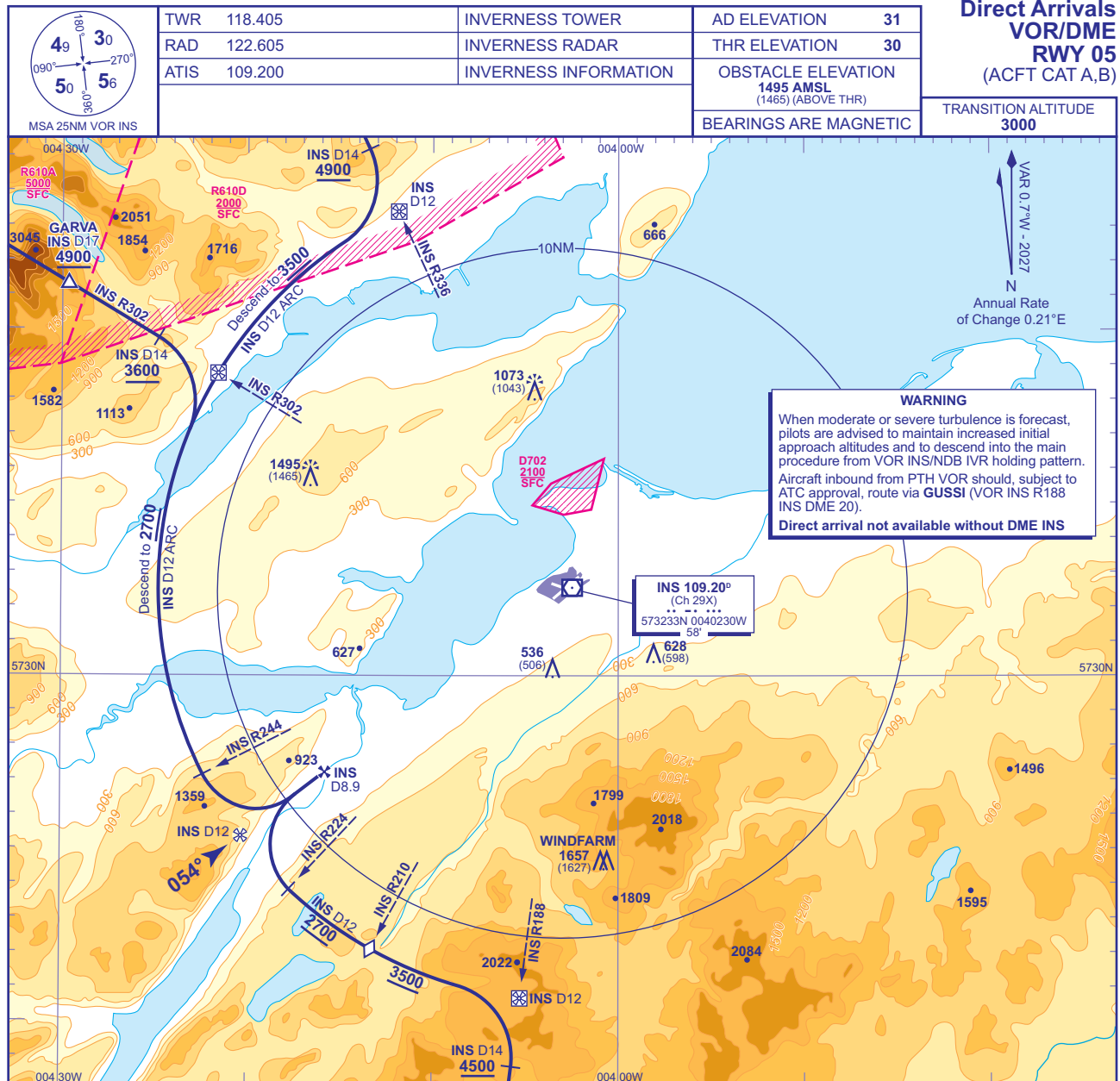
Arrival from the south on VOR INS R188 (QDM 008°) **not below 5800**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5000**. From INS DME 16 (I-LN DME 15.4) turn left to establish on INS DME 14 (I-LN DME 13.4) arc clockwise. When established, descend along the arc **not below 4000**. After crossing step down VOR INS R210 (IVR NDB(L) QDM 030°), continue descent to **2700**(2670), then from lead VOR INS R222 (IVR NDB(L) QDM 042°) turn right onto localizer. From FAF I-LN DME 8.3 (INS DME 8.9) at **2700**(2670), continue with ILS/LOC/DME final approach.

CHANGE (11/26): MAG VAR. MAG HEADINGS.

AERO INFO DATE 31 JUL 26

AD 2-EGPE-8-8

INVERNESS
Direct Arrivals
VOR/DME
RWY 05
(ACFT CAT A,B)



Arrival from the south on VOR INS R188 (QDM 008°) **not below 5800**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5000**, and after passing **GUSSI** (INS DME 20) descend **not below 4500**. From INS DME 14 turn left to establish on INS DME 12 arc clockwise. When established, descend along the arc **not below 3500**. After crossing step down VOR INS R210, continue descent to **2700**(2670), then from lead VOR INS R224 turn right onto extended FAT. From FAF INS DME 8.9 at **2700**(2670), continue with VOR/DME final approach.

Arrival on N560 **not below 5000**. Request ATC approval for DME arc arrival when near **BONBY**. When approved, after passing **BONBY** (INS DME 23) descend **not below 4900**. Establish on INS R336 (QDM 156°) from INS DME 14 turn right to establish on INS DME 12 arc anticlockwise. When established, descend along the arc **not below 3500**. After crossing INS R302, continue descent to **2700**(2670), then from lead VOR INS R244 turn left to establish on extended FAT. From FAF INS DME 8.9 at **2700**(2670), continue with VOR/DME final approach.

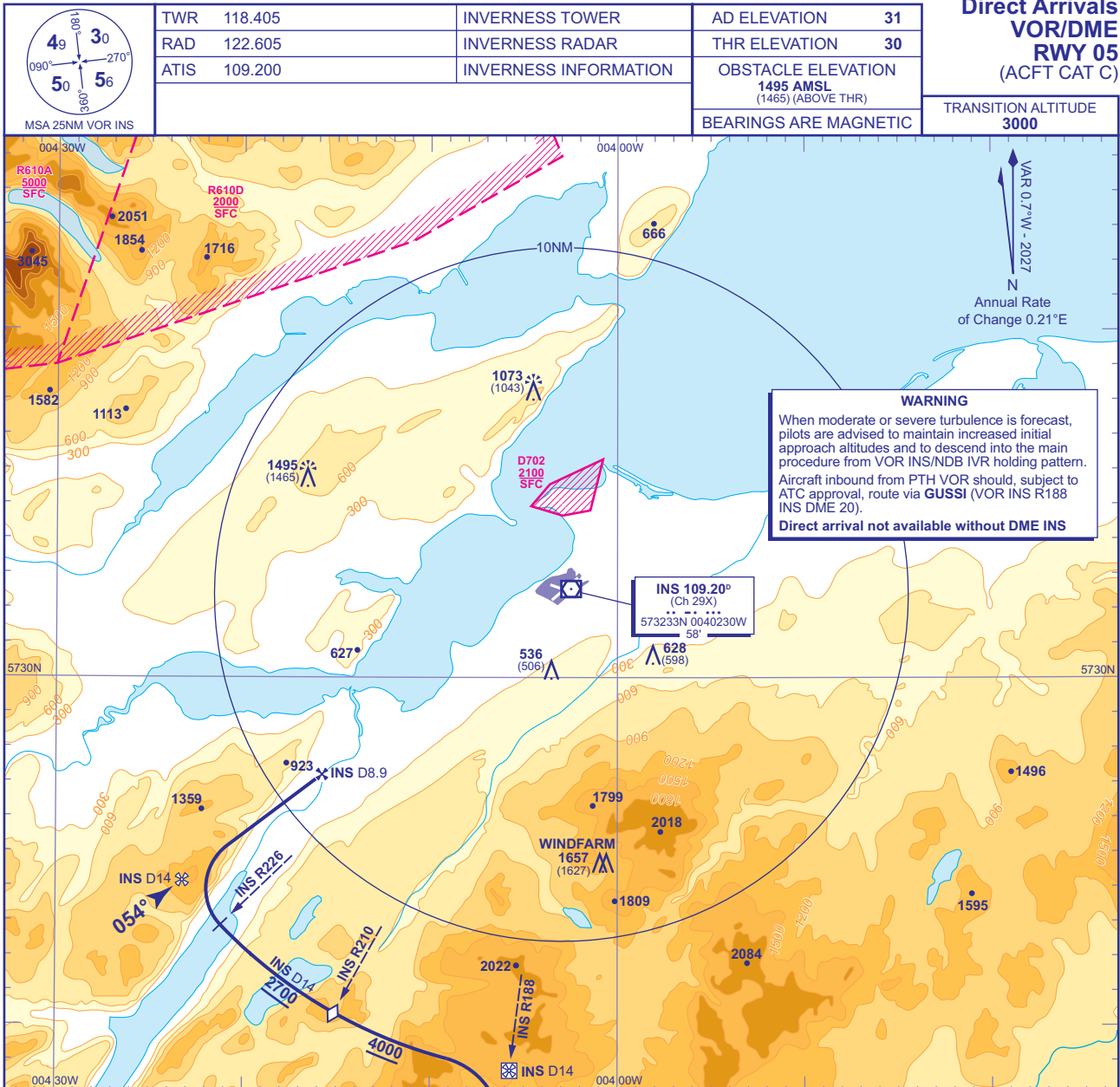
Arrival on VOR INS R302 (QDM 122°) **not below 5200**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 4900**, and after passing **GARVA** (INS DME 17) descend **not below 3600**. From INS DME 14 turn right to establish on INS DME 12 arc anticlockwise. When established continue descent to **2700(2670)**, then from lead VOR INS R244 turn left to establish on extended FAT. From FAF INS DME 8.9 at **2700(2670)**, continue with VOR/DME final approach.

AD 2-EGPF-8-9

INSTRUMENT APPROACH CHART - ICAO

INVERNESS
Direct Arrivals
VOR/DME
RWY 05
(ACFT CAT C)

TRANSITION ALTITUDE
3000



Arriving on N560 Northbound

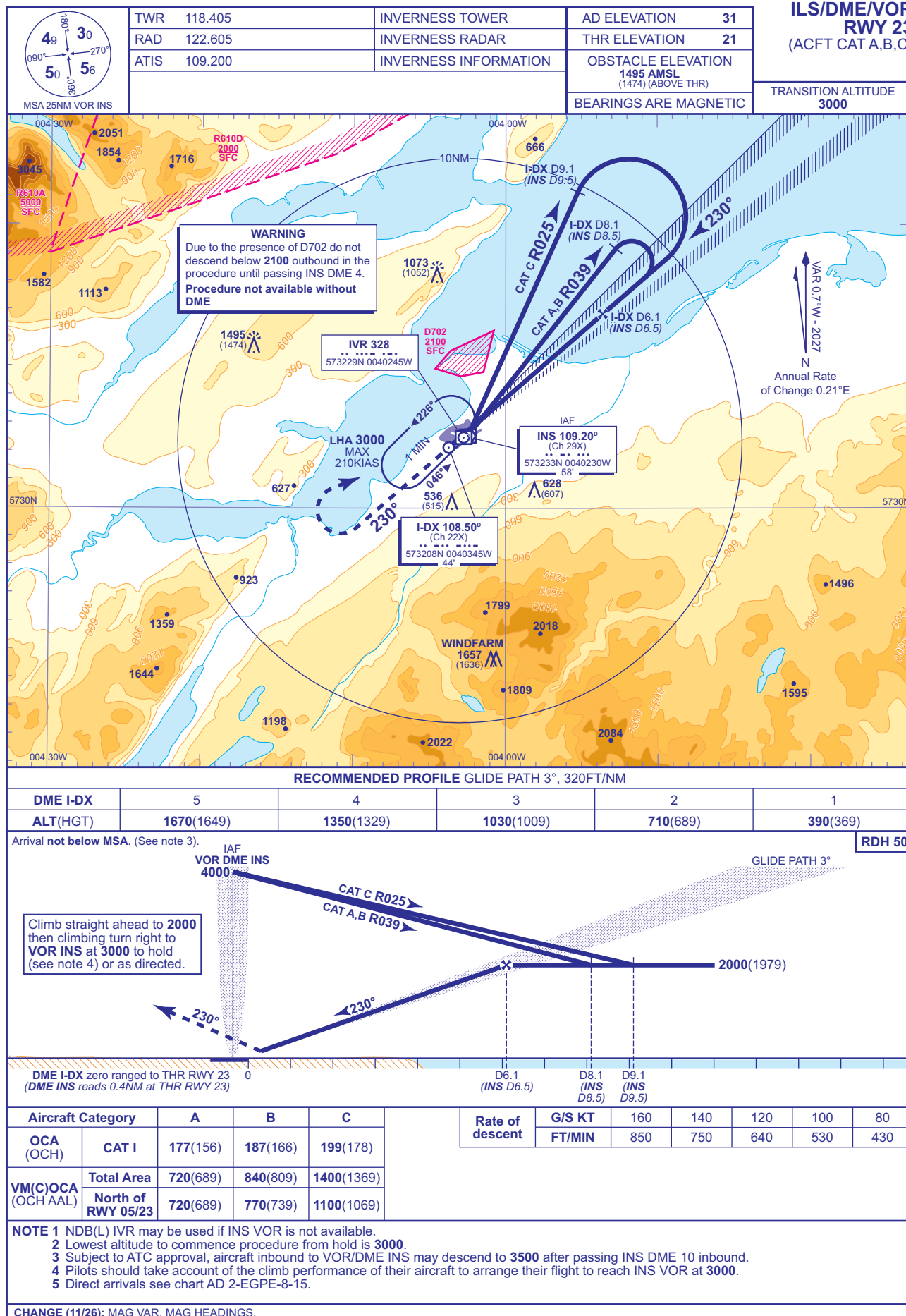
Arrival on R005 R005b
 Arriving from the south on VOR INS R188 (QDM 008°) **not below 5800**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5000**. From INS DME 16 turn left to establish on INS DME 14 arc clockwise. When established, descend along the arc **not below 4000**. After crossing step down VOR INS R210, continue descent to **2700**(2670), then from lead VOR INS R226 turn right onto extended FAT. From FAF INS DME 8.9 at **2700**(2670), continue with VOR/DME final approach.

CHANGE (11/26): MAG VAR.

AERO INFO DATE 31 JUL 26

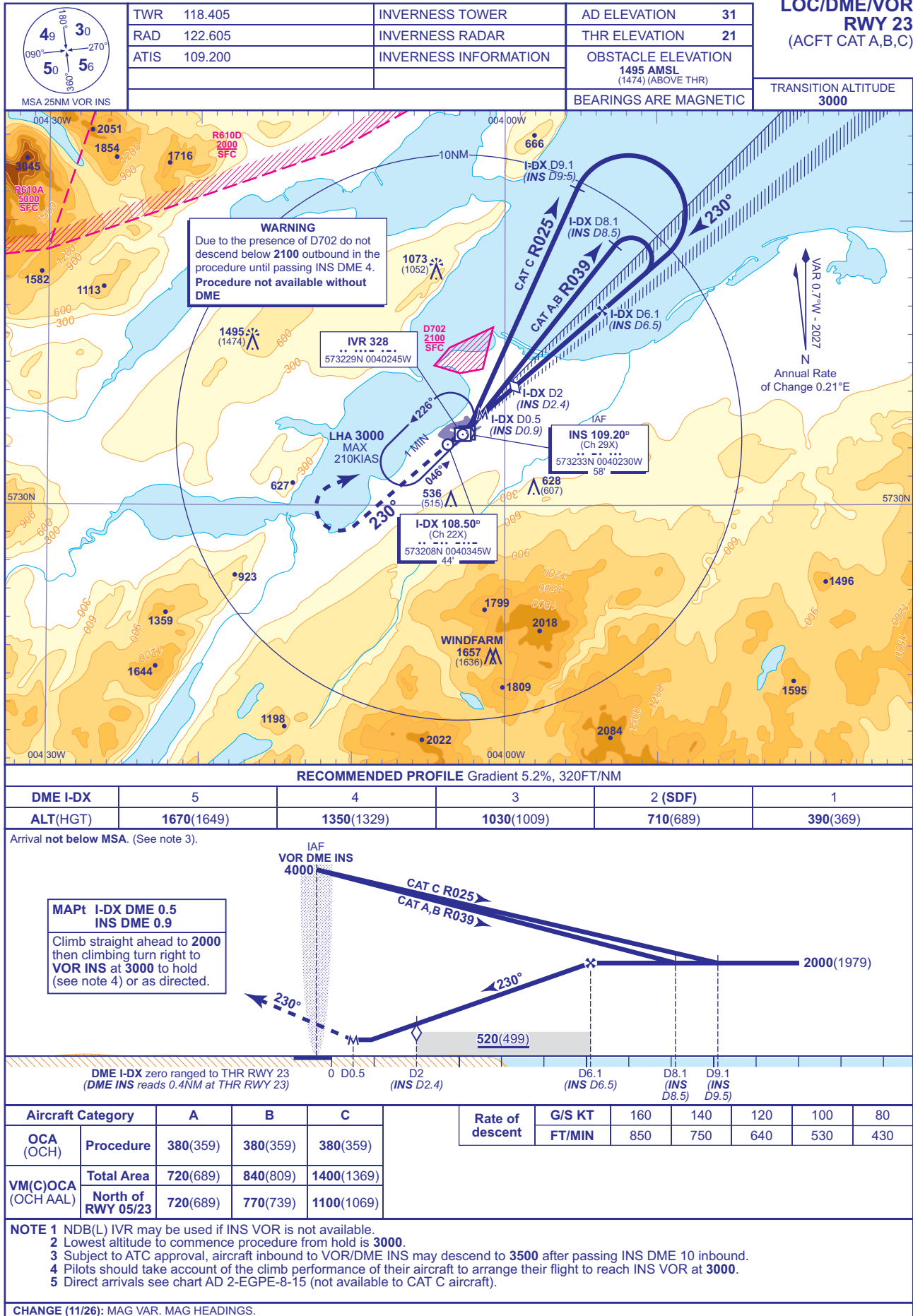
AD 2-EGPE-8-10

INSTRUMENT APPROACH CHART - ICAO

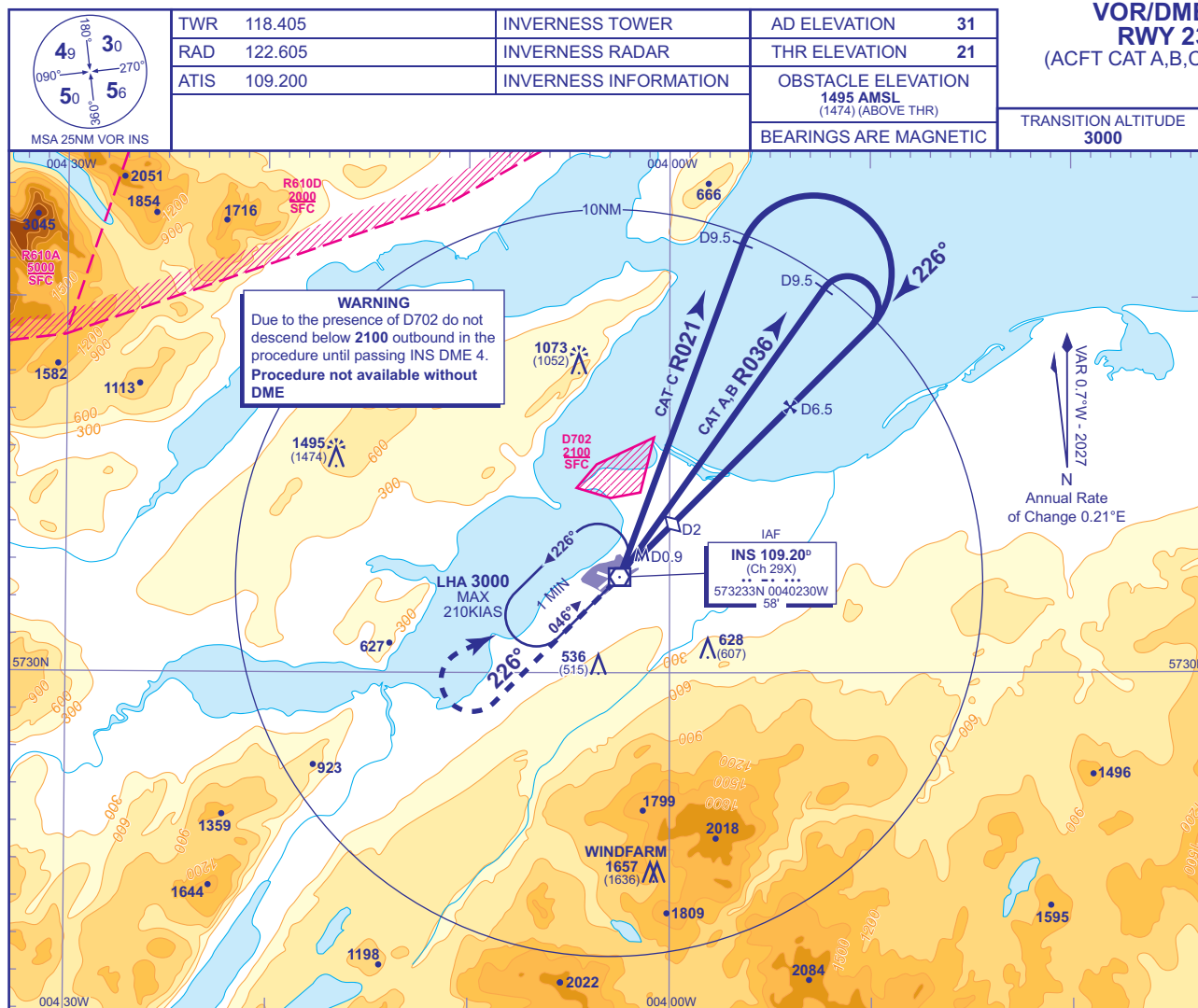
INVERNESS
ILS/DME/VOR
RWY 23
(ACFT CAT A,B,C)

INSTRUMENT APPROACH CHART - ICAO

**INVERNESS
LOC/DME/VOR
RWY 23
(ACFT CAT A,B,C)**

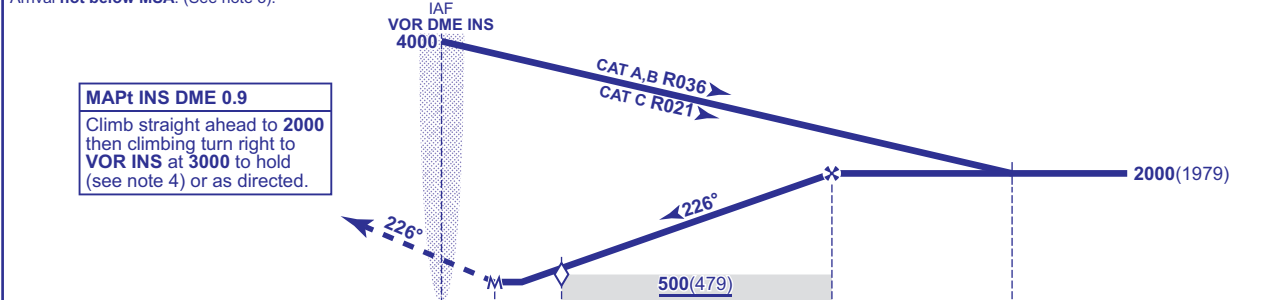


INSTRUMENT APPROACH CHART - ICAO

INVERNESS
VOR/DME
RWY 23
(ACFT CAT A,B,C)

RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM				
DME INS	5	4	3	2 (SDF)
ALT(HGT)	1500(1479)	1180(1159)	860(839)	540(519)

Arrival not below MSA. (See note 3).



DME INS reads 0.4NM at THR RWY 23				
Aircraft Category	A	B	C	Rate of descent
OCA (OCH)	Procedure	430(409)	430(409)	FT/MIN
VM(C)OCA (OCH AAL)	Total Area	720(689)	840(809)	1400(1369)
	North of RWY 05/23	720(689)	770(739)	1100(1069)

- NOTE 1** FAT offset 4° north of RWY 23 C/L.
2 Lowest altitude to commence procedure from hold is 3000.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to 3500 after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at 3000.
5 Direct arrivals see chart AD 2-EGPE-8-16.

CHANGE (11/26): MAG VAR.

AERO INFO DATE 31 JUL 26

AD 2-EGPE-8-13

**INVERNESS
VOR
RWY 23
(ACFT CAT A,B,C)**



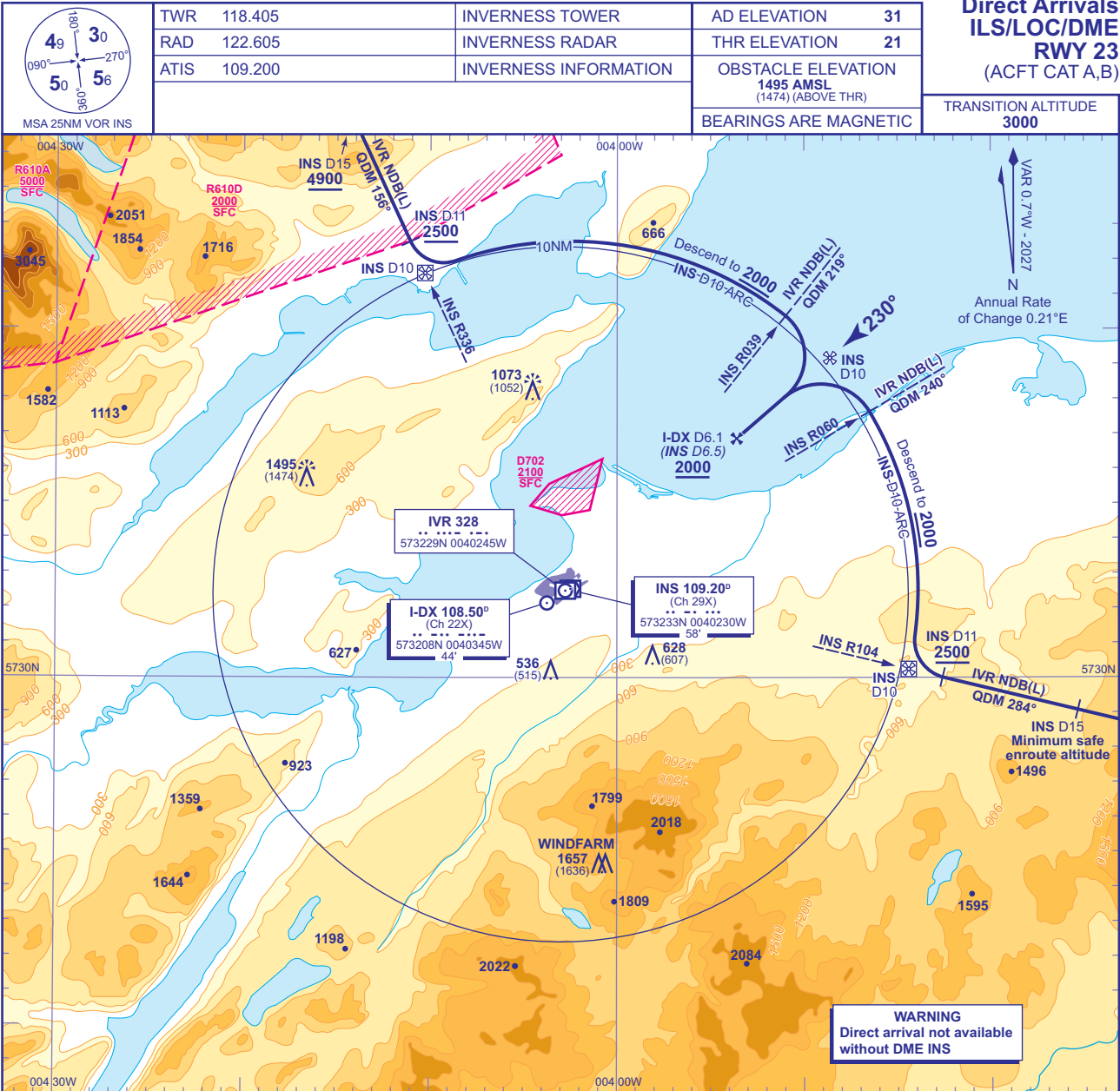
NOTE 1 FAT offset 4° north of RWY 23 C/L.
2 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.

AERO INFO DATE 05 AUG 26

AD 2-EGPE-8-14

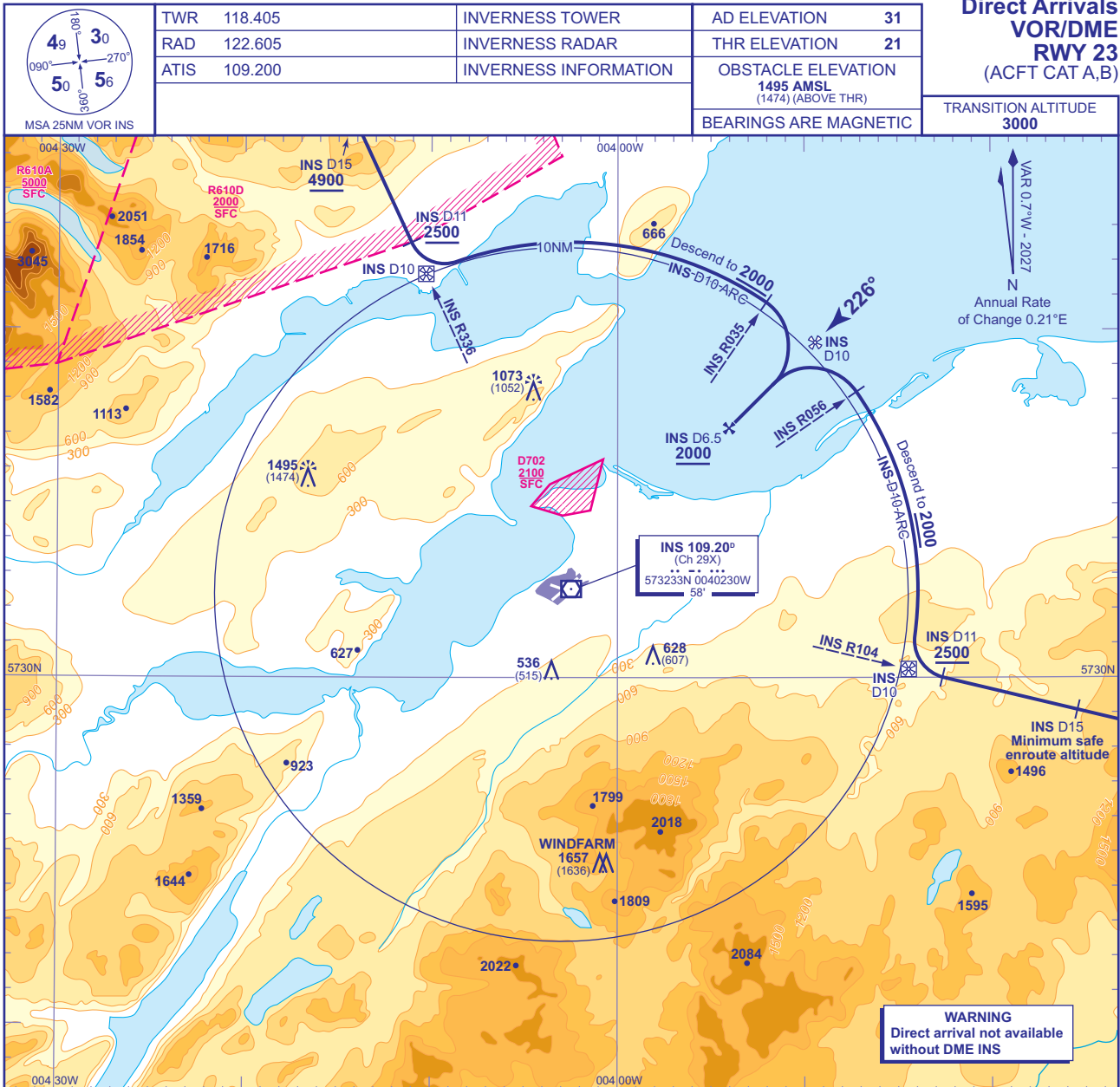
INSTRUMENT APPROACH CHART - ICAO

INVERNESS
Direct Arrivals
ILS/LOC/DME
RWY 23
(ACFT CAT A,B)



INSTRUMENT APPROACH CHART - ICAO

INVERNESS
Direct Arrivals
VOR/DME
RWY 23
(ACFT CAT A,B)



Arriving direct from VOR/DME ADN

Arriving direction from VOR/DME ADV
 Arrive from VOR/DME ADV on VOR INS R104 (QDM 284°) **not below minimum safe enroute altitude**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5600**. After passing INS DME 15 descend **not below 2500**. From INS DME 11 turn right to establish on INS DME 10 arc anticlockwise. When established, descend along the arc to **not below 2000**(1979). From lead radial VOR INS R056 turn left onto extended FAF. From FAF INS DME 6.5 at **2000**(1979), continue with VOR/DME final approach.

Arriving on N560 Southbound

Arrival on N560 **not below 5000**. Request ATC approval for DME arc arrival when within INS DME 40. When approved, after passing **BONBY** (INS DME 23) descend **not below 4900**. Establish on INS R336 (QDM 156°) from INS DME 15, descend **not below 2500**. From INS DME 11 turn left to establish on INS DME 10 arc clockwise. When established, descend along the arc **not below 2000**(1979). From lead radial VOR INS R035 turn right onto extended FAT. From FAF INS DME 6.5 at **2000**(1979), continue with VOR/DME final approach.

CHANGE (11/26): MAG VAR.

AERO INFO DATE 31 JUL 26

AD 2-EGPE-8-16

7	Charts and other information available for briefing or consultation	Metforms 214 and 215.
8	Supplementary equipment available for providing information	Telephone and email.
9	ATS units provided with information	ISLAY
10	Additional information (limitation of service, etc.)	During airport opening hours.

EGPI 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	070.49°	635 x 18 M	RWY surface: Asphalt, Grooved PCN 13/F/D/Y/T	554056.87N 0061531.72W 183.2 FT	THR 33.3 FT -	-
25	250.50°	635 x 18 M	RWY surface: Asphalt, Grooved PCN 13/F/D/Y/T	554103.09N 0061500.63W 183.1 FT	THR 54.3 FT -	-
12	120.87°	1550 x 30 M	RWY surface: Asphalt, Grooved PCN 13/F/D/Y/T	554110.83N 0061605.99W 183.2 FT	THR 22.8 FT -	-
30	300.88°	1550 x 30 M	RWY surface: Asphalt, Grooved PCN 13/F/D/Y/T	554049.83N 0061503.83W 183.1 FT	THR 39.0 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
-	-	695 x 60 M	90 x 36 M -	-	-	RWY 07
-	-	695 x 60 M	90 x 36 M -	-	-	RWY 25 Threshold displaced by 58 M.
-	141 x 150 M	-	86 x 60 M -	-	-	RWY 12 Threshold displaced by 143 M. Strip Dimensions 1386 x 280 M.
-	143 x 150 M	-	116 x 60 M -	-	-	RWY 30 Threshold displaced by 141 M. Strip Dimensions 1386 x 150 M.

EGPI AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
12	1409 M	1550 M	1409 M	1266 M	-
30	1407 M	1550 M	1407 M	1266 M	-
07	635 M	635 M	635 M	635 M	-
25	635 M	635 M	635 M	577 M	-

EGPI AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	-	Green wingbars	-	-	-	HI bi-directional, LI omni-directional	-	-	-
25	-	Green wingbars	-	-	-	HI bi-directional, LI omni-directional	-	-	-
12	Abbreviated centre-line with one crossbar. - Light intensity high	Green wingbars	PAPI Left/3° -	-	-	HI bi-directional, LI omni-directional	Red	-	-
30	-	Green wingbars	PAPI Left/4° -	-	-	HI bi-directional, LI omni-directional	Red	-	-

EGPI 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 12: 554106.76N 0061605.29W (LGTD), RWY 30: 554053.53N 0061502.31W (LGTD)
3	TWY edge and centre line lighting	EDGE: Blue taxiway edge lights from Runway 12/30 via Runway 07/25 to apron.
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGPI AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGPI 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
ISLAY ATZ A circle, 2 NM radius, centred at 554100N 0061535W on longest notified runway (12/30)	Upper limit: 2056 FT ALT Lower limit: SFC	G	ISLAY INFORMATION English	3000 FT	Mon-Fri 0800-1840 (0700-1740); Sat 0800-1340 (0700-1240); Sun 1145-1655 (1045-1555).	ATZ 2000 FT AAL.

EGPI 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	ISLAY INFORMATION	123.155 DOC 25 NM/4,000 FT.	-	-	Mon-Fri 0800-1840 (0700-1740); Sat 0800-1340 (0700-1240); Sun 1145-1655 (1045-1555).	-
OTHER	ISLAY FIRE CHIEF	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGPI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	ISY	36Y 109.950 MHz	Mon-Fri 0800-1840 (0700-1740); Sat 0800-1340 (0700-1240); Sun 1145-1655 (1045-1555).	554058.68N 0061457.89W	70 FT	Zero range at DME site. Co-located with NDB. Due to terrain effects the DME may unlock in the sector from 005 to 078 MAG.
NDB 1.35°W (2027)	LAY	395.000 kHz	Mon-Fri 0800-1840 (0700-1740); Sat 0800-1340 (0700-1240); Sun 1145-1655 (1045-1555).	554058.31N 0061458.13W		On AD. Range 20 NM. Co-located with DME.

EGPI AD 2.20 LOCAL AERODROME REGULATIONS**1 AIRPORT REGULATIONS**

- a) Aerodrome is not available to aircraft unable to communicate by radio.
- b) Use of Islay aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.

2 GROUND MOVEMENT

- a) Do not taxi or park aircraft on grassed areas adjacent to the Runways unless marshalled by Airport Staff.
- b) Link taxiway between Runway 12/30 and 07/25 closed to all aircraft.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) No ground signals.
- b) Large flocks of geese are prevalent in the vicinity of the aerodrome between the months of October and March.
- c) Uncontrolled public road 700 M from start of TORA Runway 07.
- d) Grass areas are soft and unsafe. Poor load bearing characteristics may be found on the runway/taxiway strips and the area adjacent to the apron. Only marked taxiway to be used.

3 Sep 2026

- e) Mobile obstructions in undershoot Runway 12, farm track east of Runway 30 threshold and uncontrolled public track northeast of Runway 12/30 (outside Islay AD boundary).
- f) Occasional kite flying takes place in Runway 12 undershoot especially outside aerodrome hours.
- g) HT cables on high ground rising to 358 FT AMSL at 1.5 NM east from ARP.
- h) Hill rising to 1612 FT AMSL to the east.
- i) Hill rising to 663 FT AMSL at 6.1 NM south from ARP.
- j) Hill rising to 761 FT AMSL at 6.9 NM northwest from ARP.
- k) Bird activity high on Runway 25 approach all year round with birds venturing down onto the Aerodrome on occasions.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

- a) Runway departure restriction for aircraft requiring the use of a licensed aerodrome
 - i. Runways 07/25 and 12/30. 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.
- b) Runway 07/25: Remain within the painted runway side stripes.

7 TRAINING

Not applicable

EGPI AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGPI AD 2.22 FLIGHT PROCEDURES

1 RADIO CALLS

- a) Pilots should call 'Islay Information' when within 25 NM radius of the aerodrome and below 4000 FT AAL.

2 VISUAL REFERENCE POINTS (VRP)

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

EGPI 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.

EGPI AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGPI-2-1

INSTRUMENT APPROACH CHART RNP RWY 12 (CAT A,B,C) - ICAO

AD 2.EGPI-8-1

INSTRUMENT APPROACH CHART RNP RWY 30 (CAT A,B,C) - ICAO

AD 2.EGPI-8-2

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 12

AD 2.EGPI-8-3

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 30

AD 2.EGPI-8-4

- d) Pilots must note that the Channel Island Director of Civil Aviation has not adopted the SERA derogations issued by the United Kingdom, and therefore they do not apply in Channel Island Airspace.
- e) The Channel Island Director of Civil Aviation has approved the issue of Special VFR clearances at night.

8 SARK RESTRICTED AREA

- a) Pilots are to note that flight is not permitted at a height of less than 2000 FT AGL within 3 NM of 492546N 0022145W on the Island of Sark (EGR095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.

9 VISUAL CIRCUIT PROCEDURES

- a) Compliance with the Noise Abatement Requirements at AD 2.21.
- b) All circuits will be to the south of the aerodrome unless advised by ATC.
- c) Wherever possible the majority of the circuit shall be carried out over the sea.
- d) Standard circuit altitude for propeller driven aircraft is 1300 FT AMSL (1023 FT AAL).
- e) Standard circuit altitude for turbo-jet aircraft is 1800 FT AMSL (1523 FT AAL).
- f) Visual circuits will not be permitted when the cloud ceiling is lower than 600 FT AAL.

10 VISUAL REFERENCE POINTS (VRP)

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

11 PROCEDURES OUTSIDE THE CHANNEL ISLANDS CONTROL ZONE

- a) Pilots operating outside of Channel Islands Airspace who are in contact with Jersey ATSU will be provided with an Alerting Service.
- b) Pilots are reminded that aircraft in transit to or from Channel Islands Airspace may not be flying in accordance with the semi-circular rule.
- c) For transit of the Plymouth/Portland Danger Areas to the north of Channel Islands Airspace, a SUACS may be available as detailed in ENR 5.1 of the UK AIP.
- d) Arriving flights should make contact with Jersey ATC at least 10 minutes prior to reaching the boundary of Channel Islands Airspace to obtain a clearance to enter CAS.
- e) Pilots are reminded that airspace to the north of N50° (London FIR) is subject to London ACC, and airspace to the south (Brest FIR) is subject to Rennes Approach/Info or Iroise Approach. It is the responsibility of pilots to acquaint themselves with the requirements of the respective UK and French authorities.

12 OMNIDIRECTIONAL DEPARTURES

- a) Only available with ATC clearance.

Omnidirectional Departures		
Runway	Description	Restrictions
08	Climb straight ahead on track 083° M to 900 FT AMSL (623 FT AAL), then turn on track climbing to en-route safety altitude or in accordance with ATC Clearance. PDG 3.3%	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJJ AD 2.21 for Noise Abatement Procedures.
26	Climb straight ahead on track 263° M to 900 FT AMSL (623 FT AAL), then turn on track climbing to en-route safety altitude or in accordance with ATC Clearance. PDG 3.3%	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJJ AD 2.21 for Noise Abatement Procedures.

13 FLIGHT PLANS

- a) See ENR 1.10 for flight planning procedures.
- b) See ENR 1.11 for flight plan addressing requirements.
- c) Flight plans may be submitted on form CA48 via fax to Jersey ATC +44(0)1534-446075.

EGJJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGJJ AD 2.24 CHARTS RELATED TO AN AERODROME

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

29 Oct 2026

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGJJ-2-2

CHANNEL ISLANDS CONTROL ZONE - VISUAL REFERENCE POINTS (VRPs)

AD 2.EGJJ-3-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGJJ-5-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 LUSIT 1A 1B DIN 3A 2B ORVAL 1A 1B - ICAO

AD 2.EGJJ-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 ORTAC 3A 2B BENIX 5A 3B - ICAO

AD 2.EGJJ-6-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 SKERY 3A 2B OYSTA 2B - ICAO

AD 2.EGJJ-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 LERAK 2A 2B TUNIT 3A 2B - ICAO

AD 2.EGJJ-6-4

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08 ORTAC 1D ORIST 2D KETIK 1D LUSIT 1D - ICAO

AD 2.EGJJ-6-5

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08 SKERY 1D TUNIT 1D - ICAO

AD 2.EGJJ-6-6

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08 ORVAL 1D LERAK 1D - ICAO

AD 2.EGJJ-6-7

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08 MINQI 1D - ICAO

AD 2.EGJJ-6-8

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26 ORIST 2C - ICAO

AD 2.EGJJ-6-9

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26 ORTAC 1C - ICAO

AD 2.EGJJ-6-10

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26 SKERY 1C TUNIT 1C - ICAO

AD 2.EGJJ-6-11

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26 LUSIT 1C ORVAL 1C MINQI 1C LERAK 1C - ICAO

AD 2.EGJJ-6-12

STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08 ORTAC 1D ORIST 2D KETIK 1D LUSIT 1D SKERY 1D

AD 2.EGJJ-6-13

STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08 TUNIT 1D ORVAL 1D LERAK 1D MINQI 1D

AD 2.EGJJ-6-14

STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 26 ORIST 2C ORTAC 1C SKERY 1C TUNIT 1C

AD 2.EGJJ-6-15

STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 26 LUSIT 1C ORVAL 1C MINQI 1C LERAK 1C

AD 2.EGJJ-6-16

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 ORTAC 1K TUNIT 1K SKERY 1K BIGNO 1K LELNA 1K - ICAO

AD 2.EGJJ-7-1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 BEVAV 1K LERAK 1K - ICAO

AD 2.EGJJ-7-2

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 ORTAC 1J LELNA 1J - ICAO

AD 2.EGJJ-7-3

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 TUNIT 1J SKERY 1L 1J BIGNO 1L 1J - ICAO

AD 2.EGJJ-7-4

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 BEVAV 1J MINQI 1J LERAK 1J - ICAO

AD 2.EGJJ-7-5

RNAV 1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 BIGNO 1R LELNA 1R ORTAC 1R SKERY 1R TUNIT 1R - ICAO

AD 2.EGJJ-7-6

RNAV 1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 BEVAV 1R LERAK 1R - ICAO

AD 2.EGJJ-7-7

RNAV 1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 BIGNO 1P LELNA 1P ORTAC 1P SKERY 1P - ICAO

AD 2.EGJJ-7-8

RNAV 1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 BEVAV 1P LERAK 1P MINQI 1P TUNIT 1P - ICAO

AD 2.EGJJ-7-9

STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 08 BIGNO 1R LELNA 1R ORTAC 1R SKERY 1R TUNIT 1R

AD 2.EGJJ-7-10

STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 08 BEVAV 1R LERAK 1R

AD 2.EGJJ-7-11

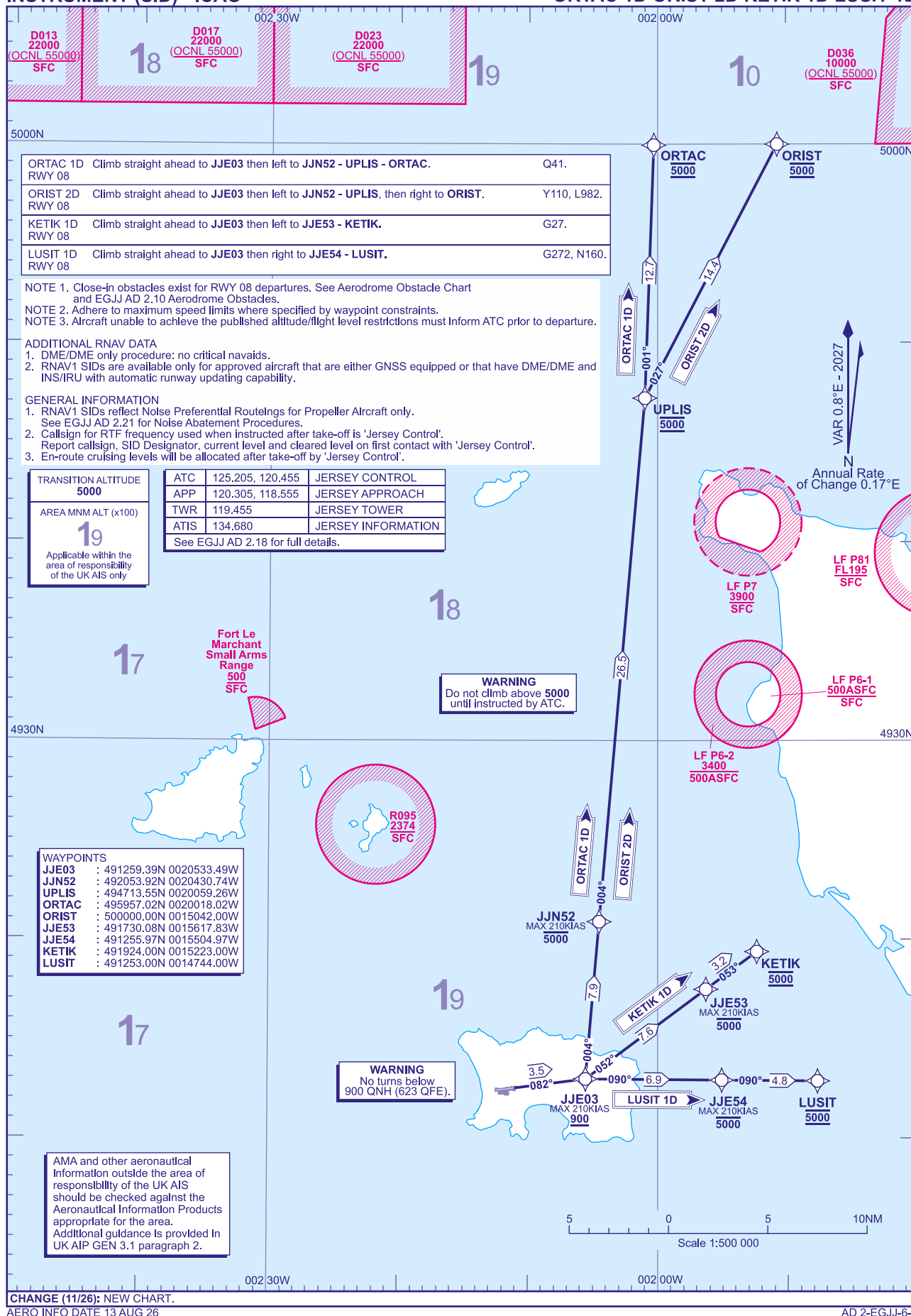
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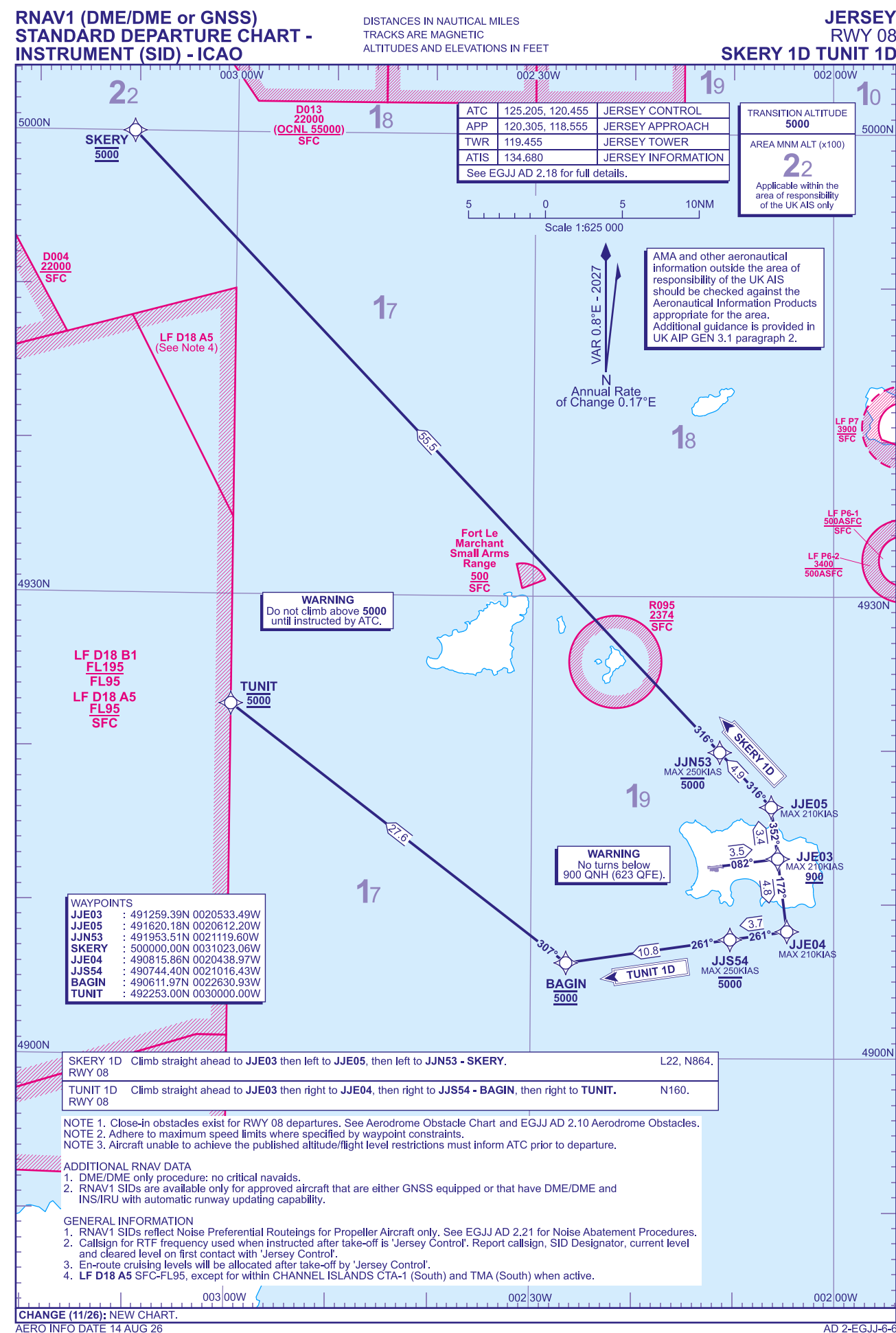
AD 2.EGJJ-7-12
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 26 BEVAV 1P LERAK 1P MINQI 1P TUNIT 1P
AD 2.EGJJ-7-13
RNAV HOLD CODING TABLES GIPTA TIDMA TIXON
AD 2.EGJJ-7-14
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 08 - ICAO
AD 2.EGJJ-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 08 - ICAO
AD 2.EGJJ-8-2
INSTRUMENT APPROACH CHART RNP RWY 08 - ICAO
AD 2.EGJJ-8-3
INSTRUMENT APPROACH CHART VOR/DME RWY 08 - ICAO
AD 2.EGJJ-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO
AD 2.EGJJ-8-5
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AD 2.EGJJ-8-6
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AD 2.EGJJ-8-8
INSTRUMENT APPROACH CHART VOR/DME RWY 26 - ICAO
AD 2.EGJJ-8-9
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO
AD 2.EGJJ-8-10
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08
AD 2.EGJJ-8-11
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AD 2.EGJJ-8-12
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 26
AD 2.EGJJ-8-13
SBAS FAS DATA BLOCK CODING DATA - RNP RWY 26
AD 2.EGJJ-8-14

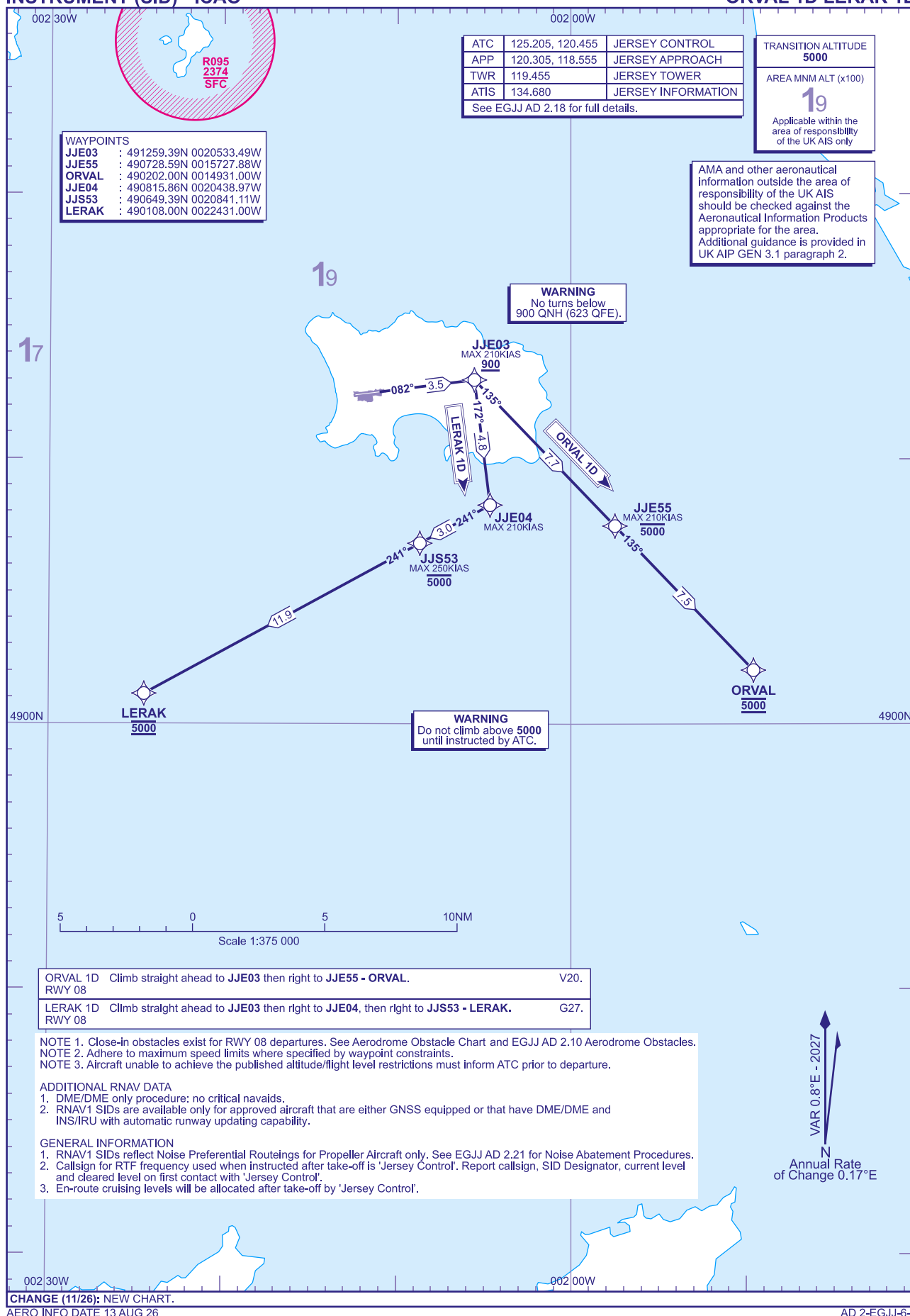
EGJJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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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 IN FEET**JERSEY
RWY 08
ORTAC 1D ORIST 2D KETIK 1D LUSIT 1D**

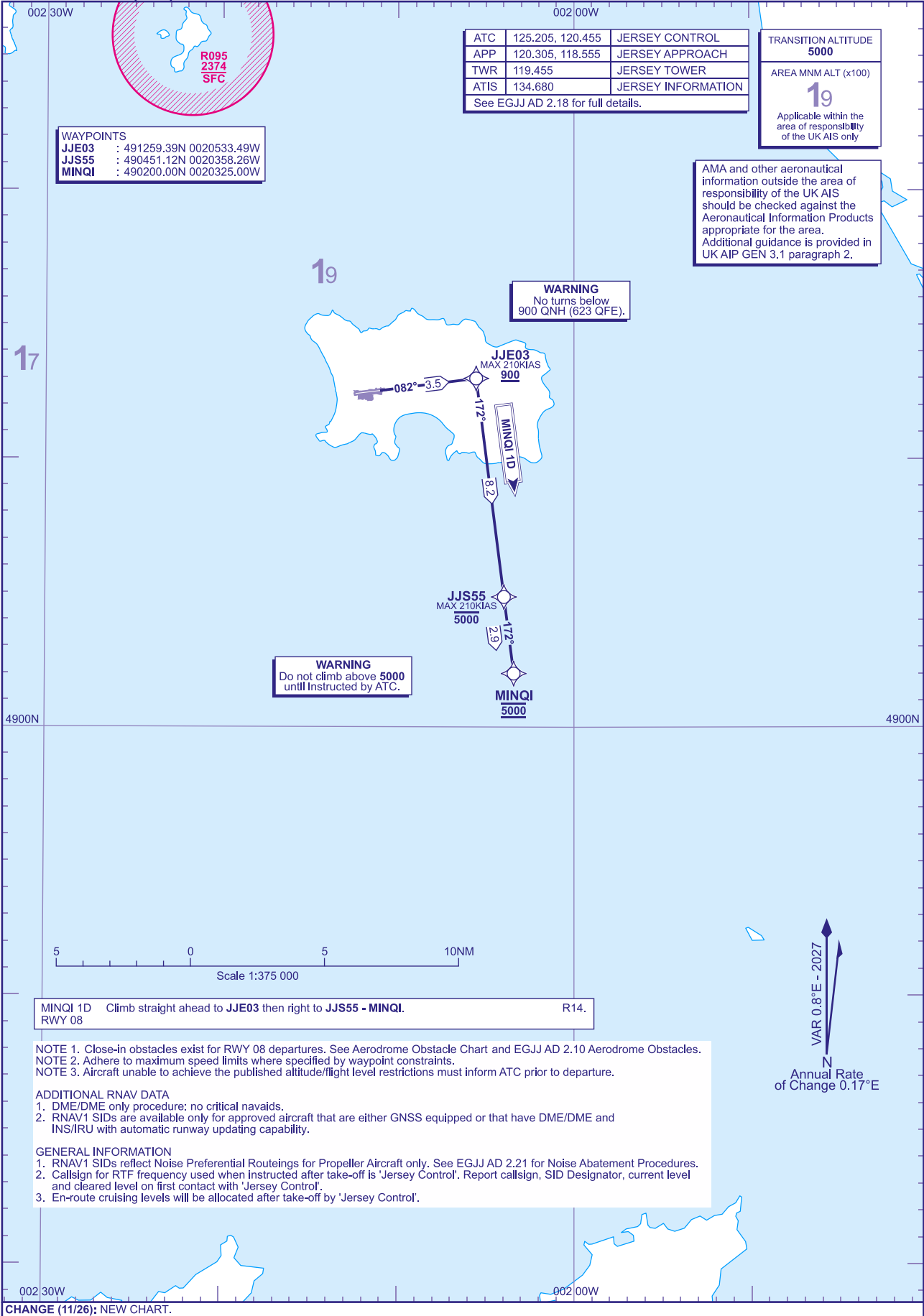


**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET**JERSEY
RWY 08
ORVAL 1D LERAK 1D**

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

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

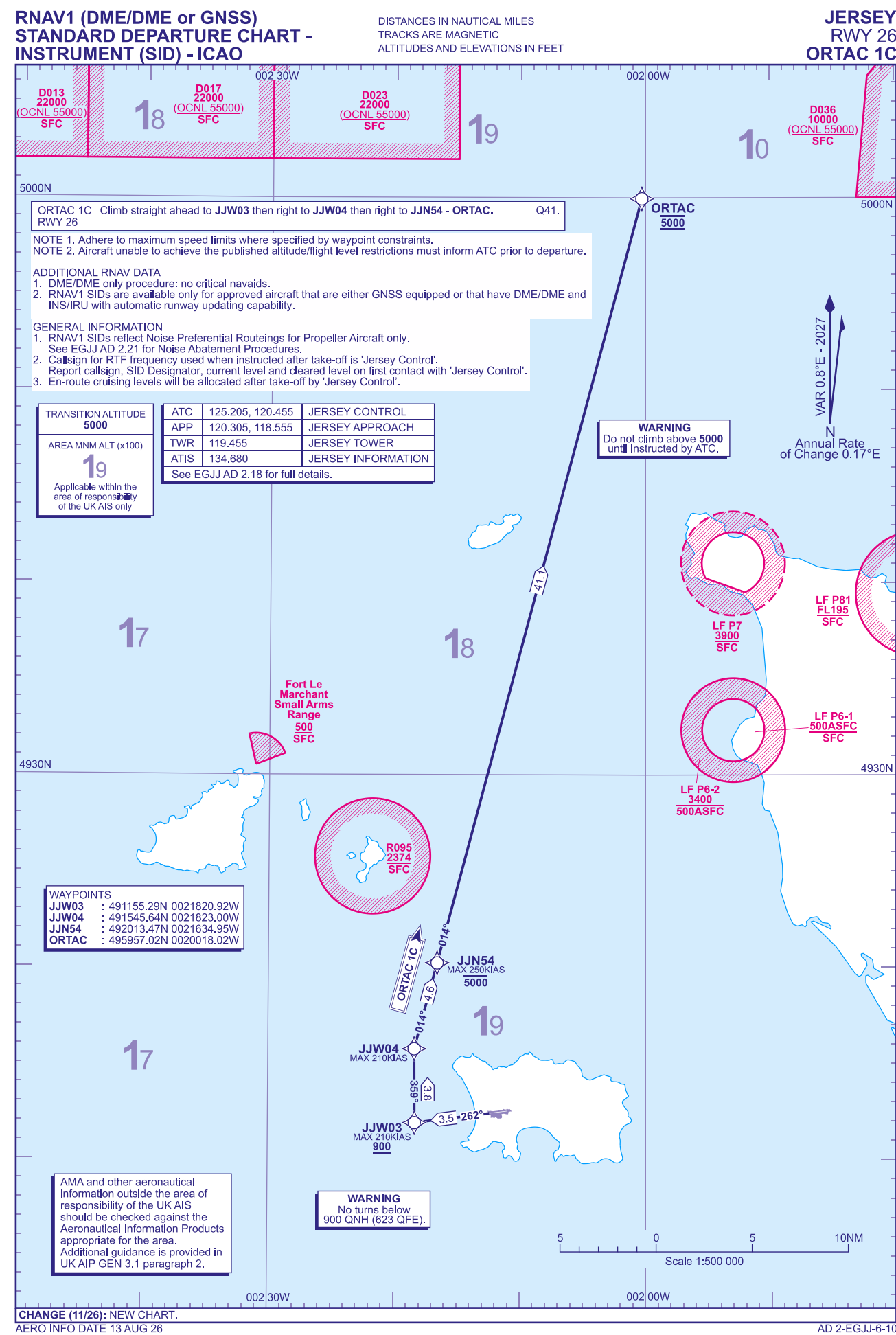
JERSEY
RWY 08
MINQI 1D

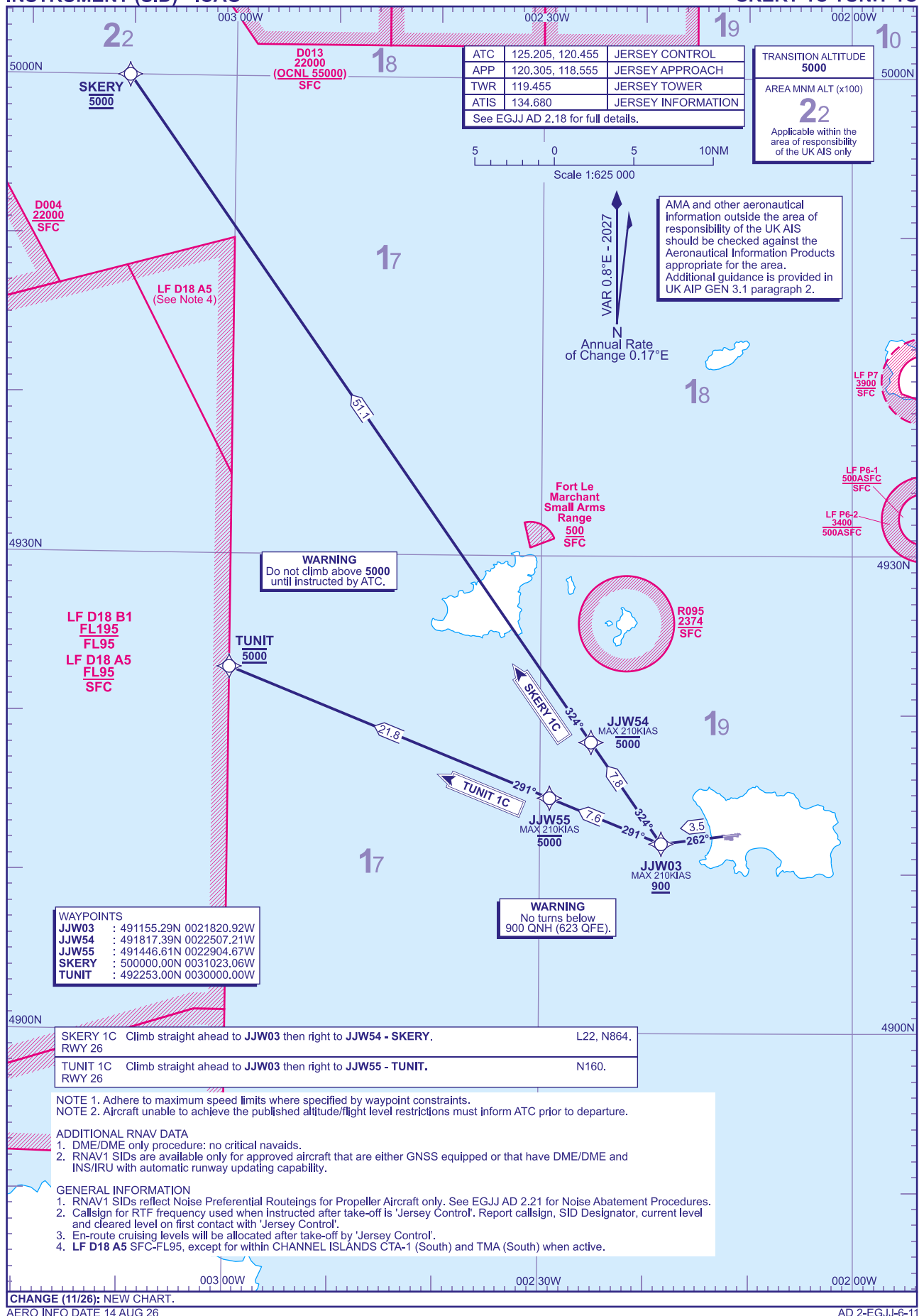


DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

1





**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET**JERSEY
RWY 26
SKERY 1C TUNIT 1C**

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

LUSIT 1C ORVAL 1C MINQI 1C LERAK 1C



Standard Instrument Departure Coding Tables

JERSEY Runway 08 ORTAC 1D

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORTAC1D	001	CF	JJE03	491259.39N 0020533.49W	N	082° (082.7°)	0.8	3.5	LEFT	+900	-210	RNAV1
ORTAC1D	002	TF	JJN52	492053.92N 0020430.74W	N	004° (004.9°)	0.8	7.9	-	-5000	-210	RNAV1
ORTAC1D	003	TF	UPLIS	494713.55N 0020059.26W	N	004° (005.0°)	0.8	26.5	-	5000	-	RNAV1
ORTAC1D	004	TF	ORTAC	495957.02N 0020018.02W	N	001° (002.0°)	0.8	12.7	-	5000	-	RNAV1

JERSEY Runway 08 ORIST 2D

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORIST2D	001	CF	JJE03	491259.39N 0020533.49W	N	082° (082.7°)	0.8	3.5	LEFT	+900	-210	RNAV1
ORIST2D	002	TF	JJN52	492053.92N 0020430.74W	N	004° (004.9°)	0.8	7.9	-	-5000	-210	RNAV1
ORIST2D	003	TF	UPLIS	494713.55N 0020059.26W	N	004° (005.0°)	0.8	26.5	RIGHT	5000	-	RNAV1
ORIST2D	004	TF	ORIST	500000.00N 0015042.00W	N	027° (027.4°)	0.8	14.4	-	5000	-	RNAV1

JERSEY Runway 08 KETIK 1D

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
KETIK1D	001	CF	JJE03	491259.39N 0020533.49W	N	082° (082.7°)	0.8	3.5	LEFT	+900	-210	RNAV1
KETIK1D	002	TF	JJE53	491730.08N 0015617.83W	N	052° (053.3°)	0.8	7.6	-	-5000	-210	RNAV1
KETIK1D	003	TF	KETIK	491924.00N 0015223.00W	N	053° (053.4°)	0.8	3.2	-	5000	-	RNAV1

JERSEY Runway 08 LUSIT 1D

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LUSIT1D	001	CF	JJE03	491259.39N 0020533.49W	N	082° (082.7°)	0.8	3.5	RIGHT	+900	-210	RNAV1
LUSIT1D	002	TF	JJE54	491255.97N 0015504.97W	N	090° (090.4°)	0.8	6.9	-	-5000	-210	RNAV1
LUSIT1D	003	TF	LUSIT	491253.00N 0014744.00W	N	090° (090.5°)	0.8	4.8	-	5000	-	RNAV1

JERSEY Runway 08 SKERY 1D

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SKERY1D	001	CF	JJE03	491259.39N 0020533.49W	N	082° (082.7°)	0.8	3.5	LEFT	+900	-210	RNAV1
SKERY1D	002	TF	JJE05	491620.18N 0020612.20W	N	352° (352.8°)	0.8	3.4	LEFT	-	-210	RNAV1
SKERY1D	003	TF	JJN53	491953.51N 0021119.60W	N	316° (316.7°)	0.8	4.9	-	-5000	-250	RNAV1
SKERY1D	004	TF	SKERY	500000.00N 0031023.06W	N	316° (316.7°)	0.8	55.5	-	5000	-	RNAV1

Standard Instrument Departure Coding Tables

JERSEY Runway 08 TUNIT 1D

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TUNIT1D	001	CF	JJE03	491259.39N 0020533.49W	N	082° (082.7°)	0.8	3.5	RIGHT	+900	-210	RNAV1
TUNIT1D	002	TF	JJE04	490815.86N 0020438.97W	N	172° (172.8°)	0.8	4.8	RIGHT	-	-210	RNAV1
TUNIT1D	003	TF	JJS54	490744.40N 0021016.43W	N	261° (261.9°)	0.8	3.7	-	-5000	-250	RNAV1
TUNIT1D	004	TF	BAGIN	490611.97N 0022630.93W	N	261° (261.9°)	0.8	10.8	RIGHT	5000	-	RNAV1
TUNIT1D	005	TF	TUNIT	492253.00N 0030000.00W	N	307° (307.5°)	0.8	27.6	-	5000	-	RNAV1

JERSEY Runway 08 ORVAL 1D

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORVAL1D	001	CF	JJE03	491259.39N 0020533.49W	N	082° (082.7°)	0.8	3.5	RIGHT	+900	-210	RNAV1
ORVAL1D	002	TF	JJE55	490728.59N 0015727.88W	N	135° (136.0°)	0.8	7.7	-	-5000	-210	RNAV1
ORVAL1D	003	TF	ORVAL	490202.00N 0014931.00W	N	135° (136.1°)	0.8	7.5	-	5000	-	RNAV1

JERSEY Runway 08 LERAK 1D

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LERAK1D	001	CF	JJE03	491259.39N 0020533.49W	N	082° (082.7°)	0.8	3.5	RIGHT	+900	-210	RNAV1
LERAK1D	002	TF	JJE04	490815.86N 0020438.97W	N	172° (172.8°)	0.8	4.8	RIGHT	-	-210	RNAV1
LERAK1D	003	TF	JJS53	490649.39N 0020841.11W	N	241° (241.5°)	0.8	3.0	-	-5000	-250	RNAV1
LERAK1D	004	TF	LERAK	490108.00N 0022431.00W	N	241° (241.4°)	0.8	11.9	-	5000	-	RNAV1

JERSEY Runway 08 MINQI 1D

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
MINQI1D	001	CF	JJE03	491259.39N 0020533.49W	N	082° (082.7°)	0.8	3.5	RIGHT	+900	-210	RNAV1
MINQI1D	002	TF	JJS55	490451.12N 0020358.26W	N	172° (172.7°)	0.8	8.2	-	-5000	-210	RNAV1
MINQI1D	003	TF	MINQI	490200.00N 0020325.00W	N	172° (172.7°)	0.8	2.9	-	5000	-	RNAV1

Standard Instrument Departure Coding Tables

I

JERSEY Runway 26 ORIST 2C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORIST2C	001	CF	JJW03	491155.29N 0021820.92W	N	262° (262.7°)	0.8	3.5	RIGHT	+900	-210	RNAV1
ORIST2C	002	TF	JJW04	491545.64N 0021823.00W	N	359° (359.7°)	0.8	3.8	RIGHT	-	-210	RNAV1
ORIST2C	003	TF	JJN54	492013.47N 0021634.95W	N	014° (014.8°)	0.8	4.6	-	-5000	-250	RNAV1
ORIST2C	004	TF	BURCA	494232.30N 0020729.66W	N	014° (014.8°)	0.8	23.1	RIGHT	5000	-	RNAV1
ORIST2C	005	TF	ORIST	500000.00N 0015042.00W	N	031° (031.8°)	0.8	20.6	-	5000	-	RNAV1

JERSEY Runway 26 ORTAC 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORTAC1C	001	CF	JJW03	491155.29N 0021820.92W	N	262° (262.7°)	0.8	3.5	RIGHT	+900	-210	RNAV1
ORTAC1C	002	TF	JJW04	491545.64N 0021823.00W	N	359° (359.7°)	0.8	3.8	RIGHT	-	-210	RNAV1
ORTAC1C	003	TF	JJN54	492013.47N 0021634.95W	N	014° (014.8°)	0.8	4.6	-	-5000	-250	RNAV1
ORTAC1C	004	TF	ORTAC	495957.02N 0020018.02W	N	014° (014.8°)	0.8	41.1	-	5000	-	RNAV1

JERSEY Runway 26 SKERY 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SKERY1C	001	CF	JJW03	491155.29N 0021820.92W	N	262° (262.7°)	0.8	3.5	RIGHT	+900	-210	RNAV1
SKERY1C	002	TF	JJW54	491817.39N 0022507.21W	N	324° (325.2°)	0.8	7.8	-	-5000	-210	RNAV1
SKERY1C	003	TF	SKERY	500000.00N 0031023.06W	N	324° (325.1°)	0.8	51.1	-	5000	-	RNAV1

JERSEY Runway 26 TUNIT 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TUNIT1C	001	CF	JJW03	491155.29N 0021820.92W	N	262° (262.7°)	0.8	3.5	RIGHT	+900	-210	RNAV1
TUNIT1C	002	TF	JJW55	491446.61N 0022904.67W	N	291° (292.2°)	0.8	7.6	-	-5000	-210	RNAV1
TUNIT1C	003	TF	TUNIT	492253.00N 0030000.00W	N	291° (292.0°)	0.8	21.8	-	5000	-	RNAV1

Standard Instrument Departure Coding Tables

JERSEY Runway 26 LUSIT 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LUSIT1C	001	CF	JJW03	491155.29N 0021820.92W	N	262° (262.7°)	0.8	3.5	LEFT	+900	-210	RNAV1
LUSIT1C	002	TF	JJS01	490659.42N 0021723.34W	N	172° (172.7°)	0.8	5.0	LEFT	-	-210	RNAV1
LUSIT1C	003	TF	JJS50	490728.20N 0021140.68W	N	082° (082.7°)	0.8	3.8	-	-5000	-250	RNAV1
LUSIT1C	004	TF	TIXON	490854.20N 0015414.90W	N	082° (082.7°)	0.8	11.5	LEFT	5000	-	RNAV1
LUSIT1C	005	TF	LUSIT	491253.00N 0014744.00W	N	046° (047.0°)	0.8	5.8	-	5000	-	RNAV1

JERSEY Runway 26 ORVAL 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORVAL1C	001	CF	JJW03	491155.29N 0021820.92W	N	262° (262.7°)	0.8	3.5	LEFT	+900	-210	RNAV1
ORVAL1C	002	TF	JJS01	490659.42N 0021723.34W	N	172° (172.7°)	0.8	5.0	LEFT	-	-210	RNAV1
ORVAL1C	003	TF	JJS52	490612.98N 0021259.29W	N	104° (105.0°)	0.8	3.0	-	-5000	-250	RNAV1
ORVAL1C	004	TF	ORVAL	490202.00N 0014931.00W	N	104° (105.0°)	0.8	16.0	-	5000	-	RNAV1

JERSEY Runway 26 MINQI 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
MINQI1C	001	CF	JJW03	491155.29N 0021820.92W	N	262° (262.7°)	0.8	3.5	LEFT	+900	-210	RNAV1
MINQI1C	002	TF	JJS01	490659.42N 0021723.34W	N	172° (172.7°)	0.8	5.0	LEFT	-	-210	RNAV1
MINQI1C	003	TF	JJS51	490545.31N 0021355.13W	N	118° (118.4°)	0.8	2.6	-	-5000	-250	RNAV1
MINQI1C	004	TF	MINQI	490200.00N 0020325.00W	N	118° (118.5°)	0.8	7.9	-	5000	-	RNAV1

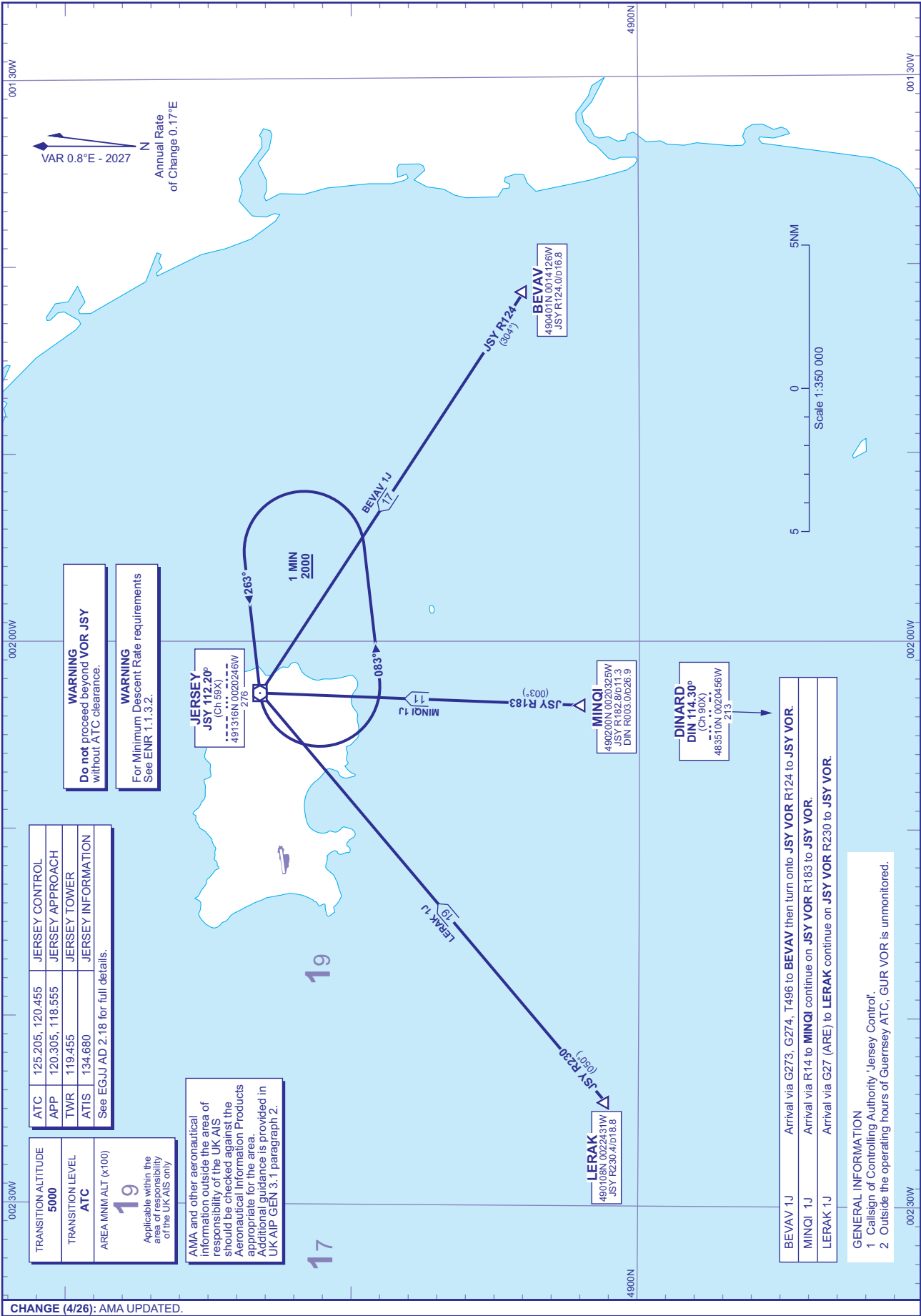
JERSEY Runway 26 LERAK 1C

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LERAK1C	001	CF	JJW03	491155.29N 0021820.92W	N	262° (262.7°)	0.8	3.5	LEFT	+900	-210	RNAV1
LERAK1C	002	TF	JJS56	490439.75N 0022230.25W	N	200° (200.6°)	0.8	7.8	-	-5000	-210	RNAV1
LERAK1C	003	TF	LERAK	490108.00N 0022431.00W	N	200° (200.6°)	0.8	3.8	-	5000	-	RNAV1

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

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



CHANGE (4/26): AMA UPDATED.
AERO INFO DATE 02 FEB 26

AD 2.EGJJ-7-5

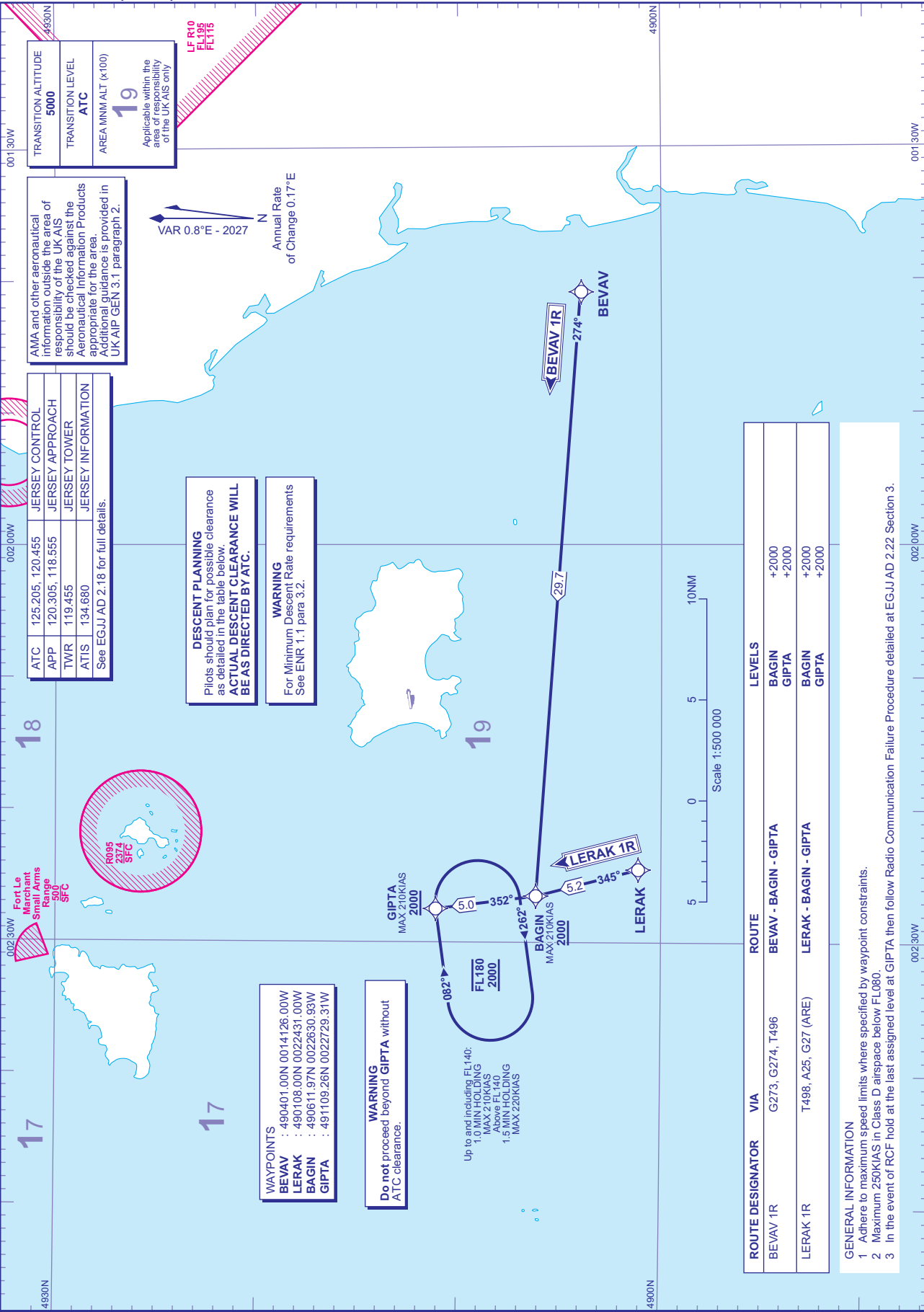
JERSEY
RWY 08
BIGNO 1R LELNA 1R ORTAC 1R SKERY 1R TUNIT 1R

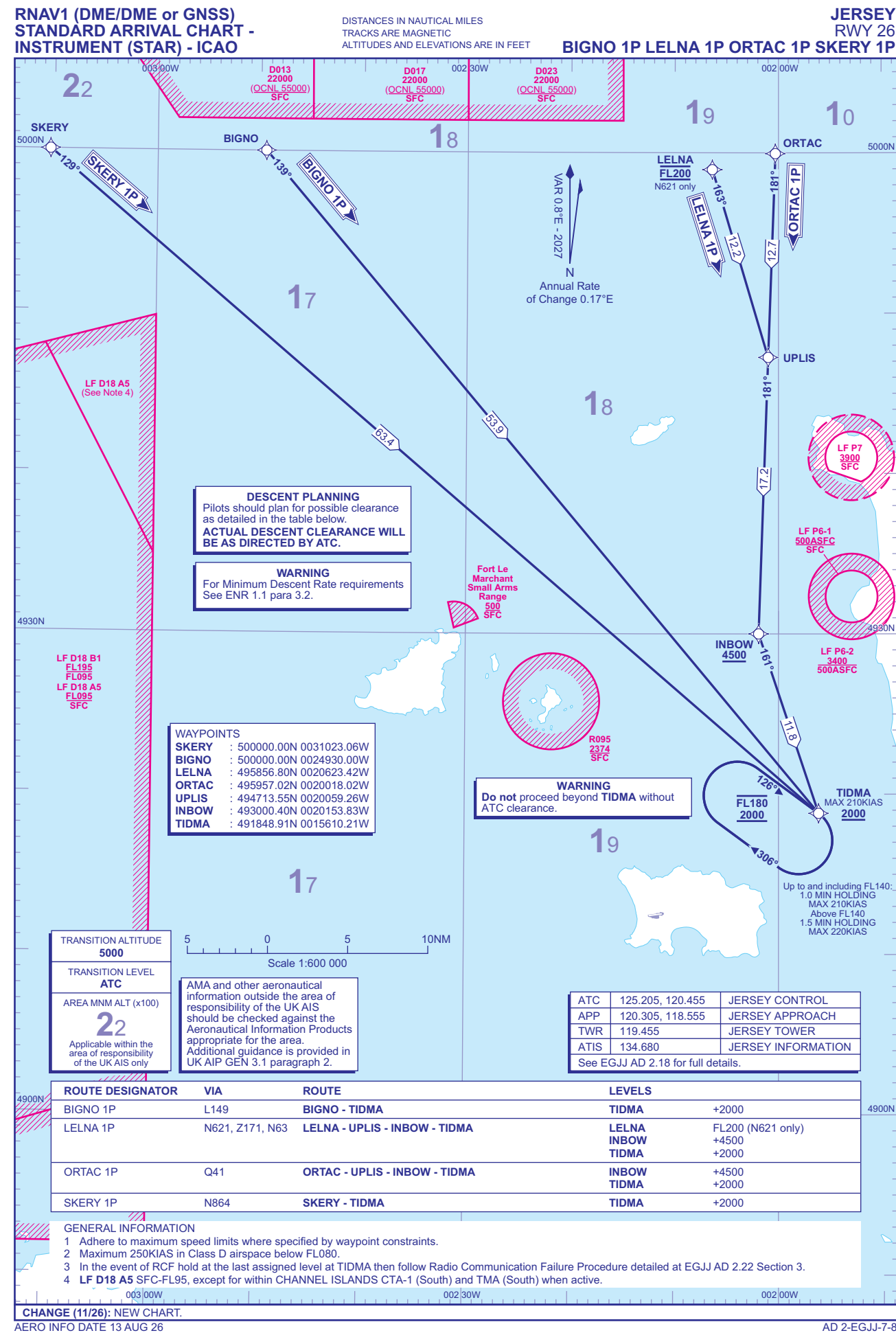


RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

JERSEY
RWY 08
BEVAV 1R LERAK 1R

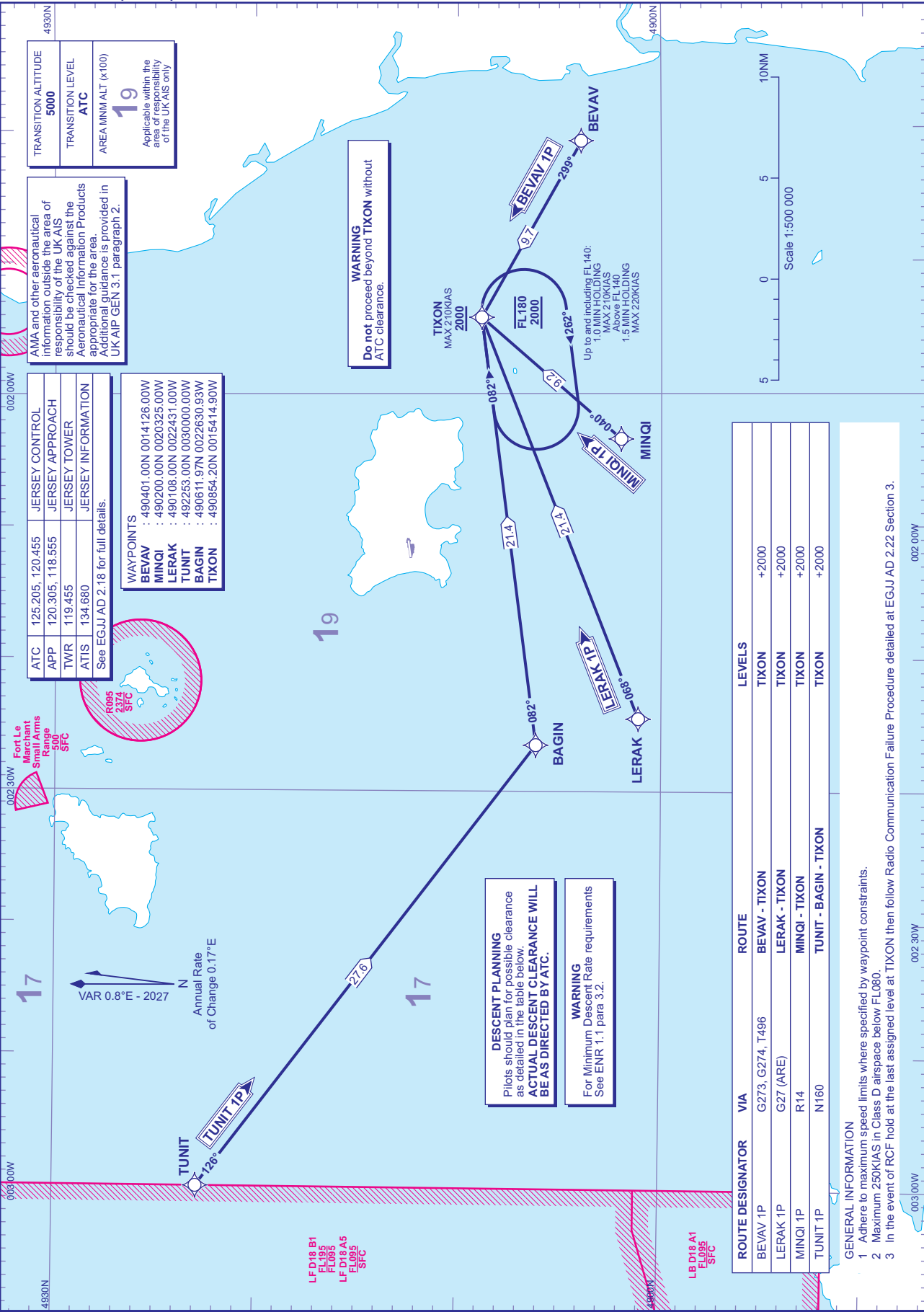




RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

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

JERSEY
RWY 26
BEVAV 1P LERAK 1P MINQI 1P TUNIT 1P



CHANGE (11/26): NEW CHART.
AERO INFO DATE 14 AUG 26

AD 2-EGJJ-7-9

Standard Instrument Arrival Coding Tables

JERSEY BIGNO 1R

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BIGNO1R	001	IF	BIGNO	500000.00N 0024930.00W	N	-	-	-	-	-	-	RNAV1
BIGNO1R	002	TF	GIPTA	491109.26N 0022729.31W	N	163° (163.5°)	0.8	50.9	-	+2000	-210	RNAV1

JERSEY LELNA 1R

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LELNA1R	001	IF	LELNA	495856.80N 0020623.42W	N	-	-	-	-	-	-	RNAV1
LELNA1R	002	TF	AMIBA	492131.49N 0021954.39W	N	192° (193.3°)	0.8	38.5	RIGHT	+3000	-	RNAV1
LELNA1R	003	TF	LAPLI	491606.54N 0022827.89W	N	225° (226.0°)	0.8	7.8	LEFT	+2000	-210	RNAV1
LELNA1R	004	TF	GIPTA	491109.26N 0022729.31W	N	172° (172.6°)	0.8	5.0	-	+2000	-210	RNAV1

JERSEY ORTAC 1R

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORTAC1R	001	IF	ORTAC	495957.02N 0020018.02W	N	-	-	-	-	-	-	RNAV1
ORTAC1R	002	TF	AMIBA	492131.49N 0021954.39W	N	198° (198.4°)	0.8	40.5	RIGHT	+3000	-	RNAV1
ORTAC1R	003	TF	LAPLI	491606.54N 0022827.89W	N	225° (226.0°)	0.8	7.8	LEFT	+2000	-210	RNAV1
ORTAC1R	004	TF	GIPTA	491109.26N 0022729.31W	N	172° (172.6°)	0.8	5.0	-	+2000	-210	RNAV1

JERSEY SKERY 1R

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SKERY1R	001	IF	SKERY	500000.00N 0031023.06W	N	-	-	-	-	-	-	RNAV1
SKERY1R	002	TF	GIPTA	491109.26N 0022729.31W	N	149° (150.0°)	0.8	56.3	-	+2000	-210	RNAV1

JERSEY TUNIT 1R

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TUNIT1R	001	IF	TUNIT	492253.00N 0030000.00W	N	-	-	-	-	-	-	RNAV1
TUNIT1R	002	TF	GIPTA	491109.26N 0022729.31W	N	118° (118.7°)	0.8	24.3	-	+2000	-210	RNAV1

Standard Instrument Arrival Coding Tables

JERSEY BEVAV 1R

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BEVAV1R	001	IF	BEVAV	490401.00N 0014126.00W	N	-	-	-	-	-	-	RNAV1
BEVAV1R	002	TF	BAGIN	490611.97N 0022630.93W	N	274° (274.5°)	0.8	29.7	RIGHT	+2000	-210	RNAV1
BEVAV1R	003	TF	GIPTA	491109.26N 0022729.31W	N	352° (352.7°)	0.8	5.0	-	+2000	-210	RNAV1

JERSEY LERAK 1R

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LERAK1R	001	IF	LERAK	490108.00N 0022431.00W	N	-	-	-	-	-	-	RNAV1
LERAK1R	002	TF	BAGIN	490611.97N 0022630.93W	N	345° (345.5°)	0.8	5.2	RIGHT	+2000	-210	RNAV1
LERAK1R	003	TF	GIPTA	491109.26N 0022729.31W	N	352° (352.7°)	0.8	5.0	-	+2000	-210	RNAV1

Standard Instrument Arrival Coding Tables

JERSEY BIGNO 1P

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BIGNO1P	001	IF	BIGNO	500000.00N 0024930.00W	N	-	-	-	-	-	-	RNAV1
BIGNO1P	002	TF	TIDMA	491848.91N 0015610.21W	N	139° (139.6°)	0.8	53.9	-	+2000	-210	RNAV1

JERSEY LELNA 1P

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LELNA1P	001	IF	LELNA	495856.80N 0020623.42W	N	-	-	-	-	-	-	RNAV1
LELNA1P	002	TF	UPLIS	494713.55N 0020059.26W	N	163° (163.4°)	0.8	12.2	RIGHT	-	-	RNAV1
LELNA1P	003	TF	INBOW	493000.40N 0020153.83W	N	181° (182.0°)	0.8	17.2	LEFT	+4500	-	RNAV1
LELNA1P	004	TF	TIDMA	491848.91N 0015610.21W	N	161° (161.5°)	0.8	11.8	-	+2000	-210	RNAV1

JERSEY ORTAC 1P

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORTAC1P	001	IF	ORTAC	495957.02N 0020018.02W	N	-	-	-	-	-	-	RNAV1
ORTAC1P	002	TF	UPLIS	494713.55N 0020059.26W	N	181° (182.0°)	0.8	12.7	-	-	-	RNAV1
ORTAC1P	003	TF	INBOW	493000.40N 0020153.83W	N	181° (182.0°)	0.8	17.2	LEFT	+4500	-	RNAV1
ORTAC1P	004	TF	TIDMA	491848.91N 0015610.21W	N	161° (161.5°)	0.8	11.8	-	+2000	-210	RNAV1

JERSEY SKERY 1P

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SKERY1P	001	IF	SKERY	500000.00N 0031023.06W	N	-	-	-	-	-	-	RNAV1
SKERY1P	002	TF	TIDMA	491848.91N 0015610.21W	N	129° (130.1°)	0.8	63.4	-	+2000	-210	RNAV1

Standard Instrument Arrival Coding Tables

I

JERSEY BEVAV 1P

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BEVAV1P	001	IF	BEVAV	490401.00N 0014126.00W	N	-	-	-	-	-	-	RNAV1
BEVAV1P	002	TF	TIXON	490854.20N 0015414.90W	N	299° (300.2°)	0.8	9.7	-	+2000	-210	RNAV1

JERSEY LERAK 1P

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LERAK1P	001	IF	LERAK	490108.00N 0022431.00W	N	-	-	-	-	-	-	RNAV1
LERAK1P	002	TF	TIXON	490854.20N 0015414.90W	N	068° (068.5°)	0.8	21.4	-	+2000	-210	RNAV1

JERSEY MINQI 1P

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
MINQI1P	001	IF	MINQI	490200.00N 0020325.00W	N	-	-	-	-	-	-	RNAV1
MINQI1P	002	TF	TIXON	490854.20N 0015414.90W	N	040° (041.0°)	0.8	9.2	-	+2000	-210	RNAV1

JERSEY TUNIT 1P

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TUNIT1P	001	IF	TUNIT	492253.00N 0030000.00W	N	-	-	-	-	-	-	RNAV1
TUNIT1P	002	TF	BAGIN	490611.97N 0022630.93W	N	126° (127.1°)	0.8	27.6	LEFT	-	-	RNAV1
TUNIT1P	003	TF	TIXON	490854.20N 0015414.90W	N	082° (082.5°)	0.8	21.4	-	+2000	-210	RNAV1

RNAV Hold Coding Tables

JERSEY GIPTA Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
GIPTA	-	-	GIPTA	491109.26N 0022729.31W	Y	082° (082.6°)	0.8	1 MIN up to FL140 1.5 MIN above FL140	RIGHT	-FL180 +2000	-210*	RNAV1

*up to FL140
-220 above FL140

JERSEY TIDMA Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TIDMA	-	-	TIDMA	491848.91N 0015610.21W	Y	126° (126.5°)	0.8	1 MIN up to FL140 1.5 MIN above FL140	RIGHT	-FL180 +2000	-210*	RNAV1

*up to FL140
-220 above FL140

JERSEY TIXON Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TIXON	-	-	TIXON	490854.20N 0015414.90W	Y	082° (082.9°)	0.8	1 MIN up to FL140 1.5 MIN above FL140	RIGHT	-FL180 +2000	-210*	RNAV1

*up to FL140
-220 above FL140

Instrument Approach Procedure Coding Tables

Jersey RNP RWY 08 - Instrument Approach Procedure via BAGIN

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R08R	001	IF	BAGIN	N	-	-	<u>2000</u>	-210	490611.97N 0022630.93W	IAF
R08R	002	TF	GIPTA	N	352° (352.7°)	RIGHT	<u>2000</u>	-210	491109.26N 0022729.31W	IF / 10NM
R08R	003	TF	JJ08F	N	082° (082.7°)	-	2000	-	491145.21N 0022020.93W	FAF / 5.3NM
R08R	004	TF	RW08	Y	082° (082.7°)	-	-	-	491225.44N 0021221.94W	MAPt
R08R	005	TF	JJM01	N	082° (082.8°)	RIGHT	-	-210	491255.54N 0020618.83W	-
R08R	006	TF	JJM02	N	172° (172.8°)	RIGHT	-	-210	490758.14N 0020521.77W	-
R08R	007	TF	GAMDU	N	262° (262.9°)	LEFT	3000	-210	490735.73N 0020953.69W	HOLD

Jersey RNP RWY 08 - Instrument Approach Procedure via GIPTA

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R08C	002	IF	GIPTA	N	-	-	<u>2000</u>	-210	491109.26N 0022729.31W	IAF / IF / 10NM
R08C	003	TF	JJ08F	N	082° (082.7°)	-	2000	-	491145.21N 0022020.93W	FAF / 5.3NM
R08C	004	TF	RW08	Y	082° (082.7°)	-	-	-	491225.44N 0021221.94W	MAPt
R08C	005	TF	JJM01	N	082° (082.8°)	RIGHT	-	-210	491255.54N 0020618.83W	-
R08C	006	TF	JJM02	N	172° (172.8°)	RIGHT	-	-210	490758.14N 0020521.77W	-
R08C	007	TF	GAMDU	N	262° (262.9°)	LEFT	3000	-210	490735.73N 0020953.69W	HOLD

Jersey RNP RWY 08 - Instrument Approach Procedure via LAPLI

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R08L	001	IF	LAPLI	N	-	-	<u>2000</u>	-210	491606.54N 0022827.89W	IAF
R08L	002	TF	GIPTA	N	172° (172.6°)	LEFT	<u>2000</u>	-210	491109.26N 0022729.31W	IF / 10NM
R08L	003	TF	JJ08F	N	082° (082.7°)	-	2000	-	491145.21N 0022020.93W	FAF / 5.3NM
R08L	004	TF	RW08	Y	082° (082.7°)	-	-	-	491225.44N 0021221.94W	MAPt
R08L	005	TF	JJM01	N	082° (082.8°)	RIGHT	-	-210	491255.54N 0020618.83W	-
R08L	006	TF	JJM02	N	172° (172.8°)	RIGHT	-	-210	490758.14N 0020521.77W	-
R08L	007	TF	GAMDU	N	262° (262.9°)	LEFT	3000	-210	490735.73N 0020953.69W	HOLD

CHANGE (11/26): SPEED CONSTRAINTS UPDATED. R08C IAF/IF DISTANCE ADDED.

AERO INFO DATE 31 JUL 26

AD 2-EGJJ-8-11

SBAS FAS Data Block Coding Data

Jersey RNP RWY 08

Input Data	
Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	EGJJ
Runway	08
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E08A
LTP/FTP Latitude	491225.4415N
LTP/FTP Longitude	0021221.9405W
LTP/FTP Ellipsoidal Height (metres)	131.3
FPAP Latitude	491232.4705N
Delta FPAP Latitude (seconds)	7.0290
FPAP Longitude	0021057.6920W
Delta FPAP Longitude (seconds)	84.2485
Threshold Crossing Height	52.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	72
HAL (metres)	40.0
VAL (metres)	35.0

Output Data	
Data Block	10 0A 0A 07 05 08 00 00 01 38 30 05 C3 0C 1E 15 97 A1 0D FF 21 19 EA 36 00 31 92 02 08 02 2C 01 64 09 C8 AF E9 8E 19 0A
Calculated CRC Value	E98E190A

Additional Data	
Parameters	Values
ICAO Code	EG
LTP/FTP Orthometric Height (metres)	82.5
FPAP Orthometric Height (metres)	82.8

Instrument Approach Procedure Coding Tables

Jersey RNP RWY 26 - Instrument Approach Procedure via TIDMA

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R26R	001	IF	TIDMA	N	-	-	<u>2000</u>	-210	491848.91N 0015610.21W	IAF
R26R	002	TF	NENRI	N	172° (172.8°)	RIGHT	<u>2000</u>	-210	491351.56N 0015512.48W	IF / 10.5NM
R26R	003	TF	JJ26F	N	262° (262.8°)	-	2000	-	491311.86N 0020306.86W	FAF / 5.3NM
R26R	004	TF	RW26	Y	262° (262.8°)	-	-	-	491231.80N 0021105.66W	MAPt
R26R	005	TF	JJM03	N	262° (262.8°)	LEFT	-	-210	491205.20N 0021623.35W	-
R26R	006	TF	JJM04	N	172° (172.7°)	LEFT	-	-210	490709.36N 0021525.51W	-
R26R	007	TF	TIXON	N	082° (082.7°)	RIGHT	3000	-210	490854.20N 0015414.90W	HOLD

Jersey RNP RWY 26 - Instrument Approach Procedure via NENRI

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R26C	002	IF	NENRI	N	-	-	<u>2000</u>	-210	491351.56N 0015512.48W	IAF / IF / 10.5NM
R26C	003	TF	JJ26F	N	262° (262.8°)	-	2000	-	491311.86N 0020306.86W	FAF / 5.3NM
R26C	004	TF	RW26	Y	262° (262.8°)	-	-	-	491231.80N 0021105.66W	MAPt
R26C	005	TF	JJM03	N	262° (262.8°)	LEFT	-	-210	491205.20N 0021623.35W	-
R26C	006	TF	JJM04	N	172° (172.7°)	LEFT	-	-210	490709.36N 0021525.51W	-
R26C	007	TF	TIXON	N	082° (082.7°)	RIGHT	3000	-210	490854.20N 0015414.90W	HOLD

Jersey RNP RWY 26 - Instrument Approach Procedure via TIXON

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R26L	001	IF	TIXON	N	-	-	<u>2000</u>	-210	490854.20N 0015414.90W	IAF
R26L	002	TF	NENRI	N	352° (352.8°)	LEFT	<u>2000</u>	-210	491351.56N 0015512.48W	IF / 10.5NM
R26L	003	TF	JJ26F	N	262° (262.8°)	-	2000	-	491311.86N 0020306.86W	FAF / 5.3NM
R26L	004	TF	RW26	Y	262° (262.8°)	-	-	-	491231.80N 0021105.66W	MAPt
R26L	005	TF	JJM03	N	262° (262.8°)	LEFT	-	-210	491205.20N 0021623.35W	-
R26L	006	TF	JJM04	N	172° (172.7°)	LEFT	-	-210	490709.36N 0021525.51W	-
R26L	007	TF	TIXON	N	082° (082.7°)	RIGHT	3000	-210	490854.20N 0015414.90W	HOLD

CHANGE (11/26): SPEED CONSTRAINTS UPDATED. R26C IAF/IF DISTANCE ADDED.

AERO INFO DATE 31 JUL 26

AD 2-EGJJ-8-13

SBAS FAS Data Block Coding Data

Jersey RNP RWY 26

Input Data	
Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	EGJJ
Runway	26
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E26A
LTP/FTP Latitude	491231.8010N
LTP/FTP Longitude	0021105.6645W
LTP/FTP Ellipsoidal Height (metres)	131.6
FPAP Latitude	491224.8745N
Delta FPAP Latitude (seconds)	-6.9265
FPAP Longitude	0021228.7365W
Delta FPAP Longitude (seconds)	-83.0720
Threshold Crossing Height	52.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	136
HAL (metres)	40.0
VAL (metres)	35.0

Output Data	
Data Block	10 0A 0A 07 05 1A 00 00 01 36 32 05 72 3E 1E 15 7F F5 0F FF 24 19 E3 C9 FF 00 77 FD 08 02 2C 01 64 11 C8 AF E8 4E 4A F9
Calculated CRC Value	E84E4AF9

Additional Data	
Parameters	Values
ICAO Code	EG
LTP/FTP Orthometric Height (metres)	82.8
FPAP Orthometric Height (metres)	82.5

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	RTIL Strokes either side of landing threshold. -	Green wingbars	APAPI -/3.5° 30 FT 128 M	-	-	Elevated omni-directional Light intensity high	Stop End Red	-	-
34	RTIL Strokes either side of landing threshold. -	Green	APAPI -/3.5° 30 FT 120 M	-	-	Elevated omni-directional Light intensity high	Stop End Red	-	-

EGHC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 500608.92N 0054005.38W Flashing White.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 500603.42N 0054019.18W (LGTD).
3	TWY edge and centre line lighting	EDGE: Blue edge lights on Taxiway Alpha. Blue edge linlaners on Taxiway Bravo.
4	Secondary power supply/switch-over time	Yes - Diesel Generator. Auto Switch-over within 15 seconds.
5	Remarks	Main apron floodlighting. Blue edge linlaners on main apron. Holding points Alpha and Bravo both have lit holding point signs and wig-wags.

EGHC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 500609.29N 0054008.13W, 174.3 FT
2	TLOF and/or FATO elevation	TLOF: 397.7 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: - TLOF surface: - -
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGHC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LAND'S END ATZ A circle, 2 NM radius, centred at 500610N 0054014W on longest notified runway (16/34)	Upper limit: 2398 FT ALT Lower limit: SFC	G	LAND'S END TOWER English	3000 FT	Mon-Fri 0810-1730 (0710-1730); Sat 0810-1245 (0710-1730); Sunday closed.	ATZ 2000 FT AAL.

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Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LAND'S END RMZ 501705N 0055014W - 501703N 0053706W - 500950N 0052951W - 495559N 0053109W - 495602N 0055051W - 494924N 0061338W thence clockwise by the arc of a circle radius 6 NM centred on 495451N 0061728W (STM NDB) to 500009N 0062148W - 500907N 0055514W - 501705N 0055014W	Upper limit: 4000 FT ALT Lower limit: SFC	G	LAND'S END TOWER English	3000 FT	-	ATS Unit callsign: Entering from East: Land's End Tower (eng) OR Culdrose Approach (eng). Entering from West: Scillies Approach (eng). Land's End RMZ hours coincident with EGHC AD hours as detailed in EGHC AD 2.3 or as activated by NOTAM.

EGHC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
← TWR	LAND'S END TOWER	120.255 DOC 30 NM/8,000 FT.	-	-	Mon-Fri 0810-1730 (0710-1730); Sat 0810-1245 (0710-1730); Sunday CLOSED.	-
ATIS	LAND'S END INFORMATION	122.830 DOC 40 NM/ 10,000 FT.	-	-	Mon-Fri 0810-1730 (0710-1730); Sat 0810-1245 (0710-1730); Sunday CLOSED.	ATIS hours coincident with Tower hours.
OTHER	LAND'S END FIRE	121.600 Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency	-

EGHC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGHC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Non-radio aircraft not accepted.
- High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
- Personal electronic devices (ie mobile phones) are not to be used on the apron without specific authorisation.
- All visitors must use the green walkways to cross the apron and remain in one tight group when airside.
- For security reasons, all visiting aircraft and personnel must keep well clear of the scheduled Skybus aircraft.

2 GROUND MOVEMENT

- Aircraft entering the apron for AVGAS will park as directed by ATC. Refuelling is a self service system and instructions are displayed on the pump. As soon as refuelling is complete, pilots must immediately call ATC to reposition the aircraft.
- Pilots are to request ATC clearance for engine start.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- Some parts of the manoeuvring area are undulating.
- A public footpath tracks within the aerodrome boundary in the vicinity of the Runway 02 undershoot.
- This aerodrome is prone to rapid changes in meteorological conditions.

2	Taxiway width, surface and strength	Taxiway A B-C: 38 M Surface: Concrete PCN 61/R/A/W/T Taxiway A C-D3: 45 M Surface: Concrete PCN 61/R/A/W/T Taxiway A D3-EAST END: 32 M Surface: Concrete PCN 61/R/A/W/T Taxiway A RWY-B: 38 M Surface: Concrete PCN 41/R/A/W/T Taxiway D: 23 M Surface: Concrete PCN 59/R/D/X/T Taxiway E: 23 M Surface: Concrete PCN 51/R/B/W/T Taxiway F: 13.5 M Surface: Asphalt PCN 32/F/A/W/U Taxiway G: 10.5 M Surface: Asphalt PCN 32/F/A/W/U Taxiway L: 23 M Surface: Concrete PCN 59/F/D/X/T Taxiway LINK B: 25 M Surface: Concrete PCN 41/R/A/W/T Taxiway LINK C: 35 M Surface: Concrete PCN 61/R/A/W/T Taxiway M: 23 M Surface: Asphalt PCN 32/F/A/W/T Taxiway N N3-N4: 23 M Surface: Concrete PCN 61/R/A/W/T Taxiway N RWY-N3: 23 M Surface: Asphalt PCN 32/F/A/W/T
3	Altimeter checkpoint location and elevation	Apron 662 FT (At Stand 1)
4	VOR checkpoints	-
5	INS checkpoints	As stand coordinates, see AD 2-EGNM-2-2.
6	Remarks	Attitude and Heading Reference System (AHRS) alignment issues possible on Multiflight East Apron as a result of shielding from the hangars causing GPS signal tracking failure. If affected, recommended action is to relocate aircraft to a different position away from the hangar. Always contact ATC prior to start and taxi.

EGNM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1 to 23 are marked for nose-in guidance with marshaller. Stands 15 to 18R are MARS (Multi Access Ramp System) stands.
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1 Oct 2026

2	Runway and taxiway markings and lighting	Runway marking aid(s): 14/32: Runway designation, runway centre-line, runway threshold, fixed distance and touchdown and zone markings. Runway side stripes. 32 Turning 'D' is not equipped with centre-line taxiway lights. Pilots to exercise caution when manoeuvring.
3	Stop bars and runway guard lights (if any)	Stop Bars located at Holding Points A1, B, C, D1, D2, D3, E1, E2, F1, L1, N1, N2 and N3. Stop Bars at Runway Holding Points (A1, B, D1, E1, E2, F1, L1, N1) are in operation H24.
4	Other runway protection measures	-
5	Remarks	Taxiway Alpha restricted to aircraft of wingspan not exceeding 36 M. Taxiway November between November 3 and November 4 restricted to aircraft of wingspan not exceeding 36 M. Taxiway Delta restricted to aircraft of wingspan not exceeding 61 M. Taxiway Foxtrot south of the junction with Taxiway Golf is restricted to aircraft of wingspan not exceeding 18.5 M. Through traffic between Taxiways Foxtrot and Golf is restricted to aircraft of wingspan not exceeding 18.5 M. Taxiways Foxtrot and Mike not available at night. LGTD WDI - 535140.92N 0013921.61W, 535214.26N 0013955.54W.

EGNM AD 2.10 AERODROME OBSTACLES

Obstacle data is provided as Digital Datasets in XML (AIXM) and CSV formats via the NATS AIS Website at <http://www.nats.aero/ais/datasets>.

Further information on UK Digital Datasets can be found in GEN 3.1.6.

EGNM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	LEEDS BRADFORD
10	Additional information (limitation of service, etc.)	Broadcast on ATIS

EGNM 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
14	137.73°	2250 x 46 M	RWY surface: Concrete, Grooved PCN 51/R/B/W/T	535217.15N 0014008.68W 163.2 FT	THR 674.2 FT TDZ 674.2 FT	RWY 14 0.36% (1:277) Down RWY 32 0.36% (1:277) Up

3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO: - x - FATO surface: - -
4	True BRG of FATO	FATO:
5	Declared distance available	FATO:
6	APP and FATO lighting	-
7	RMK	Parts of the manoeuvring area can be used for take-off and landing as instructed by ATC (see AD 2.20 paragraph 5).

EGNM 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
LEEDS BRADFORD CTR 535955N 0014027W - 535348N 0013100W - 534904N 0012703W thence clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to 534359N 0013847W - 535312N 0015259W thence clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to 535955N 0014027W	Upper limit: FL85 Lower limit: SFC	D	LEEDS APPROACH English	5000 FT	-	A Transition Altitude of 5000 FT is effective within the Leeds Bradford CTR/CTA during the notified hours of operation. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify Leeds Bradford Airport ATC via email ATC@lba.co.uk at least 14 days before the date of each activity.
LEEDS BRADFORD ATZ A circle, 2.5 NM radius, centred at 535158N 0013939W on the midpoint of the longest notified runway (14/32)	Upper limit: 2682 FT ALT Lower limit: SFC	D	LEEDS APPROACH English	5000 FT	H24	To operate UAS above 400 FT AGL within this area, UAS operators are required to notify Leeds Bradford Airport ATC via email ATC@lba.co.uk at least 14 days before the date of each activity. ATZ 2000 FT AAL.

EGNM 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	LEEDS APPROACH	134.580 DOC 40 NM/ 10,000 FT	-	-	H24	VDF 535158.41N 0013925.17W On AD.
TWR	LEEDS DELIVERY	121.805 DOC 5 NM/GND.	-	-	0600-2200 (0500-2100).	Departing aircraft are to make initial call to Leeds Delivery during hours of operation. VDF on 120.305 MHz 535158.41N 0013925.17W On AD.
	LEEDS TOWER	120.305 DOC 25 NM/4,000 FT.	-	-	H24	
RADAR	LEEDS DIRECTOR	125.380 DOC 40 NM/ 10,000 FT.	-	-	As directed by ATC.	VDF on 134.580 MHz 535158.41N 0013925.17W On AD.
	LEEDS RADAR	134.580 DOC 40 NM/ 10,000 FT.	-	-	H24	
ATIS	LEEDS INFORMATION	118.030 DOC 50 NM/ 20,000 FT.	-	-	H24	-

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	LEEDS FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGNM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.63°E (2027)	ILBF	110.900 MHz	HO	535129.15N 0013854.93W		(RWY 14)
ILS/GP	ILBF	330.800 MHz	HO	535208.89N 0014002.23W		3.5° ILS Ref Datum Hgt 46 FT.
ILS/LOC III 0.62°E (2027)	ILF	110.900 MHz	HO	535228.00N 0014025.37W		(RWY 32)
ILS/GP	ILF	330.800 MHz	HO	535146.82N 0013914.15W		3° ILS Ref Datum Hgt 50 FT.
VOR/DME 0.93°E (2027) 0.3°E (2021)	GAM	75X 112.800 MHz	H24	531653.28N 0005649.79W	115 FT	RNAV Substitution Only. VOR DOC: 20 NM/25,000 FT (40 NM in Sector R300-180). DME DOC: 80 NM/25,000 FT.
DME	ILBF	46X 110.900 MHz	H24	535200.78N 0013931.47W	676 FT	(RWY 14) On AD. DME freq paired with ILS I-LF and I- LBF. Zero range is indicated at THR of Runway 14 and 32.
DME	ILF	46X 110.900 MHz	H24	535200.78N 0013931.47W	676 FT	(RWY 32) On AD. DME freq paired with ILS I-LF and I- LBF. Zero range is indicated at THR of Runway 14 and 32.
NDB (L) 0.63°E (2027)	LBA	402.500 kHz	H24 ENR Purpose: Winter: Mon-Fri 0700-2245 Sat, Sun 0700-2200 Summer: 0600-2200, 2200-0600 (PPR)	535153.97N 0013910.38W		APCH Aid to Leeds Bradford. On Leeds Bradford AD. Range 25 NM. ENR Purpose: 535154N 0013910W

EGNM AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Mandatory handling applies for all visiting non-based aircraft.
- Aircraft using the aerodrome are to carry Third Party Insurance cover of not less than £2,000,000.
- The aerodrome is not available to aircraft unable to communicate with ATC by radio, unless by special arrangement with Airport Authority for maintenance purposes.
- Use governed by regulations applicable to Leeds CTR.
- Pilots not filing a flight plan are to book out by telephone directly with ATC. Book out by radio will not be accepted.
- All flights, except General Aviation below 5700 KG and Military flights, are subject to the prior approval of Leeds Bradford Airport Ltd. and prior notification to Airport Coordination Ltd. (ACL), who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours, Mon-Fri 0830-1700 (0730-1600) by e-mail: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax:

+44 (0)161-493 1853, or at all other times to Airfield Operations +44 (0)113-391 3231 or email: airside.safetyunit@lba.co.uk. OCS account holders can add, change and cancel slots using the online coordination portal at: www.online-coordination.com.

- g) It is a requirement that every airline using Leeds Bradford Airport must have local orders compatible with LBA Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. LBA will act as the coordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
- h) Visiting GA pilots must ensure that they are fully briefed on arrival, departure and taxi procedures prior to using the Aerodrome. ATZ entry may be refused, or flights can expect significant delays if unfamiliar with ATC procedures.
- i) Non ACL slot allocated GA/BA movements can expect significant delays between 0600-0800 (0500-0700), March-October due to runway capacity.
- j) High visibility clothing must be worn at all times on all aprons (including flight crew).
- k) The main northside apron is designated under the Aviation and Maritime Security Act 1990. For security and safety reasons operators of all aircraft using the aerodrome are advised that the use of a handling agent is mandatory. All persons embarking or disembarking to/from aircraft must be escorted by their handling agent.

2 GROUND MOVEMENT

a) General

- i. Aircraft are not permitted to enter allocated north side parking stand without marshaller guidance. If no marshaller is present, pilots must hold position and contact ATC.
- ii. Marshalling mandatory on Multiflight East Apron.
- iii. All aircraft using the north side stands, must be able to accept push-back. Aircraft, which cannot will be parked remotely, marshalled and will only be accepted if space permits (prior arrangement with Airside Operations required). Companies and handling agents are to ensure that the equipment necessary to provide push-back is available when required.
- iv. Supplementary (Multi Access Ramp System) parking arrangements for aircraft with wingspans of 30 M or less may be initiated at any time, ATC will advise. Aircraft will be marshalled under these conditions.
- v. In-to-wind parking is available in accordance with procedures published in the LBA Aerodrome Manual (prior arrangement with Airside Operations required).
- vi. To assist with planning, aircraft must advise ATC as soon as possible if it becomes apparent that they will not be ready for departure upon reaching the holding points. Pilots must inform ATC prior to entering the runway if they are aware that they will not be ready for departure on line up.
- vii. Aircraft able to use intersections for departure (particularly D1 for Runway 32 or A1 for Runway 14) should inform ATC when requesting push back or start up.
- viii. Minimum thrust should be used for breakaway and taxi on all taxiways, in particular when turning (towards the Runway) through Holding Points B, C, D3 and N4.

b) Clearance Delivery and Start Up Procedures

- i. ATC Clearance should be requested before start up but not before EOBT – 15 minutes. Pilots must advise stand number, or position, together with the ATIS letter received and QNH on first contact.
- ii. Leeds Delivery is responsible for passing ATC clearance to aircraft prior to start-up only.
- iii. Start up and push-back clearance is given by Leeds Bradford Tower only. Aircraft requiring a cross-bleed start must advise Leeds Delivery on first contact.
- iv. Start up should not be requested until the aircraft is fully ready for start and or pushback with a tug attached.
- v. Aircraft able to use intersections for departure (particularly D1 for Runway 32 or A1 for Runway 14) should inform ATC when requesting push back or start up.

c) Pushback Procedures

- i. Aircraft requesting push-back must be in direct communication with the tug crew, via a headset person. Aircraft must inform ATC if they have no direct communication with a headset person (e.g. Hand signals only).
- ii. Pushback instructions will normally include a direction to face as east, west, south OR to a Tug Release Point (TRP). See Aerodrome Chart AD 2.EGNM-2-1 for TRP positions.
- iii. Pushback and start instructions may contain reference to an adjacent stand or defined point on a taxiway. The term long push may also be used together with a location definition.
- iv. Where two aircraft up to B737/A321 size request simultaneous pushback, on the main apron stands 1-18, in the same direction at least one stand must separate the aircraft prior to push.

d) Remote Holding

- i. Aircraft that have requested a ready message with ATC may request, or may be required to push and park subject CTOT.
- ii. Requests to push and park are at the sole discretion of ATC and will not be facilitated during periods of high workload.
- iii. All instructions to 'push & park' will be to an appropriate Tug Release Point (TRP) and flight crew must monitor the Tower frequency whilst remote holding.

e) Ground Manoeuvring Restrictions

- i. The marked centre-line turning circle for wide-bodied aircraft using the Runway 32 turning pad may only be achieved using up to 52° of nose wheel steering. Additionally, there is no straight section of the centre-line parallel to runway centre-line before commencement of the 180° turn onto the runway centre-line.
- ii. Pilots are reminded not to cross red stopbars unless a specific instruction to cross a lit stopbar is given by ATC.

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- f) Runway Backtrack Procedures
 - i. Backtracking should be as expeditious as possible, consistent with safety.
 - ii. After landing Runway 32, aircraft (max take off weight 40,000 KG or more) requiring to backtrack should expect to use Taxiway Echo. ATC clearance must be obtained prior to re-entering the runway from Echo.

3 CAT II/III OPERATIONS

- a) Runway 32 is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.
- b) During Category II/III operations special ATC procedures (Low Visibility Procedures (LVP's)) will be applied. Pilots will be informed when these procedures are in operation by RTF and ATIS automatic broadcasts.
- c) Category II/III Holding Points are B, D1, F1, L1 and N1 only. Amber/Green coded taxiway centre-line guidance lights are switched on for route guidance. Aircraft on stands 7-18 will normally taxi through Holding Points C and D3. Pilots must request marshaller assistance, wingtip guidance or 'Follow Me' if it is considered necessary, prior to start up or after landing before entering the apron.
- d) Arriving aircraft: after completing landing run await or request taxi clearance **prior** to vacating the runway or backtracking. Entry to Taxiway A will be via yellow/green centre-line routeing guidance through B, C or D3.
- e) Aircraft will not report runway vacated until they have entered the taxiway and the aircraft is established on the fully green coded centreline lights. Pilots must not report vacated whilst they are on the portion of taxiway showing mixed amber/green lighting.
- f) During day conditions taxiways F, M and G should not be used in a met visibility of less than 800 M unless the aprons and taxiways are visible from ATC at all times.

4 WARNINGS

- a) Bird activity noted at this airport. Occasionally large flocks of Gulls transit across the aerodrome at dawn and dusk. Aircraft may be delayed whilst birds are cleared.
- b) Pilots are advised to expect windshear and turbulence when the surface wind is between 190° and 280° above 20 KT. Some variations to reported wind readings may also occur.
- c) Pilots are advised that paragliding operations take place at Tong within the Leeds Bradford Airport Control Zone, coordinates 534608.27N 0014117.14W, bearing 195° MAG, range 7 NM from Leeds Bradford Airport ARP. Paragliders transit to and from the site from the south west not above 1000 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible. Traffic information will NOT be passed by ATC.
- d) Pilots are advised that hang gliding and paragliding operations take place within the Leeds Bradford Airport Control Zone on Baildon Moor 535124.59N 0014711.58W bearing 264° MAG, range 4.5 NM from Leeds Bradford Airport ARP. Hang gliders and paragliders operate within a 1 NM radius of this site, non-radio not above 1500 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible.
- e) Pilots are advised that hang gliding and paragliding operations take place within the Leeds Bradford Airport Control Zone on Ilkley Moor 535444.01N 0014750.57W bearing 297° MAG, range 5.6 NM from Leeds Bradford Airport ARP. Hang gliders and paragliders operate within a 1 NM radius of this site, non-radio not above 1500 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible.

5 HELICOPTER OPERATIONS

- a) Arrival Procedures: ATC will allocate either a direct approach, or a circuit join based on the runway in use, dependant on the prevailing traffic conditions.
- b) Direct Approach
 - i. Helicopters are to approach the aerodrome from the NE or SW remaining well clear of the approach and climb out to Runway 14/32.
 - ii. Helicopters will be requested to report approaching the aerodrome boundary to await further instructions.
 - iii. Direct arrivals from the NE are to obtain clearance to cross Runway 14/32 prior to crossing the aerodrome boundary and be prepared to hold, or orbit at the boundary if requested. When cleared to cross the runway helicopters are to arrange their flight to cross the runway as expeditiously as possible direct to the allocated Helicopter Aiming Point (HAP) avoiding overflying any parked or taxiing aircraft. Pilots wishing to use the runway at night or at any other time should make an early request to ATC.
 - iv. Direct arrivals from the SW are to report approaching the aerodrome boundary for onward clearance. When cleared to do so arrivals shall route direct to the allocated HAP ensuring that they remain well to the south of runway 32 at all times. The south side taxiway runway holding points may be used as a reference point as the point to remain south of when approaching the HAP from the south. If, due to the surface wind conditions it is required to cross runway 32 to enable a turn into wind for arrival this should be requested on first contact with the Leeds Tower Controller.
- c) Circuit Based Approach
 - i. Under certain traffic conditions helicopters may be given a standard circuit join for the runway in use. On turning final the helicopter is to break directly for the allocated HAP prior to reaching the runway threshold.
- d) Taxi Instructions
 - i. ATC will issue an instruction to air taxi from the HAP to the relevant parking apron.
- e) Departure Procedures
 - i. Helicopters will be given clearance to lift from the apron and air taxi to the allocated HAP. When cleared for takeoff, South, or Westbound departures shall depart ensuring that they remain well to the south of Runway 32 at all times. If surface wind conditions dictate that a lift into wind requires a runway crossing this should be requested prior to taxi.
 - ii. Departures to the East or North shall, when cleared to do so cross the runway as expeditiously as possible on track the relevant VRP, ensuring that the departure track does not overfly parked or taxiing aircraft.

6 USE OF RUNWAYS

- a) Variable circuit direction in force.
- b) In accordance with EU OPS Sub-part E the following approach operations are available to approved operators:
 - i. Runway 14 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
 - ii. Runway 32 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
 - iii. Runway 32 suitable for Other Than Standard Category II operations supported by an ILS Classification of II/D/2;
 - iv. Runway 14 suitable for EVS operations;
 - v. Runway 32 suitable for EVS operations.

7 TRAINING

- a) Training flights must be booked in advance with ATC by telephone: 0113-391 3282. The filing of a flight plan does not constitute a booking to carry out training. Failure to make a booking may result in aircraft being refused use of the facilities. All training is subject to traffic and ATC capacity.
- b) A slot booking system is used for training that involves instrument holding. Slots must be booked on the date of the requested slot with ATC by telephone. Operators may normally book a maximum of two slots in any one day. Further slots on the same day may not be booked until one hour before the requested slot.
- c) Any changes to training requirements must be notified to ATC, in particular when slots are no longer required. Should traffic or ATC workload increase after bookings have been accepted, training may be refused or ended at short notice.
- d) Training flights may only be permitted between 0700-2300 (0600-2200).
- e) Any aircraft conducting practice instrument holding or approach procedures must have a serviceable transponder.
- f) Training by aircraft greater than 5700 KG is not normally permitted on Sundays.
- g) Training flights by jet aircraft shall be subject to the following conditions:
 - i. No jet training on Sundays, Good Friday or Christmas Day;
 - ii. Jet circuits shall be carried out at least 1500 FT AAL;
 - iii. Jet aircraft carrying out visual circuits shall climb straight ahead to 1000 FT AAL before turning. All other jet aircraft must follow the published NPRs.
- h) Rebated fees for training flights are subject to prior written approval from the Airport Authority. Training rebates cannot be approved verbally, and will not be granted retrospectively.

8 AIRCRAFT NOISE RESTRICTIONS

- a) Overview

For the purpose of this section:

- i. 'Night period' and 'night quota period' means the period from 2300 (2200) hours to 0700 (0600) hours;
- ii. 'Noise classification' means the noise level band in EPNdB, for take-off or landing, as the case may be, for the aircraft in question;
- iii. 'Quota' means the maximum permitted sum of the quota counts of all aircraft taking off from or landing at the aerodrome in question during any one season in the night quota period;
- iv. 'Quota count (QC)' means the amount of the quota assigned to one take-off or to one landing by the aircraft in question, this number being related to its noise classification;
- v. An aircraft is deemed to have taken off or landed during the night period if the time recorded by the appropriate air traffic control unit as 'airborne' or 'landed' respectively falls within that period.

- b) Determining Quota Count (QC)

Aircraft taking off or landing at Leeds Bradford Airport are described in this section as follows:

- i. Exempt aircraft; - see below note
- ii. Aircraft having a quota count of 0;
- iii. Aircraft having a quota count of 0.125;
- iv. Aircraft having a quota count of 0.25;
- v. Aircraft having a quota count of 0.5;
- vi. Aircraft having a quota count of 1;
- vii. Aircraft having a quota count of 2 or greater;

The QC is a system used to define the noise rating of an aircraft on departure/arrival. The QC is calculated by:

Departing QC = (EPNdB [Lateral] + (EPNdB [Flyover]) / 2

Arriving QC = EPNdB [Approach] – 9

The quota count of an aircraft on taking off or landing is to be calculated on the basis of the noise classification for that aircraft on take-off or landing as appropriate as follows:

Departing QC Limits		
DB Lower Level	DB Upper Level	QC
0	80.99	0
81	83.99	0.125
84	86.99	0.25
87	89.99	0.5
90	92.99	1
93	95.99	2
96	N/A	>2

c) Prohibition on Take-off or Landing

Any aircraft which has a quota count of 1 or more may not take off during the night quota period except emergencies where there is an immediate danger to life or health, whether human or animal.

EGNM AD 2.21 NOISE ABATEMENT PROCEDURES

The following Noise Preferential Routeings and Procedures shall apply to jet aircraft (except military aircraft).

- a) These procedures may at any time be departed from to the extent necessary for avoiding immediate danger.
- b) Operators of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
- c) Aircraft will use Runway 14 for landing and Runway 32 for take-off, whenever this is possible, having regard to wind, cloud base, approach aid limitations and aircraft performance and requirements. In the event of marginal conditions the runway to be used is at the aircraft Commanders discretion. However, violation of the selective runway procedure cannot be acceptable for expedite reasons, and it is regretted that inconvenience in taxiing distances and/or airborne routeing must be accepted in the interest of reducing aircraft noise intrusion on the local environment
- d) Departing Aircraft:
 - i. Runway 14 – After take-off maintain runway heading to 'I LBF' DME 2 before setting course (or 'I LF' DME 2 when Runway 32 is being used for landing traffic).
 - ii. Runway 32 – Climb straight ahead. At 1202 FT QNH (520 FT QFE) or I-LF D0.5, whichever is the later, turn left to track 311° MAG. At 'I LF' DME 2.1 *535340N 0014258W reduce to minimum safe power settings and turn left to make good a track of 272° MAG. Maintain this track until 'I LF' DME 3.5 *535405N 0014521W before setting course.
 - iii. Turbo-prop: After take-off make good a track of 311° MAG and at DME 2.1 turn onto course.

Note: The above routeings are compatible with normal ATC practice. In individual cases they may be varied owing to operational circumstances. The use of the Noise Preferential Routeings specified above is supplementary to the noise abatement take-off techniques as used by piston engined, turbo-prop and turbo-jet aircraft.

e) Target Noise levels

'By day' means 0700-2300 (0600-2200).

'By night' means 2300-0700 (2200-0600).

All aircraft (excluding military aircraft) shall be operated in such a way that at the relevant monitoring point they will not generate a noise level:

- i. After take-off from Runway 32 more than 85 dB(A) by day or 77dB(A) by night;
- ii. After take-off from Runway 14 more than 92 dB(A) by day or 84 dB(A) by night;
- iii. On approach to Runway 32 more than 85 dB(A) by day or 79 dB(A) by night.

f) Night Restrictions

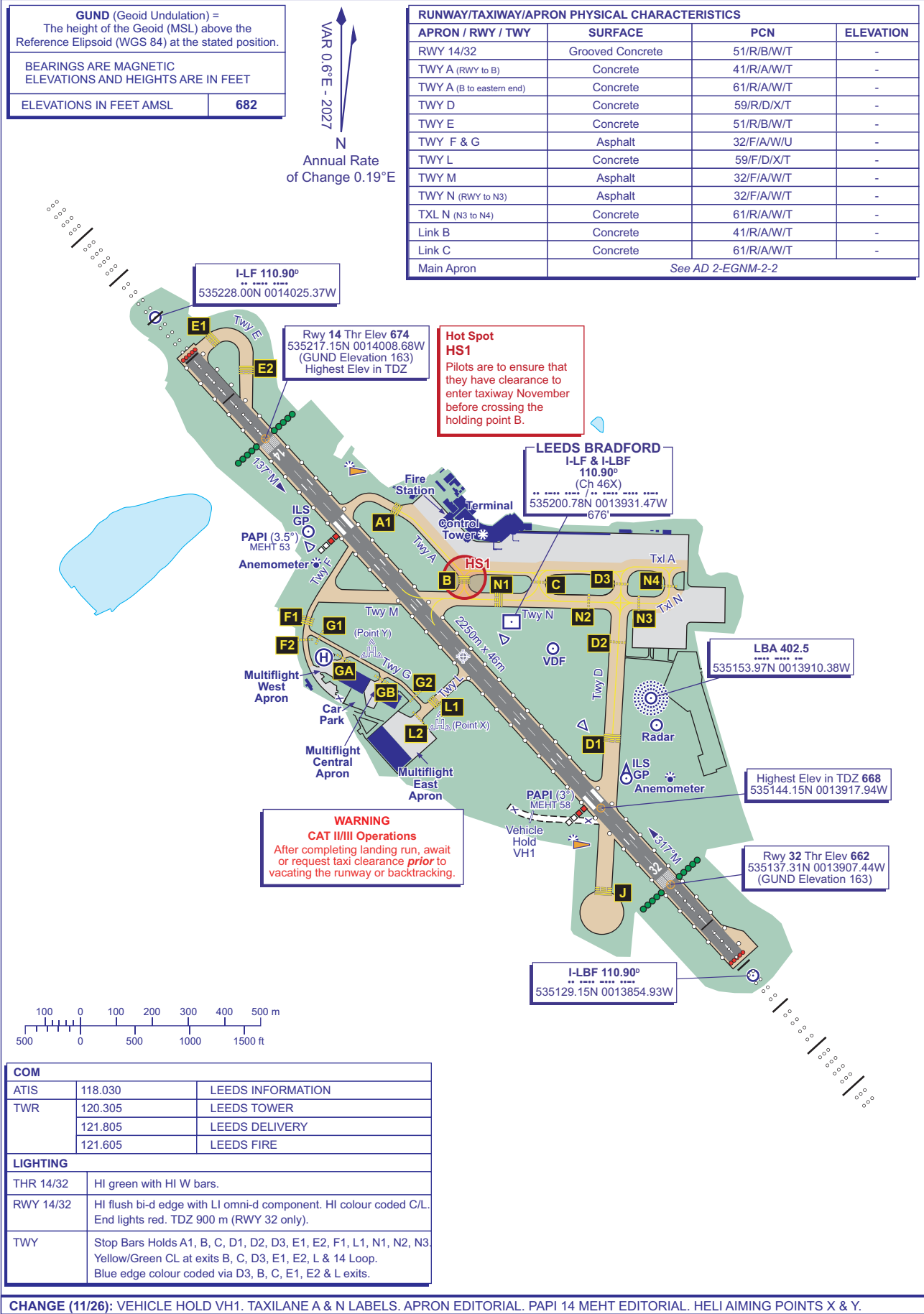
- i. The airport company is subject to planning requirements imposed during the night time period 2300-0700 (2200-0600).
- ii. Such aircraft movements are permitted only by approval from one of the following:
 - Head of Airfield Operations — 0771-101 6610
 - Airside Operations — 0113-391 3231
- iii. Movements in the night time period by aircraft failing to meet the imposed conditions will only be permissible in the following circumstances:
 1. Delayed landings up to 0100 (0000) by aircraft scheduled to land between 0700-2300 (0600-2200).
 2. An emergency ie; A flight where there is an immediate danger to life or health, whether human or animal.

AERODROME
CHART - ICAO

ARP 535158N 0013939W

AD ELEV 682FT

LEEDS BRADFORD
EGNM

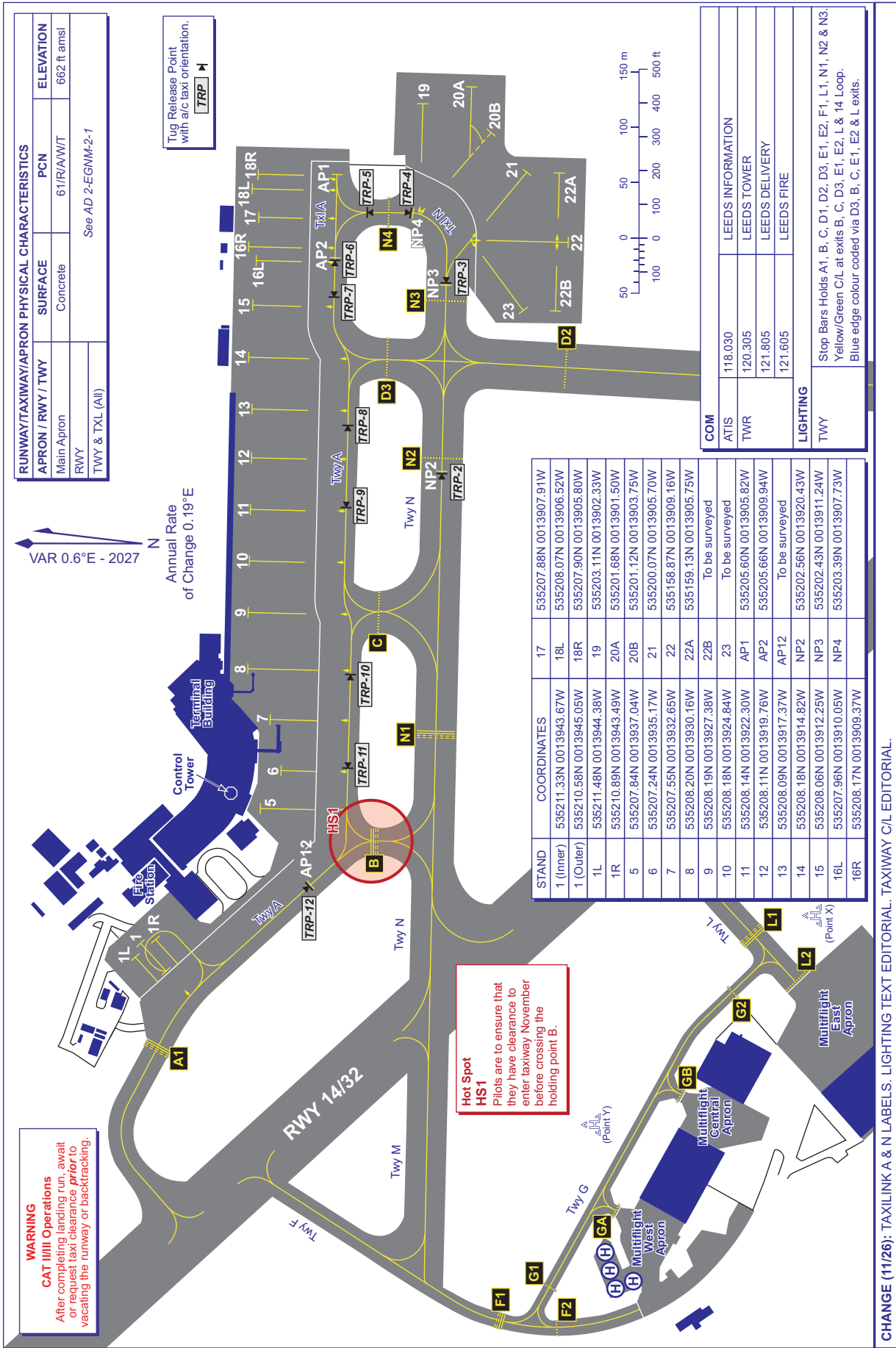


AIRCRAFT PARKING/DOCKING
CHART - ICAO

ARP 535158N 0013939W

AD ELEV 682FT

LEEDS BRADFORD
EGNM



AERO INFO DATE 05 AUG 26

AD 2-EGNM-2-2

EGCM — LEEDS EAST

EGCM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCM — LEEDS EAST

EGCM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 535004N Long: 0011144W Intersection of runways.
2	Direction and distance from city	4 NM SW of York.
3	Elevation / Reference temperature / Mean Low Temperature	29 FT / 21 °C / -
4	Geoid undulation at AD ELEV PSN	158 FT
5	Magnetic Variation / Annual Change	0.79°E (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address Web address	MAKIN ENTERPRISES Leeds East Airport, Busk Lane, Church Fenton, North Yorkshire, LS24 9SE. 01937-534197 (Ops/Fuel) 07541-226316 (Ops - Mobile) ops@leedseastairport.co.uk www.leedseastairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGCM AD 2.3 OPERATIONAL HOURS

1	AD Administration	0800-1800 (0700-1700). Extensions by arrangement.
2	Customs and immigration	By arrangement.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	H24
9	Handling	As AD hours.
10	Security	H24
11	De-icing	-
12	Remarks	This aerodrome is PPR.

EGCM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Forklifts available through Ops, prior notice required.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL, F34 Oil by prior arrangement. W80, W100, W100+, S80, S100, 15/50.
3	Fuelling facilities/capacity	AVTUR capacity 42,000 LT and self service pump available. AVGAS capacity 15,000 LT and self service pump available. Jet F34 Bowser 16,000 LT.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Yes. Subject to prior arrangement.
6	Repair facilities for visiting aircraft	-
7	Remarks	-

EGCM AD 2.5 PASSENGER FACILITIES

1	Hotels	In vicinity. Preferential rates available.
2	Restaurants	Cafe. VIP and executive catering by arrangement.
3	Transportation	Buses, taxis, car hire and limousines. Nearest railway stations: Church Fenton or Uleskelf.
4	Medical facilities	Limited first aid treatment.

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5	Bank and Post Office	Village 1 mile.
6	Tourist Office	-
7	Remarks	-

EGCM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 Mon-Sun. RFF Category A3 Accepted under remission.
2	Rescue equipment	One 4x4 Foam Tender.
3	Capability for removal of disabled aircraft	In the event of an incident, light aircraft can be removed using airport resources. Large aircraft can be removed using outside sources, in conjunction with aircraft operators. Contact 01937-534197.
4	Remarks	-

EGCM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	-
2	Clearance priorities	-
3	Remarks	Latest information from Operations Tel: 01937-534194 Ext 3.

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt PCR 54/F/C/X/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Asphalt PCR 48/F/B/X/U Taxiway BRAVO: 15 M Surface: Asphalt PCR 54/F/C/X/U Taxiway ECHO: 15 M Surface: Asphalt PCR 54/F/C/X/U Taxiway FOXTROT: 15 M Surface: Asphalt PCR 54/F/C/X/U
3	Altimeter checkpoint location and elevation	Main Apron 29 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGCM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Marshalling on request.
2	Runway and taxiway markings and lighting	Taxiway marking aid(s): Yellow centre-line, taxiway holding position; Holding point A1, threshold of Runway 06. Holding point B1, threshold of Runway 24.
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	Wind direction indicator. Illuminated windsock.

EGCM AD 2.10 AERODROME OBSTACLES

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
(EGCM1366)	COMMS MAST	535505.51N 0011032.53W	230 FT	93 FT	Yes	-
(EGCM1356)	PYLON	535218.41N 0011742.02W	298 FT	121 FT	No	-
(EGCM1363)	PYLON	535213.72N 0011823.84W	293 FT	125 FT	No	-
(EGCM1355)	PYLON	535210.50N 0011749.49W	291 FT	123 FT	No	-
(EGCM1372)	COMMS MAST	535205.24N 0010453.42W	204 FT	124 FT	Yes	-
(EGCM1367)	RAILWAY COMMS MAST	535144.89N 0011049.75W	138 FT	98 FT	Yes	-
(EGCM1340)	FLAG POLE	535140.59N 0011507.93W	233 FT	89 FT	No	-
(EGCM1068)	TREE	535135.87N 0011207.07W	139 FT	98 FT	No	-
(EGCM1343)	TREE	535134.14N 0011517.01W	218 FT	86 FT	No	-
(EGCM1344)	TREE	535133.60N 0011517.87W	223 FT	94 FT	No	-
(EGCM1195)	TREE	535109.69N 0010915.42W	135 FT	105 FT	No	-
(EGCM1749)	PYLON	534927.87N 0012001.24W	334 FT	135 FT	No	-
(EGCM2324)	ELECTRICITY PYLON	534906.47N 0011953.84W	347 FT	149 FT	No	-
(EGCM2321)	ELECTRICITY PYLON	534826.37N 0012006.77W	372 FT	135 FT	No	-
(EGCM1723)	CHIMNEY	534814.63N 0011331.57W	143 FT	116 FT	No	-
(EGCM1722)	BUILDING	534814.04N 0011323.10W	140 FT	113 FT	No	-
(EGCM1720)	CHIMNEY	534744.44N 0011341.65W	166 FT	140 FT	No	-
(EGCM1761)	MAST	534658.68N 0012222.41W	427 FT	99 FT	Yes	-
(EGCM1775)	CHIMNEY LIT	534242.85N 0010730.53W	694 FT	656 FT	Yes Red	-

EGCM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	- -
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self-briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	Self-briefing terminal (internet).

9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	Unofficial observations made during AD hours.

EGCM 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	054.67°	1826 x 45 M	RWY surface: Asphalt PCR 54/F/C/X/U	534949.45N 0011218.62W 158.2 FT	THR 28.4 FT TDZ 28.7 FT	RWY 06 -0.01% Down RWY 24 0.01% Up
24	234.68°	1826 x 45 M	RWY surface: Asphalt PCR 54/F/C/X/U SWY surface: - -	535021.47N 0011102.25W 158.1 FT	THR 27.4 FT TDZ 27.4 FT	RWY 06 -0.01% Down RWY 24 0.01% 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
-	-	1831 x 280 M	-	-	-	RWY 06 Threshold displaced by 134 M.
47 x 46 M	-	1831 x 280 M	-	-	-	RWY 24

EGCM AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	1799 M	1799 M	1799 M	1711 M	-
24	1711 M	1711 M	1711 M	1711 M	-
06	1184 M	1184 M	1184 M	-	Take-off from intersection with F1.
06	921 M	921 M	921 M	-	Take-off from intersection with permanently closed Runway 16/34.
24	810 M	810 M	810 M	-	Take-off from intersection with permanently closed Runway 16/34.

EGCM AD 2.14 APPROACH AND RUNWAY LIGHTING

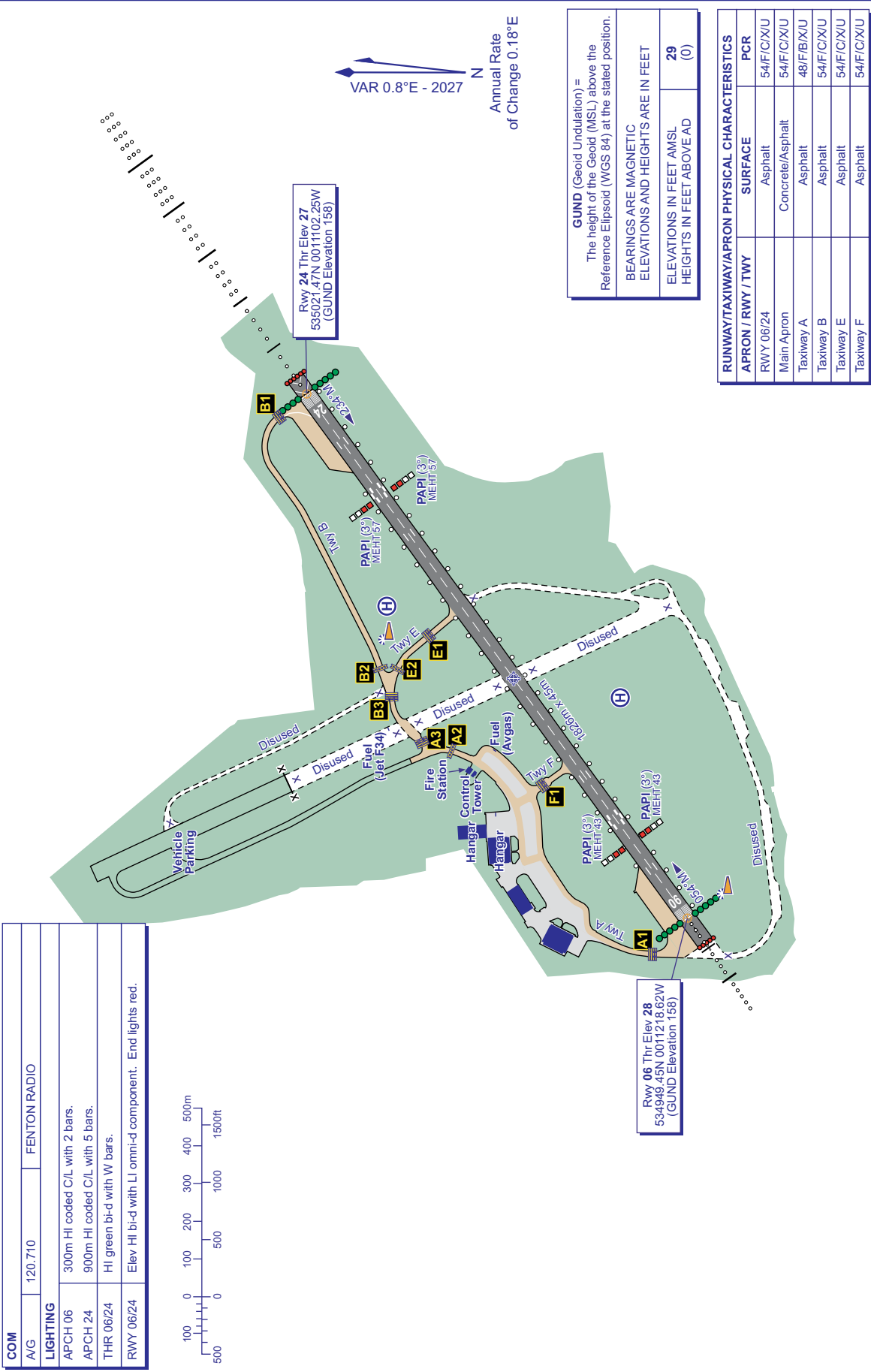
RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Centre-line with two crossbars. 300 M Light intensity high	Green Light intensity high bi-directional with green wingbars.	PAPI Both/3° 43 FT 13.1 M	-	-	HI elevated bi-directional 30 M spacing with LI omni-directional component 90 M spacing. Light intensity high	Red	-	-

LEEDS EAST
EGCM

AD ELEV 29FT

ARP 535004N 0011144W

AERODROME
CHART - ICAO



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EGGP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Coded centre-line with five crossbars. Two consecutive centre-line lights missing from Runway 09 approach lights, between second and third crossbars, 360 M from threshold. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 60 FT 340 M	-	Bi-directional Colour coded 15 M spacing Light intensity high	Bi-directional 60 M spacing with LI omni-directional component White Light intensity high	Red Light intensity high	-	-
27	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 59 FT 364 M	Light intensity high 915 M	Bi-directional Colour coded 15 M spacing Light intensity high	Bi-directional 60 M spacing with LI omni-directional component White Light intensity high	Red Light intensity high	-	-

EGGP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 27: 531959N 0025014W (LGTD) - 09: 531955N 0025141W (LGTD).
3	TWY edge and centre line lighting	CL: HI Green bi-directional centre-line on Taxiway Alpha and Taxiways C, D, E, F, G, K, T, U, V, W. EDGE: HI omni-directional blue edge lights, lead from Holding point Lima to Taxiway Alpha.
4	Secondary power supply/switch-over time	For CAT II/III operations changeover from standby power to mains takes place in less than 1 second. During visual or non-precision operations changeover from mains to standby diesel takes maximum 15 seconds in event of full mains failure.
5	Remarks	Obstacle lighting. Apron floodlights. Illuminated wind direction indicators.

EGGP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	-
2	TLOF and/or FATO elevation	-
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO: - x - FATO surface: - -
4	True BRG of FATO	FATO:
5	Declared distance available	FATO:
6	APP and FATO lighting	-

7	RMK	Available for use by Liverpool John Lennon Airport based helicopters only. Parts of the manoeuvring area can be used for take-offs and landings as instructed by ATC. Thresholds of the operational runways are designated as aiming points.
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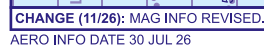
EGGP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LIVERPOOL CTR 533011N 0024123W - 532708N 0023744W - 531130N 0023744W - 531427N 0030140W - 531924N 0030735W - 532331N 0030804W - 532817N 0025719W - 533011N 0024123W	Upper limit: 2500 FT ALT Lower limit: SFC	D	LIVERPOOL APPROACH English	5000 FT	-	-
LIVERPOOL ATZ A circle, 2.5 NM radius, centred at 532001N 0025059W on longest notified runway (09/27)	Upper limit: 2081 FT ALT Lower limit: SFC	D	LIVERPOOL APPROACH English	5000 FT	H24	ATZ 2000 FT AAL.

EGGP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	LIVERPOOL APPROACH	119.855 DOC 40 NM/ 10,000 FT.	-	-	H24	-
TWR	LIVERPOOL GROUND	121.955 Initial call for start or taxi clearance should be made to Liverpool Tower on 126.355 MHz unless notified by ATIS broadcast that Liverpool Ground is in operation. Use on the ground within the aerodrome boundary.	-	-	As directed by ATC.	-
	LIVERPOOL TOWER	126.355 DOC 25 NM/4,000 FT.	-	-	H24	
RADAR	LIVERPOOL RADAR	118.455 DOC 25 NM/ 10,000 FT.	-	-	As directed by ATC.	10 cm Approach Radar.
		119.855 DOC 40 NM/ 10,000 FT.	-	-	H24	
ATIS	LIVERPOOL INFORMATION	124.330 DOC 60 NM/ 20,000 FT.	-	-	H24	-
OTHER	LIVERPOOL FIRE	121.600 Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
OTHER	LIVERPOOL EMERGENCY	121.500 Emergency Frequency	-	-	O/R	-

LIVERPOOL



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a) **1800** in the sector defined by the lateral limits; 532014N 0031520W - 532309N 0031205W - 532734N 0030310W - 533000N 0024259W - 532525N 0023502W - 531547N 0023242W - 531106N 0023723W - 531105N 0025408W - 531427N 0030140W - 531609N 0030723W thence anticlockwise by an arc of a circle radius 4NM centred on 531619N 0031403W to 532014N 0031520W.

b) **2100** in the sector defined by the lateral limits; 531609N 0030723W thence anticlockwise by an arc of a circle radius 4NM centred on 531619N 0031403W to 532014N 0031520W - 531855N 0031647W - 531609N 0030723W.

- a) within 5NM of the aircraft*, and
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

† 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 Manchester CTR and TMA (EGGP AD 2.22).

9. 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.

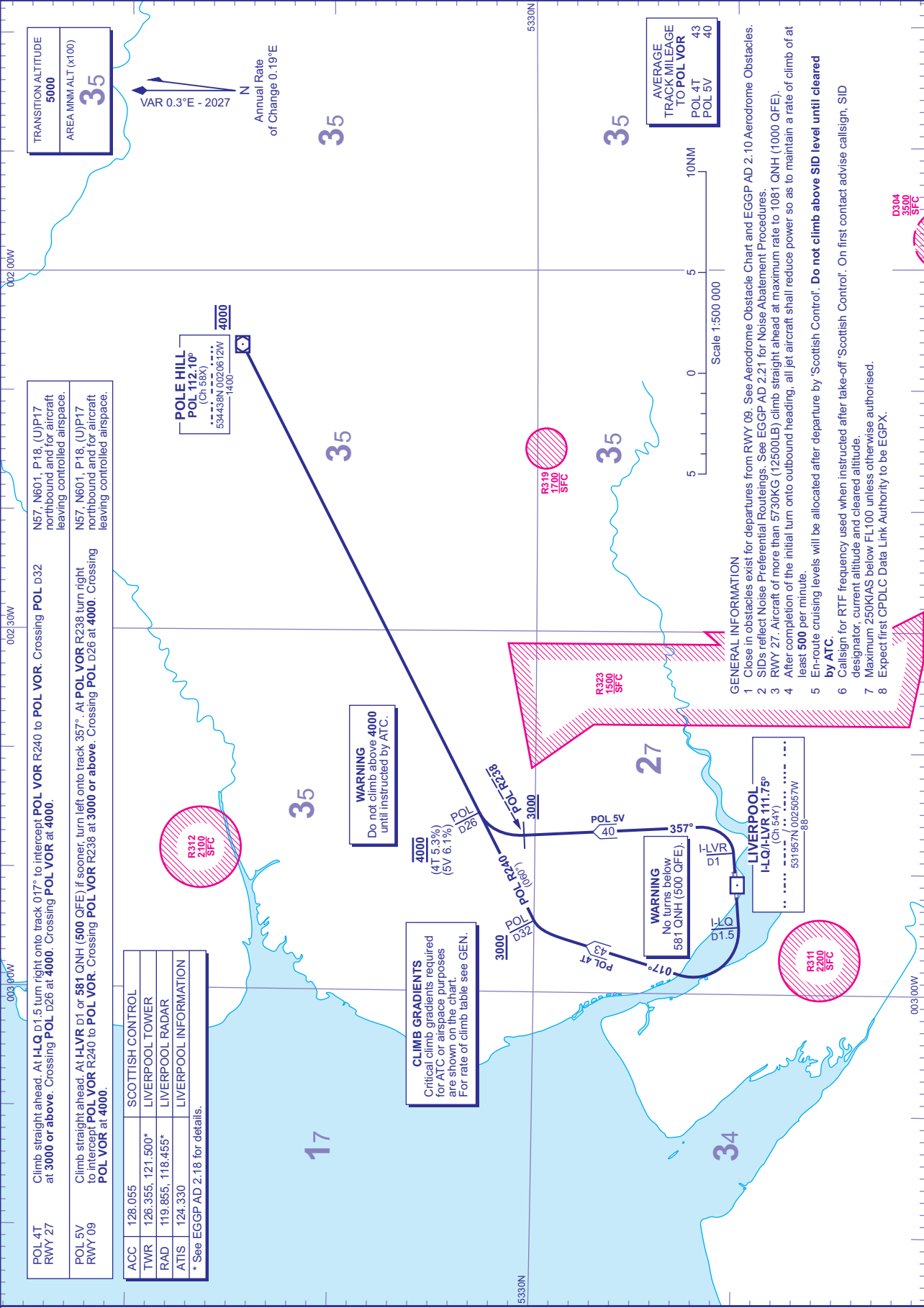
AD 2-EGGP-5-1

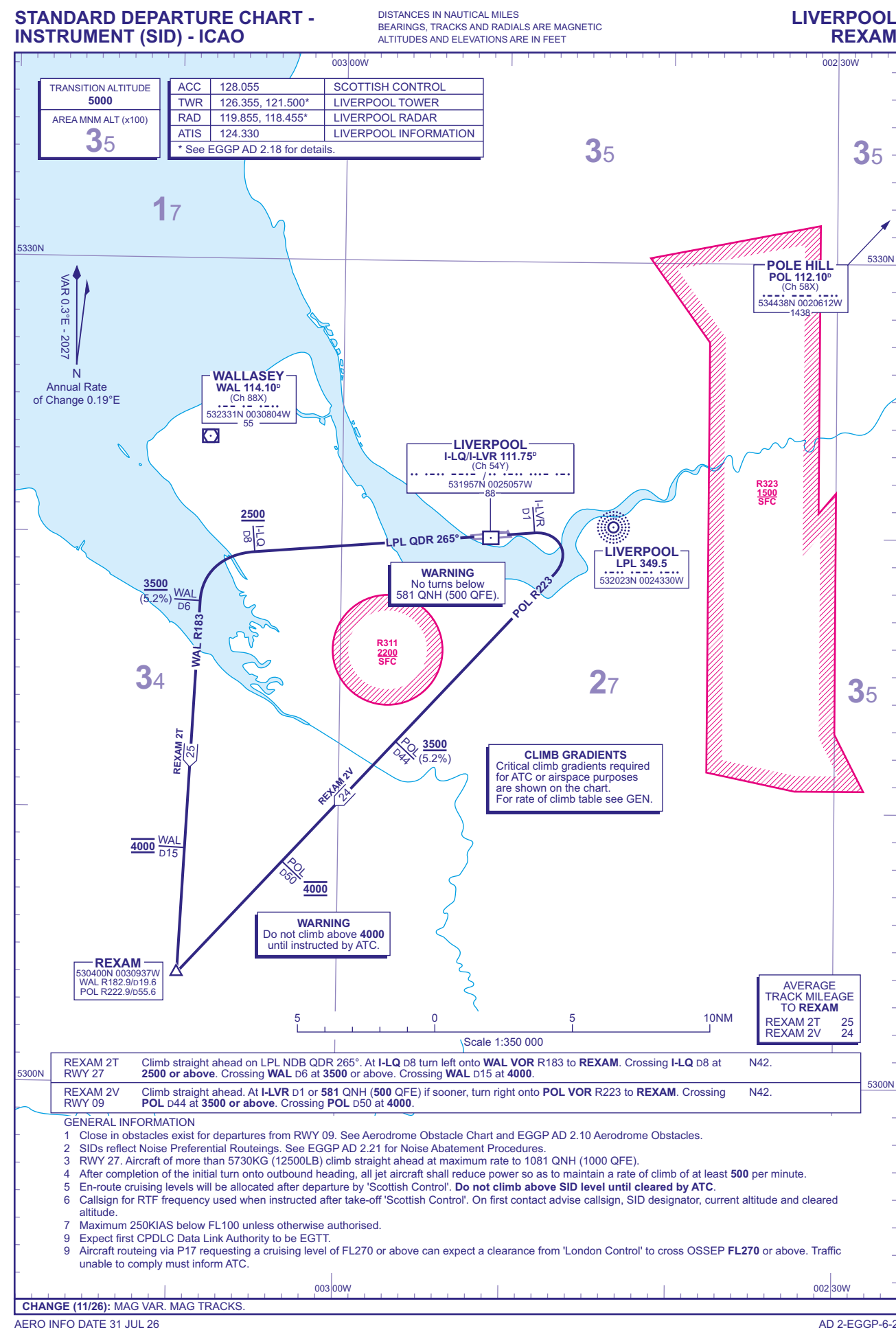
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

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

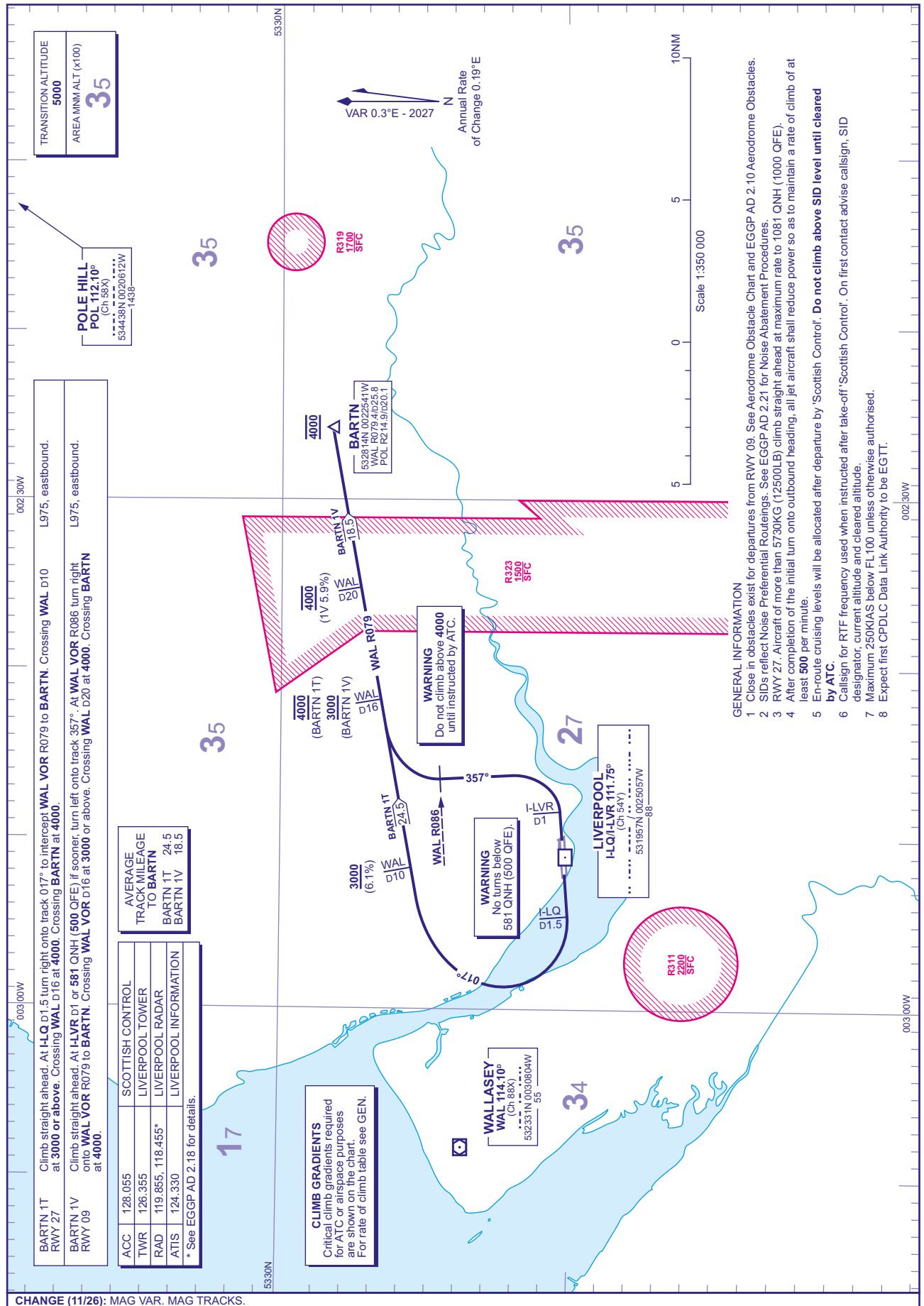
LIVERPOOL
POLE HILL





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

**LIVERPOOL
BARTN 1T 1V**



CHANGE (11/26): MAG VAR. MAG TRACKS.
AFRO INFO DATE 31.JUL.26

AD 2-EGGP-6-3

LIVERPOOL
WAL 2T 2V NANTI 2T

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



LIVERPOOL
NANTI 2V
(RNAV SUBSTITUTION ONLY)

TRANSITION ALTITUDE
5000

AREA MNM ALT (x100)
35

ACC	128.055	SCOTTISH CONTROL
TWR	126.355, 121.500*	LIVERPOOL TOWER
RAD	119.855, 118.455*	LIVERPOOL RADAR
ATIS	124.330	LIVERPOOL INFORMATION

* See EGGP AD 2.18 for details.

WARNING
RNAV SUBSTITUTION ONLY
DUE: WHI NDB N/A.

WALLASEY
WAL 114.10°
(Ch 88X)
.....
532331N 0030804W
55

LIVERPOOL
I-LQ/I-LVR 111.75°
(Ch 54Y)

531957N 0025057W
88

WARNING
No turns below
581 QNH (500 QFE).

R311
2200
SFC

R323
1500
SFC

WHITEGATE
WHI 368.5
531106N 0023723W

NANTI
530815N 0023401W
WAL R126.8/o25.5
HON R324.7/b57.3
4000

HONILEY
HON 113.65°
(Ch 83Y)
.....
522124N 0013949W
435

WARNING
Do not climb above **4000**
until instructed by ATC.

VAR 0.3°E - 2027
Annual Rate
of Change 0.19°E

AVERAGE TRACK MILEAGE TO NANTI
NANTI 2V 16

NANTI 2V RWY 09

Climb straight ahead. At I-LVR D1, turn right to **WHI NDB**, crossing **WHI NDB** at **3500 or above**. At **WHI NDB** turn onto **HON VOR R325**, **WAL VOR R127** or as appropriate to **NANTI**. Crossing **NANTI** at **4000**.

L8: (P18/L151), Y53, M605, L612 southbound.

GENERAL INFORMATION

- Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGGP AD 2.10 Aerodrome Obstacles.
- SIDs reflect Noise Preferential Routeings. See EGGP AD 2.21 for Noise Abatement Procedures.
- Via **NANTI** cruising levels at FL190 and below will be allocated en-route by 'Scottish Control', cruising levels above FL190 will be allocated en-route by 'London Control'. **Do not climb above SID level until cleared by ATC.**
- Call sign for RTF frequency used when instructed after take-off 'Scottish Control'. On first contact advise call sign, SID designator, current altitude and cleared altitude.
- Maximum 250KIAS below FL100 unless otherwise authorised.
- Expect first CPDLC Data Link Authority to be NANTI (EGTT).

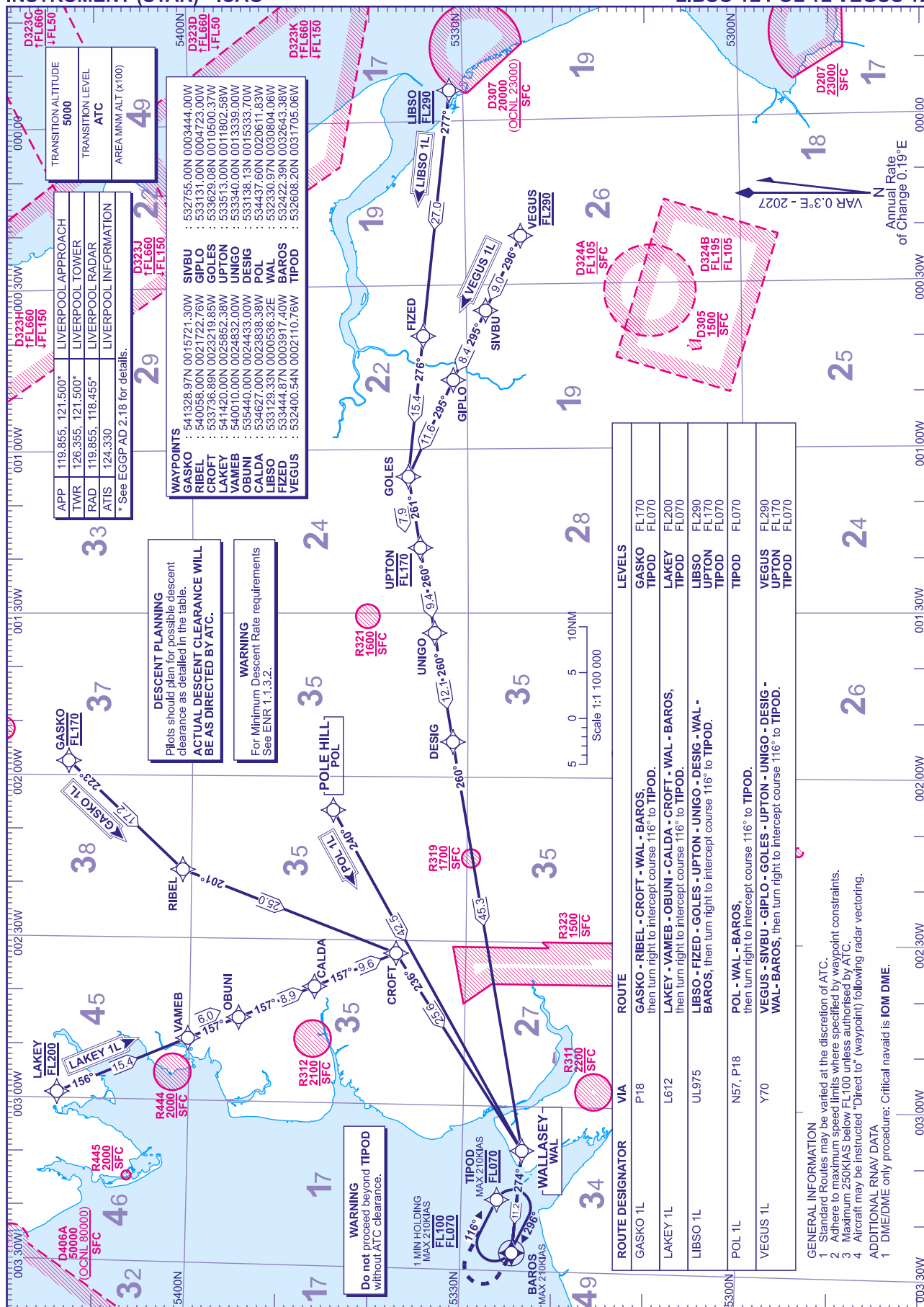
CHANGE (11/26): MAG VAR. MAG TRACK.

CHANGE (11/26): MAG VAR. MAG TRACK.

AERO INFO DATE 31 JUL 26

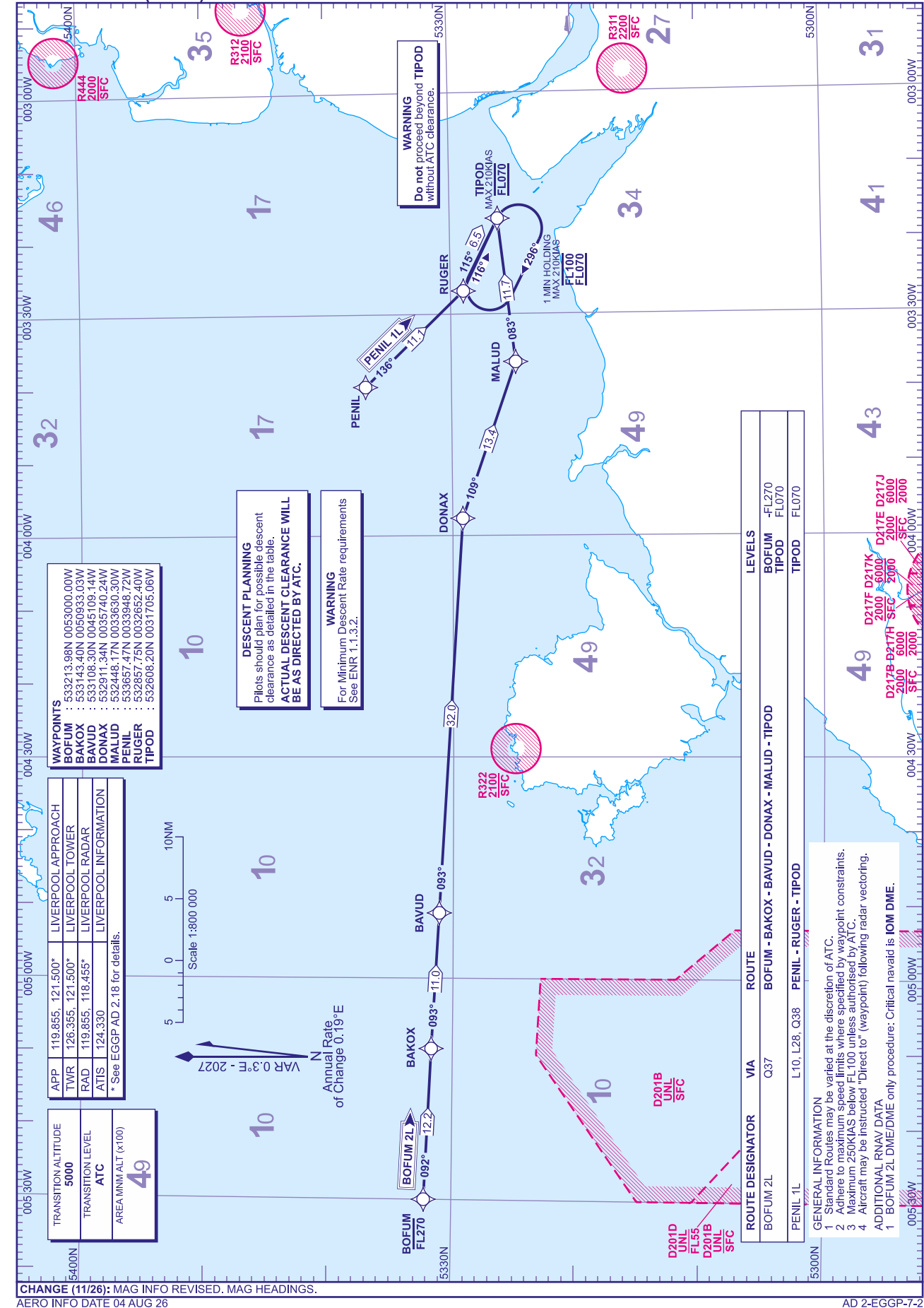
AD 2-EGGP-6-5

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RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAODISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEETLIVERPOOL
GASKO 1L LAKEY 1L
LIBSO 1L POL 1L VEGUS 1L

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

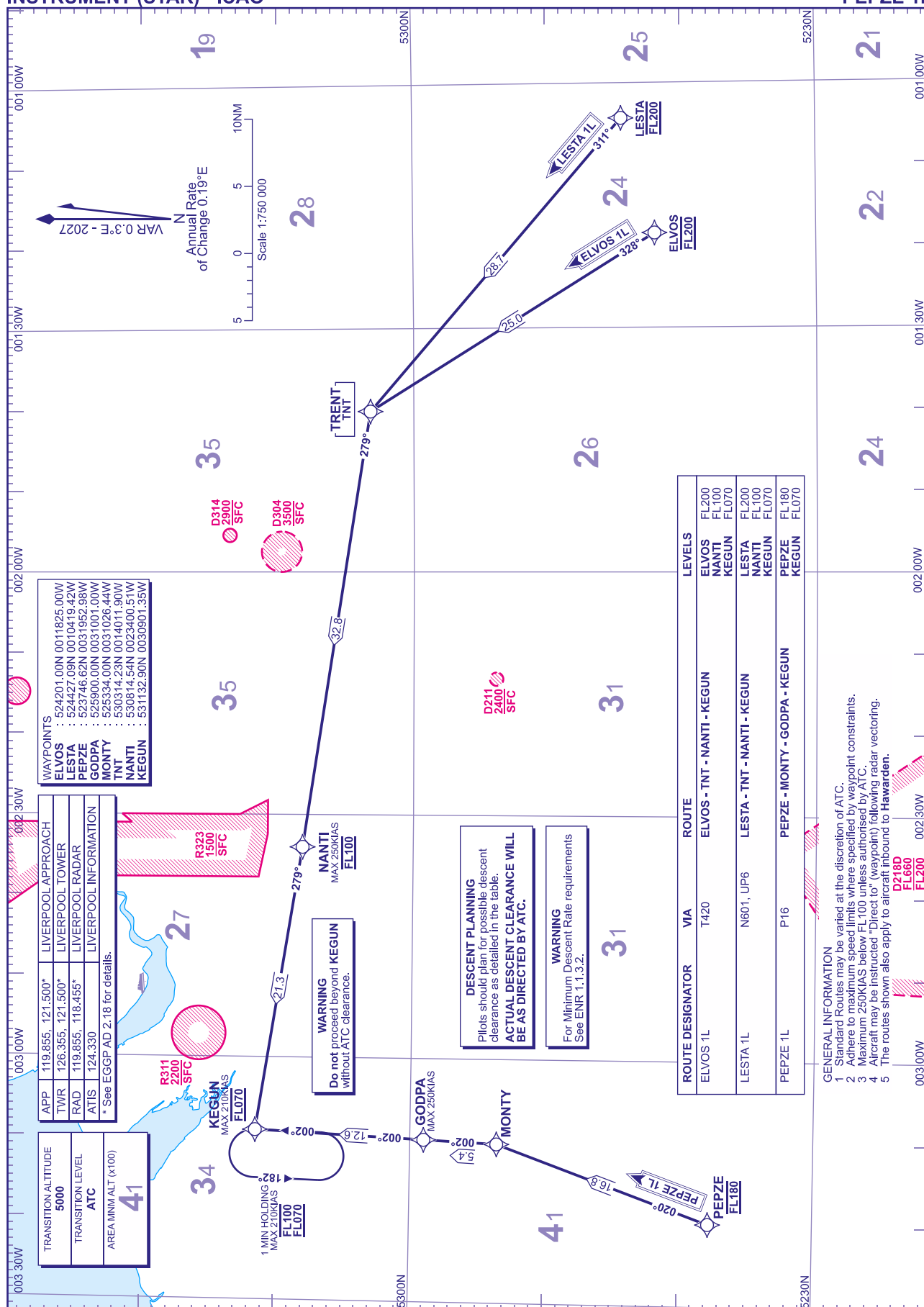
LIVERPOOL
BOFUM 2L PENIL 1L



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

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

LIVERPOOL
ELVOS 1L LESTA 1L
PEPZE 1L



CHANGE (11/26): MAG INFO REVISED. MAG HEADINGS. TNT COORDINATES REVISED.

AERO INFO DATE 17 AUG 26

AD 2-EGGP-7-3

Standard Instrument Arrival Coding Tables

LIVERPOOL GASKO 1L

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
GASKO1L	001	IF	GASKO	541328.97N 0015721.30W	N	-	-	-	-	FL170	-	RNAV1
GASKO1L	002	TF	RIBEL	540058.00N 0021722.76W	N	223° (223.4°)	0.3	17.2	LEFT	-	-	RNAV1
GASKO1L	003	TF	CROFT	533736.89N 0023219.85W	N	201° (200.8°)	0.3	25.0	RIGHT	-	-	RNAV1
GASKO1L	004	TF	WAL	532330.97N 0030804.06W	N	236° (236.7°)	0.3	25.6	RIGHT	-	-	RNAV1
GASKO1L	005	TF	BAROS	532422.39N 0032643.38W	Y	274° (274.5°)	0.3	11.2	RIGHT	-	-210	RNAV1
GASKO1L	006	CF	TIPOD	532608.20N 0031705.06W	N	116° (116.0°)	0.3	-	-	FL070	-210	RNAV1

LIVERPOOL LAKEY 1L

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LAKEY1L	001	IF	LAKEY	541420.00N 0025852.38W	N	-	-	-	-	FL200	-	RNAV1
LAKEY1L	002	TF	VAMEB	540010.00N 0024832.00W	N	156° (156.7°)	0.3	15.4	-	-	-	RNAV1
LAKEY1L	003	TF	OBUNI	535440.00N 0024433.00W	N	157° (156.8°)	0.3	6.0	-	-	-	RNAV1
LAKEY1L	004	TF	CALDA	534627.00N 0023838.38W	N	157° (156.9°)	0.3	8.9	-	-	-	RNAV1
LAKEY1L	005	TF	CROFT	533736.89N 0023219.85W	N	157° (157.0°)	0.3	9.6	RIGHT	-	-	RNAV1
LAKEY1L	006	TF	WAL	532330.97N 0030804.06W	N	236° (236.7°)	0.3	25.6	RIGHT	-	-	RNAV1
LAKEY1L	007	TF	BAROS	532422.39N 0032643.38W	Y	274° (274.5°)	0.3	11.2	RIGHT	-	-210	RNAV1
LAKEY1L	008	CF	TIPOD	532608.20N 0031705.06W	N	116° (116.0°)	0.3	-	-	FL070	-210	RNAV1

LIVERPOOL LIBSO 1L

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LIBSO1L	001	IF	LIBSO	533129.33N 0000536.32E	N	-	-	-	-	FL290	-	RNAV1
LIBSO1L	002	TF	FIZED	533444.87N 0003917.40W	N	277° (277.3°)	0.3	27.0	-	-	-	RNAV1
LIBSO1L	003	TF	GOLES	533629.08N 0010500.37W	N	276° (276.6°)	0.3	15.4	LEFT	-	-	RNAV1
LIBSO1L	004	TF	UPTON	533513.00N 0011802.58W	N	261° (260.8°)	0.3	7.9	-	FL170	-	RNAV1
LIBSO1L	005	TF	UNIGO	533340.00N 0013339.00W	N	260° (260.6°)	0.3	9.4	-	-	-	RNAV1
LIBSO1L	006	TF	DESIG	533138.13N 0015333.70W	N	260° (260.4°)	0.3	12.1	-	-	-	RNAV1
LIBSO1L	007	TF	WAL	532330.97N 0030804.06W	N	260° (260.2°)	0.3	45.3	RIGHT	-	-	RNAV1
LIBSO1L	008	TF	BAROS	532422.39N 0032643.38W	Y	274° (274.5°)	0.3	11.2	RIGHT	-	-210	RNAV1
LIBSO1L	009	CF	TIPOD	532608.20N 0031705.06W	N	116° (116.0°)	0.3	-	-	FL070	-210	RNAV1

Standard Instrument Arrival Coding Tables

I

LIVERPOOL POL 1L

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
POL1L	001	IF	POL	534437.60N 0020611.83W	N	-	-	-	-	-	-	RNAV1
POL1L	002	TF	WAL	532330.97N 0030804.06W	N	240° (240.6°)	0.3	42.5	RIGHT	-	-	RNAV1
POL1L	003	TF	BAROS	532422.39N 0032643.38W	Y	274° (274.5°)	0.3	11.2	RIGHT	-	-210	RNAV1
POL1L	004	CF	TIPOD	532608.20N 0031705.06W	N	116° (116.0°)	0.3	-	-	FL070	-210	RNAV1

LIVERPOOL VEGUS 1L

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
VEGUS1L	001	IF	VEGUS	532400.54N 0002110.76W	N	-	-	-	-	FL290	-	RNAV1
VEGUS1L	002	TF	SIVBU	532755.00N 0003444.00W	N	296° (295.9°)	0.3	9.0	-	-	-	RNAV1
VEGUS1L	003	TF	GIPLO	533131.00N 0004723.00W	N	295° (295.6°)	0.3	8.4	-	-	-	RNAV1
VEGUS1L	004	TF	GOLES	533629.08N 0010500.37W	N	295° (295.5°)	0.3	11.6	LEFT	-	-	RNAV1
VEGUS1L	005	TF	UPTON	533513.00N 0011802.58W	N	261° (260.8°)	0.3	7.9	-	FL170	-	RNAV1
VEGUS1L	006	TF	UNIGO	533340.00N 0013339.00W	N	260° (260.6°)	0.3	9.4	-	-	-	RNAV1
VEGUS1L	007	TF	DESIG	533138.13N 0015333.70W	N	260° (260.4°)	0.3	12.1	-	-	-	RNAV1
VEGUS1L	008	TF	WAL	532330.97N 0030804.06W	N	260° (260.2°)	0.3	45.3	RIGHT	-	-	RNAV1
VEGUS1L	009	TF	BAROS	532422.39N 0032643.38W	Y	274° (274.5°)	0.3	11.2	RIGHT	-	-210	RNAV1
VEGUS1L	010	CF	TIPOD	532608.20N 0031705.06W	N	116° (116.0°)	0.3	-	-	FL070	-210	RNAV1

LIVERPOOL BOFUM 2L

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BOFUM2L	001	IF	BOFUM	533213.98N 0053000.00W	N	-	-	-	-	-FL270	-	RNAV1
BOFUM2L	002	TF	BAKOX	533143.40N 0050933.03W	N	092° (092.3°)	0.3	12.2	-	-	-	RNAV1
BOFUM2L	003	TF	BAVUD	533108.30N 0045109.14W	N	093° (092.9°)	0.3	11.0	-	-	-	RNAV1
BOFUM2L	004	TF	DONAX	532911.34N 0035740.24W	N	093° (093.1°)	0.3	32.0	RIGHT	-	-	RNAV1
BOFUM2L	005	TF	MALUD	532448.17N 0033630.30W	N	109° (109.0°)	0.3	13.4	LEFT	-	-	RNAV1
BOFUM2L	006	TF	TIPOD	532608.20N 0031705.06W	N	083° (083.3°)	0.3	11.7	-	FL070	-210	RNAV1

Standard Instrument Arrival Coding Tables

LIVERPOOL PENIL 1L

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
PENIL1L	001	IF	PENIL	533657.47N 0033948.72W	N	-	-	-	-	-	-	RNAV1
PENIL1L	002	TF	RUGER	532857.75N 0032652.40W	N	136° (136.0°)	0.3	11.1	LEFT	-	-	RNAV1
PENIL1L	003	TF	TIPOD	532608.20N 0031705.06W	N	115° (115.7°)	0.3	6.5	-	FL070	-210	RNAV1

LIVERPOOL ELVOS 1L

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ELVOS1L	001	IF	ELVOS	524201.00N 0011825.00W	N	-	-	-	-	FL200	-	RNAV1
ELVOS1L	002	TF	TNT	530314.23N 0014011.90W	N	328° (328.3°)	0.3	25.0	LEFT	-	-	RNAV1
ELVOS1L	003	TF	NANTI	530814.54N 0023400.51W	N	279° (279.1°)	0.3	32.8	-	FL100	-250	RNAV1
ELVOS1L	004	TF	KEGUN	531132.90N 0030901.35W	N	279° (279.2°)	0.3	21.3	-	FL070	-210	RNAV1

LIVERPOOL LESTA 1L

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LESTA1L	001	IF	LESTA	524427.09N 0010419.42W	N	-	-	-	-	FL200	-	RNAV1
LESTA1L	002	TF	TNT	530314.23N 0014011.90W	N	311° (311.1°)	0.3	28.7	LEFT	-	-	RNAV1
LESTA1L	003	TF	NANTI	530814.54N 0023400.51W	N	279° (279.1°)	0.3	32.8	-	FL100	-250	RNAV1
LESTA1L	004	TF	KEGUN	531132.90N 0030901.35W	N	279° (279.2°)	0.3	21.3	-	FL070	-210	RNAV1

LIVERPOOL PEPZE 1L

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
PEPZE1L	001	IF	PEPZE	523746.62N 0031952.98W	N	-	-	-	-	FL180	-	RNAV1
PEPZE1L	002	TF	MONTY	525334.00N 0031026.44W	N	020° (019.9°)	0.3	16.8	LEFT	-	-	RNAV1
PEPZE1L	003	TF	GODPA	525900.00N 0031001.00W	N	002° (002.7°)	0.3	5.5	-	-	-250	RNAV1
PEPZE1L	004	TF	KEGUN	531132.90N 0030901.35W	N	002° (002.7°)	0.3	12.6	-	FL070	-210	RNAV1

RNAV Hold Coding Tables

LIVERPOOL KEGUN Hold

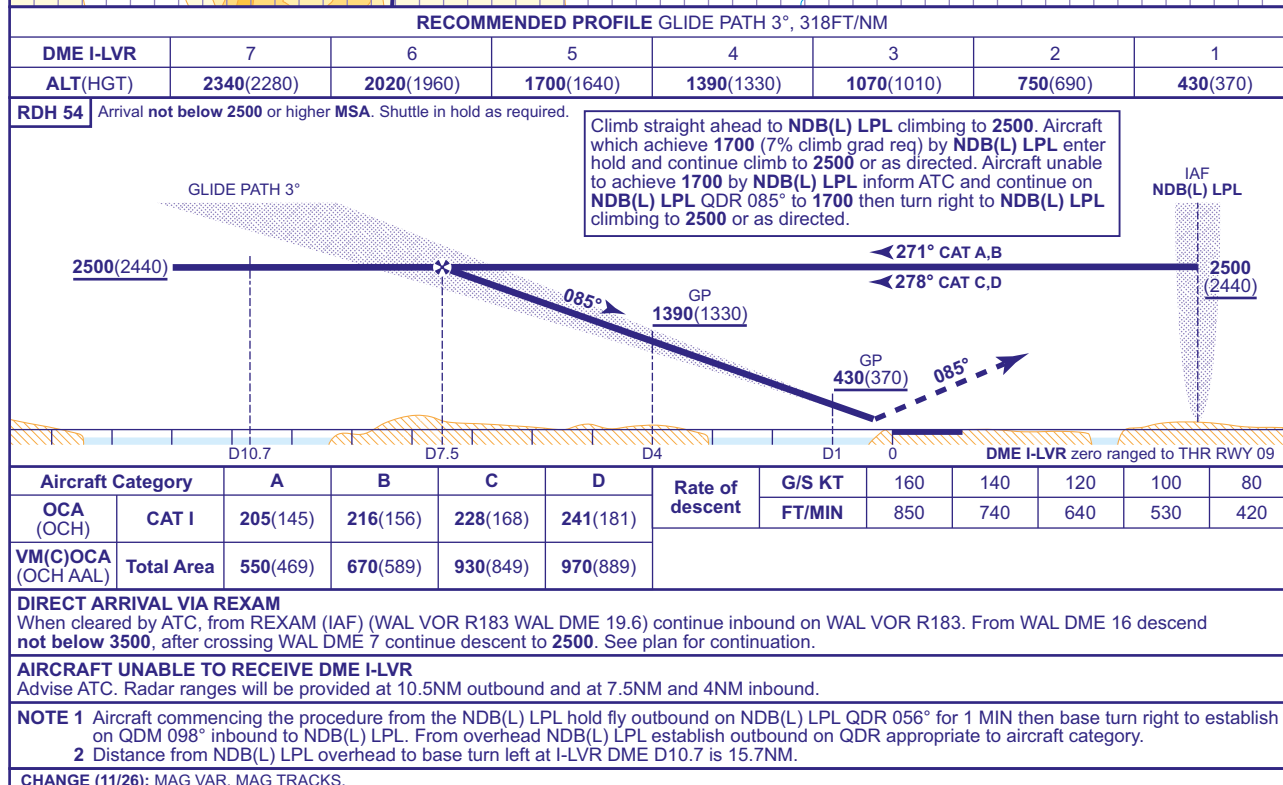
Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
KEGUN	-	-	KEGUN	531132.90N 0030901.35W	Y	002° (002.7°)	0.3	1 MIN	LEFT	-FL100 +FL070	-210	RNAV1

LIVERPOOL TIPOD Hold

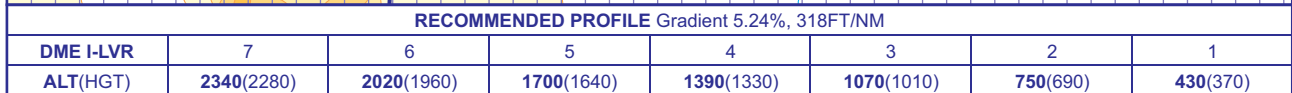
Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TIPOD	-	-	TIPOD	532608.20N 0031705.06W	Y	116° (116.0°)	0.3	1 MIN	RIGHT	-FL100 +FL070	-210	RNAV1

INTENTIONALLY BLANK

LIVERPOOL
ILS/DME/NDB(L)
RWY 09
(ACFT CAT A,B,C,D)



LIVERPOOL
LOC/DME/NDB(L)
RWY 09
(ACFT CAT A,B,C,D)



MAPt I-LVR DME 0.5

2500(2440) 2500(2440)

271° CAT A,B

278° CAT C,D

085°

085°

910(850)

D10.7 D7.5 D2.5 D0.5 0

DME I-LVR zero ranged to THR RWY 09

DIRECT ARRIVAL VIA REXAM

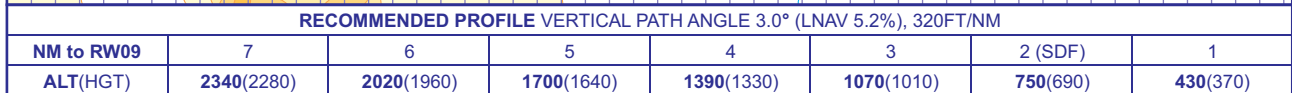
NOTE 1 Aircraft commencing the procedure from the NDB(L) LPL hold fly outbound on NDB(L) LPL QDR 056° for 1 MIN then base turn right to establish on QDM 098° inbound to NDB(L) LPL. From overhead NDB(L) LPL establish outbound on QDR appropriate to aircraft category.
2 Distance from NDB(L) LPL overhead to base turn left at I-LVR DME D10.7 is 15.7NM.

AD 2-EGGP-8-2

LIVERPOOL
SRA RTR 2NM
RWY 09
(ACFT CAT A,B,C,D)

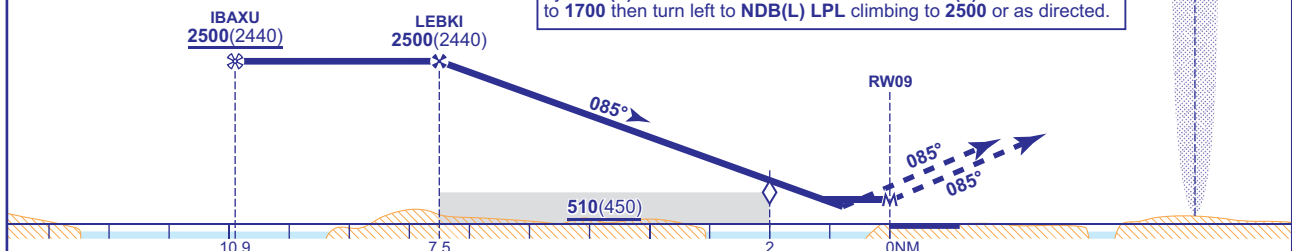


LIVERPOOL
RNP
RWY 09
(ACFT CAT A,B,C,D)



TCH 54

Climb straight ahead to **NDB(L) LPL** climbing to **2500**. Aircraft which achieve **1700** (7% climb grad req) by **NDB(L) LPL** enter hold and continue climb to **2500** or as directed. Aircraft unable to achieve **1700** by **NDB(L) LPL** inform ATC and continue on **NDB(L) LPL** QDR 085° to **1700** then turn left to **NDB(L) LPL** climbing to **2500** or as directed.



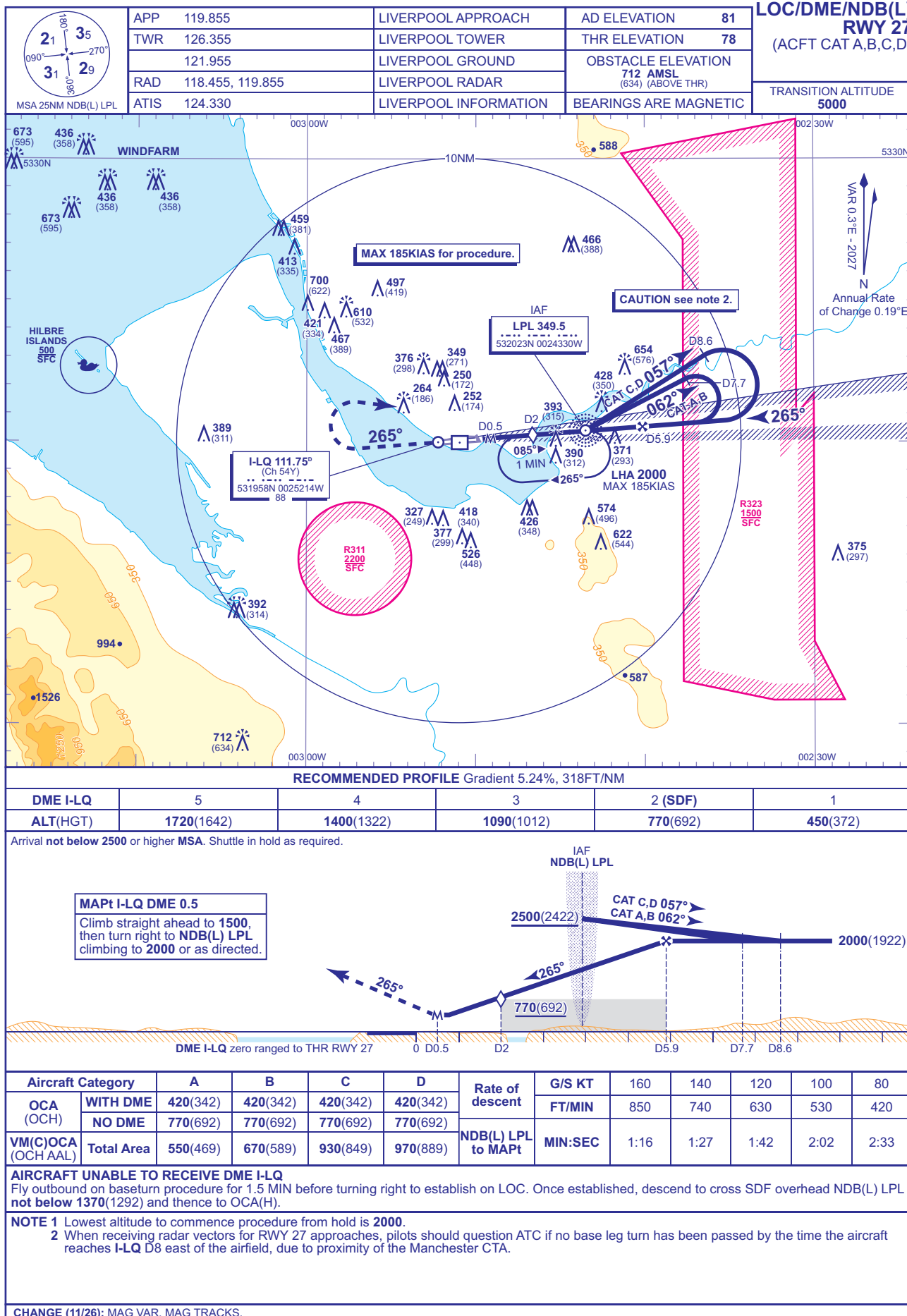
Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	360(300)	360(300)	360(300)	360(300)		FT/MIN	850	740	640	530	420
	LNAV	430(370)	430(370)	430(370)	430(370)							
VM(C)OCA (OCH AAL)	Total Area	550(469)	670(589)	930(849)	970(889)							

CHANGE (11/26): MAG VAR, MAG TRACKS.

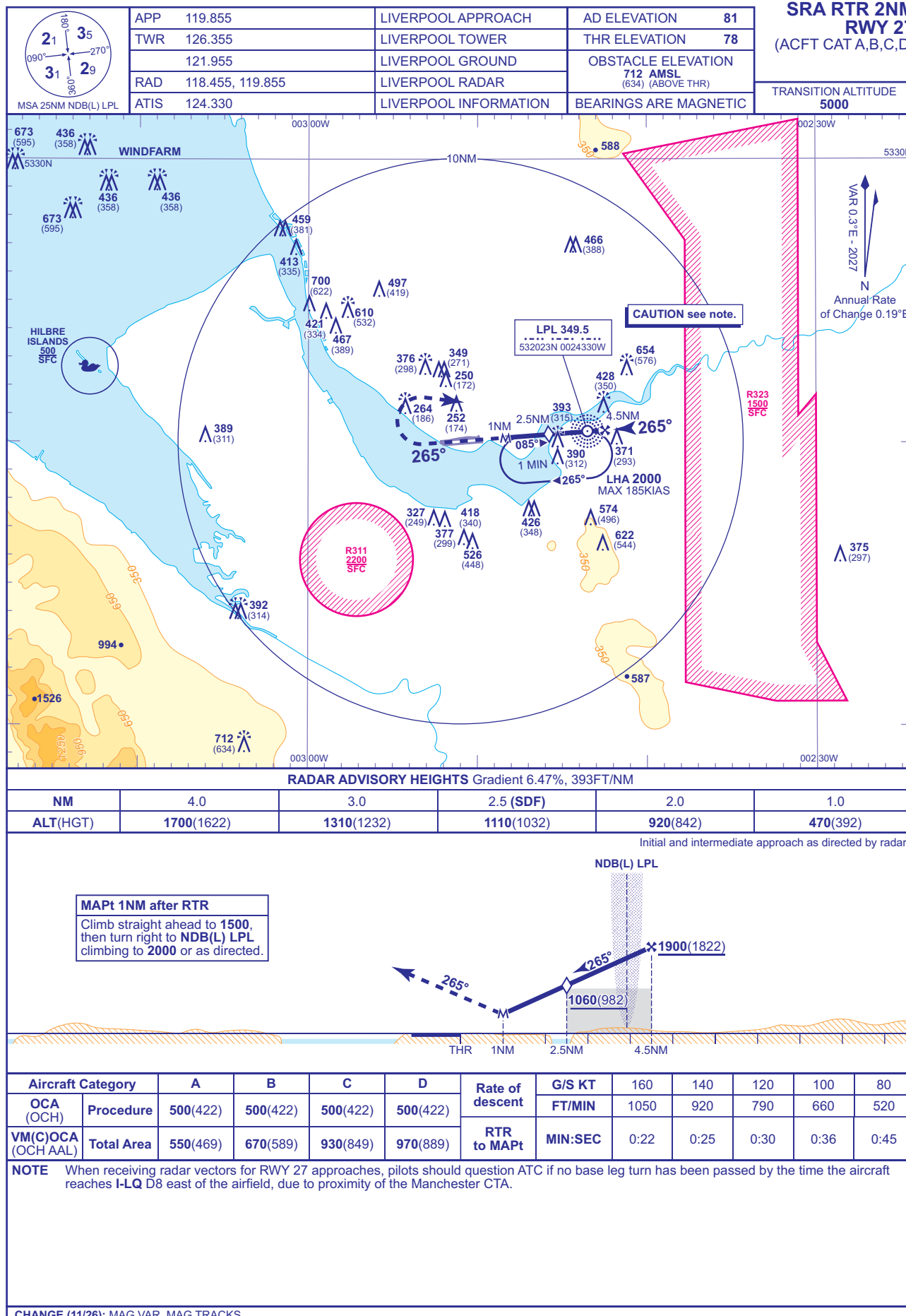
**LIVERPOOL
ILS/DME/NDB(L)
RWY 27
(ACFT CAT A,B,C,D)**



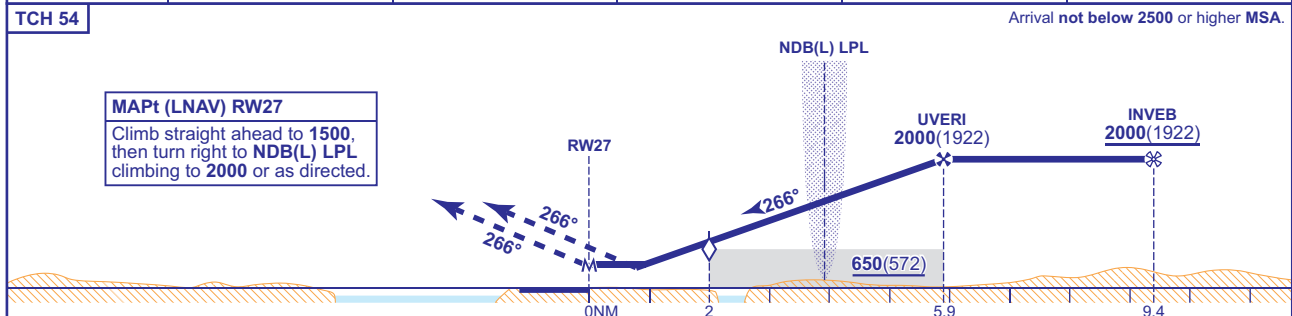
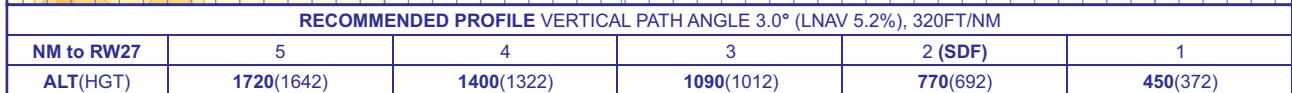
INSTRUMENT APPROACH CHART - ICAO

LIVERPOOL
LOC/DME/NDB(L)
RWY 27
(ACFT CAT A,B,C,D)

INSTRUMENT APPROACH CHART - ICAO

LIVERPOOL
SRA RTR 2NM
RWY 27
(ACFT CAT A,B,C,D)

**LIVERPOOL
RNP
RWY 27**
(ACFT CAT A,B,C,D)

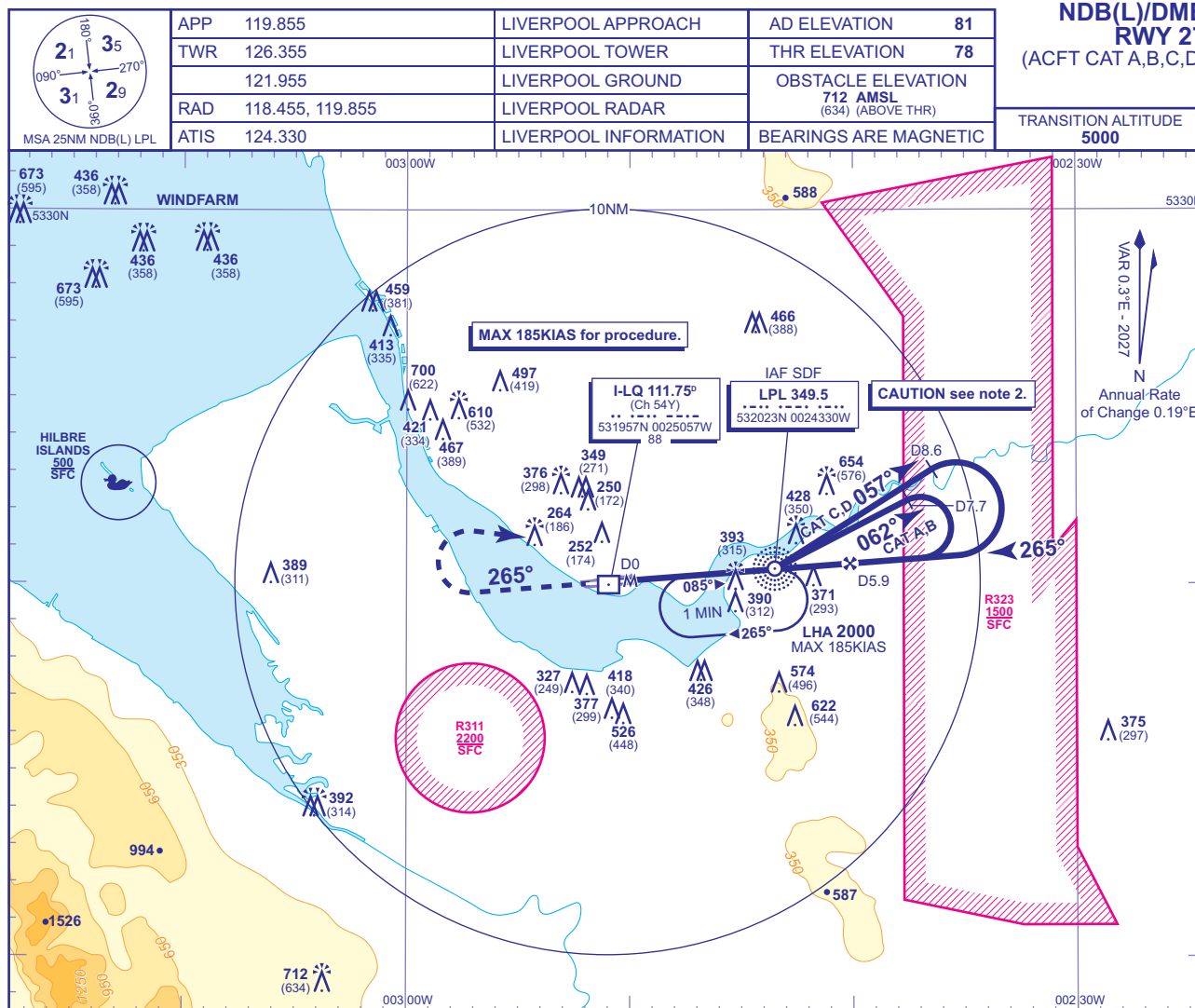


Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	390(312)	390(312)	390(312)	390(312)		FT/MIN	850	740	640	530	420
	LNAV	460(382)	460(382)	460(382)	460(382)							
VM(C)OCA (OCH AAL)	Total Area	550(469)	670(589)	930(849)	970(889)							

NOTE 1 Missed approach shall be converted to a conventional missed approach upon reaching **1500**.
2 Procedure is only available when Liverpool RADAR is operational.
3 Pilots to request RNP approach on first call.

CHANGE (11/26): MAG VAR. HOLD MAG TRACKS.

INSTRUMENT APPROACH CHART - ICAO

LIVERPOOL
NDB(L)/DME
RWY 27
(ACFT CAT A,B,C,D)

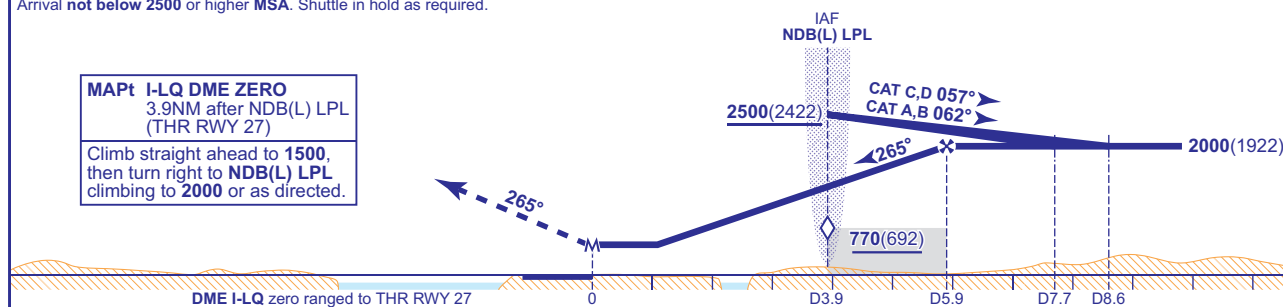
RECOMMENDED PROFILE Gradient 5.21%, 317FT/NM

DME I-LQ	5	4	3.9 (SDF)	3	2
ALT(HGT)	1720(1642)	1400(1322)	1370(1292)	1080(1002)	770(692)

Arrival not below 2500 or higher MSA. Shuttle in hold as required.

MAPt I-LQ DME ZERO
3.9NM after NDB(L) LPL
(THR RWY 27)

Climb straight ahead to 1500,
then turn right to NDB(L) LPL
climbing to 2000 or as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	640(562)	640(562)	640(562)	640(562)		FT/MIN	850	740	630	530	420
VM(C)OCA (OCH AAL)	Total Area	550(469)	670(589)	930(849)	970(889)	NDB(L) LPL to MAPt (3.9NM)	MIN:SEC	1:27	1:40	1:57	2:20	2:55

AIRCRAFT UNABLE TO RECEIVE DME I-LQ

Fly outbound on baseturn procedure for 1.5 MIN before turning right to establish on FAT. Then continue as for main procedure.

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

2 When receiving radar vectors for RWY 27 approaches, pilots should question ATC if no base leg turn has been passed by the time the aircraft reaches I-LQ D8 east of the airfield, due to proximity of the Manchester CTA.

CHANGE (11/26): MAG VAR. MAG TRACKS.

AERO INFO DATE 31 JUL 26

AD 2-EGGP-8-9

Instrument Approach Procedure Coding Tables

Liverpool RNP RWY 09 - Instrument Approach Procedure via IBAXU

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R09	001	IF	IBAXU	N	-	-	<u>2500</u>	220	531907.01N 0031002.41W	IF / 10.9NM
R09	002	TF	LEBKI	N	085° (085.40°)	-	2500	-	531923.26N 0030425.46W	FAF / 7.5NM
R09	003	TF	RW09	Y	085° (085.40°)	-	-	-	531958.39N 0025157.61W	MAPt
R09	004	CA	-	N	085° (085.40°)	-	<u>1700</u>	-	-	At 1700 revert to conventional navigation

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-maneuvring 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
EGLC_TEMP_015_2026/CR/046 09/ APPROACH	CRANE	513041.8N 0000505.0W	719 FT	666 FT	Yes Red	Allianz House, 60 Gracechurch Street, London, EC3V 0HR. End estimated July 2028.
EGLC_TEMP_016_2026/CR/046 09/ APPROACH	CRANE	513041.7N 0000506.2W	707 FT	654 FT	Yes Red	Allianz House, 60 Gracechurch Street, London, EC3V 0HR. End estimated July 2028.
EGLC_TEMP_018_2026/CR/046 09/ APPROACH	CRANE	513041.5N 0000505.2W	707 FT	654 FT	Yes Red	Allianz House, 60 Gracechurch Street, London, EC3V 0HR. End estimated May 2029.
EGLC_TEMP_017_2026/CR/046 09/ APPROACH	CRANE	513041.2N 0000505.3W	719 FT	667 FT	Yes Red	Allianz House, 60 Gracechurch Street, London, EC3V 0HR. End estimated July 2028.
EGLC_TEMP_001_2024/CR/082 09/ APPROACH	CRANE	513026N 0000110W	629 FT	613 FT	Yes Red	Upper Bank Street, London, E14. End estimated September 2027.
EGLC_TEMP_003_2024/CR/082 09/ APPROACH	CRANE	513026N 0000110W	636 FT	620 FT	Yes Red	Upper Bank Street, London, E14. End estimated September 2027.
EGLC_TEMP_002_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	-

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
(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	-
EGLC_TEMP_004_2025/CR/079 09/ APPROACH 27/TAKE-OFF	CRANE	513012.4N 0000058.6E	269 FT	256 FT	Yes Red	Silvertown G-Park Development. End estimated August 2028.

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
EGLC_TEMP_005_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	-
(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	-
EGLC_TEMP_006_2023/CR/040	CRANE	512944.0N 0000036.0E	496 FT	481 FT	Yes Red	Greenwich Peninsula. End estimated July 2026.
EGLC_TEMP_008_2025/CR/083	TOWER CRANE	512938.0N 0000403.0E	325 FT	297 FT	Yes Red	Beresford Street, Woolwich, SE18. End estimated October 2028.
EGLC_TEMP_007_2025/CR/083	TOWER CRANE	512937.0N 0000400.0E	285 FT	253 FT	Yes Red	Beresford Street, Woolwich, SE18. End estimated July 2028.
EGLC_TEMP_009_2025/CR/083	TOWER CRANE	512937.0N 0000405.0E	266 FT	236 FT	Yes Red	Beresford Street, Woolwich, SE18. End estimated December 2028.
EGLC_TEMP_010_2025/CR/057	CRANE	512932.0N 0000401.0E	318 FT	282 FT	Yes Red	Beresford Street, Woolwich. End estimated August 2026.
EGLC_TEMP_014_2026/CR/012	TOWER CRANE	512921N 0000401E	423 FT	373 FT	Yes Red	Grand Depot Rd, Woolwich, SE18. End estimated 31 December 2026.
EGLC_TEMP_013_2026/CR/012	TOWER CRANE	512918N 0000350E	431 FT	350 FT	Yes Red	Grand Depot Rd, Woolwich, SE18. End estimated 31 December 2026.
EGLC_TEMP_012_2026/CR/012	TOWER CRANE	512917N 0000349E	451 FT	363 FT	Yes Red	Grand Depot Rd, Woolwich, SE18. End estimated 31 December 2026.
EGLC_TEMP_011_2026/CR/012	TOWER CRANE	512916N 0000352E	489 FT	406 FT	Yes Red	Grand Depot Rd, Woolwich, SE18. End estimated 31 December 2026.

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(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 SWY surface: - -	513020.06N 0000239.58E 149.2 FT	THR 19.5 FT TDZ 19.5 FT	-
27	272.89°	1508 x 30 M	RWY surface: Asphalt, Grooved PCR 318/F/C/W/U SWY surface: - -	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 threshold mark end of TDZ's (see AD 2.20, paragraph 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 threshold mark end of TDZ's (see AD 2.20, paragraph 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	FATO: - x - FATO surface: - -
4	True BRG of FATO	FATO:
5	Declared distance available	FATO:
6	APP and FATO lighting	-

7	RMK	See AD 2.20, paragraph 5a.
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EGLC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON/CITY CTR 513445N 0001108W - 513409N 0000826E thence clockwise by the arc of a circle radius 5 NM centred on 513019N 0000319E to 512610N 0000747E - 512640N 0000811W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513445N 0001108W	Upper limit: 2500 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT	H24	To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non- Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
LONDON/CITY ATZ A circle, 2 NM radius, centred at 513019N 0000319E on longest notified runway (09/ 27)	Upper limit: 2020 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT	H24	ATZ 2000 FT AAL.

EGLC 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	THAMES DIRECTOR	132.700 Also used by Biggin Hill traffic.	-	-	0600-2300 (0500-2200).	-
TWR	CITY GROUND	121.830 DOC 2 NM/GND.	-	-	As directed by ATC	Aircraft that are not equipped for 8.33 kHz frequencies cannot operate at this aerodrome.
	CITY TOWER	118.080 DOC 25 NM/4,000 FT.	-	-	Mon-Fri 0630-2230 (0530- 2130); Sat 0630-1230 (0530-1130); Sun 1230- 2230 (1130-2130); PH 0900- 2230 (0800-2130). Hours are maximum consult latest NOTAM. See AD 2.3, item 12.	
		129.455 DOC 25 NM/4,000 FT.	-	-	As directed by ATC	
RADAR	HEATHROW RADAR	125.625	-	-	H24	-
	THAMES DIRECTOR	128.025	-	-	As directed by ATC	
		132.700	-	-	0600-2300 (0500-2200).	
		133.455	-	-	As directed by ATC	
ATIS	CITY INFORMATION	136.355 If unavailable call Tower on 118.080 MHz. Thames Director will advise. DOC 60 NM/ 20,000 FT.	-	-	Mon-Fri 0630-2230 (0530- 2130); Sat 0630-1230 (0530-1130); Sun 1230- 2230 (1130-2100); PH 0900- 2230 (0800-2100).	-
OTHER	CITY FIRE	121.600 Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGLC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC 1.39°E (2027)	ILST	111.150 MHz	HO	513017.44N 0000403.03E		(RWY 09) Due to terrain, localizer front course coverage is restricted to 10 NM and to Sector 30° right to 35° left of the centre-line.
ILS/GP	ILST	331.550 MHz	HO	513021.77N 0000246.08E		5.5° ILS Ref Datum Hgt 35 FT. Pilots may not receive full fly up right of runway centre-line beyond 6.5 NM.
ILS/LOC 1.39°E (2027)	ILSR	111.150 MHz	HO	513020.30N 0000231.79E		(RWY 27) Not to be used outside 30° left of centre-line. Pilots may not receive full fly right between 20° and 15° left of centre-line when beyond 6 NM. Localiser not to be used beyond 17 NM.
ILS/GP	ILSR	331.550 MHz	HO	513019.72N 0000351.26E		5.5° ILS Ref Datum Hgt 35 FT.
VOR/DME 1.22°E (2027) 1.0°E (2026)	LON	83X 113.600 MHz	H24	512914.09N 0002759.54W	113 FT	VOR DOC: 20 NM/50,000 FT (10 NM/50,000 FT in Sector R094-164, 35 NM/50,000 FT in Sector R064-094 and 40 NM/50,000 FT in Sector R254-289). There may be VOR bearing fluctuations in Sector R334-170. DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R254-314). DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM.
DME	ILST	48Y 111.150 MHz	HO	513022.05N 0000246.56E	42 FT	(RWY 09) On AD. DME freq paired with ILS I-LST. Zero ranged to THR of Runway 09.
DME	ILSR	48Y 111.150 MHz	HO	513020.02N 0000351.11E	40 FT	(RWY 27) On AD. DME freq paired with ILS I-LSR. Zero ranged to THR of Runway 27.
NDB 1.39°E (2027)	LCY	322.000 kHz	H24	513015.66N 0000403.01E		On AD. Range 10 NM.
VOR/DME 1.39°E (2027) 1.1°E (2024)	BIG	98X 115.100 MHz	H24	511951.15N 0000205.32E	589 FT	VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.

EGLC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) No aeroplane registered in the United Kingdom shall use the aerodrome unless there is contained in its Flight Manual data and procedures for approach path angles of 5.5° or steeper and no other aeroplane shall use the aerodrome unless it has data and procedures

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- for approach path angles of 5.5° or steeper which have been approved or otherwise authorised by the regulatory authority of the State in which it is registered.
- b) The use of the aerodrome is subject to prior permission of the Airport Director. Additionally operators of aircraft are required to satisfy the Airport Director that they are able to comply with local noise restrictions applicable to the airport.
 - c) Extensions to opening hours (shown by the latest NOTAM) are available on request to the Airport Director or his representative. Delayed aircraft may be permitted to operate 30 minutes beyond published maximum operating hours shown at AD 2.3 item 1 by prior arrangement.
 - d) Operations by all aircraft shall be permitted only when the runway is dry, or if wet devoid of other than small areas of water not exceeding 3 MM in depth. Operations will be prohibited when the runway is contaminated by ice or slush to a depth exceeding 3 MM, or dry snow to a depth of 10 MM, or the reported friction measurement is reported as worse than 'medium' provided that this condition shall not apply if there is an appropriate entry covering operation from contaminated runways contained in the relevant flight manual.
 - e) The aerodrome is not available for use by single engine aircraft. Available to fixed-wing aircraft only. Recreational flying is not permitted.
 - f) Single pilot operations are not permitted.
 - g) It is not permitted to nominate EGLC as a diversion aerodrome.
 - h) All flights operating at London City Airport require a slot allocated by Airport Coordination Ltd (ACL). 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: 0208-564 0605, Fax: 0208-564 0691. Outside these times, during published operating hours to Aerodrome Operations Stand Planner 0207-646 0083. OCS account holders can add, change and cancel slots at any time on the online coordination portal: <https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1>.
 - i) All aircraft shall only commence start up and taxi when a marshaller is present and available to provide relevant signals.
 - j) When operating on the aprons, high visibility tabards must be worn and fastened.
 - k) Ground service crews are responsible for removal of all chocks.
 - l) Pilots are reminded not to cross the taxiway double white lines when conducting visual inspections of aircraft.

2 GROUND MOVEMENT

- a) Pilots are requested to use minimum power when manoeuvring on and off parking stands and when entering the runway. The use of minimum power is particularly emphasised when holding at the entry points to the runway and when entering the runway.
- b) Parking: Pilots should self-manoeuvre their aircraft on to the appropriate stand lead-in line (as directed by ATC) and approach the stand as closely as possible. Direction to the final parking position will be provided by marshalls. Under no circumstances may aircraft enter a stand without guidance from marshalls.
- c) Under no circumstances may aircraft self park or taxi without guidance from marshalls.
- d) GA Apron: Pilots will be directed by ATC to taxi to the Jet Centre. Pilots must then follow the marshaller's instructions for parking.
- e) To ensure adequate wing tip clearance is maintained from adjacent stands, it is imperative that pilots follow the lead-out markings on all stands.
- f) Pre-departure ATC clearance by datalink (DCL) is available at London City Airport for suitably equipped aircraft. If an attempt to obtain DCL is unsuccessful aircraft must instead request via RTF. Pilots are to request departure clearance no later than EOBT - 10.
- g) If the aircraft is not adequately positioned on stand the pilot should proceed as directed by ATC. Prior to undertaking the manoeuvre, in order to re-position onto stand, the pilot must request permission from ATC to enter the taxilane and advise ATC if the aircraft is unable to follow the stand lead-off line. Only once permission has been granted by ATC shall the pilot commence the movement into the taxilane.
- h) Use of aircraft Auxiliary Power Units (APUs) are subject to strict controls as set out in published airport regulations. Between the hours of Mon-Fri 0630-2200 (0530-2100); Sat 0630-1230 (0530-1130); Sun 1230-2200 (1130-2100), 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 +5C or above +20C. Flights with departure times at or just after published airfield opening time are able to start APU from STD -10 mins but not before Mon-Sat 0620 (0520) or Sun 1220 (1120). Operators wishing to use their APU during the above conditions should contact ATC and inform them of APU start-up. This will allow ATC and AO to note APU running times that may be required by the local authority. The use of APUs are not permitted outside of published airfield operating hours unless the airfield operating hours have been extended. Fixed Electrical Ground Power (FEGP) or Mobile Ground Power (MGP) must be used whenever available and serviceable.
- i) Pilots should caution other aircraft in the process of parking when taxiing.
- j) E295/E290/BCS1 – Stand 10L: When parking on Stand 10L, E295/E290/BCS1 are not to vacate the runway at Alpha. When parking Stand 10L, Stand 9 will be vacant.

3 CAT II/III OPERATIONS

- a) London City Airport is not suitable for lower than standard category I operations.

4 WARNINGS

- a) Windshear - When landing on either runway in strong wind conditions pilots may experience building induced turbulence and/or windshear. Pilots initiating a missed approach due to windshear should report Windshear Go-Around to alert ATC to possibility of a level bust. The Standard Missed Approach altitude is 2000 FT.
- b) Compass Error when using Runway 27 hold. Some aircraft types may experience magnetic disturbances, affecting the Heading Reference System. Pilots should ensure that, when positioned for take-off from Runway 27, the aircraft heading reference is checked against the runway alignment. Flight crew noticing a compass anomaly should notify ATC as soon as possible.
- c) Level Bust - All Standard Instrument Departures have stop altitudes of 3000 FT due to presence of London TMA.

5 HELICOPTER OPERATIONS

- a) Use of the airport by helicopters is not permitted without prior authorisation from the Airport Authority.
- b) See EGLL AD 2.22 and chart AD 2-EGLL-3-2 for details of helicopter procedures within the London CTR and London City CTR.

EGKK — LONDON GATWICK**EGKK AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGKK — LONDON GATWICK

EGKK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 510853N Long: 0001125W Mid point of Runway 08R/26L.
2	Direction and distance from city	2.7 NM N of Crawley. 24.7 NM S of London.
3	Elevation / Reference temperature / Mean Low Temperature	203 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation / Annual Change	1.33°E (2027) / 0.17°E
6	AD Administration Address Telephone	GATWICK AIRPORT LIMITED. London (Gatwick) Airport, West Sussex RH6 0NP 0344-892 0322 (Gatwick Airport Ltd) 01293-601031 (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to ATC operational areas may be recorded.

EGKK AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Refer to AD 2.20 item 1.

EGKK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full. Nearest railway siding: Crawley New Yard, approx 1 NM.
2	Fuel and oil types	AVTUR JET A-1 Various, by arrangement with maintenance or service provider.
3	Fuelling facilities/capacity	Hydrant refuelling. Very limited bowser capacity. De-fuelling facilities subject to arrangement with fuel company.
4	De-icing facilities	By arrangement with handling agent.
5	Hangar space for visiting aircraft	Yes. By arrangement with local companies.
6	Repair facilities for visiting aircraft	Maintenance and repair by arrangement with local operators.
7	Remarks	Oxygen and related servicing by arrangement with local companies. Operators are to make prior arrangements with one of the handling agents for ground handling of all flights.

EGKK AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels linked to the north and south terminals.
2	Restaurants	Restaurants and bars.
3	Transportation	Trains, coaches, buses, taxis and hire cars. Nearest railway station, Gatwick Airport (South Terminal).
4	Medical facilities	Limited first aid treatment available.

5	Bank and Post Office	Bureau de Change.
6	Tourist Office	-
7	Remarks	-

EGKK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A10 H24
2	Rescue equipment	High access vehicle.
3	Capability for removal of disabled aircraft	Gatwick Airport Limited does not have the capability to recover disabled aircraft therefore, airlines must have a confirmed contract in place with an aircraft recovery/salvage contractor for aircraft recovery. Aircraft recovery arrangements must be submitted to Gatwick Airport Limited via airsidecompliance@gatwickairport.com . The Aerodrome Operations Manager is the initial point of contact during an incident: 07803-120115/aom@gatwickairport.com.
4	Remarks	-

EGKK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and Chemical de-icing/anti-icing equipment including: Sweeper/Blowers, Sprayers of de-icing/anti-icing fluid, Tractors equipped with Ploughs and Brushes, Snow Cutters, Granular Spreaders.
2	Clearance priorities	Duty runway and associated taxiways, aircraft stands and apron areas. Other areas.
3	Remarks	Annual Snow Plan available from the Aerodrome Operator on request. De-icing/anti-icing of aircraft movement areas carried out as required using potassium acetate (KAC). Under certain circumstances during adverse weather the Airport Disruption Cell may be established. See also AD 1.2.2.

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

1	Apron surface and strength	PARKING STANDS (A) Surface: Concrete PCR 1178/R/C/W/U PARKING STANDS (B) Surface: Concrete Block Paving PCR 787/F/C/W/U Taxiway E: 23 M Surface: Asphalt PCR 440/F/C/W/T Taxiway ER: 23 M Surface: Asphalt PCR 440/F/C/W/T Taxiway FR: 23 M Surface: Asphalt, Grooved PCR 1232/F/D/W/T Taxiway G: 23 M Surface: Asphalt, Grooved PCR 1232/F/D/W/T Taxiway GR: 23 M Surface: Asphalt, Grooved PCR 1232/F/D/W/T Taxiway H: 23 M Surface: Asphalt, Grooved PCR 1232/F/D/W/T
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	Taxiway J (N TO W): 23 M Surface: Concrete PCR 660/R/C/W/T Taxiway J (R TO N): 23 M Surface: Asphalt PCR 787/F/C/W/T Taxiway J (WEST OF R): 23 M Surface: Concrete PCR 1178/R/C/W/U Taxiway K: 23 M Surface: Asphalt PCR 787/F/C/W/T Taxiway KA: 23 M Surface: Asphalt PCR 787/F/C/W/T Taxiway L (EAST OF QA): 23 M Surface: Asphalt PCR 787/F/C/W/T Taxiway L (QA TO S): 23 M Surface: Concrete PCR 1178/R/C/W/U Taxiway M: 23 M Surface: Concrete PCR 1178/R/C/W/T Taxiway N (J TO AS): 23 M Surface: Concrete PCR 1178/R/C/W/U Taxiway N (K TO J): 23 M Surface: Asphalt PCR 787/F/C/W/T Taxiway NA: 23 M Surface: Asphalt PCR 787/F/C/W/T Taxiway P (AN TO B): 23 M Surface: Concrete PCR 1178/R/C/W/T Taxiway P (L TO AS): 23 M Surface: Asphalt PCR 787/F/C/W/T Taxiway Q: 23 M Surface: Concrete PCR 1178/R/C/W/U Taxiway QA: 23 M Surface: Concrete PCR 1178/R/C/W/U Taxiway QB: 23 M Surface: Concrete PCR 1178/R/C/W/T Taxiway QC: 23 M Surface: Concrete PCR 1178/R/C/W/T Taxiway R: 23 M Surface: Concrete PCR 1178/R/C/W/T
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2	Taxiway width, surface and strength	Taxiway RA: 23 M Surface: Concrete PCR 1178/R/C/W/T Taxiway S: 23 M Surface: Concrete PCR 1178/R/C/W/U Taxiway A: 23 M Surface: Concrete PCR 1178/R/C/W/T Taxiway AN (EAST OF P): 23 M Surface: Concrete PCR 1178/R/C/W/T Taxiway AN (WEST OF P): 23 M Surface: Asphalt PCR 787/F/C/W/T Taxiway AS: 23 M Surface: Concrete PCR 1178/R/C/W/T Taxiway B: 23 M Surface: Asphalt, Grooved PCR 1232/F/D/W/T Taxiway BR: 23 M Surface: Asphalt, Grooved PCR 1232/F/D/W/T Taxiway C: 23 M Surface: Asphalt, Grooved PCR 1232/F/D/W/T Taxiway CR: 23 M Surface: Asphalt, Grooved PCR 1232/F/D/W/T Taxiway D: 23 M Surface: Asphalt, Grooved PCR 1232/F/D/W/T Taxiway T: 23 M Surface: Concrete and asphalt PCR 364/R/C/W/U Taxiway U: 23 M Surface: Concrete PCR 1178/R/C/W/T Taxiway V: 23 M Surface: Concrete PCR 660/R/C/W/T Taxiway W: 23 M Surface: Concrete PCR 660/R/C/W/T Taxiway Y: 23 M Surface: Concrete and asphalt PCR 376/R/D/W/U Taxiway Z: 23 M Surface: Concrete PCR 660/R/C/W/U
3	Altimeter checkpoint location and elevation	Apron 192 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	-

EGKK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Pilots must not enter an aircraft stand unless the SEG (Stand Entry Guidance) is activated and the correct aircraft type is displayed, or a Gatwick Airport Limited marshaller has signalled clearance to proceed. If SEG is not activated on approach to the stand, flight crews must hold position on the taxiway and advise GMC of the non-activation of the SEG. Aircraft which have a very dark colour scheme may not be recognised by the SEG system. Aircraft must not attempt to self-park if the SEG is not activated. Note: ATC may request aircraft to 'report parked' – this is not an instruction to self-park. Aircraft are to note that all SEG systems are activated by their ground handling agent. The activation of SEG systems indicates a safety check of the stand has been made by the handling agent prior to the aircraft arrival. Azimuth and Stopping guidance is provided by Advanced Visual Docking Guidance System (A-VDGS) except on the following stands where a Marshaller is required: 33R, 130, 131, 132, 133, 134, 135, 136, 150L/R, 152L/R, 178L, 178R, 180R and 559. The SEG unit for Stand 557 is offset 3 M to the left of the centreline. All stands are designed for nose-in/push back operations except Stands 41E, 41, 41W, 43E, 43 and 43W. A variety of stand types and configurations are used: I. Standard apron/stands accommodate one aircraft and have a painted single yellow centreline. II. Multiple Aircraft Ramp System (MARS) stands consist of a primary centreline painted yellow and two secondary centrelines either side of the primary centreline painted in broken yellow and white. Secondary centrelines are designated with the primary stand number and the addition of 'L' (Left) or 'R' (Right). III. Multi-Choice Apron (MCA) use multiple primary and secondary centrelines, to allow the operation of a variety of different combinations of parked aircraft. Each centreline has its own designated stand number. Primary centrelines are painted yellow and secondary centrelines are painted in broken yellow and white. Individual illuminated yellow on black stand number indicators are provided except on the following stands: 13L, 13R, 31L, 31R, 32L, 32R, 33L, 33R, 34L, 34R, 35L, 35R, 36L, 36R, 41, 41E, 41W, 43, 43E, 43W, 150L, 150R, 152L, 152R, 178L, 178R and 180R.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08L/26R: Full ICAO runway designation, runway threshold, aiming point, touchdown zone and runway centreline markings. Entry/exit taxiways to/from the runway are marked by a continuous painted yellow line from the centreline of the runway. 08R/26L: Full ICAO runway designation, runway threshold, aiming point, touchdown zone and runway centreline markings. Entry/exit taxiways to/from the runway are marked by a continuous painted yellow line from the centreline of the runway. RETILs see EGKK AD 2.20-6. Runway light(s): 08L/26R: Threshold - HI green lights with wing bars. Edge - HI white lights. Stop end - HI red lights. Runway Threshold Identification Lights (RTILs) - 2 synchronised flashing white lights, one at each end of the threshold bar. 08R/26L: Threshold - HI green lights with wing bars. Edge - HI white lights. Centreline - HI colour coded white/red lights. TDZ - HI white lights. Stop end - HI red lights. Colour coded yellow/green centreline lights indicate the runway entry/exit taxiways from/to the CAT III stop bars. All 08R/26L lights are light emitting diodes (LED). RETILs see EGKK AD 2.20-6. 26L: Starter Extension - Blue edge lights. Taxiway marking aid(s): Yellow painted centreline. Single yellow painted broken line denoting intermediate taxiway holding positions. Yellow painted lead-in line to stand with arrow bearing the stand number. Broken yellow painted centreline (Stands 5, 10, 38, 41 and 43). No entry signage and markings (northern end of Taxiway Echo).

		Taxiway light(s): Green centreline lights except on Taxiway Yankee where blue edge lights are installed. LED and non-LED lights are utilised. Where installed LED lights are used in continuous segments across sections of the taxiway system. Taxiway Unavailable Bars (TUBS) comprising of a line of red stop lights spaced at approximately 3 M centres across the full width of the mouth of each exit taxiway adjacent to Runway 08R/26L and running parallel to the runway centreline.
3	Stop bars and runway guard lights (if any)	Illuminated red stop bars are provided where appropriate. Stop bars and runway guard lights at runway holding positions are in operation H24.
4	Other runway protection measures	-
5	Remarks	The apron is marked for nose-in parking only and operators should ensure that agents can supply push-back facilities. ILS Localizer Sensitive Area: Colour coded alternate yellow and green centreline lights are installed on all entry/exit taxiways to/from Runway 08R/26L to denote the extent of the localizer sensitive area. WDIs (LGTD) - 510856.65N 0001014.64W; 510838.27N 0001222.34W.

EGKK AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGKK3244) 26R/APPROACH	BUILDING AERIAL	510920.70N 0000944.60W	326 FT	130 FT	No	-
(EGKK3254) 08L/TAKE-OFF	BUILDING	510917.97N 0000946.60W	276 FT	78 FT	No	Concorde House, South Terminal.
(EGKK8088) 08L/TAKE-OFF	TREE	510916.75N 0000934.04W	264 FT	68 FT	No	-
(EGKK8091) 26L/APPROACH	TREE	510916.46N 0000932.69W	259 FT	64 FT	No	-
(EGKK3210) 08L/TAKE-OFF	BUILDING CHIMNEY	510915.69N 0000944.73W	241 FT	47 FT	No	-
(EGKK8077) 08L/TAKE-OFF	TREE	510915.53N 0000941.22W	247 FT	55 FT	No	-
(EGKK8073) 26L/APPROACH	TREE	510915.16N 0000940.58W	248 FT	55 FT	No	-
(EGKK3435) 08L/TAKE-OFF	PLANE TAIL	510914.37N 0000951.76W	231 FT	34 FT	No	Pier 1 Stands 2-5, South Terminal.
(EGKK8055) 08R/TAKE-OFF	TREE	510910.91N 0000941.44W	228 FT	40 FT	No	-
(EGKK8164) 08R/TAKE-OFF	TREE	510909.94N 0000917.13W	258 FT	58 FT	No	-
(EGKK8162) 08R/TAKE-OFF	TREE	510907.57N 0000926.77W	252 FT	56 FT	No	-
(EGKK7992) 08R/TAKE-OFF	TREE	510906.93N 0000927.01W	254 FT	57 FT	No	-
(EGKK8022) 08R/TAKE-OFF	TREE	510906.02N 0000941.69W	223 FT	30 FT	No	-
(EGKK8000) 08R/TAKE-OFF	TREE	510905.07N 0000926.54W	257 FT	58 FT	No	-
(EGKK1140) 08R/TAKE-OFF	FFM 26	510903.80N 0000946.09W	214 FT	15 FT	No	-
(EGKK8001) 08R/TAKE-OFF	TREE	510903.76N 0000940.58W	227 FT	28 FT	No	-
(EGKK8196) 26L/APPROACH	TREE	510902.19N 0000929.08W	264 FT	65 FT	No	-
(EGKK7938) 26L/APPROACH	TREE	510901.73N 0000926.99W	267 FT	67 FT	No	-
(EGKK8192) 26L/APPROACH	TREE	510901.64N 0000925.98W	271 FT	70 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
(EGKK7956) 26L/APPROACH	TREE	510901.21N 0000940.88W	245 FT	47 FT	No	-
(EGKK7605) 26L/APPROACH	TREE	510900.69N 0000923.21W	277 FT	73 FT	No	-
(EGKK8287) 26R/TAKE-OFF	BUSH	510850.37N 0001254.53W	236 FT	11 FT	No	-
(EGKK8285) 08L/APPROACH	TREE	510849.92N 0001256.25W	236 FT	38 FT	No	-
(EGKK3754) 26R/TAKE-OFF	TOP OF BANK	510849.33N 0001254.32W	227 FT	0 FT	No	-
(EGKK8281) 08L/APPROACH	TREE	510848.81N 0001256.23W	234 FT	36 FT	No	-
(EGKK2207) 26R/TAKE-OFF	OBS LIGHT	510848.80N 0001254.27W	227 FT	4 FT	Yes Red	-
(EGKK8274) 26R/TAKE-OFF	TREE	510847.47N 0001255.96W	234 FT	37 FT	No	-
(EGKK2026) 26R/TAKE-OFF	FENCE	510846.37N 0001254.87W	206 FT	8 FT	No	-
(EGKK7781) 26R/TAKE-OFF	TREE	510845.99N 0001316.27W	252 FT	43 FT	No	-
(EGKK5955) 26R/TAKE-OFF	TREE	510844.78N 0001319.93W	246 FT	39 FT	No	-
(EGKK7796) 08R/APPROACH	TREE	510842.85N 0001436.51W	387 FT	76 FT	No	-
(EGKK8254) 26L/TAKE-OFF	TREE	510842.53N 0001255.75W	225 FT	29 FT	No	-
(EGKK8252) 26L/TAKE-OFF	TREE	510842.19N 0001254.49W	215 FT	19 FT	No	-
(EGKK5936) 26R/TAKE-OFF	TREE	510840.27N 0001348.84W	290 FT	71 FT	No	-
(EGKK7814) 08R/APPROACH	TREE	510838.84N 0001454.32W	407 FT	49 FT	No	-
(EGKK4802) 08R/APPROACH	TREE	510838.21N 0001513.49W	434 FT	95 FT	No	-
(EGKK8221) 08R/APPROACH	TREE	510835.92N 0001250.10W	234 FT	33 FT	No	-
(EGKK8215) 08R/APPROACH	TREE	510835.36N 0001249.13W	237 FT	36 FT	No	-
(EGKK3601) 26L/TAKE-OFF	TREE	510834.02N 0001430.31W	364 FT	98 FT	No	-
(EGKK7718) 26R/TAKE-OFF	TREE	510832.68N 0001435.42W	376 FT	95 FT	No	-
(EGKK7728) 26L/TAKE-OFF	TREE	510832.41N 0001354.33W	310 FT	85 FT	No	-
(EGKK7729) 08R/APPROACH	TREE	510831.76N 0001355.40W	313 FT	88 FT	No	-
(EGKK7730) 26L/TAKE-OFF	TREE	510831.33N 0001355.02W	311 FT	87 FT	No	-
(EGKK7441) 26L/TAKE-OFF	TREE	510831.29N 0001447.40W	385 FT	61 FT	No	-
(EGKK7720) 08R/APPROACH	TREE	510831.18N 0001434.10W	373 FT	97 FT	No	-
(EGKK7439) 08R/APPROACH	TREE	510831.03N 0001451.65W	392 FT	55 FT	No	-
(EGKK7721) 26L/TAKE-OFF	TREE	510830.57N 0001430.87W	361 FT	97 FT	No	-
(EGKK4793) 26L/TAKE-OFF	TREE	510830.44N 0001531.25W	440 FT	77 FT	No	-
(EGKK7723) 26R/TAKE-OFF	TREE	510826.39N 0001455.34W	395 FT	67 FT	No	-
(EGKK2406) 08R/APPROACH	TREE	510826.02N 0001328.04W	300 FT	89 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
(EGKK2496) 08R/APPROACH	TREE	510825.78N 0001329.57W	298 FT	87 FT	No	-
(EGKK4726) 26R/TAKE-OFF	TREE	510825.48N 0001522.72W	432 FT	59 FT	No	-
(EGKK7437) 26L/TAKE-OFF	TREE	510824.23N 0001530.18W	441 FT	62 FT	No	-
(EGKK4868) 26L/TAKE-OFF	TREE	510821.46N 0001539.18W	447 FT	65 FT	No	-
(EGKK4631) 26L/TAKE-OFF	TREE	510819.46N 0001500.94W	401 FT	77 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
(EGKK5650)	TREE	511037.51N 0001339.22W	403 FT	97 FT	No	-
(EGKK5116)	TREE	511035.90N 0002219.72W	1027 FT	81 FT	No	-
(EGKK5098)	TOWER FLAGPOLE	511034.88N 0002216.72W	1027 FT	63 FT	No	-
(EGKK5377)	TREE	511001.72N 0001424.27W	449 FT	106 FT	No	-
(EGKK4554)	MAST	510759.49N 0001410.18W	419 FT	110 FT	No	-
(EGKK6231)	BLDG MAST	510659.03N 0001055.13W	389 FT	154 FT	Yes Red	-
(EGKK4243)	MAST	510630.42N 0001246.13W	408 FT	127 FT	No	-

EGKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 30 hours
4	Trend forecast Interval of issuance	- -
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 GATWICK
10	Additional information (limitation of service, etc.)	26R TDZ IRVR is 470 M downwind of the threshold.

EGKK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
08L	077.63°	2561 x 45 M	RWY surface: Asphalt, Grooved PCR 1232/F/D/W/T	510851.04N 0001229.17W 148.6 FT	THR 194.8 FT -	08L: 0.04% Down 26R: 0.04% Up
26R	257.65°	2561 x 45 M	RWY surface: Asphalt, Grooved PCR 1232/F/D/W/T	510903.69N 0001057.40W 148.5 FT	THR 194.8 FT -	08L: 0.04% Down 26R: 0.04% Up
08R	077.63°	3317 x 45 M	RWY surface: Asphalt, Grooved PCR 1232/F/D/W/T SWY surface: Asphalt, Grooved PCR 1232/F/D/W/T	510845.12N 0001224.52W 148.6 FT	THR 196.2 FT TDZ 196.2 FT	08R: 0.06% Down 26L: 0.06% Up
26L	257.65°	3317 x 45 M	RWY surface: Asphalt, Grooved PCR 1232/F/D/W/T SWY surface: Asphalt, Grooved PCR 1232/F/D/W/T	510902.42N 0001019.00W 148.5 FT	THR 195.9 FT TDZ 196.0 FT	08R: 0.06% Down 26L: 0.06% Up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	479 x 150 M	2681 x 150 M	90 x 90 M 240 x 90 M	-	-	RWY 08L Runway 08L is a non-instrument runway. Landing threshold displaced by 321 M. Paved shoulders extend 7.5 M beyond each side of Runway 08L/26R.
-	142 x 150 M	2681 x 150 M	90 x 90 M 240 x 90 M	-	-	RWY 26R Runway 26R is a non-instrument runway. Landing threshold displaced by 415 M. Paved shoulders extend 7.5 M beyond each side of Runway 08L/26R.
74 x 45 M	152 x 150 M	3437 x 280 M	90 x 90 M 240 x 90 M	-	-	RWY 08R Runway 08R is an instrument runway. Landing threshold displaced 395 M. Paved shoulders extend 15 M beyond each side of Runway 08R/26L.
62 x 45 M	144 x 150 M	3437 x 280 M	90 x 90 M 240 x 90 M	-	-	RWY 26L Runway 26L is an instrument runway. Landing threshold displaced by 425 M. 150 M starter extension. Paved shoulders extend 15 M beyond each side of Runway 08R/26L.

EGKK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08R	3159 M	3311 M	3233 M	2765 M	-
26L	3255 M	3399 M	3317 M	2830 M	-
08R	2937 M	3088 M	3011 M	-	Take-off from intersection with Hold Hotel 1.
08R	2772 M	2924 M	2846 M	-	Take-off from intersection with Hold Golf 1.
26L	3146 M	3290 M	3208 M	-	Take-off from intersection with Hold Alpha 1.
26L	2891 M	3035 M	2953 M	-	Take-off from intersection with Hold Bravo 1.
26L	2460 M	2604 M	2521 M	-	Take-off from intersection with Hold Charlie 1.
08L	2561 M	3040 M	2561 M	2241 M	-
26R	2515 M	2657 M	2515 M	2146 M	-

EGKK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/Length/Intensity	Threshold lighting Colour/Wing bars	VASIS/MEHT/PAPI/PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/Spacing/Colour/Intensity	Runway edge lighting Length/Spacing/Colour/Intensity	Runway end lighting Colour/Wing bars	Stopway lighting Length/Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08L	Centreline with one crossbar. 420 M Light intensity high	Green Light intensity high With green wingbars. Runway Threshold Identification Lights (RTILS) - 2 synchronised flashing white lights, one at each end of the THR bar. Visible in the approach sector only.	PAPI -/3° 65 FT 405 M	-	-	HI flush bi-directional 60 M spacing, with LI omni-directional component	Red	-	-
26R	Centreline with one crossbar. 420 M Light intensity high	Green Light intensity high With green wingbars. Runway Threshold Identification Lights (RTILS) - 2 synchronised flashing white lights, one at each end of the THR bar. Visible in the approach sector only.	PAPI -/3° 68 FT 425 M	-	-	HI flush bi-directional 60 M spacing, with LI omni-directional component	Red	-	-

RWY	Approach lighting Type/Length/Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08R	Coded centreline with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Right/3° 68 FT 428 M	Light intensity high 893 M	Colour coded 15 M spacing Light intensity high	HI flush bi-directional 60 M spacing, first 393 M from RWY end showing red to displaced landing THR	Red	74 M beyond RWY end lights Red	Approach: Rapid Exit Taxiway Indicator Lights (RETILs) installed on Charlie Romeo and Delta Rapid Exit Taxiways (RETs). They provide a 3-2-1 countdown pattern of yellow lights to enable pilots to locate the nearest RET and apply braking action for a more efficient roll-out and runway exit speed.
26L	Coded centreline with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI -/3° 69 FT 438 M	Light intensity high 893 M	Colour coded 15 M spacing Light intensity high	HI flush bi-directional 60 M spacing, first 267 M from RWY end showing red to displaced landing THR	Red	62 M beyond RWY end lights Red	Approach: Rapid Exit Taxiway Indicator Lights (RETILs) installed on Echo Romeo and Foxtrot Romeo Rapid Exit Taxiways (RETs). They provide a 3-2-1 countdown pattern of yellow lights to enable pilots to locate the nearest RET and apply braking action for a more efficient roll-out and runway exit speed.

EGKK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 510843.36N 0001206.75W (LGTD) - 510856.23N 0001034.04W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lighting with selective switching on all taxiway routes except Taxiway Yankee. EDGE: Taxiway Yankee has blue edge lights.
4	Secondary power supply/switch-over time	Yes - CAT I/II/III. 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGKK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	-
2	TLOF and/or FATO elevation	-
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO: - x - FATO surface: - -
4	True BRG of FATO	FATO:
5	Declared distance available	FATO:
6	APP and FATO lighting	-
7	RMK	See AD 2.20, Section 5.

EGKK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON GATWICK CTR 511258N 0001129W - 511200N 0000341E thence clockwise by the arc of a circle radius 10 NM centred on 510853N 0001125W to 510550N 0000342E - 510240N 0001923W thence clockwise by the arc of a circle radius 8 NM centred on 510853N 0001125W to 511118N 0002332W - 511258N 0001129W	Upper limit: 2500 FT ALT Lower limit: SFC	D	GATWICK DIRECTOR English	6000 FT	-	See AD 2.EGKK-4-1, AD 2.EGKK-4-2 and EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non- Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
LONDON GATWICK ATZ A circle, 2.5 NM radius, centred at 510853N 0001125W on longest notified runway (08R/26L)	Upper limit: 2203 FT ALT Lower limit: SFC	D	GATWICK DIRECTOR English	6000 FT	H24	See AD 2.EGKK-4-1, AD 2.EGKK-4-2 and EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area. ATZ 2000 FT AAL.

EGKK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
← APP	GATWICK DIRECTOR	118.950 When instructed by ATC. DOC 25 NM/ 10,000 FT.	-	-	H24	
		121.500 Emergency frequency O/R.	-	-	H24	
		126.825 DOC 45 NM/ 24,500 FT.	-	-	H24	
		129.025 When instructed by ATC. DOC 45 NM/ 24,500 FT.	-	-	H24	
TWR	GATWICK DELIVERY	121.955 Ground Movement Planning. Departing aircraft are to make initial call to 'Gatwick Delivery' on this frequency during hours of operation. At other times call 'Gatwick Ground'. DOC 5 NM/GND.	-	-	0630-2100 (0500-2100) or as directed.	
	GATWICK GROUND	121.805 Ground Movement Control. DOC 5 NM/GND.	-	-	0530-2300 (0400-2300)	
	GATWICK TOWER	121.500 Emergency frequency O/R.	-	-	H24	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
		124.230 DOC 25 NM/ 10,000 FT.	-	-	H24	
		134.230 When instructed by ATC. DOC 40 NM/ 15,000 FT.	-	-	H24	
ATIS	GATWICK INFORMATION	136.525 DOC 60 NM/ 20,000 FT.	-	-	H24	-
OTHER	GATWICK FIRE	121.605 Non-ATS Frequency	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGKK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 1.34°E (2027)	IGG	110.900 MHz	HO	510906.95N 0000946.07W		(RWY 08R)
ILS/GP	IGG	330.800 MHz	HO	510842.61N 0001207.56W		3° ILS Ref Datum Hgt 51 FT.
ILS/LOC III 1.33°E (2027)	IWW	110.900 MHz	HO	510841.14N 0001253.32W		(RWY 26L)
ILS/GP	IWW	330.800 MHz	HO	510855.49N 0001032.98W		3° ILS Ref Datum Hgt 51 FT.
VOR/DME 1.24°E (2027) 0.6°E (2022)	OCK	100X 115.300 MHz	H24	511818.17N 0002649.86W	200 FT	RNAV Substitution Only. VOR DOC: 25 NM/25,000 FT and 35 NM/25,000 FT in the sector 114° to 289°. DME DOC: 70 NM/25,000 FT (90 NM/ 25,000 FT in Sector R059°-089°).
VOR/DME 1.22°E (2027) 1.0°E (2026)	LON	83X 113.600 MHz	H24	512914.09N 0002759.54W	113 FT	VOR DOC: 20 NM/50,000 FT (10 NM/ 50,000 FT in Sector R094-164, 35 NM/50,000 FT in Sector R064-094 and 40 NM/50,000 FT in Sector R254- 289). There may be VOR bearing fluctuations in Sector R334-170. DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R254- 314). DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM.
VOR/DME 1.82°E (2027) 1.4°E (2025)	DVR	96Y 114.950 MHz	H24	510945.44N 0012132.71E	325 FT	VOR DOC: 60 NM/50,000 FT. DME DOC: 80 NM/50,000 FT (200 NM/50,000 FT in Sector R014°-074°).
VOR/DME 0.98°E (2027) 0.8°E (2024)	SAM	80Y 113.350 MHz	H24 Hours of operation for aerodrome purposes: HO	505718.90N 0012042.20W	64 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R249-084 and 40 NM/50,000 FT in Sector R359-034). DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314). On R202 VOR flag alarms and DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 1.17°E (2027) 1.4°E (2026)	GWC	94Y 114.750 MHz	H24	505118.79N 0004524.25W	122 FT	VOR DOC: 20 NM/50,000 FT and 55 NM/50,000 FT in the sector 304° to 134°. DME DOC: 80 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R299°-044°.
DME	IGG	46X 110.900 MHz	HO	510849.96N 0001120.43W	212 FT	(RWY 08R) On AD. DME freq paired with ILS I-GG and I-WW. Zero range is indicated at THR of Runway 08R and 26L.
DME	IWW	46X 110.900 MHz	HO	510849.96N 0001120.43W	212 FT	(RWY 26L) On AD. DME freq paired with ILS I-GG and I-WW. Zero range is indicated at THR of Runway 08R and 26L.
VOR/DME 1.39°E (2027) 1.1°E (2024)	BIG	98X 115.100 MHz	H24	511951.15N 0000205.32E	589 FT	VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.
VOR/DME 1.41°E (2027) 1.1°E (2025)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
VOR/DME 1.58°E (2027) 1.6°E (2026)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R288-028 and 45 NM/50,000 FT in Sector R248-288). DME DOC: 60 NM/50,000 FT.
VOR/DME 1.20°E (2027) 1.0°E (2024)	MID	87X 114.000 MHz	H24	510314.23N 0003730.01W	233 FT	VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R354-164). DME DOC: 60 NM/50,000 FT (100 NM/50,000 FT in Sector R239-359).
VOR/DME 1.44°E (2027) 1.4°E (2025)	MAY	126X 117.900 MHz	H24	510101.86N 0000658.04E	384 FT	VOR DOC: 20 NM/25,000 FT (30 NM/25,000 FT in Sector R259-329 and 35 NM/25,000 FT in the Sector R059-094). DME DOC: 40 NM/25,000 FT (60 NM/25,000 FT in Sector R104-164). Due to terrain, coverage at low level is reduced in Sector R314-039.

EGKK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Use governed by regulations applicable to Gatwick CTR.
- Departing aircraft are to call Gatwick Delivery for clearance 15 minutes before start up to allow for departure data to be processed. If Delivery is closed, the ATIS will state which frequency to contact for clearance and start.
- Aircraft requiring to depart from Hold Mike 1 must advise Gatwick Delivery before start up.
- Surface wind data is available for both ends of the duty runway. Normally, only the Touchdown surface wind will be passed. Stop end surface wind information is available on request. When the surface wind is between 300 degrees and 030 degrees and the average speed is 8 KT or less, ATC may use instant wind if the validity of the wind data displayed to them is in doubt. This is due to the sensitivity of the anemometer system and how the 2-minute average is calculated.
- All flights operating at London Gatwick Airport are subject to prior approval of the Chief Executive Officer, Gatwick Airport Ltd (GAL), and require a slot allocated by Airport Coordination Ltd (ACL).

- f) Flights for aerobatic, recreational, commemorative, charity and record breaking purposes will not be permitted to use the airport, except with the prior approval of the Chief Executive Officer.
- g) Planned Diversion Procedure – Airline and other operators are advised that before selecting Gatwick as an alternate, prior arrangements for ground handling should have been agreed with one of the nominated handling agents.
- h) The use of this airport for training purposes is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
- i) This Airport may be used by Executive and Private Aircraft (General Aviation) subject to the following conditions:
 - i. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday (excluding public holidays) by e-mail: lonacxh@acl-uk.org; or Tel: 0208-564 0605, or at all other times to GAL Flow Planning Tel: 01293-503089/221 or e-mail: flow.planners@gatwickairport.com (or to their nominated handling agent who will obtain prior permission from Airport Coordination Ltd or GAL Flow Planning). Online Coordination System (OCS) account holders can add, change and cancel slots at any time on the online coordination portal: <https://www.online-coordination.com/>.

Prior permission for General Aviation operators should be requested not more than 10 days and preferably not less than 24 hours before intended movement. The following details must be notified for each flight:

1. Aircraft type, registration and operator;
2. Point of origin and destination;
3. Date/time of ETA and ETD Gatwick;
4. Nominated handling agent. (Mandatory for both domestic and international flights).

Due to increasing demand for runway slots, particularly at peak times of the day, General Aviation operators are advised that their requested slot time may not be available. In this case, the available runway slot times nearest to those requested will be offered by Airport Co-ordination Ltd. It is emphasised that runway slots are required for both arrivals at and departures from Gatwick. No runway slot is valid unless identified by a reference number in the form of a letter and five digits. The filing of a flight plan does not confer permission to use Gatwick Airport. Runway slots are required in addition to ATC slots. ATC clearance to approach/land or taxi/take-off does not imply the existence of a valid runway slot.

- ii. General Aviation Terminal opening hours are: 0500-2300 (0400-2200). Hours by appointment only: 2300-0500 (2200-0400).
- iii. All international passengers arriving on private and executive aircraft requiring HM Customs clearance, must proceed with their handling agent to the South Terminal.
- iv. All commanders of private and executive aircraft arriving or departing on an international flight must obtain HM Customs clearance via their handling agent from the Customs Report Office in Atlantic House.
- v. General Aviation Terminal – Meteorological Information.

There are no comprehensive meteorological facilities at the General Aviation Terminal. Pilots requiring meteorological information must either self-brief or arrange for their Handling Agent to collect the information on their behalf.

- j) Fixed-wing and rotary aircraft using London Gatwick Airport do so in accordance with the Gatwick Conditions of Use document. A copy of the document is available on the London Gatwick Airport website: www.gatwickairport.com/company/about-us/regulation.html.
- k) Nothing in the paragraphs above shall, however, prevent an aircraft that has declared an emergency from landing.
- l) Fixed Electrical Ground Power must be used when available. Use of aircraft Auxiliary Power Units (APUs) and Ground Power Units (GPUs) are strictly controlled to minimise environmental impact. APUs must be shut down after arrival and only restarted before departure according to the timescales described in detail in published Gatwick Airport Directives and Notices, a summary of which is detailed below. Regular audits take place to ensure compliance with the regulations. Dispensation to use GPUs must be requested from GAL Airfield Operations Tel: +44(0)1293-503090.

	APU may be started before Scheduled Off Blocks Time (SOBT)	APU must be shutdown after arrival on stand within
Narrow Body Aircraft (Code A, B & C)	No more than 15 minutes prior to SOBT. Or not more than 30 minutes prior to SOBT when the FEGP has not been upgraded to provide enough power to support the FMS.	10 minutes
Wide Body Aircraft (Code D, E & F)	No more than 50 minutes prior to SOBT Or not more than 90 mins prior to SOBT when the FEGP has not been upgraded to provide enough power to support the FMS.	10 minutes

† Exceptions to these restrictions are:

Note 1: When an aircraft is scheduled to be towed off to another location the APU may be restarted for safety reasons not in excess of 10 minutes prior to the planned movement.

Note 2: When the planned towing movement as specified under 1 is delayed due ATC, then the APU may be left running.

Note 3: When the external air temperature is below 5°C or above 25°C as stated on the ATIS, then the APU restriction for Narrow body aircraft is extended to 40 minutes before SOBT.

Note 4: When the external air temperature is below 5°C or above 25°C as stated on the ATIS, then the APU restriction for Wide body aircraft is extended to 75 minutes before SOBT.

Note 5: At certain times of the year during periods of extreme high temperatures, further exemptions may be requested from GAL Airfield Operations in accordance with Gatwick Airport Directives and Notices.

2 GROUND MOVEMENT

a) General

- i. Ground Movement Control (GMC) is in continuous operation and all surface movement of aircraft, vehicles and personnel on the Manoeuvring Area is subject to ATC authority.
- ii. Directions issued by ATC should be followed specifically. RTF transmissions must be brief, concise and kept to the minimum number.
- iii. Within the Manoeuvring Area, pilots will be cleared to proceed under general direction from GMC and they are reminded of the extreme importance of maintaining a careful lookout at all times. ATC instructions will normally specify the taxi route to be followed. Four Hot Spots (HS) where heightened attention is necessary are included on charts AD EGKK-2.
 1. HS1 Foxtrot Romeo RET: When exiting Runway 26L at FR aircraft do not have to call for clearance to cross Runway 26R onto Taxiway Juliet.
 2. HS2 Taxiway Echo: Potential routing error - Taxiway Echo is only available for aircraft vacating Runway 26L via ER RET. Taxiway Echo is one-way for northbound traffic only.
 3. HS3 Delta RET: Possible routing error - traffic vacating Runway 08R at Delta be aware of potential confusion between Taxiways Romeo and Quebec.
 4. HS4 Taxiway Juliet: Potential routing error - pilots taxiing eastbound on Taxiway Juliet be aware the taxiway deviates to the north at this point.
- iv. Departing aircraft on first contact with Gatwick ATC must state aircraft type, stand number and the code letter of the latest ATIS received and maintain a listening watch on the appropriate frequency.
- v. **It is the aircraft Commander's responsibility not to accept an ATC clearance into an area not approved for their type of aircraft.**
- vi. Pilots of departing aircraft are reminded to contact Gatwick Delivery for clearance 15 minutes before start up to allow for departure data to be processed.
- vii. Pre-departure clearance by datalink is available for suitably equipped aircraft. Pilots requesting pre-departure clearance by datalink must when entering the stand number ensure that:
 1. Stand designators are entered as appropriate (eg. 141L, 562, 34R);
 2. Ensure the stand number is entered with at least 2 figures (eg. 05).
- viii. Taxiway Mike is available as an entry point to Runway 26L. Taxiway Mike can not be used as an exit point from Runway 08R.
- ix. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting system is an aid to pilots when operating on the manoeuvring area during darkness or in poor visibility. Notwithstanding the taxiway lighting system, pilots continue to remain responsible for wing tip clearance.
- x. The taxiway system is designed for Cockpit Over Centreline (COCL) techniques however Judgemental Oversteer may be used at crews' discretion.

b) Gatwick Airport is equipped with an advanced surface movement radar utilising Mode-S.

- i. Aircraft operators intending to use London Gatwick Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
- ii. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available (OFF or STDBY should not be used), and the assigned Mode-A code.
 1. From the request for push back or taxi, whichever is earlier;
 2. After landing, continuously until the aircraft is fully parked on stand.
- iii. After parking the Mode-A code 2000 must be set before selecting OFF or STDBY.
- iv. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

c) Aprons

- i. The aircraft commander must confirm with the ground crew, via the headset operator, that they are ready to push **before** calling ATC for pushback clearance. This is to ensure the tug driver is in the tug and listening for communications between 'Gatwick Ground' and the flight deck. **If the Aircraft Commander is not in two-way headset communication with the tug crew, they must inform the ATC Ground Movement Planner (GMP) 'Gatwick Delivery' when reporting ready for start.** It is important that the tug driver is able to listen to the exchange between the flight deck and ATC on the relevant frequency, so that the tug crew/ground crew have a full understanding of the detail of the ATC clearance. If the tug driver has not heard or understood the pushback clearance they must not push the aircraft. Requests and clearances will be issued between the flight deck and ATC only. On receipt of pushback clearance, the flight deck shall report the instruction verbatim to the ground crew. Any clarification required from the tug driver shall, in the first instance, be directed to the flight deck. If further clarification is required, then the tug driver should contact ATC
- ii. The Manoeuvring Area is equipped with the following forms of taxiway guidance:
 1. Yellow painted taxiway centre-lines;
 2. Yellow painted holding position lines at the approach to runways;

3. Green taxiway centre-line lights and red stop bars controlled from the Tower;
 4. An illuminated red stop bar means **STOP**. Aircraft must not proceed until the stop bar is extinguished or ATC permission is received;
 5. Runway Guard Lights are installed at all runway/taxiway intersections, comprising dual alternating flashing yellow lights, operating H24;
 6. Taxiway Unavailable Bars (TUBS) comprising of a line of red stop lights spaced at approximately 3 M centres across the full width of the mouth of each exit taxiway adjacent to Runway 08R/26L and running parallel to the runway centreline. TUBS are installed at Alpha, Bravo, Bravo Romeo, Charlie, Charlie Romeo, Delta, Echo Romeo, Foxtrot Romeo, Golf, Golf Romeo, Hotel and Juliet, to prevent incursions onto taxiways which are unavailable due to operational issues such as Work in Progress.
- iii. Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in apron areas, where jet blast can affect adjacent stands.
- iv. Cross-Bleed Starts - if informed by an aircraft that a cross-bleed start is required, ATC must consider the blast effect and utilise a non-standard push back if required. Aircraft must be aligned with the taxiway centreline before commencing the cross-bleed start.
- v. Pilots pushing from Stand 12 are reminded not to start engines until the aircraft has been pulled forward abeam Stand 12, due to jet blast on the neighbouring airside road.
- vi. After pushback from Stand 38 aircraft will be stopped off the taxiway centreline prior to being disconnected. When approved to taxi pilots should follow the broken yellow centreline back onto Taxiway Lima.
- vii. Engines must not be run above ground idle during push-back. In any circumstances where ground idle or breakaway power needs to be exceeded, prior authorisation is required from ATC. GAL Airfield Operations may need to attend to ensure there is no jet blast risk.
- viii. In the event of a mis-routeing, or the need to execute an unorthodox manoeuvre the flight deck must request revised instructions from ATC. This may require the attendance of a GAL Airfield Operations Leader Vehicle or assistance of an aircraft tug for the manoeuvre to be completed safely.
- ix. Some operators may choose to taxi without all aircraft engines running. This type of operation has the potential to increase blast, especially when starting to move or negotiating tight turns. Operators must have assessed the jet blast risks before carrying out this reduced engine taxi procedure.
- x. Aircraft are not authorised to power back off stands under their own power.
- d) Ground movement of large aircraft - Code D (Wingspan between 36 M < 52 M)
- i. The following routes are not available for Code D aircraft:
1. Taxiway Alpha November East of Taxiway Mike;
 2. Taxiway Juliet East of Taxiway November;
 3. Taxiway Victor East of Taxiway Whiskey;
 4. Taxiway Whiskey;
 5. Taxiway Zulu between Taxiway November and Taxiway Whiskey.
- e) Ground movement of large aircraft - Code E (Wingspan between 52 M < 65 M)
- i. The following routes are not available for Code E aircraft:
1. Taxiway Alpha November East of Taxiway Mike;
 2. Taxiway Juliet East of Taxiway November;
 3. Taxiway Victor East of Taxiway Whiskey;
 4. Taxiway Whiskey;
 5. Taxiway Zulu between Taxiway November and Taxiway Whiskey;
 6. Taxiway Alpha Sierra is restricted to maximum Code D aircraft when Code F aircraft are using Taxiway Alpha November east of Taxiway Papa.
- ii. The following restrictions apply:
1. Taxiway Lima between Taxiways Quebec and Sierra has a substandard but positive physical obstacle clearance (minimum of 42.5 M) due to the proximity of the adjacent road;
 2. Taxiway Lima East of Stand 36 is not available for Code E aircraft with a wingspan in excess of 61 M due to the proximity of the adjacent blast screen;
 3. Taxiway Yankee from Whiskey 1 Hold to Yankee 3 Hold is not available for Code E aircraft with a wingspan in excess of 61 M due to the proximity of the adjacent road.
- f) Ground movement of large aircraft - Code F (Wingspan between 65 M < 80 M)
- i. Taxiway routes available to Code F aircraft are shown on Aerodrome Chart AD 2-EGKK-2-5, marked in yellow:
1. There is a substandard but positive physical obstacle clearance (minimum of 47.5M) on Taxiway Juliet between Taxiways Sierra and Tango;
 2. Taxiway Alpha Sierra is restricted to maximum Code D aircraft when Code F aircraft are using Taxiway Alpha November east of Taxiway Papa.
- ii. The following contingency routes are also available for Code F aircraft:
1. Taxiway Romeo between Romeo Alpha and Lima;
 2. Taxiway Lima between Taxiways Romeo and Quebec.

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Prior approval is required from ATC due to the proximity of the road which restricts the availability of these routes and requires special procedures to be put in place in advance. Due to these restrictions the contingency routes are not shown in yellow on Aerodrome Chart AD 2.EGKK-2-5.

g) Remote De-icing – Aircraft Engines Running

- i. There are two identified locations (de-icer pads) to enable remote de-icing of aircraft with engines running. They are managed and coordinated by the GAL de-icing service provider for airlines which have had Risk Assessments and Method Statements signed off by GAL. There is an agreed process in place for the operation of these pads.
- ii. The two locations are uniquely identified as DA 43 and DA Sierra. Both will have resource to coordinate the operations and communicate with pilots and de-ice rig operatives. An electronic signage board will be provided for visual communications.
 1. **DA 43**
Located on Stand 43 and can accommodate Code C aircraft only. The holding point for this pad is Stand 41. Aircraft will taxi to this location as directed by ATC.
 2. **DA Sierra**
Located on Taxiway Sierra abeam Stands 170/171. Aircraft will be directed by ATC to hold on Taxiway Lima north of Taxiway Sierra prior to entering DA Sierra.

h) Remote Holding Procedures

- i. Remote holding capacity is available to maintain the flow of aircraft by releasing occupied stands and pushback crews, this proactive approach supports optimal stand availability, reduces taxiway congestion and helps maintain overall airfield efficiency. ATC will endeavour to offer remote holding to applicable flights subject to availability. Flight crews must be ready for pushback and to promptly accept remote holding when requested. Flight crews must not request remote holding; the instruction will come from ATC and must be followed unless in exceptional circumstances. Applicable flights are usually those with CTOT or other delays in excess of 35 minutes however, ATC has the discretion to instruct other flights where there is an operational reason for doing so. Default positioning to remote hold is pushback and taxi, unless otherwise directed by ATC.
- ii. Remote holding capacity is available via:
 1. Stands 41 and 43.
 - a) Stands 41 and 43 Remote Holding/Drive-Through. Aircraft should stop at the positions indicated by the painted yellow stop arrows and await instructions from ATC. Access is available via Taxiways Kilo or Lima.
 - b) Stands 41E, 41W, 43E and 43W Remote Holding. From Taxiway Lima aircraft should enter the 41 or 43 centreline and then follow the east or west centreline. From Taxiway Kilo aircraft should access 41E, 41W, 43E and 43W via the specific lead-in arrow. Eastern centrelines are painted orange and western centrelines are painted blue. Aircraft stop positions are indicated by painted orange or blue stop arrows as appropriate. When approaching Stand 41E from the east along Taxiway Kilo, flight crews are to use judgemental oversteer when entering the stand to ensure suitable main undercarriage clearance of the adjacent grass area.
 - c) Stands 41E, 41, 41W, 43E, 43 and 43W Aircraft Parking Stands. When operating in aircraft parking stand mode, barriers will be deployed between Stands 41 and 43 and Taxiway Lima to safeguard the stands. Aircraft may only enter Stands 41E, 41, 41W, 43E, 43 and 43W via Taxiway Kilo and must be parked by a GAL Marshaller. In exceptional circumstances should an aircraft be required to taxi off Stand 41E, 41, 41W, 43E, 43 or 43W under its own power via Taxiway Lima, GAL Airfield Operations will require prior notification and authorisation via ATC.
 - d) Stand 42 is only available as a nose-in aircraft parking stand. Aircraft can self-park utilising the SEG system. Access is via Taxiway Kilo.
 2. Straight pushback onto Stands 64L, 64R, 65, 66L, 66R, 132 and 133.
 3. GAL aircraft marshaller guidance onto Stands 141R, 142R, 143L, 144L, 171L, 173, 175L, 230L, 231L, 232L and 233L. Pilots must not enter these stands until a marshaller is present. Access to Stand 173 is via the 173L lead-in arrow. Pilots should exit these stands by turning directly towards the taxiway centreline.
 4. Tactical holding may be utilised on taxiways at the discretion of ATC.

i) Airport-Collaborative Decision Making (A-CDM)

- i. London Gatwick Airport is an A-CDM-coordinated Airport, meaning it has adopted the permanent and fully automatic data exchange Airport-CDM concept by providing a set of DPI messages (Departure Planning Information – E-DPI, T-DPI-t, T-DPI-s, A-DPI and C-DPI) to the Eurocontrol Network Manager Operations Centre (NMOC). This data transfer allows more accurate and efficient CTOT allocation. The basic NMOC procedures continue to apply but NMOC will take the local TTOT into consideration for CTOT calculation and will try to adjust it accordingly.
- ii. Definitions of Commonly Used A-CDM Terms:
 1. **Target Off-Blocks Time (TOBT)** - The time an aircraft is expected to be ready to leave the stand (agreed by Ground Handling Agent and flight deck) in the case of normal operations, or ready for on stand de-icing to commence (where appropriate), in the case of winter operations. This must be updated to an accuracy of +/- 5 minutes by GHA. Accurate and stable TOBTs enhance operations on the ground as they provide all airport partners with a clear picture of the intentions of aircraft on the ground.
 2. **Actual Start Request Time (ASRT)** - The time an aircraft actually calls ready to Tower. Start requests will only be accepted if an aircraft is A-CDM compliant, meaning TOBT has not expired (which happens at TOBT + 5 minutes) and there are no other data issues with the flight plan.

3. **Target Start Approval Time (TSAT)** - The time that ATC expect to give start approval, which is based on TOBT, CTOT, other traffic using the runway, any constraints to runway/airspace capacity, and taxi time. Use of TSAT should reduce queuing times at the runway hold, while maintaining a high runway utilisation.
4. **Target Take-Off Time (TTOT)** - The time that an aircraft is expected to take off. TTOT is a target – the requirement for an aircraft to be airborne within a time window only applies to flights with a CTOT. Most aircraft will take off within +/- 5 minutes of TTOT, but this time is not accurate enough to be relied upon for starting the second engine after single engine taxi.
5. **Calculated Take-Off Time (CTOT)** - Assigned by NMOC when flow restrictions are in place. The standard slot tolerance window requires aircraft to depart within -5 to +10 minutes of its CTOT (as existing requirement).

iii. Flight Deck shall comply with the following A-CDM procedure:

1. Ensure the flight is ready to push at TOBT +/- 5 minutes: ground activities completed, doors closed, push-back tug connected, cockpit ready for start-up.
2. Maintain regular communication with the TCO/GHA who are responsible for updating the TOBT.
3. If a delay to TOBT +5 or a departure earlier than TOBT -5, is identified notify the GHA immediately and ensure TOBT is updated before contacting ATC.

iv. When ready to push back (which should be at TOBT +/- 5 mins):

1. Pilots must report to Gatwick Delivery: "[Call-sign] [stand] [QNH] ready".
2. Pilots will either receive Start Approval, Gatwick Delivery will respond: "[Call-sign] roger", or "[Call-sign] You are non-ACDM compliant, contact your handling agent". If this happens, pilots must not contact ATC again until the handling agent confirms compliance. In most cases this is done by updating TOBT, however the handling agent can check CDM alerts and notify the pilot if the flight plan needs to be updated by their Company.
3. Any push-and-hold procedures to be applied will be initiated at call-up.
4. If ready, but delayed by ATC, DO NOT update the TOBT.
5. If a pilot has not reported ready for departure by TOBT +5, TOBT will be deleted and the TOBT must be updated with the TCO/GHA to become A-CDM compliant.

v. When ATC is ready to approve push (normally at TSAT +/- 5 mins):

1. Gatwick Delivery will issue appropriate instruction.
2. Pilots should follow normal procedures for communication with Tower.

vi. A-CDM Process During Winter Operations:

1. When de-icing is required, TOBT is defined as when the aircraft is expected to be ready for either pushback or on-stand de-icing.
2. Planned de-icing activity is fed into the Gatwick A-CDM system by GHA, who enters the intention to de-ice the aircraft. The de-icing Company allocate de-icing location (on stand or remote) and estimated start time and duration of de-icing.
3. When ready for de-icing on stand, the ground handler must report ready via Aircraft Ready to De-ice Time (ARDT).
4. The TTOT and TSAT during de-icing will take into account de-icing times and locations.
5. When ready to move the aircraft (either direct to the runway or to a remote de-icing pad), pilots should follow normal procedures for communication with Tower.

vii. On stand de-icing:

1. For on-stand de-icing, at TOBT +/-5 mins the GHA will report via A-CDM system that turn activities have been completed and the aircraft is ready (ARDT) for de-icing.
2. Once de-icing on stand is complete, pilots report to Gatwick Delivery and state: '[Call-sign] [stand] [QNH] ready to move'.
3. All further communication will be in line with standard procedures.

viii. Remote de-icing:

1. In the case of remote de-icing, at TOBT +/-5 mins pilots report to Gatwick Delivery and state: '[Call-sign] [stand] [QNH] ready to move'.
2. ATC will provide start clearance and taxi instructions to the remote de-icing pad.

3 CAT II/III OPERATIONS

- a) Runways 08R and 26L, subject to serviceability of the required facilities, are suitable for Category II and III operations by operators whose minima have been accepted by the Civil Aviation Authority.
- b) During Category II and III operations, Special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS broadcast or by RTF.
- c) Departing Aircraft: ATC will require departing aircraft to use the following Category III holding positions:
 - Runway 26L — Alpha 3, Charlie 3 or Mike 3;
 - Runway 08R — Juliet 3, Juliet 4, Juliet 7, Hotel 3 or Golf 3.

Occasionally it may be necessary for other departure points to be used due to work in progress or at the discretion of ATC. Under these circumstances, due allowance will be made by ATC for the necessary ILS protection.

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- d) Arriving Aircraft: All appropriate runway exits will be illuminated, and pilots should select the first convenient exit. Surface Movement Radar (SMR) is normally available to monitor pilot 'runway vacated' reports.
- i. When SMR is not available to ATC, runway Localizer Sensitive Area (LSA) vacation will be confirmed by receipt of a pilot report that the tail of the aircraft has passed the last of the alternate yellow and green centreline lights. These lights denote the extent of the ILS LSA.
- e) When Low Visibility Procedures are in force reduced landing rates can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:
- RVR (M) — Expected Landing Rate
 - Greater than 1000 — 24
 - Between 1000 and 550 — 20
 - Between 500 and 350 — 15
 - Less than 300 — 12 or less

4 WARNINGS

- a) In low visibility at night the apron and car park floodlighting may be seen before the approach lights on Runway 26L and Runway 26R approaches.
- b) Except for light signals, ground signals are not displayed.
- c) Pilots are warned, when landing on Runway 26L/R in strong southerly/south-westerly winds, of the possibility of building induced turbulence and windshear effects.
- d) There are trees on high ground to the west, under the approach to Runways 08L and 08R. The tops are up to 287 FT AAL at ranges between 1.25 and 3 NM.
- e) A hazard beacon showing a steady red light is situated on the extended centre-line of Runway 08R on tree covered high ground, 1.8 NM from 08R threshold. Trees within 0.6 NM of the beacon rise up to 89 FT above it. Another beacon, showing a steady red light, is situated 0.66 NM NNW of the first. Together, they mark the line of high ground. The beacons are switched on at night and when the high intensity approach lights are in use.
- f) HT power line to the N, E and SE of airport; minimum distance 1.6 NM at 146 FT AAL rising to the S to 326 FT AAL at 4 NM. High ground to SE and S rising to 406 FT AAL is 3.5 NM from airport at its nearest point.
- g) Arrivals – Due to disruption to the ILS signal during Code F operations, pilots can expect late notification of only RNP approach availability.

5 HELICOPTER OPERATIONS

- a) All inbound and outbound helicopters must use the runways and may not carry out direct approaches to or take-off from apron areas or taxiways with the exception of emergency services flights e.g. Helicopter Emergency Medical Service (HEMS), police etc. Helicopter handling agents are to obtain slot allocation for all flights. After landing, helicopters will ground taxi or air taxi to an allocated parking area (usually an adjacent stand). A GAL Airfield Operations Leader vehicle will normally be in attendance. While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding rotor-tip clearance and downwash.

6 USE OF RUNWAYS

- a) Special runway utilisation procedures are detailed at GEN 3.3, Section 3, Para 3.9.4.
- b) **Departure Wake Vortex Separations**

The following pairs of holding positions for Runways 26L/08R are considered to be the same point for the purposes of departure wake vortex separation:

Runway 26L	Runway 08R
Holding positions Mike 1/3 and Alpha 2/3	Holding positions Juliet 1/3 and Hotel 1/3
Holding positions Mike 1/3 and Bravo 1	Holding positions Juliet 1/3 and Golf 1/3
Holding positions Alpha 2/3 and Bravo 1	Holding positions Hotel 1/3 and Golf 1/3
Holding positions Bravo 1 and Charlie 1/3	
Holding positions Bravo 1 and Yankee 1/2	

c) Use of Runway 08L/26R

- i. Runway 08L/26R is a non-instrument runway and will only be used when Runway 08R/26L is temporarily non-operational due to maintenance or incident. Runway 08R/26L is closed regularly to allow maintenance to take place. Dates and times are subject to change, latest details are advised by NOTAM and airport notices.
- ii. Runway 08L/26R cannot be used simultaneously with Runway 08R/26L because of insufficient separation between the two. For this reason also, extensive safeguarding procedures are required (see d ii) before Runway 08L/26R can be activated. Runway 08L/26R is not available on request by pilots. Lighting for the closed runway and parallel taxiway will not be visible on approach.
- iii. Taxiway Echo cannot be used as an exit during Runway 08L/26R operations.

d) Restriction of Operation

- i. During Runway 08L/26R operations, delays may occur to aircraft taxiing on the aerodrome due to the following:

1. Taxiway Juliet, between Juliet 8 and Taxiway Sierra is limited to use by aircraft of wingspan of 36 M or below during take-offs or landings on Runway 08L/26R. Taxiway Juliet, between Taxiway Sierra and Juliet 5 is limited to use by aircraft of wingspan of 50 M or below during take-offs or landings on Runway 08L/26R.
 2. Additional restrictions when the Surface Movement Radar (SMR) is not available.
 3. Taxiway Alpha November is not available as an entry point to Runway 26R when 26R is the active runway.
- ii. When Runway 08L/26R is being brought into planned use the aerodrome will be closed for a period of up to 15 minutes to allow the necessary safeguarding procedures to be implemented. The same will apply when Runway 08R/26L is brought back into use. In an emergency situation, implementation of the change to Runway 08L/26R can be expected to take substantially longer.

e) **Nav aids**

When Runway 08L/26R is in use the only navigational aids available are:

- i. Surveillance radar;
- ii. DME.

f) **Runway and Approach Lights**

- i. It is not possible for both Runway 08R/26L and Runway 08L/26R lighting systems to be illuminated at the same time.
- ii. Runways have displaced thresholds. The take-off runway starts before the threshold markings in the pre-threshold area which is indicated by white centreline arrows. Aircraft entering the runway in the pre-threshold area should begin their take-off roll here and not wait until the threshold to apply take-off thrust.
- iii. The take-off distance (TODA) for Runway 08L starts at the beginning of the runway, indicated by the white painted runway demarcation line marking abeam the 08L TODA sign, this is where the take-off roll should commence. The 08L TODA sign is located to the right of the runway, 307 M **before** the marked runway displaced threshold.
- iv. The runway holding positions, in addition to illuminated red stop bars, are marked by mandatory signs and yellow flashing runway guard lights.
- v. When the taxiway lighting system is in use during Runway 08L/26R operation, limited selective switching of green centreline lights is available in conjunction with illuminated red stop bars at runway holding positions. Pilots must exercise extreme caution to remain on the correct taxiway route when cleared to the runway from a holding position. In certain positions, yellow flashing runway guard lights, forward of the holding positions, denote the proximity of the runway itself.

g) **Minimum Runway Occupancy Time**

i. **Departures**

1. On receipt of line-up clearance pilots should ensure that they are able to taxi and line up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run.
2. On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay.
3. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Gatwick Tower frequency.

ii. **Arrivals**

1. High Intensity Runway Operation requires all aircraft to exit the runway at the fastest speed commensurate with safety. Extended runway occupancy may result in following aircraft being sent around.
2. Pilots should pre-plan their landing and roll out to target the exit taxiways that provide a safe and expeditious exit from the runway to reduce delays and maximise utilisation at all times.

08R	D	CR	BR
Distance from threshold (M)	1376	1796	2251
Design Exit Speed (KT)	38	49	50
Notes: Landing aircraft are to vacate expeditiously. Arrivals must taxi beyond the CAT III hold point and do not require clearance to enter/cross Runway 08L/26R when vacating Runway 08R. Traffic vacating at CR or D must contact ATC promptly when instructed. Traffic vacating at BR is to join Taxiway Papa and hold short of Taxiway Juliet unless otherwise instructed. Tactical requests to extend the landing roll to reduce ground taxi/exit nearer to the parking stand are not to be made to ATC. Taxiways ER and Mike are not available for vacating Runway 08R.			

26L	ER	FR	GR
Distance from threshold (M)	1480	1835	2126
Design Exit Speed (KT)	50	50	49

Notes:

Landing aircraft are to vacate expeditiously.

Arrivals must taxi beyond the CAT III hold point and do not require clearance to enter/cross Runway 08L/26R when vacating Runway 26L.

Traffic vacating at **ER** is to cross Runway 08L/26R onto Taxiway Juliet via Taxiway Echo, without stopping on the runway exit taxiway. The route from **ER** eastbound onto Runway 08L/26R and holding short of Taxiway Tango without stopping on the runway exit taxiway, is also available when instructed by Air Traffic Control.

Traffic vacating **FR** and **GR** is to cross Runway 08L/26R onto Taxiway Juliet, without stopping on the runway exit taxiway.

Taxiway Delta is not available for vacating Runway 26L.

3. Rapid Exit Taxiway Indicator Lights (RETILs) and paint markings are provided on Runway 08R/26L to assist pilots in judging distances to Rapid Exit Taxiways enabling braking action to be applied for a more efficient roll-out and runway exit speed. RETILs are provided for exit at D and CR on Runway 08R and ER and FR on Runway 26L.

The RETILs provide a 3-2-1 countdown pattern of yellow lights together with painted markings placed at 300 M, 200 M and 100 M from the intersection of the runway centreline with the Rapid Exit Taxiway centreline. 3 white painted bars and 3 yellow lights are provided at 300 M to go, 2 white bars and 2 yellow lights at 200 M to go and 1 white bar and 1 yellow light at 100 M to go. Painted bars and RETILS are positioned on the left hand side of the runway centreline for Runway 08R and the right hand side of the runway centreline for Runway 26L. The painted bars are angled in the direction of the Rapid Exit Taxiway.

7 TRAINING

Not applicable

EGKK AD 2.21 NOISE ABATEMENT PROCEDURES

Notice under Section 78(1) of the Civil Aviation Act 1982

Whereas:

- (1) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981 (a) Gatwick Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);
- (2) the requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Gatwick Airport – London.

Now, therefore, the Secretary of State, in exercise of the powers conferred on him by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), hereby provides as follows:

1. This notice may be cited as the Gatwick Airport – London (Noise Abatement Requirements) Notice 2023 and came into operation on 28 December 2023.
2. It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Gatwick Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:
 1. After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 FT AAL at 6.5 KM from start of roll as measured along the departure track of that aircraft.
 2. The sites of the noise monitoring terminals relating to Gatwick Airport – London are:

Description	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 1: Russ Hill	TQ 2227 3923	54 M	*510821N	0001513W
Site 3: Orltons	TQ 2166 3878	57 M	*510807N	0001545W
Site 5: Oaklands Park Farm	TQ 2170 3939	52 M	*510827N	0001542W
Site 4: Moat House	TQ 3180 4140	4 M	510924N	0000700W
Site 6: Bellwood	TQ 3176 4177	3 M	*510936N	0000702W

3. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 94 dBA L_{max} by day 0700-2300 (0600-2200) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.
4. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA L_{max} by night 2300-0700 (2200-0600) **and** that it will not cause more than 87 dBA L_{max} during the night quota period 2330-0600 (2230-0500) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.
5. The limits specified in sub-paragraphs (3) and (4) above shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) above to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

Description	Adjustment dBA
Site 1: Russ Hill	plus 5.0
Site 3: Orltons	plus 1.9
Site 5: Oaklands Park Farm	plus 1.9
Site 4: Moat House	0.0
Site 6: Bellwood	minus 0.2

6. For the purpose of determining an infringement of the limits specified in sub-paragraphs (3) and (4) above, if the aircraft was required to take-off with a tailwind, an amount of up to 2dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:
 - 0.4 dB for a tailwind of up to 1 KT
 - 0.8 dB for a tailwind exceeding 1 KT but not exceeding 2 KT
 - 1.2 dB for a tailwind exceeding 2 KT but not exceeding 3 KT
 - 1.6 dB for a tailwind exceeding 3 KT but not exceeding 4 KT
 - 2.0 dB for a tailwind exceeding 4 KT.

For this purpose, tailwind is to be calculated from the wind data measured in the on-airfield anemometers and wind vanes according to the formula:

(windspeed x cosine (runway heading minus wind direction)) x – 1.

If the station is unavailable, the nearest equipped noise monitoring terminal or aerodrome METAR shall be used.

7. Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1) above, it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 3000 FT. The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

8.

- a) This sub-paragraph (8) applies to aircraft other than:
- any propeller driven aircraft whose MTWA does not exceed 5700 KG; or
 - during the period between 0600-2330 (0500-2230), any propeller driven aircraft whose MTWA does not exceed 17000 KG.
- b) Subject to sub-paragraph (8) (d) below, after any aircraft to which sub-paragraph (8) applies takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC.
- c) The ATC clearance via Mayfield specified in the second column of the table will not be available between 2300-0700 (2200-0600). Aircraft following the Noise Preferential Routing Procedure which relates to that clearance shall not fly over Crawley, Crawley Down or East Grinstead.
- d) Where any aircraft to which this sub-paragraph (8) applies has taken off on a VFR flight plan, it shall follow the applicable Noise Preferential Routeing Procedure before turning onto the intended track.

Take-off Runway	ATC Clearance	Procedure
26L/R	Via ACORN (This route to be used only under Radar Control).	Straight ahead until I-WW DME 2.3 then turn right to intercept DET VOR RDL258 by DET DME 31 to DET DME 15.
	Via BOGNA	Straight ahead and maintain track 256°. At MID DME 10.5 turn left to intercept OCK VOR RDL175. At OCK DME 28 turn left to intercept MID VOR RDL145 to BOGNA.
	Via Midhurst	Straight ahead and maintain track 256° to intercept MID VOR RDL062.
	Via SFD (This route to be used only 2300-0600 (2200-0500))	Straight ahead and maintain track 256° until crossing SFD VOR R317 (I-WW DME 6.8) then turn left to intercept RDL310 to SFD VOR.
	Via Mayfield (This route to be used only 0700-2300 (0600-2200))	Straight ahead until I-WW DME 2.3 then turn left to intercept MAY VOR RDL282 by MAY DME 13 to MAY VOR.
	Circuit Flights	Straight ahead until I-WW DME 2.3 NM before turning across wind.
08L/R	Via DET VOR R260	Straight ahead until I-GG DME 3.5 turn left to intercept DET VOR RDL260 to DET DME 43.
	Via ACORN	Straight ahead until I-GG DME 3.5 then turn left to track 051°M to intercept DET VOR RDL258 by DET DME 20 to ACORN.
	Via TUNBY	Straight ahead and maintain track 076° to intercept DVR VOR RDL270 to TUNBY.
	Via Seaford	Straight ahead until I-GG DME 2.5 then turn right to intercept SFD VOR RDL342 to SFD VOR.
	Circuit Flights	Straight ahead until I-GG DME 2.5 before turning across wind.

9. After taking off the aircraft shall avoid flying over the congested areas of Horley and Crawley.
10. Where the aircraft is approaching the aerodrome to land it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in section EGKK AD 2.22 of the UK AIP). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.
11. Before landing at the aerodrome the aircraft shall maintain as high an altitude as practicable and shall not fly over the congested areas of Crawley, East Grinstead, Horley and Horsham at an altitude of less than 3000 FT (Gatwick QNH) nor over the congested area of Lingfield at an altitude of less than 2000 FT (Gatwick QNH).
- 12.
- Except where sub-paragraph (12) (b) applies, the aircraft shall not join the final approach to either runway at a height of less than 1500 FT AAL.
 - where the aircraft is a propeller driven aircraft whose MTWA does not exceed 5700 KG, it shall not join the final approach to either runway at the aerodrome at a height of less than 1000 FT AAL and shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.
- 13.
- Where the aircraft is using the ILS in IMC or VMC it shall not descend below 2000 FT (Gatwick QNH) before intercepting the glidepath, nor thereafter fly below the glidepath; and
 - an aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.
14. Aircraft which land at Gatwick Airport - London between 2330-0600 (2230-0500), whether or not making use of the ILS localizer and irrespective of weight or type of approach, shall not join the centre-line:

- a) below 3000 FT or
- b) closer than 10 NM from touchdown.

15. Without prejudice to the provisions of sub-paragraphs (1)-(14) above, the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

16. The requirements set out in sub-paragraphs (1)-(15) above may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control unit.

3. In this notice, except where the context otherwise requires:

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency dependent weighting approximating the characteristics of human hearing;

Lmax' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

other abbreviations used are defined in GEN 2-2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

Erin Cowburn
Deputy Director
Airports Policy Division
Department for Transport

28 December 2023

- a) S.I. 1981/651.
- b) 1982 c.16.
- c) S.I. 1978/1303.
- d) 1972 c.6.

Notes

(These notes are not part of the notice)

1. The Noise Preferential Routeing Procedures specified in the above notice are compatible with normal ATC requirements. The use of the routeings specified above is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo-jet and turbo-fan aircraft.
2. The attention of operators is drawn to the provisions of Section 78 (2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2). Such breaches would, however, run the risk of financial penalties.
3. Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Gatwick Airport Limited.
4. To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, between 2330-0600 (2230-0500).
5. Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement.
6. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 nautical miles (NM) occurs below 7000 FT QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 FT over a track distance of 2 NM or more, as recorded in the airport noise and track-keeping system.
7. For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the appropriate vectoring altitude (see note 8 below), it is properly recorded by the airports noise and track-keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centre-line of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centre-line depicted on the map of (a) a pair of lines either side, each diverging at an angle of 10° from a point on the runway centre-line 2000 M from start-of-roll: and (b) a pair of parallel lines representing a distance of 1.5 KM either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.
8. Aircraft which have attained an altitude of 4000 FT (Gatwick QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing. This applies:
 - a) between 2330-0600 (2230-0500) to all take-offs, and
 - b) between 0600-2330 (0500-2230) to:
 - i. all departures from Runway 26L/R, other than those cleared via NOVMA, IMVUR, KENET or SAM SIDs.
 - ii. take-offs from Runway 08L/R cleared via SFD.

Between 0600-2330 (0500-2230) aircraft which have taken off from Runway 26L/R cleared via NOVMA, IMVUR, KENET or SAM SIDs or from Runway 08L/R (other than those cleared via SFD) and which have attained an altitude of 3000 FT (Gatwick

QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing.

9. As the Navigation Aids (NAVAIDs) used previously in the noise abatement procedures are withdrawn as part of the NATS NERL NAVAID Rationalisation project and the conventional Standard Instrument Departures have been RNAV Substituted, the following latitude and longitude coordinates replicate the specific location of the old NAVAIDs which are listed below:

NAVAID	Coordinates
OCK VOR	511818.17N 0002649.86W
MAY VOR	510101.86N 0000658.04E
MID VOR	510314.23N 0003730.01W
DVR VOR	510945.44N 0012132.72E
LON VOR	512914.09N 0002759.54W
BIG VOR	511951.15N 0000205.32E
LAM VOR	513845.69N 0000906.13E
DET VOR	511814.41N 0003550.19E
GWC VOR	505118.79N 0004524.25W
SAM VOR	505718.90N 0012042.20W

EGKK AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Inbound other than Airways

- IFR aircraft inbound to London Gatwick direct from the London FIR will be required to use the procedure via Mayfield holding pattern detailed at paragraph 4(e).
- Pilots inbound to London Gatwick under VFR call Gatwick Director at one of the VFR Reference Points (VRPs) listed at paragraph 13, where aircraft will either be given a route to follow or will be identified by radar and directed into the Approach sequence.
- Except where required by the Instrument Approach Procedures, inbound aircraft to London Gatwick in both VMC and IMC should, whenever possible avoid flight below 3000 FT over towns and other populated areas within the Control Zone. Whenever possible aircraft under radar control will be directed to avoid flying over Crawley, East Grinstead, Horley and Horsham below 3000 FT. When a radar service is not being provided it will be the responsibility of captains of aircraft on VFR flight plans or on visual approaches to ensure compliance.

b) Inbound on Airways

- Aircraft inbound to London Gatwick via the Airways System will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGKK-7.

2 RADIO COMMUNICATION FAILURE PROCEDURES

a) Inbound Aircraft

- In the event of complete radio failure in an aircraft the pilot is to adopt the appropriate procedures notified at ENR 1.1, subsection 3, with the exception described below.
- When complete communications failure occurs in the aircraft before ETA, or before EAT when this has been received and acknowledged, the aircraft will:
 - fly to the appropriate holding point (TIMBA, WILLO or Mayfield);
 - hold until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
 - then commence descent for landing in accordance with the approach procedure for the runway-in-use (see AD 2-EGKK-7) and effect a landing within 30 minutes (or later if able to approach and land visually).

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

- hold at the last assigned level at TIMBA, WILLO or Mayfield until:
 - ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
 - EAT when this has been received and acknowledged.
- then commence descent for landing in accordance with the approach procedure for the runway-in-use (see AD 2-EGKK-7) and effect a landing within 30 minutes (or later if able to approach and land visually).

c) When complete radio communication failure occurs during intermediate or final approach under radar control the procedures to be followed are detailed at AD 2-EGKK-5.

d) When complete radio communication failure occurs in the aircraft following a missed approach the aircraft will:

- i. fly the appropriate missed approach procedure to Mayfield VOR/DME;
 - ii. complete at least one holding pattern at 3000 FT;
 - iii. then commence descent for landing in accordance with the approach procedure for the runway-in-use (see AD 2-EGKK-7) and effect a landing within 30 minutes (or later if able to approach and land visually).
- e) The routes and levels to be used when leaving the Zone or Holding Area in accordance with the procedures given at ENR 1.1, subsection 3 are shown in the table below, the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Zone is made.

Position at time of decision	Route
Mayfield	Track 250°T at last assigned altitude
TIMBA	Track 090°T at last assigned level
WILLO	Track 230°T at last assigned level/altitude

3 RADIO COMMUNICATION FAILURE PROCEDURES OUTBOUND AIRCRAFT

- a) Outbound traffic operating on FRANE 1M/1V/1P/1W/1Z: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed at AD 2-EGKK-6, at FRANE route via M604 to DAGGA and maintain 6000 FT until DAGGA; at DAGGA, commence climb to flight planned level.
- b) All outbound traffic except those operating on FRANE 1M/1V/1P/1W/1Z: Comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures (listed at AD 2-EGKK-6) or ATC clearance and commence climb to flight planned level after the last position at which an altitude is specified.

4 HOLDING

- a) Aircraft inbound to London Gatwick Airport using the ATS Route Network will, after the initial routing, follow the appropriate STAR to the holding fixes TIMBA or WILLO. The STARs are illustrated at AD 2-EGKK-7. For aircraft holding below 6000 FT ALT, holding will be at Mayfield MAY VOR. (In light traffic conditions aircraft may be routed direct to MAY VOR above 6000 FT).
- b) Pilots unable to comply with ATC clearance must notify ATC as soon as possible.
- c) Aircraft may be radar-vectored off-route for the purpose of ATC separation. When separation has been achieved, ATC will give an approximate QDM to resume the STAR via the appropriate VOR radial or fix.
- d) In the event of aircraft equipment failure, ATC must be advised and ATC instructions complied with.
- e) Mayfield VOR/DME Holding Pattern:
 - i. This procedure will be used by aircraft inbound to London Gatwick from the FIR, after missed approach, via airways when instructed by London Control or when instructed by Gatwick Director.
 - ii. Aircraft will hold on an axis of 087° MAG (RDL 267°) turning left at the facility, generally from 3000 FT ALT to 6000 FT ALT. The end of the outbound leg is at 5 DME MAY.
 - iii. Altitudes at and below 6000 FT ALT will be allocated by Gatwick Director.

5 APPROACH PROCEDURES WITH RADAR CONTROL

- a) When inbound traffic is being sequenced by Air Traffic Control, that part of the approach between the holding fix and the Final Approach Track (FAT) will be flown under directions from the Radar Controller. Once the aircraft is under Radar Control, changes of heading or flight level/altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the radar unit.

6 DETAILED PROCEDURES

- a) Headings and flight levels at which to leave the holding facility will be passed by ATC. Radar vectors will be given, and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between initial descent clearance and intercept heading to the ILS. On receipt of descent clearance the pilot will descend at the rate they judge will be best suited to the achievement of continuous descent, the object being to join the glide path at the appropriate height for the distance without recourse to level flight.
- b) During intermediate approach (after leaving the hold until approximately 6 NM before turning onto the ILS intercept heading), aircraft will be instructed to fly in the speed range 210 KT – 220 KT as required. Thereafter and until established on final approach, the highest possible speed within the band is 160 KT – 180 KT. Inbound aircraft must be established at 160 KT, on a stable approach at not less than 7 NM from touchdown and thereafter maintain that speed until 4DME. For aircraft that are unable to maintain 160 KT to 4 NM from touchdown, Gatwick Director will ascertain the final approach speed and inform the Tower Controller. Gatwick (Director) may transfer high speed traffic to the Tower but prior co-ordination between controllers will have been completed. Gatwick Director will effect prior co-ordination with the Tower if separation from a following aircraft is dependent on the leading aircraft maintaining a speed higher than 160 KT.
- c) Adherence to speeds assigned by ATC is mandatory. These speeds are applied for ATC separation purposes. In the event of a new (non-speed related) ATC instruction being issued (e.g. an instruction to descend on ILS) pilots shall continue to maintain the previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds must inform ATC and state what speeds can 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. Pilots should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
- d) The spacing provided between aircraft will be designed to achieve maximum runway utilization within the parameters of safe separation minima (including vortex effect) and runway occupancy. It is important to the validity of the separation provided, and to the achievement of optimum runway capacity, that runway occupancy time is kept to a minimum consistent with the prevailing conditions. The procedures in EGKK AD 2.20 Local Aerodrome Regulations 6 (g) 'Minimum Runway Occupancy Time' also remain applicable.

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- e) Time Based Separation (TBS) - Advanced Mixed Mode (AMM) is used at London Gatwick.

AMM comprises use of:

- EUROCONTROL RECAT-EU re-categorisation of ICAO wake turbulence longitudinal separation minima on approach and departure to determine wake separation minima
- Approach spacing delivery using Time-Based separation standards to achieve RECAT-EU wake separation minima.
- Mixed Mode departure spacing optimised for the arrival aircraft type, Runway Occupancy Time and generic departure information.

A system using real time aircraft data to derive live wind information on Final Approach is utilised during AMM operations. When in stronger headwind conditions, a moderate reduction in separation distances from lead and follower aircraft may be observed in comparison to RECAT-EU distance based wake turbulence minima. For further details, refer to the AIC P 083/2020 www.nats.aero/ais.

- f) The system is designed to maximize arrival capacity at London Gatwick and to minimize noise disturbance in the areas overflown during the approach and aircraft commanders are requested to conform to low-power, low-drag procedures, including delays to the extension of wing flaps and undercarriage until the final stages of the approach.
- g) Missed Approach Procedures are contained on the Instrument Approach charts.

7 PRESSURE SETTINGS

- a) When below the Transition Altitude, pilots are to fly on the aerodrome QNH until established on final approach, at which point QFE or any other desired setting may be used.

8 RADAR FAILURE

- a) In the event of radar failure, fresh instructions will be issued to each aircraft under radar control and the procedures in paragraph 9 will be brought into use.

9 RADIO COMMUNICATIONS FAILURE AT THE RADAR UNIT

- a) If radio communication completely fails at the radar unit when aircraft are under Radar Control, pilots will revert to Aerodrome Control for fresh instructions.

10 APPROACHES WITHOUT RADAR

- a) When traffic is not being sequenced by Air Traffic Control, aircraft will be cleared from the holding areas to carry out the appropriate Initial Approach Procedures as outlined in AD 2-EGKK-7-17 and AD 2-EGKK-7-18.

11 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) RNAV SIDs are available only to aircraft which are equipped and operated in accordance with the requirements of JAA TGL-10, or equivalent, and approved by their State of Registry for RNAV 1 operations.
- i. In addition, RNAV 1 SIDs are only available to those aircraft that are either GNSS equipped or that have **DME/DME and INS/IRU with an automatic runway update**.
 - ii. Aircraft which are not capable/certified as detailed in (b) and (i) above shall fly the conventional navigation version of the SID as detailed in the appropriate charts in AD 6.
 - iii. There are no critical nav aids associated with the RNAV 1 SIDs assuming the use of GNSS or INS/IRU for initial guidance up to an altitude of 2000 FT. RNAV 1 SIDs are detailed in AD 6 together with appropriate navigation database coding tabulation.
 - iv. RNAV 1 SIDs are available for use, at ATC discretion, on a 24 hour basis (H24), unless otherwise stated on the chart.
 - v. RNAV 1 SIDs are clearly identified and distinguishable from conventional SIDs by the use of a specific suffix, which will be a 'Z' for 08R departures and an 'X' character for 26L departures. RNAV 1 SIDs are NOT available for use from Runway 26R/08L; Conventional Navigation SID will be issued by ATC for 26R/08L departures.
 - vi. Crews will be issued with an RNAV1 SID if their flight plan includes information such that the aircraft is RNAV1 capable. Crews shall request an ATC clearance for conventional SID route if unable to comply with RNAV1. On first RTF call after airborne, crews are to advise London Control/Gatwick Radar of the full SID designator as part of the requirements for initial calls on departure, e.g. "London Control, Fastjet 123 NOVMA 1X passing 2000 FT, climbing to altitude 4000 FT".
 - vii. Intersection departures **are** permitted for aircraft flying the RNAV SIDs. Aircrew flying aircraft that are not GNSS equipped and that are departing from an intersection shall ensure that the relevant actions have been taken on the flight deck so that the FMS has been updated and is informed that the aircraft will be departing from an intersection. This will ensure that the correct co-ordinates are used by the Inertial Navigation System / Inertial Reference Unit upon selection of TOGA and therefore reduce the risk of a map shift event on departure.
 - viii. Speed limits apply at specified waypoints for track containment purposes.
 - ix. Aircraft flying on RNAV 1 SIDs can expect to receive radar vectors from ATC as per the operating procedure for conventional SIDs.
- b) Conventional SIDs
- i. Conventional SIDs will be used for those aircraft which do not specify a preference for RNAV 1 SID clearance or for when an ATC clearance cannot be issued for the use of the RNAV 1 SIDs.
 - ii. Flights requiring M605 should plan BOGNA 1M/1V DCT HARDY.

12 SPEED LIMITATION

- a) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.
- b) If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.

13 SPECIAL VFR FLIGHTS

- a) Special VFR clearances for flights within the Gatwick CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR flights and will normally be given only to aircraft which carry RTF including the appropriate frequencies.

Note: Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements for Special VFR flights laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification in paragraph 1.2.

- b) The use of Special VFR clearances is intended to be confined to the following types of flight:
 - i. Light aircraft which cannot comply with full IFR requirements and wish to proceed to or from London Gatwick Airport;
 - ii. light aircraft which cannot comply with full IFR requirements and wish to transit the Gatwick CTR.
- c) Special VFR clearances to operate within the Gatwick CTR for the purpose of proceedings to or from London Gatwick Airport will not be granted to fixed-wing aircraft if the reported visibility at the Airport is less than 3 KM or the reported cloud ceiling is less than 1000 FT.
- d) Aircraft may be given a radar service whilst within the zone if, due to the traffic situation, ATC considers it advisable. It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable them to determine their flight path and to keep clear of obstacles, and to ensure compliance with the relevant low flying restrictions of SERA and the Rules of the Air Regulations 2015, with particular regard to SERA.3105 Minimum Heights, pilots must inform the radar controller if compliance entails a change of heading or height.
- e) Special VFR flights may be subject to delay when parts of their route are outside radar cover or when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to another aerodrome if necessary.

14 VISUAL REFERENCE POINTS (VRP)

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

15 FREQUENCY MONITORING CODE (FMC)

- a) Pilots operating in the vicinity of, but intending to remain outside the Gatwick controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Gatwick Director frequency, 126.825 MHz, are encouraged to select SSR code 7012.

505832N 0003428W - 510314N 0003730W - 511422N 0003506W - 511957N 0001917E - 511217N 0002018E - 510002N 0001541E - 505900N 0001333E - 505541N 0001007W - 505832N 0003428W.

- b) Selection of 7012 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Gatwick controlled airspace at all times.
- c) Whilst squawking 7012, pilots should be aware that Gatwick Director may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
- d) When a pilot ceases to maintain a listening watch, code 7012 shall be deselected.

EGKK AD 2.23 ADDITIONAL INFORMATION

1 MODE S BAROMETRIC PRESSURE SETTING DATA

- a) London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

EGKK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGKK-2-1

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

AD 2.EGKK-2-2

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING STAND COORDINATES

AD 2.EGKK-2-3

GROUND MOVEMENT CHART HOLDING AREAS - ICAO

AD 2.EGKK-2-4

AERODROME CHART CODE F AIRCRAFT GROUND MOVEMENT - ICAO

AD 2.EGKK-2-5

AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO

AD 2.EGKK-2-6

CONTROL ZONE AND CONTROL AREA CHART

AD 2.EGKK-4-1

REDHILL LOCAL FLYING AREA

AD 2.EGKK-4-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGKK-5-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L LAM 5P 5W (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) BARM1 1G TEBRA 2G KONAN 2G - ICAO
AD 2.EGKK-7-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MID 1X - ICAO
AD 2.EGKK-7-2

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) NEVIL 1G KUNAV 1G - ICAO
AD 2.EGKK-7-3

RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OTMET 1G VASUX 1G - ICAO
AD 2.EGKK-7-4

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AMDUT 1G ARNUN 1G - ICAO
AD 2.EGKK-7-5

RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TELTU 1G - ICAO
AD 2.EGKK-7-6

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DISIT 1G KIDLI 1G - ICAO
AD 2.EGKK-7-7

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ABSAV 1G GWC 1G - ICAO
AD 2.EGKK-7-8

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1G - ICAO
AD 2.EGKK-7-9

STANDARD INSTRUMENT ARRIVAL CODING TABLES BARM1 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
AD 2.EGKK-7-17

INITIAL APPROACH PROCEDURES ILS RWY 26L
AD 2.EGKK-7-18

INSTRUMENT APPROACH CHART ILS/DME RWY 08R - ICAO
AD 2.EGKK-8-1

INSTRUMENT APPROACH CHART LOC/DME RWY 08R - ICAO
AD 2.EGKK-8-2

INSTRUMENT APPROACH CHART RNP RWY 08R - ICAO
AD 2.EGKK-8-3

INSTRUMENT APPROACH CHART RNP RWY 08L - ICAO
AD 2.EGKK-8-4

INSTRUMENT APPROACH CHART ILS/DME RWY 26L - ICAO
AD 2.EGKK-8-5

INSTRUMENT APPROACH CHART LOC/DME RWY 26L - ICAO
AD 2.EGKK-8-6

INSTRUMENT APPROACH CHART RNP RWY 26L - ICAO
AD 2.EGKK-8-7

INSTRUMENT APPROACH CHART RNP RWY 26R - ICAO
AD 2.EGKK-8-8

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08L/R and 26L/R
AD 2.EGKK-8-9

EGKK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

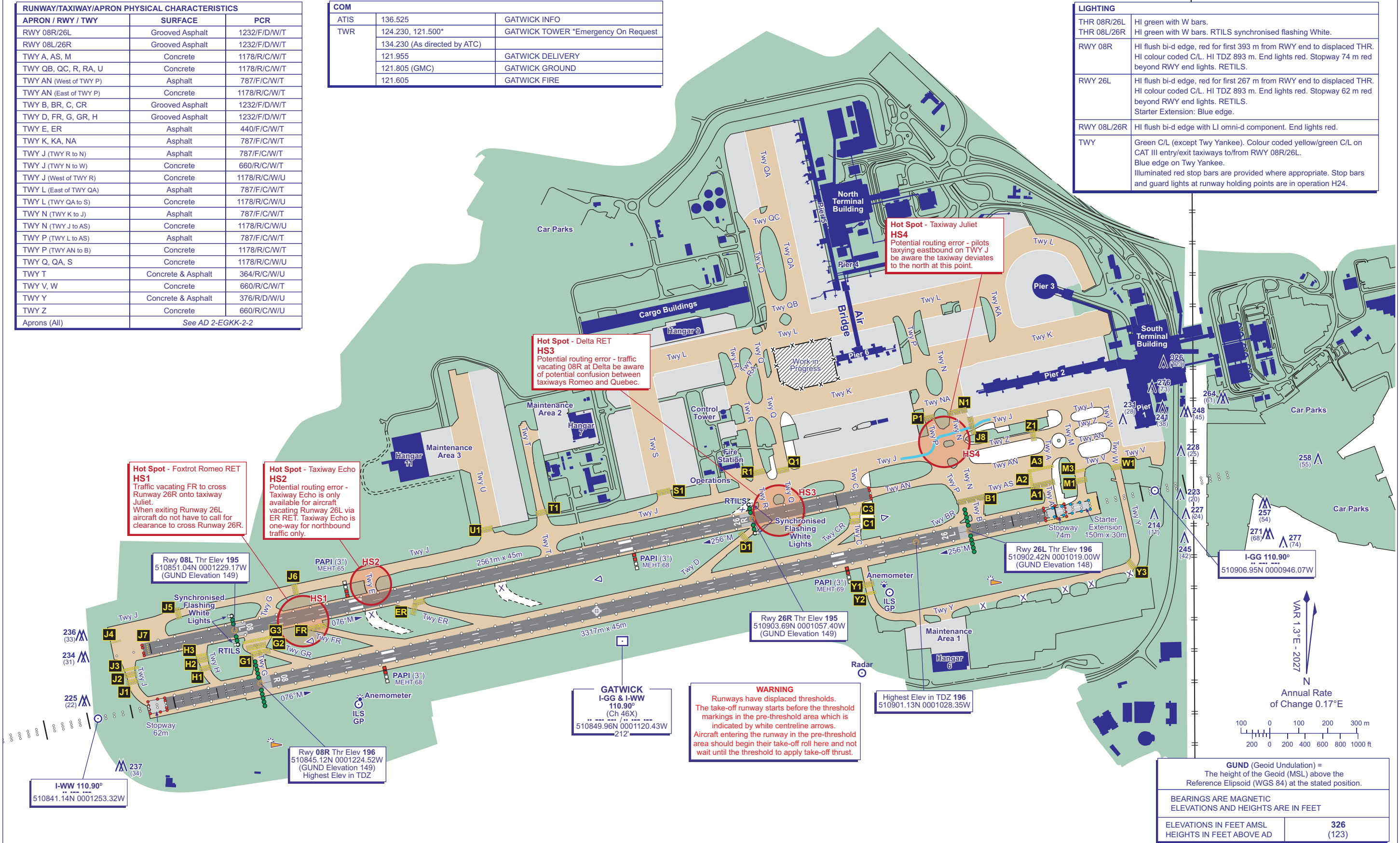
Not applicable

AERODROME
CHART - ICAO

ARP 510853N 0001125W

AD ELEV 203FT

LONDON GATWICK
EGKK



AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING
CHART - ICAO

ARP 510853N 0001125W

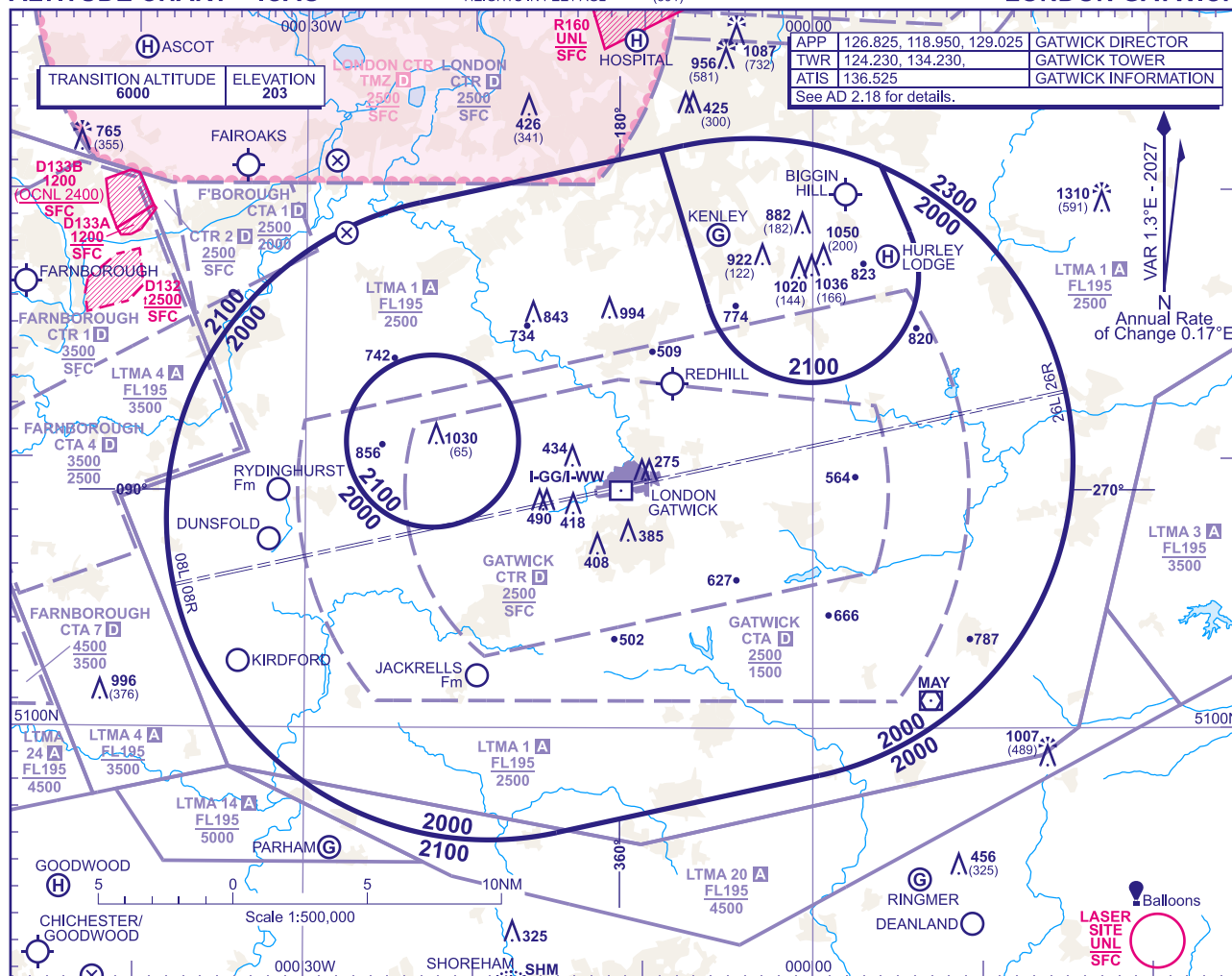
AD ELEV 203FT

LONDON GATWICK
EGKK



ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAOBEARINGS, 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:

- 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.
- 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.
- 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:

- within 5NM of the aircraft*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

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

LOSS OF COMMUNICATION PROCEDURES

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

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
- This chart may only be used for cross-checking of altitudes assigned while under ATC Surveillance control.**
- Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
- Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (11/26): NORTH WEST MSA REVISED. BIG, EPM, GWC, MID NAVAIDS REMOVED.

AERO INFO DATE 04 AUG 26

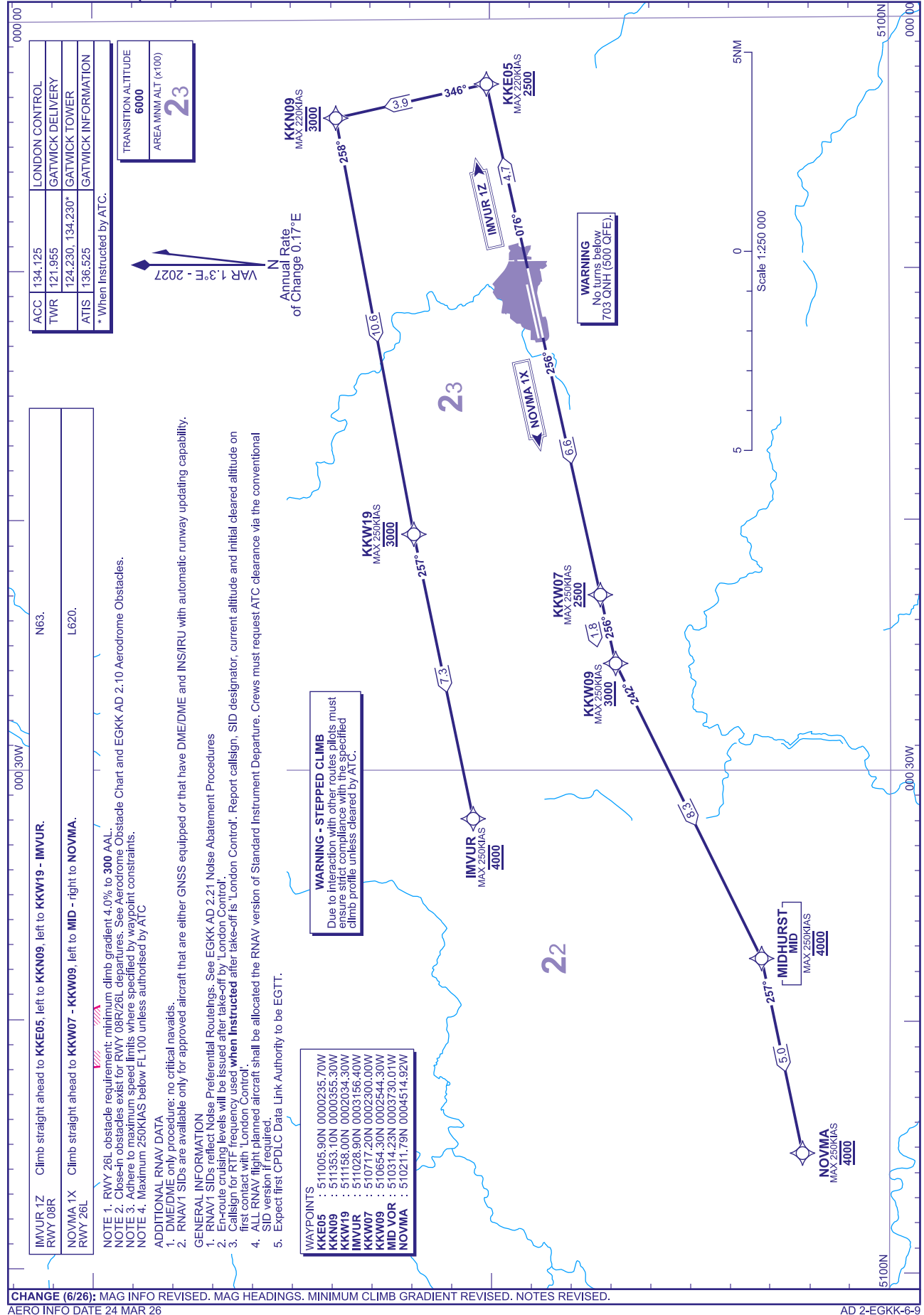
AD 2-EGKK-5-1

INTENTIONALLY BLANK

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

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

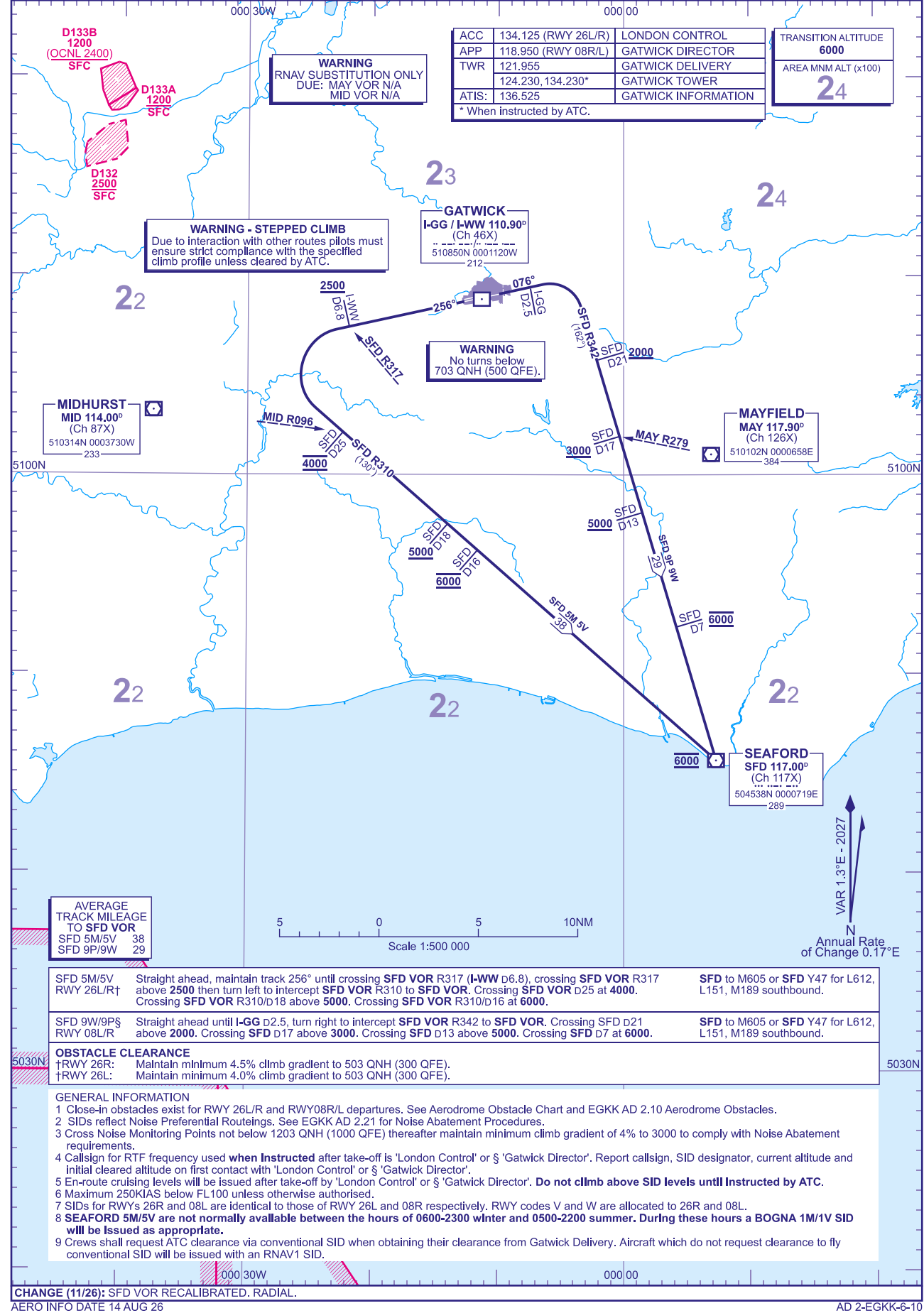
LONDON GATWICK
RWY 08R 26L
IMVUR 1Z NOVMA 1X



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

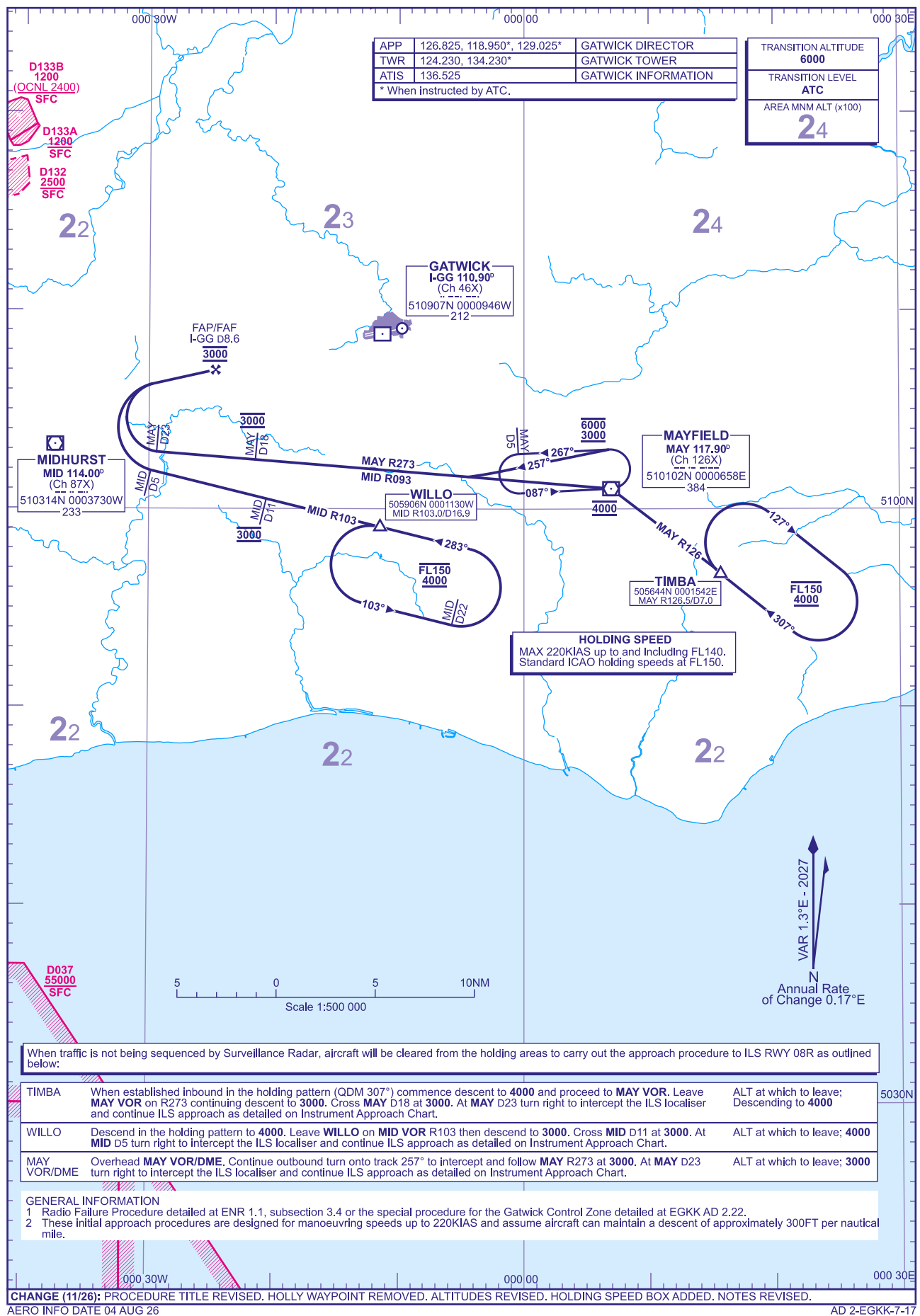
DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON GATWICK
RWY 08R/L 26L/R SFD 5M 5V 9W 9P
(RNAV SUBSTITUTION ONLY)



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

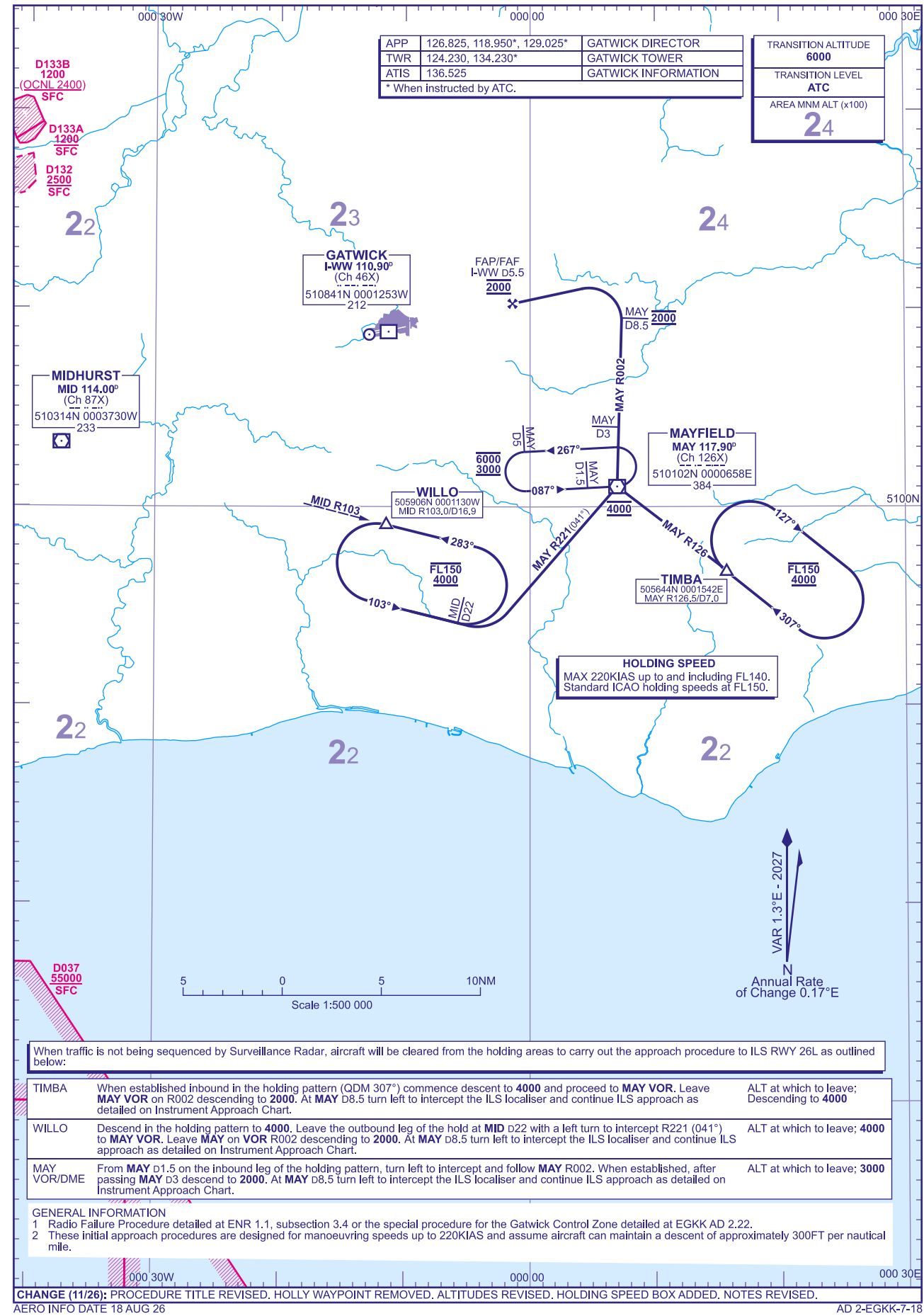
**LONDON
GATWICK**



INITIAL APPROACH PROCEDURES
ILS RWY 26L

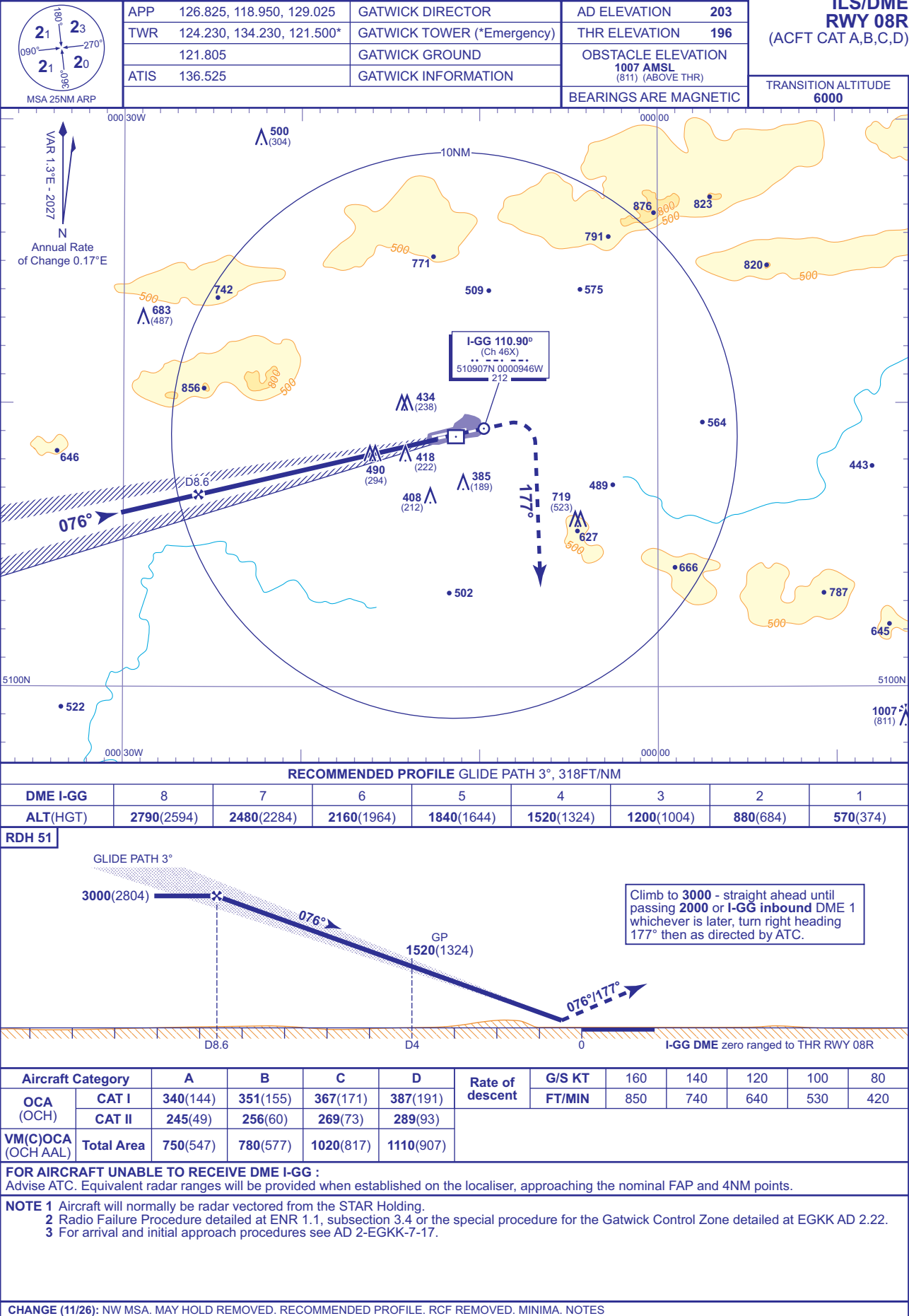
DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

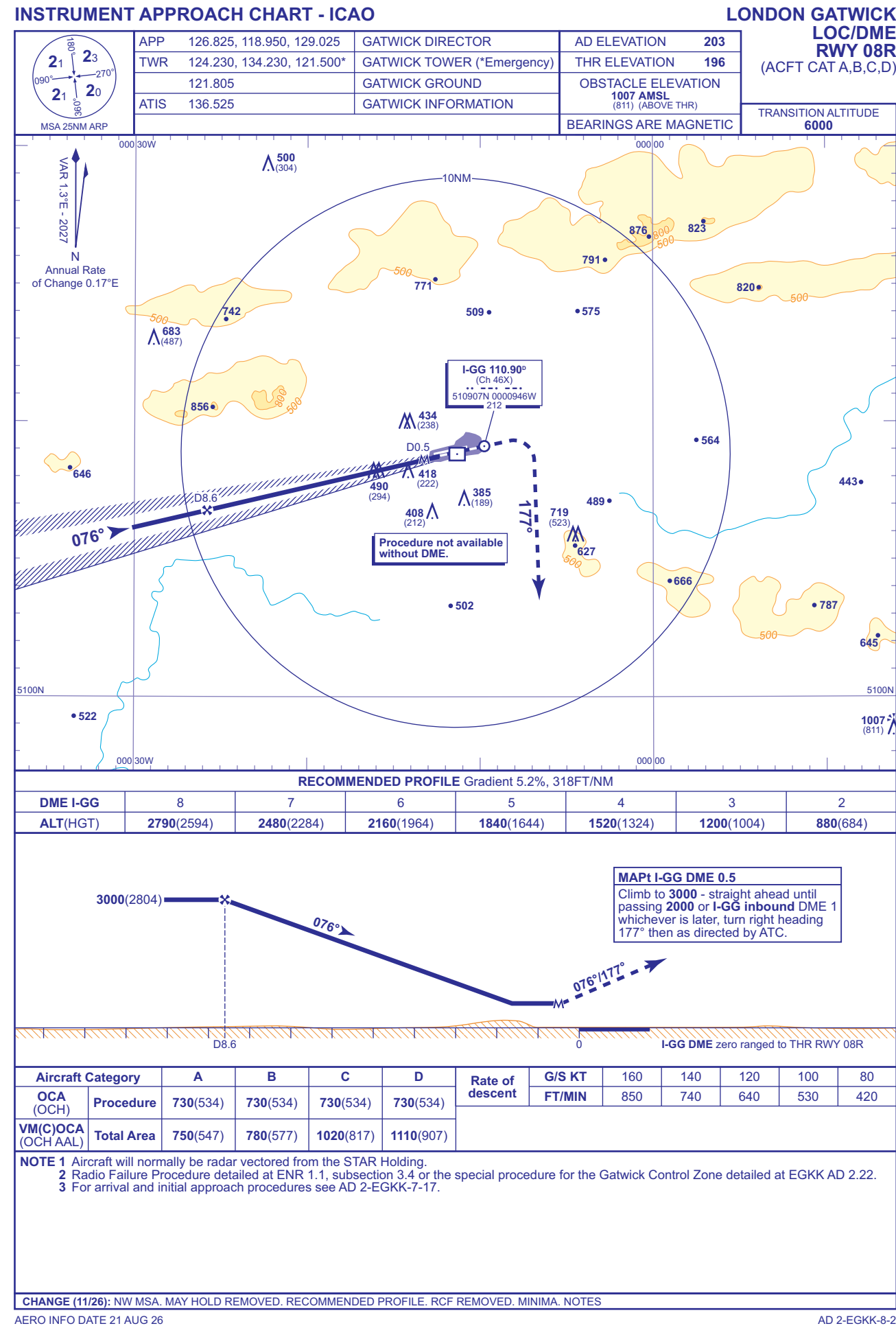
LONDON
GATWICK



INSTRUMENT APPROACH CHART - ICAO

LONDON GATWICK
ILS/DME
RWY 08R
(ACFT CAT A,B,C,D)

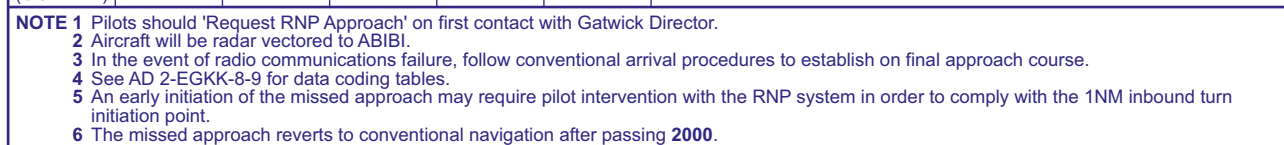




LONDON GATWICK

RWY 08R
(ACFT CAT A,B,C,D)

WAYPOINTS
ABIBI : 510627.14N 0002853.92W
K08RF : 510653.25N 0002548.08W
RW08R : 510845.11N 0001224.60W



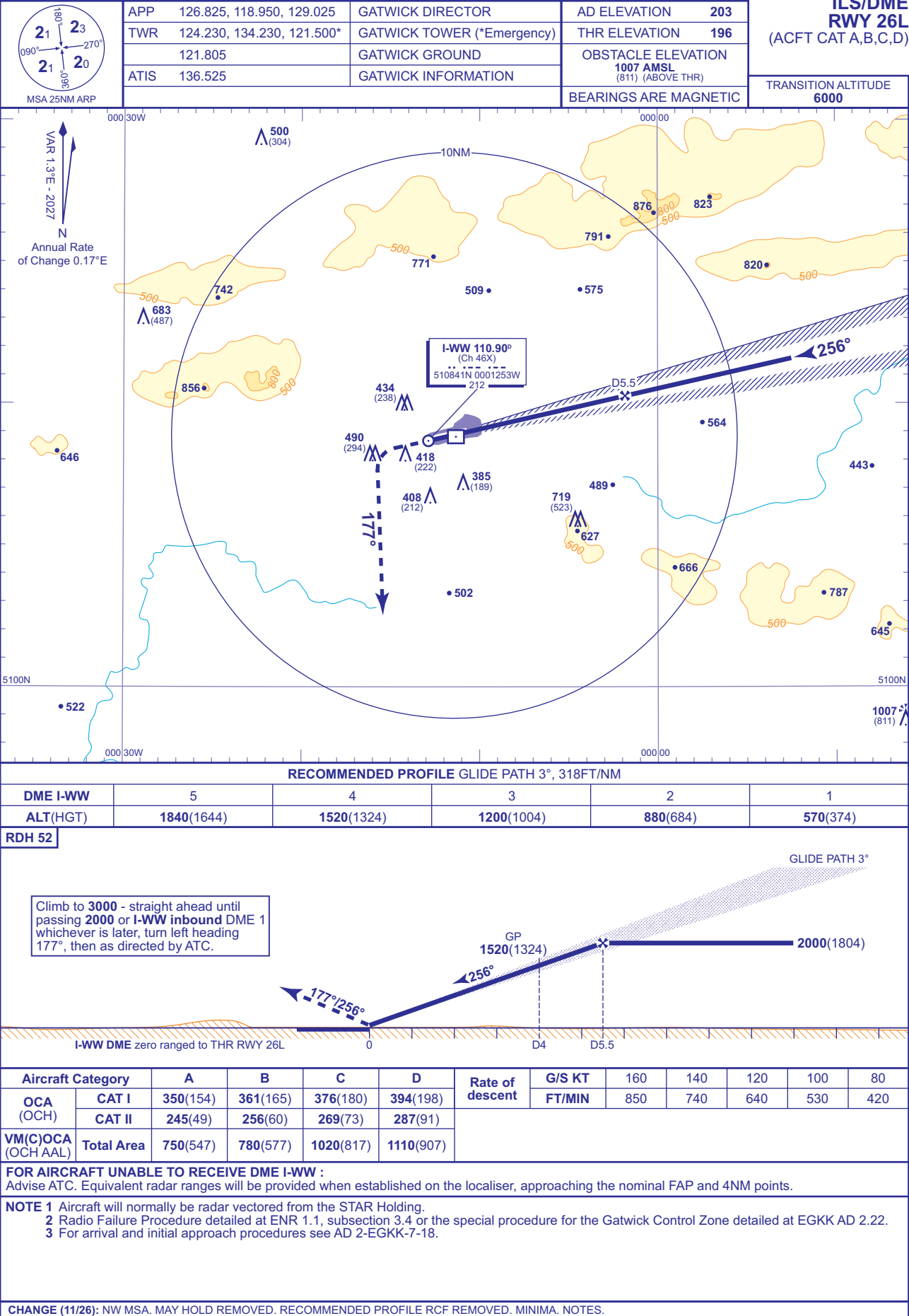
AD 2-EGKK-8-3

LONDON GATWICK



INSTRUMENT APPROACH CHART - ICAO

LONDON GATWICK
ILS/DME
RWY 26L
(ACFT CAT A,B,C,D)



LONDON GATWICK
LOC/DME
RWY 26L
(ACFT CAT A,B,C,D)



LONDON GATWICK

RWY 26L

(ACFT CAT A,B,C,D)

WAYPOINTS
OLEVI : 511117.40N 0000611.30E
K26LF : 511052.33N 0000305.46E
RW26L : 510902.43N 0001018.94W

VAR 1.3°E - 2027

Annual Rate of Change 0.17°E

MID 114.00^D
(Ch 87X)
-- .. --
10314N 0003730W
233

I-WW 110.90^D
(Ch 46X)
.. ..
510850N 0001120W
212

RW26L
MAPT

408 / (212)

77.

WILLO
006N 0001130W
R103.0/D16.9
D250.0/D14.0

MAY 117.90^D
(Ch 126X)
-- . - - . - -
510102N 0000658E
384

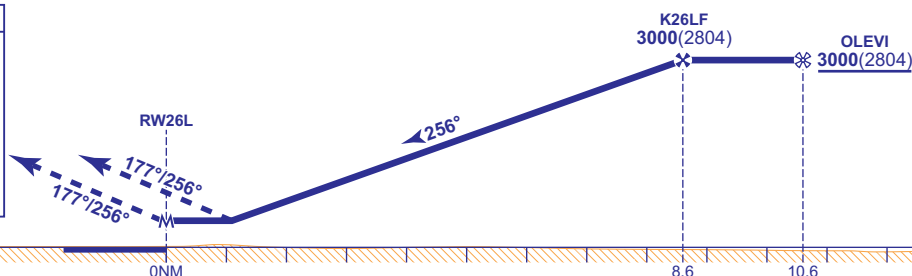
RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM.

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**.



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 (11/26): NW MSA.

AERO INFO DATE 05 AUG 26

AD 2-EGKK-8-7

LONDON GATWICK



EGLL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON CTR 513611N 0004133W - 513611N 0001253W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512013N 0001255W - 512013N 0003800W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513611N 0004133W	Upper limit: 2500 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT	-	See EGLL AD2.22, Flight Procedures, item 8 for details of Local Flying Areas. Hours: See AD 2.18. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non- Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
LONDON CTR TMZ 513611N 0004133W following the line of latitude to - 513611N 0001253W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512013N 0001255W following the line of latitude to - 512013N 0003800W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513611N 0004133W	Upper limit: 2500 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT	-	Procedures applicable to flights within the Transponder Mandatory Zone are detailed in GEN 1.5 paragraph 5.3 and EGLL AD 2.22.
LONDON HEATHROW ATZ A circle, 2.5 NM radius, centred at 512839N 0002741W on longest notified runway (09L/27R)	Upper limit: 2083 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT	H24	ATZ 2000 FT AAL.

EGLL 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	HEATHROW DIRECTOR	119.730	-	-	H24	
		120.400 When instructed by ATC.	-	-	H24	
		121.500 Emergency frequency O/R.	-	-	H24	
		127.525 When instructed by ATC.	-	-	H24	
		134.980 When instructed by ATC.	-	-	H24	
TWR	HEATHROW DELIVERY	121.980 Ground Movement Planning Departing aircraft are to make initial call to 'Heathrow Delivery' on this frequency.	-	-	H24	
	HEATHROW GROUND	121.705 DOC 5 NM/GND. Ground Movement Control.	-	-	As directed by ATC	
		121.855 DOC 5 NM/GND. Ground Movement Control.	-	-	As directed by ATC	
		121.905 DOC 5 NM/GND. Ground Movement Control.	-	-	As directed by ATC	
	HEATHROW TOWER	118.505 DOC 25 NM/4,000 FT.	-	-	H24	
		118.705 DOC 25 NM/4,000 FT.	-	-	H24	
		121.500 Emergency frequency O/R.	-	-	H24	
		124.480 When instructed by ATC.	-	-	H24	
RADAR	HEATHROW RADAR	121.500 Emergency frequency O/R.	-	-	H24	Outside the hours 0700-2030 (0600-1930) 125.625 MHz will be monitored by Thames Director: 0600-0700 (0500-0600) and 2030-2230 (1930-2130) or Heathrow Director: 2230-0600 (2130-0500).
		125.625 VFR and Special VFR flights in the London CTR and the London City CTR/CTA. DOC 60 NM/ 20,000 FT.	-	-	H24	
		127.525 When instructed by ATC.	-	-	H24	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	HEATHROW INFORMATION	113.750 DOC 60 NM/ 20,000 FT. Broadcast on Bovingdon VOR.	-	-	H24	
		117.000 DOC 70 NM/ 20,000 FT. Broadcast on Seaford VOR.	-	-	H24	
		128.080 DOC 60 NM/ 20,000 FT.	-	-	H24	
ATIS DEP	HEATHROW INFORMATION	121.935 DOC 5 NM/GND.	-	-	H24	-
OTHER	HEATHROW FIRE	121.605 When instructed by ATC. Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGLL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 1.24°E (2027)	IAA	110.300 MHz	HO	512839.71N 0002537.06W		(RWY 09L) Particular care should be exercised in selecting the appropriate ILS facility as more than one ILS will normally be radiating.
ILS/GP	IAA	335.000 MHz	HO	512843.50N 0002850.43W		(RWY 09L) 3° ILS Ref Datum Hgt 51 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.
ILS/LOC III 1.24°E (2027)	IBB	109.500 MHz	HO	512753.89N 0002541.63W		(RWY 09R) Particular care should be exercised in selecting the appropriate ILS facility as more than one ILS will normally be radiating.
ILS/GP	IBB	332.600 MHz	HO	512748.97N 0002840.54W		(RWY 09R) 3° ILS Ref Datum Hgt 50 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.
ILS/LOC III 1.22°E (2027)	ILL	109.500 MHz	HO	512753.14N 0002928.20W		(RWY 27L) False Capture may be experienced when approaching from the north and south. Particular care should be exercised in selecting the appropriate ILS facility as more than one ILS will normally be radiating.
ILS/GP	ILL	332.600 MHz	HO	512749.47N 0002620.00W		(RWY 27L) 3° ILS Ref Datum Hgt 56 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.
ILS/LOC III 1.22°E (2027)	IRR	110.300 MHz	HO	512838.88N 0002937.39W		(RWY 27R) Particular care should be exercised in selecting the appropriate ILS facility as more than one ILS will normally be radiating.

29 Oct 2026

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/GP	IRR	335.000 MHz	HO	512843.83N 0002617.50W		(RWY 27R) 3° ILS Ref Datum Hgt 58 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.
VOR/DME 1.24°E (2027) 0.6°E (2022)	OCK	100X 115.300 MHz	H24	511818.17N 0002649.86W	200 FT	RNAV Substitution Only. VOR DOC: 25 NM/25,000 FT and 35 NM/25,000 FT in the sector 114° to 289°. DME DOC: 70 NM/25,000 FT (90 NM/25,000 FT in Sector R059°-089°).
VOR/DME 1.22°E (2027) 1.0°E (2026)	LON	83X 113.600 MHz	H24	512914.09N 0002759.54W	113 FT	VOR DOC: 20 NM/50,000 FT (10 NM/50,000 FT in Sector R094-164, 35 NM/50,000 FT in Sector R064-094 and 40 NM/50,000 FT in Sector R254-289). There may be VOR bearing fluctuations in Sector R334-170. DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R254-314). DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM.
NDB 1.09°E (2027)	WOD	352.000 kHz	H24	512710.02N 0005243.68W		Range 25 NM.
VOR/DME 0.98°E (2027) 0.8°E (2024)	SAM	80Y 113.350 MHz	H24 Hours of operation for aerodrome purposes: HO	505718.90N 0012042.20W	64 FT	VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R249-084 and 40 NM/50,000 FT in Sector R359-034). DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314). On R202 VOR flag alarms and DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT.
NDB 1.15°E (2027)	BUR	421.000 kHz	HO	513108.44N 0004037.89W		RNAV Substitution Only. DOC: 15 NM except for Sector 340-020 where DOC is 30 NM.
NDB 1.20°E (2027)	CHT	277.000 kHz	HO	513723.32N 0003106.87W		Range 25 NM.
NDB 1.27°E (2027)	EPM	316.000 kHz	HO	511910.43N 0002219.12W		Range 25 NM.
ILS/DME	IBB	32X	HO	512749.74N 0002730.90W	93 FT	(RWY 09R) On AD. DME freq paired with ILS I-BB and I-LL. Zero range is indicated at THR of Runway 09R and 27L.
ILS/DME	ILL	32X	HO	512749.74N 0002730.90W	93 FT	(RWY 27L) On AD. DME freq paired with ILS I-BB and I-LL. Zero range is indicated at THR of Runway 09R and 27L.
ILS/DME	IRR	40X	HO	512843.84N 0002732.51W	99 FT	(RWY 27R) On AD. DME freq paired with ILS I-AA and I-RR. Zero range is indicated at THR of Runway 09L and 27R.
ILS/DME	IAA	40X	HO	512843.84N 0002732.51W	99 FT	(RWY 09L) On AD. DME freq paired with ILS I-AA and I-RR. Zero range is indicated at THR of Runway 09L and 27R.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 1.39°E (2027) 1.1°E (2024)	BIG	98X 115.100 MHz	H24	511951.15N 0000205.32E	589 FT	VOR DOC: 20 NM/50,000 FT (30 NM/ 50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.
VOR/DME 1.41°E (2027) 1.1°E (2025)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/ 50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
VOR/DME 1.58°E (2027) 1.6°E (2026)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R288-028 and 45 NM/50,000 FT in Sector R248-288). DME DOC: 60 NM/50,000 FT.
VOR/DME 1.20°E (2027) 1.0°E (2024)	MID	87X 114.000 MHz	H24	510314.23N 0003730.01W	233 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R354-164). DME DOC: 60 NM/50,000 FT (100 NM/ 50,000 FT in Sector R239-359).
VOR/DME 1.44°E (2027) 1.4°E (2025)	MAY	126X 117.900 MHz	H24	510101.86N 0000658.04E	384 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R259-329 and 35 NM/25,000 FT in the Sector R059- 094). DME DOC: 40 NM/25,000 FT (60 NM/ 25,000 FT in Sector R104-164). Due to terrain, coverage at low level is reduced in Sector R314-039.
VOR/DME 1.18°E (2027) 1.3°E (2025)	BNN	84Y 113.750 MHz	H24	514334.19N 0003259.10W	558 FT	VOR DOC: 20 NM/50,000 FT (30 NM/ 50,000 FT in Sector R329°-084° and 40 NM/50,000 FT in Sector R084°- 119°). DME DOC: 60 NM/50,000 FT.

EGLL AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Use governed by regulations applicable to the London CTR.
- b) The following conditions and procedures apply to single-engined and light twin-engined aircraft not fully equipped with radio apparatus (including ILS receiver) as specified at GEN 1.5 but carrying at least the VHF RTF frequencies to permit communication with London (Heathrow) Airport Approach/Director/Radar, Tower and Ground Movement Control:
 - i. The flight must be made on a VFR or Special VFR clearance under the weather conditions and along the routes specified in the EGLL AD 2.22, paragraph 12.
 - ii. The first VHF RTF communication with Approach Control must include the words 'Customs required' if the flight is an international one.
- c) An operator which has not operated a scheduled service or a series charter service from Heathrow prior to 1 November 1992 shall only be permitted to commence a scheduled service or a series charter service from Heathrow to a destination which was not served from the airport by any operator in the twelve months prior to 1 November 1992 if any jet aircraft to be used meets the requirements ICAO Annex 16, Chapter 3.
- d) When applying for permission to commence a service falling within the terms of this Condition, documents attesting that jet aircraft comply with Chapter 3 Noise certification standards must be produced. If these documents are not produced the aircraft will be regarded as a non Chapter 3 aircraft.
- e) All flights are at all times subject to PPR within the terms of the Heathrow Rule 1 Traffic Distribution Rules 1991. The filing of a flight plan with NATS or receipt of an ATC clearance does not constitute permission to use London Heathrow.
- f) Availability: H24, subject to the approval of the Director of Operations, Heathrow Airport Ltd, and the acceptance of the flight by the coordinator (Airport Co-ordination Ltd). For the purposes of this paragraph, Scheduled Flights shall mean: commercial passenger flights; commercial all-cargo flights; positioning flights to operate a planned commercial service or to undergo essential maintenance; ambulance flights; other non-commercial flights operated in support of commercial operations including but, not limited to, air tests, training flights, technical stops. Subject to paragraph (g), the airport may not be used by aircraft other than those engaged on Scheduled Flights unless:

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- i. prior written permission and a clearance number for each flight is obtained from the Director of Operations, Heathrow Airport Limited; and
- ii. a slot has been obtained in advance of each movement from the airport co-ordinator.

Applications for prior permission must be made in writing not more than 10 days and not less than 24 hours before the proposed flight to the Director of Operations, The Compass Centre, Nelson Road, Heathrow Airport, Tel: 020-8757 4470. Once permission has been granted to an operator for a particular operation, permission will be deemed granted on subsequent occasions provided there is no material difference in the type of operation (in such cases a further application for prior permission must be made as above) and provided that the Director of Operations shall not have revoked the permission, which he shall be able to do in his absolute discretion.

Applications for a slot must be made not less than 24 hours before the proposed flight, and should be addressed to the Manager, Airport Co-ordination LTD, by Tel: 020-8564 0613, Fax: 020-8564 0690, available during office hours; or by email: LONACXH@acl-uk.org.

Both applications must include the following information.

- i. Aircraft owner/operator;
- ii. Aircraft type and registration;
- iii. Origin and/or destination;
- iv. ETA and ETD;
- v. Number of passengers;
- vi. A handling agent (Airline Operator or Handling Agent based at Heathrow) is a requirement for all flights including general aviation and helicopter movements;
- vii. Purpose of flight.

Use is also subject to limitations imposed by Night Noise Restrictions (see current supplements).

- g) For the purposes of this paragraph (g), 'General or Business Aviation' shall mean any air traffic not falling into any of the following categories:

- i. Scheduled Flights (as defined in paragraph (f));
- ii. Air-Taxi Services which shall mean: non-scheduled air transport operations for hire or reward in the case of passenger air transport operations where the seating capacity of the aircraft used exceeds 10;
- iii. Official Flights which shall mean: any traffic engaged on the King's flight or on flights operated primarily for the purpose of the transport of Government Ministers or visiting Heads of State or dignitaries from abroad.

Operators of General or Business Aviation aircraft may not operate at any time unless:

- i. they obtain prior written permission to do so from the Director of Operations, Heathrow Airport Limited; and
- ii. they obtain a slot in advance of each movement also from the airport co-ordinator; and
- iii. irrelevant of their time of arrival and departure, they operate the movement (departure and arrival) to the approved slot time.

Those who fail to comply with (g) (i), (ii), or (iii), are liable to be prohibited from operating thereafter, unless the Director of Operations, Heathrow Airport Limited is satisfied that the movement amounted to an emergency or other circumstances beyond the control of the operator or the commander of the aircraft.

Applications for prior permission must be made in writing not more than 10 days and not less than 24 hours before the proposed flight to the Director of Operations, The Compass Centre, Nelson Road, Heathrow Airport, Tel: 020-8757 4470. Once permission has been granted to an operator for a particular operation, permission will be deemed granted on subsequent occasions provided there is no material difference in the type of operation (in such cases a further application for prior permission must be made as above) and provided that the Director of Operations shall not have revoked the permission, which he shall be able to do in his absolute discretion.

Applications for a slot must be made not less than 24 hours before the proposed flight, and should be addressed to the Manager, Airport Co-ordination LTD, by Tel: 020-8564 0613, Fax: 020-8564 0690, available during office hours; or by email: LONACXH@acl-uk.org.

- i. Aircraft owner/operator;
- ii. Aircraft type and registration;
- iii. Origin and/or destination;
- iv. ETA and ETD;
- v. Number of passengers;
- vi. A handling agent (Airline Operator or Handling Agent based at Heathrow) is a requirement for all flights including general aviation and helicopter movements;
- vii. Purpose of flight.

Flights for recreational, commemorative, charity and record breaking purposes, light twin engined private aircraft and all light single engined aircraft will not be permitted to use the airport. 'Light aircraft' shall be defined as any aircraft that has a maximum gross take-off weight of 12,500 lb (5,670 KG) or less.

- h) Diversion Procedure – Airlines and other operators are advised to avoid filing London Heathrow as an alternate. However, where this is unavoidable, they are required to have made arrangements for ground handling with an airline from the appropriate terminal. It should be noted that during the night, ground handling facilities are very limited without prior arrangement. Nothing in this procedure shall, however, prevent an aircraft that has declared an emergency from landing.
- i) The operation of the Antonov An225 is subject to prior approval of the Airside Operations AfDM, Tel: 0208-745 7373.

- j) Fixed-wing and rotary aircraft using London Heathrow Airport do so in accordance with the Heathrow Conditions of Use document. A copy of the document is available at www.heathrowairport.com.
- k) In order to provide a stable and deliverable schedule during times of disruption Heathrow Airport Ltd, in agreement with the AOC and Airline Operators (AOs), has developed the following mechanisms to assist with both short term and longer-term disruption. These interventions aim to minimise the impact of disruption to passengers and the local community, whilst providing participating airlines with the ability to pre-tactically cancel flights in advance of expected disruption and thus minimise the risk of tactical cancellations. Interventions are managed on behalf of Heathrow Airport by the Aircraft Operations Duty Manager (AODM). The AODM is available H24 via tel +44(0)208-757 3501.
 - i. Level One intervention – tactical tools and methodologies used to minimise the impact of short term capacity issues. These are applied under BAU conditions;
 - ii. Level Two intervention – When inclement weather is forecast the AODM, in conjunction with ATC, will assess the risk to the normal operations of the airfield. If disruption is expected the AODM will convene a conference call with the top 23 airlines (in terms of ATMs) where it may be agreed that airlines are required to make a pre-tactical reduction in their schedules. Heathrow may also decide not to accept diversions during a period of disruption, and ad-hoc slots may be suspended. All outcomes will be communicated via NOTAM. Airport Coordination Limited (ACL) is responsible for monitoring the utilisation of slots and applying the “use it or lose it” (80:20) rule as required under the European Union Regulation 95/93 amended by 794/2004. ACL will review each activation of the Demand v Capacity process on a case by case basis. ACL will look favourably on those air carriers that comply with the request by the airport to cancel in advance of predicted disruption following the issuing of a NOTAM and will provide alleviation for 80:20. ACL will review cancellations that occur in the same way it would for any other disruption, which may lead to further alleviations.
 - iii. Level Three intervention – if inclement weather is forecast for a more prolonged period (generally in excess of 24 hours) or if the airport has experience a loss of critical resource, systems or infrastructure and disruption is expected to last for greater than 24 hours the Head of Operations would instigate Heathrow Airport Demand and Capacity Balancing (HADACAB). A conference call is held with the top 50 airlines (in terms of ATMs) and under the Terms and Conditions of use of Heathrow a schedule reduction is mandated. Such reductions are also considered for 80:20 alleviation. Generally, a Level Three Intervention is preceded by a Level Two intervention.
 - iv. Level Four intervention – in the event of the loss of a significant asset or processing agent (including staff) resulting in disruption that is expected to last for a prolonged period (such as loss of terminal, loss of runway) then the Head of Operations would instigate Heathrow Airport Demand and Capacity Balancing (HADACAB). A conference call is held with all airlines and under the Terms and Conditions of use of Heathrow a schedule reduction is mandated. Such reductions are also considered for 80:20 alleviation. A Level Four intervention may not necessarily be preceded by a Level Two or Three intervention.

2 GROUND MOVEMENT

a) General

- i. Ground Movement Control (GMC) is in continuous operation and all surface movement of aircraft, vehicles and personnel on the Manoeuvring Area is subject to ATC authority. Some vehicles are permitted to operate on taxiways without being under positive control from ATC. These vehicles are said to be ‘free ranging’ and must give way to aircraft at all times, maintaining a listening watch on the relevant GMC frequency.
- ii. Directions issued by ATC should be followed specifically. RTF transmissions must be brief, concise and kept to the minimum number.
- iii. Within the Movement Area, pilots will be cleared to and from the aircraft stands under general direction from GMC. Pilots are reminded of the extreme importance of maintaining a careful lookout at all times.
- iv. Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in the apron cul-de-sacs, where jet blast can affect adjacent stands.
- v. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting system is an aid to pilots when they are operating on the manoeuvring area during darkness or in poor visibility. Notwithstanding the taxiway lighting system, pilots continue to remain responsible for wing tip clearance.
- vi. In promulgated holding areas, ATC may require aircraft to pass each other. Avoidance of other aircraft is the responsibility of the flight crew involved. If doubt exists as to whether other aircraft can be safely overtaken, aircraft must stop, advise ATC, and request ATC for alternative instructions.
- vii. Heathrow Airport is equipped with an advanced surface movement radar utilising Mode-S.
 - 1. Aircraft operators intending to use London Heathrow Airport should ensure that Mode S transponders are able to operate when the aircraft is on the ground.
 - 2. Flight crew should select XPDR, or equivalent, AUTO if available, and the assigned code:
 - a) From the request to push back or taxi, whichever is earlier;
 - b) After landing, continuously until the aircraft is parked on stand.

After parking the Mode A code 2000 must be set before selecting OFF or STDBY.
 - 3. 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 push back or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.
- viii. Pilots are required to inform Heathrow Delivery if the aircraft livery conflicts with the aircraft callsign.
- ix. For the safety of ground personnel, flight crews are requested not to flash or illuminate nose gear lights whilst on stand without prior warning to ground crew.

b) Manoeuvring Area

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- i. The manoeuvring area designation system is illustrated on page AD 2-EGLL-2-1. The taxiway designation system uses alphabetical letters to identify main taxiways. Stub taxiways that connect main taxiways are designated as 'Link'. The runway holding areas have named reporting points. Entrance/exits for the runways have alpha/numeric designations'.
- ii. The Manoeuvring Area is equipped with the following forms of taxiway guidance:
 1. Yellow painted taxiway centre-lines;
 2. Yellow painted holding position lines at the approach to runways;
 3. Yellow painted special holding position lines related to runway protection in CAT II/III;
 4. Green taxiway centre-line lights and red stopbars controlled from the Tower;

(aa) During the hours of darkness or reduced visibility. Aircraft may be requested to 'follow the greens', in addition to being given a verbal clearance limit. This means aircraft should follow the green centre-line lights, until either the verbal clearance limit or a red stop bar is reached. Aircraft should not proceed past a verbal clearance limit without ATC approval, even if no red stop bar exists.

(bb) During daylight hours red stop bar lights will be illuminated at each runway entry point. Aircraft must not proceed past until the stop bar is extinguished and ATC permission is received. No green centre-line lights are provided during daylight hours.

5. An illuminated red stopbar means STOP. Aircraft must not proceed until the stopbar is extinguished and ATC permission is received;
 6. Runway Guard Lights: Pairs of alternately flashing ground mounted yellow lights at each side of the taxiways, where they connect with a runway, operate H24.
- iii. Ground movement of large aircraft:
 1. A380 aircraft – taxiway routes available to the A380 are shown on chart AD 2-EGLL-2-3, marked in yellow. In addition, B747-800 aircraft are permitted to use taxiway Sierra west of S6 and Link 41. Reduced 'taxiway centre-line to object clearance' of 49 M applies on the following taxiways: Bravo between Foxtrot and Link 11; Echo between Bravo and Link 36; Whiskey between Sierra and Tango; Sierra between SY6 and Tango. Reduced clearance of 47.5 M to an airside road to the east of Taxiway Alpha at MORRA. Pilots are to ensure that aircraft remain on the taxiway centre-line at all times, it is recommended that judgemental steering is used at all times when manoeuvring on the taxiways. Pilots are to use minimum power when manoeuvring in Terminal 4.
 2. Pilots of Code E aircraft must exercise caution when using Taxiway Sierra between Reporting Point SY6 and Taxiway Z as wing tip clearances to the south are minimal.
 3. All B747/400 aircraft on Taxiway Zulu must be under tow.
 4. Aircraft Code E and above - it is recommended that flight crews use judgemental steering at all times when manoeuvring on the taxiways. These aircraft are not permitted to use the following route; Eastbound on Taxiway Sierra at NESSY - turning right onto Link 41 to face west and vice-versa.
 - iv. Code E taxiway-taxiway separation of 80 M is not met as follows: Taxiways Alpha-Bravo between Hotel and AY5.
 - v. Code E taxiway to stand, or taxiway to object separation of 43.5 M is not met to the east of Taxiway Foxtrot between F1 and Taxiway Golf (42.5 - 43 M), and to the south of Taxiway Sierra between SY6 and Taxiway Z (37 M).
 - vi. Code F taxiway to stand, or taxiway to object separation of 51 M is not met to the south of Taxiway Bravo (N) between stands 336 and 357 (49 M).
 - vii. Taxiway Yankee between HANLI and Taxiway Alpha is restricted to aircraft with a maximum size of Code C.
 - viii. Link 56 restricted to aircraft with a maximum size Code D.

c) Engine Ground Running

Accountability for the control of ground noise at Heathrow rests with Heathrow Airport Limited (HAL). Various restrictions regarding aircraft operations are related to the planning conditions (as amended) for Terminals 4 and 5. In addition, the running of Auxiliary Power Units is controlled.

i. Operations at Terminal 4

1. **Stands 401-403 and 429-432**, except in an emergency, **between 2330 (2230) and 0600 (0500)**; no use of aircraft engines shall be permitted to, from or onto these stands;
2. **Taxiway route 'S' east of 'V' apron or through 'Link 41' to S1 and reverse**. Aircraft are prohibited from accessing and departing from the terminal site by taxiing on the route above between 2330 (2230) and 0600 (0500) except in an emergency or as a consequence of essential maintenance work on the alternative access routes.

ii. Operations at Terminal 5

Between 2330 (2230) and 0600 (0500):

1. Aircraft arriving at Terminal 5 and those scheduled to depart in that period, will use stands closest to the centre of the site in preference to outer stands;
2. Taxiing operations to the north and south of the T5 application site will be restricted to inner taxiways only, except in an emergency or for the maintenance of the runway and taxiway system.

iii. Hierarchy of power sources

The following hierarchy of power sources must be followed:

1. FEGP - to be used whenever supplied and serviceable;
2. GPU - only to be used when FEGP is not supplied or the unit is unserviceable;
3. APU - only to be used when neither FEGP nor GPU is supplied or both units are unserviceable.

iv. **Auxiliary Power Units (APU) procedures**

1. APU must be shut down at the earliest opportunity on arrival on stand.
2. APUs are not permitted to be used between 2330-0600 (2230-0500) on:

Cargo Area stands 601-609 and 614-616;

Stands 401-403 and 429-432, except in an emergency.

3. No APU is to be left running unless either a qualified person is in attendance or the APU has both an auto-shut down and auto-extinguishing facility.

v. Restrictions on the use of APUs are:

	Before Estimated Time of Departure - start	Arrival terminating operation - shut down
Narrow Body Aircraft	No more than 15 minutes †	10 minutes after arrival on stand †
Wide Body Aircraft (B747, B767, B777, B787, MD11, A300, A310, A330, A340)	No more than 30 minutes †	10 minutes after arrival on stand †
A380	No more than 60 minutes †	15 minutes after arrival on stand †

† Exemptions to these restrictions are:

1. When the aircraft is scheduled to be towed, the APU may be started if no other external power source is available but no earlier than 10 minutes prior to the planned movement.
2. When the planned towing movement as specified under 1 is delayed due ATC, then the APU may be left running.
3. Where no fourth FEGP plug is available on stand, A380 aircraft are permitted to use a GPU to support FEGP usage.
4. If the ambient cabin temperature is too high and the PCA (Pre-conditioned Air) is unable to bring the temperature to a desired value after an extended period of use, or the PCA cannot be used/is not available, such as during a strong wind warning (as promulgated through AOP (Airport Operations Plan) and the Airport Community Apps). APU may be used 30 minutes before ETD for Narrow-bodied Aircraft.
5. If the ambient cabin temperature is too high and the PCA is unable to bring the temperature to a desired value after an extended period of use, or the PCA cannot be used/is not available, such as during a strong wind warning (as promulgated through AOP and the Airport Community Apps). APU may be used 55 minutes before ETD for Wide-bodied Aircraft (Except for A380).
6. If the ambient cabin temperature is too high and the PCA is unable to bring the temperature to a desired value after an extended period of use, or the PCA cannot be used/is not available, such as during a strong wind warning (as promulgated through AOP and the Airport Community Apps). APU may be used 90 minutes before ETD for A380.

- vi. If an Airline wishes to make use of the Engine Ground Run pens they should contact British Airways maintenance control on 020-8513 0880. Requests will only be accepted when there is spare capacity.

d) **Runway Crossing Procedure (Runway 09R/27L)**

- 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 revert to the GMC frequency for further clearance. In the absence of further clearance pilots should turn onto the first available taxiway and come to a stop.

e) **Start-up Procedures**

i. General

1. ATC are responsible for clearance delivery as a separate function from Ground Movement Control (GMC). **Pushback approval must be obtained from GMC.** Pilots who wish to start engines on stand must request permission from GMC. Pushback approval includes permission to start engines during pushback.
2. Pilots are to report their aircraft type, stand number, QNH and the identification letter of the received ATIS information on first contact with 'Heathrow Delivery'.
3. All jet aircraft are to advise ATC if, for any reason, they are unable to accelerate after noise abatement procedures to 250 KT.
4. Any jet aircraft with a minimum clean speed of greater than 250 KT must inform Heathrow Delivery.

5. In Terminal 5 only (T5A, T5B, T5C and T5D Stands 501-596), Ramp Information Display System (RIDS) screens are situated in proximity to the head of stand area. The information provided on each screen will be unique to the flight on stand at any given time and will provide turnaround status information to the flight crew. The screens are for **information only and are not to be mistaken for Visual Docking Guidance System (VDGS)**.

ii. **Airport - Collaborative Decision Making (A-CDM)**

1. TOBT/TSAT

(aa) Pilots should take note of the **TSAT** which they receive from their AO/GH or ATC and comply with it;

(bb) **If TOBT or TSAT** can no longer be met, at any time, then TOBT must be updated by AO/GH;

(cc) Pilot should ensure that the flight is ready to depart at **TOBT (window of -5 to +5 minutes)**.

2. Start Request - Heathrow Delivery

(aa) Pilot should report ready to Heathrow Delivery at **TOBT (window of -5 to +5 minutes)**;

(bb) ATC will then **approve start** or in the case of a delay will **advise the TSAT**;

(i) Pilots to monitor the frequency from this point, as TSAT can improve up to TOBT;

(ii) Start approval will be issued, based on TSAT and the prevailing traffic situation;

(iii) Pilots will be informed of an ATC delay to TSAT in excess of 5 minutes.

(cc) If at **TOBT + 5 minutes** ATC have not received a start up request the aircraft may lose its position in the sequence.

(i) ATC will advise the pilot that a new TOBT is required;

(ii) Once the new TOBT is entered the flight will be re-sequenced according to a new TOBT, with a subsequent delay;

(iii) The aircraft will not be allowed to depart until a valid TOBT is entered and revised TSAT given and complied with.

3. Pushback Request - Heathrow Ground

(aa) Pushback/Start clearance must be requested from Ground no later than 5 minutes after being transferred from Delivery;

(bb) If unable to meet this constraint, the aircraft will not be allowed to pushback. A valid TOBT must then be issued by the AO/GH and ATC will then issue a revised TSAT.

4. Remote Holding Request

(aa) If an eligible AO is aware of a CTOT and wishes to take the delay on a taxiway rather than on the stand, then they should contact the Heathrow Operational Efficiency Cell on +44 (0)208-750 2636 to arrange it;

(bb) In this instance, the TSAT will be adjusted to allow the aircraft to be transferred to GMC earlier for the remote hold.

5. Aircraft De-icing Requirements.

(aa) Annually, Heathrow publishes an Aircraft De-icing Plan (HADIP). All airline operators should ensure that they have read and understood this document. A copy of the plan can be downloaded from www.heathrow.com/airside.

(bb) During periods of high demand for de-icing, Heathrow activates the A-CDM 'Winter Module' which includes aircraft de-icing rig allocation capability.

(cc) In order to request de-icing, pilots should follow their company's standard procedure. In accordance with Heathrow's de-icing plan, operators will enter the requirement for de-icing into A-CDM, which will ensure that de-icing resources are allocated appropriately. If the aircraft is to be de-iced remotely, operating companies will pass this information to pilots prior to push. Remote de-icing facility locations are shown on chart AD 2-EGLL-2-8.

(dd) When doors are closed and ready to commence de-icing on gate, pilots must call Heathrow Delivery stating "Ready for de-icing". This call must be made at +/- 5 minutes from TOBT.

(ee) Once de-icing on the gate is complete, pilots should call Heathrow Delivery again, stating 'De-icing complete, ready to push and start'.

(ff) Pilots who have been allocated a remote de-icing area should contact Heathrow Delivery, stating 'Ready to push and start for remote de-icing'.

6. Coordination with Eurocontrol NM.

A permanent and fully automatic data exchange with the Eurocontrol NM (Network Management) is established. This data transfer enables highly accurate early predictions of landing and departure times. Furthermore, this allows for more accurate and efficient calculation of the CTOT due to the use of local target take-off times.

The following system-to-system messages are used:

Messages sent by NMOC to Airport via Publish & Subscribe Service:

- Flight Plan Messages;
- Flight Data Messages.

Messages sent by Airport to the NMOC for arrival flights:

- General Arrival Planning Information Messages (G-API) - up to 48 hours before the flight.

Messages sent by Airport to the NMOC for departure flights:

- Predicted Departure Planning Information Messages (P-DPI) - up to 48 hours before the flight;
- Early Departure Planning Information Messages (E-DPI);
- Target Departure Planning Information Messages (T-DPI);
- ATC Departure Planning Information Messages (A-DPI);
- Cancel Departure Planning Information Messages (C-DPI).

The basic Eurocontrol NM procedures continue to apply.

These DPI and API messages include TOBT, TSAT, TTOT as well as information on the arrival or departure flights and airport resources. The Network Operation will consider these TTOT when updating flight profile in its system and will try to adjust the CTOT accordingly, if possible. With the introduction of P-DPI and G-API messages exchanged with NM Systems, those messages may impact the ATFM Network earlier than the start of A-CDM (EOBT-3h) and up to 48 hours before EOBT, and these data may be used for air traffic flow management (ATFM) purposes.

iii. Clearance Delivery

1. ATC departure clearances may be obtained by Voice RTF or Data link Departure Clearance Service (DCL) (via SITA or ARINC (623)).
2. Voice RTF

(aa) Between 0630 (0530) and 1400 (1300) and between 1500 (1400) and 2200 (2100), pilots may call for ATC clearance up to 15 minutes prior to being fully ready to push-back.

3. Datalink Departure Clearance Service (DCL) (via SITA or ARINC (623))

(aa) The DCL service is available from EOBT -25 until EOBT +15 minutes.

(bb) DCL Clearances will not be issued if requested later than EOBT +15 minute. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received.

(cc) If any data errors are detected by the system or the controller a 'revert to voice' message will be received.

(dd) If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF.

(ee) Further details of the DCL service may be obtained from ATC operations on + 44 (0)208-750 2621.

(ff) Regardless of clearance source, departing aircraft must report their aircraft type, stand number, QNH and the identification letter of the received ATIS information to 'Heathrow Delivery' when fully ready for pushback and start.

(gg) In strong crosswind conditions (crosswind component above 35 knots), pilots are requested to advise Ground Movement Planning, on start-up, of their aircraft crosswind limitations. This is to enable better tactical planning at the Runway Holding point and a more efficient departure rate. In those conditions, this requirement will be confirmed through ATIS broadcast and NOTAM (if sufficient time allows).

iv. RVR below 400 M

When the RVR is below 400 M pilots are not to request start-up clearance until the reported RVR is equal to or greater than the appropriate value in the following table:

AIRCRAFT TAKE-OFF MINIMA	MINIMUM RVR FOR START-UP CLEARANCE
350 Metres RVR	300 Metres RVR
300 Metres RVR	250 Metres RVR
250 Metres RVR	200 Metres RVR
200 Metres RVR	150 Metres RVR

AIRCRAFT TAKE-OFF MINIMA	MINIMUM RVR FOR START-UP CLEARANCE
150 Metres RVR	150 Metres RVR
100 Metres RVR	100 Metres RVR
75 Metres RVR	75 Metres RVR

It is emphasised that these measures will apply only when the reported RVR is below 400 M and the co-operation of all pilots is sought in maintaining the safety level in low minima operations.

- v. During busy periods (normally following disruption), aircraft that are fully ready may be transferred to 'Heathrow Planning' prior to GMC. The 'Planning' controller will determine the order that start approvals are issued and will issue expected start times accordingly. Pushback approval must be obtained from GMC.

f) **Push-back procedure**

- i. Following push-back from cul-de-sac stands, all aircraft must be pulled forward to a minimum of 100 M from the blast screen (indicated by a painted mark on the taxiway centre-line) before disconnecting the tug. Due to exhaust fume ingestion within the buildings at the ends of each cul-de-sac, engine start-up must be delayed until the aircraft has reached the 100 M point. Pilots should be aware that, in order to maximise capacity within the Kilo (S) Cul-de-sac, push-back clearances provided by ATC may include reference to a numbered 'Tug Release Point' TRP 1, TRP 2 or TRP 3, which should be passed to ground crew along with the clearance. Ground handlers will understand these clearances and perform the push accordingly.
- ii. Before flight crew calls for push-back they must ensure that the tug driver is in the tug, ready to push, and able to listen to the communication with ATC.
- iii. Flight crews should only illuminate aircraft anti-collision lights following engine start or push back clearance from ATC.

g) **Departures – Minimum Runway Occupancy Time**

- 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 its take-off roll.
- ii. Pilots in receipt of a conditional line up clearance on a preceding departing aircraft (for example; '**ABC123 behind the departing Sky Train A330, line up Runway 27L behind**') should remain behind the subject aircraft but may cross the runway holding point (subject to there being no illuminated red stop bar) and enter the runway upon receipt of the clearance. There is no requirement for the subject aircraft to have commenced its take-off roll before entering the runway. **Pilots must be aware that there may be a blast hazard as the aircraft on the runway applies power.**

Pilots in receipt of a conditional line up clearance on a preceding arriving aircraft (for example; '**ABC123, behind the landing Sky Train A330, line up Runway 27L behind**') may cross the runway holding point (subject to there being no illuminated red stop bar) as soon as the landing aircraft has passed the runway entry point.

Pilots are advised that there is an increased risk of Runway Incursions when holding at N11 and NB11. Pilots may mistakenly believe that when on reaching the front of the queue, they have been given permission to line up in turn. Pilots are to be extra vigilant as to whether they have received a line-up clearance from ATC and seek confirmation where there is doubt.

- iii. Pilots who require to back-track the runway (including line up from N2W onto Runway 27L) must notify ATC prior to arrival at the holding point.
- iv. Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately take-off clearance is issued.
- v. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to Heathrow Tower Departures Frequency.

h) **Intersection Departures**

- i. Runway 27R; A4; Runway 27L, N3 and S3, Runway 09R; N8 and N10 are **NOT**, for the purposes of wake turbulence, considered by ATC to be intersection departures.
- ii. Pilots in receipt of a conditional line up clearance holding at an intersection (for example; '**ABC123, behind the departing Sky Train from the full length, line up Runway 27L via NB3 behind**') should remain behind the runway holding point until the subject aircraft has passed the intersection at which they are holding.

i) **Reduced Engine Taxi**

- i. Whenever operationally and safely feasible, all aircraft are requested to shut down as many engines as possible while taxiing and holding on the ground, **EXCEPT** in the following circumstances:
 - aa. By any aircraft that is required to cross an active arrival runway;
 - bb. By any aircraft exiting T and turning west onto S, Link 44 and Link 42 due to jet blast;
 - cc. By B777 variants in G and H due to jet blast;

- ii. Pilots who intend to execute Reduced Engine Taxi on departure **MUST** report their intention to Heathrow Delivery on first contact by data link or if not possible by RT. This is essential for safety and operational reasons.

In the apron areas minimum engine power shall be used as far as possible, and use of reverse thrust for manoeuvring to and from a stand is not permitted.

- iii. Any aircraft with a CTOT should plan Reduced Engine Taxi to be ready for departure at CTOT - 5 minutes. This is essential for ATC sequencing.

3 CAT II/III OPERATIONS

- a) Runways 09R, 09L, 27R and 27L, subject to serviceability of the required facilities, are suitable for Category II and III operations.
- b) During Category II and III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF. ATC Low Visibility Procedures will only be applied when the RVR is less than 600 M.
- c) The ILS on the departure runway will be turned off when the IRVR is greater than 250 M. Pilots requiring the ILS for departure when the IRVR is in the range 275 M to 550 M must inform Heathrow Delivery.
- d) Arriving Aircraft: Surface Movement Guidance and Control System (A-SMGCS) is normally available and all runway exits will then be illuminated. Pilots should select the first convenient exit.
- e) Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded taxiway centre-line lights.
- f) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

IRVR (M)	Expected landing Rate
Between 1000 and 600	34
Between 600 and 150	24
Less than 150	Less than 20

4 WARNINGS

- a) Pilots are warned, when landing on Runway 27R in strong southerly/south westerly winds, of the possibility of building-induced turbulence and large windshear effects.
- b) Similarly, Runway 27L arrivals may be affected by winds with a strong Northerly component. Building-induced turbulence may be experienced at the mid sections of each runway from winds with a strong Southerly, or strong Northerly component.
- c) Electricity pylons running on a line NE/SW and 2.6 NM W from ARP at 182 FT AAL/262 FT AMSL.
- d) Paramotor activity at Elm Farm, within the London CTR. Activity is restricted to 1000 FT AMSL within a circle of radius of 0.75 NM centred on 512151.00N 0001929.00W.
- e) Model aircraft club activity within Heathrow FRZ. Activity is restricted to 475 FT AMSL within a radius of 0.16 NM centred on 512915.5N 0002459.79W.
- f) Model aircraft club activity within Heathrow FRZ. Activity is restricted to 292 FT AMSL. The area of operation of the Small Unmanned Aircraft (SUAs) will be contained in a semi-circle of radius 0.157 NM radiating to the north, with the straight-line end points being located at 512923.9N 0002657.3W and 512922.5N 0002645.1W.
 - g) Cranes operating within an area bounded by co-ordinates:
513026N 0002321W - 513028N 0002327W - 513027N 0002329W - 513029N 0002328W.
Maximum elevation restricted to 328 FT AMSL. Height 223 FT AGL. Cranes will have obstruction lighting.

5 HELICOPTER OPERATIONS

- a) General
 - i. Normal Flight Priority (defined in CAP 493 Manual of Air Traffic Services) helicopter arrivals, departures and overflights of Heathrow are only permitted on a VFR clearance provided that the Heathrow reported visibility is 5 KM or greater and the reported cloud ceiling 1500 FT or greater.
 - ii. Special VFR helicopter overflights, along with arrivals and departures via H9 south of Heathrow, are permitted provided that the Heathrow reported visibility is 2 KM or greater and cloud ceiling 600 FT or greater. SVFR helicopter overflights, arrivals and departures are normally restricted to High Flight Priority (A-E) helicopters.
 - iii. Helicopter operations at Heathrow commence and terminate at Sipson to the north and Bedfont or Feltham to the south. Helicopters must hold at these points unless instructed otherwise by ATC. See chart AD 2-EGLL-4-1.
 - iv. Whilst holding at Sipson or Feltham, helicopters are separated for both ATC and wake turbulence purposes from fixed wing aircraft landing on, departing from, or executing missed approaches to all runways.
 - v. When the meteorological conditions exist for VFR flight (detailed in (i)), helicopters approaching the airfield from the south will be held at Bedfont. These helicopters will be separated for wake turbulence but pilots must remain in visual contact with aircraft on approach to 27L. Pilots are warned that missed approach aircraft will turn left at 1000 FT AAL.
 - vi. When the meteorological conditions do not exist for VFR flight (detailed in (i)), helicopters may require IFR separation and will be held at Feltham to the south. Integration of this traffic will require an increased gap in the IFR arrival stream and the helicopter may incur a significant delay.
 - vii. Helicopters are not to cross Heathrow below altitude 800 FT.
 - viii. There are occasions when the departure runway is required for landing traffic. This will also incur extra delay as the helicopter crossing procedures cannot be carried out with aircraft inbound to both runways simultaneously.

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b) Crossing procedures Runways 27L/R

- i. Helicopters will normally be instructed to cross the departure runway to the east of the threshold. See chart AD 2-EGLL-4-1.
- ii. When a suitable gap in the landing stream exists, ATC will pass traffic information on a fixed-wing landing aircraft and issue a crossing clearance behind. The helicopter will cross in the gap after the subject aircraft as close to the threshold as practicable and as expeditiously as possible. Once clear of the runway, route to the east of the departure runway and resume the route to Sipson/Bedfont as appropriate to hold, unless otherwise instructed by ATC.
- iii. Where the departure runway is crossed first, holding prior to crossing the landing runway will be permitted between the two main runways. For aircraft in a holding pattern, this operation must take place between the departure threshold and a line drawn east-west through the southern edge of the Virgin hangar. Chart AD 2-EGLL-4-1 refers. (The hangar has Virgin on all sides and is to the east of the fire training ground where the green 'aircraft' is sited). No helicopter is to cross this line until a clearance to cross the landing stream is received. Having crossed the landing runway route to Sipson/Bedfont as appropriate to hold, unless otherwise instructed by ATC.
- iv. In the event of a loss of communication, see paragraph e.

c) Crossing procedures Runways 09L/R

- i. The northbound route for helicopters is: Bedfont-Stanwell-West of Terminal 5-Longford-Sipson. See chart AD 2-EGLL-4-1.
- ii. If there is inbound traffic to 09R, helicopters will be instructed by ATC to route Bedfont-Stanwell. The pilot will be instructed to hold at Stanwell and will wait for a suitable gap in the approach. If there is no 09R inbounds, helicopters will be routed Bedfont-Stanwell-hold West of Terminal 5. This operation is to take place between the departure threshold and a line drawn east-west through the mid-point of Terminal 5 main building. Chart AD 2-EGLL-4-1 refers. No helicopter is to cross this line until a clearance to cross the 09L landing stream is received. When a suitable gap in the 09L landing stream exists, ATC will pass traffic information on a fixed-wing aircraft and issue a crossing clearance behind. The helicopter will cross in the gap as close to the runway threshold as possible. Once clear of the landing stream, route Longford-Sipson to hold, unless otherwise instructed by ATC.
- iii. The southbound route for helicopters is: Sipson-Longford-West of Terminal 5-Stanwell-Bedfont. See chart AD 2-EGLL-4-1.
- iv. Helicopters will be instructed by ATC to route Sipson-Longford to hold. When a suitable gap in the 09L landing stream exists, ATC will pass traffic information on a fixed-wing landing aircraft and issue a crossing clearance behind. The helicopter will cross in the gap as close to the runway threshold as possible (this may be before Longford) and as expeditiously as possible. Once south of the runway the helicopter will route to the west of Terminal 5 and re-join the route; West of Terminal 5-Stanwell-Bedfont (and must remain west of 09R). If there is inbound traffic on the approach of 09R no clearance will be issued beyond Longford. On completion of the route, hold at Bedfont unless instructed otherwise by ATC.
- v. Longford and Stanwell are separated for both wake vortex and ATC visual separations only. Whilst helicopters are transiting between Bedfont and Sipson and vice versa, traffic information will be passed to fixed-wing aircraft for the relevant runway.
- vi. In the event of a loss of communication, see paragraph e.

d) Landing and Departing Procedures.

- i. All helicopters to and from Heathrow are subject to **PPR**.
- ii. Inbound and outbound helicopters will routinely use the helicopter aiming point (HAP). Procedures to/from the HAP are visual to/from Bedfont. If prevailing weather conditions do not permit this, see Paragraph a (ii), Feltham will be used and standard separation will apply.
- iii. If inbound from/outbound to the north, the helicopter will be instructed by ATC to cross both runways from/to Bedfont or Feltham, see paragraphs b or c.
- iv. When instructed to route to the HAP from Bedfont or Feltham, or vice versa, remain south of 27L/09R at all times.
- v. A 4 minute wake vortex separation exists for all helicopter movements to/from the HAP subsequent to any A380 departures to/from 27L/09R.
- vi. The helicopter aiming point is located on the taxiway area east of Link 43. It is marked with an 18 M sided triangle with a conventional 'H'. This aiming point is lit and available for use throughout operational hours. The take-off and climb surface has been protected to 8% to the east and west of the aiming point (see Chart AD 2-EGLL-4-1). Pilots are advised of the presence of a radar tower located on grass area 170 M east of the aiming point. Tower height 31 FT AAL/107 FT AMSL.
- vii. Caution must be exercised when using this aiming point which is on a live taxiway.
- viii. Helicopters alighting at the aiming point will ground or air-taxi to the parking areas as directed by ATC.

e) Loss of Communications Procedures

- i. If no onward clearance has been received before reaching, or when holding at, Sipson or Bedfont, **reverse track and leave the CTR** via: H2-H10-Cookham if approaching **Sipson** or H9 if approaching **Bedfont**.
Do not attempt to cross London Heathrow Airport.
 - ii. For helicopters overflying or landing at London Heathrow Airport.
 1. Between Sipson and Bedfont:
 - aa if the landing runway has already been crossed, cross the departure runway downwind of the threshold, exercising extreme caution with regard to possible landing traffic; **and leave the CTR via H2-H10-Cookham or H9** to the south as appropriate.
 - bb if the departure runway has been crossed, with instructions given to hold at the Virgin hangar or West of Terminal 5 to, **reverse track** and to cross the departure runway downwind of the threshold, exercising extreme caution with regard to the possibility of landing traffic; **and leave the CTR via H2-H10-Cookham or H9** to the south as appropriate.
 2. If landing at London Heathrow Airport by day or night, and having crossed the runways, if necessary as detailed above:
 - aa **Proceed to hold at Bedfont;**

bb **Wait for the Helicopter Aiming Point to illuminate;**

cc **Land with caution and await Leader vehicle escort.**

Note: the selection of squawk 7600 will alert Air Traffic Control to your RTF failure.

6 USE OF RUNWAYS

a) Preferential Runway System

- i. In weather conditions when the tail wind component is no greater than 5 KT on the main Runway 27R and 27L, these runways will normally be used in preference to Runways 09R and 09L, provided the runway(s) surface is dry.
- ii. Pilots who ask for permission to use the runway into wind when, in accordance with these procedures, Runway 27R or 27L are in use, should understand that their arrival or departure may be delayed.

b) Runway Vacating Guidelines

i. Arrivals – Minimum Runway Occupancy Time

Pilots are reminded that rapid exit from the landing runway enables ATC to apply minimum spacing on final approach, thereby achieving maximum runway utilisation and minimising the occurrence of missed approaches. All arrivals are to ensure that they are fully vacated before stopping.

- ii. **Aircraft lands but cannot contact Heathrow Ground due to RTF congestion:** In this case the pilot should completely vacate the landing runway and taxi into the first taxiway available. The pilot should then hold position until contact with GMC can be established.

iii. A380 should plan to vacate at:

RWY 09L - TWY A6;
RWY 09R - TWY S4E and N4E;
RWY 27L - TWY S6 and N6;
RWY 27R - TWY A10E.

A380 unable to vacate at these exits shall inform approach on first contact.

Vacating beyond the following exits will infringe the localiser critical area. Except for safety reasons, A380 shall not vacate beyond:

RWY 09L - TWY A5;
RWY 09R - TWY S4E and N4E;
RWY 27L - TWY S6 and N7;
RWY 27R - TWY A11.

c) Aircraft Separation

i. Departures - Wake Turbulence Separation

Wake turbulence separations are applied in accordance with the RECAT-EU departure separations. The separations applied are described in EUROCONTROL document 'RECAT-EU European Wake Turbulence Categorisation and Separation Minima on Approach and Departure'. On departure, when in receipt of line up clearance, the pilot must inform ATC if greater wake turbulence separation than the minimum specified will be required behind the preceding aircraft. Failure to do so may result in additional delay.

- ii. In certain weather conditions 2.5 NM spacing may be applied on final approach. The conditions when this spacing may be utilised are:
 1. Visibility and cloud ceiling equal to or better than 10 KM and 1500 FT with a minimum recommended headwind component of approximately 10 KT.
 2. Runway Condition Code is 5 or 6.
 3. When aircraft involved in the procedure are being operated normally. It is the pilot's responsibility to inform ATC if they are operating their aircraft other than in the normal manner.
 4. Speed on final approach and 2.5 NM spacing from preceding traffic must be stabilised by 8 NM.

7 TRAINING

Not applicable

EGLL AD 2.21 NOISE ABATEMENT PROCEDURES

Notice under Section 78(1) of the Civil Aviation Act 1982

Whereas:

29 Oct 2026

(1) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981 (a) Heathrow Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

(2) the requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Heathrow Airport – London;

Now, therefore, the Secretary of State, in exercise of the powers conferred on him by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), hereby provides as follows:

1 This notice may be cited as the Heathrow Airport – London (Noise Abatement Requirements) Notice 2010 and shall come into operation on 1 July 2010.

2. The Heathrow Airport – London (Noise Abatement Requirements) Notice 2004 (d) is hereby revoked.

3 It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Heathrow Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

1. After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 FT AAL at 6.5 KM from start of roll as measured along the departure track of that aircraft.

2. The sites of the noise monitoring terminals relating to Heathrow Airport – London are:

Description	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 6: Thames Water, Wraysbury	TQ 0207 7502	-6 M	*512754N	0003155W
Site 19 (A): Colnbrook	TQ 0263 7693	-4 M	*512855N	0003124W
Site 18 (B): Poyle	TQ 0278 7647	-4 M	*512840N	0003117W
Site 17 (C): Horton	TQ 0219 7570	-6 M	*512816N	0003148W
Site 15 (D): Coppermill	TQ 0198 7478	-7 M	*512746N	0003200W
Site 14 (E): Wraysbury Reservoir (South)	TQ 0173 7399	-7 M	*512721N	0003214W
Site 11 (F): Hounslow West	TQ 1148 7605	-3 M	*512821N	0002347W
Site 12 (G): Hounslow Cavalry Barracks	TQ 1167 7561	-3 M	*512806N	0002337W
Site 10 (H): Hounslow Heath	TQ 1163 7495	-3 M	*512745N	0002340W
Site 13 (I): East Feltham	TQ 1168 7399	-4 M	*512714N	0002338W
Site 20 (J): Hounslow Cavalry Barracks North	TQ 1173 7577	-3 M	*512812N	0002334W
Site 21 (K): Hobbledown	TQ 1152 7466	-1 M	*512736N	0002346W

3. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 94 dBA L_{max} by day (from 0700 to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

4. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA L_{max} by night (from 2300 to 0700 hours local time) **and** that it will not cause more than 87 dBA L_{max} during the night quota period (from 2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

5. The limits specified in sub-paragraphs (3) and (4) above shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) above to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

Description	Adjustment dBA
Site 6	minus 0.3
Site 19 (A)	plus 2.3
Site 18 (B)	plus 4.8
Site 17 (C)	minus 0.3
Site 15 (D)	minus 0.6
Site 14 (E)	minus 1.0
Site 11 (F)	plus 0.9
Site 12 (G)	minus 0.1
Site 10 (H)	plus 1.2
Site 13 (I)	minus 0.3
Site 20 (J)	minus 0.2
Site 21 (K)	plus 1.5

6. For the purpose of determining an infringement of the limits specified in sub-paragraphs (3) and (4) above, if the aircraft was required to take-off with a tailwind, an amount of up to 2 dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:

- 0.4 dB for a tailwind of up to 1 KT

- 0.8 dB for a tailwind exceeding 1 KT but not exceeding 2 KT
- 1.2 dB for a tailwind exceeding 2 KT but not exceeding 3 KT
- 1.6 dB for a tailwind exceeding 3 KT but not exceeding 4 KT
- 2.0 dB for a tailwind exceeding 4 KT.

For this purpose, tailwind is to be calculated from the wind data measured in the on-airfield anemometers and wind vanes according to the formula:

$$(\text{windspeed} \times \cosine(\text{runway heading minus wind direction})) \times 1.$$

7. Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1) above, it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 FT. The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

8. After the aircraft takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC:

a) Provided that nothing in this sub-paragraph (8) shall apply:

- to any propeller driven aircraft whose MTWA does not exceed 5700 KG; or
- during the period between 0600 and 2330 hours (local time), any propeller driven aircraft whose MTWA does not exceed 17000 KG or any Dash 7 aircraft.

Take-off Runway	ATC Clearance	Procedure	Take-off Runway	ATC Clearance	Procedure
27R	Via Compton	Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto NDB WOD QDM 268°, then to CPT VOR.	27L	Via Compton	Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto NDB WOD QDM 268°, then to CPT VOR.
	Via MAXIT	Straight ahead to intercept LON VOR R255. At LON D5 turn left onto BUR NDB QDR 160°. At LON D12 turn right onto MID VOR R010 and continue to MAXIT.		Via MAXIT	Straight ahead to intercept LON VOR R239. At LON D5.5 turn left onto BUR NDB QDR 160°. At LON D12 turn right onto MID VOR R010 and continue to MAXIT.
	Via Brookmans Park	Climb straight ahead to be established on BUR NDB QDM 296° by LON D4. At LON D6 turn right onto CHT NDB QDM 052°. At CHT NDB turn right onto BPK VOR R243 to BPK VOR.		Via Brookmans Park	Climb straight ahead to be established on BUR NDB QDM 296° by LON D3. At LON D6 turn right onto CHT NDB QDM 052°. At CHT NDB turn right onto BPK VOR R243 to BPK VOR.
	Via UMLAT	Climb straight ahead to be established on BUR NDB QDM 296° by LON D4. At LON D7 turn right onto BUR NDB QDR 355° (MID VOR R355), Continue to UMLAT.		Via UMLAT	Climb straight ahead to be established on BUR NDB QDM 296° by LON D3. At LON D7 turn right onto BUR NDB QDR 355° (MID VOR R355), Continue to UMLAT.
	Via Detling	Straight ahead to LON D2, then turn left onto NDB EPM QDM 135°, to EPM NDB, then continue on DET VOR R271 to DET VOR.		Via Detling	Straight ahead to I-LL D1, then turn left onto NDB EPM QDM 135°, to EPM NDB, then continue to DET VOR R271 to DET VOR.
	Via GOGSI	Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto WOD NDB QDM 268°. Turn left at LON D13 to intercept SAM VOR R032, then to GOGSI.		Via GOGSI	Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto WOD NDB QDM 268°. Turn left at LON D13 to intercept SAM VOR R032, then to GOGSI.
09L	Via Compton	Straight ahead to LON D1.5, then turn right onto NDB WOD QDM 280°, continue to CPT VOR.	09R	Via Compton	Straight ahead to LON D2, then turn right onto NDB WOD QDM 280°, continue to CPT VOR.
	Via MODMI	Straight ahead to LON D1.5, then turn right onto LON VOR R124 until LON D3.5, then turn right onto MID VOR R025, continue to MODMI.		Via MODMI	Straight ahead to LON D2, then turn right onto LON VOR R124 until LON D3.5, then turn right onto MID VOR R025, continue to MODMI.

Take-off Runway	ATC Clearance	Procedure	Take-off Runway	ATC Clearance	Procedure
	Via Brookmans Park	Climb straight ahead to LON D1.5, then turn left onto track 049° to intercept LON VOR R070. Cross LON D10 and turn left onto BPK VOR R195, continue to BAPAG then BPK VOR.		Via Brookmans Park	Climb straight ahead to LON D2, then turn left onto track 049° to intercept LON VOR R070. Cross LON D10 and turn left onto BPK VOR R195, continue to BAPAG then BPK VOR.
	Via ULTIB	Climb straight ahead to LON D1.5, then turn left onto track 049° to intercept LON VOR R070, cross LON D10 and turn left onto BIG VOR R328. Continue to ULTIB.		Via ULTIB	Climb straight ahead to LON D2, then turn left onto track 049° to intercept LON VOR R070, cross LON D10 and turn left onto BIG VOR R328. Continue to ULTIB.
	Via Detling	Straight ahead to LON D1.5, then turn right onto track 120°. At LON D4 turn left to establish on DET VOR R282 by DET D34. Continue to DET VOR.		Via Detling	Straight ahead to LON D2, then turn right onto track 119°. At LON D4 turn left to establish on DET VOR R282 by DET D34. Continue to DET VOR.
	Via GASGU	Straight ahead to LON D1.5, then turn right onto LON VOR R124 until LON D5, then turn right onto OCK VOR R041. At OCK VOR turn right onto OCK VOR R253 to GASGU.		Via GASGU	Straight ahead to LON D2, then turn right onto LON VOR R124 until LON D5, then turn right onto OCK VOR R041. At OCK VOR turn right onto OCK VOR R253 to GASGU.

Note: As the Navigation Aids (NAVAIDs) used previously in the noise abatement procedures are withdrawn as part of the NATS NERL NAVAID Rationalisation project and the conventional Standard Instrument Departures have been RNAV Substituted, the following latitude and longitude coordinates replicate the specific location of the old NAVAIDs which are listed below:

NAVAID	
LON VOR	512914.09N 0002759.54W
DET VOR	511814.41N 0003550.19E
MID VOR	510314.23N 0003730.01W
BIG VOR	511951.15N 0000205.32E
BPK VOR	514459.05N 0000624.25W
BNN VOR	514334.19N 0003259.10W
EPM NDB	511910.43N 0002219.12W
BUR NDB	513108.44N 0004037.89W
CHT NDB	513723.32N 0003106.87W
WOD NDB	512710.02N 0005243.68W

9. Where the aircraft is approaching the aerodrome to land it shall commensurate with its ATC clearance minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in AD 2 paragraphs 3 and 4). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.

10. Subject to sub-paragraph (11) below:

- Between 0600 and 2330 hours (local time) where the aircraft is approaching Runway 27 (L or R) and is using the ILS in IMC or VMC it shall not descend on the glidepath below an altitude of 2500 FT (Heathrow QNH) before being established on the localizer, nor thereafter fly below the glidepath. An aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glidepath, and shall follow a track to intercept the extended runway centre-line at or above 2500 FT.
- Between 2330 and 0600 hours (local time) where the aircraft is approaching runway 27 (L or R) and is using the ILS in IMC or VMC it shall not descend on the glidepath below an altitude of 3000 FT (Heathrow QNH) before being established on the localizer at not less than 10 NM from touchdown, nor thereafter fly below the glidepath. An aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glidepath, and shall follow a track to intercept the extended runway centre-line at or above 3000 FT.
- Between 0700 and 2300 hours (local time) where the aircraft is approaching Runway 09 (L or R) and is using the ILS in IMC or VMC it shall not descend on the glidepath below an altitude of 2500 FT (Heathrow QNH) before being established on the localizer, nor thereafter fly below the glidepath. An aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glidepath, and shall follow a track to intercept the extended runway centre-line at or above 2500 FT.
- Between 2300 and 0700 hours (local time) where the aircraft is approaching Runway 09 (L or R) and is using the ILS in IMC or VMC it shall not descend on the glidepath below an altitude of 3000 FT (Heathrow QNH) before being established on the localizer at not less than 10 NM from touchdown, nor thereafter fly below the glidepath. An aircraft approaching without assistance from the ILS shall follow

a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glidepath, and shall follow a track to intercept the extended runway centre-line at or above 3000 FT.

11. Nothing in sub-paragraph (10) above shall apply to any propeller driven aircraft whose MTWA does not exceed 5,700 KG.

12. Without prejudice to the provisions of sub-paragraphs (1) - (11) above, the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

13. The requirements set out in sub-paragraphs (1) - (12) above may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control Unit.

4 In this notice, except where the context otherwise requires:

'local time' means, during any period of summer time, the time fixed by or under the Summer Time Act 1972 (e), and outside that period, Universal Co-ordinated Time;

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency dependent weighting approximating the characteristics of human hearing;

'Lmax' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

other abbreviations used are defined in GEN 2-2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

7 April 2010

J Hotchkiss
Divisional Manager
Aviation Environmental Division
Department for Transport

- a) S.I. 1981/651.
- b) 1982 c.16.
- c) S.I. 1978/1303.
- d) The Heathrow Airport – London (Noise Abatement Requirements) Notice 2004 signed by G Pendlebury on 24 March 2004.
- e) 1972 c.6.

Notes

(These notes are not part of the notice)

1. The Noise Preferential Routeing Procedures specified in the above notice are compatible with normal ATC requirements. The use of the routeings specified above is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo- jet and turbo-fan aircraft.

2. The attention of operators is drawn to the provisions of Section 78 (2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2). Such breaches would, however, run the risk of financial penalties.

3. Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Heathrow Airport Limited.

4. In the interests of noise abatement, certain restrictions are imposed on the operation of training flights at this aerodrome. Operators concerned are advised to obtain details from Heathrow Airport Limited.

5. To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, between 2330 and 0600 hours (local time).

6. Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement.

7. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM occurs below 6800 FT QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 FT over a track distance of 2 NM or more, as recorded in the airport Noise and track-keeping system.

8. For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the appropriate vectoring altitude (see note 9 below), it is properly recorded by the airport's noise and track-keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centre-line of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centre-line depicted on the map of (a) a pair of lines either side, each diverging at an angle of 10° from a point on the runway centre-line 2000 M from start-of-roll; and (b) a pair of parallel lines representing a distance of 1.5 KM either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.

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9. Aircraft which have attained an altitude of 4000 FT (Heathrow QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routing.

EGLL AD 2.22 FLIGHT PROCEDURES

1 ARRIVAL ROUTES

- a) Standard Arrival Routes (STARs) for aircraft inbound via the ATS Route System are detailed at AD 2-EGLL-7-1 to 7-14.
- b) Aircraft inbound other than via the ATS Route System:
 - i. Aircraft inbound to London Heathrow Airport direct from the London FIR will be required to use the procedures for flights via the ATS Routes System.
 - ii. Aircraft departing from aerodromes outside the geographical boundary of the London TMA will normally be required to route via one of the Terminal Holding Points detailed in paragraph 2 (b).
 - iii. Pilots of aircraft departing from an aerodrome less than 10 minutes flying time from the London CTR boundary are to contact the LTCC Group Supervisor Airports on 02380-401106 before departure.
- c) Aircraft positioning from other London Airports:
 - i. Aircraft positioning from London Gatwick Airport will be cleared via BIG VOR as detailed in AD 2-EGKK-6-2.
 - ii. Aircraft positioning from London Luton Airport will be cleared via BNN VOR as detailed in AD 2-EGGW-1-14 paragraph 5.

2 HOLDING

- a) Terminal Holding Fixes are established at Lambourne (LAM), Biggin (BIG), Bovingdon (BNN) & Ockham (OCK) DMEs as detailed on the appropriate STAR charts. Aircrew are not required to state time and level when entering/reaching the holding fix.
- b) Holding patterns for use following a missed approach are established as follows:

Holding Point	Holding Procedures
CHT NDB	Holding axis 293° M inbound, turning left, Maximum holding speed 220 KT, Holding level 3000 FT ALT
EPM NDB	Holding axis 274° M inbound, turning left, Maximum holding speed 220 KT, Holding level 3000 FT ALT

- c) From the holding patterns, aircraft will normally be directed by the Radar Controller, as detailed in paragraph 3 below, to a position from which a straight-in final approach can be made. When traffic conditions permit, suitably equipped and approved aircraft will be permitted to carry out P-RNAV approach procedures as detailed in paragraph 4 below. Exceptionally, when circumstances necessitate, pilots may be instructed to carry out the Approach procedures without Radar Control as detailed in paragraph 5 below. Pilots are reminded of the Continuous Descent Approach noise abatement requirements detailed in AD 2.21.

3 APPROACH PROCEDURES WITH RADAR CONTROL

- a) When arriving traffic is being sequenced under radar direction, that part of the approach between the holding fix and the Final Approach track will be flown under direction from the Radar Controller. Once the aircraft is under the jurisdiction of 'Heathrow Director' changes of heading or Flight Level/altitude will be made only on instructions from the Radar Controller except in the case of Radio Communications Failure in the aircraft or at the ATS Unit.
- b) The procedures are designed to maximise runway capacity and to minimise noise disturbance in the areas overflown during the approach. Aircraft commanders are requested to conform to low power, low drag operating techniques to the maximum extent practicable.
- c) Detailed Procedures
 - i. Headings and flight levels at which to leave the holding facility will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of the track distance to touchdown. Further distance information will be given between initial descent and the intercept heading onto the ILS.
 - ii. **Descent profile:** On receipt of descent clearance the pilot should descend at the rate he judges will be best suited to the achievement of continuous descent, the objective being to join the glide path at the appropriate height for the distance without recourse to level flight.

Note: Pilots of suitably equipped aircraft may monitor their route against the approach procedures without radar control in order to better judge their descent profile against distance to touchdown. However, if doing so pilots are reminded of the need to comply with the instructions of the radar controller at all times.

- iii. **Speed Control:** Adherence to speeds assigned by ATC is mandatory. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the initial approach phase; 180 KT on base leg/closing heading to final approach; between 180 KT and 160 KT when established on final approach and thereafter 160 KT to 4 DME. These speeds are applied for ATC separation purposes. In the event of a new (non speed related) ATC instruction being issued (eg an instruction to descend on ILS) pilots shall continue to maintain the previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds must inform ATC and state what speeds can 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. Pilots should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.

- iv. **Final Approach:** Wake turbulence separation on final approach is based on the RECAT EU PWS wake scheme in place of UK published minima. No special procedures apply, and the importance of speed control adherence as described in paragraph (iii) above remains.
 - v. **Transfer to Tower:** Pilots are to report their callsign, distance from touchdown, type of approach and runway to which they are making their approach, on transfer to Heathrow Tower, (for example, ABC123, 7 miles, ILS, Runway 27L).
 - vi. **Runway Occupancy:** The spacing provided between aircraft will be designed to achieve maximum runway utilisation within the parameters of safe separation minima (including wake turbulence separation) and runway occupancy. It is important to the validity of the separation provided, and to the achievement of optimum runway capacity, that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
 - vii. **Missed Approach:** Missed Approach procedures are detailed on the appropriate Instrument Approach Charts. Special procedures are also detailed for use in the event of a Radio Communications Failure following Missed Approach
- d) Radar Failure: In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures detailed in paragraph 5 will be brought into use.
 - e) Radio Communications Failure at the ATC Unit: If radio communications fails at the ATC Unit when under radar control, pilots are to contact 'Heathrow Tower' on 118.705 MHz for new instructions.

4 APPROACH PROCEDURES WITHOUT RADAR CONTROL

- a) Exceptionally, when traffic is not being sequenced by radar direction, aircraft will be cleared from the holding facility to carry out the appropriate Initial Approach Procedure without Radar Control as detailed on the Charts at AD 2-EGLL-7-15 and AD 2-EGLL-7-21.
- b) The procedures are profiled to be compatible with a Continuous Descent Approach vertical profile and assume aircraft can maintain a descent gradient of approximately 320 FT per NM (3° descent angle).
- c) The procedures are, as far as is practicable using conventional navigation means, laterally and vertically profiled and incorporate speed control to approximate the nominal flight profiles used by aircraft when under radar direction. They may therefore assist pilots of suitably equipped aircraft to monitor their position and assist in the achievement of the Continuous Descent Approach noise abatement requirement when under radar direction.

5 LOSS OF COMMUNICATIONS PROCEDURES (ARRIVING AIRCRAFT)

- a) In the event of a complete radio communications failure in an aircraft the pilot is to adopt the appropriate procedures detailed at ENR 1.1.3 except as detailed below.
- b) When complete radio communications 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 terminal holding point as detailed in the STAR;
 - ii. hold until the last acknowledged ETA plus 10 minutes, or EAT when this has been given;
 - iii. then commence descent for landing in accordance with the appropriate initial approach procedures without radar control as detailed at AD 2-EGLL-7 and appropriate instrument approach procedure detailed in AD 2-EGLL-8 and;
 - iv. land within 30 minutes (or later if able to approach and land visually).
- c) If complete radio communications failure in the aircraft occurs after the aircraft has reported to ATC on reaching the holding point the aircraft will:
 - i. maintain the last assigned holding level at the terminal holding point until:
 - 1. ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communications with ATC, whichever is the later; or
 - 2. EAT when this has been received and acknowledged.
 - ii. then commence descent for landing in accordance with the appropriate initial approach procedures without radar control as detailed at AD 2-EGLL-7 and appropriate instrument approach procedure detailed in AD 2-EGLL-8 and;
 - iii. land within 30 minutes (or later if able to approach and land visually).
- d) If complete radio communications failure in the aircraft occurs during initial approach under radar direction, the procedures to be followed are detailed on the Chart at AD 2-EGLL-5-1.
- e) If complete radio communications failure in the aircraft occurs following a missed approach the aircraft will:
 - i. fly to the appropriate missed approach holding point at 3000 FT ALT;
 - ii. complete at least one holding pattern;
 - iii. then commence an approach for landing in accordance with the appropriate initial approach procedures without radar control as detailed at AD 2-EGLL-7.

6 LOSS OF COMMUNICATIONS PROCEDURES (DEPARTING AIRCRAFT)

- a) Outbound traffic operating on UMLAT 1F 1G: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedure detailed at AD 2-EGLL-6-4, then route via T418 to WOBUN; at WOBUN, commence climb to flight planned level.
- b) Outbound traffic operating on MAXIT 1F 1G: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedure detailed at AD 2-EGLL-6-2.
- c) Outbound traffic operating on MODMI 1J 1K: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedure detailed at AD 2-EGLL-6-2.

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- d) All outbound traffic except those operating in accordance with items a, b and c above: Comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed on the relevant chart contained in AD 2-EGLL or ATC clearance issued. After this adopt the appropriate procedures as notified in ENR 1.1, Section 3.4.

7 DEPARTURE PROCEDURES

- a) Standard Instrument Departure (SID) procedures for aircraft departing from London Heathrow Airport are detailed at AD 2-EGLL-6-1 to 6-7 and incorporate the Noise Preferential Routes (NPRs) detailed in AD 2.21.
- b) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. **Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.**
- c) If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.
- d) Flight crew of aircraft unable to meet SID climb restrictions must inform Heathrow Delivery via voice prior to pushback. Restrictions/delays may apply.
- e) Expect first CPDLC Data Link Authority to be EGTT.

8 VFR AND SPECIAL VFR CLEARANCE IN THE LONDON CTR

- a) VFR and Special VFR clearances for flights within the London CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for VFR and Special VFR flights detailed at ENR 1.2 and will normally be given only to aircraft which carry RTF including the appropriate frequencies listed in EGLL AD 2.18.
- b) The use of VFR and Special VFR clearances is intended for the following types of flight:
- Light aircraft that wish to proceed to or from an aerodrome/landing site within the CTR or to transit the CTR;
 - Aircraft using the local flying areas and the access lanes notified for Brooklands, Denham, Fairoaks and White Waltham and complying with the published procedures will be considered as complying with a VFR clearance;
 - Aircraft carrying out non-standard flights, such as photographic survey flights, which may require penetration of the London CTR in VMC.
- c) Weather minima for aircraft arriving, departing or helicopter crossing at Heathrow is as follows;

Type of Operation	Visibility Restriction	Cloud Restriction
VFR arrival/departure/heli crossing	5 KM or more	Cloud Ceiling 1500 FT or greater
SVFR arrival/departure/heli crossing	2 KM or more	Cloud Ceiling 600 FT or greater

Note: SVFR helicopter crossings should normally be restricted to High Flight Priority (A-E) helicopters.

- d) Access to the Inner Area of the London CTR (see paragraph 11 and AD-2-EGLL-3-2) requires PPR by telephone on the day at least 60 minutes in advance. Prior notification of Inner Area flights, other VFR or Special VFR flights and general enquiries about flights in the London CTR may be made via the London Terminal Control Senior Watch Assistant, Tel: 02380-401110.
- e) Pilots who wish to depart Heathrow on a VFR or Special VFR clearance should pass brief details of their flight to Heathrow ATC, by telephone 020-8750 2578, and not to ATC by RTF.
- f) Non-scheduled arrival flights by single-engined and light twin-engined fixed wing aircraft which are unable to accept an IFR clearance will be cleared to London Heathrow on a VFR or Special VFR clearance, at an altitude below 2500 FT (London Heathrow QNH) subject to the weather minima in (c). If the weather observations at London Heathrow are below either of these minima, clearance to enter the London CTR will not be granted.
- g) 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 SERA.3105 Minimum Heights unless otherwise permitted by the CAA. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
- h) VFR and Special VFR flights may be subject to delay when parts of the route are outside radar cover or when they cannot be fitted readily into gaps in the IFR traffic flow. Pilots should therefore always ensure that they have adequate fuel reserves and are able to divert to another aerodrome if necessary.

9 LOCAL FLYING ARRANGEMENTS AND SPECIAL ACCESS LANES FOR BROOKLANDS, DENHAM, FAIROAKS, LONDON HELIPORT, RAF NORTHOLT AND WHITE WALTHAM AERODROMES.

- a) Flights within the Local Flying Areas (LFA) of aerodromes within, or adjacent to, the London CTR, may be made subject to certain conditions. Details of those for Denham, Fairoaks, London Heliport and White Waltham appear in the relevant AD sections, RAF Northolt can be found in the Military AIP. An additional local flying area is established for the unlicensed aerodrome at Brooklands and is detailed below.
- b) Brooklands
- Within a local flying area of 1 NM radius, centred on position 512103N 0002812W, but excluding that part to the east of the B374 road and a line bearing 180°T from the A245/B374 road junction and excluding the area south of the southern boundary of the London CTR, VFR flights may take place, subject to prior permission obtained from Brooklands Museum Trust Ltd.

1. Aircraft to remain below cloud with the surface in sight;
2. Maximum Altitude: 1500 FT QNH;
3. Prior permission **must** be obtained from Brooklands Museum Trust Ltd.

Note 1: Pilots of aircraft flying in the local flying area are responsible for providing their own separation from other aircraft operating in the relevant airspace.

Note 2: In addition to paragraph (b), VFR flights must also comply with the VMC minima for Class D airspace detailed at ENR 1.2.

Note 3: Aircraft unable to operate VFR may operate Special VFR, subject to approval from Heathrow Radar, within the LFA subject to the conditions in paragraph (b) and the requirements for Special VFR flights detailed at ENR 1.2.

Note 4: The carriage of a Mode S Transponder within the LFA is encouraged, however there is currently no requirement for aircraft operating in the Brooklands LFA to comply with the requirements of the London CTR Mode S Transponder Mandatory Zone (TMZ). Pilots of suitably equipped aircraft shall utilise the transponder to the maximum serviceable extent with altitude information selected when fitted.

10 VFR AND SPECIAL VFR HELICOPTER FLIGHTS IN THE LONDON CTR AND LONDON CITY CTR

a) General Arrangements

- i. VFR and Special VFR helicopter flying in the London CTR is mostly constrained to flights at or below specified altitudes along defined routes, although off route clearances can normally be accommodated subject to ATC workload and other operational reasons which the pilot may not be aware of. These routes have been selected to avoid built up areas as much as possible. Details of the major landmarks on these routes, the altitudes and reporting points are listed at paragraph 12 and are illustrated at AD 2-EGLL-3-2. The precise routes are overprinted on the 1:50 000 chart entitled – Helicopter Routes in the London CTR & London City CTR. This chart may be obtained from NATS Ltd Chart Stockists - see www.nats.aero/ais for details.
- ii. All VFR and Special VFR helicopter flying in the London CTR is subject to ATC clearance, except for the Local Flying Areas of Brooklands, Denham, Fairoaks and White Waltham where VFR flights may operate subject to agreed conditions which appear in the relevant AD sections.
- iii. The following routes are not available to single-engined helicopters at night: H7, H9 (Hayes to Gutteridge) and H10 (Gutteridge to Kew Bridge).
- iv. Pilots are reminded of the Restricted Areas within the London and London City CTRs as detailed in ENR 5.1.
 1. EGR107
 2. EGR156, EGR157, EGR158, EGR159
 3. EGR160 – The Specified Area.

b) Procedures for flight along Helicopter Routes

- i. Special VFR flights along Helicopter Routes in the London CTR and London City CTR are not to be operated unless helicopters can remain in a flight visibility of at least 1 KM. VFR flights shall operate in accordance with SERA 5001 or notified ORS4. Weather minima for crossing, taking-off from, or landing at London Heathrow are detailed at AD 2.20 paragraph 5.
- ii. VFR and Special VFR helicopters must remain clear of cloud with the surface in sight.
- iii. Altimeter setting will be London Heathrow QNH.
- iv. Maximum route altitudes are shown in column 4 and 7 at paragraph 12. ATC will refer to these altitudes as 'Standard Operating Altitudes' when issuing clearances. Pilots may fly at altitudes below the maximum route altitude except for between Hanger Lane and Chiswick Bridge on H10 where the maximum published altitude must be flown accurately when operating SVFR. ATC may restrict aircraft to altitudes below the published route maximum as necessary to provide separation from other aircraft. Pilots may request alternative operating altitudes which may be approved subject to ATC considering other operational conditions.
- v. Pilots should fly the precise routes as depicted on the 1: 50 000 Map entitled Helicopter Routes in the London CTR & London City CTR. 'Corner cutting' is to be avoided. In order to obtain sufficient lateral separation from opposite direction traffic, pilots may temporarily deviate as required.
- vi. When flying along the River Thames within the Specified Area (EGR160), pilots should normally fly over that part of the river bed lying between high water marks, but not so near the banks as to become a nuisance on account of noise. When deviating from the river, in accordance with paragraph (v) above, single-engined helicopters must at all times be able to return to the river in the event of engine failure, in order to alight clear of the Specified Area.
- vii. For the purposes of SERA.3105 Minimum Heights and SERA.5005(f) an aircraft operated on the notified helicopter routes is permitted to fly below 1000 FT above the highest obstacle within a radius of 600 M but no closer than 500 FT to any person, vessel, vehicle or structure.

c) Noise

- i. On all notified helicopter routes, in order to minimize noise nuisance, pilots should maintain the maximum altitude compatible with their ATC clearance and with the prevailing cloud conditions.
- ii. Pilots are requested wherever possible to avoid overflying hospitals, palaces, schools and prisons.

d) Air Traffic Control Clearance

- i. Pilots must obtain a VFR or Special VFR clearance from Heathrow Radar (125.625 MHz). Heathrow Radar provides a service to transit aircraft operating in the London CTR and London City CTR/CTA. Pilots are requested to contact Heathrow Radar a minimum of three minutes before reaching the Zone Boundary, giving details of call sign, aircraft type, route, ETA at the CTR boundary, entry point and destination.

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- ii. ATC Clearances do not absolve the pilot of their responsibility to comply with the Rules of the Air and they should notify ATC if unable to accept a clearance.
- e) Holding
 - i. VFR and Special VFR helicopters, particularly those using London Heathrow or the routes close to it, may be required to hold at any of the locations on the route, shown in column 1 at paragraph 12 and on the illustration at AD 2-EGLL-3-2 except on that portion of H4 that lies between Vauxhall and Westminster Bridges.
- f) Communications
 - i. Helicopters using London Heliport via the Local Flying Area or any other routes that traverse the London Heliport ATZ, must be able to communicate with the Heliport (Battersea Tower 134.280 MHz).
 - ii. Helicopters flying along the routes in the London CTR and London City CTR must be able to communicate with Heathrow Radar. In the case of H9 and H10, aircraft must also be able to communicate with Northolt Approach Control (126.450 MHz), this also includes those aircraft operating off the helicopter routes within or in the vicinity of the Northolt RMA.
 - iii. Helicopters using London Heathrow must also be able to communicate with Heathrow Tower.
- g) Loss of Communications Procedures
 - i. In the event of a communications failure in a helicopter operating in accordance with these procedures, the pilot is to adopt the procedure detailed at ENR 1.1 except as described below.
 - ii. If a VFR or Special VFR clearance has been received to transit the CTR along a Helicopter Route continue the flight in accordance with the clearance.
 - iii. Where an intermediate clearance limit has been given (or clearance issued for only a part of the requested transit), proceed to the specified clearance limit and hold for 3 minutes. Then proceed via the requested Helicopter Route at the published maximum altitude for the Route.
 - iv. If no onward clearance has been received before reaching, or when holding at, Sipson or Bedfont, **reverse track and leave the CTR via H2-H10-Cookham if approaching Sipson, or H9 if approaching Bedfont. Do not attempt to cross London Heathrow Airport.**
 - v. For helicopters overflying or landing at London Heathrow Airport, see EGLL AD 2.20 paragraph 5.
- h) Separation between Special VFR helicopters
 - i. Separation may be agreed between Special VFR helicopters on the Helicopter Routes, on the basis that pilots of helicopters will be asked by ATC to maintain visual separation from other helicopter traffic, provided that:
 - 1. the visibility at London Heathrow is 5 KM or more and the helicopters can operate clear of cloud and in sight of the surface and remain in a flight visibility of at least 5 KM;
 - 2. there is agreement between the helicopter pilots concerned;
 - 3. the current route structure, the altitudes applicable and communication procedures are adhered to;
 - 4. appropriate traffic information is passed to the helicopter pilots. (Normally for this purpose it will only be necessary for ATC to pass general traffic information eg..... 'Two helicopters westbound along H10 at 1000 FT in the vicinity of Perivale - acknowledge.').
 - ii. If a pilot refuses or considers that the conditions are such that he is unable to maintain visual separation, he will be provided with the Special VFR separation requirements currently in force.

11 INNER AREA OF THE LONDON CTR

- a) The Inner Area of the London CTR is that part of the London CTR from surface to altitude 2500 FT contained within the area enclosed by: BUR NDB – Iver RP – Helicopter Route H10 – Barnes RP – Helicopter Route H3 – Thorpe RP – Ascot Heliport – BUR NDB.
- b) With the exception of those aircraft categories listed below, all VFR and Special VFR aircraft requesting to enter the Inner Area of the London CTR are subject to Prior Permission Required (PPR) from London Terminal Control, via the Senior Watch Assistant on 02380-401110:
 - i. Flight Priority Category A, B, C, D, E traffic who shall follow their own notification procedures where appropriate;
 - ii. Aircraft subject to an Airspace Coordination Notice (ACN) who shall follow the notification process detailed within the ACN;
 - iii. Aircraft subject to a Non-Standard Flight (NSF) who shall follow the notification process detailed within the NSF;
 - iv. Helicopters that remain on the published helicopter routes without landing or departing inside the Inner Area;

All other VFR and Special VFR aircraft are required to obtain PPR (by telephone) to enter the Inner Area of the London CTR on the same day at least 60 minutes before entry clearance is required. Approved aircraft will be given a PPR approval code to quote over the radio when requesting entry clearance from controllers.

- c) Due to the intense Heathrow IFR operations and very high ATC workload within the Inner Area of the London CTR during the hours 0430-2300 local time, it is unlikely that aircraft will receive approval to operate inside the Inner Area within these times, unless there is a specific task that can only be completed within that airspace, e.g. helicopters accessing private landing sites.
- d) The following procedures have been established to ensure safe integration with IFR traffic, avoid excessive airborne holding, and reduce delays to both Heathrow movements and helicopter operators wishing to use landing sites within the Inner Area of London CTR.
 - i. Inbound

1. Contact the London Terminal Control Senior Watch Assistant (02380-401110) on the day of operation at least 60 minutes prior to the estimated time of arrival;
2. Provide the name, latitude and longitude of the landing site, the requested routing, the estimated time of arrival and a contact telephone number;
3. Heathrow Tower Supervisor and Heathrow Radar will be consulted to determine the route that the pilot can expect (subject to the Heathrow runway configuration, meteorological conditions and the likelihood of being able to utilise reduced separation in the vicinity of the aerodrome);
4. If the safe integration of the inbound flight will cause delay to Heathrow traffic it will be subject to the equivalent Heathrow delay. The pilot will be contacted by telephone and advised the route that can be expected and, if appropriate, an amended ETA incorporating the Heathrow inbound delay;
5. The pilot must arrange the flight to arrive at the site within 10 minutes of the approved ETA. Failure to adhere to this time window may result in further delay or, in extreme circumstances, refusal of clearance. Upon establishing two-way communications the helicopter will be cleared to the landing site as soon as practicable commensurate with the safe integration with IFR traffic.

ii. Outbound

1. Prior to departing the site contact LTC SWA at least 60 minutes in advance of the estimated time of departure from the site to provide the name, latitude and longitude of the site, requested routing, planned ETD and a contact telephone number;
2. If the outbound flight will cause delay to Heathrow traffic it will be subject to the equivalent Heathrow delay. The pilot will be contacted by telephone and advised the route that can be expected and, if appropriate, an amended ETD incorporating the Heathrow outbound delay;
3. Within 10 minutes of the approved ETD, the pilot must contact ATC on the ground. If two way contact with ATC cannot be established on the ground either directly or via relay from other aircraft, the pilot must remain on the ground and contact London Terminal Control Group Supervisor Airports (02380-401106) to agree an exact departure time and initial altitude with the controllers concerned in order that safe integration with IFR traffic can be ensured.

Note: If the intention is to be on the ground for less than 60 minutes, both the inbound and outbound arrangements may be agreed during the initial contact with LTC SWA.

12 HELICOPTER ROUTES IN THE LONDON CTR AND LONDON CITY CTR

a) Abbreviations:

H — Holding Point

▲ — Compulsory Reporting Point

△ — On Request Reporting Point

Map references are to the 1: 50 000 Ordnance Survey Map of Great Britain

- b) The precise routes which must be adhered to are portrayed on the 1: 50 000 Map entitled Helicopter Routes in the London CTR & London City CTR. An indication of the routes network is shown on the illustration at AD 2-EGLL-3-2.
- c) Pilots are required to be at or below the lower altitudes on arrival at the reporting point at which the lower altitude applies.
- d) On all notified helicopter routes within the London CTR and London City CTR and for the purposes of SERA.3105 Minimum Heights and SERA.5005(f) Visual Flight Rules an aircraft operated on the notified helicopter routes is permitted to fly below 1000 FT above the highest obstacle within a radius of 600 M but no closer than 500 FT to any person, vessel, vehicle or structure.
- e) In support of (d) suggested minimum altitudes detailed in column 5 at paragraph 12 are given for aircraft operating on the centreline of the routes, however pilots remain responsible for obstacle clearance and are encouraged to operate as high an altitude allowable on the routes, subject to any overriding ATC Clearance. Those minimum altitudes detailed in column 5 at paragraph 12 are based on the VFR Obstacles List produced by AIS and should be used for guidance only as they do not take into account the surrounding ground elevation nor new/temporary obstacles not captured within the Obstacle List. Pilots operating on H4 should be cognisant that when operating outside of the high water marks greater minimum altitudes than those listed in column 5 at paragraph 12 may be required to ensure compliance with the 500 FT rule.

Significant Points	National Grid & Lat/Long	Description of Reference	Maximum Altitude VFR	Suggested Minimum Altitude	Holding Point	Maximum Altitude SVFR	Remarks
1	2	3	4	5	6	7	8
H2							
△ Iver	TQ 035 826 513157N 0003031W	Delaford Park	1000 FT	700 FT	H	1000 FT	
△ West Drayton	TQ 052 784 512939N 0002909W	M4 Motorway Crossing of River Colne (1.25 NM west of Airport Spur)					
▲ Airport Spur	TQ 075 786 512944N 0002715W	Junction of M4 Motorway and Motorway Spur to London Heathrow			H		Note 1

Note 1: Unless otherwise cleared by ATC, pilots are not to fly south of the M4 between West Drayton and Airport Spur.

Significant Points	National Grid & Lat/Long	Description of Reference	Maximum Altitude VFR	Suggested Minimum Altitude	Holding Point	Maximum Altitude SVFR	Remarks
1	2	3	4	5	6	7	8
H3							
▲ Bagshot	SU 908 619 512057N 0004157W	Intersection of London Control Zone/M3 Motorway	2000 FT	850 FT	H	1500 FT	Note 1
△ M3 Junction 3	SU 919 626 512121.06N 0004050.40W	M3 Motorway Junction 3 (VRP)		750 FT			
△ Barrowhills	SU 990 662 512312.42N 0003440.56W	Kitsmead Lane Bridge over M3	1500 FT	700 FT		1000 FT	
△ Thorpe	TQ 018 679 512402N 0003216W	M3 Motorway south of Thorpe Green (M25 intersection)		600 FT	H		
△ Chertsey	TQ 059 668 512327.17N 0002845.36W	Chertsey Road roundabout	1200 FT	550 FT			
▲ Sunbury Lock	TQ 112 683 512409N 0002416W	Midway between Sunbury Lock and the middle of Knight reservoir			H		Note 1
△ Richmond	TQ 184 725 512622.45N 0001749.84W	Golf Course at western edge of Richmond Park	1500 FT	650 FT			
△ Roehampton	TQ 215 746 512728.04N 0001506.76W	Golf course east of Roehampton Gate, H7/ H3 join		600 FT			Note 1
▲ Barnes	TQ 234 765 512827N 0001325W	River Thames at Barn Elms Park and Craven Cottage Football Ground		1000 FT			Note 2
▲ London Heliport	TQ 266 762 512812N 0001046W	London Heliport			H		Note 1 Note 2

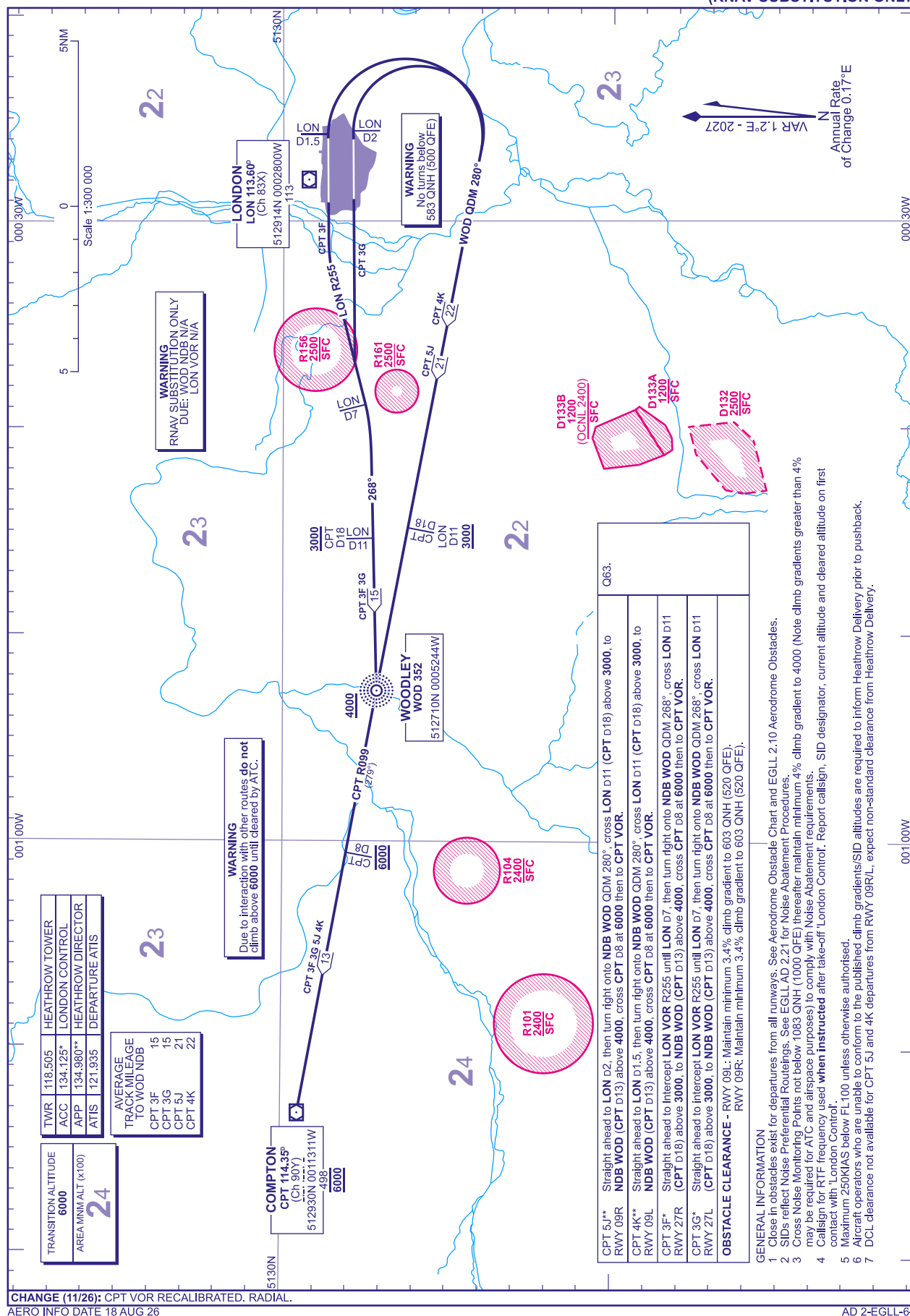
Note 1: When Heathrow Runways 09L/09R are in use, the Route H3 between Sunbury Lock and Roehampton is not available to Special VFR helicopters. These closures do not apply to Flight Priority Category A, B & C helicopters (defined in CAP 493 Manual of Air Traffic Services). Delays may be experienced for VFR helicopters due to slow climbing departures from Heathrow. Helicopter pilots are recommended to obtain Heathrow runway information on the ATIS frequency 128.080 MHz before contacting Heathrow Radar on 125.625 MHz, or London Heliport on 134.280 MHz.

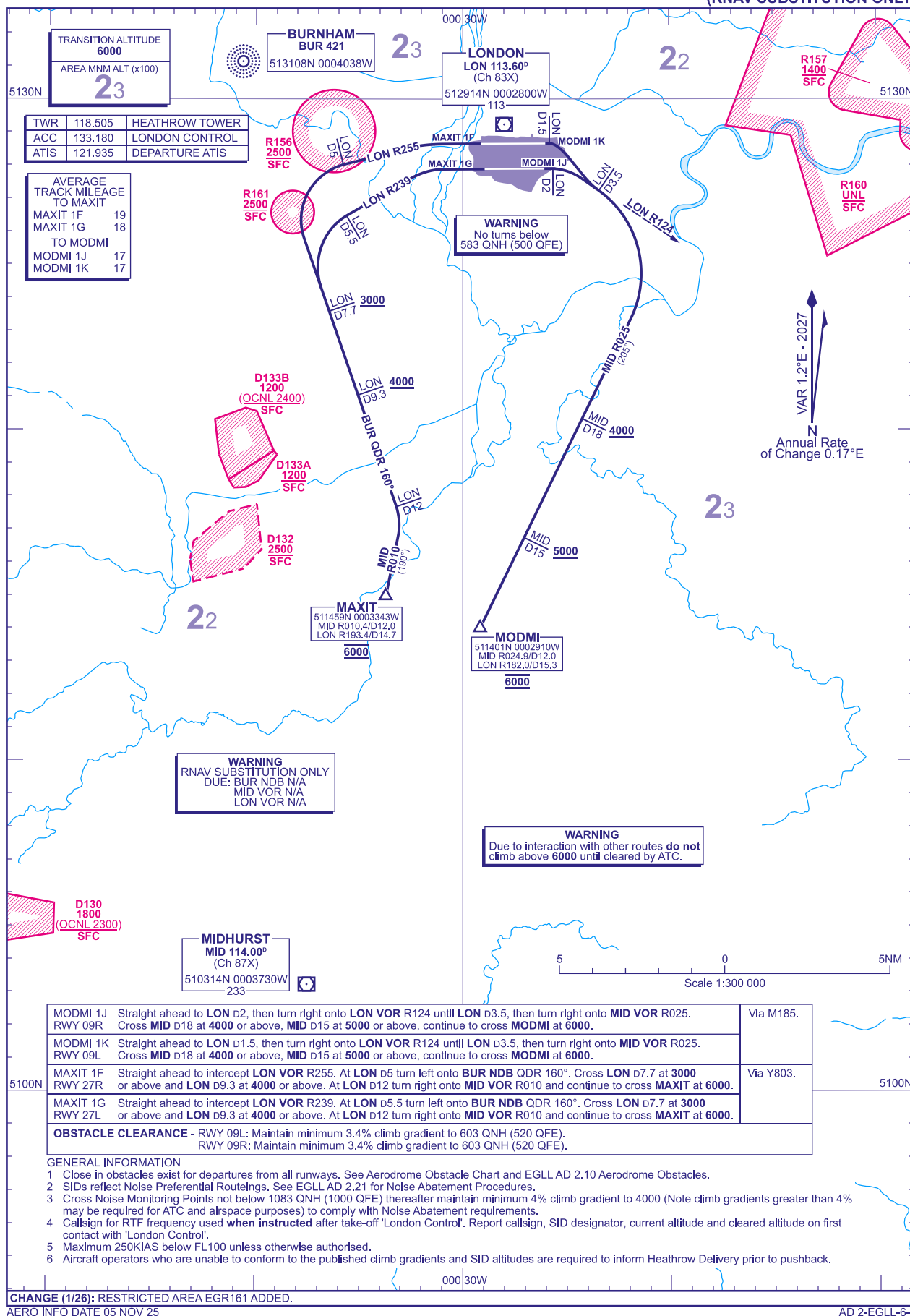
Note 2: Caution - large number of tall structures above 500 FT lie within 600 M of the high water marks of the River Thames. Pilots are reminded that aircraft operated on the notified helicopter routes are not permitted to fly closer than 500 FT to any person, vessel, vehicle or structure.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
CPT 5J 4K 3F 3G
(RNAV SUBSTITUTION ONLY)



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEETLONDON HEATHROW
RWY 09R/L RWY 27R/L
MODMI 1J 1K MAXIT 1F 1G
(RNAV SUBSTITUTION ONLY)

		Taxiway light(s): Amber guard lights at runway/taxiway intersections.
3	Stop bars and runway guard lights (if any)	Stop bars are installed at RWY 07/25 holding points and most intermediate holding points. RWY 07/25 holding point stop bars are operated H24.
4	Other runway protection measures	-
5	Remarks	WDI (LGTD) RWY 07 THR: 515225.58N 0002246.40W. WDI (LGTD) RWY 25 THR: 515238.29N 0002131.17W. WDI adjacent to Airport Fire Station (515232.48N 0002231.51W) is not reliable for aeronautical purposes.

EGGW AD 2.10 AERODROME OBSTACLES

Obstacle data is provided as Digital Datasets in XML (AIXM) and CSV formats via the NATS AIS Website at <http://www.nats.aero/ais/datasets>.

Further information on UK Digital Datasets can be found in GEN 3.1.6.

EGGW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 Hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	F214, F215, GAMET South East available at https://www.metoffice.gov.uk/ .
8	Supplementary equipment available for providing information	Self briefing terminal.
9	ATS units provided with information	LONDON LUTON
10	Additional information (limitation of service, etc.)	A recording of ATIS is available H24 on Tel: 01582-395225.

EGGW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	074.38°	2162 x 45 M	RWY surface: Asphalt, Grooved PCN 75/R/D/X/T	515219.25N 0002300.91W 152.5 FT	THR 515.2 FT TDZ 526.6 FT	-
25	254.40°	2162 x 45 M	RWY surface: Asphalt, Grooved PCN 75/R/D/X/T SWY surface: Asphalt, Non grooved PCN 75/R/D/X/T	515237.36N 0002116.15W 152.4 FT	THR 508.5 FT TDZ 525.7 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	1081 x 150 M	2339 x 280 M	-	-	-	RWY 07 OFZ: Yes. Paved shoulders 5 M in width.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
57 x 45 M	1081 x 150 M	2339 x 280 M	-	-	-	RWY 25 Threshold displaced by 82 M. OFZ: Yes. Paved shoulders 5 M in width.

EGGW AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	2162 M	3243 M	2162 M	2162 M	-
25	2162 M	3243 M	2219 M	2080 M	-
07	1982 M	2973 M	1982 M	-	Take-off from intersection with Taxiway B. Start of TORA 519 FT.
07	1688 M	2532 M	1688 M	-	Take-off from intersection with Taxiway H. Start of TORA 525 FT.
07	1132 M	1698 M	1132 M	-	Take-off from intersection with Taxiway C. Start of TORA 525 FT.
25	1982 M	2973 M	2039 M	-	Take-off from intersection with Taxiway A. Start of TORA 512 FT.
25	1771 M	2657 M	1828 M	-	Take-off from intersection with Taxiway G. Start of TORA 516 FT.
25	1053 M	1580 M	1110 M	-	Take-off from intersection with Taxiway C. Start of TORA 525 FT.

EGGW AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	Coded centre-line with three crossbars. Supplementary lighting inner 240 M. 427 M Light intensity high	Green Flush uni-directional with elev green wingbars	PAPI Left/3° 60 FT 317 M	900 M	Colour coded 15 M spacing Light intensity high	Elev HI bi-directional with LI omni component. Yellow caution zone lighting for final 600 M	Red	-	EDGE: Blue turning circle lights.
25	Coded centre-line with five crossbars. Supplementary lighting inner 240 M. 844 M Light intensity high	Green Flush uni-directional with elev green wingbars	PAPI Left/3° 61 FT 320 M	900 M	Colour coded 15 M spacing Light intensity high	Elev HI bi-directional with LI omni component. Yellow caution zone lighting for final 600 M	Red	Red	THR: Wingbars displaced by 82 M. EDGE: Blue turning circle lights.

EGGW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 515218.73N 0002242.87W (LGTD) - 515231.15N 0002131.03W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lights at 15 M spacing, lights alternate green/yellow inside ILS LOC sensitive area. Green/Yellow lead on/off centre-line lights at A1, B1, C1, G1 and H1. EDGE: Blue edge lights on curves and around run-up area.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGGW AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGGW AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON LUTON CTR 515244N 0003828W - 515511N 0002426W - 515743N 0002145W - 515857N 0001434W thence clockwise by the arc of a circle radius 8 NM centred on 515229N 0002206W to 515042N 0000931W - 514830N 0001506W - 514503N 0003457W - 515244N 0003828W	Upper limit: 3500 FT ALT Lower limit: SFC	D	LUTON RADAR English	6000 FT	-	To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
LONDON LUTON ATZ A circle, 2.5 NM radius, centred at 515229N 0002206W on longest notified runway (07/25)	Upper limit: 2527 FT ALT Lower limit: SFC	D	LUTON RADAR English	6000 FT	H24	ATZ 2000 FT AAL.

EGGW AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	LUTON RADAR	129.550	-	-	H24	-
		132.050 When directed by ATC.	-	-	H24	
TWR	LUTON DELIVERY	121.885	-	-	When directed by ATC (by ATIS)	Operators of aircraft that are not equipped for 8.33 kHz should contact ATC by phone (01582-395029) prior to operating at this aerodrome.
	LUTON GROUND	121.755 DOC 5 NM/GND	-	-	0600-2300 (0500-2200).	
	LUTON TOWER	121.500 Emergency frequency O/R.	-	-	H24	

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Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
		126.730 SPARE - When directed by ATC.	-	-	H24	
		132.555 DOC 25 NM/4,000 FT.	-	-	H24	
RADAR	LUTON DIRECTOR	128.750 When directed by ATC.	-	-	H24	-
ATIS	ARRIVAL AND DEPARTURE INFORMATION	120.580 DOC 60 NM/ 20,000 FT.	-	-	H24	ATIS also available on Tel: 01582-395225
OTHER	LUTON FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGGW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 1.23°E (2027)	ILTN	109.150 MHz	HO	515239.35N 0002104.62W		(RWY 07)
ILS/GP	ILTN	331.250 MHz	HO	515218.44N 0002245.00W		3° ILS Ref Datum Hgt 58 FT.
ILS/LOC III 1.22°E (2027)	ILJ	109.150 MHz	HO	515217.42N 0002311.45W		(RWY 25)
ILS/GP	ILJ	331.250 MHz	HO	515231.03N 0002129.60W		3° ILS Ref Datum Hgt 55 FT.
NDB 1.10°E (2027)	HEN	433.500 kHz	H24	514535.07N 0004725.05W		Range 30 NM.
NDB (L) 1.27°E (2027)	LUT	345.000 kHz	H24	515340.69N 0001509.02W		Range 20 NM.
ILS/DME	ILTN	28Y	HO	515218.23N 0002244.57W	535 FT	(RWY 07) On AD. DME freq paired with ILS I-LTN. Zero range is indicated at THR of Runway 07.
ILS/DME	ILJ	28Y	HO	515230.89N 0002129.81W	532 FT	(RWY 25) On AD. DME freq paired with ILS I-LJ. Zero range is indicated at THR of Runway 25.
VOR/DME 1.41°E (2027) 1.1°E (2025)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/ 50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
VOR/DME 1.58°E (2027) 1.6°E (2026)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R288-028 and 45 NM/50,000 FT in Sector R248-288). DME DOC: 60 NM/50,000 FT.
VOR/DME 1.18°E (2027) 1.3°E (2025)	BNN	84Y 113.750 MHz	H24	514334.19N 0003259.10W	558 FT	VOR DOC: 20 NM/50,000 FT (30 NM/ 50,000 FT in Sector R329°-084° and 40 NM/50,000 FT in Sector R084°- 119°). DME DOC: 60 NM/50,000 FT.
VOR/DME 1.36°E (2027) 1.4°E (2025)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R069-269). DME DOC: 120 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 1.32°E (2027) 1.2°E (2025)	BPK	122X 117.500 MHz	H24	514459.05N 0000624.25W	392 FT	VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R254-074 and 65 NM/50,000 FT in Sector R314-349). DME DOC: 40 NM/50,000 FT (80 NM/ 50,000 FT in Sector R284-359).

EGGW AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Use governed by regulations applicable to Luton CTR.
- All flights operating at London Luton Airport require a slot allocation by Airport Coordination Ltd (ACL). Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 0208-564 0614; or Fax: 0208-564 0691 or at all other times to London Luton Airport Operations Control Centre: 01582-395525. OCS account holders can add, change and cancel slots at any time on the online coordination portal: <https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1>.
- Aircraft operators are required to have made prior arrangements for ground handling with an Airline or Ground Handling Agent based at London Luton Airport. This includes diversion events, however nothing in this procedure shall prevent an aircraft that has declared an emergency from landing.
- Aircraft operating at London Luton Airport without the required acceptance from Airport Co-ordination Ltd and/or without prior arrangement for ground handling services will incur a financial penalty payable to the Airport Authority prior to the aircraft leaving London Luton.
- Aircraft using London Luton Airport do so in accordance with London Luton Airport's Conditions of Use document available on request from London Luton Airport Operations Ltd. <http://www.london-luton.co.uk/en/content/8/1259/operations.html>.
- The airport is available only to pilots holding a current licence. The minimum required is a Private Pilot Licence.
- Aircraft unable to communicate with ATC by radio will not be accepted.
- London Luton Airport is not equipped to handle radioactive materials and therefore aircraft carrying such material will not be accepted. In the event that an aircraft carrying radioactive materials has no alternative but to divert to Luton, the pilot must inform Luton ATC on first contact.
- VFR aircraft operating into or out of Luton Airport should file a flight plan in advance. In exceptional circumstances 'booking out' may be made with ATC by telephone on 01582-395029; 'booking out' of flights by RTF will not be accepted.
- Cross-bleed engine starts are not permitted on any stand. All such engine starts must be undertaken on the adjacent taxiway or apron taxiway centre-line and approval must be obtained from ATC in advance. Cross-bleed engine starts on the East Apron must only be undertaken with the approval of ATC, at the entrance to the apron.
- Fixed-wing aircraft except when in the service of a police authority and authorised by ATC, must not operate over any apron below a height of 1000 FT.
- It is a mandatory requirement that all aircrew and ground staff wear high visibility clothing (minimum standard being a high visibility waistcoat) at all times in external airside areas of the airport. It is the responsibility of the aircraft captain to ensure that their passengers are escorted by aircrew or ground staff at all times when on foot in external airside areas of the airport.
- Aircraft operators are informed that the use of DECT 6.0 version cordless phones operating on the 1.9 GHz frequency is prohibited at London Luton Airport.

2 GROUND MOVEMENT

- Ground Movement Control (GMC) is in continuous operation and surface movement of aircraft, vehicles and personnel on the Manoeuvring Area is subject to ATC authority. All operators should state their location in the initial contact with GMC.
- Pre-departure clearance by Data Clearance Link using ARINC (623) is available at London Luton Airport for suitably equipped aircraft. DCL is available from EOBT minus 30 to EOBT minus 1. Flight crew should ensure that stand information is entered in the request correctly. Earliest response will be EOBT minus 18 minutes. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received. If an attempt to obtain DCL is unsuccessful the aircraft must instead request via RTF. Further details of the DCL service may be obtained from ATC on 01582-395029.
- Flight crew should request start-up and/or pushback only when imminently ready to do so. This should include doors and hatches closed, steps removed, tug attached and communications established with ground crew with confirmation that they are ready. To prevent back of stand vehicle traffic congestion, anti-collision beacons should only be switched on once start clearance has been obtained.
- Engine start-up and pushback from stands must not take place until positive clearance to do so has been received from ATC.
- Within the Manoeuvring area, pilots will be cleared to proceed under general direction from GMC and are reminded of the extreme importance of maintaining a careful lookout at all times. ATC instructions will normally specify the taxi route to be followed. To avoid conflict between inbound and outbound traffic Luton Tower issue instructions to aircraft to hold at intermediate taxiway holding points. Pilots should pay particular attention to the clearance limit issued and ensure they are familiar with, and have a current copy of, the taxiway map to avoid any breach of taxi clearance limits. All breaches will be reported by ATC and an investigation into the cause will be required.
- It is the aircraft Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.
- Aircraft pushing-back from stands 43L, 44L, 44R, 45R, 46, 47, 48 and 49 must not infringe Taxiway Delta without specific clearance from ATC.
- All stands are Nose-in/Pushback with the exception of aircraft parking at holding points F1, F2, F3 and F4 who may be instructed to depart from the holding point under their own power. ATC will specify the direction of pushback as required by the tactical traffic situation. Flight

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crew must ensure that ground crew are aware of the required pushback direction. If flight crew are unable to communicate via headset with ground crew they must advise GMC before start-up. Pushback directions will be specified as one of the following:

- i. Main Apron stands: face north towards Echo 1 or face south towards Bravo 7.
- ii. North Apron stands: unless an alternative pushback is given with the clearance, pushback directions will be specified as one of the following - push to tug point Elder to face east towards Echo 3 or push to tug point Willow to face west towards Echo 2.
- iii. East Apron stands: standard push and start within the East Apron facing east toward Delta.
- iv. South Apron stands: face east towards Alpha 7 or face west towards Alpha 8.
- v. Delta Apron stands: face south towards Delta 1 or face north towards Delta 2.
- vi. Stands 16, 17, 18, 19: face north towards Echo 1 or face south towards Bravo 7.
- vii. Stand 60: face east towards Echo 1 or face west towards Main Apron.
- viii. Stand 61: face west towards Echo 2 or east towards Echo 3.
- ix. Stand 62: pushback within the stand area to face west towards Juliet 1.
- x. Engine Run-Up Bay (ERUB) Apron stands: face east towards Alpha 5 or face west towards Alpha 6.

i) **Alternative Pushback Procedure.**

- i. Stands 72, 74, 75, 76, 77, 78, 79 – dependent on prevailing traffic, ATC may instruct to pushback to holding point Delta 4 to face south on Taxiway Delta.
- ii. Stand 73 Code D and E are required to pushback to holding point Delta 4 to face south on Taxiway Delta and pulled forward to D3.
- iii. Stands 30 and 31: Aircraft up to Code C are required to pushback into Taxiway Echo to face east at Holding Point Echo 3.
- iv. Stands 30 and 31: Code D up to max size Airbus A300 are required to pushback into Taxiway Echo and pull forward onto Delta facing south.
- v. Stand 31 Code E are required to push to East Apron then pull forward on to Delta facing south.
- vi. Stand 31 B767 are required to push to East Apron for taxi.
- vii. Stand 71 Aircraft up to Code C, ATC may instruct to pushback to Delta 4 facing south.

j) **Taxiing Restrictions - Taxiways Bravo and Echo.**

- i. Wide-bodied aircraft must not route via Echo 1 in any direction. Maximum size aircraft under power between Echo 1 and Echo 3 is Code C.
- ii. Wide-bodied aircraft are not permitted to taxi in either direction via Bravo 8 without the guidance of a Follow-Me vehicle.

k) **Additional Visual Holding Points.**

Bravo 8 (northbound - Taxiway Bravo), Juliet 1 (Exit from Stand 62), Charlie 2 (northbound - Taxiway Charlie) and Alpha 8 (eastbound - Taxiway Alpha) are additional visual holding points.

l) **Holding Points Restrictions.**

- i. Limited Remote Holding capacity is available on request to GMC, for aircraft up to B737/A321 size that are subject to ATFM departure delays.
- ii. Pilots of departing aircraft approaching holding point Hotel 1 should exercise caution due to the unusual alignment of the taxiway and runway entry point, particularly when holding in a queue of aircraft. The area immediately to the west of Hotel 1 is not a designated holding area. Aircraft must not cross the Hotel 1 holding point or enter this area unless positive clearance to do so has been received from ATC, and the stopbar at Hotel 1 has been extinguished.
- iii. Hold A6E is not available for aircraft larger than the Boeing 737-800/BBJ/A321. Access is only permitted eastbound routeing via hold A6.

m) **Remote De-icing - Aircraft Engines Running.**

- i. There are two locations identified as de-icing pads to enable the remote de-icing of aircraft with engines running. They are managed and coordinated by the London Luton Airport Operations Ltd (LLAOL) de-icing service providers and there is an agreed process in place for the operation of these pads.
- ii. The two locations are located on Taxiway Foxtrot and the South Apron and are available for use by both commercial and General/Business Aviation up to Code C. Both will have resource to coordinate the operations, communication with pilots and de-icing rigs operatives and an electronic signage board for visual communications.

1. **Taxiway Foxtrot** (4 positions) - All aircraft are positioned to face south. Taxiway Foxtrot can accommodate 4 aircraft simultaneously (F1, F2, F3 & F4) with aircraft entering via F5 & K1 (from Delta) and exit via F1 onto taxiway Alpha or K1 on to Delta. There may be occasions where parts of Taxiway Foxtrot is used for aircraft parking.
2. **South Apron** (3 positions) - All aircraft are positioned to face east. The South Apron can accommodate a maximum of 3 aircraft simultaneously, these aircraft will be able to taxi in/out independently of one another under the guidance of a follow me and marshaller.

3 CAT II/III OPERATIONS

- a) Runways 07 and 25, 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 by ATIS broadcast or by RTF when these procedures are in operation.
- c) Departing Aircraft:

- Runway 25 - ATC will require departing aircraft to use the Alpha 1 holding point.
- Runway 07 - ATC will require departing aircraft to use the Bravo 1 holding point.

Occasionally it may be necessary for other departure points to be used due to work in progress or at the discretion of ATC.

d) Arriving Aircraft:

The appropriate runway exit will be illuminated. Pilots should report 'Runway Vacated' when the aircraft has passed the last of the alternate yellow and green centre-line lights, which denote the extent of the ILS localizer sensitive area.

4 WARNINGS

- a) Bird dispersal takes place regularly including the use of pyrotechnics.
- b) Grass cutting will take place as required during the summer months.
- c) Radio-controlled model aircraft flying takes place during daylight hours, at Coles Lane, Harpenden, adjacent to the M1 between Junctions 9 (VRP) and Junction 10. Pilots should be aware that model aircraft up to 7 KG may be operating in these areas below altitude 1000 FT.
- d) Unmanned Aerial Vehicle (UAV) activity takes place during daylight hours, operating on the south western border of Harpenden, adjacent to the M1 between Junction 9 (VRP) and Junction 8 (VRP). Pilots should be aware that UAVs up to 20 KG may be operating in these areas below altitude 1000 FT.
- e) In order to minimise possible damage to adjacent aircraft, equipment and structures, pilots of departing propeller-driven aircraft exceeding MTOM 5700 KG and all jet aircraft must use minimum breakaway power if self-maneuvring off any stand.
- f) Possible light distraction on approach to Runway 07. Lights positioned at 515215.44N 0002406.90W.
- g) Radio-controlled model aircraft flying and Unmanned Aerial Vehicle (UAV) activity takes place during daylight hours at Harris Lane, Offley, 0.5 NM southeast of Offley VRP. Pilots should be aware that model aircraft and UAVs up to 7 KG may be operating in these areas below altitude 1000 FT.
- h) Unmanned Aerial Vehicle (UAV) operations take place within the aerodrome boundary, details of operating times and exact location will be passed by ATC.

5 HELICOPTER OPERATIONS

- a) A helicopter landing area is not designated. Helicopters must route inbound and outbound as directed by ATC and should avoid overflying all built-up areas to the south of the Airport.
- b) Arriving helicopters must transition over the runway before air or ground taxiing to parking; Departing helicopters must air or ground taxi to a runway holding point and must subsequently, transition over the runway before departing, as instructed by ATC.
- c) Helicopter Aiming Point Procedure - Helicopters arriving from or departing to, locations south of the Airport may be cleared to land at or take-off from, either Hotel 1 or Charlie 1. Such helicopters must transition perpendicular over the runway but must not land or take-off using the runway QDM. All other helicopters are required to land or take-off using the runway, for which ATC may issue modified circuit joining and leaving instructions.
- d) Helicopters arriving and departing during Low Visibility Procedures must use the runway in use. After arrival, helicopters will taxi to the parking area as directed by ATC. Helicopters parking on the main apron may be provided with guidance by a marshaller.
- e) Helicopters inbound from the south may be cleared by ATC to hold at the aerodrome boundary to await onward clearance to cross the runway after departing or landing fixed-wing aircraft. In such circumstances, to avoid interference to ground-based navigation equipment, such helicopters must remain at or south of the aerodrome boundary until able to cross the runway without further holding, and must not hover below 100 FT AAL over the grass area between the southern aerodrome boundary and the runway.
- f) Helicopters, except when air taxiing or in the service of a police or health authority and authorised by ATC, must not operate over any apron below a height of 500 FT or fly closer than 500 FT to any associated buildings, vehicle or aircraft.

6 USE OF RUNWAYS

- a) Minimum Runway Occupancy Time - Departing Aircraft.
 - i. On receipt of back-track/line-up clearance, pilots should ensure, commensurate with safety and standard operating procedure, that they are able to taxi into the correct position if not already at the hold, and back-track/line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or completed its landing run and has passed the holding point. The crew of departing aircraft must inform ATC if they are not ready for departure when instructed by ATC to enter the runway for take-off.
 - ii. Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately take-off clearance is issued.
 - iii. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Luton Tower frequency.
 - iv. Pilots are not to cross any illuminated Holding Point Red Stop bars unless specifically instructed to do so by ATC.
 - v. RWY 07 - Pilots requiring the full runway length should advise ATC when requesting departure clearance.
- b) Minimum Runway Occupancy Time - Arriving Aircraft.
 - i. Pilots are reminded that rapid exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'.
 - ii. Aircraft vacating the runway via Taxiway Alpha must hold at Holding Point Alpha 6 until further instructed by Luton Ground.
 - iii. Aircraft vacating the runway via Taxiway Bravo must hold at Holding Point Bravo 5 until further instructed by Luton Ground.
 - iv. Aircraft vacating the runway via Taxiway Hotel must hold at Holding Point Bravo 6 until further instructed by Luton Ground.
 - v. Turn-offs from the runway onto Taxiway Charlie are prohibited except when authorised by ATC.
 - vi. Aircraft vacating the runway via Taxiway Golf must hold at Holding Point Alpha 6 until further instructed by Luton Ground.

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7 TRAINING

a) Conditions of Use.

- i. Daily: Available for training 0800-2000 (0700-1900).
- ii. Use of the aerodrome for training purposes is subject to prior permission from London Luton Airport Operations Ltd and acceptance by Air Traffic Control having regard to tactical traffic situation.
- iii. All visiting and Luton based operators and aircrew requesting to undertake training flights at Luton whether landing or not, must contact Airport Operations by telephone: 01582-395525. The filing of a flight plan for a training flight does not in itself imply permission or ATC acceptance.
- iv. Training aircraft using Runway 25 must climb straight ahead to 500 FT AAL, must track 215° M until reaching height 1500 FT; aircraft using Runway 07 must not turn crosswind until reaching height 1500 FT AAL, unless otherwise instructed by ATC.
- v. The simulation of engine failures is not permitted.

b) Circuits.

- i. Circuits by propeller-driven aircraft whose Maximum Take Off Mass exceeds 5700 KG and by all jet aircraft on training flights will be carried out at the minimum circuit height of 2500 FT QFE, unless otherwise instructed by ATC. Runway 07 – right hand circuits Runway 25 – left hand circuits.
- ii. Circuits by propeller-driven aircraft whose MTOM does not exceed 5700 KG shall be carried out at the minimum circuit height of 1000 FT QFE.

EGGW AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound or outbound from this aerodrome are required to conform to the following procedures, for more details please refer to Aircraft Noise Control at LLA available on: <http://www.london-luton.co.uk/corporate/community/noise/minimising-noise>. Notwithstanding that these may at any time be deviated from to the extent necessary for avoiding immediate danger.

1 GENERAL

- a) Every operator of aircraft whilst within or directly above the aerodrome shall ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
- b) Unless on radar vectors, aircraft shall avoid any populated areas.
- c) Any aircraft shall, after take-off, be operated in such a way that it will not cause more than 79 dBA by day (0700-2300 (0600-2200)) or 78 dBA by night (2300-0700 (2200-0600)) at any noise monitoring terminal at any of the sites referred to in the table below:

Description	Postcode	OS Co-ordinates	Latitude (DMS)	Longitude (DMS)
NMT1: Frogmore, Stagenhoe Bottom Farm	SG4 8JN	TL 1767 2251	51°53'20N	0°17'30W
NMT2: Grove Farm, Slip End	LU1 4DB	TL 0766 1774	51°50'52N	0°26'18W
NMT3: Pepsal End Farm, Pepperstock	LU1 4LH	TL 0836 1745	51°50'43N	0°25'42W

2 TAKE-OFF AND MISSED APPROACH

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

3 CONTINUOUS DESCENT APPROACHES

- a) All jet aircraft and all propeller-driven aircraft whose MTOM exceeds 5700 KG, are expected to apply Continuous Descent Approach (CDA) procedures to all approaches to Runway 07 and Runway 25. Subject to ATC clearance, inbound aircraft are to minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures.
- b) Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. Radar vectors will be given, and descent clearance will include an estimate of track distance to touchdown.
- c) In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a clean aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.
- d) CDA will commence from 5000 FT QNH and will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM.

4 VISUAL CIRCUITS/APPROACHES

- a) Aircraft approaching without assistance from ILS or radar shall follow a descent path no lower than the normal approach path indicated by the PAPIs.
- b) With the exception of training aircraft as described in Local Traffic Regulations, paragraph 7 'Training' above, propeller-driven aircraft whose MTOM exceeds 5700 KG and all jet aircraft carrying out visual circuits/approaches to Runways 07 and 25 shall establish on final

approach no closer than 7 NM from touchdown. Additionally, such aircraft shall not, unless otherwise instructed by ATC, descend below 2500 FT (Luton QNH) before commencing final approach.

- c) Aircraft must not join the final approach track to any runway at an altitude of less than 2500 FT (Luton QNH), orbits on final approach will not be authorised by ATC, except when the safety of an aircraft would be compromised.

5 NOISE PREFERENTIAL ROUTINGS

- a) The Noise Preferential Routings and Procedures specified in the table below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other aircraft with a maximum certified weight exceeding 5700 KG unless otherwise instructed by ATC or unless deviations are required in the interests of safety.
- b) The obligations of Noise Preferential Routings for conventional SIDs cease when a height of 3000 FT QNH (between 0700-2300 (0600-2200)) and 4000 FT QNH (during night time, 2300-0700 (2200-0600)) has been reached. The obligations of Noise Preferential Routings for the RNAV1 SIDs cease when a height of 4000 FT QNH has been reached.
- c) A departure will be deemed to have complied with the Noise Preferential Routing if, in the portion of flight below the appropriate vectoring altitude (see 5 (b) above), it is properly recorded by the airport's noise and track monitoring system as having flown wholly within the Lateral Swathe (LS). Where the aircraft is clearly flying outside the LS, the aircraft is identified as causing a "possible" track violation and is subject to a nominal fine, as defined in LLA's Charges and Conditions of Use.

Take-off Run-way	ATC Clearance	Procedure	Take-off Run-way	ATC Clearance	Procedure
25	OLNEY KILO/Juliet	Climb straight ahead to 500 FT (AAL) turn left to intercept BNN VOR R031. At BNN D7 turn right onto HEN QDM 254°. At BNN VOR R003 turn right onto BNN VOR R343. Crossing BNN R343/D6 at 4000.	07	OLNEY Sierra	Climb straight ahead. At I-LTN D3.4 turn left to intercept BPK VOR R313.
	Rodni Papa	Climb straight ahead to 500 FT (AAL) turn left to intercept BNN VOR R031. At BNN D7 turn right onto HEN QDM 254° ensuring that BNN DME does not decrease below 4 NM.		Rodni Uniform/Victor	Climb straight ahead. At I-LTN D3.8 turn right onto HEN QDM 255°. Ensure that BNN DME does not decrease below 4 NM. (See Note 3)
	Non – RNAV MATCH/Detling MIKE	Climb straight ahead to 500 FT AAL turn left to intercept BNN VOR R031. At BNN D7 turn left onto BPK VOR R283.		MATCH/ Detling TANGO	Climb straight ahead to LUT NDB (I-LTN D4.7), then turn right to intercept BPK VOR R335.
	RNAV MATCH/ Detling	Climb straight ahead to 1030 FT QNH, then turn left direct GWS01, then to GWS06, left to GWS12, right to GWE16, GWE19, BPK VOR. (See Note 2)			

Note 1: The Noise Preferential Routeings specified above are compatible with normal ATC requirements, however in individual cases ATC may vary them when necessary. The use of the routeings is supplementary to noise abatement take-off techniques as used by piston-engined, turboprop and turbo-jet aircraft.

Note 2: Unless otherwise instructed by ATC, aircraft departing from Runway 25 for RNAV MATCH/DETLING will be routinely kept within the NPR corridor until crossing the railway line (GWE) between St. Albans and Harpenden.

Note 3: Unless otherwise instructed by ATC, aircraft departing from Runway 07 for RODNI, UNIFORM/VICTOR must remain at 4000 FT (Luton QNH) until west of Radial 037 from Bovingdon VOR.

Note 4: The crossing points and altitudes are detailed at AD 2-EGGW-6-1 to 6-6 charts of the Standard Instrument Departure procedures for aircraft departing the airport via the Airways System. The Standard Departure Route procedures for aircraft departing outside the Airways System are detailed at AD 2-EGGW-6-7 to 6-9.

6 GROUND RUNNING AND TESTING OF AIRCRAFT ENGINES

- a) The ground running and testing of the engines of any aircraft other than at ground idle power setting shall be carried out only in the designated areas.
- b) The aircraft shall be positioned in such a manner that the jet blast will not impinge on any runway, taxiway, aircraft, equipment installation, or other property of the airport or third party.
- c) ATC shall be notified by radio at the commencement and cessation of each run and the following information should be provided:
- The aircraft's registration number or letters;
 - The aircraft's position on the airport;
 - The percentage power setting anticipated; and
 - The expected duration of the engine run.
- d) A single engine run at ground idle power settings may be undertaken provided that:
- the aircraft is positioned so as to cause no damage or inconvenience to persons or property;

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- ii. the engine run does not exceed 10 minutes;
 - iii. a person is at all times in attendance outside the aircraft to ensure the safety of persons and property during the engine run;
 - iv. Continuous radio contact is maintained with air traffic control, from whom permission to start the engine(s) must be obtained and to whom notification must be given when the engine run is completed.
- e) Engine ground running and testing will normally be permitted within the following periods:
- i. Weekdays: between 0600-2300 (0500-2200)
 - ii. Saturdays, Sundays and Public Holidays: between 0700-2300 (0600-2200);
 - iii. In exceptional circumstances, operators can apply to Airport Operations for permission to operate outside this period.

7 NIGHT NOISE RESTRICTIONS

- a) Chapter 2 aircraft are not permitted to operate during the periods of 2300-0700 (2200-0600);
- b) The aircraft with a QC value of greater than 1 must not operate during the night period.
- c) All departure flights recording a level above 78 dB, 6.5 KM from 'start of roll' during the night period will be subject to a nominal fine, as defined in LLA's Charges and Conditions of Use.
- d) Aircraft scheduled (SIBT) to arrive during the early morning shoulder period 0610-0705 (0510-0605), will not be accepted earlier than 0600 (0500).
- e) Aircraft scheduled (SIBT) to arrive during the day period 0710-2300 (0610-2200) will not be accepted earlier than 0700 (0600).

8 NOISE ABATEMENT PROCEDURES FOR HELICOPTERS

- a) Fixed-wing aircraft and helicopters operating under VFR or SVFR to the south of Luton Airport should endeavour to avoid overflying built-up areas and isolated properties south of the boundary.

EGGW AD 2.22 FLIGHT PROCEDURES

1 THE ARRIVAL CODE OF PRACTICE (ACOP) AND DEPARTURE CODE OF PRACTICE (DCOP)

The voluntary Code of Practice has been compiled by Flight Operations and Air Traffic Control to give advice on the operational techniques aimed at improving the environmental impacts of aircraft operations through operational best practice. The Arrival Code of Practice (ACOP) and Departure Code of Practice (DCOP) can be found on the LLA website - <https://www.london-luton.co.uk/corporate/lla-publications/operations>. Nothing in this Code shall take precedence over the requirement for safe operation and control of aircraft at all times. For the avoidance of doubts, all recommendations are to be read as being subject to the requirements of safety and manufacturer/aircraft flight manual limits.

2 PROCEDURES FOR INBOUND AIRCRAFT UNDER IFR

- a) Inbound via the ATS Route Network
 - i. The Standard Arrival Routes (STAR) for aircraft inbound to London Luton are shown at AD 2-EGGW-7-STAR Charts.
 - ii. The Terminal Holding facility at ABBOT is shared with arrivals to both London Stansted and Cambridge airports and therefore some STAR designators are shared. The Terminal Holding facility at ZAGZO is for London Luton arrivals only.
- b) Inbound other than on Airways
 - i. Aircraft wishing to enter the Luton CTR/CTA direct from the London FIR should obtain ATC clearance at least 10 minutes before reaching the CTR or CTA boundary, when they will be advised of the route to be followed consistent with the current traffic situation.
 - ii. Aircraft arriving from the north and northeast should expect to route via a Reporting Point BIGLI (520748N 0001430W, BKY VOR/DME fix R309/D14; BNN VOR/DME fix R027/D27) established beneath the London TMA (base 5500 FT QNH).
 - iii. For aircraft receiving a service from London Military Radar, co-ordination procedures have been agreed between Luton ATC and London Military involving the use of BIGLI. There is no holding procedure associated with BIGLI.
 - iv. Aircraft must not enter Controlled Airspace unless specific clearance to do so has been given.
- c) Approach Procedures – with Radar Control
 - i. When inbound traffic is being sequenced by Radar, the Approach procedure will be flown from under directions from the appropriate Radar Controller, and will consist of that part of the approach between the holding pattern and the Final Approach Track.
 - ii. Once the aircraft is under Approach Radar Control, changes of Flight Level/Altitude and heading will be made only under instructions from the Radar Controller, except in cases of radio communications failure in the aircraft or at the Radar Unit.
 - iii. Headings and Flight Levels/Altitudes will be passed by ATC. When holding is not necessary, radar vectors will be given prior to the aircraft reaching the holding pattern and descent clearance will include an estimate of track distance to touchdown.
 - iv. Further distance information will be given between initial descent clearance and intercept heading to the ILS. On receipt of descent clearance, the pilot will descend at the rate he judges will be best suited to the achievement where possible, of continuous descent, the objective being to join the glidepath at the appropriate height for the distance, without recourse to level flight.
 - v. Between the hours of 2300-0700 (2200-0600), all jet aircraft and all propeller driven aircraft whose MTOM exceeds 5700 KG, irrespective of the type of approach, are to be vectored onto a closing heading which will position the aircraft for Runway 25 on final approach no closer than 8 NM from touchdown and for Runway 07 no closer than 10 miles from touchdown. Descent below 3000 FT QNH is not to be given until 10 NM from touchdown.

- vi. Pilots should typically expect the following speed restrictions to be enforced:
 - 220 KT from the holding facility during the intermediate approach phase;
 - 180 KT on base leg/closing heading to the ILS;
 - 180-160 KT when first established on the ILS;
 - 165 KT +/-5 to 5 DME.
- vii. 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.
- viii. The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including wake turbulence) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
- ix. Pilots of IFR flights inbound to Luton airport will be vertically or laterally separated from all gliding activity north of and below final approach track to Runway 07.
- x. In the event of radio communications failure at the Radar Unit, pilots should contact Luton Tower for further instructions.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) All jet aircraft and all propeller driven aircraft whose MTOM exceeds 5700 KG departing London Luton Airport, whether routing inside or outside Controlled Airspace, are required to follow Noise Preferential Routes.
- b) The Standard Instrument Departure Procedures for aircraft departing from London Luton Airport via the Airways System are detailed at AD 2-EGGW-6-1 to 6-6.
- c) The Standard Departure Route procedures for aircraft departing IFR outside the Airways System are detailed at AD 2-EGGW-6-7 to 6-9.
- d) ATC clearance is available from Luton Ground RTF 121.755 MHz, up to 20 minutes prior to aircraft flight planned departure time.
- e) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation. See AD 2-EGGW-6-2 and 6-3.
- f) If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation
- g) Positioning flights to London Heathrow Airport or Northolt will be cleared to BNN VOR via Non-Airways Departure Routes November or Uniform as appropriate, and will be allocated a level within controlled airspace prior to departure.
- h) It is imperative that pilots of departing aircraft inform ATC on start-up if they anticipate an initial climb and/or acceleration performance that is likely to be significantly less than 'normal' for their aircraft type.

4 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedures notified in ENR 1.1 Section 3 Paragraph 3.4, with the exceptions described below.

- a) Inbound Aircraft via ZAGZO †
 - i. When complete communication failure occurs in the aircraft before ETA, or before EAT, when this has been received and acknowledged the aircraft will:
 - 1. fly to the ZAGZO † holding point (as detailed at AD 2-EGGW-7-STAR Charts);
 - 2. hold at the last assigned level until the last acknowledged ETA plus 10 minutes, or EAT when this has been given;
 - 3. then commence descent for landing in accordance with the RNAV1 Approach Transitions from ZAGZO.
 - ii. If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point the aircraft will:
 - 1. hold the last assigned level at ZAGZO † until:
 - ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC whichever is the later; or
 - EAT when this has been received and acknowledged;
 - 2. then commence descent for landing in accordance with the RNAV1 Approach Transitions from ZAGZO.
 - iii. When radio communication failure occurs during intermediate approach (initial) under radar control.
 - In the event of radio failure after instructions to leave the ZAGZO † hold with the intention of a direct radar assisted approach, but before being given approach clearance, the following procedure should be adopted:
 - 1. continue descent to the assigned altitude or maintain last assigned altitude;
 - 2. proceed to the LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13);
 - 3. hold at the LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) for 5 minutes (as shown in the AIP charts);
 - 4. descend in the holding pattern to 2000 FT QNH and commence an ILS/NDB approach;

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5. in the event of a missed approach, follow the Missed Approach procedure to LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) and adopt the basic radio failure procedure detailed at ENR 1.1 Section 3 Paragraph 3.4.
- iv. The route and level to be used when leaving CAS in accordance with the procedures given at ENR 1.1 Section 3 Paragraph 3.4 are shown in the table below:

Position at time of decision	Route
ZAGZO LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13)	Turn right onto track 360° M at last assigned level. Turn onto track 334° M at not above 3000 FT ALT.

b) Inbound Aircraft via ABBOT ±±

- i. When complete communication failure occurs in the aircraft before ETA, or before EAT, when this has been received and acknowledged the aircraft will:
 1. fly to the ABBOT ±± holding point (as detailed at AD 2-EGGW-7-6 and AD 2-EGGW-7-7 STAR Charts);
 2. hold at the last assigned level until the last acknowledged ETA plus 10 minutes, or EAT when this has been given;
 3. then commence descent for landing in accordance with the Initial Approach Procedures from ABBOT. For Runway 07 arrivals from ABBOT, descend in the LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) holding pattern from 4000 FT ALT to 2000 FT ALT and then carry out the appropriate instrument approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).
- ii. If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point the aircraft will:
 1. hold the last assigned level at ABBOT ±± until:

ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC whichever is the later; or

EAT when this has been received and acknowledged;
 2. then commence descent for landing in accordance with the Initial Approach Procedures from ABBOT. For Runway 07 arrivals from ABBOT, descend in the LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) holding pattern from 4000 FT ALT to 2000 FT ALT and then carry out the appropriate instrument approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).
- iii. When radio communication failure occurs during intermediate approach (initial) under radar control. In the event of radio failure after instructions to leave the ABBOT ±± hold with the intention of a direct radar assisted approach, but before being given approach clearance, the following procedure should be adopted:
 1. Continue descent to the assigned altitude or maintain last assigned altitude;
 2. proceed to the LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13);
 3. hold at the LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) for 5 minutes (as shown in the AIP charts);
 4. descend in the holding pattern to 2000 FT QNH and commence an ILS/NDB approach;
 5. in the event of a missed approach, follow the Missed Approach procedure to LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) and adopt the basic radio failure procedure detailed at ENR 1.1 Section 3 Paragraph 3.4.
- iv. The route and level to be used when leaving CAS in accordance with the procedures given at ENR 1.1 Section 3 Paragraph 3.4 are shown in the table below:

Position at time of decision	Route
ABBOT LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13)	Turn right onto track 360° M at last assigned level. Turn onto track 334° M at not above 3000 FT ALT.

c) Outbound Aircraft

- i. Comply with the route and altitude limitations detailed in the allocated Luton Instrument Departure Procedure detailed at AD 2-EGGW-6 or ATC clearance and commence climb to flight planned level after the last position at which an altitude is specified.
- ii. When a radar heading has been issued, climb on the assigned heading to the first altitude of Flight Level detailed in the clearance, maintain the heading and level for three minutes, then adopt the basic procedure detailed at ENR 1.1 Section 3 Paragraph 3.4.

5 SPECIAL VFR FLIGHT

- a) Special VFR clearance for flights within the London Luton CTR may be requested and will be given whenever the traffic conditions permit. These flights are subject to the general conditions laid down at ENR 1.2.

Note: Note: Pilots holding a Private Pilot Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4.

- b) Aircraft may be given radar vectoring whilst within the CTR if, due to the traffic situation, ATC considers it necessary. Pilots are reminded that they must at all times when operating on a Special VFR Clearance, remain clear of cloud and in sight of the surface, and in flight

conditions which will enable them to determine their flight path and remain clear of obstacles. Pilots must inform the radar controller if compliance with these requirements entails a change of heading or level.

- c) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding airspace of the London TMA or London Stansted Airspace.
- d) In order to reduce conflict with IFR flights, Special VFR flights will normally be cleared not above 1500 FT (Luton QNH).

6 VFR FLIGHTS

- a) VFR flights in the London CTR/CTA will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
- b) Pilots should anticipate clearance and routeing instructions via Entry/Exit Lanes and VRPs detailed below. Additionally, pilots of fixed-wing VFR and Special VFR aircraft inbound from the north may be instructed by ATC to route via or hold at Offley VRP in order to integrate with landing traffic.
- c) Traffic information will not normally be given to aircraft operating outside the London Luton CTR/CTA, and not in receipt of a LARS from Luton Radar, due to the large amount of traffic operating in adjacent areas.
- d) Entry/Exit Lanes

- i. North/South Lanes

- 1. A lane 1.5 NM wide known as the North Lane, with centre-line being a line joining the Church at Pirton (Pirton VRP) the bridge over the A505 at Offley (Offley VRP) and the mid-point of Luton Runway 07/25;
 - 2. A lane 1.5 NM wide known as the South Lane, with centre-line being a line joining M1 Junction 8 VRP, the railway bridge at East Hyde (Hyde VRP) and the mid-point of Luton Runway 07/25;

- ii. use of the lanes is subject to Special VFR clearance being obtained from Luton ATC;
 - iii. pilots are responsible for providing their own separation from other aircraft within the entry/exit lanes, however, traffic information will be given when requested or as deemed necessary by Luton ATC;

- e) VFR Helicopters

- i. VFR helicopters inbound to, departing from or overflying London Luton Airport will normally be required to route via tracks joining the following VRPs, in order to minimise noise impact on the ground and to ensure integration with arriving and departing flights.

- From/To the North:

- Pirton VRP- Offley VRP.

- From/To the South and Southeast:

- A1(M), Junction 4 VRP - Kimpton Hall VRP - Hyde VRP.

- From/To the South and Southwest

- M1, Junction 8 VRP - M1, Junction 9 VRP - Hyde VRP.

- From/To London Stansted:

- Puckeridge A10/A120 INT VRP - Kimpton Hall VRP - Hyde VRP.

- † VFR helicopters departing London Luton should identify their preferred routing when booking out. See AD 2-EGGW-4-1 for Luton CTR/CTA chart.

- ii. Helicopters will typically be issued with VFR clearances not above 1500 FT AMSL, however pilots are requested to maintain the highest possible level in accordance with the clearance to minimise noise impact on the ground.

7 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.

8 GLIDING, HANG-GLIDING, PARAGLIDING AND MICROLIGHT ACTIVITY - LUTON CTR/CTA

Pilots are advised that by arrangement with Luton ATC:

- a) Intense gliding, hang-gliding and paragliding activity takes place with winch cables up to 2500 FT QNH during daylight hours at Dunstable Downs (515200N 0003254W) within the following areas (as depicted in AD 2-EGGW-4-1):

Area 1 bounded by: 515227N 0004006W - 515511N 0002426W - 515240N 0002704W - 515133N 0003327W - 515135N 0003730W - 515114N 0003938W - 515227N 0004006W up to 3500 FT QNH.

Area 2 bounded by: 515134N 0003516W - 515133N 0003327W - 515151N 0003144W - 515132N 0003135W - 515056N 0003459W - 515134N 0003516W up to 1500 FT QNH.

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Area 3 bounded by: 515131N 0003754W - 515135N 0003730W - 515134N 0003516W - 515056N 0003459W - 515031N 0003726W - 515131N 0003754W up to 2000 FT QNH.

Area 4 bounded by: 515258N 0003709W - 515522N 0003427W - 515350N 0003212W - 515258N 0003709W up to 4500 FT QNH.

Area 5 bounded by: 515150N 0004336W - 515227N 0004006W - 515114N 0003938W - 515135N 0003730W - 515133N 0003327W - 515240N 0002704W - 514942N 0003313W - 514810N 0004155W - 515150N 0004336W up to 3500 FT QNH.

Area 6a bounded by: 515131N 0003754W - 515310N 0003116W - 514942N 0003313W - 514634N 0003538W - 515131N 0003754W up to 1500 FT QNH.

Area 6b bounded by: 515244N 0003828W - 515350N 0003212W - 515310N 0003116W - 515131N 0003754W - 515244N 0003828W up to 2500 FT QNH.

With the exception of the Class G airspace below CTA-3 (from surface to 2500 FT), use of these areas is strictly controlled by a Letter of Agreement with the London Gliding Club, the Dunstable Hang-gliding and Paragliding Club and other parties. Visiting pilots wishing to use these areas must be fully briefed by either the London Gliding Club or the Dunstable Hang-gliding and Paragliding Club as to the conditions imposed upon gliding operations and hang-glider and paragliding operations.

Some areas are not in force when Luton Runway 07 is in use, however for the purposes of this paragraph, all of the above areas can be assumed to be active.

- b) Microlight and fixed wing activity takes place during daylight hours at Graveley (515628N 0001212W) within the following area (as depicted in AD 2-EGGW-4-1) and this is also governed by a Letter of Agreement.

Area 7 bounded by: 515841N 0001606W - 515857N 0001434W - thence clockwise by the arc of a circle radius 8 NM centred on 515228N 0002206W - 515556N 0001025W - 515541N 0001129W - 515541N 0001311W - 515646N 0001243W - 515841N 0001606W up to 1000 FT QNH.

- c) Pilots of IFR flights inbound to Luton airport will be vertically or laterally separated from all gliding or microlight activity within these areas through the application of normal ATC procedures.
- d) Pilots of aircraft operating under VFR, or on a Special VFR clearance are advised to avoid these areas if at all possible. In addition, pilots operating on a Special VFR clearance are advised that due to the nature of these activities they cannot be given separation from gliders, aircraft towing gliders, hang-gliders, paragliders or microlights within these designated areas. Traffic information will NOT be passed by ATC.

9 FREQUENCY MONITORING CODE (FMC)

- a) Pilots operating in the vicinity of, but intending to remain outside Luton controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Luton Radar frequency, 129.550 MHz, are encouraged to select SSR code 0013.

514459N 0000624W - 520311N 0000141W -
521109N 0000102W - 521104N 0002159W -
521126N 0002220W - 520316N 0003441W -
515749N 0004048W - 515356N 0005006W -
514015N 0005348W - 514027N 0003627W -
514111N 0001345W - 514459N 0000624W.

- b) Selection of 0013 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 Luton controlled airspace at all times.
- c) Whilst squawking 0013, pilots should be aware that Luton 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 0013 shall be deselected.

EGGW AD 2.23 ADDITIONAL INFORMATION

- a) Mode S Barometric Pressure Setting Data

London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

EGGW AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGGW-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGGW-2-2

AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING LOCATION CHART - ICAO

AD 2.EGGW-2-3

CONTROL ZONE and CONTROL AREA CHART

AD 2.EGGW-4-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGGW-5-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 07 25 MATCH 3B 2C DET 8B 7C - ICAO

AD 2.EGGW-6-1

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 MATCH 3Y - ICAO

AD 2.EGGW-6-2

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 DET 3Y - ICAO

AD 2.EGGW-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 07 25 RODNI 1B 1C - ICAO

AD 2.EGGW-6-4

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 OLNEY 2B - ICAO

AD 2.EGGW-6-5

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 07 OLNEY 2C - ICAO

AD 2.EGGW-6-6

STANDARD DEPARTURE CHART - INSTRUMENT (SID) NON-AIRWAY DEPARTURES RWY 07 - ICAO

AD 2.EGGW-6-7

STANDARD DEPARTURE CHART - INSTRUMENT (SID) NON-AIRWAY DEPARTURES RWY 25 - ICAO

AD 2.EGGW-6-8

STANDARD DEPARTURE CHART - INSTRUMENT (SID) NON-AIRWAY DEPARTURES to Stansted - ICAO

AD 2.EGGW-6-9

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 25 MATCH 3Y

AD 2.EGGW-6-10

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 25 DET 3Y

AD 2.EGGW-6-11

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) UNDUG 1N SIRIC 1N - ICAO

AD 2.EGGW-7-1

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TELTU 1N - ICAO

AD 2.EGGW-7-2

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MEGEL 1N RINIS 1N XAMAN 1N TOSVA 1N - ICAO

AD 2.EGGW-7-3

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FINMA 1N SILVA 1N - ICAO

AD 2.EGGW-7-4

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LISTO 1N - ICAO

AD 2.EGGW-7-5

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LOGAN 2A DET 2A - ICAO

AD 2.EGGW-7-6

STANDARD INSTRUMENT ARRIVAL CODING TABLES UNDUG 1N SIRIC 1N

AD 2.EGGW-7-7

STANDARD INSTRUMENT ARRIVAL CODING TABLES TELTU 1N MEGEL 1N

AD 2.EGGW-7-8

STANDARD INSTRUMENT ARRIVAL CODING TABLES RINIS 1N XAMAN 1N

AD 2.EGGW-7-9

STANDARD INSTRUMENT ARRIVAL CODING TABLES TOSVA 1N FINMA 1N SILVA 1N

AD 2.EGGW-7-10

STANDARD INSTRUMENT ARRIVAL CODING TABLES LISTO 1N LOGAN 2A DET 2A

AD 2.EGGW-7-11

RNAV HOLD CODING TABLES ADLOG HON MUCTE UNDUG VATON WOBUN ZAGZO

AD 2.EGGW-7-12

RNAV HOLD CODING TABLES ABBOT LOGAN

AD 2.EGGW-7-13

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RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 07 ZAGZO 1Q - ICAO

AD 2.EGGW-7-14

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 25 ZAGZO 1T - ICAO

AD 2.EGGW-7-15

APPROACH TRANSITIONS CODING TABLES RWY 07 ZAGZO 1Q RWY 25 ZAGZO 1T

AD 2.EGGW-7-16

INITIAL APPROACH PROCEDURE ILS RWY 07 Without Radar Control - via ABBOT

AD 2.EGGW-7-17

INITIAL APPROACH PROCEDURE ILS RWY 25 Without Radar Control - via ABBOT

AD 2.EGGW-7-18

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 07 - ICAO

AD 2.EGGW-8-1

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 07 - ICAO

AD 2.EGGW-8-2

INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 07 - ICAO

AD 2.EGGW-8-3

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 25 - ICAO

AD 2.EGGW-8-4

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 25 - ICAO

AD 2.EGGW-8-5

INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 25 - ICAO

AD 2.EGGW-8-6

EGGW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

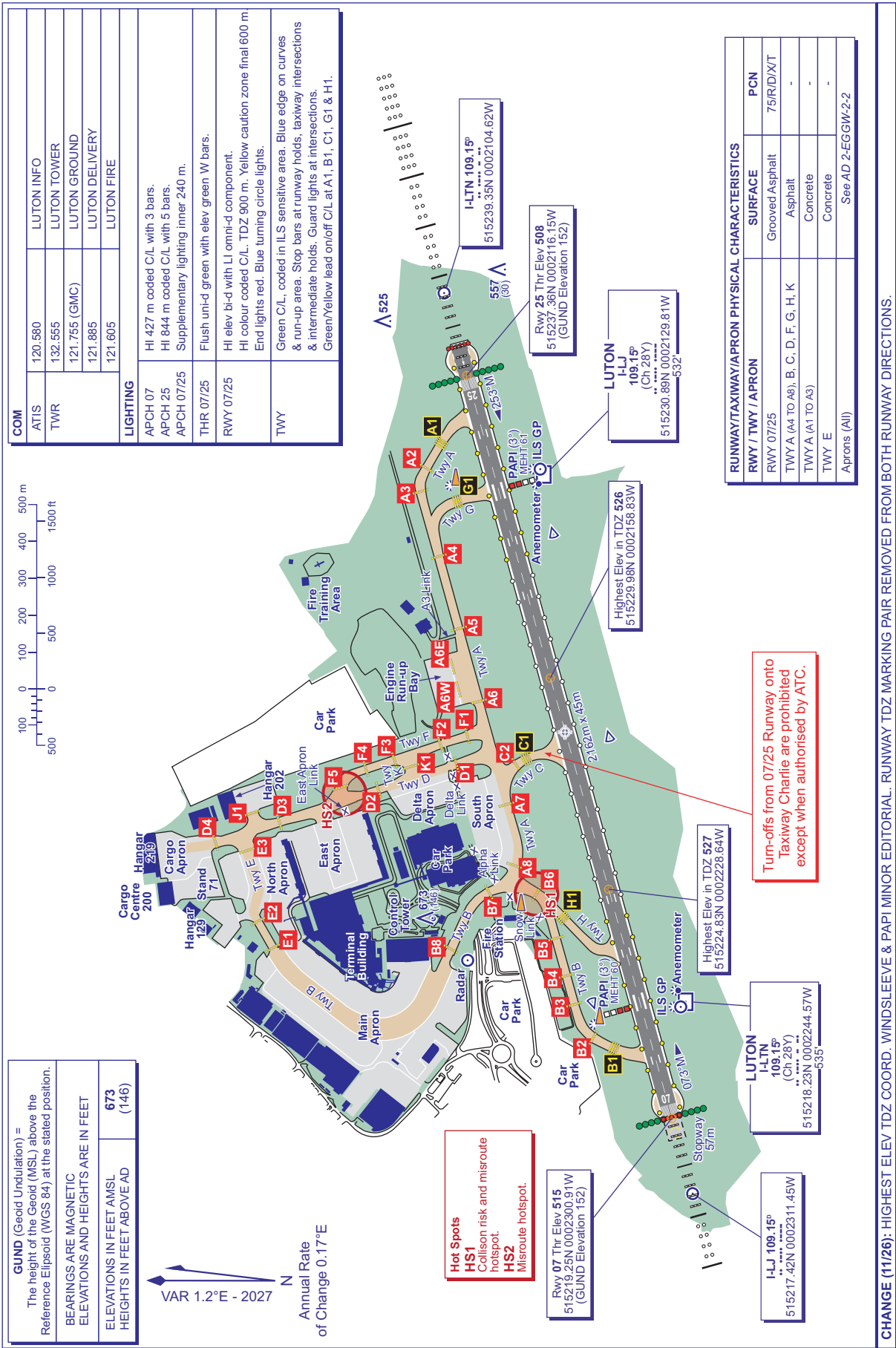
Not applicable

LONDON LUTON
EGGW

AD ELEV 527FT

ARP 515229N 0002206W

AERODROME
CHART - ICAO

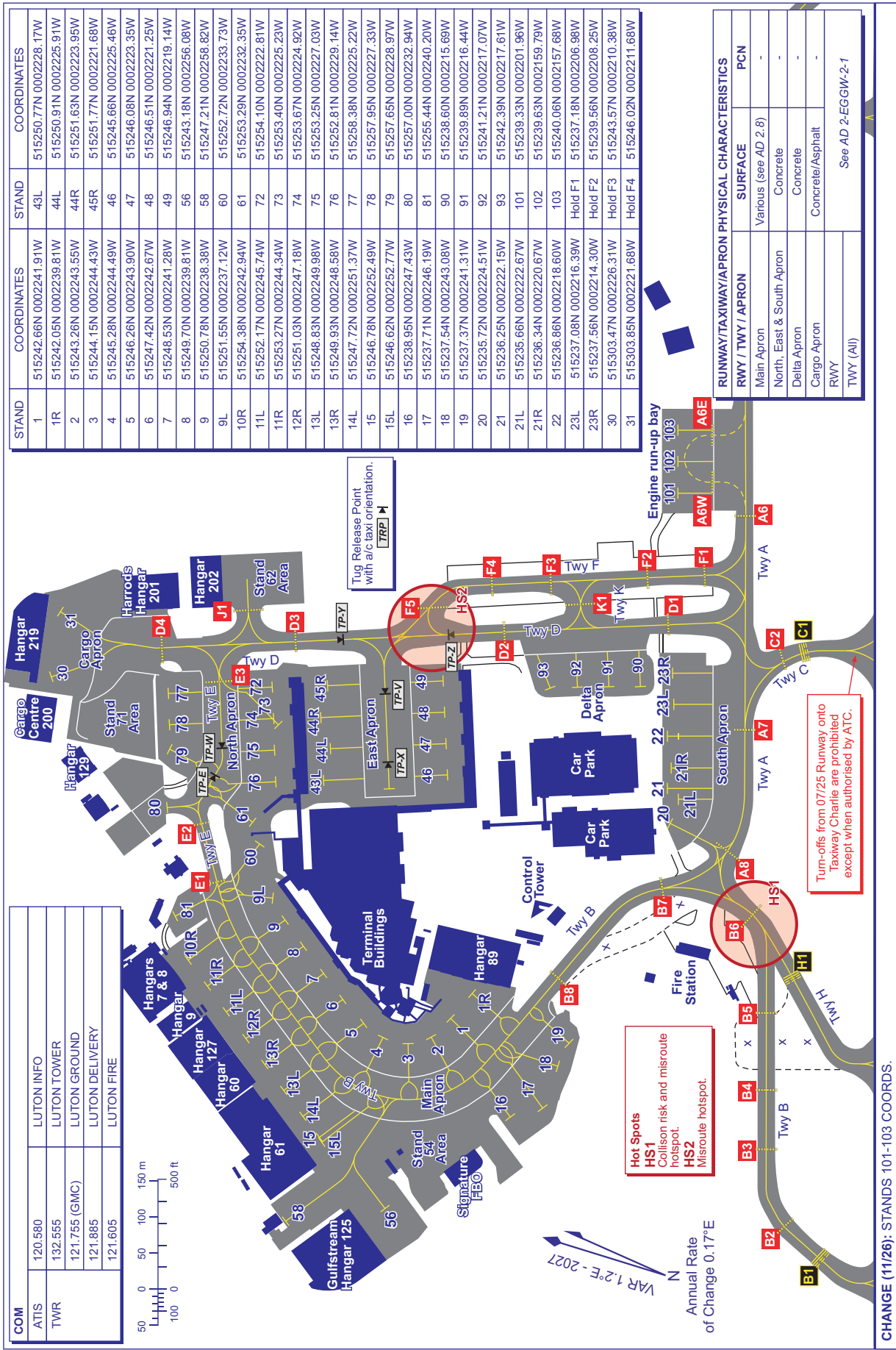


AIRCRAFT PARKING/DOCKING
CHART - ICAO

ARP 515229N 0002206W

AD ELEV 527FT

LONDON LUTON
EGGW



AERO INFO DATE 11 AUG 26

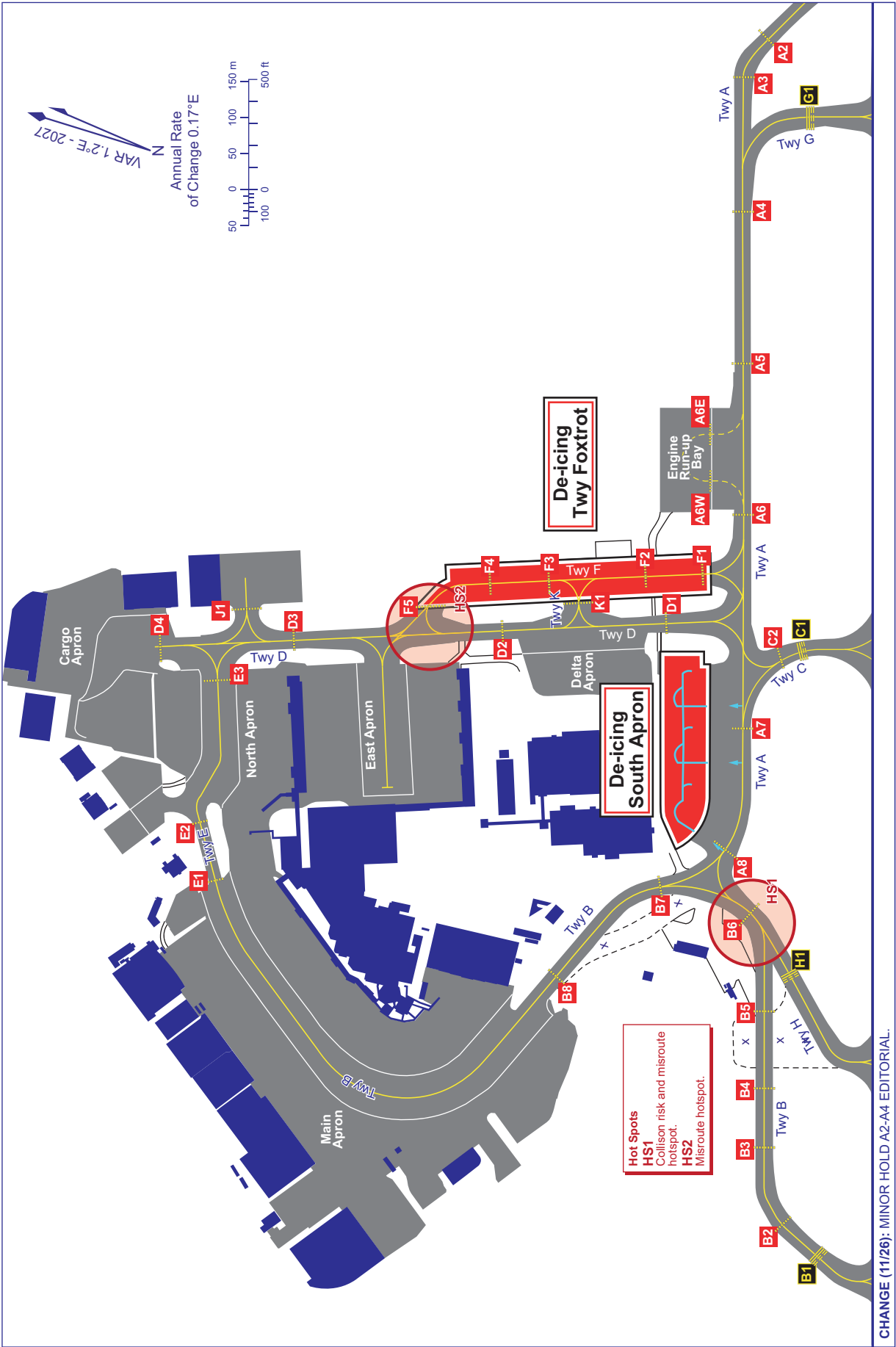
AD 2-EGGW-2-2

AIRCRAFT GROUND MOVEMENT -
REMOTE DE-ICING LOCATION CHART - ICAO

ARP 515229N 0002206W

AD ELEV 527FT

LONDON LUTON
EGGW



INTENTIONALLY BLANK

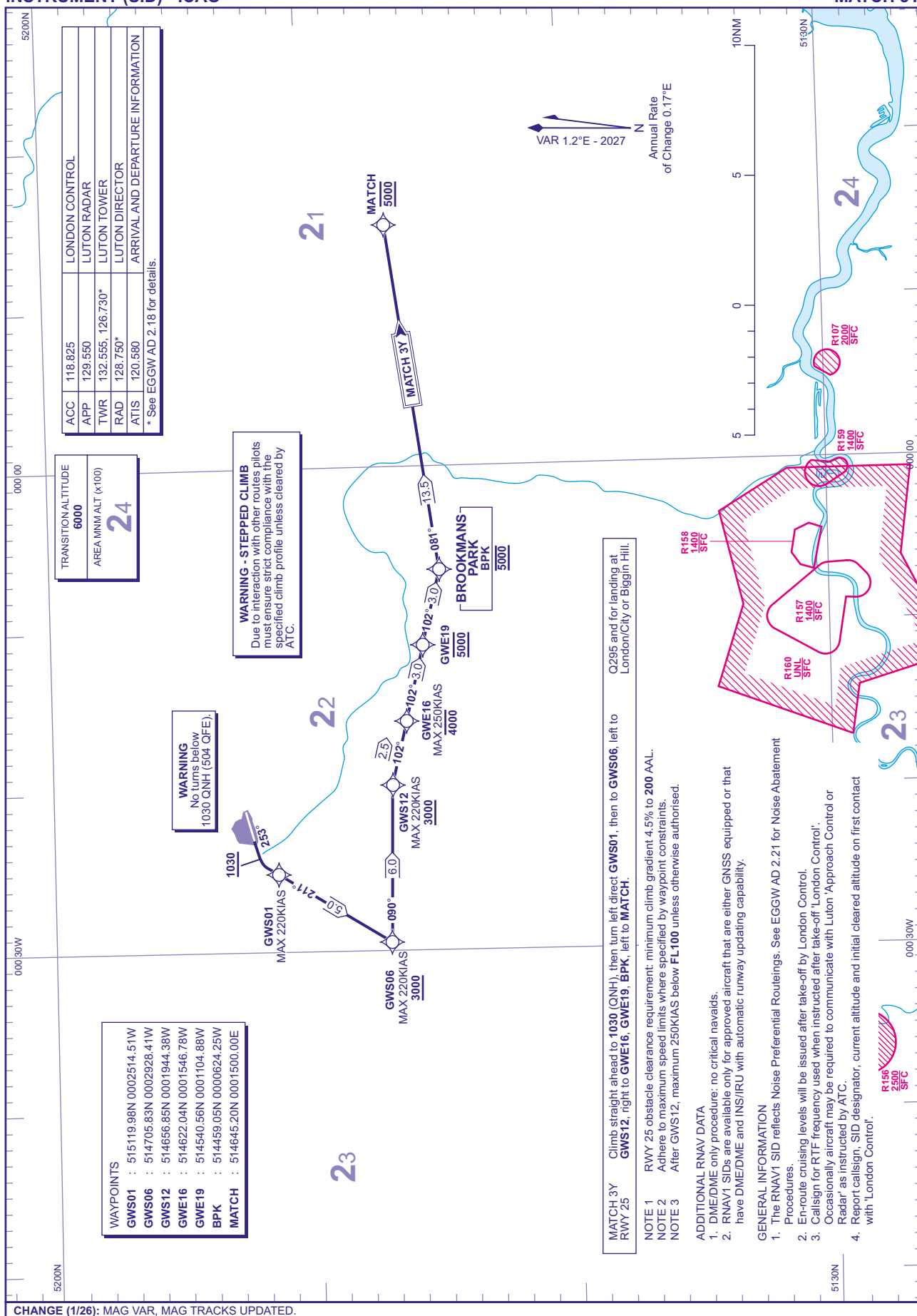
LONDON LUTON
RWY 07/25
MATCH 3B 2C DET 8B 7C

[illegible]

AD 2-EGGW-6-1

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

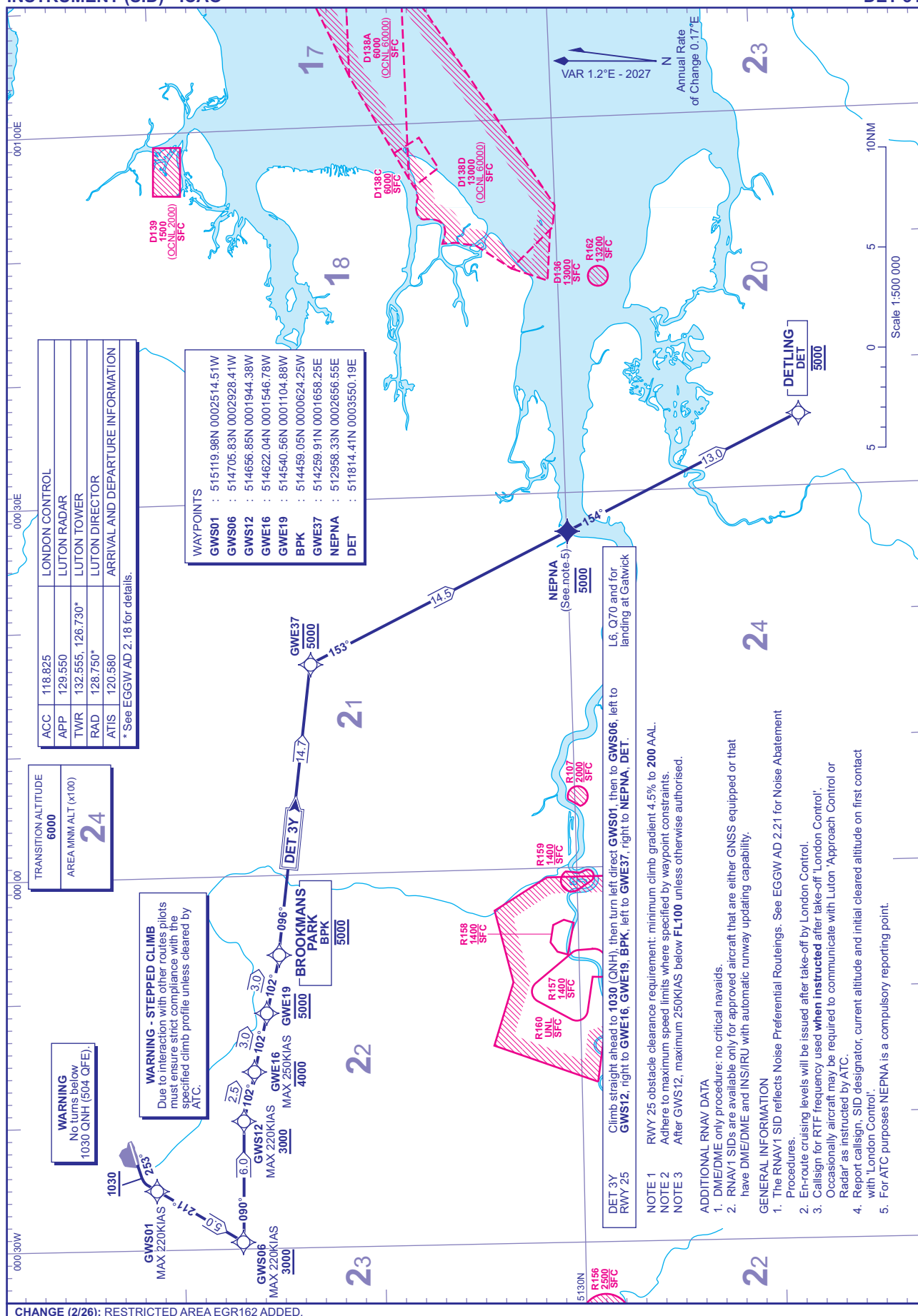
DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET



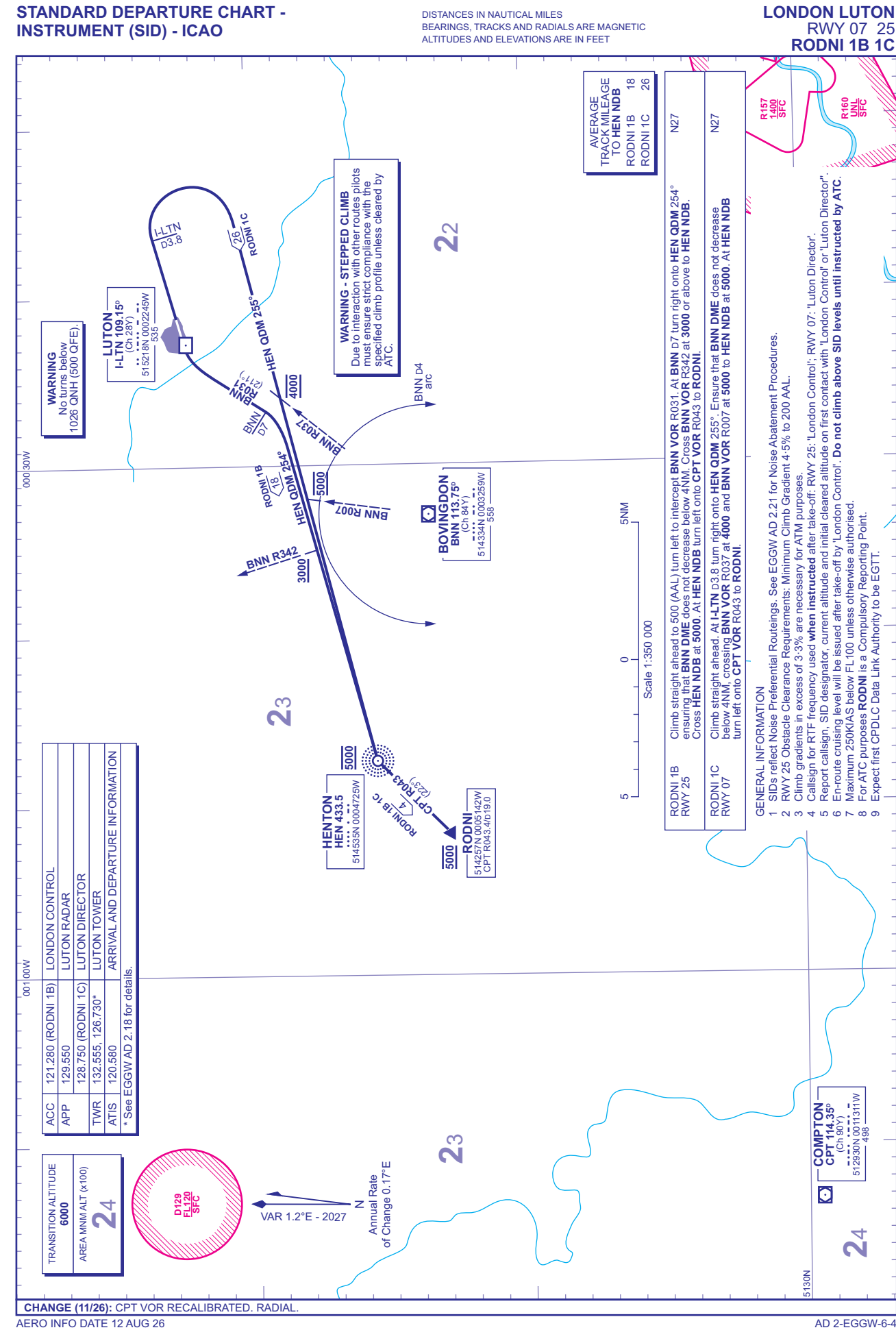
CHANGE (1/26): MAG VAR, MAG TRACKS UPDATED.

AERO INFO DATE 10 NOV 25

AD 2-EGGW-6-2

RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON LUTON
RWY 25
DET 3Y

AD 2.EGGW-6-3



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°	-	RWY surface: - -	515257.52N 0001352.56E 149.8 FT	THR 337.3 FT -	-
22C	222.88°	-	RWY surface: - -	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. OFZ: Yes. 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 OFZ: Yes. 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).

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SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	-	-	-	-	RWY 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.
22C	2198 M	2465 M	2198 M	2198 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.

EGSS 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	Coded centre-line with five crossbars. Supplementar y lighting inner 300 M. 780 M Light intensity high	Green Light intensity high With green wingbars	PAPI -/3° 66 FT 390.5 M	900 M	Bi-directional 15 M spacing Light intensity high	Flush 60 M spacing Light intensity high	Red	-	TDZ: TDZ lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i). CL: Centre Line lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i). EDGE: First 300 M from runway end showing red to displaced landing threshold.
22	Coded centre-line with five crossbars. Supplementar y lighting inner 300 M. 900 M Light intensity high	Green Light intensity high With green wingbars	PAPI -/3° 67 FT 465 M	900 M	Bi-directional 15 M spacing Light intensity high	Flush 60 M spacing Light intensity high	Red	-	TDZ: TDZ lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i). CL: Centre Line lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i).
04C	Truncated Simple Approach with one crossbar. 210 M Light intensity low	Green with wing bars (2 units either side of runway)	PAPI -/3.5° 40 FT 212 M	-	-	Flush 60 M spacing Light intensity high	Red	-	TDZ: TDZ lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i). CL: Centre Line lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i).
22C	Truncated Simple Approach with one crossbar. 210 M Light intensity low	Green with wing bars (2 units either side of runway)	PAPI -/3.5° 40 FT 302.5 M	-	-	Flush 60 M spacing Light intensity high	Red	-	TDZ: TDZ lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i). CL: Centre Line lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i).

EGSS 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: Adjacent to glidepath array, lit.
3	TWY edge and centre line lighting	CL: Green centre-line lighting provided, not on Echo Cul-de-Sac Middle Line or Foxtrot. EDGE: Blue edge lights on Foxtrot, Foxtrot Alpha and Western apron.
4	Secondary power supply/switch-over time	Yes. 1 second for CAT II/III/15 seconds for CAT I.
5	Remarks	Obstacle lighting. Illuminated wind direction indicators at holding point Hotel 3 and holding point Romeo 3.

EGSS 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	FATO: - x - FATO surface: - -
4	True BRG of FATO	FATO:
5	Declared distance available	FATO:
6	APP and FATO lighting	-
7	RMK	See AD 2.20, Section 5.

EGSS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON STANSTED CTR 515416N 0002653E - 514508N 0001309E thence clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 515155N 0000120E - 520104N 0001503E thence clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 515416N 0002653E	Upper limit: 3500 FT ALT Lower limit: SFC	D	STANSTED RADAR English	6000 FT	-	A pilot wishing to fly within the CTR/CTA must unless otherwise notified, comply with the following procedures: 1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track. 2 Obtain clearance from the appropriate ATC Unit for the flight. 3 Listen out on the appropriate frequency. 4 Obey all instructions from the appropriate ATC Unit. See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
LONDON STANSTED TMZ 1 515416N 0002653E thence anti-clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 520104N 0001503E - 520517N 0002124E thence clockwise by the arc of a circle radius 13 NM centred on 515306N 0001406E to 515828N 0003314E - 515416N 0002653E	Upper limit: 1500 FT ALT Lower limit: SFC	G	STANSTED RADAR English	6000 FT	-	See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. Procedures applicable to flights within the Transponder Mandatory Zone are detailed in AD 2.22.

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON STANSTED TMZ 2 514508N 0001309E - 514055N 0000652E thence clockwise by the arc of a circle radius 13 NM centred on 515306N 0001406E to 514550N 0000316W - 515146N 0000006W - 515155N 0000120E thence anti-clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 514508N 0001309E	Upper limit: 1500 FT ALT Lower limit: SFC	G	STANSTED RADAR English	6000 FT	-	See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. Procedures applicable to flights within the Transponder Mandatory Zone are detailed in AD 2.22.
LONDON STANSTED ATZ A circle, 2.5 NM radius, centred at 515306N 0001406E on longest notified runway (04/22)	Upper limit: 2348 FT ALT Lower limit: SFC	D	STANSTED RADAR English	6000 FT	H24	See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. ATZ 2000 FT AAL.

EGSS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	STANSTED RADAR	120.625	-	-	H24	-
		132.050 As directed by ATC.	-	-	H24	
TWR	STANSTED DELIVERY	121.955 Departing aircraft are to make initial call on 121.955 to 'Stansted Delivery' or 121.730 to 'Stansted Ground' as appropriate.	-	-	As directed by ATC. Operating hours of Delivery vary according to traffic demand. Exact hours will be broadcast on ATIS. Pilots to ensure they review ATIS before initial contact with ATC. When Delivery is closed pilots should request clearance from Stansted Ground.	-
	STANSTED GROUND	121.730 DOC 5 NM/GND.	-	-	0600-2200 (0500-2100). Outside of these hours, contact Stansted Tower on channel 123.805.	
	STANSTED TOWER	121.500 Emergency frequency O/R.	-	-	H24	
		123.805 DOC 25 NM/ 10,000 FT.	-	-	H24	
		125.550	-	-	As directed by ATC.	
			-	-	As directed by ATC	
RADAR	STANSTED DIRECTOR	136.200	-	-	As directed by ATC	-
ATIS	STANSTED INFORMATION	114.550 DOC 100 NM/ 50,000 FT. Broadcast on Clacton VOR.	-	-	H24	-
		127.180 DOC 60 NM/ 20,000 FT.	-	-	H24	

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Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	RYANAIR PAD CONTROL	121.555 Remote de-icing frequency	-	-	As directed by ATC	Operating hours of Pad Control vary according to operational usage of remote de-icing pads. Exact hours will be promulgated via Stansted Airport Airside Operations Ltd.
OTHER	STANSTED FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 1.43°E (2027)	ISED	110.500 MHz	HO	515351.87N 0001514.12E		(RWY 04)
ILS/GP	ISED	329.600 MHz	HO	515247.54N 0001328.75E		3° ILS Ref Datum Hgt 53 FT.
ILS/LOC III 1.42°E (2027)	ISX	110.500 MHz	HO	515221.19N 0001258.09E		(RWY 22)
ILS/GP	ISX	329.600 MHz	HO	515338.24N 0001443.95E		3° ILS Ref Datum Hgt 49 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range. Glidepath flags may occur when 8 left of centre-line at or below 2300 FT from 15 NM.
VOR/DME 1.72°E (2027) 1.3°E (2022)	CLN	92Y 114.550 MHz	H24	515054.50N 0010851.32E	100 FT	VOR/DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R314-044).
ILS/DME	ISX	42X	HO	515312.87N 0001406.08E	352 FT	(RWY 22) On AD. DME freq paired with ILS I-SED and I- SX. Zero range indicated at THR of Runway 04 and 22.
ILS/DME	ISED	42X	HO	515312.87N 0001406.08E	352 FT	(RWY 04) On AD. DME freq paired with ILS I-SED and I- SX. Zero range indicated at THR of Runway 04 and 22.
VOR/DME 1.41°E (2027) 1.1°E (2025)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/ 50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
VOR/DME 1.58°E (2027) 1.6°E (2026)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R288-028 and 45 NM/50,000 FT in Sector R248-288). DME DOC: 60 NM/50,000 FT.
VOR/DME 1.36°E (2027) 1.4°E (2025)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R069-269). 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 call signs 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

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- 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) Link D, at its intersection with Taxiway Hotel, has a maximum permitted 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:
 - i. Calculated Take-Off Time (CTOT);
 - ii. Target Off-Blocks Time (TOBT);
 - iii. Target Start Approval Time (TSAT);
 - iv. Target Take-Off Time (TTOT);
 - v. Estimated Off-Block Time (Flight Plan EOBT);
 - vi. Minimum Departure Interval (MDI);
 - vii. Advanced Visual Docking Guidance System, Ramp Information Display Screen (AVDGS RIDS).

TOBT/TSAT

- i. 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.
- ii. 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.
- iii. 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.
- iv. Reporting READY when not ready will see the READY status rescinded and TOBT & TSAT may get automatically deleted.
- v. 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).
- vi. 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.
- vii. ATC cannot update TOBT or TSAT values.
- viii. A TSAT can never be improved to earlier than the TOBT.

EOBT Compliance

- i. 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.
- ii. ATC cannot easily update (delay) a Flight plan EOBT - it is the airline's responsibility.
- iii. 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)

- i. 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.
- ii. 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.
- iii. Start approval will be issued based on TSAT compliance and the prevailing traffic situation.
- iv. 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.
- v. If a new TOBT is entered the flight will be re-sequenced (new TSAT issued automatically).
- vi. 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

- i. 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.
- ii. 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.
- iii. 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

- i. 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/.
- ii. 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-icing 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.
- iii. 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.
- iv. 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.
- v. 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'.
- vi. 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.
- vii. 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 vacated 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

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- 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.
- d) Pilots are advised that a short section of Taxiway Quebec has a longitudinal slope locally in excess of 2%. Aircraft crews should exercise appropriate caution when taxiing through this area.

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

- 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'.
- Commensurate with safety, pilots should expedite their landing roll to vacate via the first available RET at the design exit speed.
- 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.
- 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.
- Alternative vacating preferences may only be given at the discretion of ATC.

g) Runway Vacation Guidelines

- 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 routings at Stansted. On Runway 22, pilots should not assume Taxiway Juliet will be available.

- Taxiway November is not available as an entry/exit point from the runway for landing or departing fixed wing aircraft.

h) Runway Crossing Procedure

- 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.
- 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.
- 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.

7 REDUCED DISTANCE OPERATIONS

- 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.
- 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.
- Threshold Naming and IAPs available

The maintenance runway thresholds are designated with a 'C' suffix to distinguish them from the normal thresholds:

- THR 04 (RW04) is the normal threshold for Runway 04 and RNP Z RWY 04 IAP.
- THR 04C (RW04C) is the maintenance threshold for Runway 04C and RNP Y RWY 04C IAP.
- THR 22 (RW22) is the normal threshold for Runway 22 and RNP Z RWY 22 IAP.
- 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.

d) Use of Runways 04C & 22C

- Runways 04C & 22C have maintenance thresholds with reduced distances available and will only be used by reason of planned pre-notified runway maintenance.
- 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°.

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- iii. ILS CAT I/II/III operations not available during maintenance threshold/Reduced Distance Operations.

e) When Runway 04C in use:

- i. 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.
- ii. 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.

- iii. 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.

f) When Runway 22C in use:

- i. 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.
- ii. 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.

g) During any period when Reduced Distance Operations are in force:

- i. ILS will not be available.
- ii. DME will radiate throughout the working period. It will continue to provide guidance for all departures and RNP Z and Y IAP missed approaches.
- iii. RNP Y IAPs PAPIs are set to 3.5° and will only serve the maintenance thresholds RW04C/RW22C.
- iv. RNP Z IAPs PAPIs are set to 3° and will only serve the normal thresholds RW04/RW22.
- v. 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.
- vi. Pilots should note that there will be vehicles with rotating/flashing amber obstruction lights inside the works site.
- vii. All runway lighting outside the area available for landing/take-off will be extinguished.

h) Charts and coding table data relating to RNP Z and RNP Y IAPs are contained within AD 2.24.

i) Notification of Runway in Use:

The configuration of reduced distance in use at any time will be notified by NOTAM.

8 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.

EGSS AD 2.21 NOISE ABATEMENT PROCEDURES

Notice under Section 78(1) of the Civil Aviation Act 1982

Whereas:

(1) The Civil Aviation (Designation of Aerodromes) Order 1981 (a) provides that Stansted Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

(2) The requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Stansted Airport – London

Now, therefore, the Secretary of State, in exercise of the powers conferred by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), provides as follows:

1. This notice may be cited as the Stansted Airport – London (Noise Abatement Requirements) Notice 2022 and shall come into force on 01 April 2022.
2. The Stansted Airport – London (Noise Abatement Requirements) Notice 2007 (d) is revoked.
3. It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Stansted Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

1. After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 FT AAL at 6.5 KM from start of roll as measured along the departure track of that aircraft.
2. Subject to sub-paragraphs (4) and (5), any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by day 0700-2300 (0600-2200) as measured at any noise monitoring terminal at any of the sites in the table below. Any exceedance of the daytime noise limit will incur a charge as detailed in the Airport Fees and Charges document.

Site	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 11: Chickney Hall Villas, Broxton	TL 5743 2767	-15 M	*515531N	0001718E
Site 10: Goodacres, Broxton	TL 5760 2696	9 M	*515508N	0001725E
Site 8: Anglian Water, Broxton	TL 5775 2651	-16 M	*515453N	0001732E
Site 9: Moor End Farm, Broxton	TL 5822 2600	-16 M	*515436N	0001756E
Site 3: Howe Green School, Great Hallingbury	TL 5106 1874	-21 M	*515048N	0001130E
Site 4: Thames Water, Bishop's Stortford	TL 5012 1963	-36 M	*515118N	0001042E
Site 5: Woolcott Restaurant, Great Hallingbury	TL 5033 1892	-26 M	*515055N	0001052E
Site 6: Morley, Woodside Green	TL 5153 1860	-26 M	*515043N	0001154E

3. Subject to sub-paragraphs (4) and (5), any aircraft shall, after take-off, be operated in such a way that it will not cause more than 84 dBA Lmax by night between 2300-0700 (2200-0600) as measured at any noise monitoring terminal at any of the sites in sub-paragraph (2). Any exceedance of the nighttime noise limit will incur a charge as detailed in the Airport Fees and Charges document.
4. The limits specified in sub-paragraphs (2) and (3) shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

Site	Adjustment dBA
Site 11: Chickney Hall Villas, Broxton	minus 1.3
Site 10: Goodacres, Broxton	plus 0.2
Site 8: Anglian Water, Broxton	minus 0.6
Site 9: Moor End Farm, Broxton	minus 0.8
Site 3: Howe Green School, Great Hallingbury	minus 1.0
Site 4: Thames Water, Bishop's Stortford	minus 1.4
Site 5: Woolcott Restaurant, Great Hallingbury	minus 1.4
Site 6: Morley, Woodside Green	minus 1.1

5. For the purpose of determining an infringement of the limits specified in sub-paragraphs (2) and (3), if the aircraft was required to take-off with a tailwind, an amount of up to 2dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:
 - 0.4 dB for a tailwind of up to 1 KT
 - 0.8 dB for a tailwind exceeding 1 KT but not exceeding 2 KT
 - 1.2 dB for a tailwind exceeding 2 KT but not exceeding 3 KT
 - 1.6 dB for a tailwind exceeding 3 KT but not exceeding 4 KT
 - 2.0 dB for a tailwind exceeding 4 KT.

For this purpose, tailwind is to be calculated from the wind data measured in the on-airfield anemometers and wind vanes according to the formula:

$(\text{windspeed} \times \cosine(\text{runway heading minus wind direction})) \times -1$.

6. Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1), it shall:
 - a) Between 0600-2330 (0500-2230) maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 FT, unless it has been cleared via Barkway, in which case it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 3000 FT.
 - b) Between 2330-0600 (2230-0500) maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 FT.

The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

7. This paragraph applies to aircraft other than any propeller driven aircraft whose MTWA does not exceed 5700 KG:
 - a) With the exception of those aircraft mentioned in sub-paragraph (b), any aircraft which takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of

the table, whether flying in IMC or VMC. Aircraft persistently flying outside of the Noise Preferential Route maybe subject to a charge as detailed in the Airport Fees and Charges document.

- b) Where any aircraft has taken off on a VFR flight plan, it shall follow the applicable Noise Preferential Routeing Procedure before turning onto the intended track.

ATC CLEARANCE	PROCEDURE
BKY 6R	As per the BKY 6R SID described in AD.2.EGSS 6-1 as far as BKY D5 or passing 3000 FT whichever is the sooner (see Note 9)
BKY 3S	As per the BKY 3S SID described in AD.2.EGSS 6-2 as far as BKY D5 or passing 3000 FT whichever is the sooner (see Note 9)
CLN 2E	As per the CLN 2E SID described in AD.2.EGSS 6-6 as far as SSE11 or 4000 FT whichever is the sooner (see Note 8)
CLN 9R	As per the CLN 9R SID described in AD.2.EGSS 6-3 as far as CLN D28 or 4000 FT whichever is the sooner (see Note 8)
CLN 5S	As per the CLN 5S SID described in AD.2.EGSS 6-3 as far as BKY D17 or 4000 FT whichever is the sooner (see Note 8)
JUGSE 1D	As per the JUGSE 1D SID described in AD.2.EGSS 6-8 until passing 4000 FT (see Note 8)
JUGSE 1R	As per the JUGSE 1R SID described in AD.2.EGSS 6-5 until passing 4000 FT (see Note 8)
JUGSE 1S	As per the JUGSE 1S SID described in AD.2.EGSS 6-5 until passing 4000 FT (see Note 8)
GASBA 1E	As per the GASBA 1E SID described in AD.2.EGSS 6-7 as far as SSE11 or 4000 FT whichever is the sooner (see Note 8)
GASBA 1R	As per the GASBA 1R SID described in AD.2.EGSS 6-4 as far as CLN D28 or 4000 FT whichever is the sooner (see Note 8)
GASBA 1S	As per the GASBA 1S SID described in AD.2.EGSS 6-4 as far as BKY D17 or 4000 FT whichever is the sooner (see Note 8)
NUGBO 1R	As per the NUGBO 1R SID described in AD.2.EGSS 6-1 as far as BKY D5 or passing 3000 FT whichever is the sooner (see Note 9)
NUGBO 1S	As per the NUGBO 1S SID described in AD.2.EGSS 6-2 as far as BKY D5 or passing 3000 FT whichever is the sooner (see Note 9)
UTAVA 1R	As per the UTAVA 1R SID described in AD.2.EGSS 6-1 as far as BKY D5 or passing 3000 FT whichever is the sooner (see Note 9)
UTAVA 1S	As per the UTAVA 1S SID described in AD.2.EGSS 6-2 as far as BKY D5 or passing 3000 FT whichever is the sooner (see Note 9)

8. Where the aircraft is departing the aerodrome it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous climb where practicable.
9. Aircraft shall maintain as high an altitude as practicable, shall avoid flying over Bishop's Stortford and shall avoid flying over Sawbridgeworth and Stansted Mountfitchet at an altitude of less than 2500 FT and shall avoid flying over St Elizabeth's Home (*514949N 0000523E) at an altitude of less than 4000 FT (Stansted QNH).
10. Where the aircraft is approaching the aerodrome to land on Runway 22 it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in AD 2.22). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.
11. All aircraft approaching Runway 22 or Runway 04 shall:
 - a) If using the ILS in IMC or VMC not descend below 2000 FT (Stansted QNH) before intercepting the glidepath nor thereafter fly below the glidepath;
 - b) If flying without assistance from the ILS shall not join the final approach to either runway at a height of less than 1500 FT AAL (unless they are propeller-driven aircraft whose MTWA does not exceed 5700 KG when the minimum height shall be 1000 FT AAL) and thereafter shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.
12. All aircraft which are to land at Stansted Airport – London between 2330-0600 (2230-0500) shall not descend below 3000 FT (Stansted QNH) until:
 - a) In the case of aircraft other than a relevant propeller driven aircraft, it is established on final approach and is less than 10 NM from touchdown.
 - b) If a relevant propeller driven aircraft, it is established on final approach and thereafter must fly below the approach path indicated by the PAPI.
13. Where the aircraft is flying on visual circuits of the aerodrome for missed approach purposes, it shall:
 - a) Not descend below 2000 FT (Stansted QNH) on the downwind leg;
 - b) Avoid flying over Great Dunmow or Takeley;
 - c) As far as possible commence its final approach to the aerodrome after visual circuit at a distance of 3 NM from the landing threshold and at a height of 1000 FT AAL so as to avoid flying over Thaxted if making its final approach to Runway 22, and to avoid flying over Sawbridgeworth if making its final approach to Runway 04.

14. Without prejudice to the provisions of sub-paragraphs (1)-(13), the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

15. The requirements set out in sub-paragraphs (1)-(14) may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control unit.

4. In this notice, except where the context otherwise requires:

'local time' means, during any period of summer time, the time fixed by or under the Summer Time Act 1972 (e), and outside that period, Universal Co-ordinated Time;

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency dependent weighting approximating the characteristics of human hearing;

Lmax' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

'relevant propeller driven aircraft' means a propeller driven aircraft whose MTWA does not exceed 25000 KG and which has ATC clearance to make a visual approach for the purpose of landing at Stansted Airport – London;

other abbreviations used are defined in GEN 2.2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

Ian Elston
Deputy Director
Airspace, Noise & Resilience Division
Department for Transport

01 February 2022

- a) S.I. 1981/651.
- b) 1982 c.16.
- c) S.I. 1978/1303.
- d) The Stansted Airport - London (Noise Abatement Requirements) Notice 2007 signed by M Capstick on 16 October 2007.
- e) 1972 c.6 as amended by S.I 2002/262.

Notes

(These notes are not part of the notice)

1. The Noise Preferential Routeing Procedures specified in the notice are compatible with normal ATC requirements. The use of the routeings specified is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo-jet and turbofan aircraft.

2. The attention of operators is drawn to the provisions of Section 78 (2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2) of that Act. Such breaches would, however, run the risk of financial penalties under Section 78 (A).

3. Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Stansted Airport Limited.

4. To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, between 2330-0600 (2230-0500).

5. Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement to the United Kingdom Aeronautical Information Publication.

6. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM occurs below 6000 FT QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 FT over a track distance of 2 NM or more, as recorded in the airport Noise and track-keeping system.

7. For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the appropriate vectoring altitude (see notes 8 and 9 below), it is properly recorded by the airport's noise and track-keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centre-line of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centre-line depicted on the map of (a) a pair of lines either side, each diverging at an angle of 10° from a point on the runway centre-line 2000 M from start-of-roll; and (b) a pair of parallel lines representing a distance of 1.5 KM either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.

8. Aircraft which have attained an altitude of 4000 FT (Stansted QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing. This applies:

- a) Between 2330-0600 (2230-0500) to all take-offs, and;
- b) Between 0600-2330 (0500-2230) to all take-offs other than those cleared via Barkway.

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9. Between 0600-2330 (0500-2230) aircraft which have taken off cleared via Barkway and which have attained an altitude of 3000 FT (Stansted QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routing.

EGSS AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT UNDER IFR

a) Inbound via the ATS Route Network

- i. The Standard Arrival Routes (STAR) for aircraft inbound to London Stansted are shown at AD 2-EGSS-7-STAR Charts.
- ii. The Terminal Holding facilities at LOREL and at ABBOT are shared with arrivals to both London Stansted and Cambridge airports.
- iii. Aircraft may be vectored off the routes for separation purposes and instructed to rejoin at an appropriate point.

b) Inbound other than via the ATS Route Network

- i. Aircraft wishing to enter the London Stansted CTR/CTA direct from the London Flight Information Region are required to obtain ATC clearance at least 10 minutes before reaching the CTR or CTA boundary, when they will be advised of the route to be followed consistent with the current traffic situation.
- ii. Except where required by the Instrument Approach Procedures, inbound aircraft to London Stansted, whether in VMC or IMC, should comply with the Noise Abatement procedures for arriving aircraft as detailed in Section AD 2.21.

c) Approach Procedures - with Radar Control

- i. When inbound traffic is being sequenced by Radar, the Approach procedure will be flown under directions from the appropriate Radar Controller, and will consist of that part of the approach between the holding pattern and the Final Approach Track.
- ii. Once the 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 communications failure in the aircraft or at the Radar Unit.
- iii. 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.
- iv. Procedures specific to Runway 22 arrivals via LOREL and ABBOT STARs.

Further distance information will be given between initial descent clearance and intercept heading to the ILS. On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, the object being to join the glidepath at the appropriate height for the distance without recourse to level flight.

- v. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the intermediate approach phase; thereafter, and until established on final approach, the highest possible speed within the band 160-180 KT; when established on the ILS and thereafter until 5DME, 165 KT with a tolerance of +/- 5 KT.

These speeds are applied for ATC separation and runway capacity purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (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.

- vi. The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including vortex effect) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
- 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.
- viii. In the event of radio communications failure at the Radar Unit, pilots should contact Aerodrome Control for further instructions.

d) Procedures Specific to Runway 22 arrivals via LOREL and ABBOT STARs

- i. Continuous descent procedures are employed for all Runway 22 arrivals via the LOREL and ABBOT stacks. Upon receipt of descent clearance, the pilot will descend at the rate commensurate with a continuous descent approach in accordance with the track miles provided, at speeds which require minimum use of flap. This is to minimise noise disturbance and fuel consumption during the approach phase and maximise runway capacity by the use of speed control.
- ii. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the intermediate approach phase; thereafter, and until established on final approach, the highest possible speed within the band 160-180 KT; when established on the ILS and thereafter until 4DME, 165 KT with a tolerance of +/- 5 KT. These speeds are applied for ATC separation and runway capacity purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (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.

- iii. The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including wake turbulence vortex effect) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
- iv. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures and the Initial Approach Procedures published at AD 2.EGSS 7-17/7-18 shall be followed as defined for Approach without radar control, will be put into effect.
- v. In the event of radio communications failure at the Approach Radar Unit, pilots should contact Stansted Tower Aerodrome Control for further instructions

e) Approach Procedures without Radar Control

- i. When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Holding Fix to carry out the appropriate Instrument Approach procedure detailed at AD 2-EGSS-7-Initial Approach Procedures Charts.

f) RNP Z IAPs and RNP Y IAPs during Reduced Distance Operations

- i. See AD 2.20 Section 6 (i) for further information.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) Standard Instrument Departure Procedures are detailed at AD 2-EGSS-6-1 to AD 2-EGSS-6-8.
- b) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation or level restrictions stipulated on the SID profile.
- c) If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.
- d) Flights via the ATS Route Network to Luton are to file BKY-BUSTA-EGGW in accordance with UK SRD.
- e) Operators are reminded that all CLN SIDs incorporate stepped climbs which must be strictly adhered to, unless directed otherwise by ATC.

3 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedures notified in ENR 1.1 para 3.4.2, with the exceptions described below:

a) Aircraft inbound to London Stansted or Cambridge via LOREL † or ABBOT ‡

- i. When complete communication failure occurs in the aircraft before ETA, or before EAT, when this has been received and acknowledged the aircraft will:
 - 1. continue to the appropriate holding point LOREL † or ABBOT ‡ as detailed at AD 2-EGSS-7-1 to 7-15;
 - 2. hold until the last acknowledged ETA plus 10 minutes, or EAT when this has been given;
 - 3. then commence descent for landing in accordance with the approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).
- ii. If complete radio failure occurs after an aircraft has reported to ATC on reaching the holding point the aircraft will:
 - 1. Maintain the last assigned level at LOREL † or ABBOT ‡ until:
 - a) ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC whichever is the later; or
 - b) EAT when this has been received and acknowledged.
 - 2. then commence descent for landing in accordance with the approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).
- iii. Radio failure during a Radar Directed Initial Approach to London Stansted

If complete radio failure occurs after clearance to descend to an altitude has been given during a radar directed initial approach, the following procedure should be adopted:

- 1. continue visually or by means of an appropriate final approach aid;
- 2. if not possible, maintain 3000 FT ALT or last assigned altitude if higher and proceed to BKY, then;
- 3. hold at BKY for 5 minutes (Holding axis 270° MAG inbound track, turning left at the facility, Max IAS 220 KT), then;
- 4. descend in the holding pattern if necessary to 3000 FT ALT, then;
- 5. leave BKY track 197° (Runway 04) or track 070° (Runway 22) to join the Initial Approach Procedure detailed at AD 2-EGSS-7-Initial Approach Procedures Charts;
- 6. in the event of a missed approach, follow the Missed Approach Procedure to BKY and adopt the basic radio failure procedure detailed at ENR 1.1 para 3.4.2

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b) Outbound Aircraft

- i. All outbound traffic except those operating on NUGBO 1R/1S or JUGSE 1D/1R/1S: Comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed at AD 2-EGSS-6 or ATC clearance and commence climb to flight planned level after the last position at which an altitude is specified.
- ii. Outbound traffic operating on NUGBO 1R/1S: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed at AD 2-EGSS-6-1/6-2, then route via M183 maintaining SID altitude to SILVA; at SILVA, commence climb to flight planned level.
- iii. Outbound traffic operating on JUGSE 1R/1S/1D: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed at AD 2-EGSS-6-4/6-7, then route via L6 maintaining SID altitude to DET; at DET, commence climb to flight planned level.

4 VFR AND SPECIAL VFR FLIGHT

- a) VFR flights inbound to London Stansted or transiting the Stansted CTR/CTA should contact Stansted Radar at least five minutes prior to the CTR/CTA boundary and must not enter the CTR/CTA unless clearance has been given.
- b) VFR flights will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic. Clearance may be subject to delay or re-routeing. Pilots should anticipate clearance with reference to the Stansted VRPs, in particular Audley End Railway Station, Canfield A120/B1256 Interchange, Debden disused AD, Hazelend Wood, Puckeridge A10/A120 Interchange, Spriggs Solar Farm. A complete list is available on www.nats.aero/ais
- c) Pilots are reminded of the Stansted Transponder Mandatory Zones and of the close proximity of busy minor aerodromes.
- d) Special VFR Flight
 - i. Clearance may be requested for Special VFR flight within the London Stansted CTR and will be given whenever the traffic situation permits. Special VFR flights are subject to the general conditions laid down at ENR 1.4
 - ii. Note: Pilots holding a Private Pilot's Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4, para 2.4.
 - iii. Aircraft may be subject to radar vectoring whilst within the CTR if, due to the traffic situation, ATC considers it necessary. Pilots are reminded that they must at all times when operating on a Special VFR Clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and remain clear of obstacles. Pilots must inform the radar controller if compliance with these requirements entails a change of heading or level.
 - iv. Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding airspace of the London TMA or London Luton airspace.
 - v. In order to reduce conflict with IFR flights, Special VFR arriving and departing flights will normally be cleared via the following routes:
 1. North - Audley End Railway Station VRP via M11 Motorway;
 2. East & South - Canfield A120/B1256 INTERCHANGE VRP;
 3. West - Puckeridge A10/A120 INTERCHANGE VRP via Hazelend Wood VRP and the north side of A120 trunk road, avoiding Bishop's Stortford;
 4. BKY – Nuthampstead AD VRP via Hazelend Wood VRP.

5 VISUAL REFERENCE POINTS (VRP)

- a) VRPs have been established to facilitate the routes detailed in paragraphs 4d and 5b and to enable pilots of transit flights to plan alternative routes around the CTR/CTA when traffic conditions require.
- 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) Due to the high number of controlled airspace infringements, pilots operating in the vicinity of, but intending to remain outside Stansted controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Stansted Radar frequency, 120.625 MHz, are expected to select SSR code 7013.

514111N	0001345W	-	514459N	0000624W	-
520311N	0000141W	-	521109N	0000102W	-
521104N	0003242E	-	520226N	0004040E	-
515246N	0004658E	-	513630N	0001545E	-
514111N 0001345W.					

- b) Selection of 7013 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 Stansted controlled airspace at all times.
- c) Whilst squawking 7013, pilots should be aware that Stansted Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
- d) Pilots operating at adjacent aerodromes such as Cambridge, Duxford, Andrewsfield and Stapleford are to select the most appropriate frequency to their location and Rules of the Air.
- e) When a pilot ceases to maintain a listening watch, code 7013 shall be deselected.

7 HELICOPTERS

- a) Helicopters inbound to or overflying London Stansted Airport may be required to hold at the following additional VRPs within the aerodrome boundary for integration with arriving and departing flights:

- **From the north:** North end of Hangar 12 VRP †.
- **From the south:** Diamond Hangar (Hangar 8) VRP.
- **From/to the west:** Helicopters arriving/departing via the Puckeridge A10/A120 INTERCHANGE VRP are to route to Hazelend Wood VRP avoiding overflying the built-up areas, of Birchanger, Stansted Mountfitchet and Bishop's Stortford.

† See AD 2.20, Section 5 and AD 2-EGSS-4-1.

- b) Helicopters positioning from the VRPs to the runway shall maintain at least 500 FT AGL until aligned with the let down point.

8 TRANSPONDER MANDATORY ZONE ACCESS

- a) Suitably equipped aircraft may access a Stansted TMZ without ATC approval although such traffic is strongly recommended to afford itself of either a UK Flight Information Service or make use of an appropriate Monitoring Code (see ENR 1.6, para 2.2.5) if available.
- b) The pilot of an aircraft that wishes to operate in a Stansted TMZ without serviceable transponder equipment as defined in GEN 1.5 para 5.3 may be granted access to the TMZ subject to specific ATC approval. This approval may be obtained from Farnborough Radar on frequency 132.800 during their hours of operation 0800-2000 (0700-1900) or from Stansted Radar on frequency 120.625, at other times.

9 FIXED WING, GLIDING, HANG-GLIDING, PARAGLIDING AND MICROLIGHT ACTIVITY - STANSTED CTR/CTA

- a) Microlight and fixed wing activity takes place during daylight hours at Audley End. The Audley End Operating Area is delineated by reference to the eastern and southern boundaries of an easily identified forest area defined as the airspace from the surface to 1500 FT AMSL including that portion of the Stansted CTR contained within the following positions:
- 520009N 0001341E (CTR boundary) then clockwise to 515937N 0001351E - 515926N 0001347E - 515920N 0001329E - 515919N 0001225E (CTR boundary).
- b) Intense gliding activity within the Andrewsfield ATZ, a circle, 2 NM radius centred at 515342N 0002657E. Refer to AD 2 EGSL for more details.
- c) Microlight activity takes place during daylight hours at Hunsdon Aerodrome and part of the Stansted CTR up to altitude 1000 FT within the area defined by straight lines joining successively the following points:
- 514927N 0000226E - 515001N 0000415E - 514929N 0000537E - 514705N 0000357E - 514706N 0000157E - 514654N 0000123E - 514824N 0000051W - 514905N 0000030W - 514917N 0000127W - 515041N 0000039W - 514927N 0000226E.

EGSS AD 2.23 ADDITIONAL INFORMATION

- a) Mode S Barometric Pressure Setting Data

London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

EGSS AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGSS-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGSS-2-2

A380 GROUND MOVEMENT CHART - ICAO

AD 2.EGSS-2-3

AIRCRAFT DE-ICING PADS - ICAO

AD 2.EGSS-2-4

CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS - TRANSPONDER MANDATORY ZONES

AD 2.EGSS-4-1

HELICOPTER VFR ARRIVAL/DEPARTURE ROUTES

AD 2.EGSS-4-3

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGSS-5-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 22 UTAVA 1R NUGBO 1R BKY 6R - ICAO

AD 2.EGSS-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 04 UTAVA 1S NUGBO 1S BKY 3S - ICAO

AD 2.EGSS-6-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 04/22 CLN 5S 9R - ICAO

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AD 2.EGSS-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 04/22 GASBA 1S 1R - ICAO

AD 2.EGSS-6-4

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 04/22 JUGSE 1S 1R - ICAO

AD 2.EGSS-6-5

RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 22 CLN 2E - ICAO

AD 2.EGSS-6-6

RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 22 GASBA 1E – ICAO

AD 2.EGSS-6-7

RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 04 JUGSE 1D – ICAO

AD 2.EGSS-6-8

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 22 CLN 2E

AD 2.EGSS-6-9

STANDARD INSTRUMENT DEPARTURE CODING TABLES – RWY 22 GASBA 1E

AD 2.EGSS-6-10

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 04 JUGSE 1D

AD 2.EGSS-6-11

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TELTU 1L - ICAO

AD 2.EGSS-7-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LISTO 1L - ICAO

AD 2.EGSS-7-2

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BKY 1X BPK 1X - ICAO

AD 2.EGSS-7-3

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BANVA 1L ABBOT 1Z - ICAO

AD 2.EGSS-7-4

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FINMA 1L SILVA 1L - ICAO

AD 2.EGSS-7-5

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AVANT 1L - ICAO

AD 2.EGSS-7-6

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1L - ICAO

AD 2.EGSS-7-7

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LOGAN 2A DET 2A - ICAO

AD 2.EGSS-7-8

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MEGEL 1A RINIS 1A TOSVA 1A XAMAN 1A - ICAO

AD 2.EGSS-7-9

STANDARD INSTRUMENT ARRIVAL CODING TABLES TELTU 1L LISTO 1L BKY 1X BPK 1X

AD 2.EGSS-7-10

STANDARD INSTRUMENT ARRIVAL CODING TABLES BANVA 1L ABBOT 1Z FINMA 1L

AD 2.EGSS-7-11

STANDARD INSTRUMENT ARRIVAL CODING TABLES SILVA 1L AVANT 1L SIRIC 1L

AD 2.EGSS-7-12

STANDARD INSTRUMENT ARRIVAL CODING TABLES LOGAN 2A DET 2A MEGEL 1A RINIS 1A

AD 2.EGSS-7-13

STANDARD INSTRUMENT ARRIVAL CODING TABLES TOSVA 1A XAMAN 1A

AD 2.EGSS-7-14

RNAV HOLD CODING TABLES ABBOT ADLOG BOMBO HON LAPRA LOGAN LOREL

AD 2.EGSS-7-15

RNAV HOLD CODING TABLES UNDUG VATON

AD 2.EGSS-7-16

INITIAL APPROACH PROCEDURES ILS RWY 04 Without Radar Control

AD 2.EGSS-7-17

INITIAL APPROACH PROCEDURES ILS RWY 22 Without Radar Control

AD 2.EGSS-7-18

INSTRUMENT APPROACH CHART ILS/DME RWY 04 - ICAO

AD 2.EGSS-8-1

INSTRUMENT APPROACH CHART LOC/DME RWY 04 - ICAO

AD 2.EGSS-8-2

INSTRUMENT APPROACH CHART RNP Z RWY 04 - ICAO

AD 2.EGSS-8-3

INSTRUMENT APPROACH CHART RNP Y RWY 04C - ICAO

AD 2.EGSS-8-4

INSTRUMENT APPROACH CHART ILS/DME RWY 22 - ICAO

AD 2.EGSS-8-5

INSTRUMENT APPROACH CHART LOC/DME RWY 22 - ICAO

AD 2.EGSS-8-6

INSTRUMENT APPROACH CHART RNP Z RWY 22 - ICAO

AD 2.EGSS-8-7

INSTRUMENT APPROACH CHART RNP Y RWY 22C - ICAO

AD 2.EGSS-8-8

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Z RWY 04, RNP Y RWY 04C

AD 2.EGSS-8-9

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Z RWY 22, RNP Y RWY 22C

AD 2.EGSS-8-10

EGSS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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AERODROME
CHART - ICAO

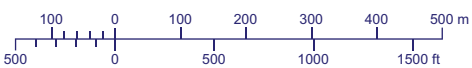
ARP 515306N 0001406E

AD ELEV 348FT

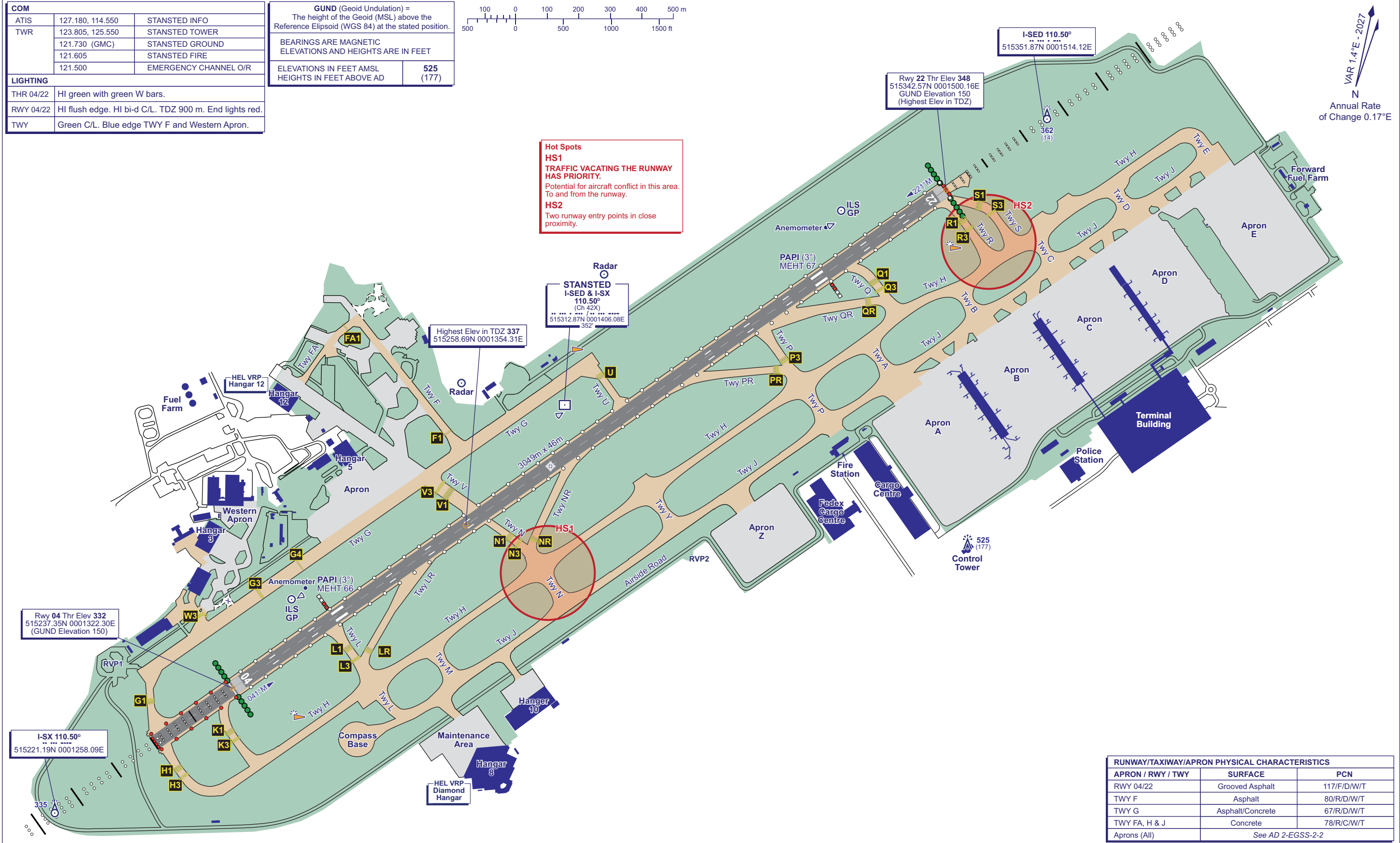
LONDON STANSTED
EGSS

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 Ellipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL	525 (177)
HEIGHTS IN FEET ABOVE AD	



Hot Spots
HS1
TRAFFIC VACATING THE RUNWAY
HAS PRIORITY.
Potential for aircraft conflict in this area.
To and from the runway.
HS2
Two runway entry points in close
proximity.



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	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 (11/26): BUILDING & AD BOUNDARY EDITORIAL.

AERO INFO DATE 10 AUG 26

AD 2-EGSS-2-1

AIRCRAFT PARKING/DOCKING
CHART - ICAO

ARP 515306N 0001406E

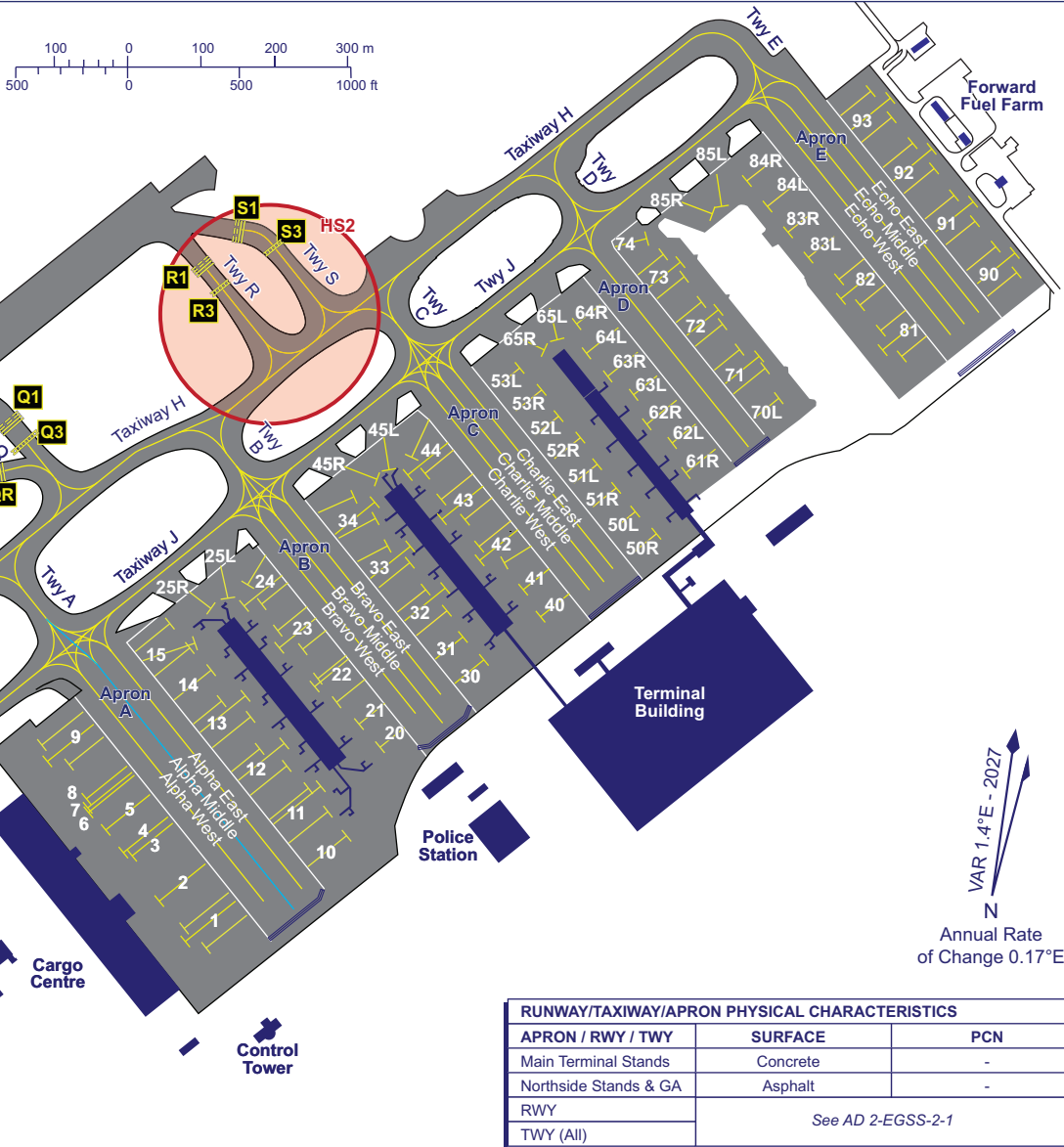
AD ELEV 348FT

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		
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 (11/26): BUILDING EDITORIAL.

AERO INFO DATE 10 AUG 26

AD 2-EGSS-2-2

LONDON STANSTED
EGSS

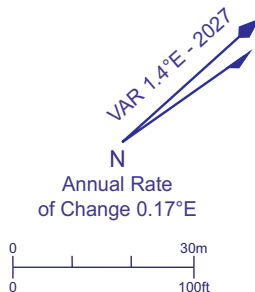
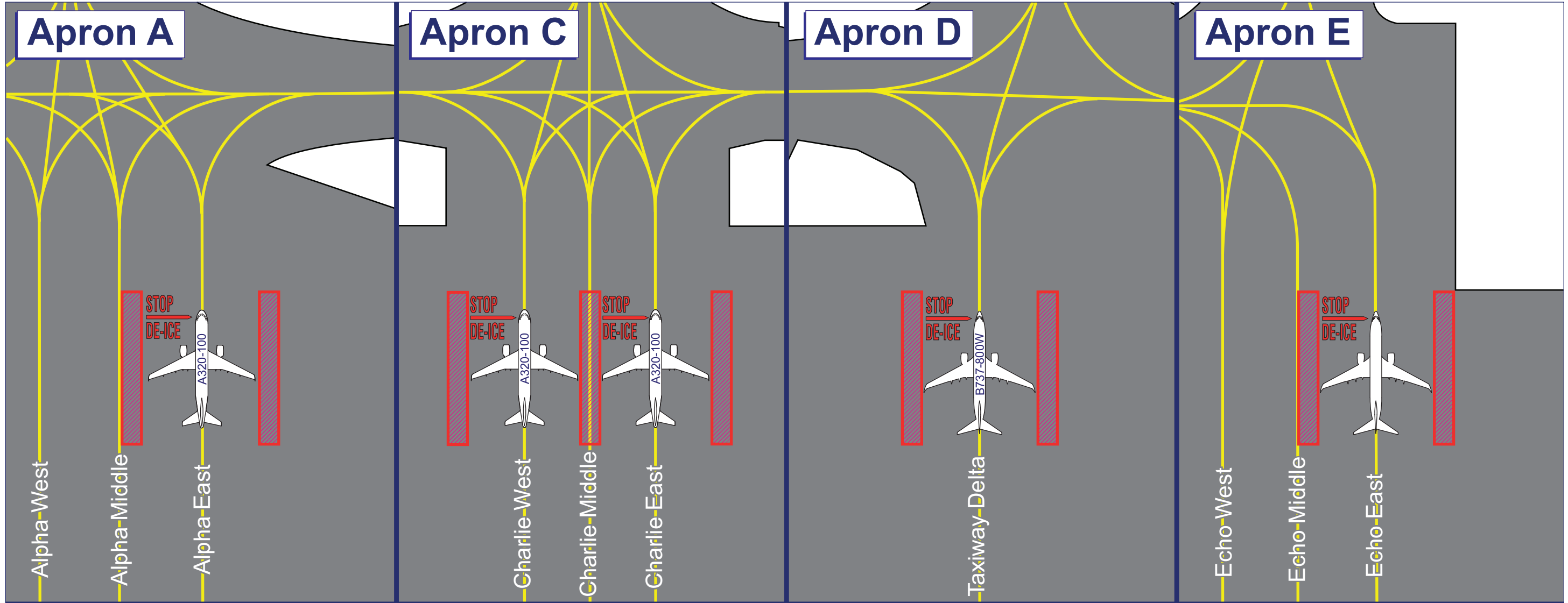


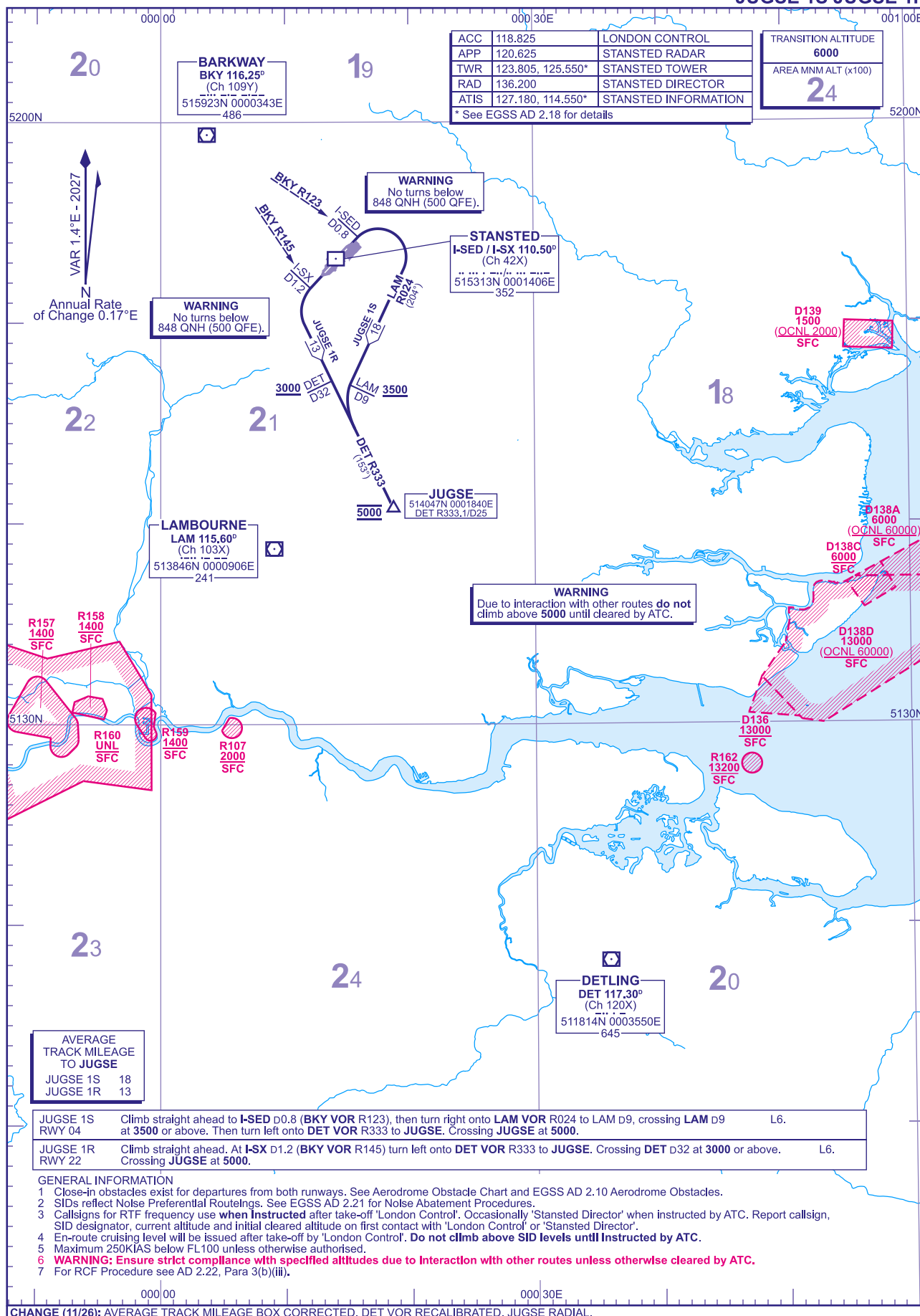
AIRCRAFT DE-ICING PADS
CHART - ICAO

ARP 515306N 0001406E

AD ELEV 348FT

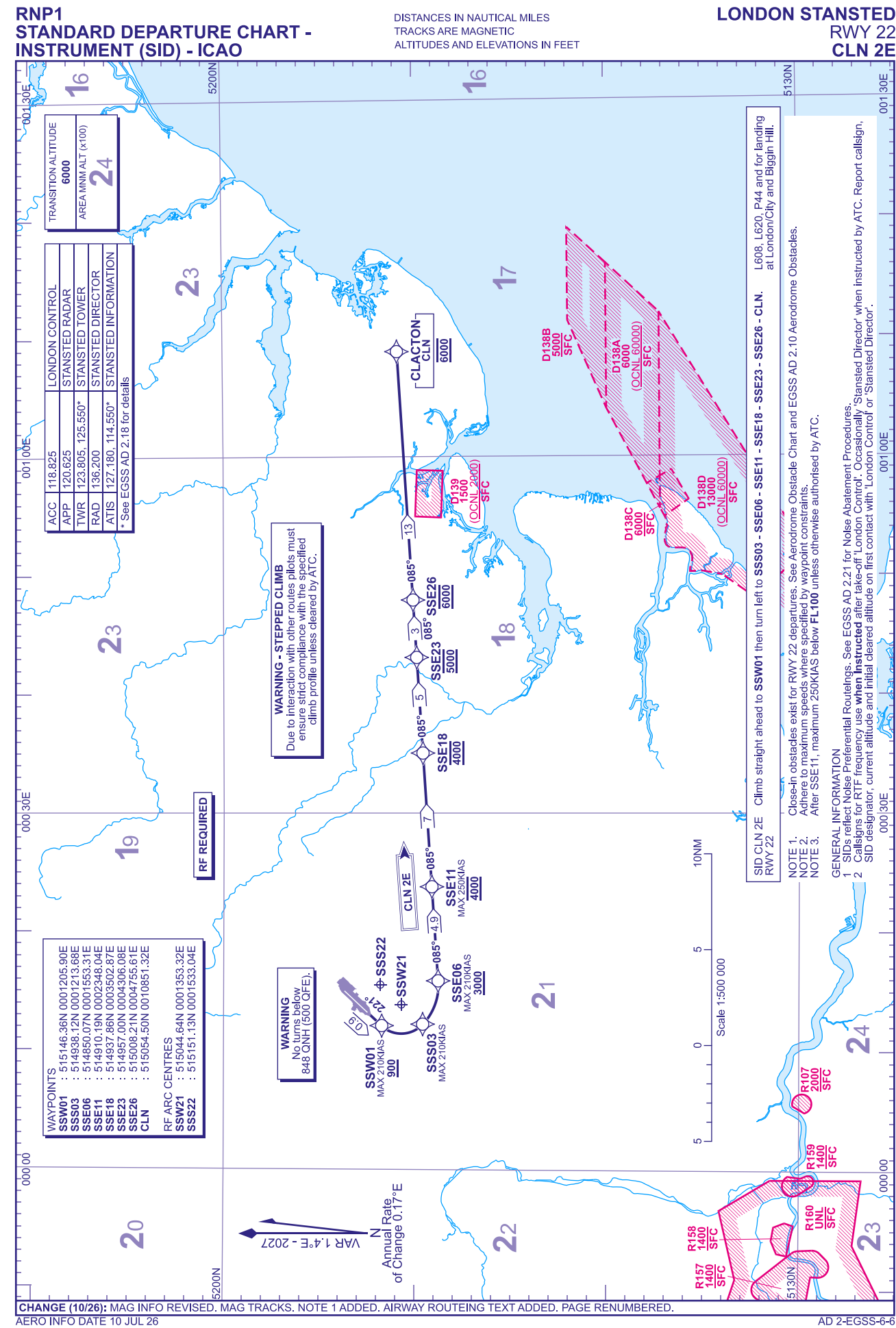
LONDON STANSTED
EGSS



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEETLONDON STANSTED
RWY 04/22
JUGSE 1S JUGSE 1R

AERO INFO DATE 14 AUG 26

AD 2-EGSS-6-5



Instrument Approach Procedure Coding Tables

LONDON STANSTED RNP Z RWY04 - Instrument Approach Procedure via EKVEG

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R04	001	IF	EKVEG	N	-	-	<u>2500</u>	-200	514458.16N 0000156.61E	IF / 10.4NM
R04	002	TF	SS04F	N	041° (042.7°)	-	2500	-	514745.40N 0000605.71E	FAF / 6.6NM
R04	003	TF	RW04	Y	041° (042.8°)	-	-	-	515237.34N 0001322.30E	MAPt
R04	004	CA	-	-	041° (042.8°)	-	800	-	-	At 800 revert to conventional navigation

LONDON STANSTED RNP Y RWY04C - Instrument Approach Procedure via AMGEM

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R04C	001	IF	AMGEM	N	-	-	<u>2500</u>	-200	514600.41N 0000329.21E	IF / 9.5NM
R04C	002	TF	S04CF	N	041° (042.7°)	-	2500	-	514847.59N 0000738.50E	FAF / 5.7NM
R04C	003	TF	RW04C	Y	041° (042.8°)	-	-	-	515257.52N 0001352.56E	MAPt
R04C	004	CA	-	-	041° (042.8°)	-	800	-185	-	At 800 revert to conventional navigation

Instrument Approach Procedure Coding Tables

LONDON STANSTED RNP Z RWY22 - Instrument Approach Procedure via TOTVO

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R22	001	IF	TOTVO	N	-	-	2500	-200	520118.82N 0002627.79E	IF / 10.4NM
R22	002	TF	SS22F	N	222° (223.0°)	-	2500	-	515832.31N 0002216.18E	FAF / 6.6NM
R22	003	TF	RW22	Y	222° (223.0°)	-	-	-	515342.57N 0001500.16E	MAPt
R22	004	CA	-	-	222° (223.0°)	-	800	-	-	At 800 revert to conventional navigation

LONDON STANSTED RNP Y RWY22C - Instrument Approach Procedure via UPGIR

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R22C	001	IF	UPGIR	N	-	-	2500	-200	520018.75N 0002456.91E	IF / 9.5NM
R22C	002	TF	S22CF	N	222° (223.0°)	-	2500	-	515732.18N 0002045.49E	FAF / 5.7NM
R22C	003	TF	RW22C	Y	222° (223.0°)	-	-	-	515322.40N 0001429.88E	MAPt
R22C	004	CA	-	-	222° (223.0°)	-	800	-185	-	At 800 revert to conventional navigation

2	Taxiway width, surface and strength	Taxiway B: 23 M Surface: Asphalt PCN 58/F/D/W/T Taxiway D: 15 M Surface: Asphalt PCN 11/F/D/W/U Taxiway E: 15 M Surface: Asphalt PCN 11/F/D/W/U
3	Altimeter checkpoint location and elevation	Main Apron 11 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	Taxiway D is restricted to aircraft MTOW 20,000 KG or less. Taxiway E is restricted to aircraft MTOW 15,000 KG or less.

EGAE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Surface marking of taxi route across apron. Stands 1-4: Nose-in parking with pushback. Stand 4A: Westerly facing with self-maneuvring off stand using minimal power. Marshalling is provided for all docking/parking guidance system of aircraft stands. A marshaller is present at the head of the stand or stopping position. This procedure allows a foreign object check to take place and ensures that aircraft are correctly parked and the taxiways not obstructed.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08/26: Displaced threshold markings on Runway 08. Runway designators and centre-line markings, edge lines. TDZ markings and aiming point markings on Runway 08/26. Yellow lead-off/on lines to all runways. Runway guard lights positioned at Holding Points B, D, E and G and at the disused Runway 02/20 intersection with Runway 08/26.
3	Stop bars and runway guard lights (if any)	At B, D and E holding points.
4	Other runway protection measures	-
5	Remarks	WDIs (LGTD): 550236.78N 0070904.09W and 550225.02N 0071011.67W.

EGAE AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGAE11592) 08/APPROACH 26/ TAKE-OFF	BUILDING CHIMNEY	550226.65N 0071059.20W	55 FT	29 FT	No	-
(EGAE5509) 08/APPROACH 26/ TAKE-OFF	HOUSE	550220.75N 0071117.81W	60 FT	30 FT	No	-
(EGAE5559) 08/APPROACH 26/ TAKE-OFF	CHIMNEY	550213.85N 0071055.92W	55 FT	27 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGAE10221)	HV PYLON	550251.87N 0071516.11W	317 FT	302 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGAE10222)	HV PYLON	550238.28N 0071503.86W	317 FT	301 FT	No	-
(EGAE5670)	WATER TANK	550237.34N 0070854.56W	18 FT	9 FT	No	-
(EGAE4941)	OBS LIGHT	550223.45N 0071007.85W	49 FT	25 FT	Yes Red	-
(EGAE10586)	MAST	550106.55N 0070831.68W	644 FT	50 FT	No	-

EGAE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NETWORK OPERATIONS CENTRE: NORTHOLT
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	NETWORK OPERATIONS CENTRE: NORTHOLT 9 hours
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	Charts, abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	ASXX. 215 Low Level SIG WX. 214 Spot Winds. Warnings
8	Supplementary equipment available for providing information	INTERNET. AFTN.
9	ATS units provided with information	CODA OPERATIONS LTD (ANSP)
10	Additional information (limitation of service, etc.)	Surface wind data (2 minute average) is available for both ends of the runway. Normally, only touchdown surface wind will be passed. Stop end surface wind and instantaneous surface wind available on request for both ends.

EGAE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
08	073.12°	1969 x 45 M	RWY surface: Asphalt, Grooved PCN 58/F/B/W/T	550225.20N 0071031.54W 187.8 FT	THR 21.0 FT TDZ 21.0 FT	-
26	253.14°	1969 x 45 M	RWY surface: Asphalt, Grooved PCN 58/F/B/W/T	550242.87N 0070850.06W 187.8 FT	THR 10.5 FT TDZ 10.7 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	966 x 150 M	2089 x 300 M	125 x 90 M -	-	-	RWY 08 Threshold displaced by 85 M. OFZ: Yes.
-	298 x 150 M	2089 x 300 M	238 x 210 M 89 x 90 M	-	-	RWY 26 OFZ: Yes.

EGCC — MANCHESTER**EGCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGCC — MANCHESTER

EGCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 532113N Long: 0021630W Mid point of Runway 05L/23R.
2	Direction and distance from city	7.5 NM SW of Manchester.
3	Elevation / Reference temperature / Mean Low Temperature	257 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	167 FT
5	Magnetic Variation / Annual Change	0.45°E (2027) / 0.19°E
6	AD Administration Address Telephone	MANCHESTER AIRPORT PLC Manchester Airport, Manchester M90 1QX 0161-209 2835 (ATC) 0161-489 3331 (Airfield Operations Duty Manager) 0808-169 7030 (Manchester Airport PLC - General Enquiries) 0161-493 1850 (Airport Co-ordination Ltd - PPR Mon-Fri; 0900-1700)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGCC AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24 (Port Health)
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Refer to AD 2.20 item 1.

EGCC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	HILOs 15 and 18.6 M and 9 M conveyor belts. 9 ton fork lift. Nearest railway siding: Heald Green 1.3 NM.
2	Fuel and oil types	AVTUR JET A-1 (anti-icing additive not included). W80, W100 and W120, 98, 390, 500.
3	Fuelling facilities/capacity	Hydrants at all pier stands for AVTUR JET A-1. No over-wing fuelling.
4	De-icing facilities	Contact: Swissport, Menzies, Aero Mag 2000 MAN Ltd.
5	Hangar space for visiting aircraft	Limited. Signature Flight Support.
6	Repair facilities for visiting aircraft	By arrangement with Signature Flight Support.
7	Remarks	Oxygen and related servicing, by arrangement with handling agent. A nominated handling agent is mandatory for all visiting aircraft. Signature Flight Support – Tel: 0161-436 6666. Fax: 0161-436 3450. E-mail: man@signatureflight.co.uk. VHF Company Frequency 131.615 MHz (Northside facility). Other handling agents based at Manchester are: Menzies – Swissport – dnata – Star Handling Ltd - DHL - Jet 2 - Weston Aviation - T25.

EGCC AD 2.5 PASSENGER FACILITIES

1	Hotels	Many – see airport website (www.manchesterairport.co.uk).
2	Restaurants	Restaurants in all Terminals.
3	Transportation	Buses, trams, trains, taxis and car hire. Cycle storage is available at the station. Nearest railway station: Airport.
4	Medical facilities	Medical Response H24 - First aid only.
5	Bank and Post Office	Bureau de Change in all terminals. Post office Terminal 1.
6	Tourist Office	-
7	Remarks	-

EGCC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A10
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	170,000 KG. Contact 0161-489 3331 (Airfield Operations Duty Manager).
4	Remarks	-

EGCC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical anti-icing.
2	Clearance priorities	During snowfall, aerodrome may be SNO-CLO and Runway 05R/23L may not be cleared and available.
3	Remarks	Latest information from Snow State/Clearance Programme Tel: 0161-489 3331 (Airfield Operations Duty Manager).

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

1	Apron surface and strength	APRON Surface: Concrete NIL SIGNATURE APRON Surface: Concrete PCR 335/R/C/W/T
2	Taxiway width, surface and strength	Taxiway A: 23 M Surface: Concrete and asphalt PCR 1178/R/C/W/U Taxiway AE: 23 M Surface: Asphalt PCR 670/R/C/W/T Taxiway AF: 23 M Surface: Asphalt PCR 640/R/C/W/T Taxiway AG: 23 M Surface: Concrete and asphalt PCR 740/R/C/W/T Taxiway ALPHA: 23 M Surface: Concrete and asphalt PCN 66/F/C/W/T PCN between Alpha-Echo and Bravo: 46 F/C/W/T Taxiway B: 23 M Surface: Concrete and asphalt PCR 1178/R/C/W/U

	Taxiway BD: 23 M Surface: Asphalt PCR 1830/R/C/W/T Taxiway BZ: 23 M Surface: Concrete and asphalt PCR 1710/R/C/W/T Taxiway C: 23 M Surface: Concrete and asphalt PCR 2130/R/D/W/T Taxiway D (D1-D3): 23 M Surface: Concrete and asphalt PCR 1140/R/C/W/T Taxiway D (D3-D4): 23 M Surface: Concrete PCR 860/R/C/W/T Taxiway D (D4-D8): 23 M Surface: Concrete PCR 1178/R/C/W/U Taxiway DZ: 23 M Surface: Concrete and asphalt PCR 1178/R/C/W/U Taxiway E (E1-LINK 4): 23 M Surface: Concrete PCR 1520/R/C/W/T Taxiway E (LINK4-E10): 23 M Surface: Concrete PCR 1178/R/C/W/U Taxiway F: 23 M Surface: Concrete PCR 2240/R/C/W/T Taxiway FZ: 23 M Surface: Concrete and asphalt PCR 1190/R/C/W/T Taxiway G: 23 M Surface: Concrete PCR 1410/R/C/W/T Taxiway H: 23 M Surface: Concrete and asphalt PCR 1450/F/C/X/T Taxiway HZ: 23 M Surface: Concrete and asphalt PCR 1050/R/C/W/T Taxiway J: 23 M Surface: Concrete and asphalt PCR 1178/R/C/W/U Taxiway JE: 23 M Surface: Concrete and asphalt PCR 270/R/C/W/T Taxiway JF: 23 M Surface: Concrete and asphalt PCR 686/R/C/W/U Taxiway K: 23 M Surface: Concrete PCR 1178/R/C/W/U
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	Taxiway L: 23 M Surface: Concrete and asphalt PCR 830/R/C/W/T Taxiway M: 23 M Surface: Asphalt PCR 1190/R/C/W/T Taxiway NA: 23 M Surface: Concrete and asphalt PCR 1120/R/C/W/T Taxiway NB: 23 M Surface: Concrete PCR 1178/R/C/W/U Taxiway NC: 23 M Surface: Concrete PCR 1178/R/C/W/U Taxiway ND: 23 M Surface: Concrete PCR 1178/R/C/W/U Taxiway P: 23 M Surface: Concrete and asphalt PCR 1920/R/C/W/T Taxiway R: 23 M Surface: Concrete PCR 830/R/C/W/T Taxiway S: 23 M Surface: Concrete PCR 1710/R/C/W/T Taxiway T: 23 M Surface: Concrete PCR 1710/R/C/W/T Taxiway U: 23 M Surface: Concrete PCR 1470/R/C/W/T Taxiway V: 23 M Surface: Concrete PCR 1710/R/C/W/T Taxiway VA: 23 M Surface: Concrete PCR 1710/R/C/W/T Taxiway VB: 23 M Surface: Concrete PCR 1710/R/C/W/T Taxiway VC: 23 M Surface: Concrete PCR 1470/R/C/W/T Taxiway VD: 23 M Surface: Concrete and asphalt PCR 1470/R/C/W/T Taxiway W: 23 M Surface: Concrete PCR 1960/R/C/W/T Taxiway Y: 23 M Surface: Concrete PCR 1960/R/C/W/T
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		Taxiway Z: 23 M Surface: Concrete PCR 1140/R/C/W/T
3	Altimeter checkpoint location and elevation	Pier A: 240 - 243 FT AMSL. Pier B: 233 - 236 FT AMSL. Pier C: 228 - 232 FT AMSL. Western Apron 221 - 231 FT AMSL. Apron 238 FT AMSL.
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	Taxiway November-Charlie may be used for aircraft parking. In darkness or if Low Visibility Procedures are in force a 'Follow-Me' vehicle will be provided. When aircraft are parked on Stands 70-74, Taxiway Delta between Intermediate Holding Positions D9 and D10 will be closed.

EGCC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Terminal 2 has a frontage serving Stands 301-310. Stands 301, 303, 307 and 309 have a single centre-line. Stands 302, 304, 306, 308 and 310 have two centre-lines. The main widebody centre-line is designated by the stand number only. The subsidiary is designated Left. For example: Stand 306 and 306L. Terminal 2, Pier 1 serves Stands 101, 103, 105, 107, 109, 111, 113, 113L and 113R on the western side, and Stands 104, 106, 106R, 108, 110, 110L, 112, 112R, 114, 116 and 116L on the eastern side. Stands 113, 113L, 113R, 114, 116 and 116L are remote, without an airbridge. Aircraft docking on all Pier 1 stands is by Safedock. Terminal 2, Pier 2 serves Stands 203L, 203, 205, 207, 207R, 209L, 209, 211, 213 and 213R on the western side and Stands 204, 206, 206L, 208, 210L, 212, 214, 214L and 215 on the eastern side. Stand 212 is remote, without an airbridge. Aircraft docking on all Pier 2 stands is by Safedock. Terminal 2, Pier C serves Stands 22, 23, 24, 25, 26, 27, 28, 29, 31 and 32. Aircraft docking on all Terminal 2 Pier C stands is by Safedock. Terminal 3 comprises pier served Stands 1, 5, 7, 9, 11, 16, 17, 41-44 and 47-55, and remote Stands 57 and 58. Stands 44 and 55 have additional centre-lines designated 44L, 44R, 55L and 55R. Aircrews are to note that Stands 44L, 44R, 55L and 55R are demarked by alternate yellow/white dashed painted centre-lines. Aircraft docking on all Terminal 3 stands is by Safedock (except Stands 44, 44L, 44R, 57 and 58). Aircraft docking on Stands 44, 44L, 44R, 57 and 58 is by Marshaller's instructions. Remote Stands 74, 80 and 231 have additional centre-lines designated Left and Right. Stands 70-73, 81, 233, 901-919 and 925-929 have single centre-lines. Aircraft docking on Stands 901-919 and 925-929 is by Safedock. Aircraft docking on all other remote stands is by Marshaller's instructions. Stands 2, 4, 6, 8, 10, 12 and 15 are classed as Terminal 2 remote stands. Stand 12 has additional centre-lines designated Left and Right. Aircraft docking on these stands is by Safedock. Aircrew are to note that all Stand Entry Guidance Systems are activated by their ground handling agent. Pilots must not enter an aircraft stand unless the Stand Entry Guidance has been activated and the correct aircraft type is displayed, or a Manchester Airport Marshaller has signalled clearance to proceed. In the event of there being no activated SEG upon approach to a stand, flight crews must hold position on the taxiway and advise GMC. Flight crews must not attempt to self-park.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05L/23R: Runway designation. Runway threshold, runway centre-line, edge, TDZ and fixed distances. Runway width is designated by side stripe markings. 05R/23L: Runway designation. Runway threshold, runway centre-line, edge, TDZ and fixed distances. Runway width is designated by side stripe markings. Turning circle has unlit painted yellow centre-line and inset blue edge lighting beyond runway edges.

		Taxiway light(s): Green centreline with blue edge on sharp curves, red stop bars at holding positions. Runway exits have alternate green/yellow centreline lights to the edge of the Localiser Sensitive Area. Runway Holding Position. Runway Guard Lights. Taxiway November-Charlie has a painted centreline only – during Sunset to Sunrise this taxiway only to be used with a Follow-Me service. Taxiways Zulu, November-Alpha and November-Bravo have three centrelines comprising a central centreline painted yellow for use by aircraft up to and including ICAO Code E (Taxiways Zulu and November-Alpha) or ICAO Code F (Taxiway November-Bravo), and dual colour-coded centrelines designated 'Blue' and 'Orange' for use by aircraft up to and including ICAO Code C. Pilots are to follow the relevant centreline as instructed by ATC.
3	Stop bars and runway guard lights (if any)	Stopbars at runway entrance points are in operation H24.
4	Other runway protection measures	-
5	Remarks	Some obstacle marking. WDI (LGTD) - 532057.17N 0021651.06W, 532001.19N 0021845.55W, 532122.88N 0021554.81W. Pilot attention is drawn to the use of additional paint markings at specified runway entrance and exit points. These markings are provided as an additional measure to raise situational awareness and to reduce the runway incursion risk. All Ground Movement is under ATC Control.

EGCC 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
(EGCC11921) 23R/APPROACH 05L/ TAKE-OFF	TREE	532157.43N 0021517.15W	297 FT	47 FT	No	-
(EGCC11890) 23R/APPROACH 05L/ TAKE-OFF	TREE	532152.32N 0021505.65W	274 FT	28 FT	No	-
(EGCC3653) 23R/APPROACH 05L/ TAKE-OFF	RAILWAY GANTRY	532151.97N 0021516.86W	257 FT	12 FT	No	-
(EGCC1320) 23R/APPROACH 05L/ TAKE-OFF	HOUSE CHIMNEY	532149.90N 0021529.73W	285 FT	35 FT	Yes Red	-
(EGCC9388) 23R/APPROACH 05L/ TAKE-OFF	FENCE	532147.73N 0021528.60W	260 FT	12 FT	No	-
(EGCC11967) 23L/APPROACH 05R/ TAKE-OFF	TREE	532131.18N 0021509.13W	340 FT	82 FT	No	-
(EGCC9493) 23L/APPROACH 05R/ TAKE-OFF	ANTENNA MLAT	532114.63N 0021542.58W	303 FT	46 FT	Yes Red	-
(EGCC9497) 23L/APPROACH 05R/ TAKE-OFF	TREE	532113.56N 0021529.29W	321 FT	49 FT	No	-
(EGCC10568) 23L/APPROACH 05R/ TAKE-OFF	ANTENNA MLAT	532104.06N 0021610.77W	256 FT	13 FT	Yes Red	-
(EGCC11471) 23L/APPROACH 05R/ TAKE-OFF	TREE	532101.73N 0021600.42W	293 FT	39 FT	No	-
(EGCC8823) 23L/APPROACH 05R/ TAKE-OFF	TREE	532053.07N 0021625.11W	248 FT	36 FT	No	-
(EGCC12106) 05L/APPROACH 23R/ TAKE-OFF	TREE	532035.39N 0021759.41W	234 FT	42 FT	No	-
(EGCC8829) 05R/APPROACH 23L/ TAKE-OFF	ANTENNA MLAT	531947.58N 0021849.14W	203 FT	19 FT	Yes Red	-
(EGCC11412) 05R/APPROACH	TREE	531938.96N 0021853.72W	240 FT	42 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
(EGCC10274)	BUILDING	532831.76N 0021502.42W	669 FT	553 FT	Yes Red	-
(EGCC10269)	BUILDING	532818.24N 0021506.01W	755 FT	649 FT	Yes Red	-
(EGCC5626)	ATC AERIAL	532127.73N 0021646.42W	436 FT	209 FT	Yes Red	-
(EGCC12198)	TREE	532059.75N 0021605.18W	293 FT	44 FT	No	-
(EGCC2377)	PYLON	532013.41N 0022002.98W	284 FT	154 FT	No	-
(EGCC2135)	PYLON	531937.68N 0021754.52W	355 FT	161 FT	No	-
(EGCC2607)	PYLON	531905.20N 0021705.85W	396 FT	173 FT	No	-
(EGCC2396)	CHIMNEY	531901.96N 0021939.67W	326 FT	158 FT	No	-

EGCC 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	TREND 30 minutes.
5	Briefing/consultation provided	Self-briefing via handling agent.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Available on the Met Office website, www.metoffice.gov.uk/aviation .
8	Supplementary equipment available for providing information	Manchester ATIS available by telephone: 0161-209 2860.
9	ATS units provided with information	MANCHESTER
10	Additional information (limitation of service, etc.)	Current weather on ATIS.

EGCC 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
05L	051.06°	3048 x 45 M	RWY surface: Concrete and asphalt, Non grooved PCR 1178/F/C/X/U	532051.20N 0021715.95W 167.3 FT	THR 211.8 FT TDZ 225.5 FT	05L - 0.49% Up 23R - 0.49% Down
23R	231.09°	3048 x 45 M	RWY surface: Concrete and asphalt, Non grooved PCR 1178/F/C/X/U	532140.75N 0021533.41W 167.2 FT	THR 249.1 FT TDZ 257.1 FT	05L - 0.49% Up 23R - 0.49% Down
05R	051.04°	3050 x 45 M	RWY surface: Concrete and asphalt, Grooved PCR 1200/R/C/W/T	531955.11N 0021838.38W 167.3 FT	THR 186.3 FT TDZ 186.8 FT	05R - 0.46% Up 23L - 0.48% Down
23L	231.07°	3050 x 45 M	RWY surface: Concrete and asphalt, Grooved PCR 1200/R/C/W/T	532053.35N 0021637.94W 167.3 FT	THR 227.0 FT TDZ 227.0 FT	05R - 0.46% Up 23L - 0.48% Down

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	215 x 150 M	3168 x 280 M	240 x 90 M -	-	-	RWY 05L Landing threshold displaced by 427 M. 05L/23R Runway shoulders are widened to 23 M each side giving a total paved width of 91 M. 05L/23R has a turning circle at the northeastern end, abeam Link Juliet, for use by aircraft up to A380. All turning circles have unlit painted centre-line and blue edge lighting beyond runway edges. Aircraft should follow the painted centre-line in a clockwise direction, unless directed otherwise by ATC. Strip Dimensions: 280 M wide over full length extending to 60 M beyond each end of pavement. OFZ: Yes.
-	300 x 150 M	3168 x 280 M	240 x 90 M -	-	-	RWY 23R Landing threshold displaced by 183 M. 05L/23R Runway shoulders are widened to 23 M each side giving a total paved width of 91 M. 05L/23R has a turning circle at the northeastern end, abeam Link Juliet, for use by aircraft up to A380. The last quarter of Runway 23R has a downslope of 0.88%. All turning circles have unlit painted centre-line and blue edge lighting beyond runway edges. Aircraft should follow the painted centre-line in a clockwise direction, unless directed otherwise by ATC. Strip Dimensions: 280 M wide over full length extending to 60 M beyond each end of pavement. OFZ: Yes.
-	300 x 150 M	3320 x 280 M	351 x 90 M -	-	-	RWY 05R 05R/23L has one turning circle at 1820 M from 23L threshold for use by aircraft up to B767. All turning circles have unlit painted centre-line and blue edge lighting beyond runway edges. Aircraft should follow the painted centre-line in a clockwise direction, unless directed otherwise by ATC. Strip Dimensions: 280 M wide over full length from 60 M beyond end of pavement, except between links Victor Alpha and Tango where strip narrows to 56 M on the southern side of Runway 23L starter extension only. OFZ: Yes.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	300 x 150 M	3320 x 280 M	242 x 90 M -	-	-	RWY 23L Landing threshold displaced by 186 M. Starter extension of 150 x 30 M. Hard shoulder width at starter extension is 15 M. Hard inner shoulders along full length of Runway 05R/23L have a width of 7.5 M and a PCN of 42/R/C/W/T. A stabilised grass outer shoulder is prepared to a width of 7.5 M along the full length of the runway. 05R/23L has one turning circle: At 1820 M from 23L threshold for use by aircraft up to B767. All turning circles have unlit painted centre-line and blue edge lighting beyond runway edges. Aircraft should follow the painted centre-line in a clockwise direction, unless directed otherwise by ATC. Strip Dimensions: 280 M wide over full length from 60 M beyond end of pavement, except between links Victor Alpha and Tango where strip narrows to 56 M on the southern side of Runway 23L starter extension only.

EGCC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05R	3047 M	3347 M	3047 M	2864 M	-
23L	3200 M	3500 M	3200 M	2864 M	Using 150 M starter extension TORA of 3200 M and TODA of 3500 M available. Use Taxiway T for access.
23L	3121 M	3421 M	3121 M	-	Take-off from intersection at Taxiway Victor Alpha.
23L	2954 M	3254 M	2954 M	-	Take-off from intersection at Taxiway Victor Bravo.
23L	2848 M	3148 M	2848 M	-	Take-off from intersection at Taxiway Uniform.
23L	2504 M	2804 M	2504 M	-	Take-off from intersection at Taxiway Victor Charlie.
23L	2202 M	2502 M	2202 M	-	Take-off from intersection at Taxiway Victor Delta.
05L	3014 M	3229 M	3014 M	2587 M	-
23R	2897 M	3197 M	2897 M	2714 M	-
05L	2771 M	2987 M	2771 M	-	Take-off from intersection at Taxiway Alpha Golf.
05L	2433 M	2648 M	2433 M	-	Take-off from intersection at Taxiway Alpha Foxtrot.
05L	2037 M	2252 M	2037 M	-	Take-off from intersection at Taxiway Bravo.
23R	2567 M	2867 M	2567 M	-	Take-off from intersection at Taxiway Mike.
23R	2120 M	2420 M	2120 M	-	Take-off from intersection at Taxiway Hotel.

EGCC 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
05L	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With flush HI Green wingbars	PAPI Right/3° 62 FT 325 M from displaced threshold	900 M	Colour coded 15 M spacing Light intensity high	Bi-directional Flush fitted 60 M spacing Light intensity high	Red	-	-
23R	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With flush HI Green wingbars	PAPI Left/3° 60 FT 357 M from displaced threshold	900 M	Colour coded 15 M spacing Light intensity high	Bi-directional Flush fitted 60 M spacing Light intensity high	Red	-	-
05R	Coded centre-line with five crossbars. 900 M Light intensity high	Green With flush HI green wingbars	PAPI Left/3° 66 FT 437 M	-	Colour coded 30 M spacing Light intensity high	Bi-directional Flush fitted Full length 61 M spacing White Light intensity high	Red wingbars only	-	-
23L	Coded centre-line with five crossbars. 900 M Light intensity high	Green Light intensity high With flush HI green wingbars	PAPI Left/3° 75 FT 561 M from displaced threshold	-	Colour coded 30 M spacing Light intensity high	Bi-directional Flush fitted Full length 61 M spacing White Light intensity high	Red	-	-

EGCC 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: 23R - 532130.48N 0021544.16W (LGTD), 23L - 532043.10N 0021648.99W (LGTD), 05L - 532054.33N 0021659.67W (LGTD), 05R - 531959.29N 0021819.60W.
3	TWY edge and centre line lighting	CL: Yes, except Taxiway November-Charlie. EDGE: Yes, except Taxiway November-Charlie. Blue edge lighting provided on selected taxiways.
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Obstacle lighting. Apron Floodlighting.

EGCC 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	FATO: - x -

		FATO surface: - -
4	True BRG of FATO	FATO:
5	Declared distance available	FATO:
6	APP and FATO lighting	-
7	RMK	See AD 2.20, paragraph 5.

EGCC 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
MANCHESTER CTR 533430N 0020400W - 532730N 0015400W - 531616N 0020131W - 531055N 0022207W - 531050N 0022814W - 531255N 0023000W - 532141N 0023000W - 532638N 0022258W - 533430N 0020400W	Upper limit: 3500 FT ALT Lower limit: SFC	D	MANCHESTER RADAR English	5000 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.
MANCHESTER ATZ A circle, 2.5 NM radius, centred at 532113N 0021630W on longest notified runway (05L/23R)	Upper limit: 2257 FT ALT Lower limit: SFC	D	MANCHESTER RADAR English	5000 FT	H24	ATZ 2000 FT AAL.

EGCC 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	MANCHESTER DIRECTOR	121.355 DOC 25 NM/ 10,000 FT.	-	-	As Directed by ATC	
	MANCHESTER RADAR	118.580 DOC 40 NM/ 15,000 FT.	-	-	H24	
		135.005 DOC 40 NM/ 15,000 FT.	-	-	As Directed by ATC	
TWR	MANCHESTER DELIVERY	121.705 Departing aircraft are to make initial call to 'Manchester Delivery' during hours of operation. At all other times contact 'Manchester Ground' on channel 121.855.	-	-	0600-2200 (0500-2100)	
	MANCHESTER GROUND	121.855 DOC 5 NM/GND.	-	-	H24	
	MANCHESTER TOWER	118.630 DOC 25 NM/ 10,000 FT.	-	-	H24	
		119.405 DOC 25 NM/ 10,000 FT.	-	-	As directed by ATC	
ATIS ARR	MANCHESTER ARRIVAL INFORMATION	128.180 DOC 60 NM/ 20,000 FT.	-	-	H24	-

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Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
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	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 if they obtain permission to do so from the aerodrome operator in advance of each movement.
- f) Applications for prior permission and runway slots should be addressed as follows:
 - i. All requests for slots during office hours 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.

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c) **Manchester Delivery.**

- i. Manchester Delivery will be responsible for passing ATC clearance to aircraft prior to start-up. **Push-back approval will only be given on the GMC frequency;**
- ii. Pre-departure clearance by datalink is available at Manchester for suitably equipped aircraft. For further information contact ATC Operations, Tel: +44-(0)161-209 2825.

d) **Ground Movement Control (GMC)** will be responsible for:

- i. the surface movement of all aircraft on the manoeuvring area excluding the runway(s) in use;
- ii. issuing start-up and push-back/taxi clearance within the apron areas;
- iii. the control of arriving aircraft after they leave the runway(s) in use, except in the case of landing on Runway 05R when aircraft will be transferred to Manchester Tower on 118.630 MHz for crossing Runway 05L;
- iv. Communicating allocated parking stand number.

e) **Airport-Collaborative Decision Making (A-CDM).**

i. Definitions of Commonly Used A-CDM Terms:

1. Calculated Take-Off Time (CTOT);
2. Target Off-Blocks Time (TOBT);
3. Target Start Approval Time (TSAT);
4. Target Take-Off Time (TTOT).

ii. TOBT/TSAT.

1. Pilots should take note of the TSAT which they receive and comply with it.
2. If TOBT or TSAT can no longer be met then TOBT must be updated by the Aircraft Operator/ Ground Handling Agent.
3. Pilots must report that the flight is READY to depart at TOBT (tolerance window of -5 to +5 minutes). Failure to do so will see TOBT & TSAT deleted.
4. Reporting READY when not ready will see the READY status rescinded and TOBT & TSAT may get deleted.

iii. A-CDM Start Request – Manchester ATC (Delivery, Ground or Tower as appropriate).

1. Pilots should report READY to Manchester ATC at TOBT (window of -5 to +5 minutes).
2. If within the TSAT window, ATC will then approve start or in the case of a TSAT delay, will advise the TSAT.
3. Pilots to monitor the frequency from this point, as TSAT can improve up to TOBT.
4. Start approval will be issued based on the TSAT and the prevailing traffic situation.
5. Pilots will be informed of an ATC delay to TSAT in excess of 5 minutes. In such cases, the TOBT must not be updated further once READY has been recorded.
6. If at TOBT + 6 minutes ATC have not received a valid READY or start up request the aircraft may lose its position in the departure sequence and a new TOBT is required.
7. Once the new TOBT is entered the flight will be re-sequenced (new TSAT).
8. The aircraft will not be allowed to depart until a valid TOBT has been entered and revised TSAT assigned, with the window of -5 to +5 minutes applicable to both.

iv. A-CDM De-icing Requirements.

1. Manchester airport publishes an aircraft de-icing protocol as detailed within the Aerodrome manual. All Aircraft operators should ensure that they have read and understood this document. A copy can be downloaded from <https://www.manchesterairport.co.uk/aviation-professionals/aerodrome-manual/>.
2. In order to request de-icing, pilots should follow their company's standard procedure which must include liaison with their ground handler. It is important to note that aircraft de-icing time must not be included in the lead up to TOBT. i.e. it takes place after TOBT. De-icing teams will enter de-icing times into A-CDM which will then adjust TSAT accordingly.
3. At TOBT, when doors are closed and staff are ready to commence de-icing on stand, pilots must call Manchester ATC stating "Ready for de-icing". This call must be made at +/- 5 minutes from TOBT. Once de-icing on the stand is complete, pilots must call Manchester ATC again at +/- 5 minutes from TSAT, stating 'De-icing complete, ready to push and start'.

f) **Push-back Procedures.**

- i. All aircraft making requests for taxiing or towing clearance on the GMC frequency should state their location in the initial call.
- ii. Aircraft requesting push-back must be in direct communication with the tug crew, via a headset person. Aircraft must inform ATC if they have no direct communication with a headset person.
- iii. Aircraft will not be permitted to reverse off pier-served stands under their own power. Aircraft may be permitted to reverse off remote stands at the discretion of the aerodrome authority. Permission must be obtained from the Airfield Operations Duty Manager (ext. 3331) via ATC prior to manoeuvre.
- iv. Aircraft that require to depart from T1 on Runway 23L for performance reasons must inform Manchester Delivery prior to requesting push-back.

g) **Push and Hold Procedures.**

- i. A policy is in force at Manchester where flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position to a remote location awaiting CTOT.

- ii. Airlines must co-ordinate push and hold requests via Handling Agent, who must liaise with Airfield Control (telephone (0)161-489 3695).
- iii. Requests to push and hold are to be made on the Clearance Delivery frequency.
- iv. ATC clearance for push and hold manoeuvre will be given on the GMC frequency to the flight deck crew. Flight deck crew should monitor GMC frequency and note the instructions given.
- v. Pushback will be allowed at TOBT (or shortly after depending on demand) and the TSAT will be adjusted to account for expected departure from the remote hold location.
- vi. Remote locations for push and hold are limited and subject to the conditions stated in the Manchester Airport Aerodrome Manual.
- vii. When in position at the remote location flight crew must monitor Clearance Delivery frequency.
- viii. Aircraft may taxi away from a remote parking location with caution and using minimum power.

h) Ground Movement Restrictions.

- i. Vehicular traffic operating on apron roadways to the rear of aircraft stands, parallel to taxi-lanes. Distance from taxi-lane centre-line to roadway varies between 34 M and 38.5 M for Code E taxi-lanes, the closest being alongside Taxiways J, L and R. There are also several roadway crossings of taxi-lanes (vehicular traffic on these roadways is not under ATC control but is required to give way to aircraft. Pilots should be aware of the proximity of road traffic whilst manoeuvring around the apron taxi-lanes).
- ii. Taxiways November-Charlie and Taxiway Delta (between Intermediate Holding Positions D9 and D10) may be used during peak movement rates. Taxiway November-Charlie is unlit; during hours of darkness and/or if low visibility procedures are in force a 'Follow Me' service will be provided.
- iii. The following taxiways are restricted to aircraft with maximum wingspan of 36 M or less: November-Alpha Blue, November-Alpha Orange, November-Bravo Blue, November-Bravo Orange, Zulu-Blue, Zulu-Orange, Lima (south of Stand 6), Juliet-Echo, Juliet Foxtrot, Golf (east of Stand 55) and Delta (between Intermediate Holding Positions D9 and D10).
- iv. AN-124 aircraft will be provided with wing-tip escort vehicles on taxiways northside of Runway 05L/23R.
- v. Pilots of long wheelbase aircraft such as B777-300 and A350-1000 should exercise caution when negotiating taxiway curves and intersections as main-gear to pavement edge clearance may be limited.
- vi. A380 aircraft – Taxiway routes available to A380 are shown on aerodrome chart AD 2-EGCC-2-3, marked in yellow. Reduced taxiway centre-line to object clearance of 49 M applies along Taxiways Alpha and Juliet (between J1 and J4).

i) Ground Manoeuvring Restrictions.

- i. ATC instructions will normally specify the taxi route to be followed. This does not necessarily guarantee clearance from other aircraft, vehicles and obstructions on the manoeuvring area.
- ii. Pilots are reminded of the need to exercise caution on wingtip clearances from other aircraft when manoeuvring in close proximity on the ground. Particular care should be taken in the runway holding areas and at runway crossing points.
- iii. Pilots are reminded not to cross red stop bars unless authorised to do so by ATC.
- iv. It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.

j) Aircraft Blast Warnings.

- i. Jet aircraft are to engage minimum power when using Taxiways Alpha, Bravo and Papa (vicinity of holding position P1) due to the proximity of light aircraft operations in this area.
- ii. Aircraft using Taxiways Lima, November-Alpha and November-Bravo are to use minimum power.
- iii. Minimum power to be used by outbound aircraft using Taxiway November-Delta between holding position ND2 and abeam Stand 32 (Pier C).

k) General Apron Safety.

- i. The wearing of high visibility clothing by all employed on the apron areas, including flight crew and flight attendants is mandatory.

l) Operational Towing.

- i. It may not be recommended by aircraft manufacturers to conduct 'operational towing'. Operational towing is described as manoeuvring an aircraft under tow (with or without tow bar) that contains passengers, cargo or fuel. Airline operators shall satisfy themselves that operational towing can be conducted on their aircraft and ensure any restrictions to undertake towing manoeuvres are communicated to the relevant ground handling agent and Manchester Airport. It remains the airline operator's responsibility to assess the risks posed to its aircraft associated with any push-back or towing procedures.

m) De-icing.

- i. Manchester has three remote de-icing pads:
 - 1. Taxiway November-Charlie between Taxiways November-Delta and Echo, controlled by Maverick, which can accommodate up to a maximum 1 x B757 aircraft.
 - 2. Taxiway Bravo between Intermediate Holding Positions B4 and B5, controlled by Iceman, which can accommodate up to a maximum 1 x B757 aircraft.
 - 3. Taxiway Juliet between Intermediate Holding Position J2 and Runway Holding Position J1, controlled by Goose, which can accommodate 1 x Code E aircraft.
- ii. Aircraft intending to use the remote de-icing pad will inform delivery on frequency 121.705 MHz when they request start-up.
- iii. De-icing of aircraft is performed with engines running.
- iv. Propeller aircraft are de-iced on the apron ramp. De-icing is performed with engines switched off.
- v. The ATC frequency 121.855 MHz has to be monitored during de-icing on Taxiway November-Charlie and Taxiway Bravo.

- vi. Due to its proximity to the runway, the ATC frequency 118.630 MHz has to be monitored during de-icing on Taxiway Juliet.

n) **Surface Movement Radar.**

- i. Manchester Airport is equipped with an advanced surface movement radar utilising Mode-S.
- ii. Aircraft operators intending to use Manchester Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
- iii. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:
 1. From the request for push back or taxi, whichever is earlier.
 2. After landing, continuously until the aircraft is fully parked on stand.
- iv. After parking the Mode-A code 2000 must be set before selecting OFF or STD BY.
- v. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

3 CAT II/III OPERATIONS

- a) Runways 05L and 23R, subject to serviceability of the required facilities are suitable for Category II and III operations. However due to terrain profile, 05L Category II approaches may only be made by aircraft in ICAO Category A and B (VAT no greater than 120 KT) and when the ILS status is Category III.
- b) During Category II and III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF.
- c) Departing Aircraft: ATC will require departing aircraft to use the following runway holding points:

Runway 05L - Alpha 1, Alpha-Golf 1, Alpha Foxtrot 1.
Runway 23R - Juliet 1, Mike 1.

- d) Arriving Aircraft: All appropriate runway exits will be illuminated, and pilots should select the first convenient exit. Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded taxiway centre-line lights. These lights denote the extent of the ILS Localizer sensitive area. Surface Movement Radar (SMR) is available to monitor pilot 'runway vacated' reports.
- e) Taxiways lit stopbar block-to-block aircraft separation in operation at or below IRVR 200 M.
- f) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

IRVR (m)	Approximate Landing Rate
Between 1000 and 600	20
Between 600 and 400	12
Less than 400	10

4 WARNINGS

- a) In addition to normal bird activity throughout the year, flocks of racing pigeons may be encountered flying across the airfield below 100 FT during the racing season, April - September.
- b) Pilots of aircraft equipped with radio altimeters are warned that such altimeters may show large height fluctuations when approaching to land on Runway 05L due to the aircraft flying over the Bollin Valley at the south western end of the runway.
- c) 4 high visibility bright lights from golf driving range. 1500 M left of threshold of Runway 23R. (SS-2130 (SS-2030)).
- d) Pilots are warned, when landing on Runway 23R in strong north westerly winds, of the possibility of turbulence and large windshear effects.
- e) For wildlife hazard management purposes, a bird scaring laser is deployed and utilised by the Airside Operations team.

5 HELICOPTER OPERATIONS

- a) All rotary-wing aircraft will be treated as fixed wing operations and will be instructed to land and take-off on a runway. Aircraft unable to ground-taxi will be escorted by an Airfield Operations vehicle whilst in the hover.

6 USE OF RUNWAYS

- a) General operating principles for two runway segregated operations. The two runways at Manchester are 390 M apart and staggered by 1850 M in order to comply with ICAO rules for Simultaneous Operations on parallel or near-parallel Instrument Runways (SOIR). Therefore in normal operations arrivals can operate independently on one runway whilst departures use the other.
 - i. Dual runway segregated operations are normally in force during peak times. At all other times, single runway, mixed-mode operations are in force using Runway 05L/23R.
 - ii. Pilots requiring use of Runway 05R/23L for aircraft performance reasons outside dual runway segregated hours should advise ATC at the earliest opportunity. Efforts will be made to make Runway 05R/23L available, however, some delay may be experienced. Returning this runway to service may take in excess of 30 minutes and it should not be assumed to be available as a diversion alternate to Runway 05L/23R.

- iii. Due to local planning constraints, Runway 05R/23L is not normally available between the hours of 2200-0600 (2100-0500) daily.

Note: Pilots are required to read back all ATC 'hold short' instructions.

- b) Pilots should note that Runway 05L/23R has a convex 'hump-backed' profile, the highest point of which is abeam Link Hotel-Zulu. This characteristic has these significant operational implications:
- When lined up for take-off the full length of the runway surface may not be visible from the flight deck.
 - When landing on Runway 23R, the apex of the runway lies 700 M into the TDZ. Should the aircraft still be flared beyond this point the runway surface will be falling away at a significant rate, with the risk of a late touchdown.
- c) Special runway utilisation procedures are detailed at GEN 3.3.
- d) Minimum Runway Occupancy Time.
- Departures:
 - Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.
 - Wake Turbulence Departures: The CAA (SARG) has deemed the following intersections to be treated as the same departure points for wake turbulence separation purposes:

Runway	Links
23R	Juliet and Mike
23L	Tango, Victor Alpha and Victor Bravo Victor Alpha, Victor Bravo and Uniform Victor Bravo and Uniform
05L	Alpha and Alpha Golf
05R	Whiskey and Yankee

- When in receipt of a line-up clearance, the pilot must inform ATC **before** entering the runway if greater wake vortex separation will be required behind the preceding aircraft. Failure to do so may result in additional delay.

ii. Arrivals:

- Wake Turbulence Separation - Arrival: For the purposes of spacing in the approach phase certain aircraft types are classified as Upper Medium and following aircraft will be provided with additional separation. All other 'Medium' aircraft types are classified as Lower Medium. Wake turbulence separations are in accordance with the 5 group scheme.
- Pilots are reminded that rapid exits from the landing runway enable ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'. Pilots should pre-plan their landing and roll-out to target the first suitable exit point that provides for a safe and expeditious exit from the runway.

23R	BD	AE	AG
Distance from Threshold (M)	1376	1908	2574
Design Exit Speed (KTS)	52	52	N/A
Note: Landing aircraft are to vacate expeditiously. Arriving aircraft are to ensure fully vacated before stopping. Links P & F are not available as runway exits. Link AG is not a rapid exit taxiway.			

05L	F	H	M
Distance from Threshold (M)	1447	1778	2249
Design Exit Speed (KTS)	N/A	N/A	N/A
Note: Landing aircraft are to vacate expeditiously. Arriving aircraft are to ensure fully vacated before stopping. Link F is available as a runway exit in daylight hours only. Link P is not available as a runway exit. Links F, H and M are not rapid exit taxiways.			

05R	VD	VC	U
Distance from Threshold (M)	1954	2254	2738
Design Exit Speed (KTS)	52	52	N/A
Note: Landing aircraft are to vacate expeditiously. When applicable, a suitable roll-out speed is to be maintained to RET VD to minimise runway occupancy time. Arriving aircraft are to ensure fully vacated before stopping. Link U is not a rapid exit taxiway.			

- Runway 05R arrivals. All aircraft must vacate the runway no later than Victor Bravo and proceed direct to Taxiway Victor. Aircraft remaining on the runway to vacate at Victor Alpha or Tango will infringe the ILS LOC critical area. Similarly, Taxiway Sierra is not to be used.
- During dual-runway operations, in the event of a blockage/unserviceability on the arrival runway, ATC may offer pilots a visual switch of approach from Runway 23R to 23L, or from Runway 05R to 05L. This will only happen when the landing aircraft is more than 4 NM from touchdown and when visibility is greater than 5 KM.

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- e) Runway 23R/05L only. The hard shoulders outboard of the runway side stripes have only 25% of the runway bearing strengths and should not be used by aircraft turning on the runway or when backtracking. The grass verges are unstrengthened and when wet unlikely to sustain loads.

7 TRAINING

- a) Simulated engine failure training is not to be carried out by aircraft departing from Runway 05L/05R.

EGCC AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

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

- a) Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
- b) After take-off every jet aircraft shall, in addition to complying with the Noise Preferential Routeings specified for each runway, be operated in such a way that it is at a height of not less than 1000 FT AAL, at the point nearest to the relevant noise monitoring terminal. Details of noise monitoring locations and performance are obtainable from the Flight Evaluation Unit. Email: flightevaluationunit@magairports.com.
- c) Unless otherwise authorised by ATC, aircraft using the ILS in IMC and VMC shall not descend below 2000 FT before intercepting the glidepath, nor thereafter fly below it. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.
- d) Every jet aircraft using the airport shall, after take-off or 'go-around', maintain after passing the relevant monitoring point, a rate of climb of at least 500 FT per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring point.
- e) For visual approaches, or following a visual circuit, to Runway 23R/23L the following additional limitations apply:
 - i. Jet aircraft shall not join the final approach at a height of less than 1500 FT AAL.
 - ii. Propeller driven aircraft whose MTWA exceeds 5700 KG shall not join the final approach at a distance of less than 3 NM from the landing threshold and at a height of less than 1000 FT AAL.
- f) To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300-0700 (2200-0600).

2 NOISE PREFERENTIAL ROUTES

- a) The Noise Preferential Routes specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing aircraft until the level defined in the table below is reached, except:
 - i. Aircraft whose MTWA does not exceed 5700 KG;
 - ii. Those aircraft instructed by ATC to make early turns in order to expedite traffic flow, such instructions may be issued during the period 0700-2300 (0600-2200), to propeller aircraft whose MTWA does not exceed 23,000 KG and the following jet aircraft types: All aircraft up to 35,000 KG MTOW plus BAe 146 (Avro RJ Series), CRJ1, CRJ2, CRJ7, CRJ9, EMB-135/145, BD700 Global Express and Gulfstream 5;
 - iii. Unless otherwise instructed by ATC or deviations are required in the interests of safety.

The use of these routes is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500 FT AAL before commencing any turn.

ATC CLEARANCE	PROCEDURE
ASMIM 1S	As per the ASMIM 1S SID described in AD 2.EGCC-6-1 until passing 4000 FT
ASMIM 1Z	As per the ASMIM 1Z SID described in AD 2.EGCC-6-1 until passing 4000 FT
DESIG 1S	As per the DESIG 1S SID described in AD 2.EGCC-6-5 until passing 4000 FT
DESIG 1Z	As per the DESIG 1Z SID described in AD 2.EGCC-6-5 until passing 4000 FT
EKLAD 1R	As per the EKLAD 1R SID described in AD 2.EGCC-6-1 until passing 3000 FT
EKLAD 1Y	As per the EKLAD 1Y SID described in AD 2.EGCC-6-1 until passing 3000 FT
KUXEM 1R	As per the KUXEM 1R SID described in AD 2.EGCC-6-1 until passing 3000 FT
KUXEM 1Y	As per the KUXEM 1Y SID described in AD 2.EGCC-6-1 until passing 3000 FT
LISTO 2R†	As per the LISTO 2R SID described in AD 2.EGCC-6-3 until passing 5000 FT
LISTO 2S	As per the LISTO 2S SID described in AD 2.EGCC-6-2 until passing 5000 FT
LISTO 2Y†	As per the LISTO 2Y SID described in AD 2.EGCC-6-3 until passing 5000 FT
LISTO 2Z	As per the LISTO 2Z SID described in AD 2.EGCC-6-2 until passing 5000 FT
POL 5R	As per the POL 5R SID described in AD 2.EGCC-6-4 until passing 4000 FT
POL 4S	As per the POL 4S SID described in AD 2.EGCC-6-4 until passing 4000 FT
POL 1Y	As per the POL 1Y SID described in AD 2.EGCC-6-4 until passing 4000 FT
POL 1Z	As per the POL 1Z SID described in AD 2.EGCC-6-4 until passing 4000 FT
SANBA 1R	As per the SANBA 1R SID described in AD 2.EGCC-6-6 until passing 5000 FT
SANBA 1Y	As per the SANBA 1Y SID described in AD 2.EGCC-6-6 until passing 5000 FT

ATC CLEARANCE	PROCEDURE
SONEX 1R	As per the SONEX 1R SID described in AD 2.EGCC-6-5 until passing 4000 FT
SONEX 1Y	As per the SONEX 1Y SID described in AD 2.EGCC-6-5 until passing 4000 FT

† LISTO 2R/2Y SIDs only available to:

(aa) Non-Jet aircraft; and

(bb) The following jet aircraft.

All aircraft up to 35,000 KG MTOW, plus BAe 146 (Avro RJ series), Embraer E135, E145, Bombardier CRJ1, CRJ2, CRJ7, CRJ9, BD700 Global Express and Gulfstream 5.

- iv. Unless otherwise required by ATC, Runway 23R/23L shall be used for all movements when there is a head wind component and when a tail wind component is not greater than 5 KT on either runway or at 2000 FT.
- v. Link Alpha should be used for all jet aircraft and all large propeller-driven aircraft departing from Runway 05L. However, between the hours 0600-2330 (0500-2230) any aircraft may depart from Links AG, AF and B subject to operational requirements by ATC/ pilots. Between the hours 2330-0600 (2230-0500), all jet aircraft and large propeller-driven aircraft shall depart from the most westerly link available.
- vi. Every aircraft using the airport shall, after take-off, be operated in the quietest possible manner. Aircraft exceeding the following noise levels will be subject to a penalty as detailed in the airport conditions of use. Noise limits at specific monitors are adjusted as shown in paragraph viii. This is due to adjustments at each monitor made with reference to the height and distance relative to 6.5 KM from start of roll, and the departure route flown. The maximum noise limits are defined as follows.

Period (local time)	QC Category	Proposed Limit dB(A)
0700 to 2300	-	89
2300 to 0700	QC 0.25 and below	80
	QC 0.5 and 1	82
	QC 2 and above	84

- vii. These levels shall be recorded at any of the noise monitoring sites as listed in the table below:

Runway	Site	Latitude	Longitude
23R	Site 2: Broad Oak Farm	531916.74N	0022031.94W
23R	Site 3: Mobberley School	531907.73N	0021853.62W
23L	Site 21: Parkgate Industrial Estate	531851.89N	0022115.14W
23L	Site 22: Pavement Lane	531839.28N	0022017.16W
05L	Site 6: Together Trust	532301.36N	0021248.60W
05L	Site 7: Cheadle Catholic School	532234.36N	0021236.72W
05R	Site 14: Daisy Bank	532218.54N	0021420.05W

- viii. The limits shall be adjusted in accordance with the following table to take account of the location of the terminal and its ground elevation and equipment tolerance relative to the aerodrome elevation.

Site	Adjustment dBA
Site 2: Broad Oak Farm	Minus 0.8
Site 3: Mobberly School	Plus 0.3
Site 21: Parkgate Industrial Site	Plus 1.7
Site 22: Pavement Lane	Plus 6.5
Site 6: Together Trust	Plus 0.4
Site 7: Cheadle Catholic School	Plus 0.3
Site 14: Daisy Bank	Plus 3.1

3 AIRCRAFT NOISE QUOTA SYSTEM

Manchester Airport operates and manages a Night Noise Quota System, which is based on the CAA Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, London Gatwick and London Stansted. The quota count value for the take-off and landing by individual aircraft types is shown in the Annexe to the above-mentioned Supplement.

4 NIGHT FLIGHTS

- a) In the interests of noise abatement, certain restrictions are imposed on night jet flights at this airport; operators concerned are advised to obtain details from the Airfield Operations Duty Manager. The full night noise policy can be found on our website: www.manchesterairport.co.uk/community/environmental-management.
- b) Night Jet Restrictions/Allocations
 - i. Runway 23L/05R will not normally be used between 2200-0600 (2100-0500) except when Runway 23R/05L is closed for maintenance.
 - ii. Manchester Airport operates a night Jet Policy restricting operations of certain types of aircraft during the periods of 2300-0700 (2200-0600).

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- iii. The penalty scheme will be administered by a panel set up under the auspices of the Scheduling Committee which includes members of the Airlines Operators Committee and the Airport Authority.
- iv. Records of night infringements for this purpose will be available to the co-ordinators at the IATA scheduling conferences for summer seasons.
- v. Between the hours of 2300-0700 (2200-0600), visual approaches will not be permitted. Aircraft shall be positioned, by radar, to join the final approach at a distance of not less than 7 NM from touchdown. This restriction does not apply to non-jet aircraft whose MTWA is 5700 KG or below.

c) Operational Restrictions

- i. Between 2300-0659 (2200-0559) QC16, QC8 and QC4 aircraft will not be allowed to arrive or depart, except in case of emergency or where exempt.
- ii. Between 2300-0659 (2200-0559) there will be a scheduling ban on all QC2 aircraft. QC2 aircraft that do not hold historic slots will not be allocated slots in the 8-hour night period.

d) Manchester Airport has strict limits on the numbers of QC points for each operational season between the hours of 2330-0600 (2230-0500) and 2300-0700 (2200-0600).

e) Due to aerodrome capacity and to maintain compliance with the night noise limits, any arriving aircraft with a scheduled time of 0615 (0515) or later will not be allowed to land until after 0600 (0500), and as such will be subject to airborne holding until a landing time can be achieved of after 0600 (0500). Departing aircraft with a scheduled time of 0555 (0455) will not be permitted to take-off before 0600 (0500).

5 CONTINUOUS DESCENT APPROACHES

Jet and turbo-prop aircraft approaching Manchester Airport are expected to minimise noise disturbance by the use of low power, low drag continuous descent approach procedures. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM occurs below 5000 FT QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 FT over a track distance of 2 NM or more, as recorded in the airport noise and track-keeping system.

6 ENGINE TESTING

ATC will approve idle ground engine runs. A safety man must be positioned behind the aircraft to warn road traffic. Engine testing above ground idle is subject to the permission of the Airfield Operations Duty Manager and maybe subject to operational restrictions. For further information, please contact the Airport Authority. All engine tests above idle must commence in the Engine Test Bay. Times of operation are 0600-2200 (0500-2100) Monday to Friday and 0730-2200 (0630-2100) Saturday and Sunday. Engine testing on the open airfield will only be allowed for Chapter 3 aircraft between Mon-Fri 0900-1700 (0800-1600); Sat-Sun 0730-2200 (0630-2100). Chapter 4 and 14 aircraft 0600-2200 (0500-2100). Propeller driven aircraft are to be classified as Chapter 3.

7 TRAINING FLIGHTS

Training flights by all aircraft shall be subject to the approval of the Airfield Operations Duty Manager.

EGCC AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Terminal Arrival Routes (STARs)

- i. Standard Arrival routes for aircraft inbound from the UK ATS Route Network will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGCC-7 and summarised below.
- ii. Where STARs are designated as RNAV1 Only, Non-RNAV 1 aircraft should file via the existing route structure as detailed in the UK Standard Route Document (SRD).
- iii. Aircraft shall not proceed beyond DAYNE/ ROSUN or MIRSI (as appropriate) without ATC clearance. Inbound holding can be expected during busy periods.

b) Clearance to enter the CTR/TMA

- i. Aircraft inbound from the UK ATS Route Network will be cleared into the CTR/TMA without having to request a specific entry clearance. Aircraft not arriving via the UK ATS Route Network shall remain outside controlled airspace until in receipt of a clearance from ATC.

c) Type of Approach

- i. All inbound IFR aircraft will be radar vectored to an ILS approach unless otherwise informed by ATIS/ATC.

d) Holding

- i. Holding aircraft will be directed by ATC to Final Approach.

e) Radar Vectoring Procedures

- i. Radar vectoring and descent instructions will be in accordance with the procedures detailed in ATSMAC Chart 5-1. When cleared to descend, aircraft should descend at a rate of at least 500 FT per minute.
- ii. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the intermediate approach phase; thereafter, and until established on final approach, the highest possible speed within the band 160-180 KT; when established on the ILS and thereafter until 4DME, 165 KT with a tolerance of +/- 5 KT. These speeds are applied for ATC separation and runway capacity purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons. The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including wake turbulence separation) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
- iii. ATC shall advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance from touchdown will be given between this descent clearance and the instruction to turn onto the intercept heading to the ILS Localizer.
- iv. In circumstances where pilots are unable to comply with assigned speeds, they should advise ATC immediately.

f) **Approach Procedures Without Radar Control**

- i. Not available at Manchester.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) **Speed Limit**

- i. A speed limit of 250 KT applies to all departures whilst flying below FL 100 unless previously removed by ATC.
- ii. In certain weather conditions and perhaps for other reasons of safety, pilots may not be able to comply with the speed limit. When such circumstances are anticipated, the pilot should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this event, pilots will be informed before take-off of any higher speed limitation. Similarly, should such circumstances arise during flight, the pilot should immediately advise ATC, stating the minimum speed acceptable.

b) **Allocation of Cruising Levels**

- i. When a re-clearance of Altitude/Flight Level is issued after take-off by ATC, it is the responsibility of the pilot to comply with at least the minimum altitudes shown in the SID procedure during the climb to the new assigned Altitude/Flight Level.
- ii. Exceptionally, when ATC issue a re-clearance below the final SID altitude pilots must not climb above this revised altitude until further clearance is received. Aircraft on certain SIDs will be required to 'confidence check' the departure routing.

c) **Communications**

- i. To reduce flight-deck workload immediately after take-off from Manchester Airport, the appropriate 'Scottish Control' frequency to be used is detailed on the SID Chart. This will enable pilots to pre-select the frequency on an alternative communications channel. **It is essential that the frequency change is not made until instructed to do so by 'Manchester Tower' and the instruction has been acknowledged by the pilot. Due to interaction with go-arounds all departures can expect to stay on Tower frequency until passing 2500 FT.** When the aircraft is not operating on a SID clearance the appropriate 'Scottish Control' frequency to be used, when instructed, will be included in the ATC clearance message.

d) **Navigation**

- i. In the event of an inability to navigate the published SIDs, crews are to advise ATC prior to requesting a departure clearance.

e) **Procedures for flights between Manchester and Liverpool**

- i. IFR flights between Manchester and Liverpool Airports will be cleared via the appropriate EKAD or ASMIM Standard Instrument Departure.

3 RADIO COMMUNICATIONS FAILURE PROCEDURE

- a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1, Para 3.4.2.
- b) Initial/Intermediate/Final Approach: See also Loss of Communication Procedures AD 2.EGCC-5-1

LOSS OF COMMUNICATION PROCEDURES

In the event of radio communication failure flight crews should plan to land on the landing runway last acknowledged from Manchester Radar or as promulgated by ATIS. If this is not possible, flight crews should plan to land on runway 23R/05L. Should runway 23R/05L not be available, this will be indicated by means of ATC extinguishing the approach lights for 23R/05L and illuminating the approach lights for landing on runway 23L/05R. 'Blind' ATC communications will also be transmitted.

Initial Approach

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Proceed at FL70, or last assigned level if higher, to DAYNE, MIRSI or ROSUN, hold as appropriate and then continue visually or by means of an appropriate final approach aid. If this is not possible, from the hold route direct and self-position to a 10D/12D Final as appropriate, complying with all published MSAs, †.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid and land. If landing is not possible, follow the Missed Approach Procedure to DAYNE or ROSUN hold climbing to FL70. From DAYNE/ROSUN proceed direct to a 10D/12D Final as appropriate, complying with all published MSAs, †.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1. Para 3.4.2.

Note: No visual signals available at Manchester.

4 VFR AND SPECIAL VFR FLIGHTS

- a) Special VFR clearance for flights within the Control Zone may be requested and may be given in accordance with rules applicable to Class D airspace.
- b) The use of Special VFR clearances is intended to be confined to light aircraft below 5700 KG MTWA which cannot comply with full IFR requirements.
- c) VFR clearance in the Control Zone will be given for flights operating in VMC. Routeing instructions and/or altitude restrictions may be specified in order to integrate VFR flights with other traffic. Pilots are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the clearance instructions issued.
- d) Aircraft operating VFR or Special VFR in the Manchester CTR inbound to Barton (EGCB) must not assume that co-ordination has taken place to allow aircraft to enter the Barton ATZ. Manchester Radar will, whenever possible, permit an aircraft to leave the frequency temporarily to establish two-way communication with Barton. If this is not possible, aircraft must leave the CTR clear of the Barton ATZ and route to Barton from outside controlled airspace.
- e) Pilots requiring a VFR or Special VFR clearance to transit the Manchester CTR must remain clear of controlled airspace until a clearance has been obtained by RTF from Manchester Radar.
- f) VFR and Special VFR Routes to/from Manchester Airport
 - i. In order to integrate VFR and Special VFR flights to/from Manchester Airport with the normal flow of IFR traffic, a number of Standard Routes are established along which ATC VFR and Special VFR clearances will be issued subject to the conditions specified above. These routes are defined by prominent ground features (e.g Motorways) and are detailed below.
 - ii. In order to reduce RTF congestion of Clearance Delivery frequencies, the standard outbound Visual Routes are allocated Route Designators. Pilots are to ensure that they are familiar with the route alignment and altitude restrictions prior to departure.

Standard Outbound Visual Routes

Exit Point	Runway	Route Designator	Route	Maximum Altitude (QNH)	Remarks
Thelwall Viaduct VRP	05L/05R	Thelwall 2 Visual	Cross M56 Motorway. Route north of M56 and leave the CTR via Thelwall Viaduct VRP.	1300 FT	a) Avoid overflying Lymm. b) Inbound traffic operates south of M56 for RWY 05L and 05R.
Macclesfield South VRP	23R/23L	Macclesfield 1 Visual	Left turn towards Alderley Edge Hill VRP. Route west then south of Alderley Edge Hill and join the Macclesfield Entry/Exit Lane at Prestbury Station. Keep the railway line on the left and leave the CTR via Macclesfield South VRP	2500 FT (Notes 1, 2 and 6)	a) Maximum altitudes 1500 FT between Manchester and the northern edge of Macclesfield, 2500 FT south of the northern edge of Macclesfield to the CTR Boundary. b) Warning: High ground to the east of the Entry/Exit Lane. c) Aircraft may be routed direct from Manchester to Prestbury Station, or via disused Woodford aerodrome. d) Aircraft must not leave the confines of the Entry/Exit Lane without prior co-ordination with ATC. e) Caution: Alderley Edge 650 FT AMSL.

Standard Inbound Visual Routes

Entry Point	Runway	Route Designator	Route	Maximum Altitude (QNH)	Remarks
Stretton (Disused AD) VRP	05L/05R	Stretton 1 Visual	From Stretton (Disused AD) VRP, route via M56 Motorway, keeping the Motorway on the left. Join left base Runway 05L.	1300 FT	a) Outbound traffic operates north of M56. b) Aircraft may be held at Stretton (Disused AD) VRP or Rostherne VRP.
Macclesfield South VRP	23R/23L	Macclesfield 1 Visual	From CTR Boundary east of Macclesfield VRP, route via the Macclesfield Entry/Exit Lane (keeping railway line on left) to disused Woodford Aerodrome. Join left base for Runway 23R/23L.	2500 FT (Notes 1, and 5)	a) Maximum altitudes 2500 FT between CTR Boundary and the northern edge of Macclesfield, 1500 FT north of Macclesfield. b) Aircraft may be held at Hilltop VRP, which is defined as the open area 1 NM North West of the disused Woodford aerodrome factory. Pilots must hold by visual reference to ensure that the holding pattern does not deviate to the north, which would come into conflict with Runway 23R final instrument approach, particularly in a southerly wind. c) When Runway 23L is in use as the landing runway, Hilltop VRP will not be used. VFR inbound aircraft can expect to hold overhead disused Woodford aerodrome. d) Pilots should contact Manchester Radar initially on 118.580 MHz. e) Warning: High ground to the east of the Entry/Exit Lane. f) Aircraft must not leave the confines of the Entry/Exit Lane without prior co-ordination with ATC. g) Aircraft experiencing a radio failure inbound to Manchester whilst in the Macclesfield Entry/Exit Lane, or holding at Hilltop, are to carry out the Radio Communication Failure procedure detailed at ENR 1-2-2, paragraph 2.9 Note: No visual signals available at Manchester.

5 VISUAL REFERENCE POINTS (VRP)

- a) Remain to the east of Burtonwood Services/M56 Junction 11 VRPs to remain clear of Liverpool CTR.
- b) Remain to the west of Stretton (Disused AD)/Thelwall Viaduct VRPs to remain clear of Manchester CTR.
- c) Remain to the west of Winsford Flash VRP to avoid over flying Winsford.
- d) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

6 FREQUENCY MONITORING CODE (FMC)

- a) Pilots operating outside the Manchester CTR/CTA within the airspace bounded by the following coordinates:

533723N 0023744W - 534459N 0020433W -
 533650N 0015216W - 532510N 0014456W -
 530412N 0015647W - 530253N 0023751W -
 533723N 0023744W

are encouraged to select SSR code 7366 (7367 for student solo pilots) and maintain a listening watch on Manchester Radar, frequency 118.580 MHz.

- b) Whilst squawking 7366/7367, pilots should be aware that Manchester Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
- c) Selection of SSR code 7366/7367 does not imply the provision of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances; they are to remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Manchester CTR/CTA at all times.
- d) When a pilot ceases to maintain a listening watch, SSR code 7366/7367 shall be deselected.

29 Oct 2026

7 EGR323 NORTH WEST TRANSIT CORRIDOR (NWTC)

- a) The EGR323 North West Transit Corridor lies immediately to the west of the Manchester CTR and beneath Manchester CTA airspace. EGR323 procedures are described at ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS.

EGCC AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGCC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGCC-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGCC-2-2

AERODROME CHART A380 GROUND MOVEMENT - ICAO

AD 2.EGCC-2-3

AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO

AD 2.EGCC-2-4

CONTROL ZONE and CONTROL AREA CHART

AD 2.EGCC-3-1

NOISE PREFERENTIAL ROUTEINGS

AD 2.EGCC-3-2

CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS

AD 2.EGCC-4-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGCC-5-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 05L/R 23R/L ASMIM 1S 1Z KUXEM 1R 1Y EKLAD 1R 1Y (RNAV SUBSTITUTION ONLY) - ICAO

AD 2.EGCC-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 05L/R LISTO 2S 2Z (RNAV SUBSTITUTION ONLY) - ICAO

AD 2.EGCC-6-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 23R/L (RESTRICTED USE) LISTO 2R 2Y (RNAV SUBSTITUTION ONLY) - ICAO

AD 2.EGCC-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 23R/L 05L/R POL 5R 4S 1Y 1Z (RNAV SUBSTITUTION ONLY) - ICAO

AD 2.EGCC-6-4

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 23R/L 05L/R SONEX 1R 1Y DESIG 1S 1Z (RNAV SUBSTITUTION ONLY) - ICAO

AD 2.EGCC-6-5

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 23R/L (JET AIRCRAFT ONLY) SANBA 1R 1Y (RNAV SUBSTITUTION ONLY) - ICAO

AD 2.EGCC-6-6

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LAKEY 1M SETEL 1M TILNI 2M - ICAO

AD 2.EGCC-7-1

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LIBSO 1M OTBED 1M - ICAO

AD 2.EGCC-7-2

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MAKUX 1M MALUD 1M AXCIS 1M PENIL 1M - ICAO

AD 2.EGCC-7-3

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELVOS 1M LESTA 1M - ICAO

AD 2.EGCC-7-4

STANDARD INSTRUMENT ARRIVAL CODING TABLES LAKEY 1M SETEL 1M TILNI 2M LIBSO 1M

AD 2.EGCC-7-5

STANDARD INSTRUMENT ARRIVAL CODING TABLES OTBED 1M MAKUX 1M MALUD 1M AXCIS 1M

AD 2.EGCC-7-6

STANDARD INSTRUMENT ARRIVAL CODING TABLES PENIL 1M ELVOS 1M LESTA 1M

AD 2.EGCC-7-7

RNAV HOLD CODING TABLES DAYNE MIRSI ROSUN

AD 2.EGCC-7-8

INSTRUMENT APPROACH CHART ILS/DME RWY 05R - ICAO

AD 2.EGCC-8-1

INSTRUMENT APPROACH CHART LOC/DME RWY 05R - ICAO

AD 2.EGCC-8-2

INSTRUMENT APPROACH CHART RNP RWY 05R - ICAO

AD 2.EGCC-8-3

INSTRUMENT APPROACH CHART ILS/DME RWY 05L - ICAO

AD 2.EGCC-8-4

INSTRUMENT APPROACH CHART LOC/DME RWY 05L - ICAO

AD 2.EGCC-8-5

INSTRUMENT APPROACH CHART RNP RWY 05L - ICAO

AD 2.EGCC-8-6

INSTRUMENT APPROACH CHART ILS/DME RWY 23R - ICAO

AD 2.EGCC-8-7

INSTRUMENT APPROACH CHART LOC/DME RWY 23R - ICAO

AD 2.EGCC-8-8

INSTRUMENT APPROACH CHART RNP RWY 23R - ICAO

AD 2.EGCC-8-9

INSTRUMENT APPROACH CHART RNP RWY 23L - ICAO

AD 2.EGCC-8-10

INSTRUMENT APPROACH PROCEDURE CODING TABLES RNP RWY 05R, RNP RWY 05L, RNP RWY 23R

AD 2.EGCC-8-11

INSTRUMENT APPROACH PROCEDURE CODING TABLES RNP RWY 23L

AD 2.EGCC-8-12

EGCC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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AERODROME
CHART - ICAO

532113N 0021630W

ELEV 257FT

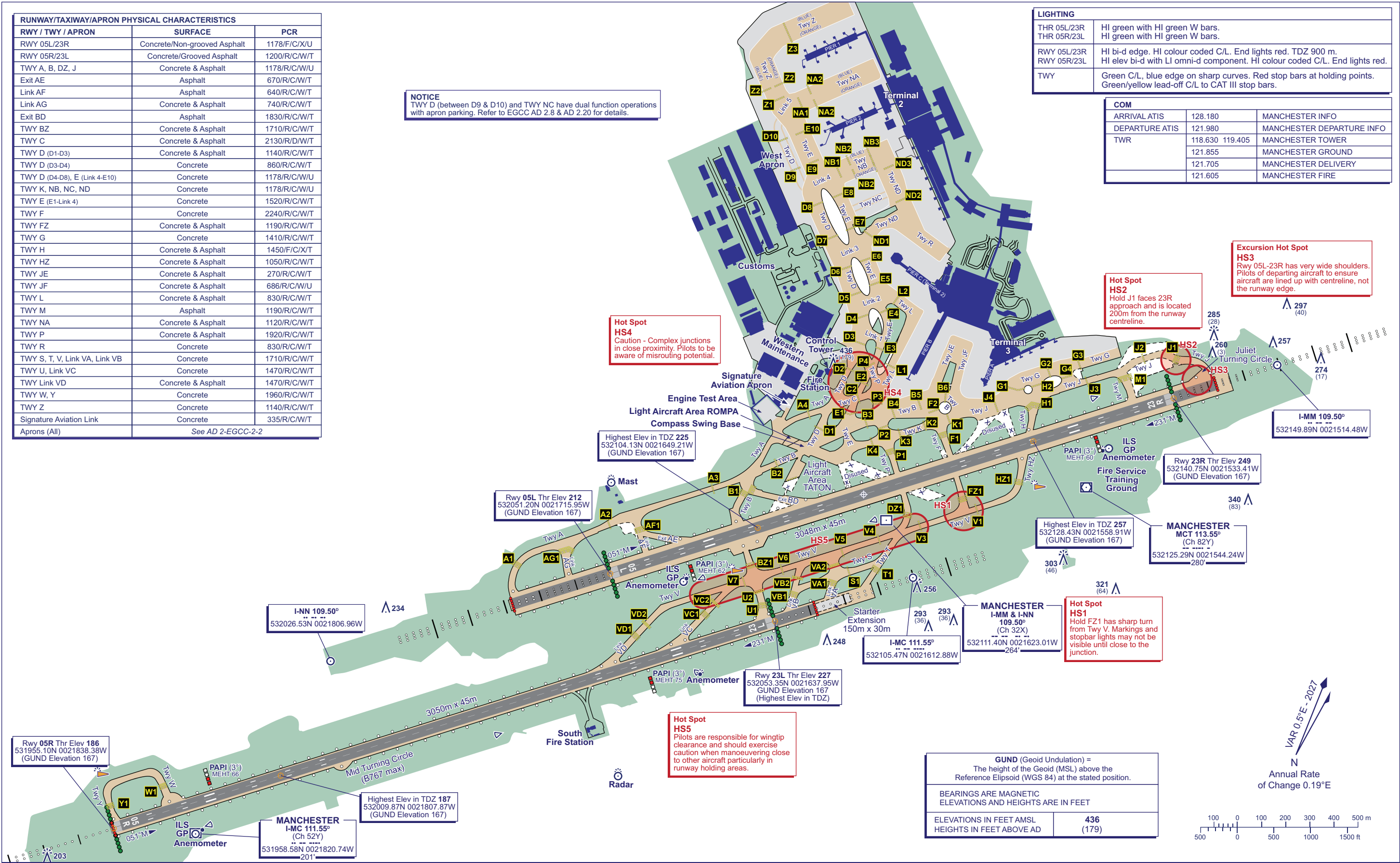
MANCHESTER
EGCC

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	SURFACE	PCR
RWY 05L/23R	Concrete/Non-grooved Asphalt	1178/F/C/X/U
RWY 05R/23L	Concrete/Grooved Asphalt	1200/R/C/W/T
TWY A, B, DZ, J	Concrete & Asphalt	1178/R/C/W/U
Exit AE	Asphalt	670/R/C/W/T
Link AF	Asphalt	640/R/C/W/T
Link AG	Concrete & Asphalt	740/R/C/W/T
Exit BD	Asphalt	1830/R/C/W/T
TWY BZ	Concrete & Asphalt	1710/R/C/W/T
TWY C	Concrete & Asphalt	2130/R/D/W/T
TWY D (D1-D3)	Concrete & Asphalt	1140/R/C/W/T
TWY D (D3-D4)	Concrete	860/R/C/W/T
TWY D (D4-D8), E (Link 4-E10)	Concrete	1178/R/C/W/U
TWY K, NB, NC, ND	Concrete	1178/R/C/W/U
TWY E (E1-Link 4)	Concrete	1520/R/C/W/T
TWY F	Concrete	2240/R/C/W/T
TWY FZ	Concrete & Asphalt	1190/R/C/W/T
TWY G	Concrete	1410/R/C/W/T
TWY H	Concrete & Asphalt	1450/F/C/X/T
TWY HZ	Concrete & Asphalt	1050/R/C/W/T
TWY JE	Concrete & Asphalt	270/R/C/W/T
TWY JF	Concrete & Asphalt	686/R/C/W/U
TWY L	Concrete & Asphalt	830/R/C/W/T
TWY M	Asphalt	1190/R/C/W/T
TWY NA	Concrete & Asphalt	1120/R/C/W/T
TWY P	Concrete & Asphalt	1920/R/C/W/T
TWY R	Concrete	830/R/C/W/T
TWY S, T, V, Link VA, Link VB	Concrete	1710/R/C/W/T
TWY U, Link VC	Concrete	1470/R/C/W/T
TWY Link VD	Concrete & Asphalt	1470/R/C/W/T
TWY W, Y	Concrete	1960/R/C/W/T
TWY Z	Concrete	1140/R/C/W/T
Signature Aviation Link	Concrete	335/R/C/W/T
Aprons (All)	See AD 2-EGCC-2-2	

NOTICE
TWY D (between D9 & D10) and TWY NC have dual function operations with apron parking. Refer to EGCC AD 2.8 & AD 2.20 for details.

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



CHANGE (11/26): PCR TABLE. HOT SPOT 5.

AERO INFO DATE 18 AUG 26

AD 2-EGCC-2-1

MANCHESTER
EGCC



MANCHESTER
EGCC

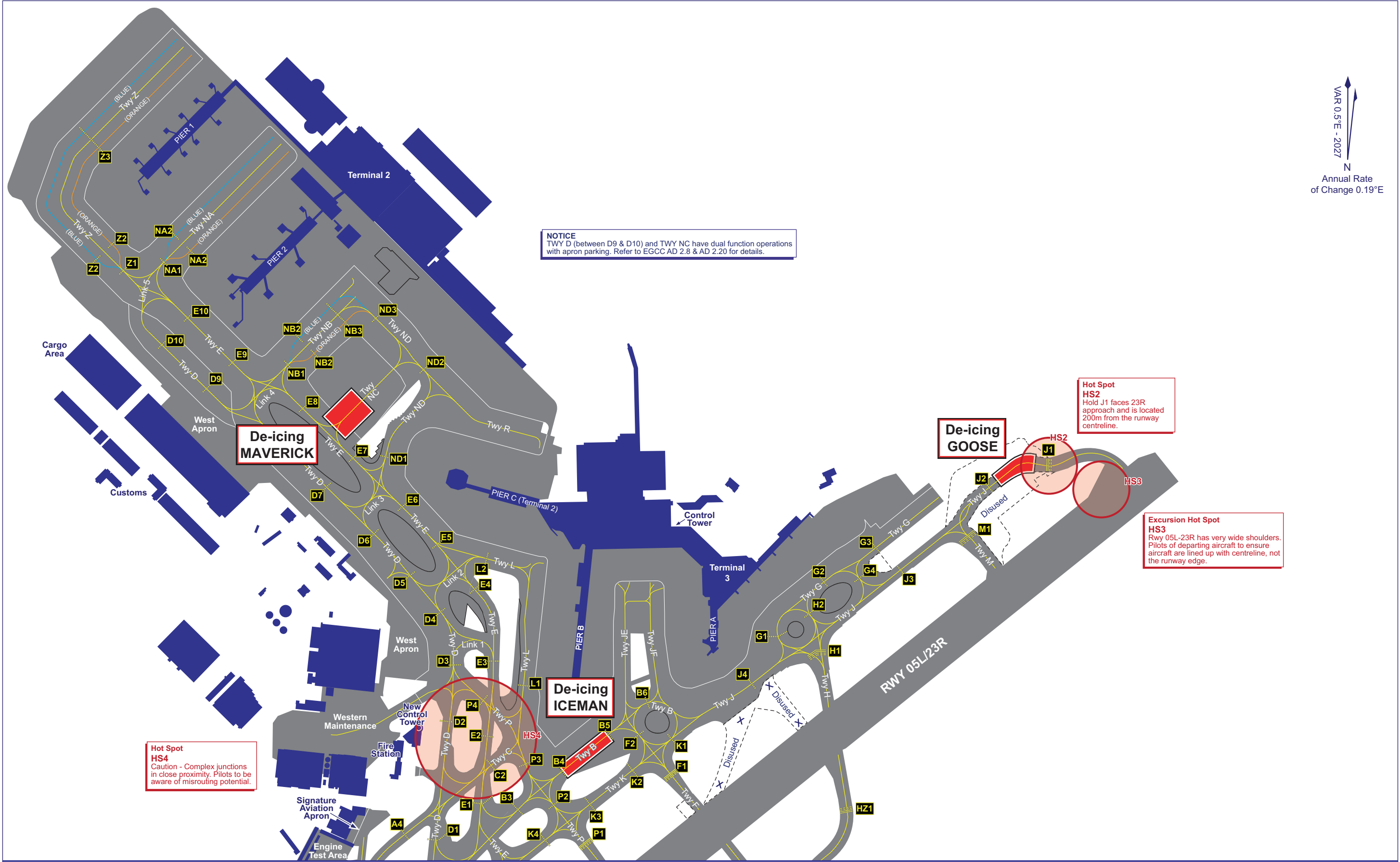


AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS
LOCATION CHART - ICAO

532113N 0021630W

ELEV 257FT

MANCHESTER
EGCC



CHANGE (11/26): TWY MIKE LINK CENTRELINE ADDITION.
AERO INFO DATE 17 AUG 26

AD 2-EGCC-2-4

EGNF — NETHERTHORPE

EGNF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNF — NETHERTHORPE

EGNF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 531901N Long: 0011146W Mid Point of Runway 06/24
2	Direction and distance from city	2 NM W by N of Worksop.
3	Elevation / Reference temperature / Mean Low Temperature	248 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	0.84°E (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address Web address	SHEFFIELD AERO CLUB. Netherthorpe Aerodrome, Thorpe Salvin, Worksop, Nottinghamshire, S80 3JQ 01909-475233 info@sheffieldaeroclub.net https://www.sheffieldaeroclub.net
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	-

EGNF AD 2.3 OPERATIONAL HOURS

1	AD Administration	Tue-Sun 0930-1630 (0830-1530) or SS whichever is the earlier; and by arrangement.
2	Customs and immigration	General Aviation Report (GAR) form submission to National Co-ordination Unit (NCU) is required in advance to notify HMRC Border Force and Police. https://www.submit-general-aviation-report.service.gov.uk .
3	Health and sanitation	-
4	AIS Briefing Office	Self-briefing in Control Office.
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As per AD 2.18
8	Fuelling	Self-service as AD hours. See also AD 2.18.
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	This aerodrome is strictly PPR by telephone.

EGNF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVGAS 100LL.
3	Fuelling facilities/capacity	Self-service, payment by credit card machine.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	On airfield licenced engineering facility, Dukeries Aviation Ltd; Tel: 01909-600231.
7	Remarks	-

EGNF AD 2.5 PASSENGER FACILITIES

1	Hotels	Travelodge 4 miles from airfield.
2	Restaurants	Café on airfield.
3	Transportation	Taxi services available.
4	Medical facilities	Basic first aid trained Initial Emergency Response personnel on site.
5	Bank and Post Office	-
6	Tourist Office	-
7	Remarks	-

EGNF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category Special.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGNF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGNF 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: 531901.56N 0011136.15W - 531858.17N 0011140.54W.

EGNF 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
(EGNF1593) 18/APPROACH 36/ TAKE-OFF	TREE	531924.28N 0011151.72W	346 FT	NIL	No	-
(EGNF1637) 24/APPROACH 06/ TAKE-OFF	TREE	531909.28N 0011130.80W	277 FT	NIL	No	-
(EGNF1546) 06/APPROACH 24/ TAKE-OFF	TREE	531857.16N 0011158.82W	279 FT	NIL	No	-
(EGNF1320) 06/APPROACH 24/ TAKE-OFF	ROAD 4 8M	531854.49N 0011204.00W	276 FT	NIL	No	-
(EGNF1325) 06/APPROACH 24/ TAKE-OFF	ROAD 4 8M	531854.02N 0011159.41W	270 FT	NIL	No	-
(EGNF1330) 36/APPROACH 18/ TAKE-OFF	ROAD 4 8M	531853.62N 0011144.70W	255 FT	NIL	No	-

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EGNF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	-
2	Hours of service MET Office outside hour	-
3	Office responsible for TAF preparation Periods of validity	- -
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self-briefing in Control Office.
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.)	-

EGNF 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	055.40°	573 x 36 M	RWY surface: Grass -	531857.45N 0011154.83W -	THR 248.1 FT -	-
24	235.41°	573 x 36 M	RWY surface: Grass -	531903.60N 0011139.94W -	THR 223.6 FT -	-
18	174.80°	388 x 18 M	RWY surface: Grass -	531906.08N 0011144.75W -	THR 224.5 FT -	-
36	354.80°	388 x 18 M	RWY surface: Grass -	531856.73N 0011143.33W -	THR 233.7 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	-	-	-	-	RWY 06 Threshold displaced by 132 M.
-	-	-	-	-	-	RWY 24 Threshold displaced by 106 M.
-	-	-	-	-	-	RWY 18 Threshold displaced by 28 M.
-	-	-	-	-	-	RWY 36 Threshold displaced by 70 M.

EGNF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	467 M	467 M	533 M	401 M	-
24	441 M	441 M	536 M	430 M	-
18	318 M	318 M	380 M	353 M	-
36	361 M	361 M	378 M	308 M	-

EGNF AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGNF 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: 531901.18N 0011136.46W - 531901.85N 0011137.72W.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGNF AD 2.16 HELICOPTER LANDING AREA

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EGNF 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
NETHERTHORPE ATZ A circle, 2 NM radius, centred at 531901N 0011146W on longest notified runway (06/24)	Upper limit: 2248 FT ALT Lower limit: SFC	G	NETHERTHORPE RADIO English	5000 FT	-	ATZ 2000 FT AAL.

EGNF 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	NETHERTHORPE RADIO	123.280 A/G frequency.	-	-	Tue-Sun 0930-1630 (0830-1530) or SS whichever is the earlier; and by arrangement.	ATZ hours coincident with A/G hours.

EGNF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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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) ATSMangementteam@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 H24 by arrangement. Swissport Fuelling: H24.
9	Handling	Swissport: H24 Samson: 0800-1900 (0700-1800) and H24 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	SAMSON: H24 by arrangement. Tel: 0191-286 4156. 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. 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, Tel 0191-286 4156. Handling on the main apron is provided by: Swissport, Tel: 0191-271 2225. Samson, Tel 0191-286 4156. The General Aviation Centre on the South side is operated by Samson Jet Centre. Samson Jet Centre: channel 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.
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EGNT AD 2.5 PASSENGER FACILITIES

1	Hotels	Available.
2	Restaurants	Restaurants available.
3	Transportation	Buses, Taxis and Hire Cars. Train link to Newcastle Central station. Nearest railway station: Terminal Chauffeur services available on request through Samson Tel: 0191-286 4156.
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 PCR 40/F/D/X/T GOLF APRON Surface: Concrete PCR 760/R/C/W/T MAIN APRON Surface: Asphalt PCR 790/F/B/X/T
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2	Taxiway width, surface and strength	Taxiway A RWY-A4: 23 M Surface: Asphalt PCR 1180/F/B/X/T Taxiway A A4-A5: 23 M Surface: Asphalt PCR 620/F/C/X/T Taxiway A A5-APRON END: 23 M Surface: Asphalt PCR 790/F/B/X/T Taxiway B RWY-B2: 23 M Surface: Asphalt PCR 630/F/B/X/T Taxiway B B2-APRON END: 23 M Surface: Asphalt PCR 2410/F/B/X/T Taxiway C RWY-CE: 23 M Surface: Asphalt PCR 1080/F/C/X/T Taxiway C CW LINK: 23 M Surface: Asphalt PCR 180/F/C/X/T Taxiway D RWY-D3: 23 M Surface: Asphalt PCR 820/F/C/X/T Taxiway D D3-D5: 23 M Surface: Asphalt PCR 1070/F/D/X/T Taxiway D D5-D8: 23 M Surface: Asphalt PCR 450/F/C/X/T Taxiway D D8-APRON END: 23 M Surface: Asphalt PCR 460/F/C/X/T Taxiway E: 15 M Surface: Asphalt PCR 370/F/D/X/T Taxiway F: 23 M Surface: Asphalt PCR 450/F/D/X/T Taxiway G: 23 M Surface: Asphalt PCR 2090/F/C/X/T
3	Altimeter checkpoint location and elevation	Apron 258 FT
4	VOR checkpoints	-
5	INS checkpoints	AD 2-EGNT-2-2 AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART.
6	Remarks	-

EGNT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1-25, 30, 31 and 60-62 are designed for nose-in/push-back operations. Stands 50-54 are self-maneuvring, although aircraft must be marshalled on to stand. Stands 13-25, 31, 50-54 and 60-62 aircraft must be marshalled on to stand. Stands 1-12 and 30 are equipped with stand entry guidance systems. Aircrew should note that stand entry guidance systems are activated by their ground handling agent. Pilots must not enter an aircraft stand unless the stand entry guidance has been activated and the correct aircraft type is displayed, or alternatively an ATC instruction has been passed for marshalled on to stand. Airbridge available stands 3, 9/30 and 10. Stand 25 has an additional centre-line designated Left and Right. Stands 8, 13, 17 and 19 have additional markings for supplementary parking, as directed by ATC aircraft must be marshalled. Supplementary parking positions 30 and 31: Stand 30 is a parking position diagonally across Stand 9 for B747, A330-300 and B777-300 aircraft, and Stand 31 is a parking position diagonally across Stand 1 for B737-700 or A319 aircraft.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Designation, runway edge, displaced threshold, centre-line and touchdown zone. Runway light(s): Lights are LED. Taxiway marking aid(s): Yellow centre-line paint marking, intermediate taxi-holding positions and runway taxi-holding positions. Taxiway light(s): Combination of blue edge lights and switchable green centre-line (spacing 7.5 M for CAT III routes (A and D), 15 M for other routes). Illuminated holding point signs, illuminated taxi signs.
3	Stop bars and runway guard lights (if any)	Stop bars and runway guard lights at runway entrance points are in operation H24.
4	Other runway protection measures	-
5	Remarks	Some obstacle marking. Illuminated wind direction indicators. Pilot attention is drawn to the use of additional paint markings at specified runway entrance and exit points. These markings are provided as an additional measure to raise situational awareness and to reduce the runway incursion risk. All Ground Movement is under ATC Control. WDI: 550234.35N 0014033.83W (LGTD) and 550207.44N 0014219.87W (LGTD).

EGNT AD 2.10 AERODROME OBSTACLES

Obstacle data is provided as Digital Datasets in XML (AIXM) and CSV formats via the NATS AIS Website at <http://www.nats.aero/ais/datasets>.

Further information on UK Digital Datasets can be found in GEN 3.1.6.

EGNT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 Hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self-briefing/telephone.
6	Flight documentation Language(s) used	TAFs/METARs English
7	Charts and other information available for briefing or consultation	Available on the Met Office website, www.metoffice.gov.uk/aviation .
8	Supplementary equipment available for providing information	Newcastle ATIS available on telephone number 0191-214 3401.
9	ATS units provided with information	NEWCASTLE
10	Additional information (limitation of service, etc.)	Current weather on ATIS.

EGNT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	065.19°	2330 x 45 M	RWY surface: Asphalt PCR 805/F/C/W/T SWY surface: Asphalt PCR 805/F/C/W/T	550202.35N 0014216.68W 162.5 FT	THR 263.3 FT TDZ 263.3 FT	RWY 07 0.35% down RWY 25 0.35% up
25	245.21°	2330 x 45 M	RWY surface: Asphalt PCR 805/F/C/W/T	550230.46N 0014030.76W 162.4 FT	THR 238.7 FT TDZ 243.1 FT	RWY 07 0.35% down RWY 25 0.35% up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
14 x 45 M	75 x 180 M	2396 x 280 M	150 x 90 M -	-	-	RWY 07 Ends of runways available for take-off. Threshold displaced by 121 M. Runway grooved for its full length. The downslope gradient over the first 400 M of LDA, Runway 07 is 0.57%. OFZ: Yes.
-	124 x 180 M	2396 x 280 M	90 x 92 M -	-	-	RWY 25 Threshold displaced by 138 M. Ends of runways available for take-off. Runway grooved for its full length. 50 M before 25 threshold a small turn pad is available for use by aircraft up to a maximum size of a Boeing 757. Use with caution at night. OFZ: Yes.

EGNT AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	2330 M	2405 M	2344 M	2209 M	-
25	2262 M	2386 M	2262 M	2124 M	-
07	1799 M	1874 M	1812 M	-	Take-off from intersection with Taxiway B - 0.26%D.
07	1773 M	1848 M	1786 M	-	Take-off from intersection with Taxiway F - 0.26%D.
07	1559 M	1634 M	1573 M	-	Take-off from intersection with Taxiway E - 0.25%D.
07	1407 M	1482 M	1421 M	-	Take-off from intersection with Taxiway G - 0.23%D.
25	1548 M	1672 M	1548 M	-	Take-off from intersection with Taxiway C - 0.63%U.
25	877 M	1001 M	877 M	-	Take-off from intersection with Taxiway G - 0.49%U.
25	717 M	840 M	717 M	-	Take-off from intersection with Taxiway E - 0.58%U.

EGNT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. Last approach light 30 M from displaced landing threshold. Lights are LED (except PAPI). 914 M Light intensity high	Green Light intensity high Flush uni-directional with elev green wingbars	PAPI Right/3° 51 FT 356 M	900 M	Colour coded 15 M spacing Light intensity high	HI bi-directional edge with LI omni-directional component 60 M spacing	Red	Ends 148 M from 25 THR 15 M Red	Approach: Precision approach category II/III lighting system station removal, two luminaries have been removed from the 07 Precision approach category II/III lighting system 510 M from the 07 Threshold. CL: On departure with Aeronautical Ground Lighting illuminated. White Centre Line lamps are visible up to the threshold.
25	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. Last approach light 30 M from displaced landing threshold. Lights are LED (except PAPI). 914 M Light intensity high	Green Light intensity high Flush uni-directional with elev green wingbars	PAPI Left/3° 60 FT 415 M	900 M	Colour coded 15 M spacing Light intensity high	HI bi-directional edge with LI omni-directional component 60 M spacing	Red	-	CL: On departure with Aeronautical Ground Lighting illuminated. White Centre Line lamps are visible up to the threshold.

EGNT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 550156.03N 0014213.08W (LGTD), 550219.63N 0014046.92W (LGTD).
3	TWY edge and centre line lighting	CL: Yes. EDGE: Yes.
4	Secondary power supply/switch-over time	Yes - UPS/1 second, Standby diesels/15 seconds
5	Remarks	Apron floodlights. Obstacle lighting.

EGNT AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGNT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
NEWCASTLE CTR 550525N 0015411W - 550955N 0013719W thence clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to 545919N 0012829W - 545500N 0014705W thence clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to 550525N 0015411W	Upper limit: FL105 Lower limit: SFC	D	NEWCASTLE APPROACH English	6000 FT	-	-
NEWCASTLE ATZ A circle, 2.5 NM radius, centred at 550217N 0014123W on longest notified runway (07/25)	Upper limit: 2266 FT ALT Lower limit: SFC	D	NEWCASTLE APPROACH English	6000 FT	H24	ATZ 2000 FT AAL.

EGNT AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	NEWCASTLE APPROACH	124.380 DOC 60 NM/ 25,000 FT.	-	-	H24	-
TWR	NEWCASTLE GROUND	121.730 Aerodrome SFC Only.	-	-	As directed by ATC.	VDF 550219.07N 0014048.12W On Frequency 119.705 MHz Only.
	NEWCASTLE TOWER	119.705 DOC 25 NM/5,000 FT.	-	-	H24	
RADAR	NEWCASTLE DIRECTOR	125.830 DOC 60 NM/ 25,000 FT.	-	-	As directed by ATC.	VDF 550219.07N 0014048.12W On Frequency 124.380 MHz Only
	NEWCASTLE RADAR	124.380 DOC 60 NM/ 25,000 FT.	-	-	H24	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	NEWCASTLE INFORMATION	118.380	-	-	H24	-
OTHER	NEWCASTLE FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGNT 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 0.51°E (2027)	INC	111.500 MHz	H24	550234.55N 0014015.35W		(RWY 07) Elev: 251 FT.
ILS/GP	INC	332.900 MHz	H24	550203.07N 0014156.53W		3° ILS Ref Datum Hgt 51 FT. Elev: 256 FT.
ILS/LOC III 0.49°E (2027)	INWC	111.500 MHz	H24	550159.40N 0014227.81W		(RWY 25) Elev: 273 FT.
ILS/GP	INWC	332.900 MHz	H24	550221.98N 0014045.92W		3° ILS Ref Datum Hgt 51 FT. Elev: 229 FT.
DME	NEW	89Y 114.250 MHz	H24	550218.41N 0014154.14W	287 FT	On Newcastle AD. No associated VOR. Any VOR indications should be ignored. DME DOC: 200 NM/50,000 FT. ENR Purpose: 550218N 0014154W
NDB (L) 0.52°E (2027)	NT	352.000 kHz	H24	550301.38N 0013833.65W		Range 40 NM Elev: 257 FT
ILS/DME	INC	52X	H24	550213.02N 0014120.92W	256 FT	(RWY 07) On AD. DME freq paired with ILS I-NC and I- NWC. Zero range is indicated at THR of runway in use for ILS and NDB approaches.
ILS/DME	INWC	52X	H24	550213.02N 0014120.92W	256 FT	(RWY 25) On AD. DME freq paired with ILS I-NC and I- NWC. Zero range is indicated at THR of runway in use for ILS and NDB approaches. DME unlocks may occur outside 25° left of centreline when beyond 17 NM and below 2500 FT.

EGNT AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) All flights are at all times subject to PPR. The filing of a flight plan does not constitute permission to use Newcastle International Airport Ltd. Applications for prior permission and runway slots should be addressed as follows:
 - i. All requests for slots during office hours 0900-1700 (0800-1600) are to be directed to Airport Coordination Ltd (ACL) Tel: 0161-493 1850, E-mail: manchester@acl-uk.org, SITA: LONACXH;
 - ii. Operators of Military, General and Business Aviation aircraft may only operate when permission has been obtained from Samson Aviation (0191-286 4156) in advance of each movement;
 - iii. Flight Training Requests should be made to ATC (0191-214 8130).
- b) Booking out details should be passed by telephone to ATC (0191-214 8130). Booking out by radio will not be accepted.

- c) Aircraft towing banners may not land at or depart from the aerodrome.
- d) All aircraft using Newcastle Aerodrome or its facilities are required to have third party liability insurance cover in the sum of at least 1 million pounds. Proof of this insurance should be available for inspection at any time whilst the aircraft is at the aerodrome.
- e) Newcastle Aerodrome aprons are a 24 hour mandatory High Visibility Clothing Area. All flight crews are to wear High Visibility clothing for all ramp activities, except when direct bussing to/from aircraft steps and terminal or when walking via delineated passenger walkways.
- f) All General Aviation are required to nominate a handling agent, especially prior to filing a flight plan to arrive from outside the UK. Failure to do so will result in the provision of a security escort for which a charge will be levied. The exceptions to the above are as follows:
 - i. Newcastle based operators. In this instance it will be the captain's responsibility to present to the Control Authorities any non-EC national as well as any other person required to be presented in accordance with current UK regulations.
 - ii. All visiting General Aviation aircraft are strictly subject to PPR and compulsory handling. Pilots must obtain a PPR reference prior to arrival from Samson Aviation (0191-286 4156) indicating the purpose of the visit and parking requirements.
- g) Parking outside delineated areas is contrary to the byelaws.
- h) Fixed Electrical Ground Power must be used wherever available and serviceable.

2 GROUND MOVEMENT

- a) General
 - i. All requests for clearance, push-back, start-up and taxi should be made directly with ATC (The ATIS shall state the appropriate frequency). Directions issued by ATC should be followed precisely. RTF transmissions must be brief, concise and kept to a minimum.
 - ii. Outbound aircraft, on first contact with Newcastle ATC, should state aircraft type, stand number, ATIS code letter, QNH received, and then maintain a listening watch at all times.
 - iii. Clearance is available for departing aircraft no earlier than 20 minutes before EOBT, on the appropriate frequency.
 - iv. Data link Departure Clearance (DCL):
 - 1. Pre-departure clearance via datalink (ARINC or SITA) is available at Newcastle for suitably equipped aircraft flight planned via GIRLI P18, or BAVDO/ERKIT N110;
 - 2. Requests for DCL should be submitted no earlier than 20 minutes before EOBT.
 - v. Pilots should only request push back (with tug attached) when they are actually ready to do so and should be in direct communication with the tug crew via a headset person, ATC must be informed if no direct communication with a headset person is available.
 - vi. Flights subject to CTOT may request to push-back and tow to wait in a remote position/stand, such requests shall be made to ATC upon the appropriate frequency.
- b) Ground Movement Restrictions
 - i. Holding Point D2 is restricted to aircraft with a maximum wingspan of 36 M.
 - ii. Taxiway E is restricted to aircraft with a maximum wingspan of 17 M, larger aircraft should be towed with caution.
 - iii. Taxiway F is restricted to aircraft with a maximum wingspan of 30 M. Aircraft with a wingspan greater than 27.5 M may be subject to a Follow Me service. Aircraft with a wingspan greater than 16 M shall park on stands 53 or 54. South of Stand 53, the maximum wingspan is 16 M and reduces further to 12 M within the west section of the apron.
 - iv. Aircraft classified as Code E and higher (with the exception of B787-8) should not use the angled turn offs at Taxiway B and Taxiway C (Hold CW) to vacate the runway after landing.

3 CAT II/III OPERATIONS

- a) Runways 07 and 25, 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) In the event of IRVR equipment being unserviceable, reported MET visibility shall be passed.
- d) Departing aircraft: ATC shall require departing aircraft to use the following CAT II/III holding points:
 - Runway 07 A2
 - Runway 25 D3 or D2 (D2 when instructed by ATC)
 - Holding Point G although not designated CAT II/III, the holding point is the required 137 M from the runway centre-line.
 - Occasionally, it may be necessary for other holding points to be used at the discretion of ATC.
- e) Arriving aircraft: Appropriate runway exits shall be illuminated. Pilots should select the first convenient exit unless advised by ATC.
- f) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on actual landing rates.

4 WARNINGS

- a) Gliding takes place at Currock Hill gliding site, 8 NM south-west of Newcastle Aerodrome. ATC will advise when active via RTF and/or ATIS.
- b) CAT I Localiser fluctuations are likely should the preceding landing aircraft vacate at the end.

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- c) Vehicular Operations taxiway E / G, aircraft should exercise caution when taxiing and be mindful of the vehicle crossing point upon taxiway E and G.
- d) The grass verges along the sides of the runway and taxiways are soft in many places. Pilots are to exercise caution when taxiing.
- e) When Runway 25 is in use and the wind direction is from 160° through south to 190°, pilots should expect wind disturbance and possible negative gradient.
- f) Possible bird activity from nature reserve north of the NT NDB(L), 1.2 NM from Runway 25 touchdown and woodland area North of the aerodrome perimeter abeam the Fire Station.
- g) 2.2 M paved strip along the edges of the Runway (beyond the slot drain) have limited load bearing strength.
- h) Erosion strip along the edges of the runway (beyond the slot drain) have limited load bearing strength.
- i) When a high pressure system is giving way to a low the wind aloft can be from the south or southwest whilst the surface wind still favours Runway 07. There is an increased risk of a rushed approach onto Runway 07; contributory factors are being held high, tailwind during descent and engine anti-ice required during descent through cloud (icing). A sea breeze due to the sun's warming overland can also have the same effect.
- j) When vacating the Runway at Bravo and parking on Stand 7, use painted surface markings as reference due to position of stand signs.

5 HELICOPTER OPERATIONS

- a) Helicopters must use the runway for take-off and landing, unless specific instruction issued by ATC not to use the runway.
- b) Three helicopter parking areas are provided. Two are located on the general aviation apron and are designated 'P-East' and 'P-West'. Stand 54 is a multi-use stand and helicopters may be marshalled. Skid equipped helicopters must utilise P-East or P-west as no hover taxi permitted beyond these stands – Ground taxi only. Helicopters operations from Taxiway E restricted to based operators.
- c) Helicopters operating TO/FROM sites within the CTR:
 - i. Flight Details - Prior to lifting, the pilot shall book out with Newcastle ATC, preferably via telephone at least ten minutes prior to lift. Note: The act of booking out does NOT constitute a zone clearance. Clearance must be obtained via RTF from Newcastle ATC.
 - ii. Operation - Outbound

The pilot must: Lift into the hover to a height of not greater than 200 FT AGL and obtain zone clearance. Only when a clearance has been received, can the flight set course subject to Newcastle ATC Instruction.

- iii. Operation - Inbound

Contact should be made, where possible, with Newcastle Radar at least 5 minutes flying time from the CTR or CTA boundary requesting clearance to enter CAS. The pilot shall report when descending into the landing site. It should be noted that after this report has been made, no further action will be initiated by ATC, for instance incident/accident, unless information to the contrary is received. If no acknowledgement is received from Newcastle ATC, then the pilot must telephone ATC as soon as practical after landing.

6 USE OF RUNWAYS

- a) Variable circuit as advised by ATC.
- b) Aircraft exiting via Bravo and Charlie should do so at speeds of 25 KT or less.

7 TRAINING

- a) Operators intending to follow a programme of training flights should obtain prior approval from the Chief Executive.
- b) Training flights.
 - i. Training flights may only take place by prior arrangement with ATC and only between Mon-Sat 0730-2300 (0630-2200), Sun 1000-2300 (0900-2200).
 - ii. ATC must be advised of any cancellations. Any sortie delayed by 30 minutes or more will be deemed to have been cancelled.
 - iii. No flying training, including training circuits, missed approaches and landings, is permitted between 1200-1500 during the period 1 May until 30 September. The single take-off or full stop landing of an aircraft on a training flight may be permitted. Local sorties will also be restricted during these times. Outside of these times training and local sorties will be permitted subject to ATC priorities.
 - iv. Asymmetric flight must not be carried out without the permission of ATC.
 - v. The filing of a flight plan for a training detail does not constitute acceptance.
 - vi. Flight training is not permitted during Low Visibility Operations (LVOs).
- c) All training flights by aircraft above 12,000 KG MTWA and all turbo-jet or turbo-fan aircraft shall be subject to the following conditions:
 - i. Circuits shall be at a minimum of 2000 FT QNH except for aircraft having an MTWA of 95,000 KG or greater, when they shall be at a minimum of 2300 FT QNH;
 - 1. Circuits will be variable in direction, left or right hand, in accordance with ATC instructions.
 - 2. Aircraft are to be flown in such a manner as to avoid built-up areas in the vicinity of the aerodrome.
 - 3. All training aircraft carrying out circuits or making a missed approach from a visual circuit to either runway are required to comply with the Noise Preferential Routeings.
 - 4. Training flights will not be given priority over essential aerodrome maintenance work.

EGNT AD 2.21 NOISE ABATEMENT PROCEDURES

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

- a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
- b) **Continuous Descent Approaches**
Subject to ATC instructions, inbound jet aircraft are to maintain as high an altitude as practicable and adopt a low power, low drag continuous descent profile, when appropriate. Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times. ATC shall provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.
- c) Aircraft approaching without assistance from radar or ILS shall follow a descent path which will result in the aircraft not being at any time lower than the approach path which would be followed by aircraft using the ILS glide path.
- d) Aircraft must not join the final approach track to either runway at a range of less than 7 NM and not below altitude 2000 FT except when instructed by ATC, unless they are propeller driven aircraft with an MTWA of between 5700 KG and 12,000 KG when restriction shall be to join the final approach to either runway at not less than 3.5 NM and not below altitude 1300 FT. Aircraft whose MTWA is less than 5700 KG must not join the circuit below altitude 1300 FT.
- e) To minimise disturbance in areas adjacent to the aerodrome, Captains are required to avoid the use of reverse thrust above idle power on landing, consistent with the safe operation of aircraft between the hours of 2300-0700 (2200-0600).
- f) Noise Preferential Routings – The Noise Preferential Routings specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 KG MTWA unless authorised by ATC or unless deviations are required in the interest of safety. The NPRs are incorporated into the Standard Instrument Departure (SIDs) and Omnidirectional departures.

Take-off Runway	Direction of turn	Intended track (°M)	Procedure	Take-off Runway	Direction of turn	Intended track (°M)	Procedure
07	Left Turn	Between 069° and 250° and LH circuit	Climb straight ahead to FL 80. (Circuit level as directed by ATC.)	25	Straight ahead or Right Turn	Between 251° and 070° and RH circuit	Climb straight ahead to FL 80 (Circuit level as directed by ATC).
	Right Turn	GIRLI P18 ERKIT N110 RH circuit	Climb straight ahead to 3.5 DME NEW (3 DME I-NC) and turn right heading 190° climbing to FL 80 (Circuit level as directed by ATC).		Left Turn	GIRLI P18 ERKIT N110 LH circuit	Climb straight ahead to 1.5 DME NEW (1 DME I-NWC) and turn left heading 210° climbing to FL 80. (Circuit level as directed by ATC.)
					Left turn (CURROCK ACTIVE)	GIRLI P18 ERKIT N110 LH circuit	Climb straight ahead to 1.5 DME NEW (1 DME I-NWC) and turn left heading 180° climb to FL 80.

Note 1: Gliding may take place at Currock Hill Gliding Site, 545602N 0015043W, 8 NM south-west of Newcastle aerodrome from dawn to dusk, ATC will advise when active via RTF and/or ATIS.

- g) Ground Running: Ground running by aircraft is prohibited between 2300-0600 (2200-0500), unless the aircraft operator can show that there exists overriding operational requirements. At other times ground running is to be kept to the minimum consistent with operational needs and shall be authorised by ATC.
- h) General Aviation to avoid overflying built up areas.

EGNT AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

- a) The standard routes for aircraft inbound descending from upper airspace are as follows:

Approach from	Via	Route
South STAR RNAV1 equipped aircraft only. If no onward clearance received by ETSES remain in the ETSES hold.	P18	POL – P18 – NATEB POL – POL 1N – ETSES (RNAV1)
	Y250	Y250 – GASKO – P18 – NATEB RIMTO – RIMTO 1N – ETSES (RNAV1)
South-East	N110	Leave CAS on track NATEB
North-West	Y96	Leave CAS on track NATEB
East	UP16	Leave CAS on track NATEB

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- b) Descent upon the STAR shall be as directed by ATC.
- c) Aircraft inbound on the STAR can expect vectoring for an ILS to the runway in use.
- d) Runway 25: RNAV1 equipped aircraft may request to fly the ETSES 1K transition for the RNP approach.
- e) Runway 07: RNAV 1 equipped aircraft may request to fly the ETSES 1J transition for the RNP approach.
- f) **Descent Planning**

i. To assist in the calculation of Continuous Descent Approach profiles, the following levels are recommended:

1. Abeam UVAVU - FL140.
2. Abeam TILNI - FL110.
3. Abeam GIRLI - FL90.

g) **Missed Approaches.** The Newcastle Standard Missed Approach Procedures are detailed within the associated Instrument Flight Procedure Charts including the procedures that apply in the event of executing a missed approach with loss of radio communications.

h) **Radio Failure IFR**

- i. Aircraft expecting an ILS approach are to route to the NT (L) at the last assigned level and continue with the radio fail procedure adopted in ENR 1.1.3.
- ii. Aircraft expecting an RNP approach are to:
 1. If failure occurs **before** ETSES, continue on the STAR and establish in the ETSES hold before adopting the Radio Failure Procedure adopted in ENR 1.1.3;
 2. If the failure occurs **after** ETSES, continue on the transition for the RNP approach in accordance with the Radio Failure Procedure adopted in ENR 1.1.3.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Aircraft should flight plan via the following routes:

Outbound to	Via	Route
South and South-West	P18 P18/P16	P18 – POL (below FL 190) P18 – GASKO – P16 (FL 190 and above) <i>Note: Aircraft not able to make FL 210 by GASKO and requiring continuous climb above FL 210 should inform ATC</i>
South-East	Y250 for L60 and L603	P18 – GASKO – Y250 – MAMUL
	N110 for Y70 and L603	ERKIT – N110 – ABTOS (for Y70) ERKIT – N110 – DOLAS (for L603) <i>Note: Aircraft routeing via Y70 or L603 may alternatively route via P18 – Y250 – L60/L603</i>
North, East and West	FIR	Route via appropriate significant points, advice available from ATC.

3 VFR FLIGHTS

- a) VFR flights in the Control Zone will be passed routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic. Pilots are reminded of the requirements to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the clearance instructions issued.

4 VFR ROUTES TO AND FROM NEWCASTLE

- a) VFR routes have been established; clearances will be issued subject to the conditions specified in paragraph 3. These routes are determined by visual reference points and prominent ground features, and are detailed in the following tables. 'Not above altitude' level instructions will be passed with the appropriate ATC VFR clearance.
- b) Requests for non-standard routes must be co-ordinated with ATC.

Outbound Visual Routes

Exit Point	RWY	Route	Maximum Altitude
Tyne Bridges	07	Turn right outbound to leave the CTR no more than 1 NM east of the Tyne Bridges VRP.	2500 FT
Blaydon	07	Turn right outbound to leave the CTR south of Blaydon VRP and no more than 1 NM east of the A1.	2500 FT
Stagshaw Mast	07	Turn left outbound, to cross Ponteland at 1300 FT or above or remain north of Ponteland, routing north of Ouston VRP to leave the CTR no more than 1 NM north of Stagshaw Masts VRP.	2500 FT
Bolam Lake	07	Turn left outbound to remain North of Ponteland. Leave the CTR no more than 1 NM east of the A696 on track towards Bolam Lake VRP.	2500 FT

Exit Point	RWY	Route	Maximum Altitude
Morpeth Railway Station or Blyth Windfarm	07	Turn left outbound, to remain east of A1 from Stannington. Leave the CTR no more than 1 NM east of Morpeth Railway Station VRP.	2500 FT
Tyne Bridges	25	Turn left outbound to leave the CTR no more than 1 NM west of the Tyne Bridges VRP.	2500 FT
Blaydon	25	Turn left outbound to leave the CTR south of Blaydon VRP, remaining no more than 1 NM west of the A1.	2500 FT
Stagshaw Mast	25	Climb straight ahead to 1000 FT QNH, turn right to cross Ponteland at 1300 FT or above, route via Ouston VRP then no more than 1 NM south of Stagshaw VRP. Note: Advise ATC if unable to cross Ponteland at 1300 FT or above. Continue straight ahead until 3 DME before turning towards Ouston VRP.	2500 FT
Bolam Lake	25	Climb straight ahead to 1000 FT QNH, turn right to cross Ponteland at 1300 FT QNH or above. Leave the CTR no more than 1 NM west of the A696 on track towards Bolam Lake VRP. Note: Advise ATC if unable to cross Ponteland at 1300 FT or above. Continue straight ahead until 3 DME before turning towards Bolam Lake VRP.	2500 FT
Morpeth Railway Station or Blyth Windfarm	25	Climb straight ahead to 800 FT QNH, turn right to pass east of Ponteland continuing climb. Route to leave the zone no more than 1 NM west of the A1.	2500 FT

Outbound and inbound visual routes via Bolam Lake, Derwent Reservoir and Ouston (Disused Aerodrome) VRPs are recommended for daylight use only.

Inbound Visual Routes

Entry Point	RWY	Route	Maximum Altitude
Tyne Bridges	07	Enter the CTR no more than 1 NM west of Tyne Bridges VRP, route to join right base for RWY 07.	2500 FT
Blaydon	07	Enter the CTR no more than 1 NM west of Blaydon VRP, route join to right base for RWY 07.	2500 FT
Stagshaw Mast	07	Enter the CTR not more than 1 NM south of Stagshaw Masts VRP, route via Ouston VRP to join left base RWY 07, remaining 1300 FT or above over Ponteland OR if not possible remain west of Ponteland and when cleared join final approach RWY 07 not less than 3.5 NM from touchdown	2500 FT
Bolam Lake	07	Enter the CTR not more than 1 nm west of the A696. Route to join left base RWY 07, remaining 1300 FT or above over Ponteland OR if not possible remain west of Ponteland. When cleared join final approach not less than 3.5 NM from touchdown	2500 FT
Morpeth Railway Station or Blyth Windfarm	07	Enter the CTR no more than 1 NM west of the A1, to join left base RWY 07 east of Ponteland remaining at or above 1000 FT QFE until south of Ponteland	2500 FT
Tyne Bridges	25	Enter the CTR no more than 1 NM east of Tyne Bridges VRP to join left base RWY 25.	2500 FT
Blaydon	25	Enter the CTR no more than 1 NM east of Blaydon VRP to join left base RWY 25	2500 FT
Stagshaw Mast	25	Enter the CTR no more than 1 NM north of Stagshaw Masts VRP. Route north of Ouston VRP to join downwind right hand RWY 25. Cross Ponteland at or above 1300 FT or route north of Ponteland	2500 FT
Bolam Lake	25	Enter the CTR no more than 1 NM east of the A696, route to join right base RWY 25 remaining clear of Ponteland.	2500 FT
Morpeth Railway Station or Blyth Windfarm	25	Enter the CTR no more than 1 NM east of Morpeth Railway Station VRP, route east of the A1 until east of Stannington to join right base RWY 25.	2500 FT

5 SPECIAL VFR FLIGHT

- Special VFR clearance for flights within the Control Zone may be requested and may be given in accordance with the rules applicable to Class D airspace.
- Pilots are reminded that it is their responsibility when operating on a Special VFR Clearance to remain at all times clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and ensure that they comply with SERA.3105 Minimum Heights and the relevant parts of SERA.5001 VMC Visibility and Distance from Cloud Minima, SERA.5005 Visual Flight Rules and Rules of the Air Regulations 2015. Pilots must inform the radar controller if compliance with these requirements entails a change of heading or level.

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- c) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding airspace.
- d) Special VFR flight may be subject to delay.
- e) In order to reduce conflict with IFR flights, Special VFR arriving/departing flights will normally be cleared not above a specified altitude and to route via a published VRP.

6 GLIDERS

- a) Local gliding activity takes place at Currock Hill. See note at AD 2.20
- b) Newcastle ATC provides a service to gliders requesting clearance to enter the Borders / Newcastle CTA North of UVAVU below FL120.

7 VISUAL REFERENCE POINTS (VRP)

- a) Use of Bolam Lake, Derwent Reservoir and Ouston (Disused Aerodrome) VRPs is not recommended at night.
- 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.

8 FREQUENCY MONITORING CODE (FMC)

- a) Pilots operating in the vicinity of, but intending to remain outside the Newcastle controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Newcastle Radar frequency, 124.380 MHz, are encouraged to select SSR code 3737.

550321N 0010315W - 544746N 0012813W -
 544003N 0015830W - 543945N 0021543W -
 550313N 0021717W - 552217N 0021300W -
 553343N 0012806W.

- b) Selection of 3737 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 Newcastle controlled airspace at all times.
- c) Whilst squawking 3737, pilots should be aware that Newcastle 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 3737 shall be deselected.

EGNT AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNT AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGNT-2-1

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

AD 2.EGNT-2-2

CONTROL ZONE and CONTROL AREA CHART

AD 2.EGNT-4-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGNT-5-1

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 07 GIRLI 1T - ICAO

AD 2.EGNT-6-1

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 GIRLI 1Y - ICAO

AD 2.EGNT-6-2

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 GIRLI 3X - ICAO

AD 2.EGNT-6-3

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 07 GIRLI 1T RWY 25 GIRLI 1Y GIRLI 3X

AD 2.EGNT-6-4

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) POL 1N RIMTO 2N - ICAO

AD 2.EGNT-7-1

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 07/25 ETSES 1J 1K - ICAO

AD 2.EGNT-7-2

STANDARD INSTRUMENT ARRIVAL CODING TABLES POL 1N RIMTO 2N

AD 2.EGNT-7-3

RNAV HOLD CODING TABLES ETSES

AD 2.EGNT-7-4

TRANSITION CODING TABLES ETSSES 1J 1K

AD 2.EGNT-7-5

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 07 - ICAO

AD 2.EGNT-8-1

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 07 - ICAO

AD 2.EGNT-8-2

INSTRUMENT APPROACH CHART RNP RWY 07 - ICAO

AD 2.EGNT-8-3

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 07 - ICAO

AD 2.EGNT-8-4

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 25 - ICAO

AD 2.EGNT-8-5

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 25 - ICAO

AD 2.EGNT-8-6

INSTRUMENT APPROACH CHART RNP RWY 25 - ICAO

AD 2.EGNT-8-7

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 25 - ICAO

AD 2.EGNT-8-8

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 07

AD 2.EGNT-8-9

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 25

AD 2.EGNT-8-10

EGNT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

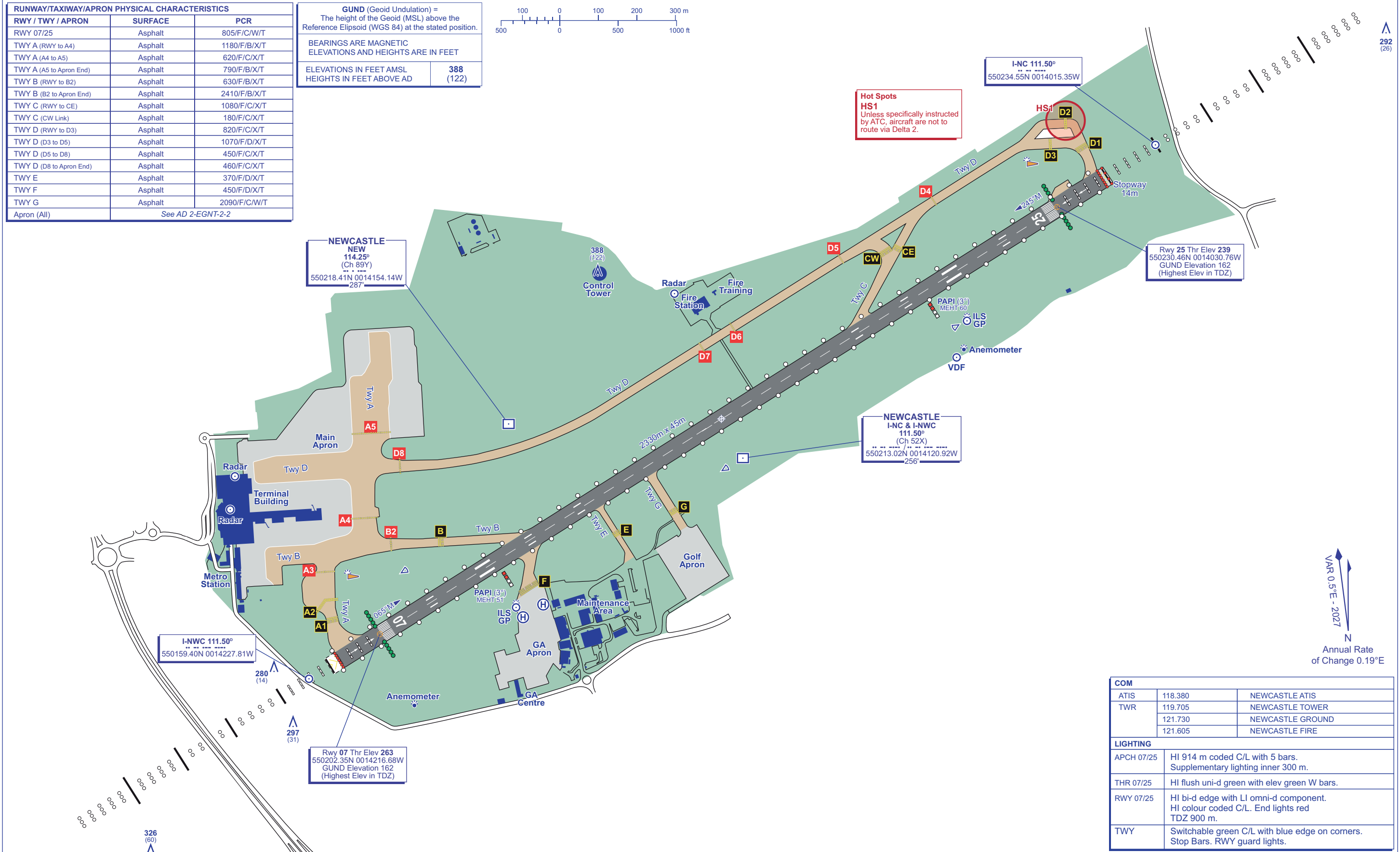
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AERODROME
CHART - ICAO

ARP 550217N 0014123W

AD ELEV 266FT

NEWCASTLE
EGNT

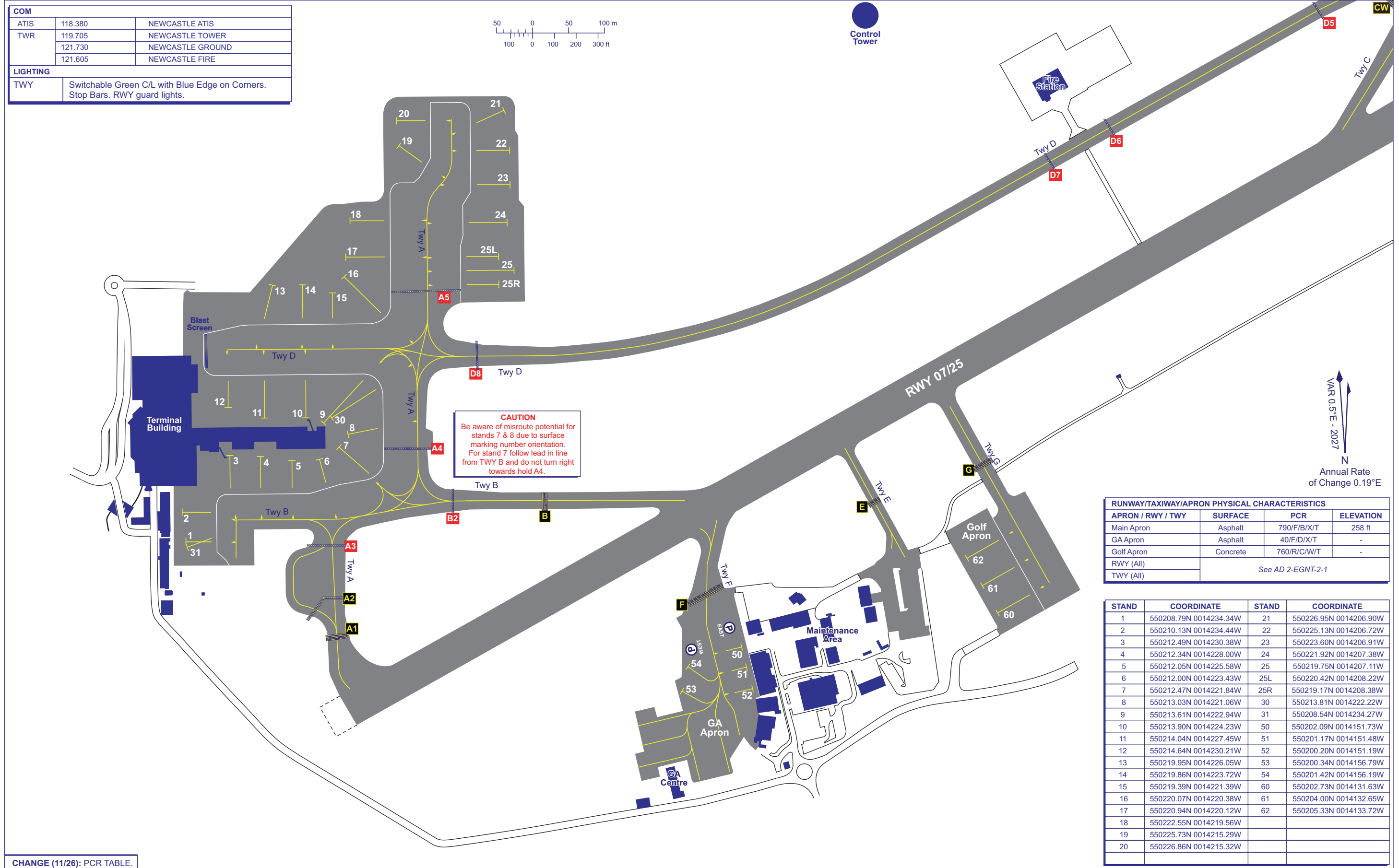


AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING
CHART - ICAO

ARP 550217N 0014123W

AD ELEV 266FT

NEWCASTLE
EGNT



3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO: - x - FATO surface: - -
4	True BRG of FATO	FATO:
5	Declared distance available	FATO:
6	APP and FATO lighting	-
7	RMK	Center Grass Triangle used for Rotary training. An area approx 100 M x 50 M cut short.

EGBN 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
NOTTINGHAM ATZ A circle, 2 NM radius, centred at 525515N 0010448W on longest notified runway (09/27)	Upper limit: 2138 FT ALT Lower limit: SFC	G	NOTTINGHAM RADIO English	-	Tue-Sat 0900-1600 (0900-1630).	The aerodrome is situated on the edge of the East Midlands CTA. Aircraft are to contact 'East Midlands Radar' for transit directions. ATZ 2000 FT AAL.

EGBN 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	NOTTINGHAM RADIO	134.880 A/G frequency	-	-	Tue-Sat 0900-1530 (0800-1600); Sun-Mon (monitored only)	-

EGBN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGBN AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Fixed-wing operations are permanently withdrawn. Nottingham City Airport (EGBN) is restricted to helicopter operations only. Runways are not available for fixed-wing use and declared distances do not apply. All helicopter operations shall be conducted in accordance with local procedures.
- Public Transport or Instructional flights exceeding 2730 KG are not accepted at this aerodrome.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- Power cables outside the southern and eastern boundary of ATZ, max elevation 445 FT AMSL. Power cables running northeast/ southwest inside northeast sector of ATZ, max elevation 328 FT AMSL.
- Model flying club situated approximately 1.9 NM northwest of AD at Nottingham Racecourse. Operating not above 400 FT AGL between 0930-2100 (0830-2000) all week.
- Permanently based cranes are situated in Nottingham City, with heights up to 400 FT.

1 Oct 2026

5 HELICOPTER OPERATIONS

- a) Helicopters shall park on the south apron, adjacent to the Arcus Helicopters hangar.

6 USE OF RUNWAYS

- a) Runways are not in use for fixed-wing aircraft. Runway lighting is retained for visual reference only for emergency service helicopters.

7 TRAINING

- a) Helicopter Training permitted in grass centre triangle.

EGBN AD 2.21 NOISE ABATEMENT PROCEDURES

- a) For noise abatement, join overhead or dead-side only.
b) For noise abatement, a 10 degree right turn after departure from Runway 21 is required to avoid Tollerton Hall and its surrounding properties. The rest of the 21 circuit remains the same.

EGBN AD 2.22 FLIGHT PROCEDURES**1 CIRCUITS**

- a) Circuit height: 800 FT QFE. (Fixed-wing do not descend below 800 FT. Maintain 200 FT separation from airport based rotary traffic).
b) Helicopter circuit height: 600 FT QFE.

EGBN AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBN AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGBN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

EGTH 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: 520519.48N 0001911.31W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGTH AD 2.16 HELICOPTER LANDING AREA**INTENTIONALLY BLANK****EGTH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE**

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
OLD WARDEN ATZ A circle, 2 NM radius, centred at 520512N 0001907W on runway 02/20	Upper limit: 2127 FT ALT Lower limit: SFC	G	OLD WARDEN INFORMATION English OLD WARDEN RADIO English	6000 FT	Activated by NOTAM.	ATZ will be temporarily established by NOTAM. ATS hours will coincide but may also operate separately. ATZ 2000 FT AAL.

EGTH 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	OLD WARDEN INFORMATION	130.705 DOC 10 NM/3000 FT.	-	-	Display Days and Special Events.	All aircraft to make calls to Old Warden Traffic outside of activated hours.
RADIO	OLD WARDEN RADIO	130.705 A/G frequency.	-	-	Display Days and Special Events.	All aircraft to make calls to Old Warden Traffic outside of activated hours.

EGTH AD 2.19 RADIO NAVIGATION AND LANDING AIDS**INTENTIONALLY BLANK****EGTH AD 2.20 LOCAL AERODROME REGULATIONS****1 AIRPORT REGULATIONS**

- PPR via the weblink - <https://oldwardenaerodrome.co.uk/ppr-booking-form>. Pilots use the aerodrome at their own risk and are required to read and accept the Terms and Conditions. For all other facilities see - <https://www.shuttleworth.org>.
- Based operators may fly outside of notified hours.
- A standard overhead join must be made at 1800 FT AAL.
- Aircraft operators must transmit their intentions, including standard position reports, when Old Warden Information Service is not operational.

2 GROUND MOVEMENT

- Do not backtrack runways, vacate the runway to the North West.

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- b) Aircraft must be parked well clear of the end and sides of Runway 12/30 at the NW end where manoeuvring space is limited.
- c) Old Warden Information Service can be visually identified as being operational when a flag is hoisted at the tower.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) Avoid overflying Home Farm immediately to the East of the aerodrome.
- b) Birds of prey, including kites, in the vicinity.
- c) Model aircraft may operate at times.
- d) Non-radio aircraft may conduct flight trials or display practise. Visiting pilots must keep a good look out and remain clear until safe to join.
- e) **Caution:** Runway 02X/20X extension, unmarked runways, and other unmarked surfaces are not available to aircraft except with approval from the Aerodrome Authority (conditions apply).
- f) With moderate and higher wind speeds, pilots should expect to encounter sink/turbulence on the approach to, and climb out from, all runways. Furthermore, pilots are also reminded that in moderate and higher wind speeds the wind gradient close to the surface can result in loss of airspeed and lift during the landing flare. In the past these effects have caught out highly experienced pilots be they flying heavy warbirds, or microlight type aircraft.
- g) Trees intersect the 20 approach and 02 climb out.

5 HELICOPTER OPERATIONS

- a) Helicopters must land airside of spectator fence and join as per fixed wing operations.

6 USE OF RUNWAYS

- a) Only Runway 02/20 is available to visiting aircraft. Other runways may be in use by based aircraft conducting test flights or practise display.
- b) 02X/20X only available with approval of Aerodrome Authority (conditions apply).

7 TRAINING

- a) No training permitted except with the written permission of the Aerodrome Authority.

EGTH AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Pilots should avoid overflight of all local villages where possible.

EGTH AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

- a) Circuit Height: 800 FT.
- b) Circuit Direction: Runway 20 LH, Runway 02 RH.
- c) All aircraft to make a full overhead join at 1800 FT AAL to allow any model flying to cease.

EGTH AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGTH AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGTH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Asphalt PCR 437/F/C/W/U Taxiway BRAVO: 15 M Surface: Asphalt PCR 369/F/A/X/U 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 to taxiway 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 WDI's 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
(EGTK14240) 19/APPROACH 01/ TAKE-OFF	TREE	515100.61N 0011906.59W	317 FT	40 FT	No	-

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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
(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	-
(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	-
(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	-
(EGTK12632) 01/APPROACH 19/ TAKE-OFF	TREE	514905.15N 0011939.68W	378 FT	81 FT	No	-
(EGTK11147) 01/APPROACH 19/ TAKE-OFF	TREE	514900.51N 0011943.67W	387 FT	61 FT	No	-
(EGTK12874) 01/APPROACH 19/ TAKE-OFF	TREE	514621.28N 0012012.67W	614 FT	82 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
(EGTK13620)	TREE	515216.32N 0011626.40W	425 FT	93 FT	No	-
(EGTK12964)	MONUMENT	515059.53N 0012210.49W	461 FT	128 FT	No	-
2022020034	CRANE	515039.93N 0012025.89W	499 FT	197 FT	No	Mobile construction crane at Cowells Road. Not present all the time. Operating within radius 350 M from position. End estimated December 2026.
(EGTK12290)	GP MAST	515027.30N 0011912.82W	296 FT	27 FT	Yes Marked_Red	-
(EGTK12285)	WDI	515021.78N 0011915.28W	291 FT	25 FT	Yes Marked_Red	-
(EGTK10021)	VDF	515017.03N 0011900.04W	275 FT	24 FT	Yes Red	-
(EGTK13017)	TREE	515015.72N 0012241.18W	498 FT	106 FT	No	-
(EGTK3383)	RADAR	515014.84N 0011938.66W	347 FT	85 FT	Yes Red	-
(EGTK3376)	TXRX MAST	515005.27N 0011933.46W	310 FT	49 FT	Yes Red	-
(EGTK3377)	TXRX MAST	515003.93N 0011933.89W	311 FT	51 FT	Yes Red	-
(EGTK4512)	MET MAST	515003.20N 0011924.15W	301 FT	41 FT	Yes Red	-
(EGTK11802)	WDI	515002.44N 0011921.95W	287 FT	27 FT	Yes Marked_Red	-
(EGTK5100)	NDB LIT	515000.28N 0011924.45W	294 FT	36 FT	Yes Red	-

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
PERMIT 112501	CRANE	514938.65N 0011836.26W	393 FT	165 FT	Yes Red	Mobile construction crane at Oxford Technology Park, Langford Lane. Not present all the time. Operating within radius 150 M from position. End estimated February 2027.
(EGTK10874)	TREE	514916.70N 0012028.49W	448 FT	97 FT	No	-
(EGTK13875)	MAST	514726.32N 0011044.77W	993 FT	554 FT	Yes Red	-
(EGTK3444)	MAST	514507.52N 0011111.62W	699 FT	144 FT	No	-
(EGTK13878)	MAST	514325.24N 0011806.95W	715 FT	179 FT	No	-
(EGTK13879)	MAST	514323.38N 0011802.05W	664 FT	133 FT	No	-
(EGTK13877)	MAST	514322.75N 0011805.79W	678 FT	143 FT	No	-

EGTK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	Form 214/215/415, TAF/METAR AIRMET, internet access, consultation.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	OXFORD
10	Additional information (limitation of service, etc.)	Routine observations made at H+20 and H+50 during ATS hours. IRVR 19 Threshold only.

EGTK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
01	010.68°	1526 x 30 M	RWY surface: Asphalt, Grooved PCR 437/F/C/W/U	514952.10N 0011918.22W 156.5 FT	THR 248.9 FT TDZ 256.9 FT	-
19	190.68°	1526 x 30 M	RWY surface: Asphalt, Grooved PCR 437/F/C/W/U	515034.05N 0011905.45W 156.5 FT	THR 258.3 FT TDZ 263.5 FT	-

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SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	150 x 150 M	1439 x 300 M	90 x 60 M -	-	-	RWY 01 Threshold displaced by 143 M.
-	175 x 150 M	1439 x 300 M	147 x 60 M -	-	-	RWY 19 Threshold displaced by 64 M.

EGTK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
01	1442 M	1592 M	1442 M	1319 M	-
19	1383 M	1558 M	1383 M	1319 M	-
19	1000 M	1174 M	1000 M	-	Take-off from intersection with Hold C1.

EGTK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	Omni-directional variable intensity RTIL either side of threshold. -	Green Light intensity high With elev green wingbars	PAPI Left/3° 29 FT 140 M	-	-	Bi-directional White 60 M spacing Light intensity high	HI Red	-	EDGE: Final 380 M amber.
19	Omni-directional variable intensity RTIL either side of threshold. Coded centre-line with three crossbars. 454 M Light intensity high	Green Light intensity high With elev green wingbars	PAPI Left/3° 41 FT 245 M	-	-	Bi-directional White 60 M spacing Light intensity high	HI Red	-	EDGE: Final 380 M amber.

EGTK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

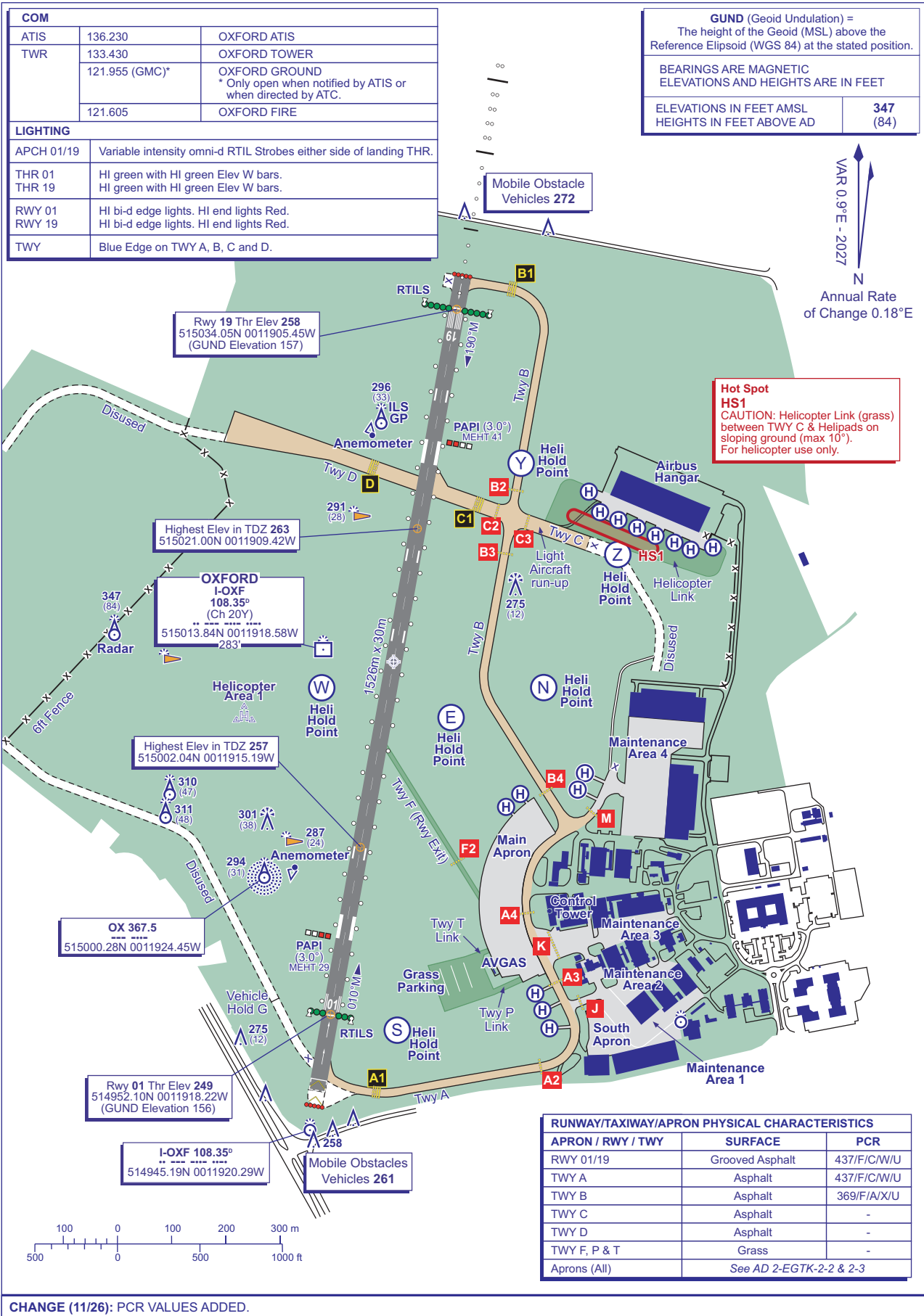
1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 01 - 515000.55N 0011921.78W (LGTD), Runway 19 - 515026.71N 0011913.83W (LGTD).
3	TWY edge and centre line lighting	EDGE: Blue edge lighting on Taxiways A, B, C and D.
4	Secondary power supply/switch-over time	Yes/15 seconds.
5	Remarks	Apron flood lighting available on Main Apron and South Apron. Low light levels in Maintenance Areas.

AERODROME
CHART - ICAO

ARP 515013N 0011912W

AD ELEV 263FT

OXFORD
EGTK

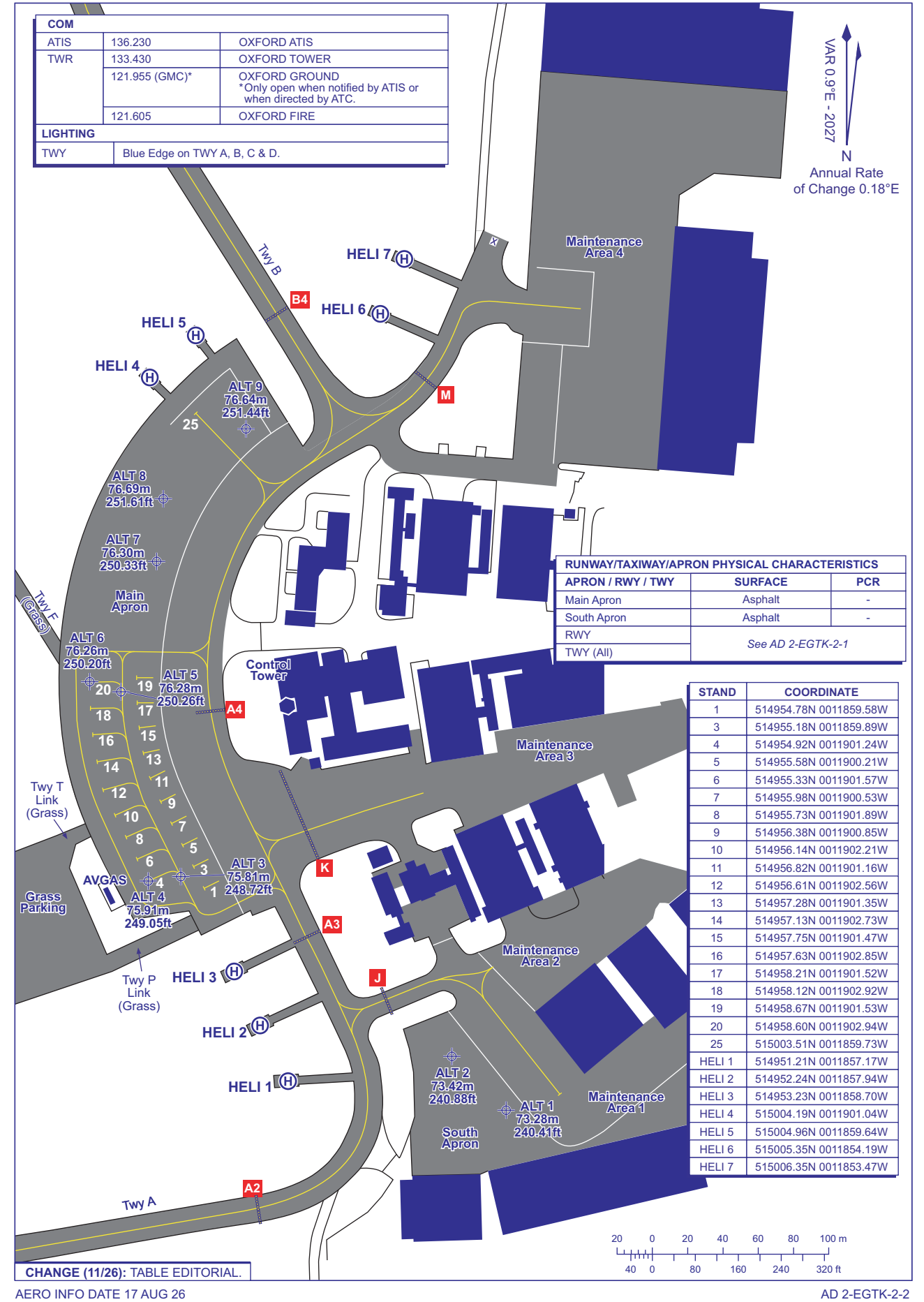


AIRCRAFT PARKING/DOCKING
CHART - ICAO

ARP 515013N 0011912W

AD ELEV 263FT

OXFORD
EGTK

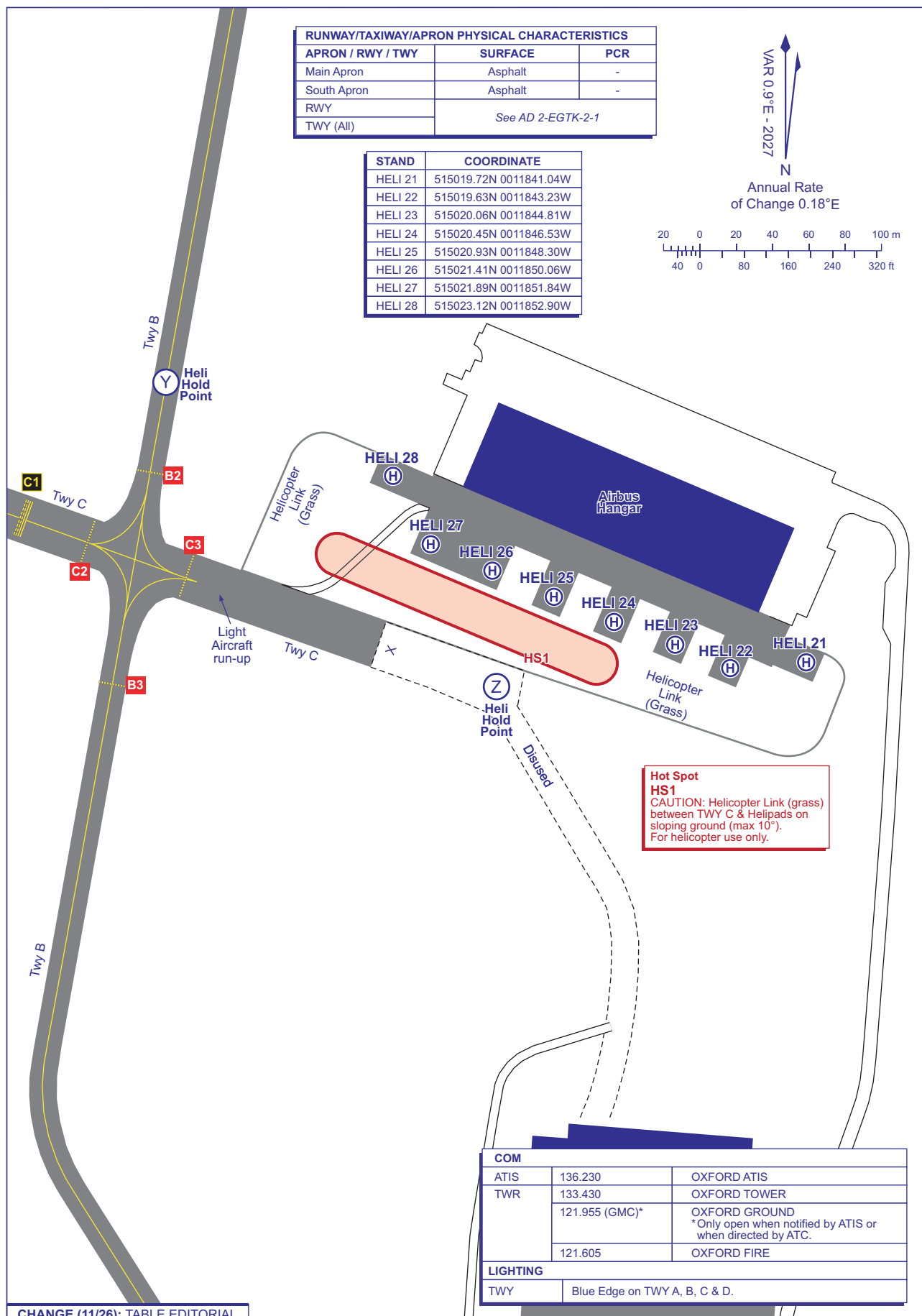


AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 515013N 0011912W

AD ELEV 263FT

OXFORD
EGTK



AERO INFO DATE 17 AUG 26

AD 2-EGTK-2-3

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EGPT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGPT 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	028.34°	853 x 27 M	RWY surface: Asphalt -	562615.91N 0032237.88W 171.9 FT	THR 390.4 FT -	-
21	208.34°	853 x 27 M	RWY surface: Asphalt -	562640.19N 0032214.24W 171.9 FT	THR 386.2 FT -	-
09	088.29°	609 x 22 M	RWY surface: Asphalt -	562615.46N 0032228.78W 171.9 FT	THR 391.8 FT -	-
27	268.29°	609 x 22 M	RWY surface: Asphalt -	562615.91N 0032201.60W 171.9 FT	THR 387.6 FT -	-
15	149.48°	622 x 36 M	RWY surface: Grass -	562632.47N 0032215.16W 171.9 FT	THR 393.7 FT -	-
33	329.49°	622 x 36 M	RWY surface: Grass -	562615.13N 0032156.71W 171.9 FT	THR 385.6 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 03
-	-	-	-	-	-	RWY 21
-	-	-	-	-	-	RWY 09 Threshold displaced by 143 M.
-	143 x 150 M	-	-	-	-	RWY 27
-	-	-	-	-	-	RWY 15
-	-	-	-	-	-	RWY 33

EGPT AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	853 M	853 M	853 M	853 M	-
21	853 M	853 M	853 M	853 M	-
15	622 M	622 M	622 M	622 M	-
33	622 M	622 M	622 M	622 M	-
09	609 M	609 M	609 M	466 M	-
27	466 M	609 M	609 M	609 M	-

EGPT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	-	Green Light intensity low	PAPI Left/3° 18 FT	-	-	Light intensity low	Red	-	-
21	-	Green Light intensity low	PAPI Left/3° 18 FT	-	-	Light intensity low	Red	-	-
09	-	-	-	-	-	Light intensity low	-	-	-
27	-	-	-	-	-	Light intensity low	-	-	-

EGPT 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	-
3	TWY edge and centre line lighting	CL: Link B green centre-line.
4	Secondary power supply/switch-over time	-
5	Remarks	Pilot controlled lighting available RWY 03/21 and PAPIs. 5 clicks within 5 seconds on 121.080 MHz, brings lights on for 10 minutes.

EGPT AD 2.16 HELICOPTER LANDING AREA

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EGPT 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
PERTH/SCONE ATZ A circle, 2 NM radius, centred at 562628N 0032226W on longest notified runway (03/21)	Upper limit: 2395 FT ALT Lower limit: SFC	G	PERTH RADIO English	3000 FT	0800-1600 (0700-1500).	The Dundee Category C instrument approach penetrates the Perth ATZ (when active) at 1800 FT AGL. ATZ 2000 FT AAL.

EGPT 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	PERTH RADIO	121.080 A/G frequency.	-	-	0900-1700 (0800-1600).	-

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGPK1880) 20/TAKE-OFF	TREE	552850.52N 0043536.87W	107 FT	40 FT	No	-
(EGPK1908) 20/TAKE-OFF	TREE	552850.16N 0043535.43W	107 FT	38 FT	No	-
(EGPK1845) 20/TAKE-OFF	AERIAL	552849.94N 0043539.44W	102 FT	32 FT	No	-
(EGPK1938) 20/TAKE-OFF	TREE	552849.69N 0043534.14W	107 FT	38 FT	No	-
(EGPK1878) 20/TAKE-OFF	LAMP POST	552838.63N 0043536.20W	124 FT	37 FT	No	-
(EGPK1800) 20/TAKE-OFF	TREE	552837.52N 0043541.71W	144 FT	77 FT	No	-
(EGPK1863) 20/TAKE-OFF	TREE	552834.75N 0043537.19W	143 FT	84 FT	No	-
(EGPK3845) 30/APPROACH	FLOODLIGHT	552717.81N 0042512.75W	627 FT	104 FT	No	-
(EGPK3802) 30/APPROACH	PYLON	552701.55N 0042626.91W	607 FT	149 FT	No	-
(EGPK3924) 30/APPROACH	PYLON	552527.14N 0042305.80W	751 FT	165 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGPK1765)	MAST	553330.85N 0043605.10W	674 FT	195 FT	Yes Solid Red	-
-	CRANE	552812N 0043821W	197 FT	197 FT	No	-
(EGPK3710)	TREE	552438.72N 0042837.64W	714 FT	39 FT	No	-
(EGPK3592)	PYLON	552438.52N 0043010.31W	729 FT	66 FT	No	-
(EGPK1188)	MAST	552434.58N 0044158.62W	1017 FT	147 FT	No	-
(EGPK1187)	MAST	552434.09N 0044200.47W	1057 FT	178 FT	No	-
(EGPK1161)	BUSH	552420.59N 0044236.99W	829 FT	5 FT	No	-
(EGPK1191)	TERRAIN	552359.08N 0044151.84W	773 FT	0 FT	No	-
(EGPK1166)	TERRAIN	552358.27N 0044225.57W	797 FT	0 FT	No	-
(EGPK3566)	PYLON	552318.21N 0043026.07W	723 FT	126 FT	No	-

EGPK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NETWORK OPERATIONS CENTRE: NORTHOLT
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	NETWORK OPERATIONS CENTRE: NORTHOLT H24
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

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7	Charts and other information available for briefing or consultation	Via Handling Agent.
8	Supplementary equipment available for providing information	Via Handling Agent.
9	ATS units provided with information	PRESTWICK
10	Additional information (limitation of service, etc.)	-

EGPK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
02	023.74°	1906 x 45 M	RWY surface: Asphalt PCN 60/F/C/X/U	552918.17N 0043514.61W 179.2 FT	THR 48.2 FT TDZ 48.2 FT	-
20	203.75°	1906 x 45 M	RWY surface: Asphalt PCN 60/F/C/X/U SWY surface: - PCN 35/F/C/X/T	553012.19N 0043432.76W 179.1 FT	THR 60.4 FT TDZ 60.4 FT	-
12	121.33°	2987 x 45 M	RWY surface: Concrete and asphalt PCN 90/R/C/W/T	553054.82N 0043641.31W 179.2 FT	THR 37.8 FT TDZ 37.8 FT	-
30	301.36°	2987 x 45 M	RWY surface: Concrete and asphalt PCN 90/R/C/W/T	553008.68N 0043427.83W 179.1 FT	THR 65.5 FT TDZ 65.5 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	93 x 150 M	-	-	-	-	RWY 02 Strip Dimensions: 2026 x 150 M. Landing threshold displaced by 81 M.
86 x 45 M	242 x 150 M	-	-	-	-	RWY 20 Strip Dimensions: 2111 x 280 M.
-	184 x 150 M	3107 x 280 M	-	-	-	RWY 12 Landing threshold displaced by 244 M. Paved shoulders extend 23 M beyond each side of the runway for 2134 M from the threshold of Runway 30 and for 8 M beyond each side and end of the runway thereafter.
-	89 x 150 M	3107 x 280 M	-	-	-	RWY 30 Paved shoulders extend 23 M beyond each side of the runway for 2134 M from the threshold of Runway 30 and for 8 M beyond each side and end of the runway thereafter. The downslope gradient over the first 400 M of LDA is: RWY 30 - 1.25%.

EGPK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
12	2987 M	3171 M	2987 M	2743 M	-
30	2987 M	3075 M	2987 M	2987 M	-
12	2445 M	2629 M	2445 M	-	Take-off from Hold Kilo.
12	1453 M	1637 M	1453 M	-	Take-off from Hold Mike.
12	1366 M	1550 M	1366 M	-	Take-off from intersection Tango.
12	1190 M	1374 M	1190 M	-	Take-off from Hold November.
12	1128 M	1312 M	1128 M	-	Take-off from Hold Foxtrot.
30	2899 M	2988 M	2899 M	-	Take-off from intersection INT.
30	2678 M	2766 M	2678 M	-	Take-off from Hold Quebec.
30	1904 M	1992 M	1904 M	-	Take-off from Hold Foxtrot.
30	1841 M	1930 M	1841 M	-	Take-off from Hold November.
30	1652 M	1740 M	1652 M	-	Take-off from intersection Tango.
30	1589 M	1677 M	1589 M	-	Take-off from Hold Mike.
02	1906 M	1999 M	1906 M	1825 M	-
20	1906 M	2147 M	1991 M	1906 M	-
02	1906 M	2000 M	1906 M	-	Take-off from intersection Sierra.
02	1229 M	1322 M	1229 M	-	Take-off from Hold Yankee.
02	772 M	865 M	772 M	-	Take-off from Hold Whiskey.
20	1710 M	1951 M	1795 M	-	Take-off from Hold R1.
20	1158 M	1399 M	1243 M	-	Take-off from Hold Whiskey.
20	700 M	941 M	785 M	-	Take-off from Hold Yankee.

EGPK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
02	-	Green Light intensity high With green wingbars	PAPI Left/3° 58 FT 399 M	-	-	HI bi-directional with LI omni-directional component 64 M spacing	Red	-	-
20	Centre-line with one crossbar. 420 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3.5° 57 FT 341 M	-	-	HI bi-directional with LI omni-directional component 64 M spacing	Red	175 M Red	-
12	Coded centre-line with five crossbars. 853 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 58 FT 420 M	-	Colour coded 2987 M 30 M spacing Light intensity high	Elev HI bi-directional with LI omni-directional component 60 M spacing	Red	-	EDGE: These show red in NW direction between NW end of the runway and the displaced 12 threshold.
30	Coded centre-line with five crossbars. 890 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3.5° 64 FT 450 M	-	Colour coded 2987 M 30 M spacing Light intensity high	Elev HI bi-directional with LI omni-directional component 60 M spacing	Red	-	EDGE: These show red in NW direction between NW end of the runway and the displaced 12 threshold.

EGPK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: Adjacent to both ILS glidepath aeralis. 553051.63N 0043621.16W, 553018.27N 0043441.90W (LTGD).
3	TWY edge and centre line lighting	CL: Green centre-line lights on Taxiway Romeo. EDGE: Blue edge lights on Taxiway Sierra.
4	Secondary power supply/switch-over time	During LVP operations changeover from standby power to mains takes place in less than 1 second. During visual or non-precision operations changeover from mains to standby generator takes maximum 15 seconds in event of full mains failure.
5	Remarks	Floodlights on Aprons A and B, mobile floodlighting available on request. Obstacle lighting.

EGPK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	-
2	TLOF and/or FATO elevation	-
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO: - x - FATO surface: - -
4	True BRG of FATO	FATO:
5	Declared distance available	FATO:
6	APP and FATO lighting	-
7	RMK	Refer to item AD 2.20, paragraph 5. A helicopter aiming point is marked on Runway 12/30 between Links Mike and November. Runway thresholds may also be used, at the discretion of ATC.

EGPK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
PRESTWICK CTR 553734N 0044227W - 552838N 0041639W thence clockwise by the arc of a circle radius 11 NM centred on 553034N 0043540W to 552150N 0042400W - 553044N 0044945W thence clockwise by the arc of a circle radius 8 NM centred on 553034N 0043540W to 553734N 0044227W	Upper limit: 5500 FT ALT Lower limit: SFC	D	PRESTWICK APPROACH English	6000 FT	-	-
PRESTWICK ATZ A circle, 2.5 NM radius, centred at 553034N 0043540W on longest notified runway (12/30)	Upper limit: 2065 FT ALT Lower limit: SFC	D	PRESTWICK APPROACH English	6000 FT	H24	ATZ 2000 FT AAL.

EGPK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	PRESTWICK APPROACH	121.500 Emergency frequency O/R.	-	-	H24	-
		129.455 DOC 40 NM/ 19,500 FT.	-	-	H24	
TWR	PRESTWICK TOWER	118.155 DOC 25 NM/6,000 FT.	-	-	H24	-
		121.500 Emergency frequency O/R.	-	-	H24	
		127.155 As directed by ATC.	-	-	H24	
RADAR	PRESTWICK RADAR	121.500 Emergency frequency O/R.	-	-	H24	-
		124.630 As directed by ATC.	-	-	H24	
		129.455 DOC 40 NM/ 19,500 FT.	-	-	H24	
ATIS	PRESTWICK INFORMATION	121.130	-	-	H24	-
OTHER	PRESTWICK FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGPK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.65°W (2027)	IPP	110.300 MHz	H24	553000.19N 0043403.31W		(RWY 12)
ILS/GP	IPP	335.000 MHz	H24	553052.15N 0043621.68W		3° ILS Ref Datum Hgt 53 FT. The quality of the guidance provided does not permit the use of the facility for coupled approaches below 200 FT. Full scale flydown indications may not be maintained when high above the glide path sector. Caution is advised on approach.
ILS/LOC I 0.68°W (2027)	IKK	110.300 MHz	H24	553101.73N 0043701.31W		(RWY 30)
ILS/GP	IKK	335.000 MHz	H24	553018.01N 0043440.60W		3.5° ILS Ref Datum Hgt 57 FT. A weak signal may be experienced below the glide path slope at 8 degrees right of the centre-line.

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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 0.71°W (2027) 0.9°W (2025)	TRN	122X 117.500 MHz	H24	551848.28N 0044701.91W	586 FT	VOR DOC: 20 NM/50,000 FT, 30 NM/ 50,000 FT in Sector R056-106 and 45 NM/50,000 FT in Sector R356-056. DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001). Due to terrain effects bearing errors of greater than 4 may occur in Sector R171-181. In addition coverage at low level is reduced in Sector R066-106.
NDB (L) 0.66°W (2027)	PIK	355.000 kHz	H24	553021.92N 0043438.11W		DOC 30 NM.
ILS/DME	IKK	40X	H24	553028.11N 0043538.49W	48 FT	(RWY 30) DOC 25 NM/10,000 FT. Zero range is indicated at THR of Runway 12 and 30.
ILS/DME	IPP	40X	H24	553028.11N 0043538.49W	48 FT	(RWY 12) DOC 25 NM/10,000 FT. Zero range is indicated at THR of Runway 12 and 30.

EGPK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Pilots are to 'book-out' by telephoning ATC.
- Traffic flow management of inbound, outbound and local aircraft may be applied without notice.
- Aircraft with tail skids will not be permitted to use the aerodrome without first having been fitted with some form of wheel to prevent surface damage.
- The wearing of high visibility clothing is mandatory by all personnel working on airside areas.
- Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
- Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to UK Border Force. Transport to and from the UK Border should be arranged with the Handling Agent.
- Aprons A & B are subject to security restrictions and searches.

2 GROUND MOVEMENT

- Holding positions are indicated at night by a row of red lights across the taxiway. Aircraft are not permitted to proceed on to the runway unless these lights have been extinguished or permission has been given by ATC.
- To prevent soil erosion by jet blast, an area contiguous with the beginning of Runway 30 has been concreted. This area is not load bearing and aircraft should not be taxied across it during line up for take-off. A hatched area separates this area from the runway.
- ATC taxiing instructions should be strictly observed.
- Link November has a reduced width of 16 M and is only available for aircraft up to and including Code B size.
- Only marked taxiways to be used.
- The arrangement of the Terminal apron, piers, stand numbers, nose wheel guide lines and alignment bars are shown at AD 2-EGPK-2-2.
- The taxiway Route to/from Spirit Aero systems and HMS Gannet is via Link Tango.
- Holding Point M is available to aircraft up to code F. During hours of darkness and low visibility all aircraft must use a follow me vehicle.
- The first 100 M of paved surface from Runway 30 threshold has been marked to provide 50 M width for large aircraft turning. All turns must be executed in a clockwise direction. Concrete outside the runway edge markings is unfit for the movement of aircraft. Any pilot who may require marshaller assistance is to advise ATC before taxi.
- Commanders of wide-bodied aircraft are reminded that minimum power only should be applied on Taxiway Juliet, particularly when entering the runway via holding point Juliet.
- Aircraft that require starting by manual swinging of propellers are only permitted to undertake engine starting as a two person operation. An assistant familiar with manual swinging of propellers must be present in addition to the pilot in command and both persons must carry out the operation in a safe manner.
- Link R1 is a dual holding point. Aircraft will be held parallel to Runway 30, when instructed by ATC access is via Runway 20.
- Due to limited line of sight of certain parts of the manoeuvring area, such as Aprons A, B, G & H and the Southwestern section of Taxiway S south of holding point W, ATC may request additional position reports. Pilots should maintain a good lookout in these areas.
- Taxiway R east of holding point R1 to holding point R2 has reduced separation of 167 M from Runway 12/30 centreline. ATC will hold aircraft at holding point R2 as required in accordance with local procedures.

3 CAT II/III OPERATIONS

Not Applicable

4 WARNINGS

- a) Except for light signals, ground signals are not displayed.
- b) Aircraft carrying out circuits on Runway 02/20 are warned of rising ground to the Northeast.
- c) Pilots are advised that bird numbers have been assessed as 'severe' during migratory periods (Oct/Nov and Mar/Apr). During Spring and Autumn, bird concentrations may be present on surrounding agricultural land. Active dispersal methods are employed within the Airport's boundaries. This will be the subject of a NOTAM.
- d) Because of the extreme width of the concrete/asphalt surface forming Runway 12/30 (92 M) paved shoulders extend 23 M beyond each side of the runway. In certain conditions (poor visibility and at night) the edge lights may be mistaken for the centre-line (albeit the edge lights are raised and the centre-line lights are flush mounted). Pilots of departing aircraft should exercise extreme caution when lining up on the centre-line of the runway in such circumstances.
- e) When visibility is less than 800 M, Low Visibility Procedures will be applied. Pilots will be informed by RTF or ATIS. Pilots are advised that these procedures can cause delays for inbound and outbound traffic.
- f) When RVR is less than 600 M, only one aircraft movement is permitted at a time on the manoeuvring area.
- g) The maximum reportable RVR value for Runway 30 is 1400 M.
- h) Caution Runway Incursion Prevention. Dual runway hold at Runway 02/20. Pilots are to adhere to ATC instructions / information and relevant ground markings at all times. See Aerodrome charts for hotspot location.
- i) Grass Cutting - Consequent upon the implementation of the long grass programme relating to the control of birds, the following will be introduced:

Grass cutting may take place on a daily basis between April and October inclusive within the strip enclosing Runways 12/30 and 02/20.

- j) Deer hazard, aircrews to report any sightings to ATC.
- k) Low level mechanical turbulence due to terrain and the presence of buildings on short final for all runways can affect the wind, resulting in the reported wind speed sometimes being lower than that experienced by pilots.

5 HELICOPTER OPERATIONS

- a) Civil helicopters operating to Prestwick will normally be allocated to Apron G or H. Such helicopters are to operate to/from Aprons G and H by approaching to/from the aiming point marked on Runway 12/30 between Links M and N.
- b) Military helicopters may operate directly to and from Apron C, subject to ATC permission.
- c) At ATC discretion, the thresholds of Runways 12/30 and 02/20 may also be used as aiming points.
- d) Helicopters may 'air' or 'ground' taxi between the aiming point and the designated parking area, including the military parking circles. Due to the surface condition of Apron C, only marked designated taxiway routes should be used.

6 USE OF RUNWAYS

- a) Runway surface conditions are reported in accordance with the Global Reporting Format.

7 TRAINING

- a) Aircraft training slots are to be requested from ATC: 01292-511107.
- b) The use of the airport for circuit and instrument training purposes is subject to the prior arrangement with ATC operations, Tel: 01292-511107.
- c) ATC must be advised of any cancellations. Any training slot delayed by 30 minutes or more will be deemed to have been cancelled and the slot re-negotiated.
- d) Failure to cancel a booked slot may result in cancellation charges.
- e) The filing of a flight plan for a training slot does not imply acceptance.
- f) Asymmetric flight must not be carried out without ATC permission.
- g) From 1900-0800 (1800-0700) jet circuit training is not available due to noise abatement. Non jet aircraft may be accepted subject to PPR.
- h) No training will be accepted on Tuesdays between 0800-1200 (0700-1100) due to essential airfield maintenance.

EGPK AD 2.21 NOISE ABATEMENT PROCEDURES

1 NOISE PREFERENTIAL PROCEDURES

- a) Operators of all aircraft using the airport should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
- b) These requirements may at any time be departed from, to the extent necessary, for avoiding immediate danger and for complying with the instructions of ATC.
- c) All aircraft using the aerodrome shall maintain as high an altitude as practicable.
- d) Aircraft using the ILS in IMC or VMC shall not descend below 2000 FT before intercepting the glidepath unless directed by radar, nor thereafter fly below it. An Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being lower than the approach path which would be followed by an aircraft using the ILS glidepath.

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- e) All airline crew training circuits shall be flown at a height of at least 1500 FT AAL. In other respects training aircraft shall comply with the procedures and routeings detailed in this notice together with procedures laid down by GPA Ltd with regard to training circuits.
- f) Noise from ground running of aircraft engines is controlled in accordance with instructions issued by GPA Ltd.

2 NOISE PREFERENTIAL ROUTES

- a) The Noise Preferential Routes (NPR) specified below are compatible with ATC requirements and shall apply in both IMC and VMC.
- b) The tracks are to be flown by all departing jet aircraft and by all other aircraft of more than 12,500 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

Departure Runway	NPR
12	Climb straight ahead until passing DME I-PP or I-KK 4, or until passing 3000 FT ALT.
30	Climb straight ahead and after passing DME I-PP or I-KK 1.0 turn left onto track not North of 288°M until passing 3000 FT ALT.

- c) The following NPR's will apply to circuit training as follows:

Departure Runway	NPR
12	Climb straight ahead until 1500 FT HGT / 1600 FT ALT before turning left or right into the circuit.
30	Climb straight ahead and after passing DME I-PP or I-KK 1.0 turn left onto track 288°M until 1500 FT HGT or 1600 FT ALT before turning left or right into the circuit.

3 VISUAL CIRCUITS

- a) Aircraft carrying out right hand visual circuits on Runway 30 should avoid overflying Troon.

EGPK AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

- a) The Standard Arrival Routes for arrivals from the ATS route system are as follows, and are detailed at AD 2-EGPK-7-1

Approach from	Via	Route
Southeast and South	N601/UN601, UN590	ASLIB - ENIPI - direct TRN For Runway 30 arrivals, tactical routing to SUMIN may be given.
Southwest	P600	BLACA - P600 - TRN

- b) Arrival routes from all other directions are as follows:

Approach from	Via	Route
North and Northeast	P600	Direct to TRN or SUMIN REP by Scottish ACC, or transferred to Glasgow Approach for transit of the Glasgow CTR/CTA and/or Scottish TMA.
East	Y96	Tactical routing to TRN or SUMIN by Scottish ACC.
West and Northwest	N562	Routed direct to TRN by Scottish ACC.

- c) Inbound aircraft other than from the Airways Route Structure:

- i. Aircraft wishing to enter the CTR or CTA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace.
- ii. Pilots inbound to Prestwick under VFR must contact Prestwick Approach Control and request clearance to enter the Prestwick CTR/CTA at least 10 minutes before reaching the CTR/CTA boundary. VFR and Special VFR aircraft will usually be instructed to route either via one of the designated VFR routes or via Visual Reference Points (see paragraphs 5 to 8).

- d) Aircraft routing inbound from other Scottish TMA airfields will be cleared the PIK NDB not below the MSA.

- e) Approach Procedures with Radar Control

- i. When Prestwick inbound traffic is being sequenced by radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.

EGKR 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
07R	-	Light intensity high Green wingbars.	APAPI Left/ 4.25° 20 FT	-	-	Elev bi-directional with omni-directional component 897 M 59 M spacing. White Light intensity high	Red Light intensity high	-	Approach: Pilot Activated Lighting available.
25L	Centre-line Simple Bar, with one cross bar at 265 M and one light prior to cross bar. 318 M Light intensity high	Light intensity high Green wingbars.	PAPI Left/3.5° 20 FT	-	-	Elev bi-directional with omni-directional component 897 M 59 M spacing. White Light intensity high	Red Light intensity high	-	Approach: Pilot Activated Lighting available.
H07	-	-	-	-	-	HI Fixed flush edge lights.	-	-	-
H25	-	-	-	-	-	HI Fixed flush edge lights.	-	-	-

EGKR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 511301N 0000837W Flashing White/Green HN
2	LDI location and lighting Anemometer location and lighting	Anemometer: Adjacent to Hold E2. Lit H24.
3	TWY edge and centre line lighting	EDGE: Taxiway A, E and H Blue edge lights.
4	Secondary power supply/switch-over time	Generator/5 seconds.
5	Remarks	-

EGKR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	FATO H07/H25: DIR H07: 511245.20N 0000824.82W 149.0 FT FATO H07/H25: DIR H25: 511246.69N 0000816.19W 149.0 FT FATO H18/H36: DIR H18: 511247.71N 0000845.10W 149.0 FT FATO H18/H36: DIR H36: 511242.50N 0000844.57W 149.0 FT
2	TLOF and/or FATO elevation	FATO H07/H25: DIR H07: 202.0 FT FATO H07/H25: DIR H25: 204.0 FT FATO H18/H36: DIR H18: 224.0 FT FATO H18/H36: DIR H36: 219.0 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO H07/H25: 170 M x 20 M FATO surface: Grass - flush concrete markings FATO H18/H36: 160 M x 20 M

		FATO surface: Grass - flush concrete markings
4	True BRG of FATO	FATO H07/H25: DIR H07: 074.63° FATO H07/H25: DIR H25: 254.63° FATO H18/H36: DIR H18: 176.34° FATO H18/H36: DIR H36: 356.34°
5	Declared distance available	FATO H07/H25: DIR H07: FATO H07/H25: DIR H07: FATO H07/H25: DIR H25: FATO H07/H25: DIR H25: FATO H18/H36: DIR H18: FATO H18/H36: DIR H18: FATO H18/H36: DIR H36: FATO H18/H36: DIR H36:
6	APP and FATO lighting	FATO H07/H25: DIR H07: Lighting: Edge HI Fixed flush edge lights. FATO H07/H25: DIR H25: Lighting: Edge HI Fixed flush edge lights. FATO H18/H36: DIR H18: Lighting: Other location Portable LED lights available.
7	RMK	H07/H25: Pilot Activated Lighting available.

EGKR 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
REDHILL ATZ 511134N 0001048W thence clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511230N 0000511W - 511134N 0001048W	Upper limit: 2222 FT ALT Lower limit: SFC	D G	REDHILL TOWER English	6000 FT	0845-1715 (0745-1815).	In the event of being unable to establish 2-way communications with Redhill Tower on 119.605 MHz, pilots wishing to transit the ATZ should contact Gatwick Director on 126.825 MHz. Partly within the London Gatwick CTR and CTA and also partly below Controlled Airspace. Special procedures apply in the Redhill Local Flying Area. ATZ 2000 FT AAL.

EGKR 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	REDHILL TOWER	119.605 DOC 25 NM/4000 FT.	-	-	0845-1715 (0745-1815).	Outside these times, aircraft requiring to transit the ATZ contact Gatwick Director on 126.825 MHz.
ATIS	REDHILL INFORMATION	125.305 DOC 20 NM/3000 FT.	-	-	H24	Automated observations outside ATC hours.

EGKR AD 2.19 RADIO NAVIGATION AND LANDING AIDS**INTENTIONALLY BLANK****EGKR AD 2.20 LOCAL AERODROME REGULATIONS****1 AIRPORT REGULATIONS**

- a) The Aerodrome is not available to flex-wing microlight aircraft.
- b) Aerodrome not available to aircraft unable to communicate by radio.
- c) All pilots and persons operating on the manoeuvring area are required to wear high visibility clothing at all times. Pilots or operations staff wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft.
- d) Use of the Aerodrome outside ATC hours is restricted to operators who have obtained prior approval from the Aerodrome Manager or SATCO. Specific procedures apply, details will be provided when approval is given.
- e) Use of Aerodrome by aircraft not equipped with a serviceable transponder is subject to prior approval from the Aerodrome Licensee.
- f) Details of arrival, departure and circuit patterns are available via www.redhillaerodrome.com.

2 GROUND MOVEMENT

- a) Fixed-wing aircraft operations are confined to the marked runways and taxiways and to the grass areas north of Runway 07R/25L. Unmarked taxiways should not be used without ATC permission.
- b) Pilots of fixed-wing aircraft must exercise caution when taxiing on the grass, especially west of Runway 18/36 where the surface is uneven in places.
- c) Hangar Apron - a dashed yellow advisory centre-line is marked to assist pilots in avoiding obstacles located adjacent to the apron. This centre-line is based on aircraft with a wing span of up to but not including 11 M. A red safety line is marked on the eastern edge of the paved apron, aircraft must be parked behind this line. Pilots unsure about their wing tip clearance should either obtain the services of a competent "wing-walker" or request assistance from the ARFFS via ATC.
- d) Traffic lights control non-radio vehicles between holds H2 and E1. Radio equipped vehicles may be instructed by ATC to proceed past a red signal. These traffic lights do not apply to taxiing aircraft.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) The aerodrome is subject to waterlogging.
- b) The surface slopes up 10 FT from the centre to the West boundary.
- c) Intensive helicopter operations (Caution wake turbulence): Care must be taken by fixed-wing pilots on approach and departure from all runways not to drift into the helicopter circuit area. Do not vacate any runway until instructed to by ATC.
- d) Air Taxiing helicopters direct a forceful blast of air downwards which rolls out in all directions. Also, when a helicopter's weight is transferred from the landing gear to the rotor a strong downwash is created. Fixed-wing aircraft should not be parked close to helicopter aprons.
- e) Helicopters may not comply with standard RTF procedures.
- f) When Runway 18/36 is in use it is not possible to provide separation between the runway and air-taxiing helicopters. Consequently, delays may occur to both helicopters and fixed-wing aircraft.
- g) Operations by Police, Air Ambulance and commercial helicopters take place H24.
- h) Ridge running east - west 545 FT AMSL 1.3 NM north of the aerodrome.
- i) Caution: Model aircraft flying (North Downs Flyers) approximately 1.3 NM from the threshold of Runway 18 310 M west of centre-line up to 400 FT AGL/790 FT AMSL.
- j) Caution: Model aircraft flying (Esher & District Model Flying Club) approximately 2 NM from the threshold of Runway 07R 170 M south of centre-line up to 400 FT AGL/575 FT AMSL.

5 HELICOPTER OPERATIONS

- a) Two grass heli-strips (H07/H25 and H18/H36) are marked on the Aerodrome with standard ICAO markings and are available for helicopters up to and including 13 M overall length. Larger helicopters will operate from the marked hover squares or the fixed-wing runways.
- b) The helicopter operating areas (heli-strips, confined areas and sloping ground) are separated from the fixed-wing runways and procedures are in place that permit independent and simultaneous helicopter/fixed-wing operations. Special procedures apply to A139 helicopters or larger. Helicopters will only be parked on marked grass or concrete pads. Non based helicopters will be directed by ATC to an appropriate pad.
- c) Night Operations
 - i. Helicopters are not permitted to arrive and depart via unlit areas of the Aerodrome unless operators have procedures, agreed with the Aerodrome Licensee, published in their Operations Manual.
 - ii. At night helicopters will operate to/from H07/H25 (equipped with flush green edge lights) or Runway 07R/25L.

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- iii. Additionally a lighted concrete helipad, equipped with green FATO LED edge lights, blue LED taxi area lights and red LED stop line lights, is available adjacent to the Air Ambulance Kent Surrey Sussex (AAKSS) hangar. Use of this pad is PPR through AAKSS Ops.

- d) Helicopters operating in the visual circuit must remain east of the Redhill-Brighton Railway Line.

6 USE OF RUNWAYS

- a) Runway 07R/25L is the preferential runway.
- b) Runway 07L/25R is primarily used as a taxiway, it is only available as a runway when Runway 07R/25L is NOTAM out of service.
- c) The aerodrome is equipped with Pilot Activated Lighting, pre-set to 10% intensity. Details from Aerodrome Licensee.
- d) An unlicensed paved runway 06/24 is available for use by fixed-wing aircraft when the licensed grass runways are unserviceable. Helicopters equipped with wheeled undercarriage may be directed to use this facility when the grass areas are soft. Details on this runway are available on the aerodrome website www.redhillaerodrome.com
- e) Runway 18/36 is not available to aircraft that are not equipped with a serviceable transponder.

7 TRAINING

- a) Training is restricted to based operators and approved helicopter operations.

EGKR AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Pilots are to operate their aircraft in a manner that will minimise the disturbance caused to local residents.
- b) Aerobatic manoeuvres are prohibited within the Redhill ATZ.
- c) Runway 07R/25L is the preferential runway.
- d) Fixed-wing aircraft departing Runway 07L/R must climb straight ahead, tracking the extended centre-line, until passed Henhaw Farm before turning on track.
- e) Fixed-wing aircraft departing Runway 25L/R must climb straight ahead, tracking the extended centre-line, until reaching the centre of Benting Wood before turning on track.
- f) Multi-engine fixed-wing aircraft may only use Runway 18/36 when the surface wind precludes the safe use of Runway 07R/25L.
- g) Circuit training by multi-engine fixed-wing aircraft is not permitted on Runway 18/36.
- h) Circuit training by multi-engine fixed-wing aircraft is not permitted on a Sunday.
- i) Helicopter night flying training within the ATZ is not permitted Mon-Fri after 2359 (2300).
- j) Helicopter night flying training within the ATZ is prohibited on Saturday and Sunday.
- k) During ATC hours all ground running of helicopters for maintenance purposes is subject to ATC approval. Except for Police and Air Ambulance helicopters ground runs may not take place prior to 0800 (0700) hours or after 2100 (2000) hours.
- l) Except for Police, Air Ambulance and based news gathering helicopters flights are not normally permitted during 0001-0700 (2301-0600) Mon-Sat or during the periods of 0001-0800 (2301-0700) and 2200-2359 (2100-2300) on a Sunday.
- m) Helicopters departing from the Runway 18 displaced threshold markings to the north are to use their best angle of climb speed.
- n) Except for Category A or B flights (MATS Part 1 Section 1 Chapter 4) helicopter departures or arrivals below the circuit altitude are not permitted.
- o) Helicopter departures or arrivals via the Runway 18 displaced threshold markings are not permitted if the tail wind component exceeds 10 KTS.

EGKR AD 2.22 FLIGHT PROCEDURES

1 GENERAL

- a) All procedures are based on Redhill QNH. ATC will provide QFE when requested by pilots.
- b) Variable circuits, no dead-side, helicopters will fly a circuit pattern opposite to that used by fixed-wing aircraft. Circuit height: Fixed-wing and Helicopters 1200 FT QNH.
- c) All inbound aircraft must establish contact with Redhill ATC at least 5 minutes prior to their ETA.
- d) Runway 18 departing fixed-wing aircraft must commence their left turn within 0.5 NM of crossing Taxiway C/D and track 070°(M) on the crosswind leg.
- e) Runway 36 fixed-wing aircraft must turn right base at Burstow Park Farm and track 250°(M) to turn onto final approach at a range not greater than 0.5 NM of the threshold. Report FINAL on crossing the M23 motorway.

2 VFR ARRIVAL AND DEPARTURE PROCEDURES

- a) ATC will require all VFR/SVFR aircraft to enter and leave the ATZ by routeing via one of the VRPs (listed in paragraph 4) as follows:
 - i. Fixed-wing aircraft:
 - 1. Join at 1400 FT QNH. If required to join overhead - enter the ATZ on the runway QDM remaining within the fixed-wing circuit area. When instructed, descend to circuit height and join the visual circuit pattern. Note: overhead join is not available when Runway 36 is in use or on other runways when operating SVFR.
 - 2. Departures are to fly not above 1400 FT QNH until passed the appropriate VRP.
 - ii. Helicopters:

1. Join at 1200 FT QNH and enter the circuit pattern via the appropriate VRP or outside the Gatwick CTA.

Note: When Runway 18/36 is in operation helicopters joining from the east may be instructed to route from Godstone Railway Station to the eastern aerodrome boundary at 700 FT QNH.

2. Departures are fly between 700 FT and 1200 FT QNH until passed the appropriate VRP or until outside the Gatwick CTA.

3 REDHILL LOCAL FLYING AREA (LFA) AND PROCEDURES

- a) The southern half of Redhill aerodrome lies within the Gatwick CTR and the northern half lies beneath the Gatwick CTA. During the hours of watch of Redhill ATC, subject to the restrictions listed in paragraph (b), VFR and SVFR flights without reference to Gatwick ATC may be made within a LFA which is bounded by the following positions:

511405N 0001047W - 511437N 0000656W thence south by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511230N 0000511W - 511134N 0001048W - 511248N 0001240W - 511258N 0001129W thence north by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511405N 0001047W.

- b) The following restrictions apply within that part of the Redhill LFA that lies within the Gatwick CTR (Area A) (i.e. south of a line joining positions 511258N 0001129W - 511234N 0000510W):
 - i. Aircraft are to remain clear of cloud and with the surface in sight;
 - ii. Maximum altitude — 1400 FT QNH;
 - iii. VFR weather minima: Fixed-wing minimum meteorological visibility 5000 M, helicopter minimum meteorological visibility 1500 M.
 - iv. SVFR weather minima: Fixed-wing minimum meteorological visibility 3000 M and/or cloud ceiling (BKN) 700 FT. Helicopter minimum meteorological visibility 1500 M and/or cloud ceiling (BKN) 700 FT.
 - v. Limits of circuit:
 - Middle of Bunting Wood to the west;
 - Redhill — Bletchingley Road (A25) to the north;
 - Outwood — Bletchingley road to the east;
 - Picketts and Brownsdale farms to the south.
- c) Within that part of the Redhill Local Flying Area that lies outside the Gatwick CTR (Area B) the maximum altitude is 1400 FT QNH.
- d) Aircraft joining or leaving Redhill Local Flying Area must do so at a point north of the Gatwick CTR. Joining procedures and Visual Reference Points are as detailed.
- e) The LFA is depicted at AD 2-EGKR-4-1.
- f) Refer to Section ENR 1.4 for Notifications.

Note 1: Aircraft that are in communication with Gatwick ATC and intend either to land or overfly adjacent to Redhill aerodrome must not assume that clearance has been issued to penetrate the Redhill LFA. Pilots must obtain prior permission from Redhill by RTF. Gatwick ATC will, whenever possible, permit an aircraft to leave the frequency temporarily to obtain such clearance.

Note 2: Aircraft following the Redhill - Tonbridge railway line, London - Brighton railway line and the M23 Motorway are reminded that these routes traverse the Redhill LFA.

4 SPECIAL VFR (SVFR) OPERATIONS

- a) When the weather conditions reported at Redhill do not allow VFR operations, SVFR flights will be permitted (subject to a clearance from Redhill ATC) within the ATZ/LFA. The minimum weather limits for SVFR flights at Redhill are:
 - i. Helicopters - meteorological visibility 1500 M and/or cloud ceiling 700 FT;
 - ii. Fixed-wing - meteorological visibility 3000 M and/or cloud ceiling 700 FT.
- b) Radar separation will not be provided by London Terminal Control between aircraft operating within or outside the Redhill ATZ/LFA however, traffic information may be passed to those aircraft operating outside the Redhill ATZ/LFA on those observed to be operating within the Redhill ATZ/LFA.

5 VISUAL REFERENCE POINTS (VRP)

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

EGKR AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGKR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGKR-2-1
LOCAL FLYING AREA
AD 2.EGKR-4-1

EGKR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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 63 M	-	-	-	RWY 02R Used when advised by the FISO.
-	-	- x 63 M	-	-	-	RWY 20L Used when advised by the FISO.

EGTO AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
02L	828 M	828 M	828 M	828 M	-
20R	828 M	828 M	828 M	828 M	-
02R	684 M	684 M	684 M	684 M	-
20L	684 M	684 M	684 M	684 M	-

EGTO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
02L	-	Green Light intensity low	APAPI Left/4° 21 FT	-	-	Light intensity low	Red	-	-
20R	-	Green Light intensity low	APAPI Left/3.5° 18 FT	-	-	Light intensity low	Red	-	-

EGTO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 512052.65N 0003017.67E Rotating White.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 512102.62N 0003019.42E, 512051.73N 0003015.19E.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGTO AD 2.16 HELICOPTER LANDING AREA

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EGTO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
ROCHESTER ATZ A circle, 2 NM radius, centred at 512107N 0003010E	Upper limit: 2420 FT ALT Lower limit: SFC	G	ROCHESTER INFORMATION English	6000 FT	0830-1730 (0730-1630).	ATZ 2000 FT AAL.

EGTO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	ROCHESTER INFORMATION	122.255 DOC 10 NM/2,400 FT	-	-	0830-1730 (0730-1630).	-

EGTO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGTO AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Not available at night to aircraft requiring to use a licensed runway when relief Runway 02R/20L is in operation.
- Aircraft using this aerodrome are required to have third party liability insurance in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Rochester aerodrome.
- Use of the aerodrome is restricted to published hours unless prior permission has been obtained from the aerodrome authority.
- Practice Engine Failure at take-off should not be attempted from Runway 02 due to the flight paths over built up areas.
- Air training flights, intending to request circuit training, solo students and microlight aircraft are required to obtain prior permission by telephone.
- Aerobatic manoeuvres are not permitted unless authorised by the duty manager.
- Home based aircraft may be active outside the published hours. Non-home based aircraft should remain clear of the ATZ. Over flights may listen out on frequency and prefix position reports with 'Rochester Traffic'.
- No circuits are permitted outside of published hours.

2 GROUND MOVEMENT

- Fixed wing aircraft are to taxi with caution on prepared and marked areas only.
- Pilots must avoid the use of excessive power on the main apron due to poor surface conditions and pedestrian traffic in the vicinity.
- No centre-line on main apron. Pilots are responsible for wing tip clearance.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- Runway 20R APAPI signals are visible to the east of the extended runway centre-line where normal obstacle clearance is not guaranteed. They should not be used until the aircraft is aligned with the runway extended centre-line.
- Runway 02L APAPI signals are visible to the west of the extended runway centre-line where normal obstacle clearance is not guaranteed. They should not be used until the aircraft is aligned with the runway extended centre-line.
- APAPI are used at night, inclement weather and when requested.
- The proximity of large buildings and topography may cause turbulence and windshear in some wind conditions.
- Pilots are advised that the aerodrome is situated beneath the LTMR of 2500 FT QNH.

EGHE 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	-	Light intensity high RTILs, variable elevated green wingbars	PAPI Left/3.5° 15 FT	-	-	Variable HI elevated white	Variable HI elevated red wingbars	-	-
27	Three HI sequenced strobes 80 M apart to 80 M before threshold. - Light intensity high	Light intensity high RTILs, variable elevated green wingbars	PAPI Left/3.5° 15 FT	-	-	Variable HI elevated white	Variable HI elevated red wingbars	-	-
14	-	Light intensity high RTILs, variable elevated green wingbars	PAPI Left/3.5° 15 FT	-	-	Variable HI elevated white	Variable HI elevated red wingbars	-	-
32	-	Light intensity high RTILs, variable elevated green wingbars	PAPI Left/3.5° 15 FT	-	-	Variable HI elevated white	Variable HI elevated red wingbars	-	-

EGHE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 495451.36N 0061741.45W Flashing Green 'SC' - VCR roof.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 495443.45N 0061730.01W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Diesel Generator 10 S
5	Remarks	Apron floodlighting.

EGHE AD 2.16 HELICOPTER LANDING AREA

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EGHE 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
SCILLY ISLES/ST MARY'S ATZ A circle, 2 NM radius, centred at 495448N 0061730W on longest notified runway (14/32)	Upper limit: 2121 FT ALT Lower limit: SFC	G	SCILLIES APPROACH English	3000 FT	Mon-Fri 0815-1215, 1315-1730 (0700-1730); Sat 0815-1215 (0700-1730).	ATZ 2000 FT AAL.
LAND'S END RMZ 501705N 0055014W - 501703N 0053706W - 500950N 0052951W - 495559N 0053109W - 495602N 0055051W - 494924N 0061338W thence clockwise by the arc of a circle radius 6 NM centred on 495451N 0061728W (STM NDB) to 500009N 0062148W - 500907N 0055514W - 501705N 0055014W	Upper limit: 4000 FT ALT Lower limit: SFC	G	SCILLIES APPROACH English	3000 FT	-	ATS Unit callsign: Entering from East: Land's End Tower (eng) OR Culdrose Approach (eng). Entering from West: Scillies Approach (eng). Land's End RMZ hours coincident with EGHC AD hours as detailed in EGHC AD 2.3 or as activated by NOTAM.

EGHE 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	SCILLIES APPROACH	124.880 DOC 40 NM/ 10,000 FT.	-	-	Mon-Fri 0815-1215, 1315-1730 (0700-1730); Sat 0815-1215 (0700-1730).	VDF 495442.91N 0061732.74W
TWR	SCILLIES TOWER	124.880 DOC 40 NM/ 10,000 FT.	-	-	Mon-Fri 0815-1215, 1315-1730 (0700-1730); Sat 0815-1215 (0700-1730).	VDF 495442.91N 0061732.74W
OTHER	SCILLIES FIRE	121.600 Fire frequency. Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
OTHER	SCILLIES RADIO	124.880 A/G frequency. DOC 25 NM/4,000 FT.	-	-	Outside of ATS hours.	Air Ground Communication Service available at short notice for SAR and Air Ambulance Flights.

EGHE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB (L) 0.59°W (2027)	STM	321.000 kHz	Mon-Fri 0815-1215, 1315-1730 (0700-1730); Sat 0815-1215 (0700-1730).	495450.74N 0061727.99W		On AD. Range 15 NM. Normally radiates H24.

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
28	-	Green With elev green wingbars	APAPI Left/3.5° 17 FT 70 M from displaced threshold	-	-	Omni-directional White	Red inserted wingbars	-	-

EGCJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGCJ AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF H2: 534719.17N 0011233.24W, 158.2 FT TLOF H3: 534718.78N 0011233.88W, 158.2 FT
2	TLOF and/or FATO elevation	TLOF H2: 23.5 FT TLOF H3: 23.3 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF H2: - TLOF surface: - - TLOF H3: - TLOF surface: - -
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGCJ 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
SHERBURN-IN-ELMET ATZ 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: 2026 FT ALT Lower limit: SFC	G	SHERBURN RADIO English	-	0900-SS (0800-1830).	ATZ 2000 FT AAL.

EGCJ 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	SHERBURN RADIO	122.610 A/G frequency.	-	-	0900-SS (0800-1830).	-

EGCJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB 0.79°E (2027)	SBL	323.000 kHz	0900-SS (0800- 1830).	534723.08N 0011230.60W		On AD. Range 10 NM. For navigation only.

EGCJ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Aerodrome is not available for use by public transport passenger flights required to use a licensed aerodrome.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) Power Lines and Pylons, 58 ft amsl, 258 m south of RWY 01 THR and following southern AD perimeter east to west.
b) Woods, 275 m south of RWY 01 following southern AD perimeter east to west.
c) Mast, 134 ft amsl (111 ft agl), 830 m to the east and south of RWY 28 THR and left of the extended RWY approach centre-line.

5 HELICOPTER OPERATIONS

- a) Helicopters should use grass Runways 10/28, 06/24, 01/19 and touch down at midpoint to minimise rotor vortex at runway thresholds.
b) When Runway 10/28 (Grass) or 10/28 (Tarmac) are in use, helicopters are requested to fly the circuit so as to touch down/lift across grass Runway 01/19 at the runway midpoint.
c) A designated hover practice area is located to the east of Runway 19 threshold and forms part of the Main Grass Parking Area.
d) Helicopters must avoid overflight of fixed-wing parking areas.
e) Helicopters must use the dedicated helicopter pads for refuelling.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGCJ AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Aircraft must not overfly the villages of Sherburn-in-Elmet, South Milford, Lumby, Monk Fryston or Hambleton.

EGBS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	- -
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self-briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. English.
7	Charts and other information available for briefing or consultation	Met Office Aviation Briefing Service Metforms F214 and F215.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	SHOBDON
10	Additional information (limitation of service, etc.)	-

EGBS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
08	082.71°	836 x 18 M	RWY surface: Macadam -	521428.27N 0025314.31W 170.0 FT	THR 317.0 FT -	-
26	262.72°	836 x 18 M	RWY surface: Macadam -	521431.70N 0025230.59W 170.0 FT	THR 301.3 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	-	-	-	-	RWY 08
-	-	-	-	-	-	RWY 26

EGBS AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	799 M	799 M	799 M	836 M	-
26	799 M	799 M	799 M	836 M	-

EGBS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	-	Green Light intensity low	-	-	-	Light intensity low	Red Light intensity low	-	-
26	-	Green Light intensity low	APAPI Left/3.5° 27 FT	-	-	Light intensity low	Red Light intensity low	-	-

EGBS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 521436.97N 0025251.70W Flashing White.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 521434.66N 0025308.80W, 521429.64N 0025237.19W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGBS AD 2.16 HELICOPTER LANDING AREA

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EGBS 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
SHOBDON ATZ A circle, 2 NM radius, centred at 521430N 0025252W on longest notified runway (08/26)	Upper limit: 2317 FT ALT Lower limit: SFC	G	SHOBDON INFORMATION English	-	0915-1700 (0815-1600).	ATZ 2000 FT AAL.

EGBS 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	SHOBDON INFORMATION	118.155 DOC 10 NM/3000 FT.	-	-	0915-1700 (0815-1600).	AFIS may downgrade to Air Ground Communication Service at short notice.
OTHER	SHOBDON RADIO	118.155 A/G Frequency.	-	-	Outside of published AD opening hours or Temporarily during opening hours.	-

EGKA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SHOREHAM ATZ A circle, 2 NM radius, centred at 505008N 0001750W on longest notified runway (02/20)	Upper limit: 2007 FT ALT Lower limit: SFC	G	SHOREHAM APPROACH English SHOREHAM RADIO English SHOREHAM TOWER English	6000 FT	Mon-Fri 0800-2000 (0700-1900); Sat 0900-2000 (0800-1900); Sun 0900-1900 (0800-1800).	ATZ 2000 FT AAL.

EGKA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	SHOREHAM APPROACH	123.155 DOC 25 NM/ 10,000 FT.	-	-	See AD 2.22 Section 3.	VDF 505009.73N 0001736.59W On AD. Approach Service subject to staff availability.
TWR	SHOREHAM TOWER	123.155	-	-	See AD 2.22 Section 3.	VDF 505009.73N 0001736.59W On AD.
		125.405 DOC 10 NM/4000 FT.	-	-	As directed by ATC.	
ATIS	SHOREHAM INFORMATION	130.980 DOC 25 NM/ 10,000 FT.	-	-	As per AD hours.	-
OTHER	SHOREHAM RADIO	123.155 A/G frequency DOC 10 NM/3000 FT.	-	-	As directed by ATC.	VDF 505009.73N 0001736.59W On AD.

EGKA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	SRH	36Y 109.950 MHz	0800-2000 (0700-1900).	505009.98N 0001736.54W	44 FT	On AD. DOC 10 NM/5500 FT. Any ILS indications should be ignored. Normally radiates H24. Zero range indicated at THR of Runway 20. 0.1 NM indicated at THR of Runway 02. DME range errors in excess of 0.03 NM may be experienced between R293 clockwise to R302.
NDB (L) 1.32°E (2027)	SHM	332.000 kHz	0800-2000 (0700-1900).	505007.84N 0001743.39W		On AD. Range 10 NM. Normally radiates H24

EGKA AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Use of this airport by non-radio aircraft is subject to prior permission.
- b) Standard light signals should be followed.
- c) High visibility clothing is mandatory airside. Groups of two or more people can be escorted by one wearer of high-visibility clothing (tabard/jacket) if kept together.
- d) Local council by-laws prohibit dogs airside. Dogs are expected to be in a suitable dog carrier or on a lead, under full control of the handler/owner.
- e) While airside, each aircraft commander is responsible for the safety of their passengers and other crew members.
- f) The parking rows numbered 70-72 and helipads H4-H6 must only be accessed by persons attending the aircraft for flight purposes. No visitors or sightseers are permitted.
- g) When taxiing on the grass, keep to cut grass taxiways. The longer (uncut) grass areas are not inspected and are unfit for manoeuvring of any type.
- h) Maintenance is prohibited in all parking areas and main concrete apron without the express permission of aerodrome management.
- i) Out of hours movements (fixed wing and rotary) are strictly prohibited without an agreed extension to services.
- j) Unless in receipt of authorised handling, all visiting aircraft should report to the Airport RFFS office C.
- k) The carriage of dangerous goods into or out of EGKA, as specified by the Air Navigation (Dangerous Goods) Regulations 2002, is strictly prohibited.
- l) Use of this aerodrome is subject to the published schedule of fees, charges, terms and conditions. Copies are available from Airport Administration and on the Airport Website www.flybrighton.com.
- m) Aircraft engines shall not be run outside of notified operating hours without prior management approval via ATS or Fire Crew. An outside operational hours charge may be applied.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) Aircraft approaching Runway 02 are reminded of displaced threshold and should NOT attempt to touch down on the numbers or the threshold line. Pilots to follow PAPIs (MEHT 16 FT) in order to safely overfly trains and railway line embankment on very short final.
- b) Caution soft ground either side of Taxiway Kilo. Enter and exit on marked points only.
- c) Caution should be used when taxiing on Taxiway A to ensure adequate wing-tip separation from aircraft holding at Hold C1.
- d) Caution, model aircraft fly adjacent to Runway 20 approach on the hills at approximately 1 NM from the threshold up to 450 FT AMSL.
- e) Caution, kite flying along the coast and on other areas within the ATZ up to 100 FT AGL.
- f) Caution, turbulence may be encountered on final approach Runway 24 over the river, especially when the tide is out.
- g) Runway 06/24 is not even and level along its length.
- h) HT Cables to the North East of aerodrome, running north east-south west 585 FT AMSL at 2 NM. Terrain to the North of the Aerodrome rising to 783 FT AMSL at 4 NM.
- i) Caution, reduced wing tip clearance between taxiing and parked aircraft on main concrete apron.
- j) Caution, flocks of birds can descend on the aerodrome quickly. Occasionally, pilots may face delays, if birds are difficult to disperse.
- k) Grass cutting will take place on the aerodrome daily between March and October.
- l) Restrictions to operations will be applied during LVPs. Only the hard runway and Taxiway Alpha will be in use.
- m) Wind information passed by ATS is given as Degrees True. Pilots are to allow for current magnetic variation.
- n) Pilots are to be aware that the Runway 06 climb-out/Runway 24 approach is over a built-up area. Pilots departing Runway 06 and wishing to make an early turn are to request this from ATC, as helicopters may be operating north side of Runway 06 or inbound from the southeast.
- o) Caution, potential for building-induced turbulence on the final approach to Runway 20 and Runway 13 when surface winds are from a south-easterly direction.

5 HELICOPTER OPERATIONS

- a) Helicopter circuits from HTA 'W' are frequently active below the fixed-wing 'dead-side' and 'live-side' circuit patterns subject to the runway(s) in use. The profile of the helicopter circuit is described below. The pilot in command of helicopters operating in the helicopter circuit may adopt passive RTF but must maintain a listening watch on the appropriate frequency:
 - i. HTA 'W' - Runway 02 in use - Left hand circuit, remain west of 02/20 runway strip. Climb to the north-east to 600 FT QNH. On turning south on the downwind leg climb to 800 FT QNH to be level before crossing the A27. When passing over the football ground descend to 600 FT QNH and continue to the coast before turning left toward the aerodrome and make the approach to HTA 'W'.
 - ii. HTA 'W' - Runway 20 in use - Right hand circuit, remain west of 02/20 runway strip. Climb on a track parallel to the departure lane from the main runway, when crossing the railway line turn right 10 degrees. Continue to the coast and turn north-east for the downwind leg and continue climb to 800 FT QNH to be level by the football training ground. After crossing the A27, descend to 600 FT QNH to be level before turning east and upon reaching the River Adur turn south towards the aerodrome and make the approach to HTA 'W'.

5	INS checkpoints	Holding Point A1: 505645.14N 0012139.09W. Holding Point B1: 505701.55N 0012129.96W. See Aircraft Parking/Docking Chart.
6	Remarks	Use of Taxiway Alpha, south of the apron between Alpha 1 and Alpha 2 is restricted to aircraft with a wingspan of 40 M or less.

EGHI 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 CAT shall be marshalled on to stand by Airside Operations. Stands 2-14, surface stand markings. Illuminated stand designator signs. Stands 2-4 and 6-14. Nose-in parking Stands 2-14. Powerback operations are not permitted from Stands 5, 6, 7, 12, 13 and 14. Aircraft departing from Stands 13 and 14 are to push-back and then tow to holding point A6. APU equipped aircraft are to start engines at A6. Non APU equipped aircraft may start on stand but are to maintain ground idle power setting until at A6.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 02/20: Runway centre-line, designator, aiming points and touchdown zone markings, displaced threshold, side stripes. Taxiway light(s): Blue elevated taxiway edge lights. Runway guard lights and holding points.
3	Stop bars and runway guard lights (if any)	Holds A1 and B1.
4	Other runway protection measures	-
5	Remarks	Wind direction indicators located on the eastern side of the runway, 300 M from each threshold. 505644.53N 0012125.52W (LGTD); 505715.10N 0012108.49W (LGTD).

EGHI AD 2.10 AERODROME OBSTACLES

Obstacle data is provided as Digital Datasets in XML (AIXM) and CSV formats via the NATS AIS Website at <http://www.nats.aero/ais/datasets>.

Further information on UK Digital Datasets can be found in GEN 3.1.6.

EGHI 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/METARs. English.
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	METAR available H24 with unverified AUTO METAR provided outside aerodrome operating hours. Current ATIS broadcast on Tel: 023-8062 5877.
9	ATS units provided with information	SOUTHAMPTON
10	Additional information (limitation of service, etc.)	-

EGHI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
02	019.39°	1887 x 36 M	RWY surface: Asphalt, Grooved PCN 52/R/B/X/T	505636.86N 0012137.90W 151.6 FT	THR 30.6 FT TDZ 37.0 FT	RWY 20 0.25% downslope
20	199.39°	1887 x 36 M	RWY surface: Asphalt, Grooved PCN 52/R/B/X/T	505725.87N 0012110.60W 151.6 FT	THR 43.6 FT TDZ 43.6 FT	RWY 20 0.25% downslope

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	60 x 150 M	1796 x 280 M	90 x 74 M -	-	-	RWY 02 Threshold permanently displaced by 73 M.
-	60 x 150 M	1796 x 280 M	90 x 74 M -	-	1665 x 120 M	RWY 20 Threshold permanently displaced by 209 M.

EGHI AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
02	1749 M	1809 M	1749 M	1676 M	-
20	1814 M	1874 M	1814 M	1605 M	-
02	1453 M	1513 M	1453 M	-	Take-off from intersection with Hold A1.
02	916 M	976 M	916 M	-	Take-off from intersection with Hold B1.
20	781 M	841 M	781 M	-	Take-off from intersection with Hold B1.

EGHI AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
02	Centre-line with one crossbar. 426 M Light intensity high	Green Light intensity high Wingbars	PAPI Left/3° 51 FT 293 M	-	Coded 15 M spacing. Alternate white/red coding commences at runway midpoint. Light intensity high	Elevated full length 60 M spacing White Light intensity high	Red Light intensity high	-	-

RWY	Approach lighting Type/Length/Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
20	Centre-line with two crossbars. 434 M Light intensity high	Green Light intensity high Wingbars	PAPI Left/3.1° 42 FT 271 M	-	Coded 15 M spacing. Alternate white/red coding commences at runway midpoint. Light intensity high	Elevated full length 60 M spacing White Light intensity high	Red Light intensity high	-	-

EGHI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 505708.17N 0012134.18W Flashing White/Green. HN during aerodrome operating hours.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 505640.01N 0012129.20W (LGTD); 505720.61N 0012105.46W (LGTD); 505641.86N 0012127.98W (LGTD).
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Secondary power supply only.
5	Remarks	Illuminated wind direction indicators. Obstacle lights.

EGHI AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	FATO HELIMED: DIR HELIMED: 505646.19N 0012141.93W -
2	TLOF and/or FATO elevation	FATO HELIMED: DIR HELIMED: 34.7 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO HELIMED: - x - FATO surface: - -
4	True BRG of FATO	FATO HELIMED: DIR HELIMED: -
5	Declared distance available	FATO HELIMED: DIR HELIMED:
6	APP and FATO lighting	-
7	RMK	-

EGHI 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
SOUTHAMPTON CTR 510459N 0012017W thence clockwise by the arc of a circle radius 8 NM centred on 505701N 0012124W to 510115N 0011039W - 504928N 0011714W thence clockwise by the arc of a circle radius 8 NM centred on 505701N 0012124W to 505133N 0013037W - 505512N 0013047W - 510123N 0012722W - 510459N 0012017W	Upper limit: 2000 FT ALT Lower limit: SFC	D	SOLENT RADAR English SOUTHAMPTON RADAR English	6000 FT	-	CTR contiguous with the Solent CTA. See ENR 2.1. Outside the Solent CTA notified hours of operation the Transition Altitude is 3000 FT. Aircraft given approval to enter or leave the CTR when en-route to, or departing from, any unlicensed aerodrome or landing site within the CTR, are to maintain a continuous listening watch on the appropriate ATC radio frequency. A change to 'SAFETYCOM' or other air/ground frequency is only permitted when specific approval has been given by ATC. 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. Bishops Waltham Flying Area Provided that the following requirements are complied with, the provisions of SERA Section 4 Flight Plans and CAP 694 The UK Flight Planning Guide are deemed to have been met in respect of aircraft arriving and departing at unlicensed aerodromes Lower Upham (505817.00N 0011508.00W) or Roughay (505920.40N 0011513.20W), without a requirement to establish RTF contact with the ATS Unit specified at 4. Aircraft are to remain within the Bishops Waltham Flying Area (BWFA). Lateral limits of which are that part of the Southampton CTR within a circle radius 1.75 NM centred on 505839.60N 0011331.92W. Upper/lower limits 1500 FT ALT/SFC. Use of Lower Upham and Roughay aerodromes is subject to prior permission from the respective aerodrome operator. Such permission must have been received prior to commencement of a particular flight.
SOUTHAMPTON ATZ A circle, 2.5 NM radius, centred at 505701N 0012124W on longest notified runway (02/20)	Upper limit: 2044 FT ALT Lower limit: SFC	D	SOLENT RADAR English SOUTHAMPTON RADAR English	6000 FT	-	ATZ within Southampton CTR. ATZ 2000 FT AAL.

EGHI 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	SOLENT RADAR	120.230 DOC 50 NM/5500 FT.	-	-	Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200).	Outside of these hours, Southampton CTR and all Solent CTA's will be deactivated and reclassified Class G. To facilitate ATC breaks ATS may not be available. Service availability will be tactically managed to accommodate scheduled movements. ATZ hours coincident with Tower hours, but not by arrangement.
	SOUTHAMPTON RADAR	122.730 DOC 50 NM/ 10,000 FT.	-	-	As directed by ATC.	
TWR	SOUTHAMPTON TOWER	118.205 DOC 25 NM/4000 FT.	-	-	Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200).	Outside of these hours, Southampton CTR and all Solent CTA's will be deactivated and reclassified Class G. To facilitate ATC breaks ATS may not be available. Service availability will be tactically managed to accommodate scheduled movements. Aircraft that are not equipped for 8.33kHz frequencies cannot operate at this aerodrome.
ATIS	SOUTHAMPTON INFORMATION	130.880 DOC 50 NM/ 15,000 FT.	-	-	HO	-
OTHER	SOUTHAMPTON FIRE	121.605 Non-ATS Channel. DOC 25 NM/4000 FT.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGHI 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 0.97°E (2027)	ISN	110.750 MHz	HO	505631.66N 0012140.80W		(RWY 20)
ILS/GP	ISN	330.050 MHz	HO	505718.54N 0012120.66W		3.1° ILS Ref Datum Hgt 51 FT.
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	ISN	44Y 110.750 MHz	HO	505718.72N 0012121.75W	65 FT	(RWY 20) DME ILS freq paired with I-SN. Zero range indicated at THR of Runway 20 only.
NDB (L) 0.97°E (2027)	EAS	391.500 kHz	HO	505718.10N 0012121.95W		On AD. Range 15 NM.

EGHI AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Use of the aerodrome is subject to compliance with the provisions of a document entitled 'Conditions of Use'. Copies of this document are available on request to the aerodrome operator.
- Use of aerodrome by General Aviation, Military and non-scheduled flights subject to prior permission via Handling Agent (refer AD 2.4) or Airside Operations 023-80627102.
- Non Chapter 3 aircraft are not permitted to use the aerodrome.
- Use of the aerodrome by certain jet aircraft in the 'medium/heavy' wake turbulence categories is prohibited. Advice may be obtained from the Airport Duty Manager, Tel: 023-80627113.
- The operator of an aircraft carrying dangerous or hazardous cargo must notify the Airport Duty Manager, Tel: 023-80627113 prior to the arrival of the aircraft or before loading of cargo prior to departure from the aerodrome.
- For safety and security reasons occupants of General Aviation aircraft are required to use airport ground transportation. After arrival crew and passengers are to remain at the aircraft until arrival of transportation. Departing crew and passengers are provided transportation from the Terminal Building to the aircraft.
- The aircraft commander is to ensure that passengers and crew remain with the aircraft unless they are escorted.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

- Southampton Airport is not equipped for CAT II/III operations, however Low Visibility Procedures are used to protect CAT 1 operations.
- Low Visibility Procedures will commence when RVR/Met visibility falls to 1000 M or less.

4 WARNINGS

- A Soft Ground Arrestor Bed is provided to stop aircraft in the event of an overrun on Runway 20. The bed, which is 73 M, is disposed symmetrically about the extended runway centre-line and is twice the runway width. The bed starts 19.5 M beyond the end of the paved surface.
- Terrain induced turbulence is possible on approach to Runway 02, within 2 NM from touchdown, particularly when strong easterly winds occur.
- Buildings induced turbulence is possible on approach to Runway 20, within 2 NM from touchdown, when strong surface winds occur.
- Significant differences may occur between surface wind velocity reported by ATC and actual wind at approximately 200 FT AAL and above.

5 HELICOPTER OPERATIONS

- All helicopters must land and take-off on the runway.
- Air Ambulance operations are based adjacent to the airport Alpha Taxiway. During aerodrome operating hours they will use the runway in use. Outside of published aerodrome hours helimed operations will use a dedicated FATO and TLOF facility not associated with the normal airport operations. Pilot controlled aeronautical ground lighting will be in operation using a dedicated radio frequency.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

- a) Use of the aerodrome by training flights is subject to approval from Airside Operations, Tel: 023-80627075.
- b) Training flights by helicopters may be permitted. All enquiries to Airport Duty Manager on 023-80627113.

EGHI AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Operators of all aircraft arriving or departing from the aerodrome are required to conform to the following procedures, as applicable, notwithstanding that at any time they may be departed from to the extent necessary for avoiding immediate danger or for compliance with instructions from ATC.
- b) In order that the least possible noise disturbance is caused in areas surrounding the aerodrome, aircraft operators should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft.
- c) Arrivals
Following procedures apply to:
 - i. All turbo jet aircraft;
 - ii. all aircraft with a MTOW of 5700 KG or greater;
 - 1. Aircraft flying an ILS approach should at no time descend below 1744 FT AMSL, 1700 FT AGL before intercepting the glide path.
 - 2. Aircraft flying an instrument approach other than ILS, or those aircraft flying a visual approach, should not intercept the appropriate final approach track at a range less than 5 DME I-SN for RWY 20 and 4.7 DME I-SN for RWY 02, except that aircraft flying a visual approach via the downwind leg should not intercept final approach at less than 2 DME I-SN for RWY 20 or 3.7 DME I-SN for RWY 02.
 - 3. Aircraft flying a visual approach should intercept the final approach track at a level not less than that equivalent to a 3° glide path at the intercept range. Final approach should be flown at not less than a nominal 3° glide path.
 - 4. With the exception of the minimum ILS intercept level, nothing herein shall apply to an aircraft authorised by ATC to fly a circling instrument approach procedure.
- d) Except as required during normal aircraft operations when flight is immediately intended, or as part of an after landing engine shutdown routine, engine ground running by aircraft is subject to strict control and is prohibited at certain times. Requests for approval must be made to the Airport Duty Manager, Tel: 023-80627113.
- e) The operation of aircraft auxiliary power units or ground power units should be kept to a minimum consistent with safety.
- f) Noise Abatement Procedures (NAP) specified herein are applicable to:
 - i. All turbo jet aircraft;
 - ii. all aircraft with a MTOW of 5700 KG or greater;

Take-off Runway	NAP
02	Climb straight ahead until 2.5 DME I-SN.
20	As soon as possible after passing 500 FT ALT, turn right to maintain a track 216 MAG until 2000 FT ALT.

- g) The NAP specified in (f) may be varied by ATC except for aircraft that do not conform to the provisions of ICAO Annex 16, Vol 1, Chapter 3. If an ATC clearance requires a departure heading other than that specified in (f), the ATC specified heading supersedes that required by the appropriate NAP.

EGHI AD 2.22 FLIGHT PROCEDURES**1 CIRCUITS**

- a) Unless flying a circling approach procedure, circuits shall normally be flown during daylight hours by propeller driven aircraft and helicopters at 1000 FT ALT and turbojet aircraft at 1500 FT ALT. All circuits flown at night shall be flown at 1500 FT ALT.

2 PROCEDURES FOR INBOUND AIRCRAFT

- a) Standard Inbound Routes

29 Oct 2026

Full routeings are published in the UK Standard Route Document (SRD). Aircraft inbound to Southampton from the ATS Route network will be routed on the designated Standard Arrival Routes. The Standard Arrival Routes are published in AD 2-EGHI-7-1/4.

b) Holding Procedures

Holding patterns are as follows:

Main Stacks	Holding
Southampton NDB(L) EAS (Lowest level 2000 FT ALT)	Holding axis 017° MAG turning right at the facility.
SAM RNAV Hold (Lowest level 2000 FT ALT)	Please refer to RNAV Hold Coding Tables AD 2. EGHI 7-7 for details.
NEDUL RNAV Hold (Lowest level 4000 FT ALT)	Please refer to RNAV Hold Coding Tables AD 2. EGHI 7-7 for details.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) The initial departures routes are shown below – full routeings are published in the UK Standard Route Document (SRD). These routes may be varied at the discretion of ATC (e.g. to offer more direct routeing when the traffic situation permits). **Pilots must adhere to the Noise Abatement Procedures (NAP) detailed in EGHI AD 2.21 before turning onto the specified route.**

*: see also UK Standard Route Document

Departing to	Runway	Via	Route*
North	02, 20	Q41	Q41 - NORRY (Note 1)
Northwest	02, 20	Y321/N14/Q63	Y321 - NUBRI - N14 - HEKXA/Y321 - NUBRI - DCT - KENET (Note 1)
East	02, 20	GWC	GWC
South	02, 20	Q41/Z171	NEDUL - Q41/Z171 (Note 2)
West (Note 3)	02, 20	FIR	As directed by ATC

Note 1: Right turn from end of NAP Runway 20.

Note 2: Left turn from end of NAP Runway 02.

Note 3: There is no contiguous Controlled Airspace to the west of the Solent CTA. Departing aircraft intending to join the ATS Route network will leave controlled airspace at the Solent CTA boundary. Unless prior arrangements have been made by the aircraft operator with another ATS provider, the aircraft commander is responsible for obtaining a service outside controlled airspace.

4 RADIO COMMUNICATIONS FAILURE PROCEDURES

- a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1 paragraph 3.4.
- b) The routes to be used when leaving the CTR in accordance with the procedures at ENR 1.1 paragraph 3.4 are shown in the table below; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Airspace is made.

Position at time of decision	Route
Southampton VOR/DME SAM	Track 295°(T)
Southampton NDB(L) EAS	Track 295°(T)

5 Flights Engaged in Instrument Route training - Flow Management Requirements

- a) See EGHH AD 2.22, paragraph 4.

6 Visual Reference Points (VRP)

- a) VFR traffic requesting transit of the Southampton CTR routeing west-east or east-west can expect clearance subject to traffic as follows:

West Route:	Bishops Waltham VRP - Romsey VRP;
East Route:	Romsey VRP - Bishops Waltham VRP.

- b) Transit will be subject to ATC clearance.
- c) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

7 Frequency Monitoring Code (FMC)

- a) Pilots operating in the vicinity of, but intending to remain outside Southampton CTR/Solent CTA, within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Solent Radar channel 120.230, are encouraged to select SSR code 7011.

511031N 0012021W - 510648N 0010232W -
505836N 0005856W - 504656N 0005626W -
503435N 0011753W - 503945N 0013529W -
504229N 0013301W - 505442N 0013925W -
510128N 0013420W - 511031N 0012021W.

- b) Selection of 7011 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Southampton CTR/Solent CTA at all times.
- c) Whilst squawking 7011 pilots should be aware that Solent Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
- d) When a pilot ceases to maintain a listening watch, code 7011 shall be deselected.

8 BISHOPS WALTHAM FLYING AREA

- a) As detailed in EGHI AD 2.17, the Bishops Waltham Flying Area (BWFA) exists solely for the use of approved operators flying to and from Roughay Farm or Lower Upham aerodromes. The BWFA is active sunrise to sunset and approved aircraft operate within the confines of the BWFA up to 1500 FT, without communication with ATC at Southampton.

EGHI AD 2.23 ADDITIONAL INFORMATION

- a) Solent/Southampton Radar and Southampton Tower may be provided as a combined function. Periods when active will be notified by ATIS. SRA not available.

EGHI AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGHI-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGHI-2-2

CONTROL ZONE and CONTROL AREA CHART

AD 2.EGHI-4-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGHI-5-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BUGUP 1S CPT 1S UMBUR 2S - ICAO

AD 2.EGHI-7-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) COWLY 1S - ICAO

AD 2.EGHI-7-2

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELDAX 1S - ICAO

AD 2.EGHI-7-3

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) THRED 1S - ICAO

AD 2.EGHI-7-4

STANDARD INSTRUMENT ARRIVAL CODING TABLES - BUGUP 1S CPT 1S UMBUR 2S COWLY 1S

AD 2.EGHI-7-5

STANDARD INSTRUMENT ARRIVAL CODING TABLES ELDAX 1S THRED 1S

AD 2.EGHI-7-6

RNAV HOLD CODING TABLES NEDUL PEPIS RUDMO SAM

AD 2.EGHI-7-7

INSTRUMENT APPROACH CHART RNP RWY 02 (CAT A,B,C) - ICAO

AD 2.EGHI-8-1

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 02 (CAT A,B,C) - ICAO

AD 2.EGHI-8-2

INSTRUMENT APPROACH CHART ILS/DME RWY 20 (CAT A,B,C) - ICAO

AD 2.EGHI-8-3

INSTRUMENT APPROACH CHART LOC/DME RWY 20 (CAT A,B,C) - ICAO

AD 2.EGHI-8-4

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 (CAT A,B,C) - ICAO

AD 2.EGHI-8-5

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 02

AD 2.EGHI-8-6

EGHI AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

2	LDI location and lighting Anemometer location and lighting	Anemometer: R05 (LGTD) 513359.21N 0004115.75E R23 (LGTD) 513432.29N 0004202.68E
3	TWY edge and centre line lighting	CL: Taxiways A and C have centre-line lighting. EDGE: Taxiways A and C have blue edge lights on bends and opposite stands on Taxiway A. Taxiways B, D and Z have blue edge lighting.
4	Secondary power supply/switch-over time	UPS/1 second, AGL/1 second. Remaining facilities/15 seconds.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGMC AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGMC 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
SOUTHEND CTR 1 513445N 0002903E - 514206N 0004521E - 513417N 0005000E - 513151N 0005000E - 512719N 0003955E - 512701N 0003630E thence clockwise by the arc of a circle radius 7.5 NM centred on 513357N 0004100E to 513445N 0002903E	Upper limit: 3500 FT ALT Lower limit: SFC	D	SOUTHEND APPROACH English	6000 FT	-	H24. LTMA airspace 3500 FT upwards. Aircraft given approval to enter or leave the Southend CTR when en-route to, or departing from unlicensed aerodromes or landing sites within the CTR, are to maintain a continuous listening watch on the appropriate ATC radio frequency. A change to 'SAFETYCOM' or other air/ground frequency is only permitted when specific approval has been given by ATC. See EGMC 2.22 Section 7 for details of the Stoke Local Flying Zone (LFZ) and Canewdon paramotor/powered paraglider sites.
SOUTHEND CTR 2 514206N 0004521E - 514312N 0004748E - 514138N 0005222E - 513618N 0005532E - 513417N 0005000E - 514206N 0004521E	Upper limit: 4500 FT ALT Lower limit: SFC	D	SOUTHEND APPROACH English	6000 FT	-	H24. LTMA airspace 4500 FT upwards.
SOUTHEND CTR 3 514138N 0005222E - 514057N 0005420E thence clockwise by the arc of a circle radius 10 NM centred on 513428N 0004207E to 513528N 0005805E - 513151N 0005000E - 513417N 0005000E - 513618N 0005532E - 514138N 0005222E	Upper limit: 5500 FT ALT Lower limit: SFC	D	SOUTHEND APPROACH English	6000 FT	-	H24. LTMA airspace 5500 FT upwards.
SOUTHEND ATZ A circle, 2.5 NM radius, centred at 513413N 0004136E on longest notified runway (05/23)	Upper limit: 2058 FT ALT Lower limit: SFC	D	SOUTHEND TOWER English	6000 FT	H24	ATZ 2000 FT AAL.

EGMC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	SOUTHEND APPROACH	130.780 DOC 40 NM/ 10,000 FT.	-	-	H24	-
TWR	SOUTHEND TOWER	127.730 On occasion combined with Radar/Approach. DOC 25 NM/4000 FT.	-	-	H24	-
RADAR	SOUTHEND DIRECTOR	128.965 DOC 40 NM/ 10,000 FT.	-	-	H24 As directed.	Use of 'Radar' suffix denotes availability only. Provision of a specific service is not implied.
	SOUTHEND RADAR	130.780 DOC 40 NM/ 10,000 FT.	-	-	H24	
ATIS	SOUTHEND INFORMATION	136.055 DOC 60 NM/ 20,000 FT.	-	-	H24	-
OTHER	SOUTHEND FIRE	121.600 Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
OTHER	SOUTHEND EMERGENCY	121.500 Emergency Frequency	-	-	O/R	-

EGMC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 1.59°E (2027)	ISO	111.350 MHz	HO	513432.66N 0004218.48E		(RWY 05)
ILS/GP	ISO	332.150 MHz	HO	513359.78N 0004114.81E		3.5° ILS Ref Datum Hgt 52 FT.
ILS/LOC I 1.59°E (2027)	IND	111.350 MHz	HO	513351.85N 0004047.79E		(RWY 23)
ILS/GP	IND	332.150 MHz	HO	513425.85N 0004150.83E		3.0° ILS Ref Datum Hgt 52 FT. Certified for extended range to 15 NM.
NDB (L) 1.59°E (2027)	SND	362.500 kHz	H24	513433.63N 0004200.53E		On AD. DOC 30 NM
ILS/DME	IND	50Y	HO	513416.06N 0004129.84E	57 FT	(RWY 23) On AD. Freq paired with ILS I-ND and I-SO. Zero range is indicated at THR of Runway 05 and 23. Range 25 NM.
ILS/DME	ISO	50Y	HO	513416.06N 0004129.84E	57 FT	(RWY 05) On AD. Freq paired with ILS I-SO and I-ND. Zero range is indicated at THR of Runway 05 and 23. Range 25 NM.

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 1.41°E (2027) 1.1°E (2025)	LAM	103X 115.600 MHz	HO	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/ 50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
VOR/DME 1.58°E (2027) 1.6°E (2026)	DET	120X 117.300 MHz	HO	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R288-028 and 45 NM/50,000 FT in Sector R248-288). DME DOC: 60 NM/50,000 FT.
VOR/DME 1.36°E (2027) 1.4°E (2025)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R069-269). DME DOC: 120 NM/50,000 FT.

EGMC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Pilots and aircraft operators operating into London Southend Airport are deemed to have read and accepted the London Southend Airport 'Terms and Conditions of Use', and to be operating in accordance with them. These are downloadable from: <https://southendairport.com/corporate-and-community/doing-business-with-us>.
- Use by aircraft not able to communicate with ATC by radio subject to prior permission by telephone, 01702-538420.
- Southend airport will not permit any fixed wing aircraft to embark or disembark passengers with any engine running, except in emergency.
- High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
- Operators are advised that a night surcharge applies to movements between 2300-0600 (2200-0500).
- Any ad-hoc movements between 2200-0630 (2100-0530) must obtain prior permission from ATC by telephone +44 (0)1702-538420 prior to commencement of the flight. Filing a flight plan is not sufficient in this regard.
- Crew and passengers walking to and from north and south aprons will do so following the green marked walkways.
- This aerodrome is strictly PPR.

2 GROUND MOVEMENT

- Not all taxiways are available for use by all aircraft types. A321 sized aircraft and larger shall not vacate the runway via Taxiway Bravo. All code D sized aircraft must have a follow me vehicle or be towed. ATC will advise. Taxiway Echo only available for code A aircraft with an outer main gear wheel span of less than 4.5 M. Aircraft under their own power, do so at owners risk. All flights operating from the north side of the airport will, to aid ATC situational awareness, request taxi clearance. Code A aircraft with outer main gear wheel span of 4.5 M or greater will be towed along Taxiway Echo with prior approval.
- Taxiway Delta: Pilots are advised that there is no taxiway lighting guidance and that vehicles operate north of Holding Point Delta without clearance or knowledge. Wingtip clearance is not assured and pilots are to take extra care when taxiing. All flights operating from the north side of the airport will, to aid ATC situational awareness, request start, push back and taxi clearance. TP-D on Taxiway Delta signage reads Delta Tug Point (DTP).
- Runway 05 – Aircraft able to accept a departure from intersection of Taxiways C or D should inform ATC on start-up or taxi. See AD 2.13 for intersection departure declared distances.
- Jet aircraft are to apply minimum thrust when starting and taxiing off Stands 11-15, due to proximity of buildings and other aircraft.
- GA Parking will be directed by ATC and the marshaller.
- Crew are requested to use minimum engine power when manoeuvring on the aprons and taxiways.
- Taxiway Delta has a longitudinal slope of 2%. Operators are to taxi with caution between Delta holding point and runway edge.
- The Centralised De-icing Facility (CDF) located towards the southern end of Taxiway Bravo is the only location enabled for the remote de-icing of aircraft.
 - Remote de-icing is available.
 - Remote de-icing operations may occur when snow is falling and accumulating and will be promulgated by Southend Operations.
 - When the CDF is "open" this will be broadcast on ATIS and full details are available via the Aerodrome Manual.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- It is a condition of operating at the airport that the operator accepts that St. Laurence Church and graveyard are permanent obstacles within the runway instrument strip and that they take account of them to the extent necessary to ensure a safe operation. Operators must refer to the airport conditions of use, and the pilots briefing pack on the LSACL website. Church roof is at 78 FT AMSL at 94 M from runway centre-line, spire at 114 FT AMSL, 105 M from runway centre-line at approximately 200 M north-east of Runway 05 threshold, lit with a single red obstacle light. Frangible fence around Church graveyard up to 9 FT AGL (56 FT AMSL), at closest 49 M from Runway centre-line. Operators should refer to obstacle data at AD 2.10 and charts at AD 2.24.

1 Oct 2026

- b) Low Visibility Operations will commence whenever the meteorological visibility is less than 2000 M and/or the cloud ceiling is less than 300 FT. The ATIS will advise when Low visibility procedures are in force.

A follow me vehicle may be provided as instructed by ATC.

Aircraft that require the use of Taxiway Delta should advise ATC at the earliest opportunity in order to facilitate timely removal of safety barriers.

- c) Bird hazard: increased bird activity may be encountered on Runway 05 and 23 approaches during Spring and Autumn due to agricultural activity.

5 HELICOPTER OPERATIONS

- a) Helicopter circuits as directed by ATC.
- b) Helicopters must obtain specific clearance to cross the runway.
- c) During Low Visibility Procedures any helicopter movements will be to/from the runway.
- d) Helicopters not permitted between 2300-0630 (2200-0530). Exceptions are due to weather diversion; emergencies; when operated by or on behalf of HEMS/Hospital flights; the Military, the Police, or on Search and Rescue duties.

6 USE OF RUNWAYS

- a) Variable circuits as instructed by ATC.
- b) Circuit height 1000 FT AAL and 1500 FT AAL for aircraft 5700 KG or greater by day. All circuits 1500 FT AAL by night.
- c) Operators attention is drawn to the possibility of localiser signal fluctuations due to the proximity of the Runway 05 localiser array to the runway. Landing aircraft vacating Runway 05 via Taxiway Alpha should endeavour to keep the aircraft in continuous motion until passing A1 Holding Point.

7 TRAINING

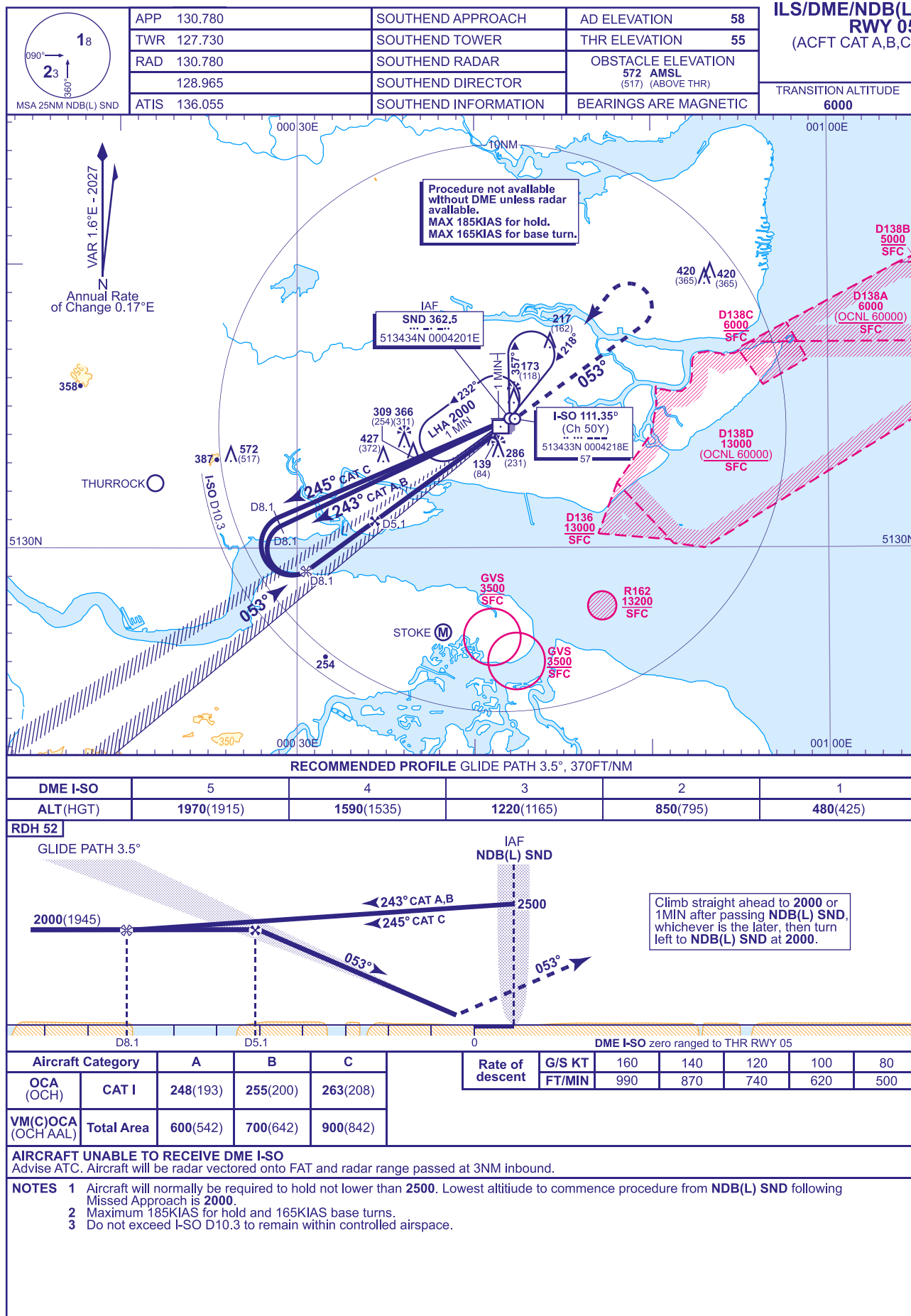
- a) The following require prior permission from ATC by Tel: 01702-538420:
 - i. IFR Examination flights
 - ii. Circuit details
 - iii. Qualifying cross country flights - Inbound
 - iv. Instrument approach training.
- b) A slot booking system operates for Instrument Approach training and circuit training details. Because of airspace limitations, pilots of instrument training flights must adhere to pre-booked times otherwise their flights may be delayed or curtailed. ATC are to be advised (prior to the time of the original slot) of any cancellations, or delays of 10 minutes or more.
- c) In order to maximise capacity, it is preferred that instrument training flights accept radar vectors. Such flights requesting to enter the hold or to fly 'non-radar' instrument approaches may be refused or delayed to accommodate non-training traffic.

EGMC AD 2.21 NOISE ABATEMENT PROCEDURES

Operators of all aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome. The following procedures and routeings apply to all aircraft whether landing or taking off or making a missed approach in either VMC or IMC.

- a) Aircraft of more than 5.7 tonnes Maximum Certified Weight:
 - i. When departing Runway 05 shall climb straight ahead until a range of 1 DME (I-SO or I-ND) **and** an altitude of 1500 FT is reached before turning;
 - ii. When departing Runway 23 shall climb straight ahead until a range of 2.5 DME (I-SO or I-ND) **and** an altitude of 1500 FT is reached before turning;
 - iii. Aircraft of more than 5.7 tonnes weight intending to operate at below 1500 FT altitude shall conform to the DME distances above before commencing any turn on track.
- b) Between 2300-0630 (2200-0530), noise limits, noise quotas and limitations on the number and types of aircraft accepted apply. Operators wishing to operate within this period must seek prior approval from 'London Southend Jet Centre' +44(0)1702-538600; ops@londonjsjc.com. Civil Helicopters not normally permitted.
- c) The airport operates a Preferred Runway Usage Scheme as follows: Subject to over-riding Pilot and ATC safety/performance and separation requirements, whenever the tailwind component is 5 KT or less, the preferred runway for departures is Runway 05, and for arrivals is Runway 23. Between 2330-0630 (2230-0530) ATC will avoid using Taxiway C as much as is practically possible. Pilots should expect to enter and vacate the runway via alternative routes.
- d) When making a visual approach to either runway, all aircraft of 5.7 tonnes or more AUW are to be established on the extended runway centre-line no later than reaching a range of 3 NM (3 DME) from the threshold of the runway in use and at a height not below the PAPI indicated approach slope. Thereafter aircraft shall follow a descent path not below a normal approach path as indicated by the PAPIs of 3.5° (RWY 05), 3° (RWY 23).
- e) The routings and procedures specified above are compatible with normal Air Traffic Control requirements. In individual cases they may be varied by Air Traffic Control when necessary. The use of the procedures is supplementary to standard noise abatement take-off techniques as used by piston, turbo-prop and turbo-jet aircraft. Any of the above requirements may be departed from to the extent necessary for the avoidance of immediate danger.
- f) Ground Running of Engines: Due to the close proximity of residential areas ground running of aircraft engines for maintenance purposes will not be permitted as follows:

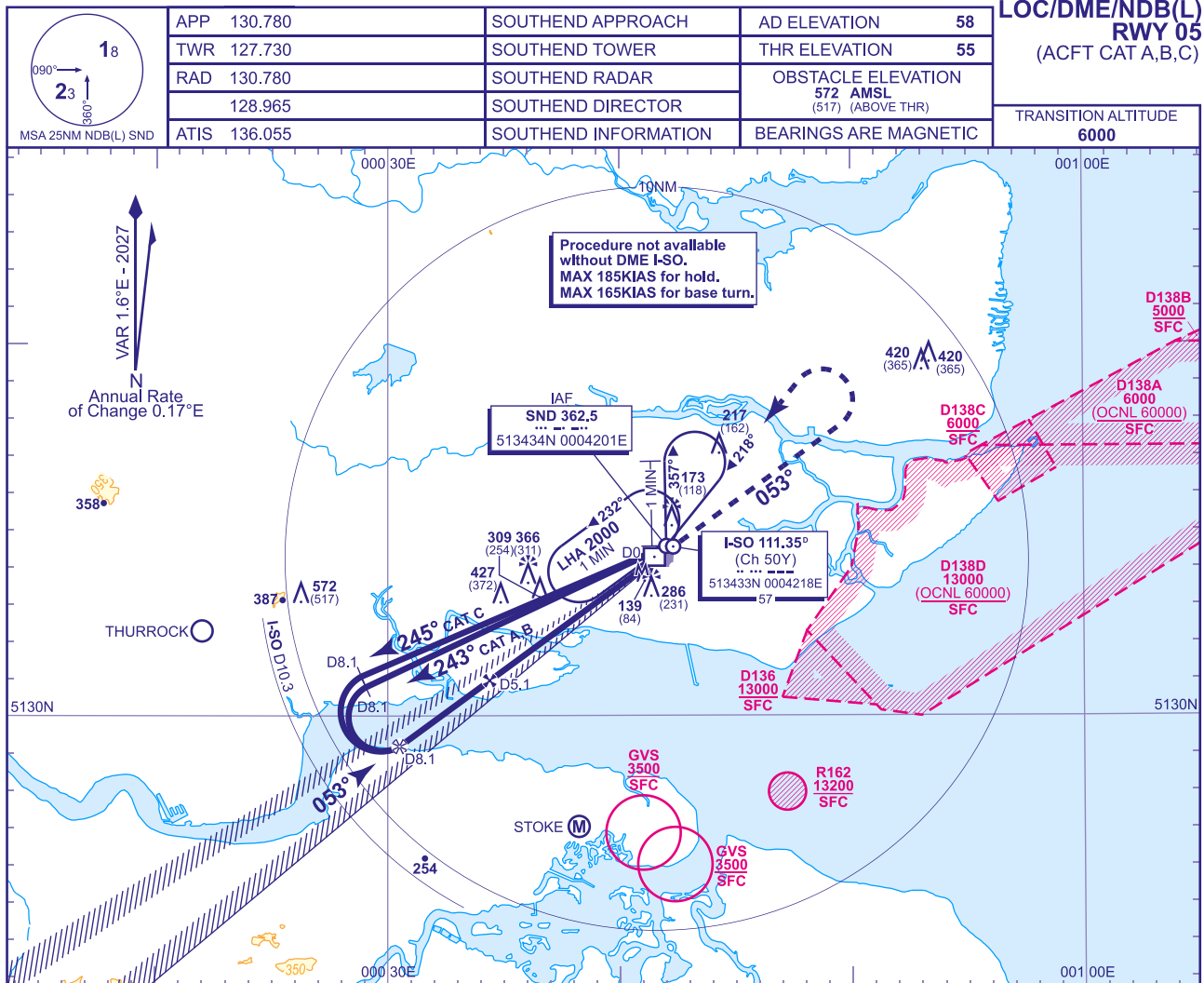
INSTRUMENT APPROACH CHART - ICAO

SOUTHEND
ILS/DME/NDB(L)
RWY 05
(ACFT CAT A,B,C)

**SOUTHEND
ILS/DME/NDB(L)
RWY 05
(ACFT CAT D)**

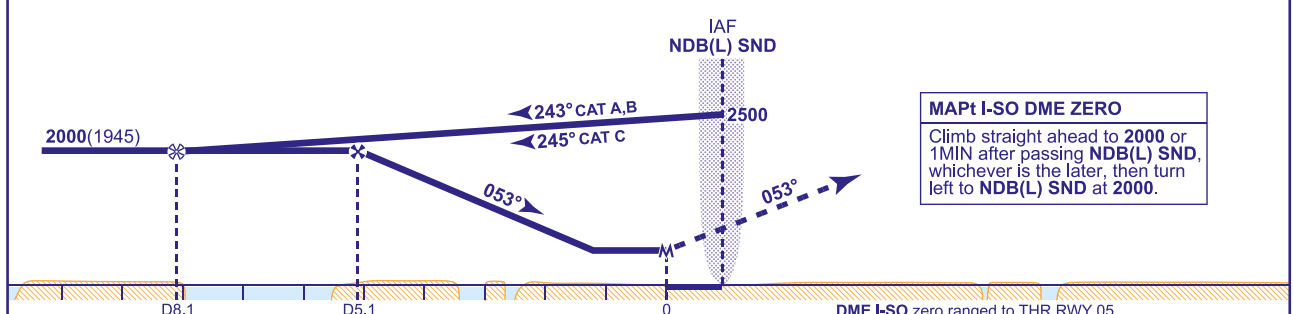


SOUTHEND
LOC/DME/NDB(L)
RWY 05
(ACFT CAT A,B,C)



RECOMMENDED PROFILE Gradient 6.12%, 370FT/NM

DME I-SO	5	4	3	2
ALT(HGT)	1970(1915)	1590(1535)	1220(1165)	850(795)



Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	580(525)	580(525)	580(525)		FT/MIN	990	870	740	620	500
VM(C)OCA (OCH AAL)	Total Area	600(542)	700(642)	900(842)							

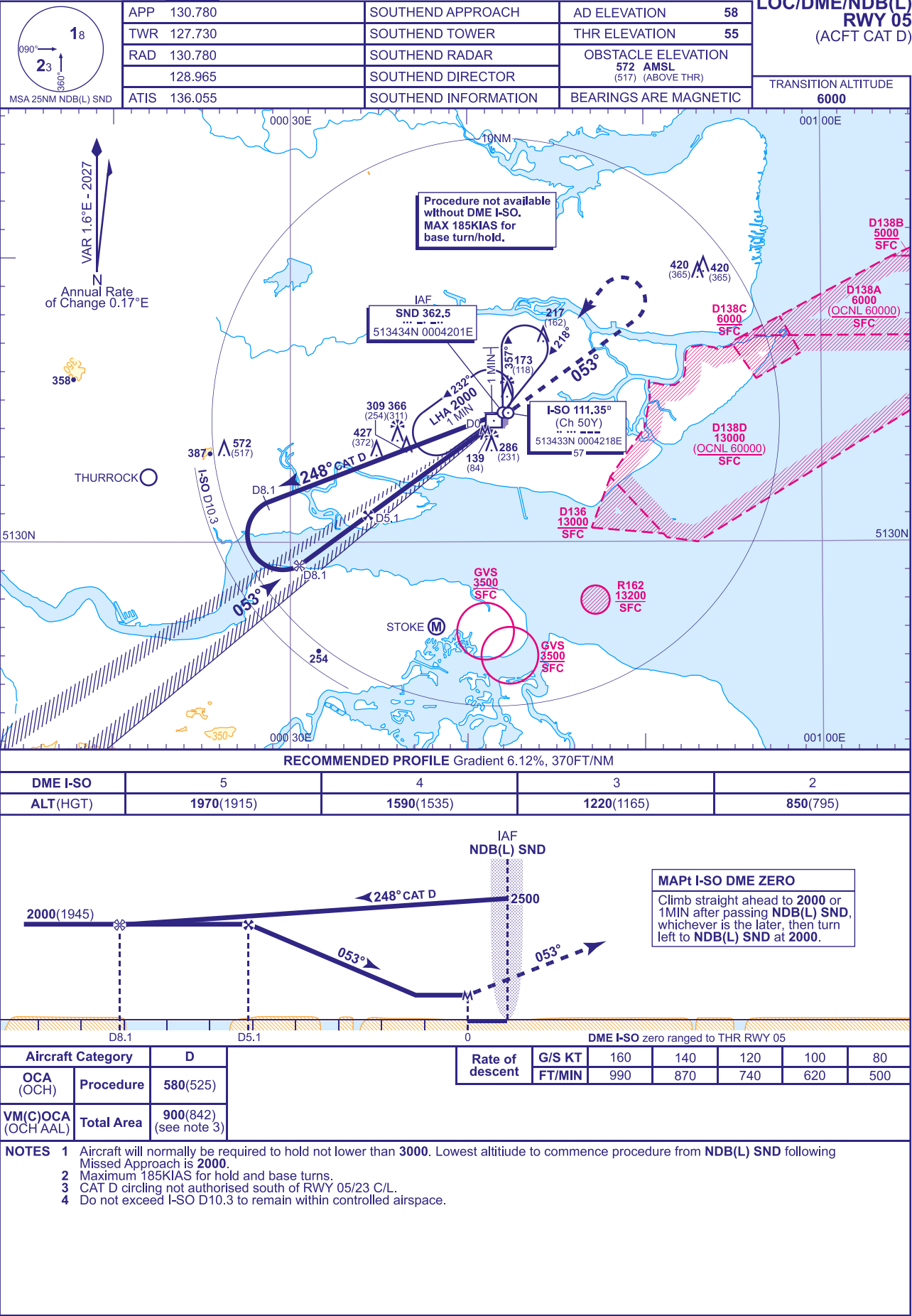
NOTES

- 1 Aircraft will normally be required to hold not lower than **2500**. Lowest altitude to commence procedure from **NDB(L) SND** following Missed Approach is **2000**.
- 2 Maximum 185KIAS for hold and 165KIAS base turns.
- 3 Do not exceed I-SO D10.3 to remain within controlled airspace.

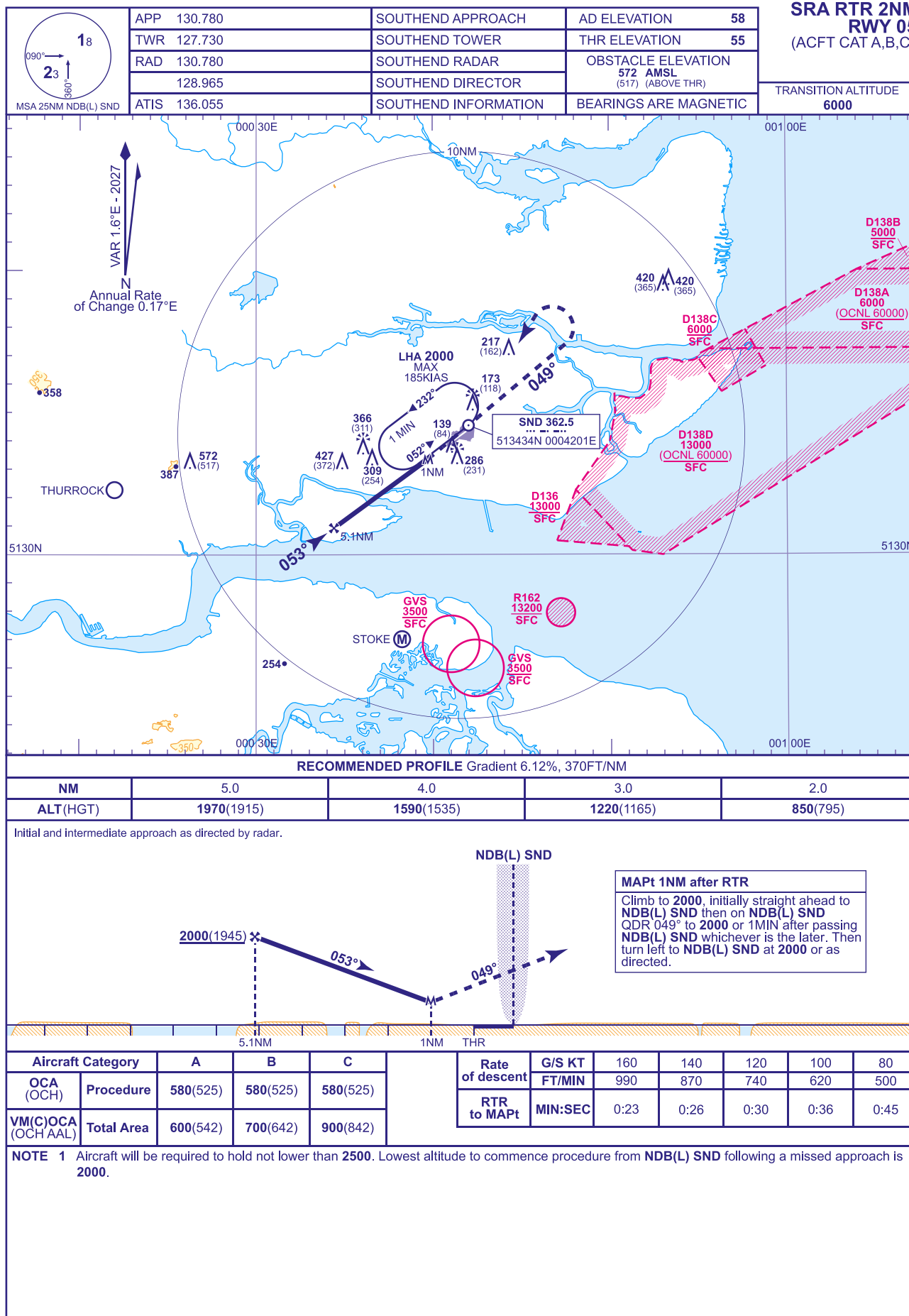
CHANGE (11/26): SPECIFICATION UPDATE.
AERO INFO DATE 30 JUL 26

INSTRUMENT APPROACH CHART - ICAO

SOUTHEND
LOC/DME/NDB(L)
RWY 05
(ACFT CAT D)



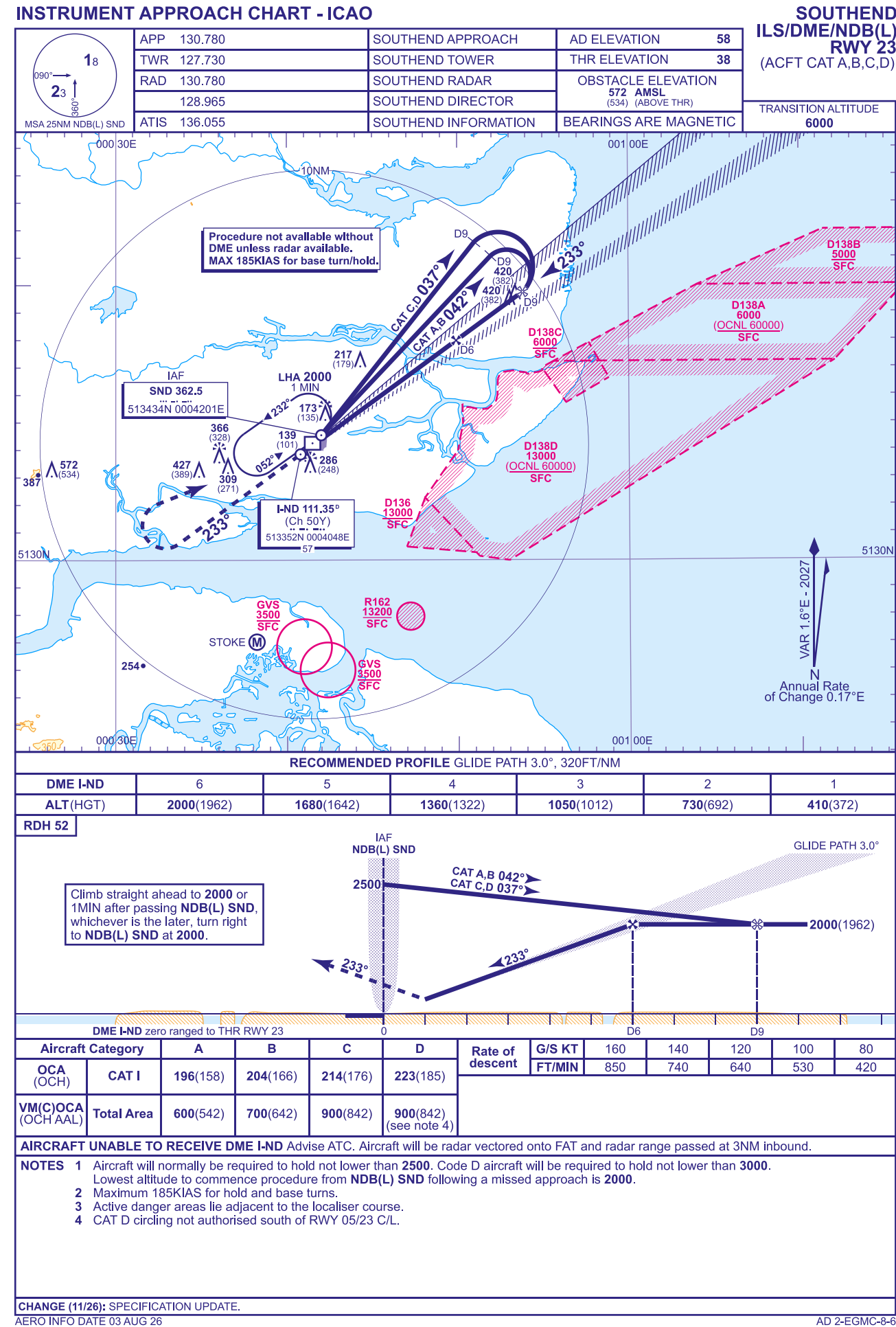
INSTRUMENT APPROACH CHART - ICAO

SOUTHEND
SRA RTR 2NM
RWY 05
(ACFT CAT A,B,C)

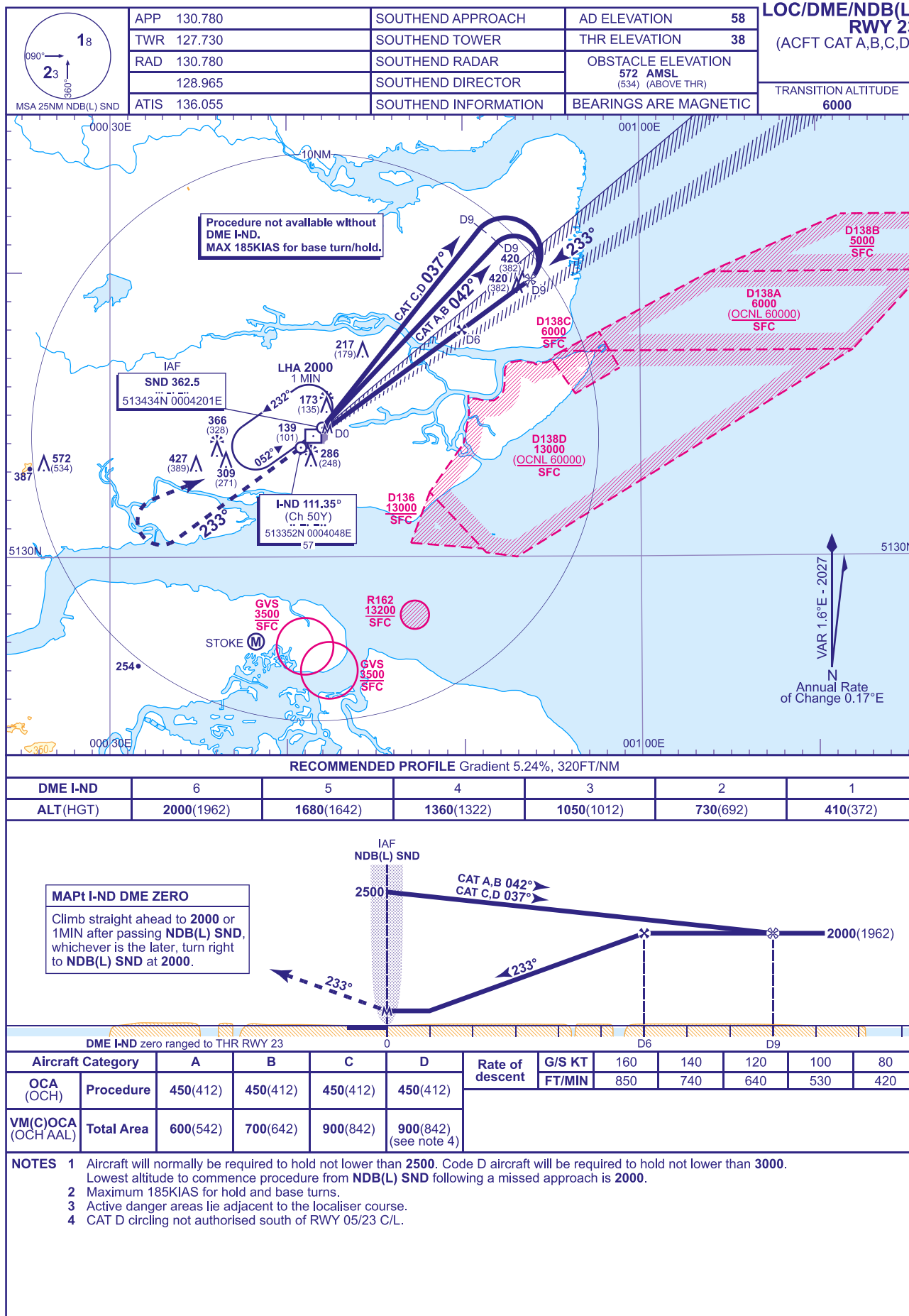
CHANGE (11/26): SPECIFICATION UPDATE.

AERO INFO DATE 31 JUL 26

AD 2.EGMC-8-5



INSTRUMENT APPROACH CHART - ICAO

SOUTHEND
LOC/DME/NDB(L)
RWY 23
(ACFT CAT A,B,C,D)

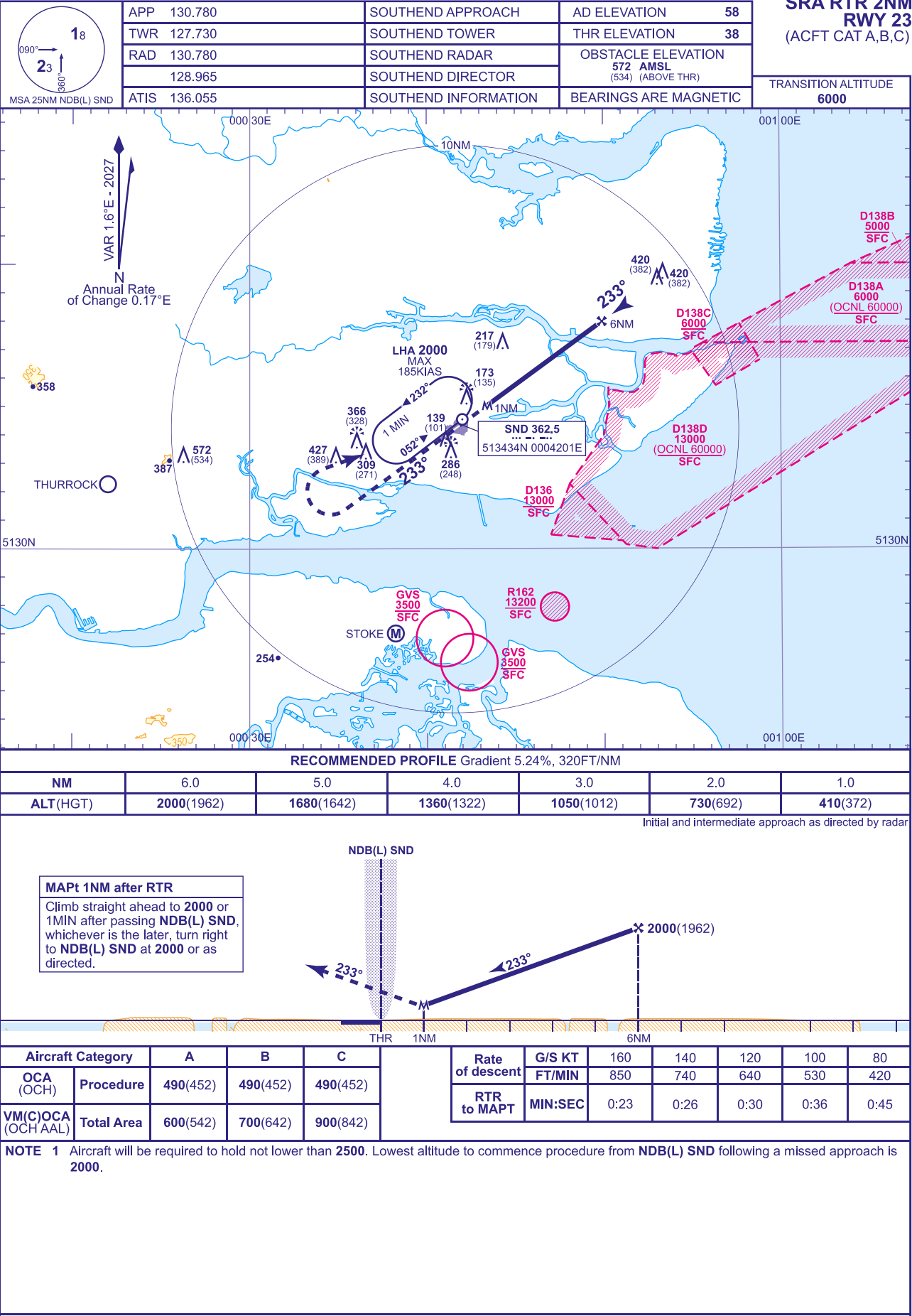
CHANGE (11/26): SPECIFICATION UPDATE.

AERO INFO DATE 03 AUG 26

AD 2-EGMC-8-7

INSTRUMENT APPROACH CHART - ICAO

SOUTHEND
SRA RTR 2NM
RWY 23
(ACFT CAT A,B,C)



EGSY — ST ATHAN**EGSY AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGSY — ST ATHAN

EGSY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512417N Long: 0032609W RWY 07/25 intersection with Taxiways E and F.
2	Direction and distance from city	10 NM WSW of Cardiff city.
3	Elevation / Reference temperature / Mean Low Temperature	164 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	169 FT
5	Magnetic Variation / Annual Change	0.24°E (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address Web address	CARDIFF INTERNATIONAL AIRPORT ON BEHALF OF THE WELSH GOV. Aerodrome Manager, Dragon Way, Bro Tathan West, St Athan, Barry, CF62 4AF. 01446-243901 Aerodrome Manager 01446-243940 ATC 01446-243943 ATIS stathan.ops@cwl.aero www.cardiff-airport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	IFR Arrivals and Departures, VFR and SVFR see AD 2.22 item 6.

EGSY AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (0800-1600) PPR H24. Extension of hours by prior arrangement.
2	Customs and immigration	By arrangement.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours. Extension of ATC hours by prior arrangement.
8	Fuelling	AVGAS 100LL available 0830-1700 (0730-1600). Jet A1 available 0830-1700 (0730-1600).
9	Handling	By prior arrangement with on-site based operators.
10	Security	On request by prior arrangement.
11	De-icing	-
12	Remarks	This aerodrome is strictly by PPR via Airfield Operations by telephone Monday-Friday on 01446-243901/2 or via email stathan.ops@cwl.aero. For weekends and Bank Holidays, by telephone to our Fire Team on 01446-243912.

EGSY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	Bowsers: 2 x 5000 LT AVGAS. 1 x 17,400 LT JET A-1, 1 x 17,000 LT JET A-1.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Limited, by arrangement.
6	Repair facilities for visiting aircraft	Caerdav. Horizon Aircraft Services and eCube.
7	Remarks	All visiting aircraft require to be sponsored by one of the resident AD organisations.

EGSY AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity.
2	Restaurants	-
3	Transportation	Limited.
4	Medical facilities	Limited.
5	Bank and Post Office	-
6	Tourist Office	-
7	Remarks	-

EGSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A4 Category 5, 6 or 7 by 48 hours prior arrangement.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Will be supported by onsite handler/host co-ordinated with Cardiff Airport.
4	Remarks	-

EGSY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	-
2	Clearance priorities	Taxiway Bravo, Runway 07/25 from intersection with Taxiway Foxtrot to the Runway 07 threshold, Taxiway Alpha from the Runway 07 threshold/HP A1 to intersection with Taxiway Foxtrot.
3	Remarks	Anti-iced with KC Potassium acetate fluid.

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

1	Apron surface and strength	ALPHA Surface: Concrete and asphalt PCR 197/F/A/X/U CHARLIE Surface: Concrete PCR 311/R/C/W/U ECHO Surface: Concrete PCR 168/R/C/W/U ENGINE RUNNING PLATFORM Surface: Concrete PCR 379/R/C/W/U KILO 1 Surface: Concrete PCR 350/R/B/W/U MAINTENANCE AREA C Surface: Concrete PCR 290/R/B/W/U MAINTENANCE AREA E Surface: Concrete PCR 379/R/C/W/U MAINTENANCE AREA G Surface: Concrete and asphalt PCR 213/F/B/Y/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 14 M Surface: Asphalt PCR 99/F/A/X/U

		Taxiway BRAVO: 10.5 M Surface: Asphalt PCR 119/F/B/X/U Taxiway CHARLIE: 15 M Surface: Concrete and asphalt PCR 290/R/B/W/U Taxiway DELTA: 15 M Surface: Asphalt PCR 143/F/C/Y/U Taxiway ECHO: 23 M Surface: Asphalt PCR 343/F/C/X/U Taxiway FOXTROT: 23 M Surface: Asphalt PCR 253/F/A/X/U Taxiway GOLF: 15 M Surface: Concrete and asphalt PCR 213/F/B/Y/U Taxiway HOTEL: 15 M Surface: Asphalt PCR 143/F/C/Y/U
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	No lighting provided for night operations on Apron Alpha, Apron Echo and Maintenance Area Echo.

EGSY 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	Yellow taxiway markings and parking slot guidance on Apron Echo. There are no aircraft stands or stand markings. Aircraft marshalling is mandatory on Apron Alpha, Apron Charlie, Maintenance Area Echo, and the ecube and Caerdav demised areas.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Runway designation, runway threshold, runway centre-line, touchdown zone markings. Taxiway marking aid(s): Blue edge lights on Taxiway Alpha, Bravo, Charlie and Echo to holding point E. Blue edge lights on Apron Kilo 1 and Apron Charlie.
3	Stop bars and runway guard lights (if any)	Runway guard lights are positioned at Holding Points A1, A6, C, D, E, F, G and H.
4	Other runway protection measures	-
5	Remarks	There are 2 illuminated WDIs to the south of Runway 07/25, adjacent to the runway threshold markings.

EGSY AD 2.10 AERODROME OBSTACLES

Obstacle data is provided as Digital Datasets in XML (AIXM) and CSV formats via the NATS AIS Website at <http://www.nats.aero/ais/datasets>.

Further information on UK Digital Datasets can be found in GEN 3.1.6.

EGSY 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	TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Available on the met office website www.metoffice.gov.uk/aviation .
8	Supplementary equipment available for providing information	St Athan ATIS available by telephone on 01446-243943.
9	ATS units provided with information	ST ATHAN
10	Additional information (limitation of service, etc.)	Unverified automatic met observations on ATIS (130.560 MHz) or by telephone (01446-243943) outside of aerodrome/ATC hours.

EGSY 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	073.05°	1828 x 45 M	RWY surface: Asphalt, Grooved PCR 343/F/C/W/U SWY surface: - -	512410.55N 0032643.16W 169.1 FT	THR 160.9 FT TDZ 163.6 FT	RWY 07 - 0.51% down RWY 25 - 0.51% up
25	253.07°	1828 x 45 M	RWY surface: Asphalt, Grooved PCR 343/F/C/W/U SWY surface: - -	512427.18N 0032515.81W 169.0 FT	THR 133.4 FT TDZ 152.0 FT	RWY 07 - 0.51% down RWY 25 - 0.51% 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
45 x 45 M	17 x 150 M	-	90 x 90 M -	-	-	RWY 07 Strip Dimensions: 1948 x 150 M. White edge markings are not at edge of paved surface and indicate 43 M width. Stopway unlit.
48 x 45 M	12 x 150 M	-	90 x 90 M -	-	-	RWY 25 Strip Dimensions: 1960 x 150 M. White edge markings are not at edge of paved surface and indicate 43 M width. Stopway unlit.

EGSY AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	1828 M	1846 M	1874 M	1778 M	-
25	1828 M	1840 M	1877 M	1816 M	-
07	1343 M	1360 M	1388 M	-	Take-off from intersection with Taxiway Charlie.

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	1322 M	1340 M	1367 M	-	Take-off from intersection with Taxiway Delta.
07	1091 M	1109 M	1136 M	-	Take-off from intersection with Taxiway Foxtrot.
07	1091 M	1109 M	1136 M	-	Take-off from intersection with Taxiway Echo.
25	1271 M	1283 M	1319 M	-	Take-off from intersection with Taxiway Golf.
25	1237 M	1248 M	1285 M	-	Take-off from intersection with Taxiway Hotel.
25	761 M	773 M	809 M	-	Take-off from intersection with Taxiway Foxtrot.
25	761 M	773 M	809 M	-	Take-off from intersection with Taxiway Echo.

EGSY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	CL1B 430 M Light intensity high	Green Light intensity high Uni-directional	PAPI Left/3° 25 FT	-	-	Elevated (flush at E/F) White Hi Uni with white LI omni component. 600 M Amber.	Uni-directional Red Light intensity high	-	EDGE: Pilot Controlled Lighting system in use outside ATC op hours. Activates RWY edge and stop end lights only, remains on for 15 minutes (for SAR and Police flights only).
25	CL2B 420 M Light intensity high	Green Light intensity high Uni-directional	PAPI Right/3° 26 FT	-	-	Elevated, (flush at E/F) White Hi Uni with white LI omni component. 600 M Amber.	Uni-directional Red Light intensity high	-	EDGE: Pilot Controlled Lighting system in use outside ATC op hours. Activates RWY edge and stop end lights only, remains on for 15 minutes (for SAR and Police flights only).

EGSY 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: 512402.00N 0032642.08W and 512402.13N 0032641.19W.
3	TWY edge and centre line lighting	EDGE: Blue edge lighting on Taxiways Alpha, Bravo (elevated on Bravo) and Echo and on Taxiway Charlie from the runway to Apron Charlie. No centre-line lighting. Spacing of lights on Taxiway Alpha is irregular.
4	Secondary power supply/switch-over time	Yes / 12 seconds.
5	Remarks	Taxiway Alpha, Bravo, Charlie and Echo edge lights remain on outside ATC Ops hours for SAR and Police helicopter operations.

EGSY AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGSY 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
ST ATHAN ATZ 512532N 0032328W - 512241N 0032410W thence clockwise by the arc of a circle radius 2 NM centred on 512419N 0032600W to 512532N 0032328W	Upper limit: 2164 FT ALT Lower limit: SFC	D	ST ATHAN TOWER English	6000 FT	0900-1700 (0800-1600).	Outside St Athan ATC op hours departing helicopters contact Cardiff TWR on 133.105 MHz prior to departure for clearance to enter Cardiff Controlled airspace. ATZ 2000 FT AAL.
ST ATHAN LOCAL FLYING ZONE 512524N 0033307W - 512456N 0032523W - 512406N 0032302W - 512247N 0032302W - 512124N 0033042W - 512209N 0033306W thence clockwise by the arc of a circle radius 8 NM centred on 512348N 0032036W to 512524N 0033307W	Upper limit: 1700 FT ALT Lower limit: SFC	D	ST ATHAN TOWER English	6000 FT	-	Outside St Athan ATC op hours departing helicopters contact Cardiff TWR on 133.105 MHz prior to departure for clearance to enter Cardiff Controlled airspace. 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. See EGSY AD 2.22 - Flight Procedures for info.

EGSY AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
← APP	CARDIFF APPROACH	119.155 DOC 50 NM/ 19,000 FT. Initial contact frequency.	-	-	H24	
		125.855 DOC 40 NM/ 19,000 FT.	-	-	As directed by ATC	
TWR	ST ATHAN TOWER	122.865 DOC 15 NM/4000 FT.	-	-	AD Hours.	Operators of aircraft that are not equipped for 8.33 kHz should contact ATC by email at stathanatc@nats.co.uk and stathan.ops@cwl.aero prior to operating to/at this aerodrome.
		241.125 DOC 18 NM/4000 FT. For UWAS Emergencies.	-	-	AD Hours.	
RADAR	CARDIFF RADAR	125.855 DOC 50 NM/ 19,000 FT.	-	-	0600-2300 (0500-2200)	Radar may be available 2300- 0600 (2200-0500).
ATIS	ST ATHAN INFORMATION	130.560 DOC 15 NM/4000 FT.	-	-	H24	ATIS information available by telephone 01446-243943.
OTHER	ST ATHAN FIRE	121.605 Non-ATS channel.	-	-	AD Hours.	Available when fire vehicle attending aircraft on the ground in an emergency.

AERODROME
CHART - ICAO

ARP 512417N 0032609W

AD ELEV 164FT

St. ATHAN
EGSY

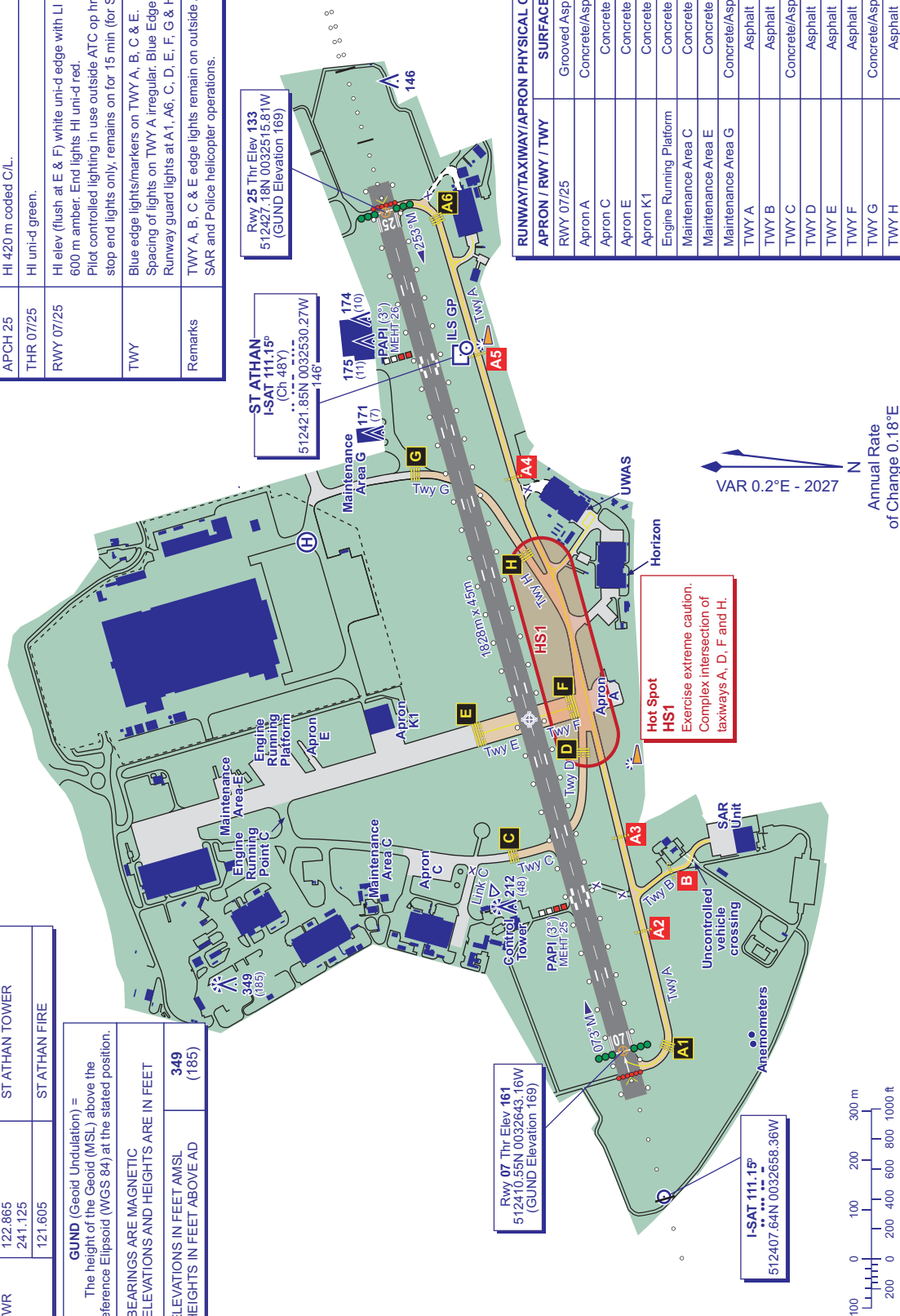
COM	
ATIS	130.560
TWR	122.865
	241.125
	121.605
ST ATHAN FIRE	
ST ATHAN TOWER	
ST ATHAN INFORMATION	

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	349
HEIGHTS IN FEET ABOVE AD	(185)

LIGHTING	
APCH 07	HI 430 m coded C/L.
APCH 25	HI 420 m coded C/L.
THR 07/25	HI uni-d green.
RWY 07/25	HI elev (flush at E & F) white uni-d edge with LI omni-d component. 600 m amber. End lights HI uni-d red. Pilot controlled lighting in use outside ATC op hrs. Activates edge and stop end lights only, remains on for 15 min (for SAR & Police only).
TWY	Blue edge lights/markers on TWY A, B, C & E. Spacing of lights on TWY A irregular. Blue Edge lights on Apron K1 & C. Runway guard lights at A1, A6, C, D, E, F, G & H.
Remarks	TWY A, B, C & E edge lights remain on outside ATC Ops hours for SAR and Police helicopter operations.



CHANGE (11/26): OBSTACLES REVISED. PCR VALUES ADDED.

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EGSG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGSG 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
03L	035.49°	900 x 30 M	RWY surface: Grass -	513855.45N 0000903.63E -	THR 185.0 FT -	-
21R	215.50°	900 x 30 M	RWY surface: Grass -	513919.26N 0000930.93E -	THR 115.0 FT -	-
03R	035.50°	1077 x 46 M	RWY surface: Asphalt and grass -	513854.70N 0000905.20E -	THR 185.0 FT -	-
21L	215.51°	1077 x 46 M	RWY surface: Asphalt and grass -	513918.58N 0000932.57E -	THR 115.0 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 03L Runway markings: Runway is marked by white corners and white painted edge markings.
-	-	-	-	-	-	RWY 21R Runway markings: Runway is marked by white corners and white painted edge markings.
-	-	-	-	-	-	RWY 03R Includes 50 M starter extension.
-	-	-	-	-	-	RWY 21L Threshold displaced by 177 M. Includes 23 M starter extension. The first 400 M of Landing distance is asphalt. Runway markings: Displaced threshold and runway designators are marked on the asphalt insert.

EGSG AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03R	1127 M	1150 M	1127 M	1077 M	-
21L	1100 M	1150 M	1100 M	900 M	-
03L	900 M	900 M	900 M	900 M	-
21R	900 M	900 M	900 M	900 M	-

EGSG 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
03R	Sodium lights at the start of Runway 21L and 03R. - Light intensity high	Light intensity low	APAPI Right/ 4.5° 26 FT	-	-	Light intensity low	-	-	-
21L	Sodium lights at the start of Runway 21L and 03R. - Light intensity high	Light intensity low	APAPI Left/ 4.25° 26 FT	-	-	Light intensity low	-	-	-

EGSG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGSG AD 2.16 HELICOPTER LANDING AREA

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EGSG 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
STAPLEFORD ATZ A circle, 2 NM radius, centred at 513909N 0000922E on longest notified runway (03R/ 21L)	Upper limit: 2185 FT ALT Lower limit: SFC	G	STAPLEFORD RADIO English	6000 FT	0800-1800 (0700-1700).	ATZ 2000 FT AAL.

EGSG 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	STAPLEFORD RADIO	122.805 A/G frequency.	-	-	0800-1800 (0700-1700).	-

3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF H06: - TLOF surface: Asphalt PCN 31/F/B/X/T TLOF H24: - 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 0715-2015 (0615-1915); Sat 0730-1600 (0630-1500); Sun 1115-2000 (1015-1900). 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	Mon-Fri 0715- 2015 (0615- 1915); Sat 0730-1600 (0630-1500); Sun 1115-2000 (1015-1900).	Additional ATS Unit Callsign: SUMBURGH INFORMATION, English (When notified). Airspace Class: Class G (When notified). Transition Altitude: 3000 FT. 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 0715-2015 (0615- 1915); Sat 0730-1600 (0630-1500); Sun 1115- 2000 (1015-1900).	-
RADAR	SUMBURGH RADAR	123.155 Standby frequency not continuously monitored.	-	-	0630-2200 (0530-2100).	This service is provided by NATS Aberdeen.

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Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
		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 0715-2015 (0615- 1915); Sat 0730-1600 (0630-1500); Sun 1115- 2000 (1015-1900).	-
OTHER	SUMBURGH FIRE CHIEF	121.605 Non-ATS Frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

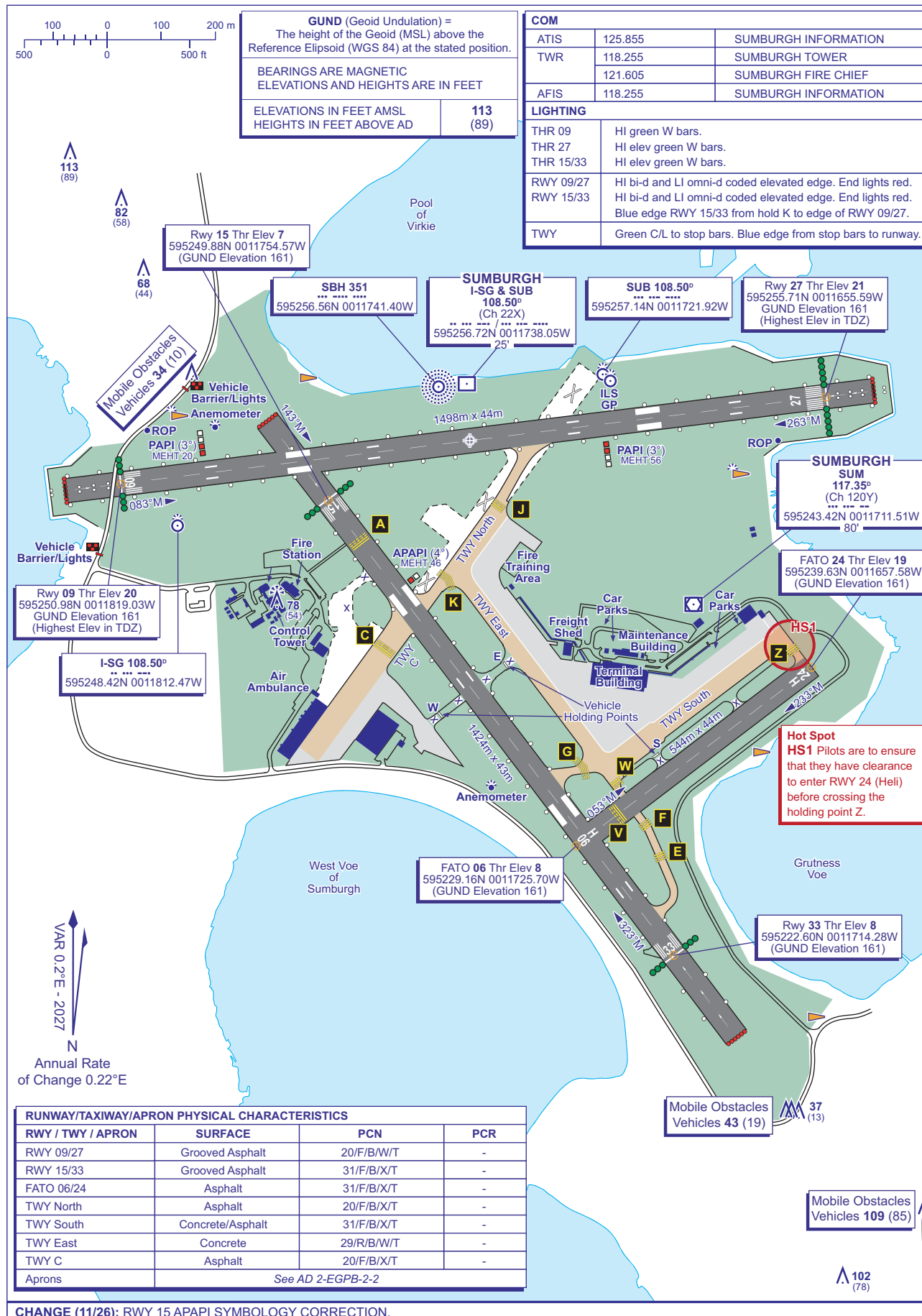
EGPB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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	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	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.

AERODROME
CHART - ICAO

ARP 595253N 0011738W

AD ELEV 24FT

SUMBURGH
EGPB

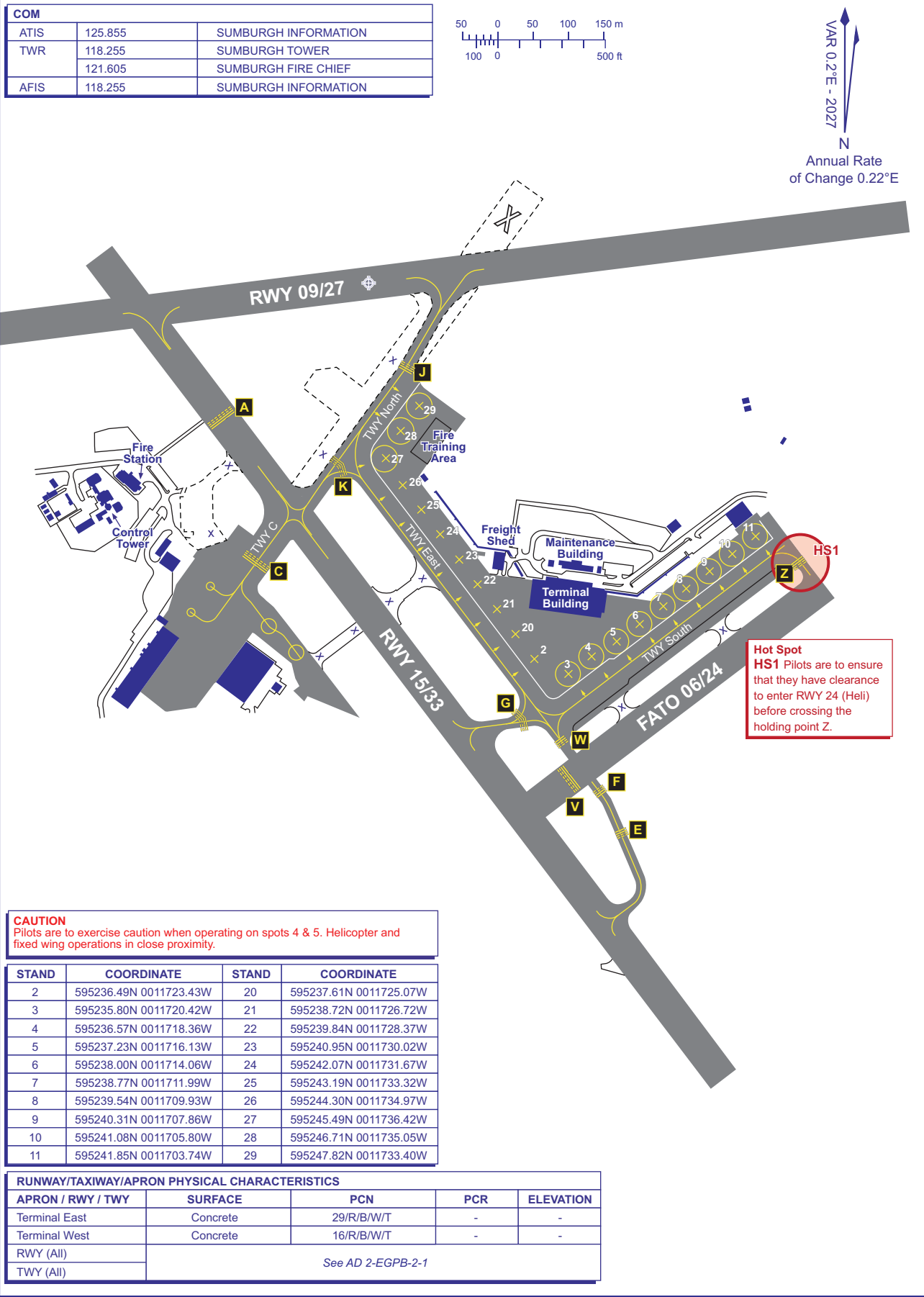
AD 2-EGPB-2-1

AIRCRAFT PARKING/DOCKING
CHART - ICAO

ARP 595253N 0011738W

AD ELEV 24FT

SUMBURGH
EGPB



RWY	Approach lighting Type/Length/Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
23	Coded centre-line with five crossbars. 777 M Light intensity high	Green	PAPI Left/3° 52 FT 345 M	-	Coded centre-line 30 M spacing Light intensity high	HI bi-directional with LI omni-directional component	Red	-	EDGE: Runway edge lighting is 60 M gauge along the runway designated edge.

EGNV 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: 543048.41N 0012506.39W (LGTD), 543018.15N 0012625.25W (LGTD), 543047.36N 0012507.38W (LGTD). Digital wind indicators at glidepaths of Runways 05 and 23.
3	TWY edge and centre line lighting	CL: Green centreline lighting is provided on all taxiways.
4	Secondary power supply/switch-over time	Yes/ Less than 15 seconds, in LVPs a maximum 1 second switchover.
5	Remarks	Obstacle lighting.

EGNV 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	FATO: - x - FATO surface: - -
4	True BRG of FATO	FATO:
5	Declared distance available	FATO:
6	APP and FATO lighting	-
7	RMK	Helicopters land on the main runway or directly on stands.

EGNV 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
TEESSIDE INTERNATIONAL CTR 544050N 0011909W thence clockwise by the arc of a circle radius 11 NM centred on 543033N 0012546W to 543328N 0010734W - 542541N 0012211W thence clockwise by the arc of a circle radius 5.3 NM centred on 543033N 0012546W to 543303N 0013347W - 544050N 0011909W	Upper limit: 6000 FT ALT Lower limit: SFC	D	TEESSIDE RADAR English	6000 FT	-	Teesside Approach will be used in the event of total radar failure.
TEESSIDE INTERNATIONAL ATZ A circle, 2.5 NM radius, centred at 543033N 0012546W on longest notified runway (05/23)	Upper limit: 2120 FT ALT Lower limit: SFC	D	TEESSIDE RADAR English	6000 FT	Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100).	ATZ 2000 FT AAL. Teesside Approach will be used in the event of total radar failure.

EGNV 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	TEESSIDE APPROACH	118.855 DOC 42 NM/ 19,000 FT.	-	-	Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100).	VDF 543100.56N 0012519.38W On AD. Bearing accuracy no better than Class A. VDF not available for en-route navigation.
TWR	TEESSIDE TOWER	119.805 DOC 25 NM/4000 FT.	-	-	Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100).	VDF 543100.56N 0012519.38W On AD. Bearing accuracy no better than Class A. VDF not available for en-route navigation.
RADAR	TEESSIDE DIRECTOR	128.855 DOC 42 NM/ 19,000 FT.	-	-	As directed by ATC.	LARS is provided 0800-1800 (0700-1700). VDF 543100.56N 0012519.38W On AD. Bearing accuracy no better than Class A. VDF not available for en-route navigation. TEESSIDE RADAR Teesside Radar service provision may be reduced due to degraded primary surveillance performance within an arc of 330-004 degrees Mag from the ARP.
	TEESSIDE RADAR	118.855 DOC 42 NM/ 19,000 FT.	-	-	Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100).	
ATIS	TEESSIDE INFORMATION	132.380 DOC 60 NM/ 20,000 FT.	-	-	Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100).	-
OTHER	TEESSIDE FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGNV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.65°E (2027)	ITSE	108.500 MHz	HO	543104.34N 0012447.32W		(RWY 05)
ILS/GP	ITSE	329.900 MHz	HO	543017.02N 0012625.76W		3° ILS Ref Datum Hgt 52 FT.
ILS/LOC I 0.64°E (2027)	ITD	108.500 MHz	HO	543001.78N 0012644.43W		(RWY 23)
ILS/GP	ITD	329.900 MHz	HO	543048.41N 0012506.39W		3° ILS Ref Datum Hgt 50 FT.
DME	ITSE	22X 108.500 MHz	HO	543029.99N 0012540.96W	137 FT	(RWY 05) On AD. DME freq paired with ILS I-TSE and I-TD. Zero range indicated at THR of Runway 05 and 23.

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	ITD	22X 108.500 MHz	HO	543029.99N 0012540.96W	137 FT	(RWY 23) On AD. DME freq paired with ILS I-TSE and I-TD. Zero range indicated at THR of Runway 05 and 23.
NDB (L) 0.68°E (2027)	TD	347.500 kHz	HO	543337.87N 0012001.10W		Located at 3.9 DME I-TD. Range 25 NM.

EGNV AD 2.20 LOCAL AERODROME REGULATIONS

1 AERODROME REGULATIONS

- All aircraft using Teesside International Airport and its facilities are required to have third party liability insurance cover in the sum of at least £500,000 sterling. Proof of this insurance must be available for inspection at any time whilst the aircraft is at Teesside International Airport.
- Aerobatics and other unusual flight manoeuvres or aerial activities are prohibited within the ATZ unless prior written permission has been obtained from the Managing Director of Teesside International Airport Ltd.
- Aircrew are to wear high visibility jackets whilst on the aprons and movement areas.
- Booking out details will not be accepted via RTF.
- Aerodrome not available to aircraft unable to communicate with ATC by radio.

2 GROUND MOVEMENT

- All taxiways are 15 M wide, apart from Bravo (central taxiway - 23 M). Aircraft requiring greater width must enter or vacate Runway 05/23 via the Bravo Taxiway.

3 CAT II/III OPERATIONS

- Teesside is not equipped for CAT II/III operations, however, Low Visibility Procedures are used to protect CAT 1 operations.
- Safeguarding commences when the visibility reduces to 1500 M and is expected to decrease, or the cloud ceiling reduces to 300 FT and is expected to decrease.
- LVPs will commence when the visibility or RVR is 800 M or less, or the cloud ceiling reduces below 200 FT.

4 WARNINGS

- Deer hazard, aircrews to report any sightings to ATC.
- Bird concentrations may be present on surrounding agricultural land. Active dispersal methods are employed, however, pilots may occasionally be requested to slightly delay a departure or arrival if any potential hazard persists.
- Model aircraft flying takes place at Redmarshall, 3.7 NM NE of Teesside Aerodrome from 0930 (0830) to SS. Aircraft will remain within 500 M of the site not above 400 FT AGL. ATC will advise when aircraft between 7 KG and 25 KG are operating.
- A HEMS base is located within Teesside CTR/ATZ. The site lies 1.2 NM North East of Runway 23 threshold and 600 M from 23 FAT. Co-ordinates 543130N 0012258W. The helicopter will not lift without permission from ATC.
- L159 Fast Jets may operate inside Class D Airspace in excess of 250 KT IAS with ATC permission.
- Caution - on approach to Runway 23, road lights on adjacent road may cause distraction.

5 HELICOPTER OPERATIONS

- All helicopters to integrate into traffic pattern/circuit. Training is PPR from ATC, Tel: 01325-331020. There is no dedicated training area.

6 USE OF RUNWAYS

- Runway 05/23 shall be accessed by Taxiways Alpha, Bravo, Charlie and Delta.
- Hold C is situated north side approximately 550 M from 05 threshold. Pilots vacating the runway at Hold C must establish the aircraft on and follow the lead off taxi guidance markings and when applicable the centreline lighting and not attempt to cut the corner. ATC will advise when Hold C is available for use.
- At both ends of Runway 05/23, its width is twice that of the associated edge lights due to extra pavement at the northwest side. Pilots should ensure that they are correctly lined up, especially if take-off is at night, when the runway is contaminated, or in low visibility. The yellow taxiway centre-line marking supplemented with green reflective studs must be followed until alignment with runway centre-line lights is achieved.
- Aircraft unable to accept the non-standard 15 M wide taxiways should back-track and vacate at taxiway Bravo. See also paragraph 2b above.
- Aircraft requiring more than runway width (45 M) to turn should turn at the end of the runway where extra width is available. All aircraft turning on the runway should execute gentle turns.

29 Oct 2026

7 TRAINING

- a) Operators intending to follow a programme of training flights should obtain prior approval from the Airport Duty Manager: Tel: 01325-331008; Email: dutymanagers@teesideinternational.com.
- b) All Airline or aircraft above 5700 KG training flights shall be carried out subject to the following conditions:
 - i. Circuits shall be at a height specified by ATC, but at a minimum of 1500 FT AAL;
 - ii. circuits will be variable in direction, left or right hand, in accordance with ATC instructions;
 - iii. aircraft are to be flown in such a manner as to avoid flight over built up areas in the vicinity of the airport whenever practicable.
- c) The published circuit height for aircraft up to 5700 KG MTWA is not to be flown above 1500 FT QNH.

EGNV AD 2.21 NOISE ABATEMENT PROCEDURES

These procedures may at any time be departed from to the extent necessary for avoiding immediate danger.

- a) Operators of all aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
- b) Turbojet and turboprop aircraft approaching Teesside International Airport will be expected to conform to the continuous descent and low power, low drag approach procedures. To facilitate this technique, aircraft should fly within the speed band of 210 KT to 240 KT during the approach phase reducing to the band 160 KT to 180 KT at a range of 12 NM from touchdown and maintain 160 KT from 8 NM to 4 NM DME from touchdown.
- c) ATC, in the interests of accurate spacing, as required may request specific speeds and pilots are thus requested to comply with the speed adjustments as promptly as possible within the constraints of their operating procedures. Pilots will advise ATC if circumstances necessitate a speed change for aircraft performance reasons.
- d) ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance to run will be given between this descent clearance and the instruction to turn onto the intercept heading for the ILS localiser.
- e) Military aircraft will be vectored for an ILS approach, except during a mass visual recovery in the case of emergency diversions.
- f) Ground running of aircraft engines is subject to regulations and control. All ground running must be pre-arranged with the Airport Duty Manager and the appropriate documentation completed. Ground running of aircraft engines is not permitted between 2200-0700 (2100-0600).
- g) Aircraft are to avoid overflying nearby villages of Middleton St George, Middleton-One-Row, Yarm and Eaglescliffe wherever practicable.

EGNV AD 2.22 FLIGHT PROCEDURES**1 PROCEDURES FOR INBOUND AIRCRAFT**

- a) The standard routes for aircraft inbound from the Airways System are as follows:

Approach from	Via	Route
South and Southwest	Y250 P18	Leave airways via GASKO to TD NDB
North and Northwest	P18	Leave airways via TILNI to TD NDB

- b) Aircraft inbound to EGNV leaving the airways system from the southeast via ERKIT are subject to the availability of derogated services in Class G airspace. Clearance to enter EGNV CTR/CTA should be requested at least 10 minutes before reaching the CTR/CTA boundary.
- c) That portion of the transit through Class G airspace, pilots may encounter conflicting VFR traffic.
- d) IFR aircraft to expect departure instructions on taxi.
- e) Aircraft may be vectored outside the notified airspace for approaches to Runway 05/23 due to controlled airspace constraints. See ENR 1.6 section 1.4.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) Aircraft intending to join the airways system should flight plan via the following routes:

Outbound to	Via	Route
South and Southwest	P18	GASKO – POL (below FL 190)
	P16	GASKO – RIBEL (FL 190 and above)
Southeast	Y250 for L60 and L603	GASKO – Y250 – MAMUL
	N110 for Y70 and L603	ERKIT N110 ABTOS (for Y70) ERKIT N110 DOLAS (for L603)
North and Northwest	P18	TILNI – P18

- b) A portion of the transit is through an area of Class G airspace where pilots may encounter conflicting VFR traffic.

3 TRANSIT AIRCRAFT

- a) Aircraft wishing to transit controlled airspace should request a crossing clearance at least 10 minutes flying time or 20 NM, whichever is earlier, before reaching the CTR/CTA boundary.

4 VISUAL REFERENCE POINTS (VRP)

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

5 FREQUENCY MONITORING CODE (FMC)

- a) Pilots operating in the vicinity of, but intending to remain outside Teesside controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Teesside Radar channel, 118.855, are encouraged to select SSR code 7047.

544003N 0015830W - 541152N 0014544W -
541145N 0010539W - 542950N 0003714W -
544655N 0010255W - 544746N 0012813W -
544003N 0015830W.

- b) Selection of code 7047 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.
- c) Whilst squawking 7047 pilots should be aware that Teesside 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 7047 shall be deselected.
- e) Pilot's who intend to transit Teesside CTR/CTA should still contact Teesside Radar on 118.855 for a service and clearance if required.
- f) Pilots operating at adjacent aerodromes such as RAF Leeming, RAF Topcliffe and Sutton Bank BGA are to select the most appropriate frequency to their location and The Rules of the Air Regulations 2015 and be aware that within the MATZ and the area proximate to it, in the notified FMC, may contain high performance military aircraft.

EGNV AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGNV AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGNV-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGNV-2-2

CONTROL ZONE and CONTROL AREA CHART

AD 2.EGNV-4-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGNV-5-1

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 05 - ICAO

AD 2.EGNV-8-1

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 05 - ICAO

AD 2.EGNV-8-2

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO

AD 2.EGNV-8-3

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 23 - ICAO

AD 2.EGNV-8-4

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 23 - ICAO

AD 2.EGNV-8-5

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO

AD 2.EGNV-8-6

INSTRUMENT APPROACH CHART NDB(L) RWY 23 - ICAO

AD 2.EGNV-8-7

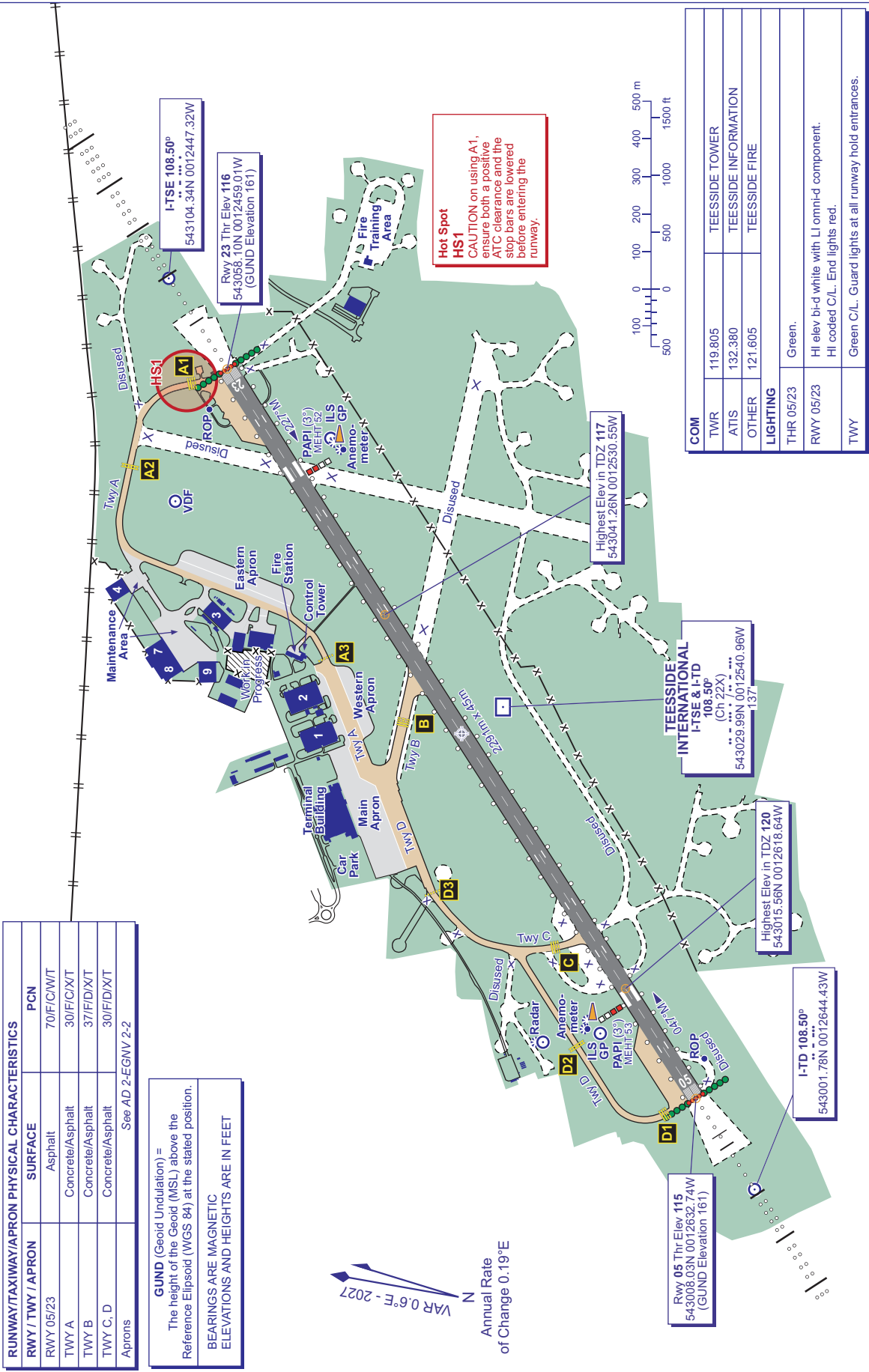
EGNV AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME
CHART - ICAO

TEESSIDE INTERNATIONAL
EGNV

ARP 543033N 0012546W AD ELEV 120FT

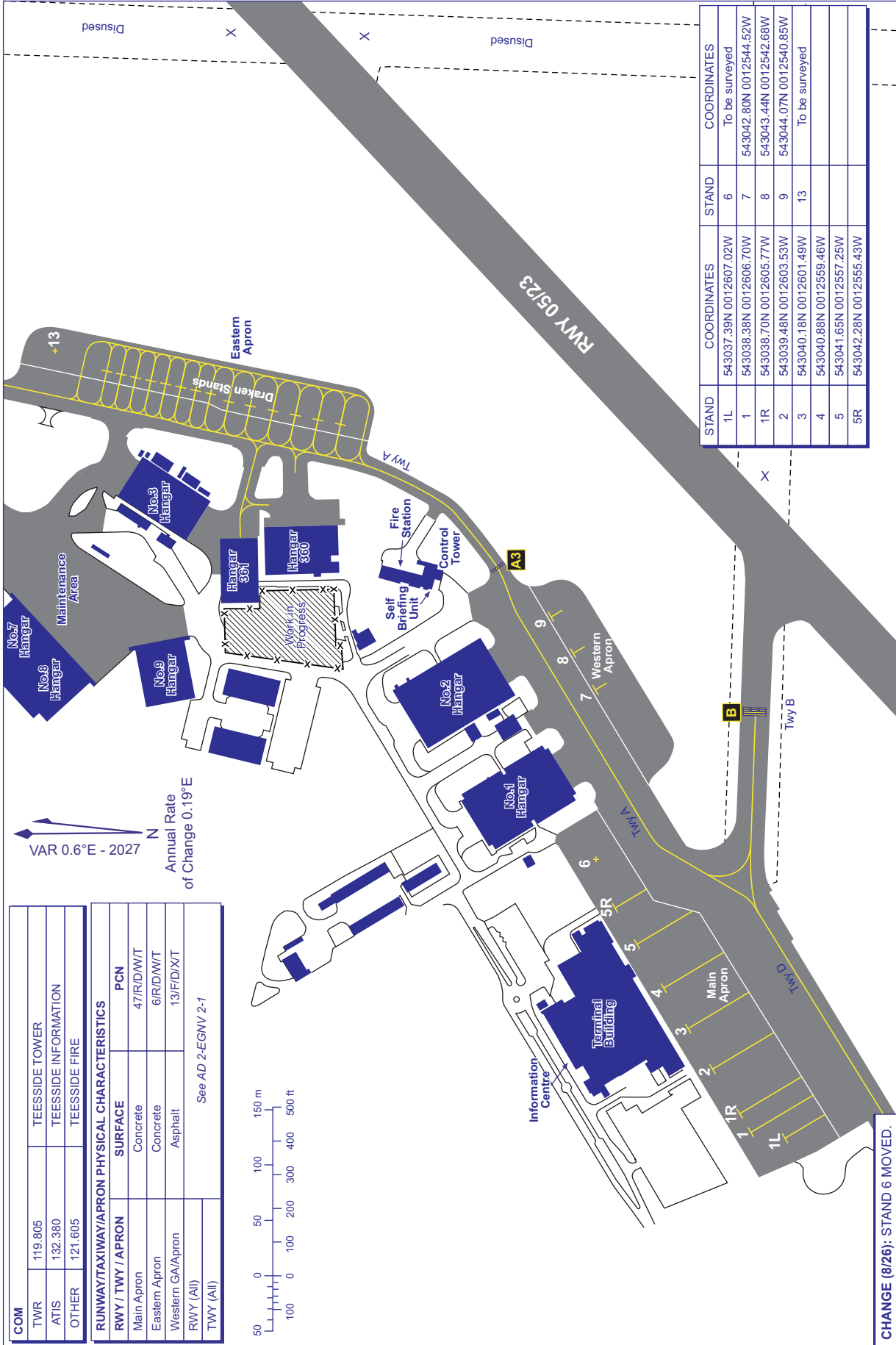


AIRCRAFT PARKING/DOCKING
CHART - ICAO

TEESSIDE INTERNATIONAL
EGNV

ARP 543033N 0012546W

AD ELEV 120FT



AERO INFO DATE 12 MAY 26

AD 2-EGNV-2-2

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
(EGHO1202)	MAST	511222.26N 0013556.29W	356 FT	NIL	Yes White strobe HJ/Flashing red HN	-

EGHO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGHO 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	066.91°	969 x 23 M	RWY surface: Asphalt -	511235.59N 0013606.89W 155.3 FT	THR 303.6 FT -	-
25	246.91°	969 x 23 M	RWY surface: Asphalt -	511245.23N 0013530.89W 155.3 FT	THR 305.6 FT -	-
12	122.84°	757 x 31 M	RWY surface: Grass -	511243.15N 0013613.43W 155.3 FT	THR 318.9 FT -	-
30	302.85°	757 x 31 M	RWY surface: Grass -	511229.89N 0013540.64W 155.3 FT	THR 278.5 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
-	-	1029 x 65 M	-	-	-	RWY 07 Threshold displaced by 180 M.
-	-	1029 x 65 M	-	-	-	RWY 25 Threshold displaced by 29 M.
-	-	817 x 73 M	-	-	-	RWY 12
-	-	817 x 73 M	-	-	-	RWY 30

EGHO AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	799 M	799 M	799 M	789 M	-
25	799 M	799 M	799 M	799 M	-
12	757 M	757 M	757 M	757 M	-
30	757 M	757 M	757 M	757 M	-

EGHO AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EGHO 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	-
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	Obstacle lighting.

EGHO AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF HELI ALPHA: 511232.17N 0013601.39W, 155.3 FT TLOF HELI BRAVO: 511244.10N 0013618.91W, 155.3 FT
2	TLOF and/or FATO elevation	TLOF HELI ALPHA: 288.7 FT TLOF HELI BRAVO: 326.4 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF HELI ALPHA: - TLOF surface: - - TLOF HELI BRAVO: - TLOF surface: - -
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGHO 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
THRUXTON ATZ A circle, 2 NM radius, centred at 511240N 0013549W on longest notified runway (07/25)	Upper limit: 2319 FT ALT Lower limit: SFC	G	THRUXTON RADIO English	-	0900-1700 (0800-1600).	ATZ 2000 FT AAL.

EGHO 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	THRUXTON RADIO	118.280 A/G frequency. DOC 10 NM/3000 FT.	-	-	0900-1700 (0800-1600)	-

**EGHO AD 2.19 RADIO NAVIGATION AND LANDING AIDS****INTENTIONALLY BLANK****EGHO AD 2.20 LOCAL AERODROME REGULATIONS****1 AIRPORT REGULATIONS**

- a) While airside each aircraft commander is responsible for the safety of their passengers and other crew members. Passengers are at all times to be escorted by the aircraft commander or a crew member who is known to be competent to ensure both his/her and the passengers safety. The wearing of high visibility clothing is mandatory.
- b) Aircraft commanders or crew members, as applicable, are responsible for ensuring that a total ban on smoking whilst airside is observed.
- c) Permission to use the aerodrome, 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 aerodrome's Safety Management System cannot be met.
- d) The carriage of Dangerous Goods, as defined by The Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Aerodrome Manager.
- e) Permission to use the aerodrome by flights that are subject to the GAR process is conditional upon submission of a copy of the GAR to the aerodrome operator, at the email address listed at AD 2.2, item 6.
- f) Thruxton is a regulated aerodrome pursuant to the provisions of the UK Customs and Excise Management Act 1979. Thruxton is not designated as a Customs & Excise airport but operates under an approval managed by UK Border Force.

Subject to compliance with the provisions of the UK General Aviation Report (GAR) process, flights by general aviation aircraft may enter and depart the UK via Thruxton, except for those aircraft that are being imported, either temporarily or permanently, from a state that is outside the Common Travel Area, in which case they must first enter and, if temporarily imported, leave the UK via a designated customs airport.

- g) Use of the aerodrome not permitted for aircraft that are unable to communicate with the A/G station via RTF on 118.280 MHz.
- h) Subject to compliance with operating conditions and limitations specified by the Aerodrome Operator, permission may be granted for aircraft that do not require use of a licensed aerodrome to use the aerodrome outside the notified hours of availability of A/G and RFFS. This is referred to as "Outside Hours". Permission may, at the discretion of the Aerodrome Operator, be temporarily suspended when notified by NOTAM or withdrawn at short notice.
- i) Non-aviation public events take place adjacent to the aerodrome and on parts of it. These events result in assemblies of more than 1000 persons requiring compliance with Rules of The Air Regulations 2015 (as amended), Rule 5, (2) (a), whereby any aircraft landings and take-offs within 1000 M of the assemblies must be in accordance with procedures notified by the CAA.

During assemblies of more than 1000 persons the aerodrome is notified via NOTAM as closed. However, the Aerodrome Operator may, subject to compliance with specific risk mitigating procedures, issue permission to a limited number of aircraft operators to land and take-off when assemblies of more than 1000 persons are present. In these cases the provisions of Rule 5 (2) (a) are deemed to have been met.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) Danger Areas EGD126, EGD127 Boscombe Down and Middle Wallop ATZ are located adjacent to the Thruxton ATZ. All are active as notified in the UK AIP.
- b) Part of Danger Area EGD126 overlaps with the NW extremity of the ATZ. Within this part of the ATZ, activities including helicopter flying, may take place below 500 FT AGL and also UAS flying at or below 400 FT AGL.

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Operation of aircraft within the Thruxton ATZ is subject to a Letter of Agreement with the SUA Authority. Aircraft within the ATZ may accordingly cross the overlapping part of EGD126 at a recommended height of 800 FT AAL (1119 FT ALT) or above. At times that Runway 25 is in use, aircraft on the crosswind leg may enter EGD126 at or above 700 FT AAL whilst climbing to 800 FT AAL or above.

The notified Upper Limit of EGD126 (1400 FT ALT/1081 FT AAL) may from time to time be temporarily raised, as notified via NOTAM. During these times it is recommended that aircraft within the ATZ avoid EGD126.

- c) Part of the final approach track to Runway 23 at Boscombe Down passes through the lateral limits of the Thruxton ATZ. During Boscombe Down Combined Military Air Traffic Zone (CMATZ) hours of operation, aircraft being provided ATS by ATC Boscombe Down will transit the Thruxton ATZ above 1450 FT AAL. Recommended arrival and departure procedures are notified at AD 2.22 with the intent of avoiding traffic above 1450 FT AAL.
- d) Military helicopter, transport and tactical jet aircraft operations can be anticipated at any time in the vicinity of Thruxton ATZ. These are normally being provided ATS by Boscombe Down or Middle Wallop.
- e) Subject to approval by the aerodrome operator, aircraft movements may take place outside notified aerodrome/ATZ operating hours involving aircraft that do not require the use of a licensed aerodrome.

5 HELICOPTER OPERATIONS

- a) Helicopters may operate from/to an aiming point designated "Heli Alpha" and "Heli Bravo". The aiming point is marked by two white concentric circles.

Training flights may take place at Heli Alpha. Circuits flown by helicopters will be as follows, in relation to the specified runway in use, and at the specified height:

- Runway 07 - RH, 1000 FT AAL
- Runway 25 - LH, 1000 FT AAL
- Runway 12 - RH, 800 † FT AAL
- Runway 30 - LH, 800 † FT AAL

† 1000 FT if Boscombe CMATZ is not active.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGHO AD 2.21 NOISE ABATEMENT PROCEDURES

- a) All aircraft are to be operated in a manner to cause least disturbance to residential and other areas surrounding the aerodrome. Overflight of the following should be avoided:
 - School (adjacent to the eastern aerodrome boundary);
 - Kimpton Village (adjacent to northern aerodrome boundary);
 - Fyfield Village (1 NM northeast of the aerodrome);
 - Quarley Village (1.25 NM southwest of the aerodrome);
 - Thruxton Village (adjacent to eastern aerodrome boundary);
 - The Hawk Conservancy (bird sanctuary 1.5 NM southeast of the aerodrome).

EGHO AD 2.22 FLIGHT PROCEDURES

1 BOSCOMBE DOWN/MIDDLE WALLOP CMATZ

- a) If ATC Boscombe Down is the CMATZ managing authority, recommended procedures are set out below. Information on the CMATZ activity status may be obtained from A/G.
 - i. **Arriving aircraft**
 - 1. Contact Boscombe Zone on 126.705 for a MATZ penetration service (in accordance with ENR 2.2). Unless a direct routing is offered by Boscombe Down ATC, arriving traffic should route via a point 1 NM north of Andover. Once an aircraft has reported at this point it will be advised to free-call Thruxton A/G. Remain outside the Thruxton ATZ and contact 'Thruxton Radio' on 118.280 MHz for ATZ entry information. ATZ entry should be level at 1200 FT AAL, or lower if necessary to maintain VMC; or,
 - 2. Avoid the Boscombe Down CMATZ, contact 'Thruxton Radio' for ATZ entry information. ATZ entry should be level at 1200 FT AAL, or lower if necessary to maintain VMC.
 - ii. **Departing aircraft**

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
35	346.11°	1011 x 44 M	RWY surface: Asphalt PCN 5/R/A/Y/T	540727.50N 0031556.09W 173.4 FT	THR 43.7 FT TDZ 43.7 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	-	-	-	-	RWY 05 Unlicensed.
-	-	-	-	-	-	RWY 23 Unlicensed.
-	188 x 150 M	1191 x 150 M	90 x 90 M 90 x 90 M	-	-	RWY 17
-	133 x 150 M	1191 x 150 M	90 x 90 M 90 x 90 M	-	-	RWY 35 Runway 35 has a starter extension of 60 x 22 M.

EGNL AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
17	1011 M	1199 M	1011 M	1011 M	-
35	1058 M	1191 M	1058 M	998 M	TORA, TODA and ASDA include a starter extension of 60 x 22 M.

EGNL 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	-	Green Elevated uni-directional with green wingbars	PAPI Left/3.5° 41 FT 85 M	-	-	HI bi-directional with LI omni-directional component	Red	-	-
23	-	Elevated green wingbars	PAPI Left/3.5° 22 FT 110 M	-	-	HI bi-directional with LI omni-directional component	Red	-	-
17	-	Green With elev green wingbars	PAPI Right/ 3.5° 39 FT 110 M	-	-	HI Bi-directional with LI omni-directional component	Red	-	-

RWY	Approach lighting Type/Length/Intensity	Threshold lighting Colour/Wing bars	VASIS/MEHT/PAPI/PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/Spacing/Colour/Intensity	Runway edge lighting Length/Spacing/Colour/Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
35	Uni-directional centre-line with two crossbars. 420 M Light intensity high	Green With elev green wingbars	PAPI Left/3.5° 33 FT 190 M	-	-	HI Bi-directional with LI omni-directional component. Last third uni-directional amber.	Red	-	-

EGNL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 540731.4N 0031536.0W Flashing White.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 540732.55N 0031602.81W (LGTD).
3	TWY edge and centre line lighting	EDGE: Taxiway Alpha, from Runway 05/23 has blue edge lights until the link to the apron which is unlit but the edges marked with brightly coloured/reflective plastic marker posts. Taxiway Bravo is unlit but the edges are marked with brightly coloured/reflective plastic marker posts.
4	Secondary power supply/switch-over time	-
5	Remarks	The main apron is floodlit.

EGNL AD 2.16 HELICOPTER LANDING AREA

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EGNL 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
WALNEY ATZ A circle, 2 NM radius, centred at 540752N 0031548W on the mid-point of the longest runway	Upper limit: 2044 FT ALT Lower limit: SFC	G	WALNEY INFORMATION English	3000 FT	Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600). Closed Sat-Sun and PH.	Caution: Requirements for access to EGR445 as detailed in the UK AIP remain extant. ATZ 2000 FT AAL.

EGNL 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	WALNEY INFORMATION	118.080 DOC 25 NM/ 10,000 FT.	-	-	Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	-

EGNO — WARTON**EGNO AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGNO — WARTON

EGNO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 534442N Long: 0025300W Mid point of Runway 07/25
2	Direction and distance from city	6 NM W of Preston.
3	Elevation / Reference temperature / Mean Low Temperature	55 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	171 FT
5	Magnetic Variation / Annual Change	0.19°E (2027) / 0.19°E
6	AD Administration Address Telephone	BAE SYSTEMS. BAe Systems, Warton Aerodrome, Warton, Preston, PR4 1AX. 01772-633333 (Switchboard) 01772-852374 (ATC and PPR for training flights) 01772-634330 (Civil Ops and PPR for visiting aircraft) 01772-856060 (ATIS)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All calls to ATC will be recorded.

EGNO AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Thu 0730-1159 (0630-1059), 1400-1900 (1300-1800); Fri 0730-1159 (0630-1059), 1400-1700 (1300-1600). Aircraft may operate outside of these times with the prior approval of the Aerodrome Operator.
2	Customs and immigration	Mon-Fri 0600-2000 (0500-1900) Subject to 48 hours prior notice.
3	Health and sanitation	As AD hours.
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	As AD hours.
7	ATS	See AD 2.18.
8	Fuelling	Sun-Fri 0615-1930 (0515-1830).
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	Mon-Fri 0630-1850 (0530-1750). Out of hours de-icing carried out when required to meet business requirements.
12	Remarks	This aerodrome is PPR. The aerodrome may operate outside of the published hours to support business requirements.

EGNO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	18 Tonne Mobile Crane, 10 Tonne Forklift, Atlas 'K Loader', 14 Cargo Dolly's (including 1 Double Dolly), Avi-Ramp Regional Mobile Boarding Bridge, 7 Tonne FMC Commander (Wide) Cargo Loader, various Aircraft steps & Licenced Store. Tow bars available for the following aircraft: Boeing 737 (800 & Classic), 747, 757, Embraer, Typhoon, Tornado, Hawk, short aircraft towbar & hand operated towbar.
2	Fuel and oil types	AVTUR JET A-1 WITH FSII (F34 AVTUR)
3	Fuelling facilities/capacity	3 Bowsers (pressure and overwing). Approximately 500,000 lt.
4	De-icing facilities	2 aircraft de-icers.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Limited.
7	Remarks	Prior Permission Required (PPR) is mandatory for all visiting aircraft. PPR requests should be submitted to Warton Operations at WartonOps@baesystems.com.

EGNO AD 2.5 PASSENGER FACILITIES

1	Hotels	Lytham 3.5 miles.
2	Restaurants	Lytham 3.5 miles.
3	Transportation	Regular bus service, taxis on request. Nearest rail station Lytham 3.5 miles.
4	Medical facilities	Limited first aid on site. Nearest hospital Preston 6 miles.
5	Bank and Post Office	Warton. Lytham 3.5 miles.
6	Tourist Office	St Annes 5 miles.
7	Remarks	-

EGNO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 For operations. RFF Category will be maintained to suit operational requirements for weekend operations.
2	Rescue equipment	3 Rosenbauer Panther 6x6, Major Foam Vehicle, Incident Command Vehicle, Argo Titan, Mud Rescue Support Vehicle, Medical Response Vehicle & Emergency Equipment Trailer.
3	Capability for removal of disabled aircraft	By arrangement with nominated recovery company. Light aircraft removal possible if required.
4	Remarks	-

EGNO AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, chemical de-icing
2	Clearance priorities	Runway, taxiways, apron.
3	Remarks	For latest information on snow clearance programme and runway state Tel: ATC 01772-852374

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

1	Apron surface and strength	CARGO APRON Surface: Asphalt PCR 550/F/C/W/U MILITARY TRAINING APRON Surface: Concrete and asphalt PCR 550/F/C/W/U NORTHERN APRON Surface: Concrete and asphalt PCR 550/F/C/W/U SOUTHERN APRON Surface: Concrete and asphalt PCR 320/R/C/W/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 18 M Surface: Asphalt PCR 655/R/C/W/U Taxiway BRAVO: 23 M Surface: Asphalt PCR 550/F/C/W/U Taxiway CHARLIE: 15 M Surface: Asphalt PCR 303/F/C/X/U

		Taxiway DELTA: 23 M Surface: Asphalt PCR 550/F/C/W/U Taxiway ECHO: 15 M Surface: Asphalt PCR 272/F/C/W/U
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGNO 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	Northern Apron: Apron is accessed via Taxiways Alpha or Bravo. Aircraft are to follow marshalling guidance, no self-parking. Stands 10 & 11 are nose-in/push-back configuration. Stand 12 has been decommissioned & must not be used. Blue reflective marker posts in use to demark Stand 12. Military Training Apron: Apron is accessed via Taxiway Bravo or Northern Apron. Pilots to self park, no marshalling available. Reserved for military aircraft only. Southern Apron: Apron is accessed via Taxiways Charlie and Echo. Aircraft may be asked to self-park when marshalling guidance not available. Cargo Apron: Apron is accessed via Taxiway Delta. Aircraft may be asked to self-park when marshalling guidance not available. Turning circle at the southern end of the apron is available for large aircraft use.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Runway designation markings. Runway threshold markings. Runway 07 threshold permanently displaced. Runway centre-line marking. Runway aiming point and touchdown zone markings for Runway 25 only. Runway turning circle markings. The runway side stripe is only 50 mm wide. Runway light(s): High intensity runway edge lights at 60 M spacing. 600 M yellow high intensity caution zone. Red high intensity runway end lights. Green high intensity threshold lights. Illuminated runway distance to go markers every 1000 FT. Taxiway marking aid(s): Centre-line markings. Hold point markings. Taxiway D edge lighting is not coincident with taxiway edge, see AD 2.20 paragraph 4. Narrow paved surface on the south side of Runway 25/07 (opposite Taxiway Alpha) has a yellow centre-line marking & has reflective studs. This route is not to be used as a taxi route. Markings are for towed aircraft only Vehicular access only. Non-standard runway markings to show 'Armament Safe Headings' in the form of yellow arrows are located adjacent to Runway 07 threshold and the end of Taxiway Delta adjacent to D1 hold. Taxiway light(s): Taxiways A, B, D & E blue edge lighting. Taxiway D edge lights are 8 M outside marked edge of taxiway. Taxiway C blue reflective edge markers. Taxiway A alternate green / yellow centreline solar studs (lead off only). Taxiway B green centreline solar studs between aprons and B1 hold. Taxiway C alternate green / yellow centreline solar studs (lead off only) and green centreline solar studs between aprons and C2 hold.
3	Stop bars and runway guard lights (if any)	At holding points A1, B1, C2 and D2. Red high intensity uni-directional stop bar lights. Yellow flashing runway guard lights.
4	Other runway protection measures	-
5	Remarks	WDIs (LGTD): 534430.97N 0025315.76W; 534436.78N 0025348.52W; 534447.76N 0025218.31W.

EGNO 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
(EGNO10773) 25/APPROACH 07/ TAKE-OFF	TREE	534506.38N 0025133.14W	100 FT	60 FT	No	-
(EGNO11502) 25/APPROACH 07/ TAKE-OFF	TREE	534502.60N 0025136.69W	82 FT	33 FT	No	-
(EGNO11500) 25/APPROACH 07/ TAKE-OFF	TREE	534502.40N 0025136.24W	84 FT	36 FT	No	-
(EGNO11499) 25/APPROACH 07/ TAKE-OFF	TREE	534502.02N 0025136.13W	85 FT	37 FT	No	-
(EGNO11481) 25/APPROACH 07/ TAKE-OFF	TREE	534501.81N 0025140.04W	74 FT	21 FT	No	-
(EGNO10785) 25/APPROACH 07/ TAKE-OFF	TREE	534501.72N 0025136.35W	78 FT	29 FT	No	-
(EGNO11472) 25/APPROACH 07/ TAKE-OFF	TREE	534501.26N 0025137.61W	81 FT	30 FT	No	-
(EGNO5102) 25/APPROACH 07/ TAKE-OFF	ROAD 4 8M	534501.10N 0025138.83W	68 FT	16 FT	No	-
(EGNO6980) 25/APPROACH 07/ TAKE-OFF	FENCE	534500.51N 0025144.64W	68 FT	10 FT	No	-
(EGNO6984) 25/APPROACH 07/ TAKE-OFF	FENCE	534459.41N 0025150.06W	71 FT	10 FT	No	-
(EGNO6988) 25/APPROACH 07/ TAKE-OFF	FENCE	534457.97N 0025157.22W	70 FT	11 FT	No	-
(EGNO11458) 25/APPROACH 07/ TAKE-OFF	TREE SMALL	534456.40N 0025136.88W	74 FT	37 FT	No	-
(EGNO11454) 25/APPROACH 07/ TAKE-OFF	TREE SMALL	534455.34N 0025138.02W	75 FT	24 FT	No	-
(EGNO11451) 25/APPROACH 07/ TAKE-OFF	TREE SMALL	534454.96N 0025137.69W	74 FT	30 FT	No	-
(EGNO8919) 25/APPROACH 07/ TAKE-OFF	FENCE	534452.98N 0025145.14W	71 FT	9 FT	No	-
(EGNO8918) 25/APPROACH 07/ TAKE-OFF	FENCE	534452.42N 0025149.19W	70 FT	11 FT	No	-
(EGNO10852) 25/APPROACH 07/ TAKE-OFF	POLE	534451.85N 0025154.06W	72 FT	15 FT	No	-
(EGNO5051) 07/APPROACH 25/ TAKE-OFF	ROAD 4 8M	534451.54N 0025154.22W	74 FT	17 FT	No	-
(EGNO11284) 07/APPROACH 25/ TAKE-OFF	TREE	534433.00N 0025409.13W	58 FT	30 FT	No	-
(EGNO3089) 07/APPROACH 25/ TAKE-OFF	LAMP POST	534432.92N 0025413.74W	44 FT	17 FT	No	-
(EGNO11290) 07/APPROACH 25/ TAKE-OFF	TREE	534432.91N 0025411.14W	62 FT	34 FT	No	-
(EGNO3088) 07/APPROACH 25/ TAKE-OFF	FENCE	534430.38N 0025411.22W	40 FT	10 FT	No	-
(EGNO11310) 07/APPROACH 25/ TAKE-OFF	TREE	534429.67N 0025421.66W	61 FT	34 FT	No	-
(EGNO11313) 07/APPROACH 25/ TAKE-OFF	TREE	534428.48N 0025421.66W	57 FT	28 FT	No	-
(EGNO11373) 07/APPROACH 25/ TAKE-OFF	UTILITY POLE	534427.80N 0025421.15W	52 FT	23 FT	No	-
(EGNO5448) 07/APPROACH 25/ TAKE-OFF	CRASHGATE	534425.85N 0025406.71W	42 FT	10 FT	No	-
(EGNO8913) 07/APPROACH 25/ TAKE-OFF	FENCE	534425.21N 0025412.22W	43 FT	10 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
(EGNO3316)	PYLON	534745.36N 0025056.68W	246 FT	164 FT	No	-
(EGNO3318)	PYLON	534723.96N 0025040.13W	257 FT	162 FT	No	-
(EGNO10010)	HV PYLON	534634.98N 0024910.65W	242 FT	174 FT	No	-
(EGNO10009)	HV PYLON	534623.90N 0024855.48W	250 FT	187 FT	No	-
(EGNO3210)	PYLON	534604.94N 0025358.93W	217 FT	136 FT	No	-
(EGNO3214)	PYLON	534553.21N 0025211.05W	205 FT	127 FT	No	-
(EGNO3141)	PYLON	534522.92N 0024602.24W	296 FT	272 FT	No	-
(EGNO3140)	PYLON	534515.60N 0024555.21W	304 FT	272 FT	No	-
(EGNO3343)	PYLON	534515.06N 0024559.47W	277 FT	245 FT	No	-
(EGNO10024)	HV PYLON	534508.70N 0025041.47W	101 FT	85 FT	No	-
(EGNO5697)	BUILDING	534456.52N 0025211.37W	83 FT	30 FT	No	-
(EGNO6998)	FENCE	534454.85N 0025211.49W	64 FT	10 FT	No	-
(EGNO11391)	GP MAST	534448.78N 0025214.07W	95 FT	51 FT	Yes Red	-
(EGNO11384)	MAST LC	534448.44N 0025326.66W	125 FT	90 FT	Yes Red	-
(EGNO10253)	MAST	534444.72N 0025334.41W	90 FT	57 FT	Yes Red	-
(EGNO11389)	MAST LC	534444.38N 0025350.76W	131 FT	101 FT	Yes Red	-
(EGNO10254)	ATC ANEMOMETER	534444.30N 0025320.12W	86 FT	46 FT	No	-
(EGNO10252)	MAST	534443.84N 0025333.25W	75 FT	41 FT	Yes Red	-
(EGNO3047)	MAST	534433.16N 0025151.74W	126 FT	77 FT	No	-
(EGNO5856)	TACAN	534430.29N 0025306.56W	108 FT	74 FT	Yes Red	-
(EGNO11023)	BUILDING CHIMNEY	534424.46N 0025250.48W	125 FT	90 FT	Yes Red	-

EGNO 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 in BAE Systems Civil Ops.
6	Flight documentation Language(s) used	Charts available. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Self-briefing in BAE Systems Civil Ops.
8	Supplementary equipment available for providing information	ATIS 121.730 MHz, Telephone 01772-856060.
9	ATS units provided with information	WARTON

10	Additional information (limitation of service, etc.)	Warton provides Met observations half hourly during aerodrome operating hours.
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EGNO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	071.15°	2420 x 44 M	RWY surface: Asphalt, Grooved PCR 550/F/C/W/U	534429.77N 0025401.22W 171.3 FT	THR 30.1 FT -	RWY 07 0.003% Up RWY 25 0.003% Down
25	251.18°	2420 x 44 M	RWY surface: Asphalt, Grooved PCR 550/F/C/W/U	534454.39N 0025159.51W 171.2 FT	THR 54.5 FT -	RWY 07 0.003% Up RWY 25 0.003% Down

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	278 x 150 M	2476 x 280 M	240 x 90 M -	-	-	RWY 07 Threshold displaced by 63 M. Runway instrument strip is infringed in 3 areas, see AD 2.20 para 3. Runway 07 longitudinal slopes are a maximum of 1.03% in the final 450 M. Runway 07 transverse slopes vary between 0.12% and 1.65%. Half width starter extension is for use by trials aircraft only.
-	149 x 150 M	2476 x 280 M	90 x 90 M -	-	-	RWY 25 Runway instrument strip is infringed in 3 areas, see AD 2.20 para 3. Runway 25 longitudinal slopes are a maximum of 1.03% in the first 450 M. Runway 25 transverse slopes vary between 0.12% and 1.65%. Half width starter extension is for use by trials aircraft only. A soft ground arrestor bed is located 71 M beyond the end of the paved surface. OFZ: Yes.

EGNO AD 2.13 DECLARED DISTANCES

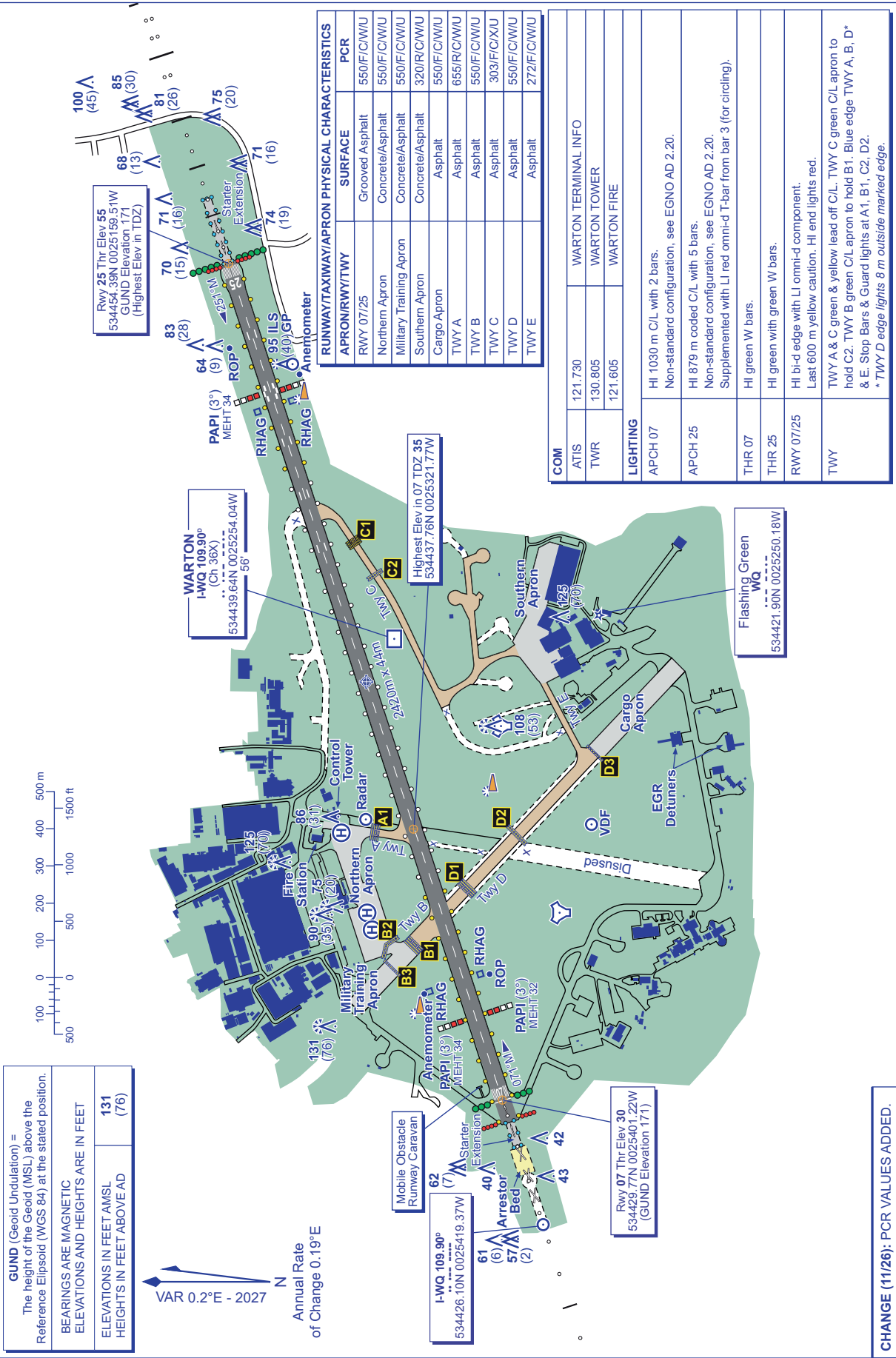
Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	2419 M	2697 M	2419 M	2356 M	-
25	2341 M	2490 M	2341 M	2341 M	-

WARTON
EGNO

AD ELEV 55FT

ARP 534442N 0025300W

AERODROME
CHART - ICAO



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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	3000 FT	Mon-Fri, except PH 0900-1630 (0800-1530); or SS, whichever is earlier.	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.	During these times, service may temporarily be downgraded to A/G.

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' 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'.

2 COMMUNICATIONS & SSR

- a) Aircraft in communication with West Wales ATS may be allocated a conspicuity squawk of 4527. Aircraft must not select this squawk unless instructed to do so by ATS.
- b) Aircraft remaining in the circuit at West Wales will be allocated a conspicuity squawk of 7010. Aircraft must not select this squawk unless instructed to do so by ATS.
- c) Allocation of these conspicuity squawks does not constitute any radar service.

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

EGHG 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	091.83°	1190 x 37 M	RWY surface: Grass -	505624.72N 0023958.43W 162.6 FT	THR 191.8 FT -	RWY 09 -1:105 Down RWY 27 1:105 Up
27	271.85°	1190 x 37 M	RWY surface: Grass -	505623.64N 0023905.28W 162.5 FT	THR 173.1 FT -	RWY 09 -1:105 Down RWY 27 1:105 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
-	-	-	-	-	-	RWY 09 Runway not available to fixed-wing aircraft. Strip Dimensions: 1310 x 140 M Runway 09 threshold displaced by 152 M.
-	-	-	-	-	-	RWY 27 Runway not available to fixed-wing aircraft. Strip Dimensions: 1238 x 140 M

EGHG AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1190 M	1190 M	1190 M	1038 M	-
27	1118 M	1118 M	1118 M	1118 M	-

EGHG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
27	Simple approach lights. - Light intensity high	-	PAPI Left/4.5° 31 FT 122 M	-	-	-	-	-	-

EGHG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: West: 505628.25N 0023953.54W (LGTD), East: 505626.73N 0023912.56W (LGTD).
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	Helicopter apron edge lighting.

EGHG AD 2.16 HELICOPTER LANDING AREA

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EGHG AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
YEOVIL/WESTLAND ATZ 505817N 0024035W - 505804N 0023747W thence clockwise by the arc of a circle radius 2 NM centred on 505624N 0023932W to 505817N 0024035W	Upper limit: 2202 FT ALT Lower limit: SFC	G	WESTLAND APPROACH English	3000 FT	Mon-Thu 0900- 1630 (0800- 1530), Fri 0900-1530 (0800-1430), except PH.	ATZ 2000 FT AAL.

EGHG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	WESTLAND APPROACH	130.805 DOC 25 NM/6000 FT.	-	-	Mon-Thu 0900-1630 (0800- 1530), Fri 0900-1530 (0800- 1430); except PH.	VDF 505628.35N 0023943.70W
TWR	WESTLAND TOWER	125.405 DOC 25 NM/4000 FT.	-	-	Mon-Thu 0900-1630 (0800- 1530), Fri 0900-1530 (0800- 1430); except PH.	VDF 505628.35N 0023943.70W

EGHG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	YVL	27Y 109.050 MHz	HO	505626.62N 0023914.47W	194 FT	On AD. DOC 25 NM. DME performance anomalies may be evident in the Sector 310-030 MAG including signal drop outs and range errors up to 0.5 NM.
NDB (L) 0.54°E (2027)	YVL	343.000 kHz	HO	505628.82N 0023951.93W		On AD. Range 20 NM.