Civil Aviation Authority

NATS

UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

AIRAC 12/2026 - EFFECTIVE DATE: 26 Nov 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 2.5	MACHRIHANISH (MAC) DME en-route facility only. DME CAL added. LONDON LUTON (LUT) NDB removed.
GEN 3.5	Table 3.5.3.2 Aberdeen and Edinburgh entries updated.
ENR 1.2	New section 3 VFR and special VFR flight in EGR160 added.
ENR 2.1	ABERDEEN CTA 3 - Lateral limits revised. ABERDEEN CTA 4 - New.
ENR 2.2	BENSON ATZ/MATZ - BENSON ZONE callsign changed to SOUTHERN MIL. MILDENHALL ATZ - RWY designators updated. Transponder mandatory zones - Section title revised. New entries added. Radio mandatory zones - Section title revised. New entries added.
ENR 4.1	PERTH(PTH) VOR declination setting updated.
ENR 4.4	Waypoints OSWAH, WICEK, OXPAC, OFGOM added.
ENR 5.1	EGR160 THE SPECIFIED AREA - Complete revision. EGR2U027B/C MILDENHALL FRZ - RWY designators updated.
ENR 6	ENR 6-7/ 6-23/ 6-26/ 6-27/6-69 Aberdeen CTA 3 revised. CTA 4 added.
AD 2.EGPD	AD 2.3 Operational hours - Fuelling - Change to fuel operator's name and contact details. AD 2.4 Handling services and facilities - Handling agencies. AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PCR added. AD 2.17 ATS airspace - Aberdeen CTR lateral limits revised. AD 2.20 Local aerodrome regulations - Airport regulations. AD 2.22 Flight procedures - New section 9 Loss of communication procedures. AD 2.24 Charts related to an aerodrome - New RNP approaches added. Charts renumbered.
AD 2.EGPD-2	AD 2 EGPD 2-1/2-2 PCR added.
AD 2.EGPD-3	AD 2 EGPD 3-1/3-2 Aberdeen CTA 3 revised. CTA 4 added.
AD 2.EGPD-4	AD 2 EGPD 4-1 Aberdeen CTA 3 revised. CTA 4 added.
AD 2.EGPD-5	AD 2 EGPD 5-1 AD 2 EGPD 5-1/5-2 Aberdeen CTA 4 added. Sector D minimum altitude revised. New obstacle.
AD 2.EGPD-8	AD 2 EGPD 8-3 New RNP RWY 16 approach chart. AD 2 EGPD 8-4 Renumbered. AD 2 EGPD 8-5/8-6/8-8 Renumbered. Direct arrival removed. AD 2 EGPD 8-7 New RNP RWY 34 approach chart. AD 2 EGPD 8-9 Renumbered. AD 2 EGPD 8-10/8-11 New RNP RWY 16/34 coding tables.
AD 2.EGJA	PCN information removed as no longer applicable. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGJA-2	AD 2 EGJA 2-1 PCN information removed as no longer applicable.
AD 2.EGSL	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPR	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGAA-5	AD 2 EGAA 5-1 Maze heliport added.
AD 2.EGAC	AD 2.8 Aprons, taxiways and check locations/positions - PCR added. AD 2.10 Aerodrome obstacles - All obstacles removed and replaced with a digital dataset. AD 2.12 Runway physical characteristics - PCR added.
AD 2.EGAC-2	AD 2 EGAC 2-1/2-2 PCR added.
AD 2.EGAC-5	AD 2 EGAC 5-1 Maze heliport added.

AD 2.EGPL	AD 2.8 Aprons, taxiways and check locations/positions - PCN replaced with PCR. AD 2.12 Runway physical characteristics - PCN replaced with PCR. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPL-2	AD 2 EGPL 2-1 PCN replaced with PCR.
AD 2.EGKB-5	AD 2 EGKB 5-1 Harlow and Romford hospital heli added.
AD 2.EGBB	AD 2.4 Handling services and facilities - Repair facilities. Handling agencies. AD 2.5 Passenger facilities. AD 2.7 Seasonal availability - Clearing. AD 2.9 Surface movement guidance and control system markings - Stop bars. AD 2.11 Meteorological information provided. AD 2.20 Local aerodrome regulations - Airport regulations. Ground movement. Warnings. AD 2.21 Noise abatement procedures - Restrictions.
AD 2.EGBB-4	AD 2 EGBB 4-3 New heli sites added.
AD 2.EGBB-5	AD 2 EGBB 5-1 Coventry heliport added.
AD 2.EGLK	AD 2.10 Aerodrome obstacles - All obstacles removed and replaced with a digital dataset. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGNH	PCN information removed as no longer applicable. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGNH-2	AD 2 EGNH 2-1/2-2 PCN information removed as no longer applicable.
AD 2.EGHH	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGGD	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PRC added.
AD 2.EGGD-2	AD 2 EGGD 2-1/2-2 PCR added.
AD 2.EGGD-5	AD 2 EGGD 5-1 New heli sites added.
AD 2.EGCK	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGEC	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 - DME MAC reference removed. DME CAL added.
AD 2.EGEC-2	AD 2 EGEC 2-1 PCR added. DME MAC removed. DME CAL added.
AD 2.EGFF	AD 2.8 Aprons, taxiways and check locations/positions - PCR added. AD 2.12 Runway physical characteristics - PCR added.
AD 2.EGFF-2	AD 2 EGFF 2-1/2-2 PCR added.
AD 2.EGFF-4	AD 2 EGFF 4-1 Cardiff heliport revised.
AD 2.EGFF-5	AD 2 EGFF 5-1 Cardiff heliport revised.
AD 2.EGTC	PCN information removed as no longer applicable. AD 2.4 Handling services and facilities - Fuel. 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.
AD 2.EGTC-2	AD 2 EGTC 2-1 PCN information removed as no longer applicable.
AD 2.EGPG	PCN information removed as no longer applicable. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated. AD 2.22 Flight procedures - Instrument approach procedures.
AD 2.EGPG-2	AD 2 EGPG 2-1 PCN information removed as no longer applicable.
AD 2.EGBD	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPN	PCN information removed as no longer applicable. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPN-2	AD 2 EGPN 2-1 PCN information removed as no longer applicable.
AD 2.EGSU	PCN information removed as no longer applicable. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGSU-2	AD 2 EGSU 2-1 PCN information removed as no longer applicable.
AD 2.EGNX	AD 2.8 Apron, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PCR added.
AD 2.EGNX-2	AD 2 EGNX 2-1/2-2 PCR added.
AD 2.EGNX-4	AD 2 EGNX 4-1 Coventry heliport added.
AD 2.EGPH	AD 2.12 Runway physical characteristics - PCR added.
AD 2.EGPH-2	AD 2 EGPH 2-1/2-2 PCR added.

AD 2.EGAB	PCN information removed as no longer applicable. AD 2.10 Aerodrome obstacles - All obstacles removed and replaced with a digital dataset. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGAB-2	AD 2 EGAB 2-1 PCN information removed as no longer applicable.
AD 2.EGTF	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGCL	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPF	AD 2.8 Aprons, taxiways and check locations/positions data - PCN removed. AD 2.12 Runway physical characteristics - PCR added. AD 2.19 Radio navigation and landing aids - VOR PTH declination setting and DOC updated.
AD 2.EGPF-2	AD 2 EGPF 2-1/2-2 PCN replaced by PCR.
AD 2.EGPF-4	AD 2 EGPF 4-1 Clyde heliport revised.
AD 2.EGPF-5	AD 2 EGPF 5-1 Clyde heliport revised.
AD 2.EGPF-8	AD 2 EGPF 8-1 to 8-10 Charts republished due to a specification change.
AD 2.EGBJ-5	AD 2 EGBJ 5-1 Gloucester royal hospital heli added.
AD 2.EGJB	AD 2.8 Aprons, taxiways and check locations/positions data - 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. Hours of operation revised.
AD 2.EGJB-2	AD 2 EGJB 2-1/2-2 PCR added.
AD 2.EGFE	PCN information removed as no longer applicable. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGFE-2	AD 2 EGFE 2-1 PCN information removed as no longer applicable.
AD 2.EGNR	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PCR added.
AD 2.EGNR-2	AD 2 EGNR 2-1 PCR added.
AD 2.EGNJ	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PCR added.
AD 2.EGNJ-2	AD 2 EGNJ 2-1/2-2 PCR added.
AD 2.EGNJ-5	AD 2 EGNJ 5-1 New heli sites added.
AD 2.EGPE	AD 2.4 Handling services and facilities - Handling agents. AD 2.7 Seasonal availability - Clearing - ATC number revised. AD 2.8 Aprons, taxiways and check locations/position data - 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 2.20 Local aerodrome regulations - Training.
AD 2.EGPE-2	AD 2 EGPE 2-1/2-2 PCR added.
AD 2.EGPI	PCN information removed as no longer applicable.
AD 2.EGPI-2	AD 2 EGPI 2-1 PCN information removed as no longer applicable.
AD 2.EGNS	PCN information removed as no longer applicable. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGNS-2	AD 2 EGNS 2-1/2-2 PCN information removed as no longer applicable.
AD 2.EGJJ	AD 2.8 Aprons, taxiways and check locations/positions data - 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.EGJJ-2	AD 2 EGJJ 2-1/2-2 PCR added.
AD 2.EGPA	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PCR added. AD 2.17 ATS airspace - ATZ hours introduced. Remarks. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPA-2	AD 2 EGPA 2-1 PCR added.
AD 2.EGHC	AD 2.6 Rescue and fire fighting services - RFFS reduced manning procedure.
AD 2.EGKH	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGHF	AD 2.8 Aprons, taxiways and check locations/positions data - 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.EGHF-2	AD 2 EGHF 2-1 PCR added.
AD 2.EGNM	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PCR added.
AD 2.EGNM-2	AD 2 EGNM 2-1/2-2 PCR added.

AD 2.EGNM-5	AD 2 EGNM 5-1 Oxenhope HIRTA removed. Nostell heli revised.
AD 2.EGNM-8	AD 2 EGNM 8-1 to 8-9 Charts republished due to revised chart specification.
AD 2.EGCM	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGBG	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGET	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGGP	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PRC added.
AD 2.EGGP-2	AD 2 EGGP 2-1/2-2 PCR added.
AD 2.EGLC	AD 2.6 Rescue and fire fighting services - RFF category. AD 2.22 Flight procedures - Procedures for transit aircraft.
AD 2.EGLC-4	AD 2 EGLC 4-1 Magnetic info updated.
AD 2.EGLC-5	AD 2 EGLC 5-1 Magnetic info updated.
AD 2.EGLC-6	AD 2 EGLC 6-1 to 6-8 Magnetic info updated.
AD 2.EGLC-7	AD 2 EGLC 7-1 to 7-19 Magnetic info updated.
AD 2.EGLC-8	AD 2 EGLC 8-1 to 8-6 Magnetic info updated.
AD 2.EGKK	Editorial.
AD 2.EGLL	AD 2.8 Aprons, taxiways and check locations/positions data - Apron PCR added. AD 2.9 Surface movement guidance and control system and markings - Runway/Taxiway markings and lighting. Runway guard lights. AD 2.14 Approach and runway lighting. AD 2.16 Helicopter landing area - Editorial. AD 2.22 Flight procedure - VFR and special VFR helicopter flights in the London CTR and London City CTR. Helicopter routes in the London CTR and London City CTR.
AD 2.EGLL-2	AD 2 EGLL 2-1 PCR. Lighting table editorial with stopbars and guard lights. AD 2 EGLL 2-4 to 2-7 Apron PCR.
AD 2.EGGW	AD 2.8 Aprons, taxiways and check locations/positions - PCR added. AD 2.12 Runway physical characteristics - PCR added. AD 2.19 Radio navigation and landing aids - Reference to NDB (L) LUT removed. AD 2.21 Noise abatement procedures - Noise preferential routings. AD 2.24 Charts related to an aerodrome - Chart titles revised.
AD 2.EGGW-2	AD 2 EGGW 2-1/2-2 PCR added.
AD 2.EGGW-6	AD 2 EGGW 6-1 to 6-11 Revised.
AD 2.EGSS	AD 2.8 Aprons, taxiways and check locations/positions - PCR added. AD 2.12 Runway physical characteristics - PCR added.
AD 2.EGSS-2	AD 2 EGSS 2-1/2-2 PCR added.
AD 2.EGSS-4	AD 2 EGSS 4-1 New heli sites added.
AD 2.EGSS-5	AD 2 EGSS 5-1 New heli sites added.
AD 2.EGAE	AD 2.8 Aprons, taxiways and check locations/positions data - 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.EGAE-2	AD 2 EGAE 2-1/2-2 PCR added.
AD 2.EGMD	AD 2.8 Aprons, taxiways and check locations/positions data - 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.EGMD-2	AD 2 EGMD 2-1/2-2 PCR added.
AD 2.EGCC	AD 2.8 Aprons, taxiways and check locations/positions data - Revised.
AD 2.EGCC-4	AD 2 EGCC 4-1 Hospital heli added.
AD 2.EGCC-5	AD 2 EGCC 5-1 Hospital heli added.
AD 2.EGCB	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated. AD 2.20 Local aerodrome regulations - Helicopter operations. Use of runways. AD 2.21 Noise abatement procedures. AD 2.22 Flight procedures - Fixed winged.
AD 2.EGCB-2	AD 2 EGCB 2-1 PCR table. FATO lighting note.
AD 2.EGNF	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGHQ	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGAD	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.

AD 2.EGSH	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.10 Aerodrome obstacles - Crane removed. Crane designation revised. 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.EGSH-2	AD 2 EGSH 2-1/2-2 PCR added.
AD 2.EGEO	PCN information removed as no longer applicable.
AD 2.EGEO-2	AD 2 EGEO 2-1 PCN information removed as no longer applicable.
AD 2.EGSV	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGTK	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGTK-8	AD 2 EGTK 8-1 to 8-4 BENSON MATZ frequency revised.
AD 2.EGPK	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.9 Surface movement guidance and control system markings - Removal of AGNIS/PAPA lights. AD 2.12 Runway physical characteristics - PCR added.
AD 2.EGPK-2	AD 2 EGPK 2-1/2-2 PCR added.
AD 2.EGNE	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGKA	PCN information removed as no longer applicable. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGKA-2	AD 2 EGKA 2-1/2-2 PCN information removed as no longer applicable.
AD 2.EGCV	AD 2.3 Operational hours - AD administration. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Hours of operation. Service remarks.
AD 2.EGHI	PCN information removed as no longer applicable. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGHI-2	AD 2 EGHI 2-1/2-2 PCN information removed as no longer applicable.
AD 2.EGMC-4	AD 2 EGMC 4-1 Broomfield hospital heli added.
AD 2.EGMC-5	AD 2 EGMC 5-1 Broomfield and Romford hospital heli added.
AD 2.EGSY	AD 2.12 Runway physical characteristics - RWY thresholds and elevation. TDZ elevations. RESA and RWY strip dimensions. Displaced thresholds. AD 2.13 Declared distances - Revised. AD 2.15 Other lighting, secondary power supply - Anemometers. AD 2.19 Radio navigation and landing aids - ILS LOC and GP ISAT position revised.
AD 2.EGSY-2	AD 2 EGSY 2-1 Revised following an update to the aerodrome survey.
AD 2.EGSY-5	AD 2 EGSY 5-1 Cardiff heliport revised.
AD 2.EGPO	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PCR added. AD 2.17 ATS airspace - ATZ hours introduced. Remarks. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPO-2	AD 2 EGPO 2-1 PCR added.
AD 2.EGPB	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PCR added. AD 2.16 Helicopter landing area - PCR added.
AD 2.EGPB-2	AD 2 EGPB 2-1/2-2 PCR added.
AD 2.EGFH	PCN information removed as no longer applicable. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGFH-2	AD 2 EGFH 2-1 PCN information removed as no longer applicable.
AD 2.EGBM	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGNV	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.EGNV-2	AD 2 EGNV 2-1/2-2 PCR added. AD boundary. Building.
AD 2.EGPU	AD 2.4 Rescue and fire fighting services - RFFS category. AD 2.12 Runway physical characteristics - PCR added. AD 2.14 Approach and runway lighting - Revised. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPU-2	AD 2 EGPU 2-1 PCR added.
AD 2.EGNL	PCN information removed as no longer applicable.
AD 2.EGNL-2	AD 2 EGNL 2-1 PCN information removed as no longer applicable.

AD 2.EGNO	AD 2.2 Aerodrome geographical and administrative data - PPR contact details revised. AD 2.3 Operational hours - AD administration. AD 2.18 ATS communication facilities - Tower service hours of operation.
AD 2.EGBW	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGCW	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGFA	PCN information removed as no longer applicable.
AD 2.EGFA-2	AD 2 EGFA 2-1 PCN information removed as no longer applicable.
AD 2.EGLM	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGPC	AD 2.8 Aprons, taxiways and check locations/positions data - 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.EGPC-2	AD 2 EGPC 2-1 PCR added.
AD 2.EGNW	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 2.EGBO	AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 3.EGBC	PCN information removed as no longer applicable.
AD 3.EGLW	PCN information removed as no longer applicable. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated. AD 3.21 Flight procedures - Weather minima. London heliport local flying area.
AD 3.EGLW-2	AD 3 EGLW 2-1 PCN information removed as no longer applicable.
AD 3.EGHK	PCN information removed as no longer applicable.
AD 3.EGHK-2	AD 3 EGHK 2-1 PCN information removed as no longer applicable.
AD 3.EGDP	PCN information removed as no longer applicable. AD 2.17 ATS airspace - ATZ hours introduced. AD 2.18 ATS communication facilities - Service remarks updated.
AD 3.EGDP-2	AD 3 EGDP 2-1 PCN information removed as no longer applicable.
AD 3.EGHT	PCN information removed as no longer applicable.
AD 3.EGHT-2	AD 3 EGHT 2-1 PCN information removed as no longer applicable.

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	4.4-17	1 Oct 2026		4.4-17	26 Nov 2026
	4.4-18	1 Oct 2026		4.4-18	26 Nov 2026
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	2.EGTK-7	1 Oct 2026		2.EGTK-7	26 Nov 2026
	2.EGTK-8-1	19 Mar 2026		2.EGTK-8-1	26 Nov 2026
	2.EGTK-8-2	19 Mar 2026		2.EGTK-8-2	26 Nov 2026
	2.EGTK-8-3	19 Mar 2026		2.EGTK-8-3	26 Nov 2026
	2.EGTK-8-4	19 Mar 2026		2.EGTK-8-4	26 Nov 2026
	2.EGPK-2	1 Oct 2026		2.EGPK-2	26 Nov 2026
	2.EGPK-3	1 Oct 2026		2.EGPK-3	26 Nov 2026
	2.EGPK-4	1 Oct 2026		2.EGPK-4	26 Nov 2026
	2.EGPK-5	29 Oct 2026		2.EGPK-5	26 Nov 2026
	2.EGPK-6	1 Oct 2026		2.EGPK-6	26 Nov 2026
	2.EGPK-7	1 Oct 2026		2.EGPK-7	26 Nov 2026
	2.EGPK-8	29 Oct 2026		2.EGPK-8	26 Nov 2026
	2.EGPK-9	29 Oct 2026		2.EGPK-9	26 Nov 2026
	2.EGPK-10	1 Oct 2026		2.EGPK-10	26 Nov 2026
	2.EGPK-11	29 Oct 2026		2.EGPK-11	26 Nov 2026
	2.EGPK-12	1 Oct 2026		2.EGPK-12	26 Nov 2026
	2.EGPK-13	1 Oct 2026		2.EGPK-13	26 Nov 2026
	2.EGPK-14	1 Oct 2026		2.EGPK-14	26 Nov 2026
	2.EGPK-15	1 Oct 2026		2.EGPK-15	26 Nov 2026
	2.EGPK-16	1 Oct 2026		-	-
	2.EGPK-2-1	6 Aug 2026		2.EGPK-2-1	26 Nov 2026
	2.EGPK-2-2	6 Aug 2026		2.EGPK-2-2	26 Nov 2026
	2.EGNE-5	1 Oct 2026		2.EGNE-5	26 Nov 2026
	2.EGKA-2	1 Oct 2026		2.EGKA-2	26 Nov 2026
	2.EGKA-4	1 Oct 2026		2.EGKA-4	26 Nov 2026
	2.EGKA-5	1 Oct 2026		2.EGKA-5	26 Nov 2026
	2.EGKA-6	1 Oct 2026		2.EGKA-6	26 Nov 2026
	2.EGKA-7	29 Oct 2026		2.EGKA-7	26 Nov 2026
	2.EGKA-2-1	16 Apr 2026		2.EGKA-2-1	26 Nov 2026
	2.EGKA-2-2	16 Apr 2026		2.EGKA-2-2	26 Nov 2026
	2.EGCV-1	1 Oct 2026		2.EGCV-1	26 Nov 2026
	2.EGCV-4	1 Oct 2026		2.EGCV-4	26 Nov 2026
	2.EGCV-5	12 Jun 2025		2.EGCV-5	26 Nov 2026
	2.EGCV-6	12 Jun 2025		2.EGCV-6	26 Nov 2026
	2.EGCV-7	12 Jun 2025		2.EGCV-7	26 Nov 2026

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	2.EGHI-2	1 Oct 2026		2.EGHI-2	26 Nov 2026
	2.EGHI-4	29 Oct 2026		2.EGHI-4	26 Nov 2026
	2.EGHI-5	29 Oct 2026		2.EGHI-5	26 Nov 2026
	2.EGHI-6	29 Oct 2026		2.EGHI-6	26 Nov 2026
	2.EGHI-7	29 Oct 2026		2.EGHI-7	26 Nov 2026
	2.EGHI-8	29 Oct 2026		2.EGHI-8	26 Nov 2026
	2.EGHI-9	29 Oct 2026		2.EGHI-9	26 Nov 2026
	2.EGHI-10	29 Oct 2026		2.EGHI-10	26 Nov 2026
	2.EGHI-11	29 Oct 2026		2.EGHI-11	26 Nov 2026
	2.EGHI-12	29 Oct 2026		-	-
	2.EGHI-2-1	6 Aug 2026		2.EGHI-2-1	26 Nov 2026
	2.EGHI-2-2	6 Aug 2026		2.EGHI-2-2	26 Nov 2026
	2.EGMC-4-1	19 Feb 2026		2.EGMC-4-1	26 Nov 2026
	2.EGMC-5-1	14 May 2026		2.EGMC-5-1	26 Nov 2026
	2.EGSY-4	29 Oct 2026		2.EGSY-4	26 Nov 2026
	2.EGSY-5	1 Oct 2026		2.EGSY-5	26 Nov 2026
	2.EGSY-7	1 Oct 2026		2.EGSY-7	26 Nov 2026
	2.EGSY-2-1	29 Oct 2026		2.EGSY-2-1	26 Nov 2026
	2.EGSY-5-1	3 Sep 2026		2.EGSY-5-1	26 Nov 2026
	2.EGPO-2	1 Oct 2026		2.EGPO-2	26 Nov 2026
	2.EGPO-5	1 Oct 2026		2.EGPO-5	26 Nov 2026
	2.EGPO-7	1 Oct 2026		2.EGPO-7	26 Nov 2026
	2.EGPO-2-1	6 Aug 2026		2.EGPO-2-1	26 Nov 2026
	2.EGPB-2	1 Oct 2026		2.EGPB-2	26 Nov 2026
	2.EGPB-5	1 Oct 2026		2.EGPB-5	26 Nov 2026
	2.EGPB-7	29 Oct 2026		2.EGPB-7	26 Nov 2026
	2.EGPB-2-1	29 Oct 2026		2.EGPB-2-1	26 Nov 2026
	2.EGPB-2-2	29 Oct 2026		2.EGPB-2-2	26 Nov 2026
	2.EGFH-2	1 Oct 2026		2.EGFH-2	26 Nov 2026
	2.EGFH-4	1 Oct 2026		2.EGFH-4	26 Nov 2026
	2.EGFH-5	1 Oct 2026		2.EGFH-5	26 Nov 2026
	2.EGFH-6	3 Sep 2026		2.EGFH-6	26 Nov 2026
	2.EGFH-2-1	11 Jun 2026		2.EGFH-2-1	26 Nov 2026
	2.EGBM-4	1 Oct 2026		2.EGBM-4	26 Nov 2026
	2.EGNV-2	1 Oct 2026		2.EGNV-2	26 Nov 2026
	2.EGNV-4	1 Oct 2026		2.EGNV-4	26 Nov 2026
	2.EGNV-5	29 Oct 2026		2.EGNV-5	26 Nov 2026
	2.EGNV-2-1	29 Oct 2026		2.EGNV-2-1	26 Nov 2026
	2.EGNV-2-2	6 Aug 2026		2.EGNV-2-2	26 Nov 2026
	2.EGPU-2	1 Oct 2026		2.EGPU-2	26 Nov 2026
	2.EGPU-3	1 Oct 2026		2.EGPU-3	26 Nov 2026
	2.EGPU-4	1 Oct 2026		2.EGPU-4	26 Nov 2026
	2.EGPU-5	1 Oct 2026		2.EGPU-5	26 Nov 2026
	2.EGPU-2-1	1 Oct 2026		2.EGPU-2-1	26 Nov 2026
	2.EGNL-2	1 Oct 2026		2.EGNL-2	26 Nov 2026
	2.EGNL-4	1 Oct 2026		2.EGNL-4	26 Nov 2026

	Remove			Insert	
	Page No	Date		Page No	Date
	2.EGNL-5	1 Oct 2026		2.EGNL-5	26 Nov 2026
	2.EGNL-2-1	27 Nov 2025		2.EGNL-2-1	26 Nov 2026
	2.EGNO-1	29 Oct 2026		2.EGNO-1	26 Nov 2026
	2.EGNO-8	1 Oct 2026		2.EGNO-8	26 Nov 2026
	2.EGBW-5	1 Oct 2026		2.EGBW-5	26 Nov 2026
	2.EGCW-4	1 Oct 2026		2.EGCW-4	26 Nov 2026
	2.EGFA-2	1 Oct 2026		2.EGFA-2	26 Nov 2026
	2.EGFA-3	1 Oct 2026		2.EGFA-3	26 Nov 2026
	2.EGFA-2-1	1 Oct 2026		2.EGFA-2-1	26 Nov 2026
	2.EGLM-5	1 Oct 2026		2.EGLM-5	26 Nov 2026
	2.EGPC-2	1 Oct 2026		2.EGPC-2	26 Nov 2026
	2.EGPC-3	1 Oct 2026		2.EGPC-3	26 Nov 2026
	2.EGPC-4	1 Oct 2026		2.EGPC-4	26 Nov 2026
	2.EGPC-6	1 Oct 2026		2.EGPC-6	26 Nov 2026
	2.EGPC-2-1	19 Mar 2026		2.EGPC-2-1	26 Nov 2026
	2.EGNW-4	1 Oct 2026		2.EGNW-4	26 Nov 2026
	2.EGBO-5	1 Oct 2026		2.EGBO-5	26 Nov 2026
	2.EGBO-6	1 Oct 2026		2.EGBO-6	26 Nov 2026
	2.EGBO-7	1 Oct 2026		2.EGBO-7	26 Nov 2026
	3.EGBC-2	1 Oct 2026		3.EGBC-2	26 Nov 2026
	3.EGBC-3	1 Oct 2026		3.EGBC-3	26 Nov 2026
	3.EGLW-2	1 Oct 2026		3.EGLW-2	26 Nov 2026
	3.EGLW-7	1 Oct 2026		3.EGLW-7	26 Nov 2026
	3.EGLW-8	22 Jan 2026		3.EGLW-8	26 Nov 2026
	3.EGLW-9	1 Oct 2026		3.EGLW-9	26 Nov 2026
	3.EGLW-2-1	22 Jan 2026		3.EGLW-2-1	26 Nov 2026
	3.EGHK-2	1 Oct 2026		3.EGHK-2	26 Nov 2026
	3.EGHK-6	1 Oct 2026		3.EGHK-6	26 Nov 2026
	3.EGHK-2-1	14 May 2026		3.EGHK-2-1	26 Nov 2026
	3.EGDP-2	1 Oct 2026		3.EGDP-2	26 Nov 2026
	3.EGDP-4	1 Oct 2026		3.EGDP-4	26 Nov 2026
	3.EGDP-5	1 Oct 2026		3.EGDP-5	26 Nov 2026
	3.EGDP-2-1	1 Oct 2026		3.EGDP-2-1	26 Nov 2026
	3.EGHT-2	1 Oct 2026		3.EGHT-2	26 Nov 2026
	3.EGHT-4	1 Oct 2026		3.EGHT-4	26 Nov 2026
	3.EGHT-2-1	2 Oct 2025		3.EGHT-2-1	26 Nov 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	I5400/26, I5746/26, I5799/26, I6048/26 L5242/26 U6959/26

GEN 0.2 RECORD OF AIP AMENDMENTS (continued)

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

GEN 0.2 RECORD OF AIP AMENDMENTS (continued)

NR/Year	Publication Date	Effective Date	Inserted By	Date Inserted
AIRAC 08/2026	25 Jun 2026	06 Aug 2026		
AIRAC 09/2026	23 Jul 2026	03 Sep 2026		
AIRAC 10/2026	20 Aug 2026	01 Oct 2026		
AIRAC 11/2026	17 Sep 2026	29 Oct 2026		
AIRAC 12/2026	15 Oct 2026	26 Nov 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
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
088/2025	BIRMINGHAM AIRPORT (EGBB) - METAL PLATE ON TAXIWAY FOXTROT	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	GRENFELL SEARCHLIGHT INSTALLATION, 13 NOVEMBER 2025 - 31 DECEMBER 2028	ENR	13 NOV 2025 - UFN
110/2025	EDAY AIRPORT (EGED) - AD NOT AVAILABLE TO GA TRAFFIC DUE TO WIP	AD	11 DEC 2025 - UFN
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
010/2026	LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE 2026 - REPLACES SUP 071/2025 AS OF 29 MARCH 2026	AD	05 FEB 2026 - UFN
013/2026	LONDON GATWICK AIRPORT (EGKK) - INTRODUCTION OF DUAL GROUND OPERATIONS AND INSTALLATION OF NEW INTERMEDIATE TAXIWAY HOLDING POSITIONS	AD	05 FEB 2026 - UFN
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

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
030/2026	TEMPORARY DANGER AREA (EGD290) HOLBEACH 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
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
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
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
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

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
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 OPERAING 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 FOXTROT FILLET WORKS - PHASE 1 - REPLACES BFS 090/2026	AD	17 SEP 2026 - UFN
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
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

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GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
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
115/2026	WHITE WALTHAM AIRPORT (EGLM) - RUNWAY 03/21 CLOSED DUE TO MAJOR RESURFACING WORKS	AD	15 OCT 2026 - UFN
116/2026	EDINBURGH AIRPORT (EGPH) - SOUTHEAST RAMP RECONFIGURATION	AD	15 OCT 2026 - UFN
117/2026	LONDON GATWICK AIRPORT (EGKK) - CHANGE TO ATIS FREQUENCY	AD	15 OCT 2026 - UFN
119/2026	TEMPORARY DANGER AREA EGD180 (LONDON), METROPOLITAN POLICE SERVICE DRONE AS FIRST RESPONDER, BVLOS UAS OPERATIONS, 15 OCTOBER 2026 - 15 APRIL 2027	ENR	15 OCT 2026 - UFN
120/2026	BIGGIN HILL AIRPORT (EGKB) - RUNWAY 03 RNP APPROACH - AIRSPACE TRIAL,15 OCTOBER 2026 - 13 OCTOBER 2027 - REPLACES SUP 036/2026	AD	15 OCT 2026 - UFN
121/2026	EDINBURGH AIRPORT (EGPH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT - REPLACES SUP 022/2026	AD	15 OCT 2026 - UFN
122/2026	SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	15 OCT 2026 - UFN
123/2026	OXFORD AIRPORT (EGTK) - TAXIWAY DELTA MOVEMENTS - REPLACES SUP 018/2026	AD	15 OCT 2026 - UFN
124/2026	TEMPORARY TRANSPONDER MANDATORY ZONE, ROYAL AIR FORCE FAIRFORD, 15 OCTOBER 2026 - UFN - REPLACES SUP 103/2026	ENR	15 OCT 2026 - UFN

GEN 0.4 CHECKLIST OF AIP PAGES

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

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0.1-4	9 Jul 2026	1.4-2	21 Jun 2018	1.7-24	14 May 2026	2.3-3	22 Jan 2026
0.2-1	24 May 2018	1.4-3	21 Jun 2018	1.7-25	14 May 2026	2.3-4	22 Jan 2026
0.2-2	27 Jan 2022	1.5-1	28 Nov 2024	1.7-26	6 Aug 2026	2.3-5	23 Jan 2025
0.2-3	9 Jul 2026	1.5-2	24 May 2018	1.7-27	6 Aug 2026	2.3-6	23 Jan 2025
* 0.2-4	26 Nov 2026	1.5-3	20 Feb 2025	1.7-28	6 Aug 2026	2.3-7	23 Jan 2025
* 0.3-1	26 Nov 2026	1.5-4	20 Feb 2025	1.7-29	6 Aug 2026	2.4-1	11 Jun 2026
* 0.3-2	26 Nov 2026	1.5-5	27 Feb 2020	1.7-30	6 Aug 2026	2.4-2	11 Jun 2026
* 0.3-3	26 Nov 2026	1.5-6	27 Feb 2020	1.7-31	6 Aug 2026	2.4-3	3 Sep 2026
* 0.3-4	26 Nov 2026	1.5-7	27 Feb 2020	1.7-32	6 Aug 2026	2.4-4	3 Sep 2026
* 0.4-1	26 Nov 2026	1.5-8	24 Mar 2022	1.7-33	6 Aug 2026	2.4-5	11 Jun 2026
* 0.4-2	26 Nov 2026	1.5-9	24 Mar 2022	1.7-34	6 Aug 2026	2.4-6	11 Jun 2026
* 0.4-3	26 Nov 2026	1.5-10	24 Mar 2022	1.7-35	6 Aug 2026	* 2.5-1	26 Nov 2026
* 0.4-4	26 Nov 2026	1.5-11	27 Nov 2025	1.7-36	6 Aug 2026	* 2.5-2	26 Nov 2026
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* 0.4-6	26 Nov 2026	1.5-13	27 Nov 2025	1.7-38	6 Aug 2026	* 2.5-4	26 Nov 2026
* 0.4-7	26 Nov 2026	1.5-14	19 Mar 2026	1.7-39	6 Aug 2026	* 2.5-5	26 Nov 2026
* 0.4-8	26 Nov 2026	1.5-15	27 Nov 2025	1.7-40	6 Aug 2026	2.5-6	1 Oct 2026
* 0.4-9	26 Nov 2026	1.5-16	27 Nov 2025	1.7-41	6 Aug 2026	2.5-7	1 Oct 2026
* 0.4-10	26 Nov 2026	1.5-17	27 Nov 2025	1.7-42	6 Aug 2026	2.6-1	28 Dec 2023
* 0.4-11	26 Nov 2026	1.5-18	19 Mar 2026	1.7-43	6 Aug 2026	2.6-2	24 May 2018
* 0.4-12	26 Nov 2026	1.5-19	19 Mar 2026	1.7-44	6 Aug 2026	2.7-1	1 Oct 2026
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* 0.4-18	26 Nov 2026	1.6-4	17 Apr 2025	1.7-50	6 Aug 2026	3.1-6	9 Jul 2026
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1.6-1	29 Oct 2026
1.6-2	12 Jun 2025
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1.10-4	21 Jun 2018	2.1-29	1 Oct 2026	2.1-83	1 Oct 2026	2.2-21	1 Oct 2026
1.10-5	21 Jun 2018	2.1-30	1 Oct 2026	2.1-84	1 Oct 2026	2.2-22	1 Oct 2026
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1.10-7	12 Jun 2025	2.1-32	1 Oct 2026	2.1-86	1 Oct 2026	2.2-24	1 Oct 2026
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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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2.1-16	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
2.1-20	1 Oct 2026	2.1-74	1 Oct 2026	2.2-12	1 Oct 2026	3.2-6	1 Oct 2026
2.1-21	1 Oct 2026	2.1-75	1 Oct 2026	2.2-13	1 Oct 2026	3.2-7	1 Oct 2026
2.1-22	1 Oct 2026	2.1-76	1 Oct 2026	2.2-14	1 Oct 2026	3.2-8	1 Oct 2026
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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
3.2-19	1 Oct 2026	3.2-73	1 Oct 2026	3.2-127	1 Oct 2026	3.2-181	1 Oct 2026
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
3.2-24	1 Oct 2026	3.2-78	1 Oct 2026	3.2-132	1 Oct 2026	3.2-186	1 Oct 2026
3.2-25	1 Oct 2026	3.2-79	1 Oct 2026	3.2-133	29 Oct 2026	3.2-187	1 Oct 2026
3.2-26	1 Oct 2026	3.2-80	1 Oct 2026	3.2-134	1 Oct 2026	3.2-188	1 Oct 2026
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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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3.2-37	1 Oct 2026	3.2-91	1 Oct 2026	3.2-145	1 Oct 2026	3.2-199	1 Oct 2026
3.2-38	1 Oct 2026	3.2-92	29 Oct 2026	3.2-146	1 Oct 2026	3.2-200	1 Oct 2026
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3.2-232	1 Oct 2026	4.4-9	1 Oct 2026	5.1-38	29 Oct 2026	* 5.1-92	26 Nov 2026
3.2-233	1 Oct 2026	4.4-10	1 Oct 2026	5.1-39	29 Oct 2026	* 5.1-93	26 Nov 2026
3.2-234	1 Oct 2026	4.4-11	1 Oct 2026	5.1-40	29 Oct 2026	* 5.1-94	26 Nov 2026
3.2-235	1 Oct 2026	4.4-12	1 Oct 2026	5.1-41	29 Oct 2026	* 5.1-95	26 Nov 2026
3.2-236	1 Oct 2026	4.4-13	1 Oct 2026	5.1-42	29 Oct 2026	* 5.1-96	26 Nov 2026
3.2-237	1 Oct 2026	4.4-14	1 Oct 2026	5.1-43	29 Oct 2026	* 5.1-97	26 Nov 2026
3.2-238	1 Oct 2026	4.4-15	1 Oct 2026	5.1-44	29 Oct 2026	* 5.1-98	26 Nov 2026
3.2-239	1 Oct 2026	* 4.4-16	26 Nov 2026	5.1-45	29 Oct 2026	* 5.1-99	26 Nov 2026
3.2-240	1 Oct 2026	* 4.4-17	26 Nov 2026	5.1-46	29 Oct 2026	* 5.1-100	26 Nov 2026
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3.2-242	1 Oct 2026	* 4.4-19	26 Nov 2026	5.1-48	29 Oct 2026	* 5.1-102	26 Nov 2026
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3.2-255	1 Oct 2026	5.1-7	14 May 2026	5.1-61	29 Oct 2026	* 5.1-115	26 Nov 2026
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3.3-2	1 Oct 2026	5.1-19	29 Oct 2026	5.1-73	29 Oct 2026	* 5.1-127	26 Nov 2026
3.3-3	1 Oct 2026	5.1-20	29 Oct 2026	5.1-74	29 Oct 2026	* 5.1-128	26 Nov 2026
3.4-1	1 Oct 2026	5.1-21	29 Oct 2026	5.1-75	29 Oct 2026	* 5.1-129	26 Nov 2026
3.4-2	29 Oct 2026	5.1-22	29 Oct 2026	5.1-76	29 Oct 2026	* 5.1-130	26 Nov 2026
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4.1-3	1 Oct 2026	5.1-25	29 Oct 2026	5.1-79	29 Oct 2026	* 5.1-133	26 Nov 2026
* 4.1-4	26 Nov 2026	5.1-26	29 Oct 2026	5.1-80	29 Oct 2026	* 5.1-134	26 Nov 2026
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4.4-1	1 Oct 2026	5.1-30	29 Oct 2026	5.1-84	29 Oct 2026	* 5.1-138	26 Nov 2026
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4.4-5	1 Oct 2026	5.1-34	29 Oct 2026	5.1-88	29 Oct 2026	* 5.1-142	26 Nov 2026
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* 5.1-146	26 Nov 2026	5.3-8	1 Oct 2026	6-8	29 Oct 2026	6-64	2 Jan 2020
* 5.1-147	26 Nov 2026	5.3-9	1 Oct 2026	6-11	3 Sep 2026	6-65	2 Jan 2020
* 5.1-148	26 Nov 2026	5.3-10	1 Oct 2026	6-12	12 Jun 2025	6-66	23 Mar 2023
* 5.1-149	26 Nov 2026	5.3-11	1 Oct 2026	6-13	2 Oct 2025	6-67	24 Feb 2022
* 5.1-150	26 Nov 2026	5.3-12	1 Oct 2026	6-14	4 Sep 2025	6-68	1 Oct 2026
* 5.1-151	26 Nov 2026	5.3-13	1 Oct 2026	6-15	3 Sep 2026	* 6-69	26 Nov 2026
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* 5.1-153	26 Nov 2026	5.3-15	1 Oct 2026	6-17	3 Sep 2026	6-72	19 Mar 2026
* 5.1-154	26 Nov 2026	5.3-16	1 Oct 2026	6-18	22 Jan 2026	6-73	16 Apr 2026
* 5.1-155	26 Nov 2026	5.3-17	1 Oct 2026	6-19	22 Jan 2026	6-74	20 Mar 2025
* 5.1-156	26 Nov 2026	5.3-18	1 Oct 2026	6-20	27 Nov 2025	6-75	29 Oct 2026
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* 5.1-162	26 Nov 2026	5.3-24	1 Oct 2026	* 6-26	26 Nov 2026	6-82	4 Sep 2025
* 5.1-163	26 Nov 2026	5.4-1	7 Oct 2021	* 6-27	26 Nov 2026	6-83	16 Apr 2026
* 5.1-164	26 Nov 2026	5.5-1	1 Oct 2026	6-28	22 Apr 2021	6-84	16 May 2024
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* 5.1-166	26 Nov 2026	5.5-3	1 Oct 2026	6-30	20 Feb 2025		
* 5.1-167	26 Nov 2026	5.5-4	1 Oct 2026	6-31	25 Feb 2021		
* 5.1-168	26 Nov 2026	5.5-5	1 Oct 2026	6-32	25 Feb 2021		
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* 2.EGTC-3	26 Nov 2026	2.EGPN-8-7	9 Jul 2026	2.EGNX-7-8	3 Sep 2026	2.EGPH-8-1	29 Oct 2026
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* 2.EGTC-5	26 Nov 2026	2.EGTU-2	1 Oct 2026	2.EGNX-7-10	3 Sep 2026	2.EGPH-8-3	11 Jun 2026
* 2.EGTC-6	26 Nov 2026	2.EGTU-3	1 Oct 2026	2.EGNX-7-11	3 Sep 2026	2.EGPH-8-4	29 Oct 2026
* 2.EGTC-7	26 Nov 2026	2.EGTU-4	29 Oct 2026	2.EGNX-8-1	3 Sep 2026	2.EGPH-8-5	29 Oct 2026
* 2.EGTC-8	26 Nov 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	26 Nov 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	26 Nov 2026	2.EGNX-8-7	3 Sep 2026	2.EGTR-5	29 Oct 2026
2.EGTC-8-5	3 Sep 2026	* 2.EGSU-4	26 Nov 2026	2.EGNX-8-8	3 Sep 2026	2.EGTR-6	29 Oct 2026

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2.EGAB-1	1 Oct 2026	2.EGTF-2-2	2 Oct 2025	2.EGCL-5	22 Jan 2026	* 2.EGPF-8-10	26 Nov 2026
* 2.EGAB-2	26 Nov 2026	2.EGTF-4-1	18 Apr 2024	2.EGCL-6	22 Jan 2026	2.EGBJ-1	1 Oct 2026
* 2.EGAB-3	26 Nov 2026	2.EGLF-1	1 Oct 2026	2.EGCL-2-1	27 Nov 2025	2.EGBJ-2	1 Oct 2026
* 2.EGAB-4	26 Nov 2026	2.EGLF-2	1 Oct 2026	2.EGPF-1	1 Oct 2026	2.EGBJ-3	1 Oct 2026
* 2.EGAB-5	26 Nov 2026	2.EGLF-3	28 Nov 2024	2.EGPF-2	1 Oct 2026	2.EGBJ-4	1 Oct 2026
* 2.EGAB-6	26 Nov 2026	2.EGLF-4	1 Oct 2026	* 2.EGPF-3	26 Nov 2026	2.EGBJ-5	1 Oct 2026
* 2.EGAB-2-1	26 Nov 2026	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	26 Nov 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
2.EGTE-4	1 Oct 2026	2.EGLF-9	1 Oct 2026	* 2.EGPF-8	26 Nov 2026	2.EGBJ-10	3 Sep 2026
2.EGTE-5	1 Oct 2026	2.EGLF-10	1 Oct 2026	* 2.EGPF-9	26 Nov 2026	2.EGBJ-11	6 Aug 2026
2.EGTE-6	1 Oct 2026	2.EGLF-11	1 Oct 2026	2.EGPF-10	1 Oct 2026	2.EGBJ-12	6 Aug 2026
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	26 Nov 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
2.EGTE-11	3 Sep 2026	2.EGLF-16	21 Mar 2024	2.EGPF-15	1 Oct 2026	2.EGBJ-8-3	1 Oct 2026
2.EGTE-12	3 Sep 2026	2.EGLF-17	21 Mar 2024	2.EGPF-16	1 Oct 2026	2.EGBJ-8-4	1 Oct 2026
2.EGTE-13	3 Sep 2026	2.EGLF-18	21 Mar 2024	2.EGPF-17	1 Oct 2026	2.EGBJ-8-5	1 Oct 2026
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
2.EGTE-2-2	14 May 2026	2.EGLF-20	21 Mar 2024	* 2.EGPF-2-1	26 Nov 2026	2.EGBJ-8-7	29 Oct 2026
2.EGTE-5-1	6 Aug 2026	2.EGLF-2-1	9 Jul 2026	* 2.EGPF-2-2	26 Nov 2026	2.EGBJ-8-8	1 Oct 2026
2.EGTE-8-1	6 Aug 2026	2.EGLF-2-2	9 Jul 2026	2.EGPF-2-3	11 Jun 2026	2.EGBJ-8-9	1 Oct 2026
2.EGTE-8-2	6 Aug 2026	2.EGLF-4-1	9 Jul 2026	* 2.EGPF-4-1	26 Nov 2026	2.EGBJ-8-10	6 Aug 2026
2.EGTE-8-3	6 Aug 2026	2.EGLF-4-2	17 Apr 2025	* 2.EGPF-5-1	26 Nov 2026	2.EGBJ-8-11	6 Aug 2026
2.EGTE-8-4	6 Aug 2026	2.EGLF-5-1	22 Jan 2026	2.EGPF-5-2	22 Jun 2017	2.EGJB-1	1 Oct 2026
2.EGTE-8-5	6 Aug 2026	2.EGLF-6-1	22 Jan 2026	2.EGPF-6-1	14 May 2026	* 2.EGJB-2	26 Nov 2026
2.EGTE-8-6	6 Aug 2026	2.EGLF-6-2	22 Jan 2026	2.EGPF-6-2	14 May 2026	* 2.EGJB-3	26 Nov 2026
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2.EGTE-8-9	6 Aug 2026	2.EGLF-7-1	22 Jan 2026	2.EGPF-6-5	14 May 2026	* 2.EGJB-6	26 Nov 2026
2.EGTE-8-10	6 Aug 2026	2.EGLF-7-2	22 Jan 2026	2.EGPF-6-6	14 May 2026	* 2.EGJB-7	26 Nov 2026
2.EGTE-8-11	6 Aug 2026	2.EGLF-7-3	22 Jan 2026	2.EGPF-6-7	14 May 2026	* 2.EGJB-8	26 Nov 2026
2.EGTE-8-12	6 Aug 2026	2.EGLF-7-4	22 Jan 2026	2.EGPF-6-8	14 May 2026	* 2.EGJB-9	26 Nov 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	26 Nov 2026
2.EGTE-8-14	6 Aug 2026	2.EGLF-7-6	22 Jan 2026	2.EGPF-7-1	14 May 2026	* 2.EGJB-11	26 Nov 2026
2.EGEF-1	1 Oct 2026	2.EGLF-7-7	22 Jan 2026	2.EGPF-7-2	14 May 2026	* 2.EGJB-12	26 Nov 2026
2.EGEF-2	1 Oct 2026	2.EGLF-7-8	22 Jan 2026	2.EGPF-7-3	14 May 2026	* 2.EGJB-2-1	26 Nov 2026
2.EGEF-3	1 Oct 2026	2.EGLF-7-9	22 Jan 2026	2.EGPF-7-4	14 May 2026	* 2.EGJB-2-2	26 Nov 2026
2.EGEF-4	1 Oct 2026	2.EGLF-7-10	22 Jan 2026	2.EGPF-7-5	14 May 2026	2.EGJB-5-1	19 Feb 2026
2.EGEF-5	11 Jul 2024	2.EGLF-8-1	22 Jan 2026	2.EGPF-7-6	14 May 2026	2.EGJB-6-1	16 Apr 2026
2.EGEF-2-1	11 Jun 2026	2.EGLF-8-2	22 Jan 2026	2.EGPF-7-7	14 May 2026	2.EGJB-6-2	16 Apr 2026
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2.EGTF-2	1 Oct 2026	2.EGLF-8-4	22 Jan 2026	2.EGPF-7-9	14 May 2026	2.EGJB-6-4	16 Apr 2026
2.EGTF-3	1 Oct 2026	2.EGLF-8-5	22 Jan 2026	* 2.EGPF-8-1	26 Nov 2026	2.EGJB-6-5	16 Apr 2026
2.EGTF-4	1 Oct 2026	2.EGLF-8-6	22 Jan 2026	* 2.EGPF-8-2	26 Nov 2026	2.EGJB-6-6	16 Apr 2026
* 2.EGTF-5	26 Nov 2026	2.EGLF-8-7	22 Jan 2026	* 2.EGPF-8-3	26 Nov 2026	2.EGJB-6-7	16 Apr 2026
* 2.EGTF-6	26 Nov 2026	2.EGLF-8-8	22 Jan 2026	* 2.EGPF-8-4	26 Nov 2026	2.EGJB-6-8	19 Feb 2026
2.EGTF-7	1 Oct 2026	2.EGLF-8-9	22 Jan 2026	* 2.EGPF-8-5	26 Nov 2026	2.EGJB-7-1	16 Apr 2026
2.EGTF-8	1 Oct 2026	2.EGCL-1	1 Oct 2026	* 2.EGPF-8-6	26 Nov 2026	2.EGJB-7-2	16 Apr 2026
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2.EGJB-8-4	19 Feb 2026	2.EGNJ-8-3	25 Dec 2025	* 2.EGNS-7	26 Nov 2026	2.EGJJ-6-15	29 Oct 2026
2.EGJB-8-5	3 Sep 2026	2.EGNJ-8-4	25 Dec 2025	2.EGNS-8	1 Oct 2026	2.EGJJ-6-16	29 Oct 2026
2.EGJB-8-6	3 Sep 2026	2.EGNJ-8-5	25 Dec 2025	2.EGNS-9	1 Oct 2026	2.EGJJ-7-1	16 Apr 2026
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	26 Nov 2026	2.EGJJ-7-5	16 Apr 2026
2.EGJB-8-11	19 Feb 2026	* 2.EGPE-2	26 Nov 2026	* 2.EGNS-2-2	26 Nov 2026	2.EGJJ-7-6	29 Oct 2026
2.EGJB-8-12	8 Oct 2020	* 2.EGPE-3	26 Nov 2026	2.EGNS-5-1	3 Sep 2026	2.EGJJ-7-7	29 Oct 2026
2.EGFE-1	1 Oct 2026	* 2.EGPE-4	26 Nov 2026	2.EGNS-8-1	3 Sep 2026	2.EGJJ-7-8	29 Oct 2026
* 2.EGFE-2	26 Nov 2026	* 2.EGPE-5	26 Nov 2026	2.EGNS-8-2	3 Sep 2026	2.EGJJ-7-9	29 Oct 2026
* 2.EGFE-3	26 Nov 2026	* 2.EGPE-6	26 Nov 2026	2.EGNS-8-3	3 Sep 2026	2.EGJJ-7-10	29 Oct 2026
* 2.EGFE-4	26 Nov 2026	* 2.EGPE-7	26 Nov 2026	2.EGNS-8-4	3 Sep 2026	2.EGJJ-7-11	29 Oct 2026
* 2.EGFE-5	26 Nov 2026	* 2.EGPE-8	26 Nov 2026	2.EGNS-8-5	3 Sep 2026	2.EGJJ-7-12	29 Oct 2026
2.EGFE-6	1 Oct 2026	* 2.EGPE-9	26 Nov 2026	2.EGNS-8-6	3 Sep 2026	2.EGJJ-7-13	29 Oct 2026
* 2.EGFE-2-1	26 Nov 2026	* 2.EGPE-10	26 Nov 2026	2.EGNS-8-7	3 Sep 2026	2.EGJJ-7-14	29 Oct 2026
2.EGNR-1	1 Oct 2026	* 2.EGPE-11	26 Nov 2026	2.EGNS-8-8	3 Sep 2026	2.EGJJ-8-1	19 Feb 2026
* 2.EGNR-2	26 Nov 2026	* 2.EGPE-2-1	26 Nov 2026	2.EGNS-8-9	3 Sep 2026	2.EGJJ-8-2	19 Feb 2026
* 2.EGNR-3	26 Nov 2026	* 2.EGPE-2-2	26 Nov 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
* 2.EGNR-5	26 Nov 2026	2.EGPE-8-1	29 Oct 2026	2.EGJJ-2	1 Oct 2026	2.EGJJ-8-5	19 Feb 2026
2.EGNR-6	1 Oct 2026	2.EGPE-8-2	29 Oct 2026	* 2.EGJJ-3	26 Nov 2026	2.EGJJ-8-6	9 Jul 2026
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2.EGNR-8	3 Sep 2026	2.EGPE-8-4	29 Oct 2026	* 2.EGJJ-5	26 Nov 2026	2.EGJJ-8-8	19 Feb 2026
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2.EGNR-11	31 Oct 2024	2.EGPE-8-7	29 Oct 2026	* 2.EGJJ-8	26 Nov 2026	2.EGJJ-8-11	29 Oct 2026
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-8-1	3 Sep 2026	2.EGPE-8-11	29 Oct 2026	2.EGJJ-12	14 May 2026	2.EGBP-1	1 Oct 2026
2.EGNR-8-2	3 Sep 2026	2.EGPE-8-12	29 Oct 2026	2.EGJJ-13	1 Oct 2026	2.EGBP-2	1 Oct 2026
2.EGNR-8-3	3 Sep 2026	2.EGPE-8-13	29 Oct 2026	2.EGJJ-14	1 Oct 2026	2.EGBP-3	1 Oct 2026
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2.EGNR-8-6	3 Sep 2026	2.EGPE-8-16	29 Oct 2026	2.EGJJ-17	29 Oct 2026	2.EGBP-6	1 Oct 2026
2.EGNR-8-7	3 Sep 2026	2.EGPI-1	1 Oct 2026	* 2.EGJJ-2-1	26 Nov 2026	2.EGBP-7	1 Oct 2026
2.EGNR-8-8	3 Sep 2026	* 2.EGPI-2	26 Nov 2026	* 2.EGJJ-2-2	26 Nov 2026	2.EGBP-8	1 Oct 2026
2.EGNJ-1	1 Oct 2026	* 2.EGPI-3	26 Nov 2026	2.EGJJ-3-1	20 Feb 2025	2.EGBP-2-1	16 Apr 2026
* 2.EGNJ-2	26 Nov 2026	2.EGPI-4	29 Oct 2026	2.EGJJ-5-1	25 Dec 2025	2.EGBP-2-2	16 Apr 2026
* 2.EGNJ-3	26 Nov 2026	2.EGPI-5	29 Oct 2026	2.EGJJ-6-1	16 Apr 2026	2.EGBP-8-1	16 Apr 2026
2.EGNJ-4	1 Oct 2026	2.EGPI-6	3 Sep 2026	2.EGJJ-6-2	16 Apr 2026	2.EGBP-8-2	16 Apr 2026
2.EGNJ-5	1 Oct 2026	2.EGPI-7	3 Sep 2026	2.EGJJ-6-3	16 Apr 2026	2.EGBP-8-3	16 Apr 2026
* 2.EGNJ-6	26 Nov 2026	* 2.EGPI-2-1	26 Nov 2026	2.EGJJ-6-4	16 Apr 2026	2.EGBP-8-4	16 Apr 2026
2.EGNJ-7	1 Oct 2026	2.EGPI-8-1	19 Mar 2026	2.EGJJ-6-5	29 Oct 2026	2.EGPA-1	1 Oct 2026
2.EGNJ-8	29 Oct 2026	2.EGPI-8-2	19 Mar 2026	2.EGJJ-6-6	29 Oct 2026	* 2.EGPA-2	26 Nov 2026
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* 2.EGPA-2-1	26 Nov 2026	* 2.EGNM-5	26 Nov 2026	2.EGGP-2	1 Oct 2026	2.EGLC-10	1 Oct 2026
2.EGPA-8-1	3 Sep 2026	2.EGNM-6	1 Oct 2026	* 2.EGGP-3	26 Nov 2026	* 2.EGLC-11	26 Nov 2026
2.EGPA-8-2	3 Sep 2026	2.EGNM-7	29 Oct 2026	2.EGGP-4	1 Oct 2026	* 2.EGLC-12	26 Nov 2026
2.EGPA-8-3	3 Sep 2026	2.EGNM-8	29 Oct 2026	2.EGGP-5	1 Oct 2026	* 2.EGLC-13	26 Nov 2026
2.EGPA-8-4	3 Sep 2026	2.EGNM-9	29 Oct 2026	2.EGGP-6	1 Oct 2026	* 2.EGLC-14	26 Nov 2026
2.EGPA-8-5	3 Sep 2026	2.EGNM-10	29 Oct 2026	2.EGGP-7	1 Oct 2026	2.EGLC-15	1 Oct 2026
2.EGPA-8-6	3 Sep 2026	2.EGNM-11	29 Oct 2026	* 2.EGGP-8	26 Nov 2026	2.EGLC-2-1	11 Jun 2026
2.EGPA-8-7	3 Sep 2026	2.EGNM-12	29 Oct 2026	2.EGGP-9	1 Oct 2026	2.EGLC-2-2	11 Jun 2026
2.EGPA-8-8	3 Sep 2026	2.EGNM-13	3 Sep 2026	2.EGGP-10	29 Oct 2026	* 2.EGLC-4-1	26 Nov 2026
2.EGPA-8-9	3 Sep 2026	2.EGNM-14	3 Sep 2026	2.EGGP-11	1 Oct 2026	* 2.EGLC-5-1	26 Nov 2026
2.EGPA-8-10	3 Sep 2026	2.EGNM-15	3 Sep 2026	2.EGGP-12	1 Oct 2026	* 2.EGLC-6-1	26 Nov 2026
2.EGPA-8-11	3 Sep 2026	* 2.EGNM-2-1	26 Nov 2026	2.EGGP-13	1 Oct 2026	* 2.EGLC-6-2	26 Nov 2026
2.EGPA-8-12	3 Sep 2026	* 2.EGNM-2-2	26 Nov 2026	2.EGGP-14	1 Oct 2026	* 2.EGLC-6-3	26 Nov 2026
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2.EGPA-8-15	3 Sep 2026	2.EGNM-6-2	9 Jul 2026	2.EGGP-17	1 Oct 2026	* 2.EGLC-6-6	26 Nov 2026
2.EGPA-8-16	3 Sep 2026	* 2.EGNM-8-1	26 Nov 2026	2.EGGP-18	1 Oct 2026	* 2.EGLC-6-7	26 Nov 2026
2.EGHC-1	1 Oct 2026	* 2.EGNM-8-2	26 Nov 2026	2.EGGP-19	1 Oct 2026	* 2.EGLC-6-8	26 Nov 2026
* 2.EGHC-2	26 Nov 2026	* 2.EGNM-8-3	26 Nov 2026	* 2.EGGP-2-1	26 Nov 2026	* 2.EGLC-7-1	26 Nov 2026
2.EGHC-3	1 Oct 2026	* 2.EGNM-8-4	26 Nov 2026	* 2.EGGP-2-2	26 Nov 2026	* 2.EGLC-7-2	26 Nov 2026
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2.EGNF-3	1 Oct 2026	2.EGHQ-5-1	25 Dec 2025	* 2.EGEO-5	26 Nov 2026	* 2.EGPK-2	26 Nov 2026
* 2.EGNF-4	26 Nov 2026	2.EGHQ-8-1	25 Dec 2025	* 2.EGEO-6	26 Nov 2026	* 2.EGPK-3	26 Nov 2026
2.EGNF-5	10 Jul 2025	2.EGHQ-8-2	25 Dec 2025	2.EGEO-7	1 Oct 2026	* 2.EGPK-4	26 Nov 2026
2.EGNF-6	10 Jul 2025	2.EGHQ-8-3	25 Dec 2025	2.EGEO-8	1 Oct 2026	* 2.EGPK-5	26 Nov 2026
2.EGNF-2-1	27 Nov 2025	2.EGHQ-8-4	25 Dec 2025	* 2.EGEO-2-1	26 Nov 2026	* 2.EGPK-6	26 Nov 2026
2.EGNT-1	29 Oct 2026	2.EGHQ-8-5	25 Dec 2025	2.EGSV-1	1 Oct 2026	* 2.EGPK-7	26 Nov 2026
2.EGNT-2	29 Oct 2026	2.EGHQ-8-6	25 Dec 2025	2.EGSV-2	1 Oct 2026	* 2.EGPK-8	26 Nov 2026
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2.EGNT-4	29 Oct 2026	2.EGHQ-8-8	25 Dec 2025	* 2.EGSV-4	26 Nov 2026	* 2.EGPK-10	26 Nov 2026
2.EGNT-5	29 Oct 2026	2.EGAD-1	1 Oct 2026	2.EGSV-5	1 Oct 2026	* 2.EGPK-11	26 Nov 2026
2.EGNT-6	29 Oct 2026	2.EGAD-2	1 Oct 2026	2.EGSV-6	1 Oct 2026	* 2.EGPK-12	26 Nov 2026
2.EGNT-7	29 Oct 2026	2.EGAD-3	1 Oct 2026	2.EGSV-2-1	25 Dec 2025	* 2.EGPK-13	26 Nov 2026
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2.EGNT-10	29 Oct 2026	2.EGAD-6	1 Oct 2026	2.EGTH-3	1 Oct 2026	* 2.EGPK-2-1	26 Nov 2026
2.EGNT-11	29 Oct 2026	2.EGAD-7	1 Oct 2026	2.EGTH-4	1 Oct 2026	* 2.EGPK-2-2	26 Nov 2026
2.EGNT-12	29 Oct 2026	2.EGAD-2-1	3 Sep 2026	2.EGTH-5	29 Oct 2026	2.EGPK-4-1	27 Nov 2025
2.EGNT-13	29 Oct 2026	2.EGEN-1	1 Oct 2026	2.EGTH-6	10 Jul 2025	2.EGPK-5-1	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-6-3	27 Nov 2025
2.EGNT-2-2	29 Oct 2026	2.EGEN-5	1 Oct 2026	2.EGTK-3	29 Oct 2026	2.EGPK-6-4	25 Dec 2025
2.EGNT-4-1	1 Oct 2026	2.EGEN-6	1 Oct 2026	2.EGTK-4	1 Oct 2026	2.EGPK-7-1	6 Aug 2026
2.EGNT-5-1	1 Oct 2026	2.EGEN-2-1	16 Apr 2026	2.EGTK-5	29 Oct 2026	2.EGPK-7-2	6 Aug 2026
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2.EGNT-7-3	1 Oct 2026	* 2.EGSH-7	26 Nov 2026	2.EGTK-12	1 Oct 2026	2.EGPK-8-1	6 Aug 2026
2.EGNT-7-4	1 Oct 2026	* 2.EGSH-8	26 Nov 2026	2.EGTK-2-1	29 Oct 2026	2.EGPK-8-2	6 Aug 2026
2.EGNT-7-5	1 Oct 2026	* 2.EGSH-9	26 Nov 2026	2.EGTK-2-2	29 Oct 2026	2.EGPK-8-3	6 Aug 2026
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2.EGNT-8-4	1 Oct 2026	* 2.EGSH-2-2	26 Nov 2026	* 2.EGTK-8-2	26 Nov 2026	2.EGPK-8-7	6 Aug 2026
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2.EGNT-8-6	1 Oct 2026	2.EGSH-5-1	14 May 2026	* 2.EGTK-8-4	26 Nov 2026	2.EGPK-8-9	6 Aug 2026
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2.EGNT-8-9	1 Oct 2026	2.EGSH-8-3	14 May 2026	2.EGEP-3	1 Oct 2026	2.EGPK-8-12	6 Aug 2026
2.EGNT-8-10	1 Oct 2026	2.EGSH-8-4	14 May 2026	2.EGEP-4	1 Oct 2026	2.EGPK-8-13	6 Aug 2026
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2.EGKR-7	29 Oct 2026	2.EGCJ-8-4	22 Jan 2026	2.EGHI-7-7	9 Jul 2026	2.EGSY-8-1	3 Sep 2026
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2.EGKR-9	29 Oct 2026	2.EGBS-2	1 Oct 2026	2.EGHI-8-2	6 Aug 2026	2.EGSG-1	1 Oct 2026
2.EGKR-10	29 Oct 2026	2.EGBS-3	1 Oct 2026	2.EGHI-8-3	6 Aug 2026	2.EGSG-2	1 Oct 2026
2.EGKR-2-1	6 Aug 2026	2.EGBS-4	29 Oct 2026	2.EGHI-8-4	6 Aug 2026	2.EGSG-3	1 Oct 2026
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2.EGES-1	1 Oct 2026	2.EGKA-8-3	25 Dec 2025	* 2.EGMC-4-1	26 Nov 2026	2.EGPO-8-3	9 Jul 2026
2.EGES-2	1 Oct 2026	2.EGKA-8-4	25 Dec 2025	* 2.EGMC-5-1	26 Nov 2026	2.EGPO-8-4	9 Jul 2026
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2.EGHE-8-1	19 Feb 2026	* 2.EGHI-8	26 Nov 2026	2.EGSY-1	1 Oct 2026	2.EGPB-3	1 Oct 2026
2.EGHE-8-2	19 Feb 2026	* 2.EGHI-9	26 Nov 2026	2.EGSY-2	29 Oct 2026	2.EGPB-4	1 Oct 2026
2.EGCJ-1	1 Oct 2026	* 2.EGHI-10	26 Nov 2026	2.EGSY-3	29 Oct 2026	* 2.EGPB-5	26 Nov 2026
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2.EGCJ-7	1 Oct 2026	2.EGHI-7-1	9 Jul 2026	2.EGSY-9	1 Oct 2026	2.EGPB-11	11 Jun 2026
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2.EGPB-5-1	14 May 2026	2.EGHO-4	29 Oct 2026	2.EGBW-6	1 Oct 2026	2.EGNW-1	1 Oct 2026
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2.EGPB-8-6	14 May 2026	* 2.EGPU-2	26 Nov 2026	2.EGCW-5	22 Jan 2026	2.EGBO-1	1 Oct 2026
2.EGPB-8-7	14 May 2026	* 2.EGPU-3	26 Nov 2026	2.EGCW-6	23 Jan 2025	2.EGBO-2	1 Oct 2026
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2.EGFH-1	1 Oct 2026	2.EGPU-8-4	11 Jun 2026	2.EGEW-1	1 Oct 2026	2.EGTB-3	1 Oct 2026
* 2.EGFH-2	26 Nov 2026	2.EGNL-1	1 Oct 2026	2.EGEW-2	1 Oct 2026	2.EGTB-4	1 Oct 2026
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2.EGNV-6	29 Oct 2026	* 2.EGNO-1	26 Nov 2026	* 2.EGPC-4	26 Nov 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
2.EGNV-8	29 Oct 2026	2.EGNO-3	29 Oct 2026	* 2.EGPC-6	26 Nov 2026	3.EGBC-1	1 Oct 2026
2.EGNV-9	29 Oct 2026	2.EGNO-4	1 Oct 2026	2.EGPC-7	25 Dec 2025	* 3.EGBC-2	26 Nov 2026
2.EGNV-10	29 Oct 2026	2.EGNO-5	1 Oct 2026	2.EGPC-8	28 Nov 2024	* 3.EGBC-3	26 Nov 2026
* 2.EGNV-2-1	26 Nov 2026	2.EGNO-6	29 Oct 2026	2.EGPC-9	28 Nov 2024	3.EGBC-4	1 Oct 2026
* 2.EGNV-2-2	26 Nov 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	26 Nov 2026	* 2.EGPC-2-1	26 Nov 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	26 Nov 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	26 Nov 2026
2.EGNV-8-6	30 Oct 2025	2.EGBW-1	1 Oct 2026	2.EGPC-8-7	19 Mar 2026	* 3.EGLW-8	26 Nov 2026
2.EGNV-8-7	30 Oct 2025	2.EGBW-2	1 Oct 2026	2.EGPC-8-8	19 Mar 2026	* 3.EGLW-9	26 Nov 2026
2.EGHO-1	1 Oct 2026	2.EGBW-3	1 Oct 2026	2.EGPC-8-9	19 Mar 2026	* 3.EGLW-2-1	26 Nov 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

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date
AD	
3.EGHK-1	1 Oct 2026
* 3.EGHK-2	26 Nov 2026
3.EGHK-3	1 Oct 2026
3.EGHK-4	1 Oct 2026
3.EGHK-5	1 Oct 2026
* 3.EGHK-6	26 Nov 2026
3.EGHK-7	1 Oct 2026
3.EGHK-8	1 Oct 2026
* 3.EGHK-2-1	26 Nov 2026
3.EGDP-1	1 Oct 2026
* 3.EGDP-2	26 Nov 2026
3.EGDP-3	1 Oct 2026
* 3.EGDP-4	26 Nov 2026
* 3.EGDP-5	26 Nov 2026
3.EGDP-6	3 Sep 2026
3.EGDP-7	3 Sep 2026
* 3.EGDP-2-1	26 Nov 2026
3.EGDP-4-1	9 Jul 2026
3.EGHT-1	1 Oct 2026
* 3.EGHT-2	26 Nov 2026
3.EGHT-3	1 Oct 2026
* 3.EGHT-4	26 Nov 2026
3.EGHT-5	1 Oct 2026
* 3.EGHT-2-1	26 Nov 2026

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
ADN	ABERDEEN	DME	AE	ABERDEEN	DME	ADN	AE
ADN	ABERDEEN	VOR	AE	ABERDEEN	VOR	ADN	AE
ALD	ALDERNEY	NDB	A	ABERDEEN/DYCE	NDB	ATF	A
ATF	ABERDEEN/DYCE	NDB	A	ABERDEEN/DYCE	DME	IABD	A
BBA	BENBECULA	NDB	A	ABERDEEN/DYCE 34 CAT I	ILS	IABD	A
BCL	BENBECULA	DME	A	ABERDEEN/DYCE	DME	IAX	A
BCN	BRECON	DME	E	ABERDEEN/DYCE 16 CAT I	ILS	IAX	A
BCN	BRECON	DME	A	ALDERNEY	NDB	ALD	A
BCN	BRECON	VOR	A	BARKWAY	DME	BKY	E
BEL	BELFAST	DME	AE	BARKWAY	DME	BKY	A
BEL	BELFAST	VOR	AE	BARKWAY	VOR	BKY	A
BEN	BENBECULA	DME	A	BARRA	NDB	BRR	A
BEN	BENBECULA	DME	E	BELFAST	DME	BEL	AE
BEN	BENBECULA	VOR	A	BELFAST	VOR	BEL	AE
BHD	BERRY HEAD	DME	E	BELFAST ALDERGROVE	DME	IAG	A
BHD	BERRY HEAD	VOR	E	BELFAST ALDERGROVE 25 CAT III	ILS	IAG	A
BHX	BIRMINGHAM	NDB	A	BELFAST ALDERGROVE	DME	IFT	A
BIA	BOURNEMOUTH	NDB	A	BELFAST ALDERGROVE 17 CAT I	ILS	IFT	A
BIG	BIGGIN	DME	A	BELFAST/CITY	NDB	HB	A
BIG	BIGGIN	DME	E	BELFAST/CITY	DME	IBFH	A
BIG	BIGGIN	VOR	A	BELFAST/CITY 22 CAT I	ILS	IBFH	A
BKY	BARKWAY	DME	E	BELFAST/CITY	DME	IHBD	A
BKY	BARKWAY	DME	A	BELFAST/CITY 04 CAT I	ILS	IHBD	A
BKY	BARKWAY	VOR	A	BENBECULA	NDB	BBA	A
BLK	BLACKBUSHE	NDB	A	BENBECULA	DME	BCL	A
BNN	BOVINGDON	DME	E	BENBECULA	DME	BEN	A
BNN	BOVINGDON	DME	A	BENBECULA	DME	BEN	E
BNN	BOVINGDON	VOR	A	BENBECULA	VOR	BEN	A
BPK	BROOKMANS PARK	DME	A	BERRY HEAD	DME	BHD	E
BPK	BROOKMANS PARK	DME	E	BERRY HEAD	VOR	BHD	E
BPK	BROOKMANS PARK	VOR	A	BIGGIN	DME	BIG	A
BPL	BLACKPOOL	NDB	A	BIGGIN	DME	BIG	E
BRI	BRISTOL	NDB	A	BIGGIN	VOR	BIG	A
BRR	BARRA	NDB	A	BIGGIN HILL	DME	IBGH	A
BUR	BURNHAM	NDB	A	BIGGIN HILL 21 CAT I	ILS	IBGH	A
CAL	CAMPBELTOWN	DME	A	BIRMINGHAM	NDB	BHX	A
CAM	CAMBRIDGE	NDB	A	BIRMINGHAM	DME	IBIR	A
CBL	CAMPBELTOWN	NDB	A	BIRMINGHAM 15 CAT III	ILS	IBIR	A
CDF	CARDIFF	NDB	A	BIRMINGHAM	DME	IBM	A
CHT	CHILTERN	NDB	A	BIRMINGHAM 33 CAT III	ILS	IBM	A
CIT	CRANFIELD	NDB	A	BLACKBUSHE	NDB	BLK	A
CLN	CLACTON	DME	AE	BLACKPOOL	NDB	BPL	A
CLN	CLACTON	VOR	AE	BLACKPOOL	DME	IBPL	A
CPT	COMPTON	DME	E	BLACKPOOL 28 CAT I	ILS	IBPL	A
CPT	COMPTON	VOR	E	BOURNEMOUTH	NDB	BIA	A
DCS	DEAN CROSS	DME	E	BOURNEMOUTH	DME	IBH	A
DET	DETLING	DME	E	BOURNEMOUTH 26 CAT III	ILS	IBH	A
DET	DETLING	DME	A	BOURNEMOUTH	DME	IBMH	A
DET	DETLING	VOR	A	BOURNEMOUTH 08 CAT I	ILS	IBMH	A
DFO	MADFORD	DME	E	BOVINGDON	DME	BNN	E
DND	DUNDEE	NDB	A	BOVINGDON	DME	BNN	A
DTY	DAVENTRY	DME	A	BOVINGDON	VOR	BNN	A
DTY	DAVENTRY	DME	E	BRECON	DME	BCN	A
DTY	DAVENTRY	VOR	A	BRECON	DME	BCN	E
DUD	DUNDONALD	DME	E	BRECON	VOR	BCN	A
DUF	GREAT DUN FELL	DME	E	BRISTOL	NDB	BRI	A
DVR	DOVER	DME	E	BRISTOL	DME	IBON	A

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
DVR	DOVER	DME	A	BRISTOL 09 CAT I	ILS	IBON	A
DVR	DOVER	VOR	A	BRISTOL	DME	IBTS	A
EAS	SOUTHAMPTON	NDB	A	BRISTOL 27 CAT III	ILS	IBTS	A
EDN	EDINBURGH	NDB	A	BROOKMANS PARK	DME	BPK	E
EGT	LONDONDERRY/EGLINTON	NDB	A	BROOKMANS PARK	DME	BPK	A
EME	EAST MIDLANDS	NDB	A	BROOKMANS PARK	VOR	BPK	A
EMW	EAST MIDLANDS	NDB	A	BURNHAM	NDB	BUR	A
EPM	EPSOM	NDB	A	CAMBRIDGE	NDB	CAM	A
EX	EXETER	NDB	A	CAMBRIDGE	DME	ICMG	A
GAM	GAMSTON	DME	A	CAMBRIDGE 23 CAT I	ILS	ICMG	A
GAM	GAMSTON	DME	AE	CAMPBELTOWN	DME	CAL	A
GAM	GAMSTON	VOR	A	CAMPBELTOWN	NDB	CBL	A
GLO	GREEN LOWTHER	DME	E	CARDIFF	NDB	CDF	A
GLW	GLASGOW	NDB	A	CARDIFF	DME	ICDF	A
GOW	GLASGOW	DME	A	CARDIFF 12 CAT I	ILS	ICDF	A
GOW	GLASGOW	DME	E	CARDIFF	DME	ICWA	A
GOW	GLASGOW	VOR	A	CARDIFF 30 CAT I	ILS	ICWA	A
GST	GLOUCESTERSHIRE	NDB	A	CHILTERN	NDB	CHT	A
GUR	GUERNSEY	DME	A	CLACTON	DME	CLN	AE
GUR	GUERNSEY	VOR	A	CLACTON	VOR	CLN	AE
GWC	GOODWOOD	DME	E	COMPTON	DME	CPT	E
GWC	GOODWOOD	DME	A	COMPTON	VOR	CPT	E
GWC	GOODWOOD	VOR	A	CRANFIELD	NDB	CIT	A
HAW	HAWARDEN	NDB	A	CRANFIELD	DME	ICR	A
HB	BELFAST/CITY	NDB	A	DAVENTRY	DME	DTY	A
HEN	HENTON	NDB	AE	DAVENTRY	DME	DTY	E
HON	HONILEY	DME	E	DAVENTRY	VOR	DTY	A
HON	HONILEY	DME	AE	DEAN CROSS	DME	DCS	E
HON	HONILEY	VOR	AE	DETLING	DME	DET	A
IAA	LONDON HEATHROW	DME	A	DETLING	DME	DET	E
IAA	LONDON HEATHROW 09L CAT III	ILS	A	DETLING	VOR	DET	A
IABD	ABERDEEN/DYCE	DME	A	DOVER	DME	DVR	E
IABD	ABERDEEN/DYCE 34 CAT I	ILS	A	DOVER	DME	DVR	A
IAG	BELFAST ALDERGROVE	DME	A	DOVER	VOR	DVR	A
IAG	BELFAST ALDERGROVE 25 CAT III	ILS	A	DUNDEE	NDB	DND	A
IAX	ABERDEEN/DYCE	DME	A	DUNDEE	DME	IDDE	A
IAX	ABERDEEN/DYCE 16 CAT I	ILS	A	DUNDEE 09 CAT I	ILS	IDDE	A
IBB	LONDON HEATHROW	DME	A	DUNDONALD	DME	DUD	E
IBB	LONDON HEATHROW 09R CAT III	ILS	A	EAST MIDLANDS	NDB	EME	A
IBFH	BELFAST/CITY	DME	A	EAST MIDLANDS	NDB	EMW	A
IBFH	BELFAST/CITY 22 CAT I	ILS	A	EAST MIDLANDS	DME	IEME	A
IBGH	BIGGIN HILL	DME	A	EAST MIDLANDS 27 CAT III	ILS	IEME	A
IBGH	BIGGIN HILL 21 CAT I	ILS	A	EAST MIDLANDS	DME	IEMW	A
IBH	BOURNEMOUTH	DME	A	EAST MIDLANDS 09 CAT I	ILS	IEMW	A
IBH	BOURNEMOUTH 26 CAT III	ILS	A	EDINBURGH	NDB	EDN	A
IBIR	BIRMINGHAM	DME	A	EDINBURGH	DME	ITH	A
IBIR	BIRMINGHAM 15 CAT III	ILS	A	EDINBURGH 24 CAT III	ILS	ITH	A
IBM	BIRMINGHAM	DME	A	EDINBURGH	DME	IVG	A
IBM	BIRMINGHAM 33 CAT III	ILS	A	EDINBURGH 06 CAT III	ILS	IVG	A
IBMH	BOURNEMOUTH	DME	A	EDINBURGH	NDB	UW	A
IBMH	BOURNEMOUTH 08 CAT I	ILS	A	EPSOM	NDB	EPM	A
IBON	BRISTOL	DME	A	EXETER	NDB	EX	A
IBON	BRISTOL 09 CAT I	ILS	A	EXETER	DME	IET	A
IBPL	BLACKPOOL	DME	A	EXETER 08 CAT I	ILS	IET	A
IBPL	BLACKPOOL 28 CAT I	ILS	A	EXETER	DME	IXR	A
IBTS	BRISTOL	DME	A	EXETER 26 CAT I	ILS	IXR	A
IBTS	BRISTOL 27 CAT III	ILS	A	FARNBOROUGH	DME	IFNB	A

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
ICDF	CARDIFF	DME	A	FARNBOROUGH 24 CAT I	ILS	IFNB	A
ICDF	CARDIFF 12 CAT I	ILS	A	FARNBOROUGH	DME	IFRG	A
ICMG	CAMBRIDGE	DME	A	FARNBOROUGH 06 CAT I	ILS	IFRG	A
ICMG	CAMBRIDGE 23 CAT I	ILS	A	GAMSTON	DME	GAM	AE
ICR	CRANFIELD	DME	A	GAMSTON	DME	GAM	A
ICWA	CARDIFF	DME	A	GAMSTON	VOR	GAM	A
ICWA	CARDIFF 30 CAT I	ILS	A	GLASGOW	NDB	GLW	A
IDD	JERSEY	DME	A	GLASGOW	DME	GOW	A
IDD	JERSEY 26 CAT I	ILS	A	GLASGOW	DME	GOW	E
IDDE	DUNDEE	DME	A	GLASGOW	VOR	GOW	A
IDDE	DUNDEE 09 CAT I	ILS	A	GLASGOW	DME	IOO	A
IDX	INVERNESS	DME	A	GLASGOW 23 CAT III	ILS	IOO	A
IDX	INVERNESS 23 CAT I	ILS	A	GLASGOW	DME	IUU	A
IEGN	LONDONDERRY/EGLINTON	DME	A	GLASGOW 05 CAT III	ILS	IUU	A
IEGN	LONDONDERRY/EGLINTON 08 CAT I	ILS	A	GLOUCESTERSHIRE	NDB	GST	A
IEGT	LONDONDERRY/EGLINTON	DME	A	GLOUCESTERSHIRE	DME	IGOS	A
IEGT	LONDONDERRY/EGLINTON 26 CAT I	ILS	A	GLOUCESTERSHIRE 26 CAT I	ILS	IGOS	A
IEME	EAST MIDLANDS	DME	A	GOODWOOD	DME	GWC	A
IEME	EAST MIDLANDS 27 CAT III	ILS	A	GOODWOOD	DME	GWC	E
IEMW	EAST MIDLANDS	DME	A	GOODWOOD	VOR	GWC	A
IEMW	EAST MIDLANDS 09 CAT I	ILS	A	GREAT DUN FELL	DME	DUF	E
IET	EXETER	DME	A	GREEN LOWTHER	DME	GLO	E
IET	EXETER 08 CAT I	ILS	A	GUERNSEY	DME	GUR	A
IFNB	FARNBOROUGH	DME	A	GUERNSEY	VOR	GUR	A
IFNB	FARNBOROUGH 24 CAT I	ILS	A	GUERNSEY	DME	IGH	A
IFRG	FARNBOROUGH	DME	A	GUERNSEY 27 CAT I	ILS	IGH	A
IFRG	FARNBOROUGH 06 CAT I	ILS	A	GUERNSEY	DME	IUY	A
IFT	BELFAST ALDERGROVE	DME	A	GUERNSEY 09 CAT I	ILS	IUY	A
IFT	BELFAST ALDERGROVE 17 CAT I	ILS	A	HAWARDEN	NDB	HAW	A
IGG	LONDON GATWICK	DME	A	HAWARDEN	DME	IHDN	A
IGG	LONDON GATWICK 08R CAT III	ILS	A	HAWARDEN 22 CAT I	ILS	IHDN	A
IGH	GUERNSEY	DME	A	HAWARDEN	DME	IHWD	A
IGH	GUERNSEY 27 CAT I	ILS	A	HAWARDEN 04 CAT I	ILS	IHWD	A
IGOS	GLOUCESTERSHIRE	DME	A	HENTON	NDB	HEN	AE
IGOS	GLOUCESTERSHIRE 26 CAT I	ILS	A	HONILEY	DME	HON	E
IHBD	BELFAST/CITY	DME	A	HONILEY	DME	HON	AE
IHBD	BELFAST/CITY 04 CAT I	ILS	A	HONILEY	VOR	HON	AE
IHDN	HAWARDEN	DME	A	HUMBERSIDE	DME	IHS	A
IHDN	HAWARDEN 22 CAT I	ILS	A	HUMBERSIDE 20 CAT I	ILS	IHS	A
IHS	HUMBERSIDE	DME	A	HUMBERSIDE	NDB	KIM	A
IHS	HUMBERSIDE 20 CAT I	ILS	A	INVERNESS	DME	IDX	A
IHWD	HAWARDEN	DME	A	INVERNESS 23 CAT I	ILS	IDX	A
IHWD	HAWARDEN 04 CAT I	ILS	A	INVERNESS	DME	ILN	A
IJJ	JERSEY	DME	A	INVERNESS 05 CAT I	ILS	ILN	A
IJJ	JERSEY 08 CAT I	ILS	A	INVERNESS	DME	INS	A
IKIR	KIRKWALL	DME	A	INVERNESS	VOR	INS	A
IKIR	KIRKWALL 27 CAT I	ILS	A	INVERNESS	NDB	IVR	A
IKK	PRESTWICK	DME	A	ISLAY	DME	ISY	A
IKK	PRESTWICK 30 CAT I	ILS	A	ISLAY	NDB	LAY	A
ILBF	LEEDS BRADFORD	DME	A	ISLE OF MAN	DME	IOM	AE
ILBF	LEEDS BRADFORD 14 CAT I	ILS	A	ISLE OF MAN	VOR	IOM	AE
ILDY	LYDD	DME	A	ISLE OF MAN	DME	IRH	A
ILDY	LYDD 21 CAT I	ILS	A	ISLE OF MAN 08 CAT I	ILS	IRH	A
ILF	LEEDS BRADFORD	DME	A	ISLE OF MAN	DME	IRY	A
ILF	LEEDS BRADFORD 32 CAT III	ILS	A	ISLE OF MAN 26 CAT I	ILS	IRY	A
ILJ	LONDON LUTON	DME	A	ISLE OF MAN	NDB	RWY	A

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
ILJ	LONDON LUTON 25 CAT III	ILS	A	JERSEY	DME	IDD	A
ILL	LONDON HEATHROW	DME	A	JERSEY 26 CAT I	ILS	IDD	A
ILL	LONDON HEATHROW 27L CAT III	ILS	A	JERSEY	DME	IJJ	A
ILN	INVERNESS	DME	A	JERSEY 08 CAT I	ILS	IJJ	A
ILN	INVERNESS 05 CAT I	ILS	A	JERSEY	DME	JSY	AE
ILQ	LIVERPOOL	DME	A	JERSEY	VOR	JSY	AE
ILQ	LIVERPOOL 27 CAT III	ILS	A	JERSEY	NDB	JW	A
ILSR	LONDON CITY	DME	A	KIRKWALL	DME	IKIR	A
ILSR	LONDON CITY 27 CAT I	ILS	A	KIRKWALL 27 CAT I	ILS	IKIR	A
ILST	LONDON CITY	DME	A	KIRKWALL	DME	IORK	A
ILST	LONDON CITY 09 CAT I	ILS	A	KIRKWALL 09 CAT I	ILS	IORK	A
ILTN	LONDON LUTON	DME	A	KIRKWALL	NDB	KW	A
ILTN	LONDON LUTON 07 CAT III	ILS	A	KIRKWALL	DME	KWL	A
ILVR	LIVERPOOL	DME	A	KIRKWALL	VOR	KWL	A
ILVR	LIVERPOOL 09 CAT I	ILS	A	LAMBOURNE	DME	LAM	A
IMC	MANCHESTER	DME	A	LAMBOURNE	DME	LAM	E
IMC	MANCHESTER 05R CAT I	ILS	A	LAMBOURNE	VOR	LAM	A
IMM	MANCHESTER	DME	A	LAND'S END	DME	LND	E
IMM	MANCHESTER 05L CAT III	ILS	A	LAND'S END	VOR	LND	E
INC	NEWCASTLE	DME	A	LEEDS BRADFORD	DME	ILBF	A
INC	NEWCASTLE 07 CAT III	ILS	A	LEEDS BRADFORD 14 CAT I	ILS	ILBF	A
IND	SOUTHEND	DME	A	LEEDS BRADFORD	DME	ILF	A
IND	SOUTHEND 23 CAT I	ILS	A	LEEDS BRADFORD 32 CAT III	ILS	ILF	A
INEW	NEWQUAY	DME	A	LEEDS BRADFORD	NDB	LBA	A
INEW	NEWQUAY 12 CAT I	ILS	A	LIVERPOOL	DME	ILQ	A
INH	NORWICH	DME	A	LIVERPOOL 27 CAT III	ILS	ILQ	A
INH	NORWICH 27 CAT I	ILS	A	LIVERPOOL	DME	ILVR	A
INN	MANCHESTER	DME	A	LIVERPOOL 09 CAT I	ILS	ILVR	A
INN	MANCHESTER 23R CAT III	ILS	A	LIVERPOOL	NDB	LPL	A
INS	INVERNESS	DME	A	LONDON	DME	LON	A
INS	INVERNESS	VOR	A	LONDON	DME	LON	E
INWC	NEWCASTLE	DME	A	LONDON	VOR	LON	A
INWC	NEWCASTLE 25 CAT III	ILS	A	LONDON CITY	DME	ILSR	A
INWQ	NEWQUAY	DME	A	LONDON CITY 27 CAT I	ILS	ILSR	A
INWQ	NEWQUAY 30 CAT III	ILS	A	LONDON CITY	DME	ILST	A
IOM	ISLE OF MAN	DME	AE	LONDON CITY 09 CAT I	ILS	ILST	A
IOM	ISLE OF MAN	VOR	AE	LONDON CITY	NDB	LCY	A
IOO	GLASGOW	DME	A	LONDON GATWICK	DME	IGG	A
IOO	GLASGOW 23 CAT III	ILS	A	LONDON GATWICK 08R CAT III	ILS	IGG	A
IORK	KIRKWALL	DME	A	LONDON GATWICK	DME	IWW	A
IORK	KIRKWALL 09 CAT I	ILS	A	LONDON GATWICK 26L CAT III	ILS	IWW	A
IOXF	OXFORD	DME	A	LONDON HEATHROW	DME	IAA	A
IOXF	OXFORD 19 CAT I	ILS	A	LONDON HEATHROW 09L CAT III	ILS	IAA	A
IPP	PRESTWICK	DME	A	LONDON HEATHROW	DME	IBB	A
IPP	PRESTWICK 12 CAT I	ILS	A	LONDON HEATHROW 09R CAT III	ILS	IBB	A
IRH	ISLE OF MAN	DME	A	LONDON HEATHROW	DME	ILL	A
IRH	ISLE OF MAN 08 CAT I	ILS	A	LONDON HEATHROW 27L CAT III	ILS	ILL	A
IRR	LONDON HEATHROW	DME	A	LONDON HEATHROW	DME	IRR	A
IRR	LONDON HEATHROW 27R CAT III	ILS	A	LONDON HEATHROW 27R CAT III	ILS	IRR	A
IRY	ISLE OF MAN	DME	A	LONDON LUTON	DME	ILJ	A
IRY	ISLE OF MAN 26 CAT I	ILS	A	LONDON LUTON 25 CAT III	ILS	ILJ	A
ISAT	ST ATHAN	DME	A	LONDON LUTON	DME	ILTN	A
ISAT	ST ATHAN 25 CAT I	ILS	A	LONDON LUTON 07 CAT III	ILS	ILTN	A
ISED	LONDON STANSTED	DME	A	LONDON STANSTED	DME	ISED	A
ISED	LONDON STANSTED 04 CAT III	ILS	A	LONDON STANSTED 04 CAT III	ILS	ISED	A
ISG	SUMBURGH	DME	A	LONDON STANSTED	DME	ISX	A
ISG	SUMBURGH 27 CAT I	ILS	A	LONDON STANSTED 22 CAT III	ILS	ISX	A

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
ISN	SOUTHAMPTON	DME	A	LONDONDERRY/EGLINTON	NDB	EGT	A
ISN	SOUTHAMPTON 20 CAT I	ILS	A	LONDONDERRY/EGLINTON	DME	IEGN	A
ISO	SOUTHEND	DME	A	LONDONDERRY/EGLINTON 08 CAT I	ILS	IEGN	A
ISO	SOUTHEND 05 CAT I	ILS	A	LONDONDERRY/EGLINTON	DME	IEGT	A
ISX	LONDON STANSTED	DME	A	LONDONDERRY/EGLINTON 26 CAT I	ILS	IEGT	A
ISX	LONDON STANSTED 22 CAT III	ILS	A	LYDD	DME	ILDY	A
ISY	ISLAY	DME	A	LYDD 21 CAT I	ILS	ILDY	A
ITD	TEESSIDE INTERNATIONAL	DME	A	LYDD	DME	LYD	E
ITD	TEESSIDE INTERNATIONAL 23 CAT I	ILS	A	LYDD	NDB	LZD	A
ITH	EDINBURGH	DME	A	MACHRIHANISH	DME	MAC	E
ITH	EDINBURGH 24 CAT III	ILS	A	MADFORD	DME	DFO	E
ITSE	TEESSIDE INTERNATIONAL	DME	A	MANCHESTER	DME	IMC	A
ITSE	TEESSIDE INTERNATIONAL 05 CAT I	ILS	A	MANCHESTER 05R CAT I	ILS	IMC	A
IUU	GLASGOW	DME	A	MANCHESTER	DME	IMM	A
IUU	GLASGOW 05 CAT III	ILS	A	MANCHESTER 05L CAT III	ILS	IMM	A
IUY	GUERNSEY	DME	A	MANCHESTER	DME	INN	A
IUY	GUERNSEY 09 CAT I	ILS	A	MANCHESTER 23R CAT III	ILS	INN	A
IVG	EDINBURGH	DME	A	MANCHESTER	DME	MCT	E
IVG	EDINBURGH 06 CAT III	ILS	A	MANCHESTER	DME	MCT	A
IVR	INVERNESS	NDB	A	MANCHESTER	VOR	MCT	A
IWL	WALNEY	DME	A	MAYFIELD	DME	MAY	A
IWL	WALNEY 35 CAT I	ILS	A	MAYFIELD	DME	MAY	E
IWQ	WARTON	DME	A	MAYFIELD	VOR	MAY	A
IWQ	WARTON 25 CAT I	ILS	A	MIDHURST	DME	MID	E
IWW	LONDON GATWICK	DME	A	MIDHURST	DME	MID	A
IWW	LONDON GATWICK 26L CAT III	ILS	A	MIDHURST	VOR	MID	A
IXR	EXETER	DME	A	NEWCASTLE	DME	INC	A
IXR	EXETER 26 CAT I	ILS	A	NEWCASTLE 07 CAT III	ILS	INC	A
JSY	JERSEY	DME	AE	NEWCASTLE	DME	INWC	A
JSY	JERSEY	VOR	AE	NEWCASTLE 25 CAT III	ILS	INWC	A
JW	JERSEY	NDB	A	NEWCASTLE	DME	NEW	AE
KIM	HUMBERSIDE	NDB	A	NEWCASTLE	NDB	NT	A
KW	KIRKWALL	NDB	A	NEWQUAY	DME	INEW	A
KWL	KIRKWALL	DME	A	NEWQUAY 12 CAT I	ILS	INEW	A
KWL	KIRKWALL	VOR	A	NEWQUAY	DME	INWQ	A
LAM	LAMBOURNE	DME	E	NEWQUAY 30 CAT III	ILS	INWQ	A
LAM	LAMBOURNE	DME	A	NEWQUAY	NDB	NQY	A
LAM	LAMBOURNE	VOR	A	NORWICH	DME	INH	A
LAY	ISLAY	NDB	A	NORWICH 27 CAT I	ILS	INH	A
LBA	LEEDS BRADFORD	NDB	A	NORWICH	NDB	NWI	A
LCY	LONDON CITY	NDB	A	OBAN	DME	OBA	A
LND	LAND'S END	DME	E	OBAN	NDB	OBN	A
LND	LAND'S END	VOR	E	OCKHAM	DME	OCK	E
LON	LONDON	DME	A	OCKHAM	DME	OCK	A
LON	LONDON	DME	E	OCKHAM	VOR	OCK	A
LON	LONDON	VOR	A	OTTRINGHAM	DME	OTR	E
LPL	LIVERPOOL	NDB	A	OTTRINGHAM	VOR	OTR	E
LYD	LYDD	DME	E	OXFORD	DME	IOXF	A
LZD	LYDD	NDB	A	OXFORD 19 CAT I	ILS	IOXF	A
MAC	MACHRIHANISH	DME	E	OXFORD	NDB	OX	A
MAY	MAYFIELD	DME	E	PERTH	VOR	PTH	AE
MAY	MAYFIELD	DME	A	POLE HILL	DME	POL	AE
MAY	MAYFIELD	VOR	A	POLE HILL	VOR	POL	AE
MCT	MANCHESTER	DME	A	PRESTWICK	DME	IKK	A

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
MCT	MANCHESTER	DME	E	PRESTWICK 30 CAT I	ILS	IKK	A
MCT	MANCHESTER	VOR	A	PRESTWICK	DME	IPP	A
MID	MIDHURST	DME	A	PRESTWICK 12 CAT I	ILS	IPP	A
MID	MIDHURST	DME	E	PRESTWICK	NDB	PIK	A
MID	MIDHURST	VOR	A	SAINT ABBS	DME	SAB	E
NEW	NEWCASTLE	DME	AE	SAINT ABBS	VOR	SAB	E
NQY	NEWQUAY	NDB	A	SCILLY ISLES/ST MARY'S	NDB	STM	A
NT	NEWCASTLE	NDB	A	SEAFORD	DME	SFD	E
NWI	NORWICH	NDB	A	SEAFORD	VOR	SFD	E
OBA	OBAN	DME	A	SHERBURN-IN-ELMET	NDB	SBL	A
OBN	OBAN	NDB	A	SHOREHAM	NDB	SHM	A
OCK	OCKHAM	DME	E	SHOREHAM	DME	SRH	A
OCK	OCKHAM	DME	A	SOUTHAMPTON	NDB	EAS	A
OCK	OCKHAM	VOR	A	SOUTHAMPTON	DME	ISN	A
OTR	OTTRINGHAM	DME	E	SOUTHAMPTON 20 CAT I	ILS	ISN	A
OTR	OTTRINGHAM	VOR	E	SOUTHAMPTON	DME	SAM	A
OX	OXFORD	NDB	A	SOUTHAMPTON	DME	SAM	E
PIK	PRESTWICK	NDB	A	SOUTHAMPTON	VOR	SAM	A
POL	POLE HILL	DME	AE	SOUTHEND	DME	IND	A
POL	POLE HILL	VOR	AE	SOUTHEND 23 CAT I	ILS	IND	A
PTH	PERTH	VOR	AE	SOUTHEND	DME	ISO	A
RWY	ISLE OF MAN	NDB	A	SOUTHEND 05 CAT I	ILS	ISO	A
SAB	SAINT ABBS	DME	E	SOUTHEND	NDB	SND	A
SAB	SAINT ABBS	VOR	E	ST ATHAN	DME	ISAT	A
SAM	SOUTHAMPTON	DME	E	ST ATHAN 25 CAT I	ILS	ISAT	A
SAM	SOUTHAMPTON	DME	A	STORNOWAY	NDB	SAY	A
SAM	SOUTHAMPTON	VOR	A	STORNOWAY	DME	SOY	A
SAY	STORNOWAY	NDB	A	STORNOWAY	LOC	SOY	A
SBH	SUMBURGH	NDB	A	STORNOWAY	DME	STN	AE
SBL	SHERBURN-IN-ELMET	NDB	A	STORNOWAY	VOR	STN	AE
SFD	SEAFORD	DME	E	STORNOWAY	DME	STW	A
SFD	SEAFORD	VOR	E	STORNOWAY	LOC	STW	A
SHM	SHOREHAM	NDB	A	STRUMBLE	DME	STU	E
SND	SOUTHEND	NDB	A	STRUMBLE	VOR	STU	E
SOY	STORNOWAY	DME	A	SUMBURGH	DME	ISG	A
SOY	STORNOWAY	LOC	A	SUMBURGH 27 CAT I	ILS	ISG	A
SRH	SHOREHAM	DME	A	SUMBURGH	NDB	SBH	A
STM	SCILLY ISLES/ST MARY'S	NDB	A	SUMBURGH	DME	SUB	A
STN	STORNOWAY	DME	AE	SUMBURGH 09 No category	ILS	SUB	A
STN	STORNOWAY	VOR	AE	SUMBURGH	DME	SUM	AE
STU	STRUMBLE	DME	E	SUMBURGH	VOR	SUM	AE
STU	STRUMBLE	VOR	E	TALLA	DME	TLA	E
STW	STORNOWAY	DME	A	TALLA	VOR	TLA	E
STW	STORNOWAY	LOC	A	TEESSIDE INTERNATIONAL	DME	ITD	A
SUB	SUMBURGH	DME	A	TEESSIDE INTERNATIONAL 23 CAT I	ILS	ITD	A
SUB	SUMBURGH 09 No category	ILS	A	TEESSIDE INTERNATIONAL	DME	ITSE	A
SUM	SUMBURGH	DME	AE	TEESSIDE INTERNATIONAL 05 CAT I	ILS	ITSE	A
SUM	SUMBURGH	VOR	AE	TEESSIDE INTERNATIONAL	NDB	TD	A
TD	TEESSIDE INTERNATIONAL	NDB	A	TIREE	DME	TIR	AE
TIR	TIREE	DME	AE	TIREE	VOR	TIR	AE
TIR	TIREE	VOR	AE	TRENT	DME	TNT	E
TLA	TALLA	DME	E	TRENT	DME	TNT	A
TLA	TALLA	VOR	E	TRENT	VOR	TNT	A
TNT	TRENT	DME	A	TURNBERRY	DME	TRN	A
TNT	TRENT	DME	E	TURNBERRY	DME	TRN	E
TNT	TRENT	VOR	A	TURNBERRY	VOR	TRN	A

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	BIRAL FSM BIRAL FSM	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 1.2 VISUAL FLIGHT RULES (continued)

3 VFR and Special VFR Flight in EGR160

3.1 Within EGR160, aircraft operating below 2500 FT AMSL are subject to the requirements of the Air Navigation (Restriction of Flying) (Specified Area) (Restricted Area EGR160) Regulations 2026.

3.2 Aircraft operating under VFR or Special SVFR within EGR160 below 2500 FT AMSL may do so only when:

a) Operating with an in-flight visibility of not less than 3000 M; and
b) Operating with a cloud ceiling of:

i. 1200 FT AMSL or greater; or
ii. 1000 FT AGL or greater.

4 Following Line Features

4.1 An aircraft which is flying within the United Kingdom with the surface in sight and following a road, railway, canal or coastline, or any other line of landmarks, should fly to the right of the line feature unless flying within controlled airspace in accordance with instructions given by the appropriate air traffic control unit.

4.2 'With the surface in sight' means with the flight crew being able to see sufficient surface features or surface illumination to enable the flight crew to maintain the aircraft in a desired attitude without reference to any flight instrument and 'when the surface is not in sight' is to be construed accordingly. (Air Navigation Order 2016 Schedule 1 'Interpretation').

5 Visual Reference Points

5.1 A Visual Reference Point (VRP) is an easily distinguishable fixed feature on the ground such as a windmill, pier etc. or a geographical feature such as a lake, hill and so on, which a pilot flying in good flight conditions should be easily able to identify. VRPs are established to assist Air Traffic Services (ATS) in routeing VFR traffic and to integrate VFR flights with IFR flights. Where VRPs are established outside controlled airspace, ATS staff should not instruct aircraft to hold over such VRPs. This does not apply to VRPs established within controlled airspace where a known traffic environment exists. ATS staff should not direct VFR traffic to fly directly over VRPs unless the IFR traffic situation specifically demands this.

5.2 VRPs are to be depicted in charts supporting aerodrome entries at UK AIP AD 2; they may also be depicted in Terminal Controlled Airspace charts at ENR 6. In addition, they are to be depicted on the CAA's 1:250000 and 1:500000 VFR charts by a blue box surrounding the name which is linked to the location identified by a cross within a circle.

5.3 Details of VRPs established at individual aerodromes are available in the consolidated 'Visual Reference Point List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
ABERDEEN CTA 2 571522N 0015428W - 570845N 0015019W thence clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to 570214N 0022458W - 570850N 0022913W thence anti-clockwise by the arc of a circle radius 10 NM centred on 571207N 0021152W to - 571522N 0015428W Upper limit: FL115 Lower limit: 1500 FT ALT Minimum limit: - Class: D	ABERDEEN APP	ABERDEEN RADAR English	119.055 DOC 55 NM/25,000 FT.	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
ABERDEEN CTA 3 572100N 0023356W thence anti-clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to 571519N 0023327W - 570214N 0022458W thence anti-clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to 565533N 0020635W - 565450N 0022800W - 571327N 0024010W - 572100N 0023356W Upper limit: FL115 Lower limit: 3000 FT ALT Minimum limit: - Class: D	ABERDEEN APP	ABERDEEN RADAR English	119.055 DOC 55 NM/25,000 FT.	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
ABERDEEN CTA 4 571327N 0024010W - 565450N 0022800W - 565433N 0023557W - 570015N 0025056W - 571327N 0024010W Upper limit: FL115 Lower limit: 4500 FT ALT Minimum limit: - Class: D	ABERDEEN APP	ABERDEEN RADAR English	119.055 DOC 55 NM/25,000 FT.	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
ARGYLL CTA 1 561844N 0054648W - 560727N 0050308W - 560127N 0044028W - 560000N 0044400W - 555356N 0045343W - 555825N 0051042W - 560939N 0055411W - 561844N 0054648W Upper limit: FL195 Lower limit: 5500 FT ALT Minimum limit: - Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Route L602 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
ARGYLL CTA 2 564819N 0062031W - 561807N 0054423W - 561844N 0054648W - 560939N 0055411W - 562501N 0065609W - 563408N 0064847W - 562552N 0061508W - 564248N 0063539W - 564819N 0062031W Upper limit: FL195 Lower limit: FL115 Minimum limit: - Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Route L602 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
ARGYLL CTA 3 553039N 0053655W - 552543N 0050000W - 551527N 0050000W - 552057N 0054102W - 553039N 0053655W Upper limit: FL195 Lower limit: FL105 Minimum limit: - Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part ot ATS Route N562 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
ARGYLL CTA 4 564819N 0062031W - 561807N 0054423W - 560727N 0050308W - 560127N 0044028W - 560000N 0044400W - 555356N 0045343W - 555825N 0051042W - 560939N 0055411W - 562501N 0065609W - 563408N 0064847W - 564248N 0063539W - 564819N 0062031W Upper limit: FL245 Lower limit: FL195 Minimum limit: - Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Parts of ATS Routes L602 and Y958 are incorporated within this CTA.
ARGYLL CTA 5 560506N 0100000W - 554802N 0073952W - 553039N 0053655W - 552543N 0050000W - 551527N 0050000W - 552044N 0053924W - 551324N 0070414W - 552000N 0065500W - 552302N 0071008W - 552710N 0062313W - 553817N 0074336W - 555454N 0100000W - 560506N 0100000W Upper limit: FL245 Lower limit: FL195 Minimum limit: - Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Routes N552 and N562 are incorporated within this CTA.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
BALDER CTA 590504N 0013916E - 581105N 0030951E - 575608N 0015608E - 582546N 0012854E - 590504N 0013916E Upper limit: FL85 Lower limit: 1500 FT ALT Minimum limit: - Class: D	POLARIS ACC	POLARIS CONTROL English H24	134.205	Mandatory carriage of ADS-B equipment.
BANBA CTA 520049N 0060720W - 514034N 0060027W - 512400N 0065305W - 512528N 0071351W - 520049N 0060720W Upper limit: FL660 Lower limit: FL195 Minimum limit: - Class: C	SHANNON ACC	SHANNON CONTROL English H24	131.150 132.150	ATS within the BANBA CTA is delegated to Shannon ACC.
BELFAST/CITY CTA 1 542802N 0060613W - 543121N 0060219W - 542739N 0055306W - 542422N 0055701W - 542802N 0060613W Upper limit: 2000 FT ALT Lower limit: 1500 FT ALT Minimum limit: - Class: D	BELFAST APP	BELFAST APPROACH English 0630-2130 (0530-2030).	130.855 DOC 40 NM/15,000 FT.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section. Note 1: The actual time of the switch of frequencies in the evening can vary depending on traffic delays.
		BELFAST RADAR English As directed by ATC.	134.805 DOC 40 NM/15,000 FT.	
	BELFAST ALDERGROVE APP	ALDERGROVE RADAR English 2130-0630 (2030-0530). Note 1	133.130	
BELFAST/CITY CTA 2 544431N 0054635W - 545014N 0053939W - 544632N 0053024W - 544048N 0053721W - 544431N 0054635W Upper limit: 2000 FT ALT Lower limit: 1500 FT ALT Minimum limit: - Class: D	BELFAST APP	BELFAST APPROACH English 0630-2130 (0530-2030).	130.855 DOC 40 NM/15,000 FT.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section. Note 1: The actual time of the switch of frequencies in the evening can vary depending on traffic delays.
		BELFAST RADAR English As directed by ATC.	134.805 DOC 40 NM/15,000 FT.	
	BELFAST ALDERGROVE APP	ALDERGROVE RADAR English 2130-0630 (2030-0530). Note 1	133.130	
BELFAST/CITY CTA 3 542422N 0055701W - 544632N 0053024W - 544449N 0052608W - 542016N 0054647W - 542422N 0055701W Upper limit: 3500 FT ALT Lower limit: 2000 FT ALT Minimum limit: - Class: D	BELFAST APP	BELFAST APPROACH English 0630-2130 (0530-2030).	130.855 DOC 40 NM/15,000 FT.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section. Note 1: The actual time of the switch of frequencies in the evening can vary depending on traffic delays.
		BELFAST RADAR English As directed by ATC.	134.805 DOC 40 NM/15,000 FT.	
	BELFAST ALDERGROVE APP	ALDERGROVE RADAR English 2130-0630 (2030-0530). Note 1	133.130	

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

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
BERRY HEAD CTA 1 511115N 0032929W - 511010N 0031341W - 504336N 0031822W - 504441N 0033401W - 511115N 0032929W Upper limit: FL195 Lower limit: FL65 Minimum limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24 (Note 1)	134.755	Part of ATS Routes N40, N92 and N864 are incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. LONDON CONTROL: Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels). CARDIFF RADAR: Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar.
	CARDIFF APP	CARDIFF RADAR English 0600-2300 (0500-2200) (Note 1)	125.855	
BERRY HEAD CTA 2 511505N 0025335W - 504216N 0025936W - 504336N 0031822W - 511010N 0031341W - 511505N 0025335W Upper limit: FL195 Lower limit: FL105 Minimum limit: - Class: A	LONDON ACC	LONDON CONTROL English Fri 1600 (1500) - Mon 0745 (0645). (Note 1)	134.755	Part of ATS Routes N40 and N862 are incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. LONDON CONTROL: Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels). CARDIFF RADAR: Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar.
	CARDIFF APP	CARDIFF RADAR English Fri 1600 (1500) - Mon 0745 (0645). (Note 1)	125.855	
BERRY HEAD CTA 3 504441N 0033401W - 504336N 0031822W - 502452N 0032136W - 502257N 0033739W - 504441N 0033401W Upper limit: FL195 Lower limit: FL65 Minimum limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	126.080	Part of the following ATS Routes are incorporated within the CTA: L149, N90, N92, N864 and P16. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

ENR 2.2 OTHER REGULATED AIRSPACE

Name Lateral limits Vertical limits Class of Airspace	Unit ProvidingService	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz) Purpose	Remarks
1	2	3	4	5
BARKSTON HEATH ATZ A circle, 2 NM radius, centred at 525747N 0003337W on longest notified runway (06/24) Upper limit: 2367 FT ALT Lower limit: SFC Minimum limit: - Class: G	CRANWELL	CRANWELL APPROACH English Mon-Thu 0830-1730 (0730-1630); Fri 0830-1700 (0730-1600).	124.455 ATC	Elevation: 367 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. ATZ 2000 FT AAL.
BENSON ATZ A circle, 2 NM radius, centred at 513654N 0010545W on longest notified runway (01/19) Upper limit: 2203 FT ALT Lower limit: SFC Minimum limit: - Class: G	BENSON	SOUTHERN MIL English H24	120.905 ATC	Elevation: 203 FT AMSL. Note 1: Prior to entering the ATZ, aircraft inbound to sites within the ATZ are to contact Southern Mil (120.905) in the first instance, or if no answer, Benson Tower (127.155), with details of route and landing site location. If no response is received this information should be transmitted blind. Note 2: ATZ crossing service only available to meet operational requirements which may include night flying. If contact is not made with Southern Mil or Benson Tower, all aircraft are to avoid the ATZ as Air Ambulance and Police operate H24. Hours of applicability for Rule 11 - See Column 3 Hours of Service. ATZ 2000 FT AAL.
BOSCOMBE DOWN ATZ A circle, 2.5 NM radius, centred at 510912N 0014504W on longest notified runway (05/23) Upper limit: 2407 FT ALT Lower limit: SFC Minimum limit: - Class: G	BOSCOMBE DOWN	BOSCOMBE ZONE English Mon-Fri 0730-2359 (0630-2300); Sat-Sun SR-SS.	126.705 ATC	Elevation: 407 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: When EGDM MATZ is active, flights into Old Sarum are subject to local agreement between Old Sarum and Boscombe Down. ATZ 2000 FT AAL.
BRIZE NORTON ATZ A circle, 2.5 NM radius, centred at 514500N 0013459W on longest notified runway (08/26) Upper limit: 2287 FT ALT Lower limit: SFC Minimum limit: - Class: D	BRIZE NORTON	BRIZE ZONE English H24	119.005 ATC	Elevation: 287 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. ATZ 2000 FT AAL.
CONINGSBY ATZ A circle, 2.5 NM radius, centred at 530535N 0000958W on longest notified runway (07/25) Upper limit: 2024 FT ALT Lower limit: SFC Minimum limit: - Class: G	CONINGSBY	CONINGSBY APPROACH English H24	119.205 ATC	Elevation: 24 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. ATZ 2000 FT AAL.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit ProvidingService**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)** **Purpose**	**Remarks**
1	**2**	**3**	**4**	**5**
COSFORD ATZ A circle, 2 NM radius, centred at 523826N 0021819W on longest notified runway (06/24) Upper limit: 2272 FT ALT Lower limit: SFC Minimum limit: - Class: G	COSFORD	COSFORD APPROACH English Sep-Jun: Sat-Wed 0900-1730 (0800-1630); Jul-Aug: Mon-Fri (0800-1630).	135.875 ATC	Elevation: 272 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note 1: Crews wishing to transit when ATC is closed should make blind calls on Cosford APP 135.875 MHz. Note 2: Air Ambulance and resident flying club activity may continue outside ATS times. ATZ 2000 FT AAL.
CRANWELL ATZ A circle, 2.5 NM radius, centred at 530147N 0002934W on longest notified runway (08/26) Upper limit: 2222 FT ALT Lower limit: SFC Minimum limit: - Class: G	CRANWELL	CRANWELL APPROACH English Mon-Thu 0800-1730 (0700-1630); Fri 0800-1700 (0700-1600); Sat-Sun 0900-1700 (0800-1600).	124.455 ATC	Elevation: 222 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: At weekends 124.455 is monitored by Cranwell Tower and pilots may make contact if requiring an ATZ/ MATZ crossing. No radar services available at weekends. When Air Traffic Control Services are not available, control of the ATZ is transferred to Cranwell Gliding Club 129.980 MHz (Cranwell Gliders). ATZ 2000 FT AAL.
CULDROSE ATZ A circle, 2.5 NM radius, centred at 500507N 0051515W on longest notified runway (11/29) Upper limit: 2268 FT ALT Lower limit: SFC Minimum limit: - Class: G	CULDROSE	CULDROSE APPROACH English H24	134.055 ATC	Elevation: 268 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. ATZ 2000 FT AAL.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit ProvidingService	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz) Purpose	Remarks
1	2	3	4	5
HONINGTON ATZ A circle, 2 NM radius, centred at 522036N 0004648E on longest notified runway (08/26) Upper limit: 2172 FT ALT Lower limit: SFC Minimum limit: - Class: G	HONINGTON	HONINGTON RADIO English Sat-Sun 0830-1700 (0730-1600). Other times by NOTAM.	124.105 A/G	Elevation: 172 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note 1: Western side of ATZ overlaps the Lakenheath/Mildenhall CMATZ. ATZ 2000 FT AAL.
LAKENHEATH ATZ A circle, 2.5 NM radius, centred at 522434N 0003340E on longest notified runway (06/24) Upper limit: 2032 FT ALT Lower limit: SFC Minimum limit: - Class: G	LAKENHEATH	LAKENHEATH RADAR English H24	128.900 ATC	Elevation: 32 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: Sat-Sun 0001-0859 (0001-0759) and Sat-Sun 1700-2359 (1600-2359) no ATS provided. ATZ remains active H24. ATZ 2000 FT AAL.
LEEMING ATZ A circle, 2.5 NM radius, centred at 541733N 0013207W on longest notified runway (16/34) Upper limit: 2132 FT ALT Lower limit: SFC Minimum limit: - Class: G	LEEMING	LEEMING ZONE English Mon-Thu 0900-1800 (0800-1700); Fri 0900-1700 (0800-1600).	133.380 ATC	Elevation: 132 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. ATZ 2000 FT AAL.
LEUCHARS ATZ A circle, 2.5 NM radius, centred at 562230N 0025132W on longest notified runway (08/26) Upper limit: 2038 FT ALT Lower limit: SFC Minimum limit: - Class: G	LEUCHARS	LEUCHARS TOWER English H24	119.230 ATC	Elevation: 38 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. ATZ 2000 FT AAL.
LITTLE RISSINGTON ATZ A circle, 2 NM radius, centred at 515202N 0014139W on longest notified runway (04/22) Upper limit: 2731 FT ALT Lower limit: SFC Minimum limit: - Class: G	LITTLE RISSINGTON	RISSINGTON RADIO English Sat-Sun and Public Holidays 0830-1800 (0730-1700).	120.780 A/G	Elevation: 731 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: Mil AGCS available during notified hours. ATZ 2000 FT AAL.
LOSSIEMOUTH ATZ A circle, 2.5 NM radius, centred at 574224N 0032016W on longest notified runway (05/23) Upper limit: 2042 FT ALT Lower limit: SFC Minimum limit: - Class: G	LOSSIEMOUTH	LOSSIE RADAR English H24	119.575 ATC	Elevation: 42 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. ATZ 2000 FT AAL.
MARHAM ATZ A circle, 2.5 NM radius, centred at 523854N 0003302E on longest notified runway (05/23) Upper limit: 2076 FT ALT Lower limit: SFC Minimum limit: - Class: G	MARHAM	MARHAM ZONE English H24	124.155 ATC	Elevation: 76 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: Outside of hours of ATS, ATZ remains active. ATZ 2000 FT AAL.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit ProvidingService**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)** **Purpose**	**Remarks**
1	**2**	**3**	**4**	**5**
MERRYFIELD ATZ A circle, 2.5 NM radius, centred at 505747N 0025620W on longest notified runway (09/27) Upper limit: 2144 FT ALT Lower limit: SFC Minimum limit: - Class: G	MERRYFIELD	MERRYFIELD TOWER English By NOTAM.	122.100 ATC	Elevation: 144 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. ATZ 2000 FT AAL.
MIDDLE WALLOP ATZ A circle, 2 NM radius, centred at 510828N 0013422W Upper limit: 2297 FT ALT Lower limit: SFC Minimum limit: - Class: G	MIDDLE WALLOP	WALLOP TOWER English H24	118.605 ATC	Elevation: 297 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: Outside of hours of ATS, ATZ remains active. ATZ 2000 FT AAL.
MILDENHALL ATZ A circle, 2.5 NM radius, centred at 522143N 0002911E on longest notified runway (10/28) Upper limit: 2034 FT ALT Lower limit: SFC Minimum limit: - Class: G	LAKENHEATH	LAKENHEATH RADAR English H24	128.900 ATC	Elevation: 34 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: Outside of hours of ATS, ATZ remains active. ATZ 2000 FT AAL.
MONA ATZ A circle, 2 NM radius, centred at 531533N 0042226W on longest notified runway (04/22) Upper limit: 2202 FT ALT Lower limit: SFC Minimum limit: - Class: G	VALLEY	VALLEY RADAR English Mon-Thu 0800-2359 (0700-2300); Fri-Sun 0800-2200 (0700-2100).	125.230 ATC	Elevation: 202 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. ATZ 2000 FT AAL.
NETHERAVON ATZ A circle, 2 NM radius, centred at 511453N 0014517W on longest notified runway (11/29) Upper limit: 2454 FT ALT Lower limit: SFC Minimum limit: - Class: G	NETHERAVON	NETHERAVON INFORMATION English H24	128.305 AFIS	Elevation: 454 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: Aircraft flying within the ATZ are to call AFIS or DZ Radio on 128.305. If no answer make blind calls. ATZ 2000 FT AAL.
NORTH SEA REDUCED COORDINATION AREA 540141N 0002719E - 532302N 0024006E - 531813N 0024400E - 531710N 0025209E - 531015N 0024622E - 531935N 0013046E - 532900N 0002406E - 534303N 0012559W - 540112N 0014435W - 540116N 0013944W - 540149N 0004949W - 540144N 0001447E - 540141N 0002719E Upper limit: FL660 Lower limit: FL195 Minimum limit: - Class: C	LONDON ACC	LONDON CONTROL English H24	126.780 (Note 4) 128.130 (Note 3)	Within Controlled Airspace at all levels, inclusive of FL 195 to FL 245, except during periods of notified activation of TRA 6. Note 1: Within active TRA lower limit is raised to FL 245. Note 2: Below FL 285 – South of ERKIT and west of DOLAS. Note 3: Below FL 335 - Within EMLON-TENDO-ERKIT-MITSO-LEGRO. Note 4: Above FL 335 - Within EMLON-TENDO-ERKIT-MITSO-LEGRO.
	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800 (Note 2)	

including arrangements for operating the CMATZ frequency.

2.2 Procedures for Penetration of a MATZ

2.2.1 A MATZ Penetration Service is available from the controlling aerodromes listed at paragraph 2.4 for the provision of increased protection to RTF equipped aircraft. Pilots wishing to penetrate a MATZ should, subject to paragraph 2.1.2, observe the following procedures:

a) When 15 NM or 5 minutes flying time from the MATZ boundary, whichever is the greater, establish two-way RTF communication with the controlling aerodrome on the appropriate frequency using the phraseology:

'..... (controlling aerodrome), this is ..... (aircraft callsign), request MATZ (and ATZ) penetration.'

b) When the call is acknowledged and when asked to 'pass your message', the pilot should pass the following information:

i. Callsign;
ii. Type of aircraft;
iii. Position;
iv. Heading;
v. Altitude;
vi. Intentions (eg destination and the intention to route through one or more ATZ);

c) Comply with any instructions issued by the controller;
d) Maintain a listening watch on the allocated RTF frequency until the aircraft is clear of the MATZ/ATZ;
e) Advise the controller when the aircraft is clear of the MATZ/ATZ.

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

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

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

2.2.2 The military ATSU providing the MATZ Penetration Service will normally continue the service that the aircraft was previously receiving. In the interests of flight safety and good airmanship, it is strongly recommended that all pilots not previously receiving an ATS obtain a MATZ penetration 'approval' from the MATZ operating authority prior to entering a MATZ. It is recognised that most MATZ crossing/penetration 'approvals' will be obtained via RTF by pilots in receipt of a UK FIS; however, it should be possible for a pilot to request a MATZ crossing/penetration 'approval' without the use of radio (i.e. by prior agreement via telephone). In accordance with Class G Airspace classification and the rules of UK FIS, pilots are ultimately responsible for maintaining their own separation against other airspace users within the MATZ. Occasionally, a change in service may need to be negotiated in order to facilitate the MATZ crossing and the advisory information and/or instructions passed by the ATSU will correspond with the service being provided. In the event of no radar being available, a non-radar Basic Service, and/or routing instructions, might be provided to aircraft penetrating the MATZ.

2.2.3 Subject to paragraph 2.2.4, when crossing a MATZ or CMATZ it is the responsibility of the pilot to ensure that permission is obtained to transit each individual ATZ embedded therein. The pilot, in their request for approval to transit the MATZ/CMATZ, may ask the controller to obtain such permission on their behalf. When issuing any approval to cross a MATZ or CMATZ controllers are, where appropriate, to articulate clearly any permission to transit embedded ATZs.

2.2.4 Whilst specific permission is not required to transit an ATZ that is not served by an ATC unit, flights within such ATZs are nevertheless subject to the pilot obtaining information from the associated flight information service unit or air/ground unit to enable the flight to be conducted safely (Rule 11 of the Rules of the Air Regulations 2015 refers). In such cases the pilot may ask the controller to obtain relevant information on his behalf.

2.2.5 If appropriate, controllers will endeavour to co-ordinate flights with the controlling authority of an adjacent MATZ, but pilots should not assume approval to penetrate another MATZ until it is explicitly given.

Note: *Given that military aircrew observance of a MATZ and associated ATC instructions are mandatory, MATZ penetration by a military aircraft is subject to specific permission/clearance.*

2.2.6 To enable vertical separation to be applied, all aircraft will be given an altimeter setting to use within the MATZ. Normally this will be the aerodrome QFE, with exceptions being listed in the table remarks at paragraph 2.4. In the case of overlapping MATZs, the altimeter setting to be used will be the QFE of the higher or highest aerodrome of the CMATZ. This will be passed as the 'Clutch QFE'.

2.3 Availability of the MATZ Penetration Service

2.3.1 A MATZ Penetration Service will normally be available during the hours listed in paragraph 2.4. However, due to the requirement of military units to adjust their operating hours at short notice to meet operational needs, pilots should call for the penetration service irrespective of the time. If no reply is received after two consecutive calls, pilots are advised to ‘proceed with caution’. In such circumstances they should transmit their intention to do so on the MATZ frequency, including their planned routing and height so as to increase the awareness of the controller and any other aircraft operating within the vicinity. Information on the operation

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

of aerodromes outside their normal operating hours may be obtained by telephone from the Distress and Diversion (D & D) cell at the London ATCC. Telephone: 01489-612406.

2.3.2 Where an ATSU is open but unable to grant a MATZ penetration approval, civil pilots may opt to enter the MATZ in line with paragraph 2.1.2 and 'proceed with caution' following the procedures as per paragraph 2.3.1 and noting that they must still avoid the ATZ in line with paragraph 2.1.5.

2.3.3 In some circumstances when the ATSU is closed, control of the MATZ frequency may be delegated to a flight information service unit or other air/ground unit. In these circumstances whilst a MATZ penetration approval will not be available, information relevant to the safe conduct of flight within the MATZ should be provided. Details of where such services exist are annotated in the remarks column of paragraph 2.4.

2.4 MATZ Participating Aerodromes

MATZ Designation/ Mid-point of Longest Runway	AD Elevation (FT) (AMSL)	MATZ Core Radius/Limits	1st Stub Heading °T to AD/ Distance/ Limits	2nd Stub Heading °T to AD/ Distance	Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language	Hours of applicability	Remarks
1	2	3	4	5	6	7	8
Barkston Heath 525746.74N 0003337.16W	367	Radius: 3 NM Upper Limit: 3367 FT ALT Lower Limit: SFC	058 2 NM Upper Limit: 3367 FT ALT Lower Limit: 1367 FT ALT	—	Cranwell CRANWELL APRROACH 124.455 English	Mon-Thu: 0815-1715 (0730-1630); Fri: 0815-1645 (0730-1600)	—
Benson 513654.14N 0010545.05W	203	Radius: 5 NM Upper Limit: 3203 FT ALT Lower Limit: SFC	008 5 NM Upper Limit: 3203 FT ALT Lower Limit: 1203 FT ALT	188 5 NM Upper Limit: 3203 FT ALT Lower Limit: 1203 FT ALT	Benson SOUTHERN MIL 120.905 English	Mon-Thu: 0900-0300 (0800-0200); Fri: 0900-1715 (0800-1615)	—
Boscombe Down 510911N 0014504W	407	Radius: 5 NM Upper Limit: 3407 FT ALT Lower Limit: SFC	050 5 NM Upper Limit: 3407 FT ALT Lower Limit: 1407 FT ALT	230 5 NM Upper Limit: 3407 FT ALT Lower Limit: 1407 FT ALT	Boscombe Down BOSCOMBE ZONE 126.705 English	Mon-Thu: 0830-1730 (0730-1630); Fri: 0830-1630 (0730-1530)	If Boscombe Down is closed but Middle Wallop remains open, a CMATZ penetration service will be provided by Wallop Approach on 126.705.
Coningsby 530535N 0000958W	24	Radius: 5 NM Upper Limit: 3024 FT ALT Lower Limit: SFC	252 5 NM Upper Limit: 3024 FT ALT Lower Limit: 1024 FT ALT	—	Coningsby CONINGSBY APPROACH 119.205 MHz English	Mon-Fri: 0800-2300 (0700-2200)	—
Cranwell 530147.04N 0002933.91W	222	Radius: 5 NM Upper Limit: 3222 FT ALT Lower Limit: SFC	263 5 NM Upper Limit: 3222 FT ALT Lower Limit: 1222 FT ALT	—	Cranwell CRANWELL APPROACH 124.455 English	Mon-Thu: 0800-1730 (0700-1630); Fri: 0800-1700 (0700-1600); Sat-Sun: 0900-1700 (0800-1600)	—
Culdrose 500507.43N 0051514.66W	268	Radius: 5 NM Upper Limit: 3268 FT ALT Lower Limit: SFC	293 5 NM Upper Limit: 3268 FT ALT Lower Limit: 1268 FT ALT	—	Culdrose CULDROSE APPROACH 134.055 English	Mon-Thu: 0830-0300 (0730-0200); Fri: 0830-1500 (0730-1400)	Culdrose Combined MATZ is formed with the Predannack MATZ, based on the Culdrose QFE.
Fairford 514101N 0014725W	286	Radius: 5 NM Upper Limit: 3286 FT ALT Lower Limit: SFC	268 5 NM Upper Limit: 3286 FT ALT Lower Limit: 1286 FT ALT	—	Brize Norton BRIZE ZONE 119.005 English	Mon-Fri: 1000-1600 (0900-1500)	

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

MATZ Designation/ Mid-point of Longest Runway	AD Elevation (FT) (AMSL)	MATZ Core Radius/Limits	1st Stub Heading °T to AD/ Distance/ Limits	2nd Stub Heading °T to AD/ Distance	Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language	Hours of applicability	Remarks
Lakenheath 522433.85N 0003339.64E	32	Radius: 5 NM Upper Limit: 3032 FT ALT Lower Limit: SFC	056 5 NM Upper Limit: 3032 FT ALT Lower Limit: SFC	236 5 NM Upper Limit: 3032 FT ALT Lower Limit: 1032FT ALT	Lakenheath LAKENHEATH RADAR 128.900 MHz English	Mon-Thu: 0600-2300 (0500-2200); Fri: 0600-1800 (0500-1700)	Helicopters tasked to operate in EGD208 are required to call Lakenheath ATC to notify intended entry to EGD208 prior to penetrating the CMATZ. No restrictions will be imposed by Lakenheath on helicopters which operate within that portion of their north-easterly stub which is also within the lateral limits of EGD208, provided that the aircraft remain at or below 800 FT AMSL. Within the Lakenheath/ Mildenhall MATZ the pressure setting used will be the Lakenheath QNH.
Leeming 541733N 0013207W	132	Radius: 5 NM Upper Limit: 3132 FT ALT Lower Limit: SFC	156 5 NM Upper Limit: 3132 FT ALT Lower Limit: 1132 FT ALT	—	Leeming LEEMING ZONE 133.380 English	Mon-Thu: 0900-1800 (0800-1700); Fri: 0900-1700 (0800-1600)	—
Leuchars 562229.61N 0025131.61W	38	Radius: 5 NM Upper Limit: 3038 FT ALT Lower Limit: SFC	082 5 NM Upper Limit: 3038 FT ALT Lower Limit: 1038 FT ALT	262 5 NM Upper Limit: 3038 FT ALT Lower Limit: 1038 FT ALT	Leuchars LEUCHARS TOWER 119.230 English	Mon-Fri: 0900-1700 (0800-1600)	—
Lossiemouth 574223.97N 0032016.40W	42	Radius: 5 NM Upper Limit: 3042 FT ALT Lower Limit: SFC	224 5 NM Upper Limit: 3042 FT ALT Lower Limit: 1042 FT ALT	—	Lossiemouth LOSSIE RADAR 119.575 MHz English	Mon-Fri: 0800-2300 (0700-2200)	—
Marham 523854N 0003302E	76	Radius: 5 NM Upper Limit: 3076 FT ALT Lower Limit: SFC	057 5 NM Upper Limit: 3076 FT ALT Lower Limit: 1076 FT ALT	237 5 NM Upper Limit: 3076 FT ALT Lower Limit: 1076 FT ALT	Marham MARHAM ZONE 124.155 English	As per NOTAM details of airfield opening hours	—
Merryfield 505747.29N 0025619.73W	144	Radius: 3 NM Upper Limit: 3144 FT ALT Lower Limit: SFC	—	—	Yeovilton YEOVIL RADAR 127.355 English	As per NOTAM details of airfield opening hours	—

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

MATZ Designation/ Mid-point of Longest Runway	AD Elevation (FT) (AMSL)	MATZ Core Radius/Limits	1st Stub Heading °T to AD/ Distance/ Limits	2nd Stub Heading °T to AD/ Distance	Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language	Hours of applicability	Remarks
Middle Wallop 510827.54N 0013421.62W	297	Radius: 5 NM Upper Limit: 3297 FT ALT Lower Limit: SFC	256 3 NM Upper Limit: 3297 FT ALT Lower Limit: 1297 FT ALT	—	Boscombe Down BOSCOMBE ZONE 126.705 English	Mon-Thu: 0800-0200 (0700-0100); Fri 0800-1730 (0700-1630)	Non-standard reference point aligned with common radar touchdown point. If Boscombe Down is closed but Middle Wallop remains open, a CMATZ penetration service will be provided by Wallop Approach on 126.705.
Mildenhall 522142.96N 0002911.06E	34	Radius: 5 NM Upper Limit: 3034 FT ALT Lower Limit: SFC See Remark	103 5 NM Upper Limit: 3034 FT ALT Lower Limit: 1034 FT ALT See Remark	283 5 NM Upper Limit: 3034 FT ALT Lower Limit: 1034 FT ALT See Remark	Lakenheath LAKENHEATH RADAR 128.900 MHz English	Mon-Thu: 0600-2300 (0500-2200); Fri: 0600-1800 (0500-1700)	Non-standard extension to both stubs - 5 NM south of extended centre-lines. Non-standard demarcation of the 5 NM circles which are joined by a straight line at their most easterly points. Within the Lakenheath/ Mildenhall MATZ the pressure setting used will be the Lakenheath QNH.
Mona 531533.48N 0042226.44W	202	Radius: 5 NM Upper Limit: 3202 FT ALT Lower Limit: SFC	—	—	Valley VALLEY RADAR 125.230 English	Mon-Fri: 0830-1600 (0730-1500)	—
Odiham 511403.09N 0005634.11W	405	Radius: 5 NM Upper Limit: 3405 FT ALT Lower Limit: SFC	093 5 NM Upper Limit: 3405 FT ALT Lower Limit: 1405 FT ALT	—	Odiham ODIHAM APPROACH 131.305 English	Mon-Thu: 0800-0300 (0700-0200); Fri: 0800-1800 (0700-1700)	Odiham Approach, except weekends and PH, when the task may be carried out by Farnborough on Frequency 125.250 MHz. Within the Odiham MATZ the transit pressure setting will be the Farnborough QNH.
Predannack 500006N 0051355W	299	Radius: 5 NM Upper Limit: 3299 FT ALT Lower Limit: SFC	—	—	Culdrose CULDROSE APPROACH 134.055 English	Mon-Thu: 0830-0300 (0730-0200); Fri: 0830-1500 (0730-1400)	Predannack MATZ forms part of the Culdrose Com-bined MATZ, based on the Culdrose QFE.
Shawbury 524737N 0024004W	248	Radius: 5 NM Upper Limit: 3248 FT ALT Lower Limit: SFC	180 5 NM Upper Limit: 3248 FT ALT Lower Limit: 1248 FT ALT	360 5 NM Upper Limit: 3248 FT ALT Lower Limit: 1248 FT ALT	Shawbury SHAWBURY ZONE 133.155 English	Mon-Thu: 0845-1700 (0745-1615); Fri: 0845-1700 (0745-1600)	—

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

MATZ Designation/ Mid-point of Longest Runway	AD Elevation (FT) (AMSL)	MATZ Core Radius/Limits	1st Stub Heading °T to AD/ Distance/ Limits	2nd Stub Heading °T to AD/ Distance	Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language	Hours of applicability	Remarks
Ternhill 525223.38N 0023155.89W	285	Radius: 5 NM Upper Limit: 3285 FT ALT Lower Limit: SFC	—	—	Shawbury SHAWBURY ZONE 133.155 English	Mon-Thu: 0845-1645 (0745-1600); Fri: 0845-1645 (0745-1545)	Weekend and out of hours, freecall Ternhill Radio for aerodrome information freq 122.100 MHz.
Topcliffe 541220.26N 0012253.86W	91	Radius: 5 NM Upper Limit: 3091 FT ALT Lower Limit: SFC	—	—	Leeming LEEMING ZONE 133.380 English	Sat-Sun and Public Holidays SR-SS+15	At times when Topcliffe are operating and Leeming ATC are closed, 133.380 will be monitored by Topcliffe Radio who can provide pertinent information regarding current activity within the MATZ.
Valley 531453.40N 0043207.20W	37	Radius: 5 NM Upper Limit: 3037 FT ALT Lower Limit: SFC	130 5 NM Upper Limit: 3037 FT ALT Lower Limit: 1037 FT ALT	—	Valley VALLEY RADAR 125.230 English	Mon-Fri: 0830-1600 (0730-1500)	—
Waddington 530958N 0003126W	230	Radius: 5 NM Upper Limit: 3230 FT ALT Lower Limit: SFC	202 5 NM Upper Limit: 3230 FT ALT Lower Limit: 1230 FT ALT	—	Waddington WADDINGTON ZONE 119.505 MHz English	Mon-Fri: 0800-1800 (0700-1700)	—

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

MATZ Designation/ Mid-point of Longest Runway	AD Elevation (FT) (AMSL)	MATZ Core Radius/Limits	1st Stub Heading °T to AD/ Distance/ Limits	2nd Stub Heading °T to AD/ Distance	Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language	Hours of applicability	Remarks
Warton 534442N 0025300W	55	See Remark	See Remark	See Remark	Warton WARTON RADAR 129.530 MHz English	Mon-Thu: 0730-1900 (0630-1800); Fri: 0730-1700 (0630-1600)	Non-standard MATZ with the following dimensions: Lateral - A rectangle of airspace, 20 NM x 6 NM. The major axis is centred on the Aerodrome Reference Point (ARP), aligned with the major runway headings 071° (T)/ 251° (T) and off-set 1 NM to the south. Vertical - The portion of the rectangle contained within the part circle radius 5 NM centred on the ARP extends from the surface to 3055 FT ALT. The remainder extends from 1055 FT ALT to 3055 FT ALT. Warning - The northern sector of the ATZ is not wholly contained within the MATZ. Within the Warton MATZ the pressure setting will be the Warton QNH.
Wattisham 520738N 0005723E	283	Radius: 5 NM Upper Limit: 3283 FT ALT Lower Limit: SFC	048 5 NM Upper Limit: 3283 FT ALT Lower Limit: 1283 FT ALT	228 5 NM Upper Limit: 3283 FT ALT Lower Limit: 1283 FT ALT	Wattisham WATTISHAM APPROACH 125.800 MHz English	Mon-Thu: 0830-0130 (0730-0030); Fri: 0830-1800 (0730-1700)	—
Wittering 523647.00N 0002833.26W	273	Radius: 5 NM Upper Limit: 3273 FT ALT Lower Limit: SFC	073 5 NM Upper Limit: 3273 FT ALT Lower Limit: 1273 FT ALT	253 5 NM Upper Limit: 3273 FT ALT Lower Limit: 1273 FT ALT	Wittering WITTERING ZONE 119.680 English	Mon-Fri: 0800-1730 (0700-1630); Sat-Sun: 0900-1700 (0800-1600)	Caution: Unlit aircraft operate at night.
Yeovilton 510029.77N 0023843.77W	75	Radius: 5 NM Upper Limit: 3075 FT ALT Lower Limit: SFC	083 5 NM Upper Limit: 3075 FT ALT Lower Limit: 1075 FT ALT	263 5 NM Upper Limit: 3075 FT ALT Lower Limit: 1075 FT ALT	Yeovilton YEOVIL RADAR 127.355 English	Mon-Thu: 0800-0300 (0700-0200); Fri: 0800-1600 (0700-1500)	—

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

LPPO0253 KZWY0412 35N045W0452 31N050W0536 20N060W0723 TTZP0743 CODE/4007F9 OPR/BAW RVR/075 RMK/ TCAS)

Example 2 – *(Indicating CPR_ID 23 for British Airways)*

CPR (FPL-1) sent to EGGXGATT on the 04/08/2016 for a Westbound OTS Design for the 05/08/2016.

(FPL-**BAWPW23**-IS
-B744/H-SDE1E3FGHIJ3J5J6M1M2RWXYZ/LB1D1
-EGLL1030
-N0490F300 CPT5J CPT Q63 KENET N14 UGNUS UN14 BAKUR DCT KORAK DCT CON DCT REVNU/M082F300 DCT SUNOT/M082F300 DCT 59N020W/M082F320 61N030W/M082F340 61N040W/M082F360 DCT NA DCT 61N050W DCT RADUN N822A PEPKI/N0481F360 N822A LOPVI DCT 58N070W
5430N08000W/N0483F380 4930N09000W DCT KP12G/N0489F400 DCT KP84A DCT KD66U DCT EKR J100 BCE GRNPA1
-KLAS0952
-PBN/A1B1D1O1S2 NAV/RNVD1E2A1 SUR/TCAS DOF/160805 REG/BA744 EET/EISN0030 EGGX0056 SUNOT0122 59N020W0146 CZQX0226 61N040W0303 BGGL0307 NA0324 61N050W0342 CZQX0350 RADUN0413 CZUL0427 CZWG0552 KZMP0704 KZDV0807 KZLC0913 KZLA0933 CODE/4006B2 OPR/BAW RVR/075 RMK/NRP TCAS)

3.25.5 **Initial Configuration and Setup for Company Preferred Route Messages FPL-1 Format**

3.25.5.1 Operators who would like to send Company Preferred Route messages via FPL-1 format are required to register by email at CPR@nats.co.uk. Registration is required so that configuration elements are completed prior to message sending.

3.25.5.2 During registration Company Preferred Identifiers (CPR_IDs) will be determined for each scheduled departure point and destination pairing to be flown by the airline and a start date will be provided by the Shanwick.

Example of CPR_ID TABLE

ICAO AL	IATA AL	Carrier1Name	Market Pair (Airport)	Dep Airport	Arr Airport	Unique Market Pair (Route) Name (CPR_ID)
BAW	BA	British Airways	ANU-LGW	LGW	ANU	BAWPW01
BAW	BA	British Airways	ATL-LHR	LHR	ATL	BAWPW02
BAW	BA	British Airways	AUS-LHR	LHR	AUS	BAWPW03
BAW	BA	British Airways	BDA-LGW	LGW	BDA	BAWPW04
BAW	BA	British Airways	BGI-LGW	LGW	BGI	BAWPW05

3.26 DESTINATION ADDRESS CODE:

PRM format:

EGGXZOZX — Shanwick
EGTTZDZX — London FMU
BIRDZQZX — Reykjavik
KCFCZDZX — FAA Central Flow
CZQXZQZX — Gander
CZQMZQZX — Moncton
LPPOZOZX — Santa Maria
CZULZQZX — Montreal
CYHQZDZX — TCA ARU
KZNYZRZX — New York

FPL-1 format:

EGGXGATT — Shanwick

Note: *Shanwick can receive Company Preferred Route data in both PRM or FPL-1 formats at EGGXGATT. The AFTN address EGGXZOZX is only available for Company Preferred Route data in PRM format.*

4 Transponder Mandatory Zones

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
ARGYLL CTA 1 TMZ 561844N 0054648W - 560727N 0050308W - 560127N 0044028W - 560000N 0044400W - 555356N 0045343W - 555825N 0051042W - 560939N 0055411W - 561844N 0054648W.	FL195 _____ 5500 FT ALT (Class E)	SCOTTISH ACC 127.275 H24 Refer to ENR 2.1 for remarks associated with ARGYLL CTA 1.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

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

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
LONDON ARRAY TMZ (Area A) 513906N 0012459E - 514036N 0012507E - 514305N 0012824E - 514304N 0013112E - 514050N 0013459E - 513722N 0013646E - 513341N 0013627E - 513306N 0013414E - 513325N 0012642E - 513516N 0012327E - 513552N 0012310E - 513906N 0012459E.	FL65 _____ SFC (Class G)	SOUTHEND RADAR 130.780 MHz Providing aircraft have and operate secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the LONDON ARRAY TMZ is not subject to ATC approval. The pilot of an aircraft that wishes to operate in the LONDON ARRAY TMZ without serviceable transponder equipment as defined in GEN 1-5 paragraph 5.3 may be granted access to the TMZ subject to specific ATC approval. This approval may be obtained from Southend Radar/Approach on frequency 130.780 MHz.
LONDON ARRAY TMZ (Area B) 513906N 0012459E - 513552N 0012310E - 513814N 0012201E - 514036N 0012507E - 513906N 0012459E.	5500 FT _____ SFC (Class G)	SOUTHEND RADAR 130.780 MHz Providing aircraft have and operate secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the LONDON ARRAY TMZ is not subject to ATC approval. The pilot of an aircraft that wishes to operate in the LONDON ARRAY TMZ without serviceable transponder equipment as defined in GEN 1-5 paragraph 5.3 may be granted access to the TMZ subject to specific ATC approval. This approval may be obtained from Southend Radar/Approach on frequency 130.780 MHz.
LONDON CTR TMZ For lateral limits, refer to EGLL AD 2.17.	For vertical limits and classification refer to EGLL AD 2.17.	For ATS unit callsign/language, Transition Altitude and remarks refer to EGLL AD 2.17.
LONDON STANSTED TMZ 1 For lateral limits, refer to EGSS AD 2.17.	For vertical limits and classification refer to EGSS AD 2.17.	For ATS unit callsign/language, Transition Altitude and remarks refer to EGSS AD 2.17.
LONDON STANSTED TMZ 2 For lateral limits, refer to EGSS AD 2.17.	For vertical limits and classification refer to EGSS AD 2.17.	For ATS unit callsign/language, Transition Altitude and remarks refer to EGSS AD 2.17.
MORAY CTA 1 TMZ 573706N 0015736W - 573556N 0013910W - 573333N 0013540W - 572422N 0012815W - 570417N 0014929W thence anti-clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to 570845N 0015019W - 572153N 0015835W thence anti-clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to 572100N 0023356W - 573241N 0023554W - 573613N 0021832W - 573706N 0015736W.	FL195 _____ 4500 FT ALT (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 1.
MORAY CTA 2 TMZ 574643N 0003720W - 573731N 0003007W - 572758N 0011242W - 572422N 0012815W - 573333N 0013540W - 573708N 0012004W - 574643N 0003720W.	FL195 _____ FL105 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 2.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
MORAY CTA 3 TMZ 591927N 0011522W - 573556N 0013910W - 573706N 0015736W - 592039N 0013445W - 591927N 0011522W.	FL195 _____ FL105 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 3.
MORAY CTA 4 TMZ 593033N 0013227W - 592921N 0011258W - 591927N 0011522W - 592039N 0013445W - 593033N 0013227W.	FL195 _____ FL75 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 4.
MORAY CTA 5 TMZ 593331N 0013145W - 593219N 0011214W - 592921N 0011258W - 593033N 0013227W - 593331N 0013145W.	FL195 _____ FL45 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 5.
MORAY CTA 6 TMZ 582757N 0025607W - 573613N 0021832W - 573241N 0023554W - 581914N 0031000W - 582451N 0025723W - 582757N 0025607W.	FL155 _____ FL75 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 6.
MORAY CTA 7 TMZ 585837N 0030305W - 585632N 0024412W - 582451N 0025723W - 575213N 0040909W - 575449N 0043204W - 580345N 0041248W - 582356N 0032847W - 583014N 0031440W - 585837N 0030305W.	FL195 _____ FL75 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 7.
MORAY CTA 8 TMZ 575820N 0050530W - 574511N 0042339W - 575449N 0043204W - 575213N 0040909W - 573320N 0035256W - 571206N 0035820W - 571327N 0041634W - 572958N 0041230W - 573700N 0043424W - 574940N 0051447W - 575820N 0050530W.	FL195 _____ FL95 (Class E)	SCOTTISH ACC 127.275 134.800 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 8.
MORAY CTA 9 TMZ 581645N 0060617W - 575820N 0050530W - 574940N 0051447W - 580805N 0061540W - 581645N 0060617W.	FL195 _____ FL55 Minimum Limit: 5200 FT ALT (Class E)	SCOTTISH ACC 127.275 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 9.
MORAY CTA 10 TMZ 571327N 0041634W - 571206N 0035820W - 564120N 0040600W - 564239N 0042359W - 571327N 0041634W.	FL195 _____ FL105 (Class E)	SCOTTISH ACC 127.275 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 10.
MORAY CTA 11 TMZ 564239N 0042359W - 564120N 0040600W - 562708N 0040928W - 562827N 0042720W - 564239N 0042359W.	FL195 _____ FL125 (Class E)	SCOTTISH ACC 127.275 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 11.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
MORAY CTA 12 TMZ 564239N 0042359W - 564120N 0040600W - 562708N 0040928W - 562827N 0042720W - 564239N 0042359W.	FL125 _____ FL105 (Class E)	SCOTTISH ACC 127.275 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 12.
MORAY CTA 13 TMZ 562827N 0042720W - 562708N 0040928W - 561235N 0041258W - 560432N 0043253W - 562827N 0042720W.	FL195 _____ 5500 FT ALT (Class E)	SCOTTISH ACC 127.275 As Notified. Refer to ENR 2.1 for remarks associated with MORAY CTA 13.
MORAY CTA 16 TMZ 595319N 0012703W - 595207N 0010721W - 593219N 0011214W - 593331N 0013145W - 595319N 0012703W.	FL195 _____ FL45 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 16.
MORAY CTA 17 TMZ 572453N 0023020W thence clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to 572153N 0015835W - 572100N 0015802W - 571755N 0015605W - 571542N 0020528W - 571940N 0020701W - 571838N 0021602W - 572130N 0022334W - 571920N 0022624W - 572453N 0023020W.	FL195 _____ FL115 (Class E)	SCOTTISH ACC 124.500 As Notified. Refer to ENR 2.1 for remarks associated with MORAY CTA 17.
MORAY FIRTH TMZ 582151.1871N 0025310.7227W - 582116.1994N 0024224.5231W - 581352.7801N 0023029.6207W - 580642.1273N 0023023.4770W - 575720.6905N 0031638.5461W - 580312.9113N 0031651.1155W - 580801.6231N 0031039.1423W - 581152.8636N 0030449.3381W - 581434.3990N 0030233.8130W - 581936.1622N 0025802.6109W - 582151.1871N 0025310.7227W.	FL100 _____ SFC (Class E & G)	LOSSIE DEPARTURES 119.575 - from surface up to and including FL 100. H24 Class E approval for VFR transits only. For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1-5 paragraph 5.3, access to the MORAY FIRTH TMZ is not subject to ATC approval. Access to the MORAY FIRTH TMZ without serviceable transponder equipment, as defined in GEN 1-5 paragraph 5.3, is subject to specific approval of the Controlling Authority. The TMZ incorporates parts of Y904 (Class E) and EGD809S; the more stringent relevant airspace classification regulations apply.
NEART NA GAOITHE TMZ 562136.64N 0021426.73W - 561532.40N 0020809.60W - 561228.80N 0020722.80W - 561228.80N 0021619.20W - 561549.59N 0022003.29W - 561725.83N 0022013.94W - 562009.60N 0021825.20W - 562136.64N 0021426.73W.	FL100 _____ SFC (Class G)	The Controlling Authority is Leuchars. The TMZ is active only by NOTAM. For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the NEART NA GAOITHE TMZ is not subject to ATC approval. Access to the NEART NA GAOITHE TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority when notified as active.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

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

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

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

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
WALNEY TMZ 540745.1N 0033800.0W - 535910.5N 0032140.2W - 535529.17N 0032639.34W - 540636.13N 0035541.49W - 540823.51N 0035539.10W - 540804.0N 0035336.0W - 541049.0N 0034630.0W thence anti-clockwise by the arc of a circle radius 15 NM centred on 541900.0N 0032505.0W to 540634.0N 0033920W - 540745.1N 0033800.0W.	FL100 _____ SFC (Class G)	WARTON APP 129.530 Between Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). See also ENR 6-28. For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the WALNEY TMZ is not subject to ATC approval. Access to the WALNEY TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.

5 Radio Mandatory Zones

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority
Ekofisk RMZ 563540N 0023642E - 564217.13N 0025020.57E thence clockwise by the arc of a circle radius 5 NM centred on 563832N 0025619E (Albuskjell A) to 564331.37N 0025620.42E - 564328.36N 0031935.09E thence clockwise by the arc of a circle radius 5 NM centred on 563829N 0031932E (Tor) to 563931.88N 0032823.33E - 561207.00N 0033843.00E (DANOR) - 560510N 0031455E - 563540N 0023642E.	1500 FT _____ SFC	Ekofisk HFIS 130.550 MHz
HAWARDEN RMZ 1 For lateral limits refer to EGNR AD 2.17.	For Vertical Limits and Classification refer to EGNR AD 2.17.	For ATS Unit callsign/ language, Transition Altitude and Remarks refer to EGNR AD 2.17.
HAWARDEN RMZ 2 For lateral limits refer to EGNR AD 2.17.	For Vertical Limits and Classification refer to EGNR AD 2.17.	For ATS Unit callsign/ language, Transition Altitude and Remarks refer to EGNR AD 2.17.
HAWARDEN RMZ 3 For lateral limits refer to EGNR AD 2.17.	For Vertical Limits and Classification refer to EGNR AD 2.17.	For ATS Unit callsign/ language, Transition Altitude and Remarks refer to EGNR AD 2.17.
LAND'S END RMZ For lateral limits refer to EGHC AD 2.17.	For Vertical Limits and Classification refer to EGHC AD 2.17.	For ATS Unit callsign/ language, Transition Altitude and Remarks refer to EGHC AD 2.17.

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) 0.1°W (2026)	PTH	110.400 MHz	H24	562632.63N 0032206.96W		IAD	FRA (A): EGEO, EGNC FRA (D): EGEO, EGNC, EGPD, EGPK 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 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
NICXI	520046.40N 0050317.78W	L9, M17, N546, Q63	ID	FRA (D): EGGD, EGFF
NIDGO	505657.98N 0004607.77W	-	-	EGLF STARs
NIGIT	511846.96N 0011014.71W	L18, P2	-	EGKK STARs - EGLL STARs - EGGW STARs - EGSS STARs
NILAV	450000N 0132500W	T13	-	-
NILON	513546.46N 0003803.93E	L610, M40	-	-
NIMAT	535754.10N 0054431.75W	P620	I	FRA (I) Shannon FIR
NINEB	540344.27N 0040741.84W	M148	IA	FRA (A): EGAC
NINEX	585119.55N 0093000.00W	-	I	Oceanic Landfall Fix
NIPIT	542709.29N 0082409.78W	-	I	FRA (I) Shannon FIR
NIRIF	521755.87N 0053404.33W	N12	I	FRA (I): Shannon FIR
NISBI	532129N 0003921W	L60	-	-
NISKA	541500.00N 0023033.35W	-	-	EGPF STARs - EGPK STARs
NIVKO	505605.77N 0003227.54E	T421	-	-
NIVUN	573411.91N 0040812.72E	-	I	FRA (I): Polaris FIR
NOBDO	550453.28N 0024747.63E	-	I	-
NOCAD	535836.63N 0045913.06W	Y911	-	-
NOKIN	530436.00N 0025258.25W	N38, N862, P16, P17, UP16, UP17	-	EGBB STARs - EGNX STARs
NOMSU	532806.04N 0032603.79W	Q39, Q4, UQ4	-	-
NONVA	513846.45N 0012144.31E	M84	-	-
NOPKI	540515.93N 0042608.29W	M147	-	-
NORBO	553545.36N 0044543.46W	L186, T256, Y96	I	EGPF SIDs
NORLA	513708.84N 0065211.29W	-	I	FRA (I): Shannon FIR
NORRY	512847.11N 0010724.13W	L9, Q41, UL9	-	EGGW STARs - EGSS STARs
NOSLO	532253.72N 0033841.89W	Q36, Z197	-	-
NOTGI	503510.14N 0002502.94W	N20	-	EGHI STARs - EGHH STARs - EGLF STARs
NOVBA	561200N 0031051W	N864	-	-
NOVMA	510211.79N 0004514.92W	L620	-	EGKK SIDs
NOZHU	494141.05N 0034552.48W	-	E	FRA (E): EVEN FL
NUBRI	512016.68N 0011355.99W	L18, N14, Y321	-	EGHH STARs - EGHI STARs
NUCHU	512808.10N 0014035.43W	L18, L607, P73, Q295	X	-
NUDNA	520354.90N 0005016.56E	-	-	EGKB STARs - EGLC STARs
NUGBO	515821.96N 0000412.09W	M183	-	EGSS SIDs
NUGRA	530146.43N 0021813.52W	Q36, Q38, UY53, Y53	-	EGLL STARs - EGNX STARs
NUKPE	540110.08N 0015839.48W	P17	-	-
NULGU	505216.60N 0015939.01W	N19	-	-
NUMPI	540840.17N 0053536.26W	P620	-	-
OBOXA	541035.55N 0015420.13W	P17, Y250	I	-
OBUBA	574640.41N 0073319.04W	-	IAD	FRA (AD): EGPL
OBUNI	535440N 0024433W	L612, UL612	-	EGGP STARs
ODIGI	551144.28N 0032539.03W	-	-	EGPF STARs
ODMIX	565812.06N 0012802.95E	-	I	-
ODMOS	544526.32N 0030252.23E	-	I	-
ODPEX	592435.66N 0093000.00W	-	I	-
ODREP	500000.00N 0013007.46W	P88, UP88	-	-
ODROB	513915.11N 0015445.17E	Y4	-	-
ODUKU	513531.78N 0001715.47E	M84	-	EGLC SIDs
ODVIK	510957.40N 0002909.33E	Y311	-	EGKK SIDs
ODVOD	520755.98N 0000852.98E	-	-	EGKB STARs - EGLC STARs
OFCOT	570253.47N 0024733.79W	-	I	-

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
OFGOM	515527.92N 0002340.84W	-	-	EGGW SIDs
OFJES	521302.03N 0003929.77E	-	-	EGGW STARs
OFSOX	520145.18N 0051143.62W	L9, N83	IA	FRA (A): EIWF
OGTAW	524807.11N 0025512.39W	N862	I	-
OGTUG	534012N 0050850W	L70, M144, UL70	-	-
OKPAL	564921N 0020435W	P18	I	-
OKSAW	514215.31N 0014108.54W	L9, N14, Q60	EXD	FRA (D): EGKB, EGLC, EGMC
OKTAD	514904.47N 0023246.30W	N14, N92	ID	FRA (D): EGLL
OKVAP	505748.96N 0011955.98E	-	-	En-route Hold - EGKB STARs - EGLC STARs - EGMC STARs
OLGUD	504356.27N 0013121.75W	N63	-	-
OLNEY	520740.22N 0004403.32W	L608, T420	-	EGGW SIDs
OLPOP	540532N 0023208W	N57	-	-
OMENU	540115.84N 0013943.78W	-	A	FRA (A): EGBB, EGNX EGBB STARs - EGNX STARs
OMOKO	485020.30N 0120000.00W	T13, T16	-	SOTA. See also AIP Ireland
ORIST	500000N 0015042W	L982, Y110	-	EGJB SIDs - EGJJ SIDs
ORSUM	570307.47N 0051741.00W	-	IAD	FRA (AD): EGPF, EGPN, EGPO, EGPT, EGQL, EGQS
ORTAC	495957.02N 0020018.02W	Q41	-	EGJA Arrivals - EGJB SIDs/STARs - EGJJ SIDs/ STARs
ORTAV	593000.00N 0100000.00W	-	EX	Shanwick OCA FIR/UIR Boundary
ORVIK	593817.75N 0004008.65E	-	I	FRA (I): Polaris FIR
ORVUL	551038.52N 0041007.02W	T256	-	-
ORZEB	512425.86N 0022753.73W	P2	A	FRA (A): EGLL, EGWU, EGKK En-Route hold - EGFF STARs
OSBON	610000N 0050000W	-	EX	Reykjavik OCA Scottish/Reykjavik UIR Boundary Fix.
OSBOX	564823N 0124806W	-	-	NOTA. See also AIP Ireland
OSDEB	505654.53N 0002447.85E	-	-	EGKK STARs
OSKOT	522029.96N 0020330.27W	-	-	EGBB STARs
OSLEL	572858.48N 0013158.07W	P600	I	-
OSMEG	550826N 0040603W	T256, Z248, Z249	-	-
OSNUG	505336.26N 0020013.95W	N514	-	-
OSPOL	500900.00N 0001107.84W	M189	-	EGKB STARs - EGKK STARs - EGLC STARs - EGMC STARs
OSSEP	520317.32N 0024820.85W	P17	I	-
OSWAH	514843.38N 0002631.96W	-	-	EGGW SIDs
OSWEZ	524832.27N 0030915.07W	N864	-	-
OTBED	531716.71N 0000154.61E	L60, Y70	-	EGCC STARs
OTBUN	551650.10N 0022600.00W	Y96	D	FRA (D): EGPH
OTMET	504055.06N 0023053.37W	N17	XA	FRA (A): EGLF EGKK STARs - EGLL STARs
OTSID	511022.54N 0001351.01W	N16	-	-
OVDAN	575320.66N 0001818.06E	P600	IA	FRA (A): EGPD
OVZOG	505106.32N 0071529.77W	L37	IA	FRA (A): EICK
OXCUD	515423.03N 0024906.11W	L180, P17	I	-
OXDUF	520636.20N 0001900.00E	-	-	EGGW STARs
OXLOW	510154.80N 0020000.00W	M140, M142	EX	-
OXPAC	515213.12N 0003656.10W	-	-	EGGW SIDs
OZBOC	521523.66N 0021104.56W	-	X	-
OZRAT	534835.01N 0044931.86W	-	I	-
OZZIL	513821.34N 0022549.17W	N80, Q63	ID	FRA (D): EGLF, EGHI, EGTK
OZZOT	514028.93N 0000952.93W	-	-	EGGW STARs
PAAVO	515149.03N 0005115.76E	M604, Q295	-	-

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
PACSE	512226.78N 0030650.70W	N862, N92	IAD	FRA (A): EGHQ FRA (D): EGVN, EGVA, EGBP
PAVLO	505604.77N 0055344.28W	-	I	-
PAWDE	511453.21N 0000216.94E	P2	-	-
PEDIG	524447.59N 0014309.97W	M605, Y53	-	EGGP STARs - EGLC STARs - EGGW STARs - EGSS STARs - EGMC STARs - EGKB STARs
PEGZA	513730.55N 0030609.50W	-	-	EGGD STARs
PELET	543912.33N 0032551.54E	-	I	-
PEMOB	520837.77N 0050941.13W	M17	I	-
PEMOS	610000N 0040000W	-	EX	Reykjavik OCA Scottish/Reykjavik UIR Boundary Fix.
PENIL	533657.47N 0033948.72W	L10, L28, L60, L70, M144, UL28, UL70	-	EGGP STARs - EGCC STARs
PENUN	570635.65N 0045010.79E	-	I	FRA (I): Polaris FIR
PENUX	510632N 0003412E	M140	-	-
PENWU	514630.59N 0043510.52W	-	I	-
PEPEG	540106.49N 0043105.30W	M146	-	-
PEPIN	595931.24N 0000054.01E	-	IAD	FRA (I): Polaris FIR FRA (AD): EGPB
PEPIS	511147.95N 0011437.22W	Q41, Y321	-	EGHH STARs - EGHI STARs - EGLF STARs
PEPOD	541616.31N 0053409.26W	L15, L603, Q38	ID	FRA (D): EGAB
PEPUL	521603.00N 0015314.37W	L151, N93, Y322	-	-
PEPZE	523746.62N 0031952.98W	P16	I	EGGP STARs
PERUP	514233.95N 0025632.40W	-	-	-
PETIL	555619.93N 0050000.00E	-	IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
PETOX	573333N 0014902W	Y905	-	En-Route Hold
PEWBI	511851.01N 0050146.28W	-	I	-
PIBUX	513458.88N 0014657.42E	L179, Y4	-	-
PIGOT	522942.57N 0010407.08W	-	-	EGNX STARs
PIKIL	560000N 0150000W	-	-	NOTA. See also AIP Ireland
PILIP	502003.05N 0010026.13W	M184, N6, UM184, UN6	-	-
PIPAR	560700.00N 0031205.74W	N864	I	-
PIPEM	580922.55N 0034418.86W	-	I	-
PIPIN	523636.06N 0005630.04W	N601, UN601	-	-
PIXAM	520447N 0015650E	P44	-	-
PIXUP	520151N 0010640W	L15	-	-
POMAX	513137.63N 0020452.42W	-	-	EGGD STARs
POTON	520504.32N 0002537.78W	L608, N601, UN601	-	-
PUFAX	521852.01N 0012042.20W	-	-	EGBB STARs
QUSHI	530629.30N 0014629.41W	-	-	EGCC STARs & RNAV5 DCT
RAMID	525727.79N 0023000.00E	L17	-	-
RAMOX	533936.72N 0045022.41W	L70, M144, UL70	-	-
RAPIX	512638.39N 0020000.00E	L610	-	-
RAPUM	545518.28N 0015258.08W	-	I	-
RATKA	493000N 0080000W	-	-	SOTA UIR Boundary
RATLO	515929.13N 0014055.18E	M197, P44	-	-
RATSU	610000N 0100000W	-	EX	Reykjavik OCA
RAVDI	592957.26N 0012242.18W	Y905	-	-
RAVLO	525501.21N 0030853.81E	Y70	-	-
REDFA	520652.75N 0022916.81E	L620, M183, M197, P137	-	-
REFQI	512846.15N 0012804.33W	P73	-	-
REGSI	525118.97N 0000151.04E	-	-	-

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
REKNA	561029.10N 0033000.00E	-	I	-
REMSI	535736.81N 0034931.80W	-	I	-
RENEQ	541424.84N 0041759.87E	-	I	Amsterdam FIR
RESNO	550000N 0150000W	-	-	NOTA. See also AIP Ireland
RETSI	523042.42N 0025232.93W	Y125	A	FRA (A): EGLL
REXAM	530400.00N 0030937.21W	N42, N864, UN864	-	EGGP SIDs - EGCC STARs
RIBEL	540058.00N 0021722.76W	N601, P16, UN601, UP16	EXD	FRA (X): EVEN FL to UP16 Only FRA (D): EGBB, EGNJ, EGNX EGGP STARs
RIGVU	584735.84N 0020917.84E	-	I	FRA (I): Polaris FIR
RIMOL	573233.45N 0040229.55W	N560, Y906	IAD	FRA (AD): EGPC, EGPO, EGPD, EGEO
RIMTO	534303.25N 0012558.78W	L46, UY250, Y250	-	EGNT STARs
RIMUP	505149.08N 0004339.11W	-	-	EGLF STARs
RIMVU	534511.14N 0050824.68W	M145	-	-
RINGA	542354.44N 0053415.66W	L10, Q39	I	-
RINIS	515429.66N 0021920.82E	M40	-	EGGW STARs - EGSS STARs
RINTI	510158.33N 0013655.91E	L10	-	-
RIPNO	545632N 0034415W	T256	D	FRA (D): EGEC, EGPF, EGPG
RISDU	573631.42N 0014823.78W	Y905	-	-
RISIN	514139.05N 0012627.64W	-	-	EGHH STARs - EGHI STARs
RISLA	530151.39N 0025312.29W	L15, N862	-	-
RITSI	554209.36N 0013925.50W	P18	I	-
RIVOT	562428.71N 0004637.49E	-	IAD	FRA (AD): EGPD
RIXUN	610000N 0030000W	-	EX	Reykjavik OCA Scottish/Reykjavik UIR Boundary Fix.
ROBBO	555322.96N 0045436.56W	-	-	EGPF SIDs/STARs
ROBEM	552733.36N 0010113.69W	-	IA	FRA (A): EGCM, EGNC, EGNM
ROBOP	542708.56N 0052005.35W	M146, M147	-	-
RODEL	503000N 0150000W	-	-	SOTA. See also AIP Ireland
RODNI	514256.50N 0005141.83W	N27	-	EGGW SIDs - EGLC SIDs
RODOL	531417N 0015143W	L28, P6, UL28, UM65, UP6	-	-
RODSI	544755.62N 0025335.05E	-	I	-
ROGAG	531405.79N 0001745.46W	L603	-	-
ROGBI	521746.63N 0012006.37W	-	-	EGLC STARs - EGGW STARs - EGSS STARs - EGMC STARs - EGKB STARs
ROKAN	533947.50N 0031119.84E	M982, P1	I	-
ROKKE	510411.95N 0000241.82E	M140, M142	-	-
ROKSI	503012.62N 0021251.28W	N866	-	-
ROKUP	530102.13N 0013057.29W	-	-	EGNX STARs
ROLEX	532542.14N 0035803.85W	L975, UL975	-	EGGP STARs
ROLUM	541819.85N 0031831.29E	-	I	-
ROPAL	550816.53N 0035642.67E	-	I	-
ROPMU	520614.46N 0002917.16E	-	-	En-route Hold - EGLC STARs - EGKB STARs
ROSUN	534008.09N 0022057.26W	-	-	EGCC STARs
ROTEV	540143.72N 0060358.39W	P600	IA	FRA (I): Shannon FIR FRA (A): EGEC
ROTNO	505126.07N 0004641.20E	T420	-	EGLL STARs
ROVLA	552338.18N 0042824.96W	T256	I	-
ROXAT	532449.03N 0030000.00E	M981	I	-
ROXOG	501558.29N 0013344.41W	L982, P87, UP87	-	-
RUBEX	551912.14N 0065607.21W	N552	I	-
RUDMO	504639.60N 0010127.00W	-	-	EGHI STARs - EGHH STARs - EGLF STARs
RUGER	532857.75N 0032652.40W	-	-	EGGP STARs
RUGID	572208.80N 0045354.84W	-	IAD	FRA (AD): EGPL, EGPN, EGPT, EGPU, EGQL

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
RUHUN	513539.92N 0033541.28W	L607	IA	FRA (A): EGVN, EGVA, EGTK, EGBP
RUKOH	521242.83N 0054417.55W	N18	I	FRA (I): Shannon FIR
RULAV	532614.35N 0051001.25W	Q36	-	-
RUMKE	521735.37N 0025832.48W	N862	-	-
RUXIN	561655N 0120000W	-	-	NOTA. See also AIP Ireland
SABER	514213.76N 0005658.19E	L980, M40	-	EGLL STARs
SALCO	494413.81N 0033146.40W	-	X	FRA (X): ODD FL
SAMHO	532853.89N 0022043.51E	P144	E	-
SAMON	511921N 0072504W	L38	I	FRA (I): Shannon FIR
SANBA	530821.53N 0022002.98W	N859, UN859	-	EGCC SIDs
SANDY	510350.81N 0010403.13E	L15, L613, L722, M189, N57, UN57, UN601	-	EGLL STARs
SAPCO	523225N 0012125W	N57, UN57, UY53, Y53	-	EGNX SIDs
SAWPE	513504.67N 0013916.42W	L179, P86, Q63	EX	EGGD STARs - EGFF STARs
SAXBI	514504.03N 0001113.77W	N27	-	EGLC SIDs
SEMMU	524641.00N 0040221.71W	-	I	-
SETEL	540044.64N 0022608.71W	N57	-	EGCC STARs
SHAPP	543000.00N 0023738.33W	N601	ID	FRA (D): EGCM, EGNH, EGNL, EGNM, EGNO
SHIRI	502447.02N 0034044.14W	-	I	-
SIDDI	503106.74N 0035801.98W	-	I	-
SIDHO	504538.88N 0031417.65W	N40, N862	I	-
SILVA	515051.34N 0010019.40W	M183, M605, P86, Q41, UM605	-	EGBB STARs - EGLC STARs - EGMC STARs - EGGW STARs - EGSS STARs
SIRGO	513745.56N 0003847.03E	L179, L620	-	-
SIRIC	512036.17N 0013358.89W	P2	X	EGKK STARs - EGLL STARs - EGGW STARs - EGSS STARs - EGKB STARs - EGLC STARs
SITET	500600N 0000000E	L151, N859, UN859	-	-
SITKU	534435.77N 0044954.26W	M145	-	-
SIVBU	532755N 0003444W	Y70	-	EGGP STARs
SIVDA	522121.54N 0000147.01E	P137, P155	-	-
SKERY	500000.00N 0031023.06W	L22, N862, N864	-	EGJA Arrivals - EGJB SIDs/STARs - EGJJ SIDs/ STARs
SKESO	494929.42N 0030202.60W	N862, N90, P16	-	-
SKINA	524817.04N 0014623.14W	-	-	EGBB STARs
SLANY	520930.80N 0055031.67W	L9	I	FRA (I): Shannon FIR
SLYDA	541204.37N 0050515.07W	L10	-	-
SMOKI	574637.00N 0023555.62W	Y904	IAD	FRA (AD): EGPA En-route Hold
SODVU	513515.48N 0003446.80E	M87	-	-
SOKDU	503939.22N 0020133.06W	N17	-	EGKK STARs - EGLL STARs - EGLF STARs
SOMAX	500000N 0150000W	-	-	SOTA. See also AIP Ireland
SOMVA	521826.00N 0023838.44E	P155, P44, Q295	-	-
SONDO	520505.92N 0014842.35E	M183	-	-
SONEX	532952.70N 0021020.86W	L60, L975, UL975	-	EGCC SIDs
SONOG	520619.71N 0021610.08E	M183, P7, Y4	-	-
SOPAX	533848.89N 0042708.06W	L70, M144, UL70	-	-
SOPEK	530631.88N 0023000.00E	L60, L989	-	-
SOPIT	515729.84N 0010626.35W	-	-	EGLL STARs
SOPTO	551820.17N 0050000.00E	-	IX	FRA (I): ABV FL 285 FRA (X): BLW FL 285 Copenhagen FIR
SOQQA	513623.75N 0002328.43E	M87	-	EGLC SIDs

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
SOSAR	610000N 0020000W	-	EX	Reykjavik OCA Scottish/Reykjavik UIR Boundary Fix.
SOSIM	534855.75N 0043030.46W	L15, L28, Q38, UL28	X	FRA (X): ODD FL EGNX STARs - EGCC STARs
SOVAT	504645.67N 0012800.00E	L613	-	EGLC STARs - EGKB STARs - EGMC STARs
SOVED	560000N 0140000W	-	-	NOTA landfall point. See also AIP Ireland
SOXON	585806.22N 0035222.46W	-	I	-
SOXUX	503546.32N 0005545.48E	-	-	EGLC STARs - EGKB STARs - EGMC STARs
SPEAR	513433.79N 0004200.57E	M604	-	EGMC STARs
STAFA	525141.00N 0021434.55W	L8, P18, UL8	-	EGBB STARs
STIRA	560802.11N 0035000.98W	-	-	EGPH STARs - EGPF STARs
STOAT	520133.22N 0000115.37W	L613, M14	-	-
SUBIP	502644N 0005306E	M733, M8, UM733, UM8	-	-
SUBUK	542247.81N 0031710.85W	N864	I	-
SUDBY	551745.35N 0041606.05W	Z249	-	EGPK SIDs
SUMIN	551945.76N 0040318.17W	Z250	-	EGPK STARs
SUMUM	513814.25N 0020627.77E	L608, Q63, Y6	-	EGLC STARs - EGKB STARs - EGMC STARs
SUNOT	570000N 0150000W	-	-	NOTA. See also AIP Ireland
SUNUP	512731.48N 0015226.63E	L610	-	-
SUPEL	531340.27N 0003528.02E	L90, Y70	-	-
SUPIT	571956.52N 0070505.94W	-	I	-
SURAT	555455.53N 0033000.00E	-	I	-
SUSIS	553617.06N 0002102.35W	-	I	-
TABEN	512149.05N 0011022.46W	Q41	-	-
TABIS	520031.75N 0002643.90E	-	-	EGGW STARs
TACQI	510231.24N 0042846.93W	-	I	-
TADAL	533513.83N 0030135.22W	L70, L8, UL70, UL8	-	-
TADEX	545123.50N 0081401.49W	-	I	-
TAKAS	490000N 0080000W	-	-	SOTA UIR Boundary
TALIG	493059.49N 0054804.31W	-	EX	FRA (E): EVEN FL FRA (X): ODD FL
TAMEL	484342.52N 0102949.80W	T213	-	SOTA. See also AIP Ireland
TANET	512658.00N 0005531.99E	-	-	EGLL STARs
TARTN	554301.89N 0030818.73W	-	-	EGPH STARs
TEBRA	512920.30N 0013643.00E	L610, Y4	-	EGKK STARs
TEDSA	520303.10N 0010739.03E	M183, M604	-	-
TELBA	523952.00N 0021906.97W	L151, P18	-	-
TELTU	504839.92N 0004517.69W	L982, M185, N17, N6, UM185, UN6	-	EGGW STARs - EGKK STARs - EGSC STARs - EGSS STARs
TENDO	540144.00N 0001446.72E	M79	E	-
TENSO	533601.89N 0021227.00W	L603, UM65	-	-
TERKO	513732.46N 0004448.08E	L179, M40	-	-
TEVMO	511024.94N 0012459.14E	-	-	EGKB STARs - EGLC STARs
TEVSI	512100.75N 0010301.26W	T71, UT71	-	-
TEWXI	514837.78N 0020145.31W	-	I	-
THRED	502955.11N 0013950.03W	Q41, Y110, Z171	-	EGHH STARs - EGHI STARs
TIBGA	522326.45N 0052705.01W	Q63	A	FRA (A): EIDW, EIME, EIWT
TIGER	510401.82N 0002621.54E	T420	-	EGKK SIDs - EGLL STARs
TIGGY	503700.54N 0005130.10W	N6, UN6	-	-
TIGWE	514822.73N 0031257.91W	L180, L9, N864	ID	FRA (D): EGBB
TIKCA	512933.57N 0052701.37W	-	I	-
TILNI	543251.41N 0015117.89W	P18	IA	FRA (A): EGCC, EGGP, EGNJ, EGNR EGCC STARs
TIMBA	505643.99N 0001542.25E	-	-	EGKK STARs

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
TIMIS	535700.98N 0043556.41W	Q39	-	-
TIMPO	523331.58N 0010949.71W	T420	-	-
TINAC	561502.96N 0050000.00E	-	IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
TINAN	503959.79N 0032653.53W	-	I	EGGD STARs - EGFF STARs
TIPAN	543554.13N 0042356.20E	-	I	-
TIPIL	531000.00N 0014423.13W	M868, N57, UM868	-	-
TIPOD	532608.20N 0031705.06W	-	-	EGGP STARs
TIPTA	544812.54N 0013641.03W	-	ID	FRA (D): EGCM, EGNM
TIVER	504832.58N 0032525.65W	N92	D	FRA (D): EGBJ EGGD STARs - EGFF STARs
TIXEX	520748.00N 0010043.20W	-	-	EGLC STARs - EGKB STARs
TIZDU	514622.64N 0032337.75W	P4	-	-
TOBID	521259.55N 0012759.21W	-	-	EGLL STARs
TOBIX	513617.39N 0011651.40E	L179	-	-
TOBMO	564538.16N 0062810.51W	Y958	AD	FRA (AD): EGPI, EGPO, EGEC
TOJAQ	502859.78N 0033956.26W	P16	IA	FRA (A): EGFF, EGGD, EGBJ EGGD STARs - EGFF STARs
TOLSA	530736.89N 0030629.38E	N866	-	-
TONQU	502309.42N 0031845.03W	N862	IAD	FRA (I): ODD FL FRA (A): EGJJ, EGJB FRA (D): EGFF, EGGD
TOPPA	532408.99N 0033341.01E	L74, M982	IA	Amsterdam FIR FRA (A): EBAW, EHAL, EHAM, EHBD, EHBK, EHDR, EHEH, EHHV, EHKD, EHLE, EHMZ, EHOW, EHRD, EHSE, EHST, EHTL, EHTW, EHTX
TORGO	530756.88N 0031558.78W	-	-	EGGP STARs
TOSVA	514037.40N 0020426.34E	Y6	-	EGGW STARs - EGSS STARs
TOTRI	514629.57N 0001147.72E	Q295	-	-
TOVGU	514403.18N 0004537.55E	M604, M84	-	-
TOWTE	544421.52N 0004001.72W	-	I	-
TOXTA	551505.77N 0042704.69W	-	-	EGPK STARs
TRIPO	514246.54N 0010457.56E	L980	-	EGLL STARs
TUBSU	520406N 0014028W	L151	-	-
TUFOZ	510101.01N 0003024.31W	-	-	EGKK STARs
TUGPO	513709.84N 0005451.93E	L179	-	-
TUJAG	500200.00N 0012800.00W	-	-	-
TULTA	483436.57N 0080000.00W	-	-	SOTA. See also AIP Ireland and AIP France
TUMTI	530439.54N 0013615.16W	UP6	-	-
TUNBY	511008N 0001929E	-	-	-
TUNSO	550640.24N 0045740.78W	P600	-	EGPH STAR
TUPEM	535016.57N 0032854.85W	UP6	ED	FRA (D): EGBB, EGNX
TURLU	500435N 0080000W	-	-	-
TUXOS	555824.08N 0073135.39W	-	I	-
TUZLA	522040.55N 0010011.74E	P144	-	-
UBCAM	515704.18N 0030012.19W	N862	-	EGGD STARs - EGFF STARs
UDDIZ	521504.21N 0001111.43E	-	-	EGGW STARs
UGBET	513701.15N 0000705.18W	L179, Q60	-	-
ULLAP	575400.00N 0051009.20W	Y906	ID	FRA (D): EGQS
ULSAX	533554N 0015700W	N601, UN601	-	-
ULTIB	513935.57N 0001643.51W	T420	-	EGLL SIDs
UMBAG	522052.37N 0004657.48E	P155, P5	-	-
UMBUR	512733.00N 0000708.17E	M40	-	EGHH STARs - EGHI STARs
UMKIL	531105.53N 0023723.06W	L8, UL8	-	-
UMLAT	514019.70N 0004139.32W	T418	-	EGLL SIDs
UMTUM	511227.30N 0010102.78E	L9, M87, UL9	-	EGKB STARs - EGLC STARs

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
UNDUG	504723.71N 0002530.03E	M733, UM733	-	EGGW STARs - EGSS STARs
UNDUX	533830.25N 0041838.76W	L70, M144, UL70	-	-
UNFIT	512520.28N 0041857.44W	-	I	-
UNGAP	522129.49N 0012338.97W	L608, P155	-	EGBB SIDs
UNIGO	533340N 0013339W	L975, UL975	-	-
UNSAD	513340.24N 0005745.91E	L610	-	-
UNTAL	545435.20N 0014423.27W	-	-	-
UNURO	552111N 0032102W	N864	-	-
UNZIB	512929.62N 0015920.96W	L18, L607	I	-
UPCAB	505348.30N 0061901.57W	-	I	-
UPDUK	523426.66N 0005630.11W	-	-	EGNX STARs
UPGAS	551440.77N 0050000.00E	-	IE	FRA (I): ABV FL 285 FRA (E): BLW FL 285 Copenhagen FIR
UPGET	563935N 0020050W	P18	I	-
UPJAX	545316.00N 0021538.00W	-	I	-
UPNAL	552516.67N 0022451.00E	-	I	-
UPTON	533513.00N 0011802.58W	L975, UL975, UY250, Y250	-	EGCC STARs - EGGP STARs
USEKA	534202.24N 0002645.13W	N110	-	-
UTAVA	515846.91N 0000418.79W	Q75	-	EGSS SIDs
UTFAV	510107.18N 0013307.11E	-	-	-
UTOGU	550740N 0030443W	N601	-	-
UTUXA	530030.45N 0021312.52W	N859, P18, UN859	-	-
UVAVU	542500.07N 0015345.95W	P18	I	-
UVPOK	535939.61N 0041235.26W	M147	A	FRA (A): EGAA (RNAV 1)
VABIK	511447.30N 0020000.00E	L18, Q70	-	-
VABKA	531808.31N 0024410.02W	L8, Q4, UL8, UQ4	-	-
VADNO	572711.05N 0033737.70W	-	IAD	FRA (AD): EGPC
VAKPO	541125.09N 0052239.23W	L15, Q38	-	-
VALBO	550743.65N 0050000.00E	-	IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
VAMEB	540010N 0024832W	L612, UL612	XA	FRA (X): ODD FL FRA (A): EGBB, EGNJ, EGNX, EGXC, EGXW, EGYD EGGP STARs
VAPID	511513.97N 0010242.40W	L18, N859, T71, UN859, UT71	-	-
VAPPI	553138.92N 0034542.62W	-	-	EGPF STARs
VASUX	503009.23N 0011516.99W	L982, N867, P88, UN867, UP88	-	EGKK STARs
VATON	512603.83N 0002056.10W	-	-	EGGW STARs - EGSS STARs
VATRY	523316N 0053000W	M17, Q63	I	FRA (I): Shannon FIR
VAXIT	563215N 0050000E	-	IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
VEGAR	530233.76N 0015823.43W	-	-	EGNX STARs - EGBB STARs
VEGUS	532400.54N 0002110.76W	UT29, Y70	-	EGBB STARs - EGNX STARs - EGGP STARs
VELAG	522435.82N 0010049.56W	-	-	EGNX STARs
VENAS	541819.85N 0033908.23E	-	I	-
VENER	543000N 0150000W	-	-	NOTA. See also AIP Ireland
VEXEN	500821.98N 0014934.38W	L980, Y110	-	-
VEXUB	511409.00N 0003645.76W	-	-	EGLF STARs
VIDOK	522439.05N 0020231.12W	L151	-	-
VOLFI	532035.13N 0032150.51W	Q38, Z197	-	-

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
VOUGA	510332.85N 0005750.20W	N14, N63	-	-
WAFFU	503456.89N 0002059.29E	M189, M605, M8, UM189, UM605, UM8, Y8	-	-
WAFIL	595243.00N 0011711.00W	Y905	IAD	FRA (AD): EGPA
WEALD	511951.15N 0000205.32E	-	-	EGLL STARs
WECOW	535916.41N 0035103.10E	-	I	-
WELIN	521450.25N 0005108.41W	N57, P166, T418, T420, UN57	-	EGBB STARs - EGNX STARs
WESUL	514015.29N 0002909.27E	L980, M14	-	EGLL STARs
WETFI	534947.08N 0053000.00W	-	I	FRA (I): Shannon FIR
WEVBE	520736.93N 0025921.14W	N862	I	EGGD STARs - EGFF STARs
WICEK	514929.39N 0002659.38W	-	-	EGGW SIDs
WIGGU	511136.66N 0032027.75W	N864, N92	I	-
WILLO	505905.88N 0001130.30W	-	-	EGKK STARs
WIQID	520944.27N 0012214.94E	-	-	EGGW STARs
WIZAD	510700.00N 0005711.09E	L18	-	EGKK SIDs
WOBUN	520110.27N 0004400.00W	L10, T418	-	EGGW STARs
XAMAB	501216.25N 0001552.83E	L612, UL612	-	-
XAMAN	514704.77N 0021326.94E	L980, P49	-	EGLC STARs - EGKB STARs - EGMC STARs - EGGW STARs - EGSS STARs
XAPOS	531728.59N 0013751.25W	M16, N601, UN601	-	-
XIDIL	502106.15N 0003829.37E	M605, UM605	-	-
YOHDA	521203.00N 0012736.28W	-	-	EGBB STARs
YORQI	513118.51N 0022535.78W	L607, N21	I	EGGD SIDs
ZAGZO	521812.97N 0001352.54W	-	-	EGGW STARs
ZEFIQ	502338.06N 0032314.11W	N90	-	-
ZESPE	513309.63N 0025314.43W	N92, P17	ID	FRA (D): EGBB
ZIPWE	514235.40N 0033400.70W	L180, Q63	IA	FRA (A): EGBB
ZOFAT	553536.23N 0040208.03W	-	I	-
ZOPHI	510126.60N 0000055.43W	-	-	EGKK STARs
ZORFE	511256.13N 0003407.87E	P2	-	-

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ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification 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 512911N 0001710W - 513418N 0001401W - 513316N 0000858W - 513407N 0000312W - 513128N 0000039W - 512643N 0000038W - 512711N 0000604W - 512514N 0001216W - 512852N 0001402W - 512911N 0001710W	Upper limit: 2500 FT ALT Lower limit: SFC	Flight permitted by: any helicopter or powered lift vehicle that may, in the event of an engine failure or Critical Failure for Performance (CFP), be able to land clear of the area, unless exempted from this requirement by permission of the Civil Aviation Authority. 'Land clear of the area' means landing outside the bounds of EGR160, or over 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; any aircraft operating under VFR or special VFR with an in-flight visibility of 3000 M or more, and a cloud ceiling of at least 1200 FT AMSL or 1000 FT AGL; any unmanned aircraft flying in accordance with VLOS below 400 FT AGL or operating with the permission of the Civil Aviation Authority; any unmanned aircraft flying in accordance with BVLOS operating with the permission of the Civil Aviation Authority; any aircraft operated by or on behalf of 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 purpose of search and rescue only; any aircraft making an instrument flight procedure approach to, or departure from, London Heathrow Airport, London City Airport, or Royal Air Force Northolt. See also ENR 1.2, section 3. Further information may be obtained from the Civil Aviation Authority General Aviation Unit (for non-public transport operations), Tel: 01293-573988, or Flight Operations Department (for public transport operations), Tel: 01293-567171. SI: www.legislation.gov.uk
EGR161 WINDSOR GREAT PARK A circle, 0.65 NM radius, centred at 512635N 0003814W	Upper limit: 2500 FT ALT Lower limit: SFC	Flight permitted by: any aircraft making an approach to or departure from London Heathrow Airport whilst under the control of London Terminal Control, Swanwick or the air traffic control unit at London Heathrow Airport; any aircraft operated by or on behalf of a Police Air Support Unit; any aircraft operated by or on behalf of an Emergency Medical Service; any aircraft operated by or on behalf of the Maritime and Coastguard Agency for the purposes of search and rescue operations; any aircraft operated by or on behalf of the King's Helicopter Flight; any aircraft operated by or on behalf of a member of the Royal Family; any aircraft flying in accordance with an agreed exemption issued by, or with the permission of, the Thames Valley Police Service. SI 1177/2025. Contact: Thames Valley Police Service - pgairspacerequests@thamesvalley.police.uk.
EGR162 SS RICHARD MONTGOMERY A circle, 0.5 NM radius, centred at 512758N 0004712E	Upper limit: 13200 FT ALT Lower limit: SFC	Flight permitted by: any aircraft operated by or on behalf of a Police Air Support Unit flying in response to an emergency situation; any aircraft operated by or on behalf of an Emergency Medical Service flying in response to an emergency situation; any aircraft operated by or on behalf of the Maritime and Coastguard Agency flying in response to an emergency situation; any aircraft operating with the written permission of the Secretary of State. SI www.legislation.gov.uk. Contact: Department for Transport, Restriction of Flying Team, Great Minster House, 33 Horseferry Road, London, SW1P 4DR, Tel: 0300-330 3000, Email: contactdft@dft.gov.uk.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGR204 LONG LARTIN A circle, 2 NM radius, centred at 520627N 0015119W	Upper limit: 2200 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 and SI 1991/1679. Contact: CAA Airspace Regulation Operations, 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.
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR220 ANMER HALL A circle, 1.5 NM radius, centred at 525003N 0003447E	Upper limit: 2000 FT ALT Lower limit: SFC	Flight Permitted by: any aircraft operated by or on behalf of a Police Air Support Unit; any aircraft operated by or on behalf of an Emergency Medical Service; any aircraft operated by or on behalf of the Maritime and Coastguard Agency; any aircraft operated by or on behalf of the King's Helicopter Flight; any aircraft operated by or on behalf of a member of the Royal Family; any aircraft flying in accordance with the permission of the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit; any aircraft landing in the grounds of Anmer Hall at the invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been informed in advance of such intended landing. SI 265/2025. Contact: Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit: SandringhamSCR@norfolk.police.uk
EGR311 CAPENHURST A circle, 2 NM radius, centred at 531550N 0025708W	Upper limit: 2200 FT ALT Lower limit: SFC	SI 1003/2016. Contact: CAA Airspace Regulation Operations, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGR322 WYLFA A circle, 2 NM radius, centred at 532458N 0042852W	Upper limit: 2100 FT ALT Lower limit: SFC	Flight permitted at a height of not less than 2000 FT above ground level whilst operating under and in accordance with a clearance from the air traffic control unit at RAF Valley. Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Wylfa, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGR516 TORNESS A circle, 2 NM radius, centred at 555806N 0022431W	Upper limit: 2100 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Torness, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
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.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR610C THE HIGHLANDS 582218N 0033224W - 581434N 0031929W - 581121N 0032654W - 581900N 0033940W - 582218N 0033224W	Upper limit: 2000 FT ALT Lower limit: SFC	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.
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.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR705 BIRKHALL A circle, 1 NM radius, centred at 570144N 0030427W	Upper limit: 3500 FT ALT Lower limit: SFC	Flight permitted by: Any aircraft operated by, or on behalf of, Police Scotland; any aircraft operated by, or on behalf of, the Scottish Air Ambulance Service; any aircraft operated by, or on behalf of, the Maritime and Coastguard Agency for the purposes of a Search and Rescue operation; any aircraft operated by, or on behalf of, The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either — Operated by a member of the Royal Family, or landing in the grounds of Birkhall at the invitation of the person in charge of the household there, provided that the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been informed in advance of such intended flight or landing. SI 2019/1320. Contact: Refer to Statutory Instrument.
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
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.
EGR1U014E THRUXTON RWY 30 511116N 0013150W - 511048N 0013218W - 511118N 0013331W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511240N 0013549W to 511144N 0013301W - 511116N 0013150W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: tower@thruxton.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight.
EGR1U015A BRIZE NORTON A circle, 2.5 NM radius, centred at 514500N 0013459W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U015B BRIZE NORTON RWY 07 514344N 0014017W - 514415N 0014032W - 514433N 0013856W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514500N 0013459W to 514402N 0013841W - 514344N 0014017W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U015C BRIZE NORTON RWY 25 514615N 0012940W - 514544N 0012925W - 514527N 0013101W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514500N 0013459W to 514558N 0013116W - 514615N 0012940W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U016A MIDDLE WALLOP A circle, 2 NM radius, centred at 510828N 0013422W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U016B MIDDLE WALLOP RWY 08 510812N 0013842W - 510844N 0013847W - 510849N 0013729W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 510816N 0013731W - 510812N 0013842W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U016C MIDDLE WALLOP RWY 26 510922N 0012924W - 510849N 0012919W - 510842N 0013112W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 510914N 0013126W - 510922N 0012924W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U016D MIDDLE WALLOP RWY 17 511125N 0013520W - 511129N 0013429W - 511027N 0013418W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 511024N 0013509W - 511125N 0013520W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
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
EGR1U041C EARLS COLNE RWY 24 515631N 0004450E - 515603N 0004516E - 515535N 0004358E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515452N 0004057E to 515604N 0004332E - 515631N 0004450E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U042A SOUTHEND A circle, 2.5 NM radius, centred at 513413N 0004136E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U042B SOUTHEND RWY 05 513209N 0003745E - 513236N 0003714E - 513259N 0003807E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 513413N 0004136E to 513233N 0003837E - 513209N 0003745E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U042C SOUTHEND RWY 23 513615N 0004523E - 513549N 0004553E - 513527N 0004505E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 513413N 0004136E to 513554N 0004434E - 513615N 0004523E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U043A LONDON HELIPORT A circle, 2 NM radius, centred at 512812N 0001046W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2
EGR1U045A KENLEY A circle, 2 NM radius, centred at 511821N 0000536W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U046A UPAVON A circle, 2 NM radius, centred at 511710N 0014652W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U047A WESTON ON THE GREEN A circle, 2 NM radius, centred at 515245N 0011304W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U048A LITTLE RISSINGTON A circle, 2 NM radius, centred at 515202N 0014139W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U048B LITTLE RISSINGTON RWY 04 514928N 0014421W - 514948N 0014502W - 515038N 0014358W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515018N 0014317W - 514928N 0014421W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR1U086 NSA MOD CORSHAM 512521N 0021317W - 512549N 0021232W - 512542N 0021224W - 512523N 0021225W - 512512N 0021240W - 512508N 0021250W - 512521N 0021317W	Upper limit: 900 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA MOD CORSHAM. NSA MOD CORSHAM email: STRATCOM-RAR-site29@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 442 FT AMSL
EGR1U087 NSA HMNB DEVONPORT (AREA 1) 502354N 0041223W - 502412N 0041209W - 502359N 0041105W - 502337N 0041033W - 502248N 0041058W - 502246N 0041108W - 502354N 0041223W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA HMNB DEVONPORT (AREA 1). NSA HMNB DEVONPORT (AREA 1) email: NAVYNBCD-OPSCELL@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 193 FT AMSL
EGR1U088 NSA HMNB DEVONPORT (AREA 2) 502231N 0041104W - 502242N 0041042W - 502243N 0041035W - 502237N 0041034W - 502159N 0041048W - 502153N 0041053W - 502202N 0041108W - 502231N 0041104W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA HMNB DEVONPORT (AREA 2). NSA HMNB DEVONPORT (AREA 2) email: NAVYNBCD-OPSCELL@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 123 FT AMSL
EGR1U089 NSA GOSPORT 505021N 0010932W - 505006N 0010856W - 504938N 0010839W - 504905N 0010831W - 504901N 0010857W - 504904N 0010938W - 504923N 0010952W - 504952N 0010958W - 505021N 0010932W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA GOSPORT. NSA GOSPORT email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 82 FT AMSL
EGR1U090 NSA HMS EXCELLENT (HORSEA ISLAND) 505017N 0010625W - 505024N 0010622W - 505002N 0010529W - 504955N 0010532W - 504952N 0010538W - 505017N 0010625W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA HMS EXCELLENT (HORSEA ISLAND). NSA HMS EXCELLENT (HORSEA ISLAND) email: NAVY-RAR-site27@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 32 FT AMSL
EGR1U091 NSA TAUNTON (UKHO) 510129N 0030443W - 510129N 0030436W - 510126N 0030424W - 510118N 0030422W - 510117N 0030431W - 510118N 0030438W - 510124N 0030449W - 510129N 0030443W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA TAUNTON (UKHO). NSA TAUNTON (UKHO) email: security.resilience@ukho.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 134 FT AMSL
EGR1U092 NSA MOD OAKHANGER 510700N 0005500W - 510705N 0005446W - 510707N 0005424W - 510705N 0005408W - 510648N 0005412W - 510642N 0005423W - 510642N 0005431W - 510650N 0005455W - 510700N 0005500W	Upper limit: 800 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA MOD OAKHANGER. NSA MOD OAKHANGER email: usafe-uk.a3@us.af.mil Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 399 FT AMSL
EGR1U093 NSA PLYMOUTH 502512N 0041205W - 502545N 0041129W - 502535N 0041105W - 502524N 0041116W - 502528N 0041127W - 502508N 0041139W - 502458N 0041111W - 502439N 0041055W - 502429N 0041120W - 502430N 0041207W - 502512N 0041205W	Upper limit: 700 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA PLYMOUTH. NSA PLYMOUTH email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 290 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR1U102B SCILLY ISLES/ST MARY'S RWY 09 495423N 0062152W - 495456N 0062155W - 495458N 0062035W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495426N 0062033W - 495423N 0062152W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U102C SCILLY ISLES/ST MARY'S RWY 27 495513N 0061309W - 495441N 0061307W - 495438N 0061425W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495510N 0061428W - 495513N 0061309W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U102D SCILLY ISLES/ST MARY'S RWY 14 495647N 0062042W - 495709N 0062004W - 495629N 0061911W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495607N 0061949W - 495647N 0062042W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U102E SCILLY ISLES/ST MARY'S RWY 32 495248N 0061419W - 495227N 0061457W - 495307N 0061550W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495328N 0061512W - 495248N 0061419W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U103 NSA ABBEY WOOD 513039N 0023311W - 513039N 0023303W - 513035N 0023302W - 513032N 0023310W - 513024N 0023320W - 513017N 0023259W - 513007N 0023318W - 512956N 0023351W - 513004N 0023358W - 513020N 0023344W - 513039N 0023311W	Upper limit: 700 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA ABBEY WOOD. NSA ABBEY WOOD email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 247 FT AMSL
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR1U109 NSA NORTHWOOD 513714N 0002447W - 513720N 0002439W - 513719N 0002430W - 513717N 0002428W - 513705N 0002427W - 513700N 0002431W - 513703N 0002447W - 513706N 0002451W - 513714N 0002447W	Upper limit: 900 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA NORTHWOOD. NSA NORTHWOOD email: STRATCOM-RAR-site32@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 422 FT AMSL
EGR1U111 NSA SENNYBRIDGE 515711N 0033416W - 515712N 0033411W - 515708N 0033356W - 515659N 0033401W - 515644N 0033421W - 515642N 0033429W - 515644N 0033434W - 515652N 0033439W - 515656N 0033437W - 515711N 0033416W	Upper limit: 1100 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA SENNYBRIDGE. NSA SENNYBRIDGE email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 699 FT AMSL
EGR1U112 NSA ST ATHAN 512443N 0032704W - 512446N 0032653W - 512443N 0032505W - 512421N 0032500W - 512410N 0032546W - 512403N 0032652W - 512419N 0032716W - 512443N 0032704W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA ST ATHAN. NSA ST ATHAN email: UKStratCom-RAR-Site35@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 197 FT AMSL
EGR1U113 NSA RAF WELFORD 512821N 0012503W - 512901N 0012433W - 512845N 0012342W - 512754N 0012304W - 512728N 0012337W - 512729N 0012357W - 512821N 0012503W	Upper limit: 1000 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA RAF WELFORD. NSA RAF WELFORD email: usafe-uk.a3@us.af.mil Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 593 FT AMSL
EGR1U114A LAND'S END A circle, 2 NM radius, centred at 500610N 0054014W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR1U114G LAND'S END RWY 29 500516N 0053607W - 500446N 0053627W - 500505N 0053737W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500535N 0053716W - 500516N 0053607W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U114H LAND'S END RWY 16 500843N 0054216W - 500855N 0054130W - 500806N 0054059W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500754N 0054146W - 500843N 0054216W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U114J LAND'S END RWY 34 500334N 0053810W - 500322N 0053857W - 500413N 0053929W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500425N 0053842W - 500334N 0053810W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U115A PENZANCE A circle, 2 NM radius, centred at 500749N 0053050W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2
EGR1U115B PENZANCE RWY 08 500706N 0053454W - 500738N 0053503W - 500745N 0053357W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500749N 0053050W to 500713N 0053348W - 500706N 0053454W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2
EGR1U115C PENZANCE RWY 26 500833N 0052646W - 500801N 0052637W - 500754N 0052744W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500749N 0053050W to 500826N 0052752W - 500833N 0052646W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR1U116F PREDANNACK RWY 13 500131N 0051744W - 500157N 0051713W - 500127N 0051613W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 500100N 0051641W - 500131N 0051744W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U116G PREDANNACK RWY 31 495826N 0051006W - 495800N 0051037W - 495837N 0051152W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 495902N 0051119W - 495826N 0051006W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U116H PREDANNACK RWY 18 500307N 0051420W - 500308N 0051330W - 500206N 0051328W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 500206N 0051419W - 500307N 0051420W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U116J PREDANNACK RWY 36 495707N 0051321W - 495706N 0051411W - 495808N 0051413W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 495809N 0051322W - 495707N 0051321W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U117A NEWQUAY A circle, 2.5 NM radius, centred at 502627N 0045943W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U117B NEWQUAY RWY 12 502758N 0050435W - 502825N 0050409W - 502756N 0050252W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 502627N 0045943W to 502728N 0050317W - 502758N 0050435W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR1U119B DUNKESWELL RWY 04 504912N 0031650W - 504933N 0031729W - 505017N 0031628W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505136N 0031405W to 504956N 0031549W - 504912N 0031650W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U119C DUNKESWELL RWY 22 505400N 0031120W - 505339N 0031042W - 505255N 0031142W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505136N 0031405W to 505316N 0031221W - 505400N 0031120W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U120A MERRYFIELD A circle, 2.5 NM radius, centred at 505747N 0025620W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U120B MERRYFIELD RWY 03 505506N 0025754W - 505519N 0025840W - 505540N 0025825W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 505526N 0025739W - 505506N 0025754W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U120C MERRYFIELD RWY 21 510051N 0025444W - 510038N 0025357W - 505958N 0025425W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 510011N 0025512W - 510051N 0025444W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U120D MERRYFIELD RWY 09 505714N 0030118W - 505746N 0030122W - 505750N 0030017W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 505718N 0030012W - 505714N 0030118W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR1U121C YEOVIL/WESTLAND RWY 27 505635N 0023449W - 505602N 0023450W - 505604N 0023625W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505624N 0023932W to 505636N 0023623W - 505635N 0023449W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U122A COMPTON ABBAS A circle, 2 NM radius, centred at 505802N 0020913W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U122B COMPTON ABBAS RWY 08 505708N 0021337W - 505739N 0021349W - 505752N 0021222W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505802N 0020913W to 505720N 0021211W - 505708N 0021337W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U122C COMPTON ABBAS RWY 26 505857N 0020449W - 505825N 0020438W - 505813N 0020604W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505802N 0020913W to 505844N 0020615W - 505857N 0020449W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U123A BOURNEMOUTH A circle, 2.5 NM radius, centred at 504648N 0015033W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U123B BOURNEMOUTH RWY 08 504546N 0015508W - 504617N 0015521W - 504626N 0015427W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 504648N 0015033W to 504555N 0015414W - 504546N 0015508W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR1U125B LEE-ON-SOLENT RWY 05 504641N 0011523W - 504704N 0011559W - 504744N 0011455W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504721N 0011419W - 504641N 0011523W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U125C LEE-ON-SOLENT RWY 23 505115N 0010919W - 505052N 0010843W - 504947N 0011027W - 505017N 0011052W - 505115N 0010919W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U126 FLEETLANDS 504810N 0010929W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505007N 0011010W to 505054N 0011304W thence clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 505049N 0011117W - 504824N 0010921W thence clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504810N 0010929W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details, see UK MIL AIP, Part 3 - Heliports, Section AD 3.2
EGR1U127A CHICHESTER/GOODWOOD A circle, 2 NM radius, centred at 505134N 0004533W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U127B CHICHESTER/GOODWOOD RWY 06 504950N 0004906W - 505017N 0004934W - 505045N 0004826W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505018N 0004800W - 504950N 0004906W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR1U127G CHICHESTER/GOODWOOD RWY 32 504930N 0004212W - 504909N 0004250W - 504953N 0004350W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505014N 0004312W - 504930N 0004212W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U128A SHOREHAM A circle, 2 NM radius, centred at 505008N 0001750W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U128B SHOREHAM RWY 02 504721N 0001907W - 504733N 0001954W - 504824N 0001923W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 504812N 0001836W - 504721N 0001907W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U128C SHOREHAM RWY 20 505257N 0001632W - 505245N 0001544W - 505153N 0001617W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 505204N 0001705W - 505257N 0001632W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U128D SHOREHAM RWY 02G 504726N 0001901W - 504737N 0001949W - 504823N 0001920W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 504811N 0001833W - 504726N 0001901W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U128E SHOREHAM RWY 20G 505257N 0001630W - 505245N 0001542W - 505152N 0001615W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 505204N 0001703W - 505257N 0001630W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGR1U129B LYDD RWY 03 505437N 0005403E - 505454N 0005320E - 505551N 0005418E thence anti-clockwise by the arc of a circle radius 2 NM centred on 505722N 0005621E to 505534N 0005501E - 505437N 0005403E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U129C LYDD RWY 21 510007N 0005838E - 505949N 0005921E - 505853N 0005824E thence anti-clockwise by the arc of a circle radius 2 NM centred on 505722N 0005621E to 505911N 0005741E - 510007N 0005838E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U130 HMP CHANNINGS WOOD 503110N 0033918W - 503108N 0033842W - 503054N 0033836W - 503029N 0033847W - 503022N 0033920W - 503034N 0033946W - 503049N 0033947W - 503110N 0033918W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 291 FT AMSL
EGR1U131 HMP DARTMOOR 503318N 0035946W - 503312N 0035925W - 503259N 0035917W - 503247N 0035924W - 503235N 0035957W - 503308N 0040020W - 503318N 0035946W	Upper limit: 1900 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 1403 FT AMSL
EGR1U132 HMP EXETER 504400N 0033157W - 504357N 0033136W - 504332N 0033124W - 504325N 0033218W - 504352N 0033230W - 504400N 0033157W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 184 FT AMSL
EGR1U133 HMP GUYS MARSH 505925N 0021325W - 505928N 0021252W - 505901N 0021229W - 505842N 0021316W - 505909N 0021348W - 505925N 0021325W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 346 FT AMSL
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR1U138B CULDROSE RWY 06 500339N 0051921W - 500408N 0051944W - 500423N 0051857W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500353N 0051837W - 500339N 0051921W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U138C CULDROSE RWY 24 500650N 0051129W - 500621N 0051106W - 500609N 0051142W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500637N 0051208W - 500650N 0051129W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U138D CULDROSE RWY 11 500607N 0051959W - 500637N 0051939W - 500620N 0051838W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500550N 0051858W - 500607N 0051959W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U138E CULDROSE RWY 29 500408N 0051031W - 500338N 0051050W - 500355N 0051151W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500424N 0051132W - 500408N 0051031W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U138F CULDROSE RWY 18 500805N 0051538W - 500806N 0051448W - 500736N 0051447W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500737N 0051537W - 500805N 0051538W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR1U138G CULDROSE RWY 36 500209N 0051433W - 500208N 0051524W - 500238N 0051525W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500240N 0051435W - 500209N 0051433W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U002C WELSHPOOL RWY 22 524016N 0030650W - 523957N 0030606W - 523911N 0030658W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523743N 0030912W to 523930N 0030742W - 524016N 0030650W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U003A SHOBDON A circle, 2 NM radius, centred at 521430N 0025252W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U003B SHOBDON RWY 08 521352N 0025732W - 521424N 0025739W - 521431N 0025607W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521430N 0025252W to 521359N 0025600W - 521352N 0025732W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U003C SHOBDON RWY 26 521508N 0024813W - 521436N 0024806W - 521429N 0024937W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521430N 0025252W to 521501N 0024943W - 521508N 0024813W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U004A SLEAP A circle, 2 NM radius, centred at 525002N 0024618W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U004B SLEAP RWY 05 524748N 0024923W - 524811N 0025001W - 524850N 0024856W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525002N 0024618W to 524827N 0024818W - 524748N 0024923W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U005C SHAWBURY RWY 23 525011N 0023655W - 524949N 0023617W - 524858N 0023740W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524919N 0023821W - 525011N 0023655W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U005D SHAWBURY RWY 18 525048N 0024032W - 525048N 0023939W - 524936N 0023938W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524936N 0024032W - 525048N 0024032W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U005E SHAWBURY RWY 36 524426N 0023937W - 524426N 0024031W - 524538N 0024031W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524538N 0023938W - 524426N 0023937W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U006A TERNHILL A circle, 2 NM radius, centred at 525223N 0023156W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U006B TERNHILL RWY 04 525004N 0023450W - 525026N 0023529W - 525107N 0023428W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525045N 0023348W - 525004N 0023450W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U006C TERNHILL RWY 22 525443N 0022902W - 525421N 0022822W - 525340N 0022924W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525402N 0023003W - 525443N 0022902W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U007B COSFORD RWY 06 523637N 0022215W - 523704N 0022243W - 523737N 0022118W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523709N 0022050W - 523637N 0022215W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U007C COSFORD RWY 24 524015N 0021423W - 523947N 0021355W - 523915N 0021519W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523943N 0021547W - 524015N 0021423W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U007D COSFORD RWY 06L 523639N 0022217W - 523707N 0022245W - 523739N 0022120W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523711N 0022053W - 523639N 0022217W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U007E COSFORD RWY 24R 524016N 0021428W - 523948N 0021359W - 523917N 0021521W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523944N 0021550W - 524016N 0021428W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U008A WOLVERHAMPTON/ HALFPENNY GREEN A circle, 2 NM radius, centred at 523103N 0021534W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U008B WOLVERHAMPTON/ HALFPENNY GREEN RWY 04 522840N 0021816W - 522859N 0021859W - 522945N 0021803W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 522923N 0021724W - 522840N 0021816W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U008G WOLVERHAMPTON/ HALFPENNY GREEN RWY 28 523056N 0021055W - 523024N 0021101W - 523030N 0021225W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 523102N 0021218W - 523056N 0021055W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGR2U009A TATENHILL A circle, 2 NM radius, centred at 524851N 0014553W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U009B TATENHILL RWY 08 524744N 0015032W - 524815N 0015047W - 524833N 0014908W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524851N 0014553W to 524802N 0014853W - 524744N 0015032W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U009C TATENHILL RWY 26 524957N 0014114W - 524926N 0014059W - 524908N 0014237W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524851N 0014553W to 524939N 0014252W - 524957N 0014114W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U010A BIRMINGHAM A circle, 2.5 NM radius, centred at 522722N 0014502W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U010B BIRMINGHAM RWY 15 522953N 0014822W - 523011N 0014738W - 522934N 0014657W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522722N 0014502W to 522916N 0014741W - 522953N 0014822W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U011E DERBY RWY 28 525131N 0013225W - 525059N 0013233W - 525106N 0013351W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525138N 0013345W - 525131N 0013225W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U011F DERBY RWY 17 525422N 0013812W - 525427N 0013720W - 525335N 0013706W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525330N 0013759W - 525422N 0013812W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U011G DERBY RWY 35 524849N 0013554W - 524844N 0013647W - 524935N 0013700W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 524940N 0013607W - 524849N 0013554W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U012A WELLESBOURNE MOUNTFORD A circle, 2 NM radius, centred at 521132N 0013652W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U012B WELLESBOURNE MOUNTFORD RWY 05 520909N 0013952W - 520932N 0014029W - 521014N 0013920W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521132N 0013652W to 520952N 0013840W - 520909N 0013952W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U012C WELLESBOURNE MOUNTFORD RWY 23 521332N 0013352W - 521309N 0013315W - 521237N 0013408W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521132N 0013652W to 521302N 0013443W - 521332N 0013352W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
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 10 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 28 522111N 0003446E - 522040N 0003434E - 522053N 0003302E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522143N 0002911E to 522124N 0003314E - 522111N 0003446E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U028A MARHAM A circle, 2.5 NM radius, centred at 523854N 0003302E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U028B MARHAM RWY 01 523538N 0003307E - 523543N 0003215E - 523626N 0003225E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523854N 0003302E to 523625N 0003319E - 523538N 0003307E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U028C MARHAM RWY 19 524200N 0003348E - 524156N 0003441E - 524114N 0003430E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523854N 0003302E to 524122N 0003339E - 524200N 0003348E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U028D MARHAM RWY 05 523643N 0002837E - 523710N 0002807E - 523743N 0002925E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523854N 0003302E to 523716N 0002956E - 523643N 0002837E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U028E MARHAM RWY 23 524104N 0003727E - 524038N 0003757E - 524005N 0003639E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523854N 0003302E to 524032N 0003609E - 524104N 0003727E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U029A LAKENHEATH A circle, 2.5 NM radius, centred at 522434N 0003340E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
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 ALTCOURSE 532802N 0025617W - 532801N 0025600W - 532751N 0025537W - 532734N 0025532W - 532725N 0025547W - 532726N 0025636W - 532740N 0025641W - 532753N 0025641W - 532802N 0025617W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 86 FT AMSL
EGR3U026 HMP ASKHAM GRANGE 535551N 0011124W - 535552N 0011041W - 535537N 0011031W - 535520N 0011046W - 535516N 0011105W - 535520N 0011123W - 535539N 0011137W - 535551N 0011124W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 104 FT AMSL
EGR3U027 HMP BERWYN 530233N 0025539W - 530210N 0025453W - 530137N 0025537W - 530159N 0025625W - 530233N 0025539W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 118 FT AMSL
EGR3U028 HMP BUCKLEY HALL 533825N 0020916W - 533826N 0020823W - 533805N 0020814W - 533754N 0020816W - 533744N 0020841W - 533758N 0020909W - 533825N 0020916W	Upper limit: 1000 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 585 FT AMSL
EGR3U029 HMP DONCASTER 533154N 0010840W - 533130N 0010807W - 533104N 0010843W - 533126N 0010928W - 533154N 0010840W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 55 FT AMSL
EGR3U030 HMP FOREST BANK 533113N 0021811W - 533102N 0021732W - 533047N 0021730W - 533029N 0021808W - 533056N 0021847W - 533113N 0021811W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 128 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

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).

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

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Chart compiled and drawn by NATS
AERO INFO DATE 28 AUG 26

UK ATS AIRSPACE CLASSIFICATIONS

CAA Aviation Authority

	A	C	D	E	G
IFR ATC SEPARATION PROVIDED	IFR ⟷ IFR	IFR ⟷ IFR, VFR ⟷ IFR‡	IFR ⟷ IFR, IFR ⟷ VFR‡	IFR ⟷ IFR	UK FLIGHT INFORMATION SERVICES
IFR TRAFFIC INFORMATION PROVIDED		IFR ⟷ ATC, VFR Air traffic avoidance advice O/R.	IFR ⟷ ATC, VFR Air traffic avoidance advice O/R.	IFR ⟷ ATC, VFR (when practicable)	Procedural, Deconfliction Traffic, Basic
IFR SPEED LIMITATION	Not applicable (unless notified for ATC purposes)	Not applicable (unless notified for ATC purposes)	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS
IFR RADIO					Not required
IFR ATC CLEARANCE REQUIRED?	YES	YES	YES	YES	NO
VFR ATC SEPARATION PROVIDED	VFR FLIGHT NOT PERMITTED	VFR ⟷ IFR, VFR ⟷ IFR‡	‡VFR ⟷ IFR, ‡VFR ⟷ IFR	UK FLIGHT INFORMATION SERVICES	UK FLIGHT INFORMATION SERVICES
VFR TRAFFIC INFORMATION PROVIDED		VFR ⟷ ATC, VFR	VFR ⟷ ATC, VFR	Traffic, Basic	Traffic, Basic
VFR VMC MINIMA	The VMC minima in Class A airspace are the same as those in Class C and do not imply acceptance of VFR flights in Class A airspace.		OR†		
VFR SPEED LIMITATION	VFR FLIGHT NOT PERMITTED	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS
VFR RADIO				Not required	Not required
VFR ATC CLEARANCE REQUIRED?		YES	YES	NO	NO

250 KIAS Not applicable to military aircraft

* Aircraft (including helicopters) may fly at or below 3000FT AMSL, or 1000FT above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and a flight visibility of at least 1500metres.
† Aircraft may fly at or below 3000FT AMSL, or 1000ft above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and: for aircraft other than helicopters, with a flight visibility of at least 5KM; for helicopters, with a flight visibility of at least 1500metres.
‡ SVFR in CTR only.

Note 1 PORTSMOUTH CTA-6:
During the notified hours of operation of SOLENT CTA the base changes to 5500ft ALT.

Note 2 PORTSMOUTH CTA-11, CTA-15, CTA-16:
Open daily 0830-0930 (0845-0830) and 1730-2130 (1630-2030).

Note 3 PORTSMOUTH CTA-17, CTA 18:
Open daily 0830-0930 (0845-0830) and 1730-2130 (1630-2030).
During the notified hours of operation of SOLENT CTA the base changes to 5500ft ALT.

Note 4 SOLENT CTA:
Mon-Sat 0930-2200 (0530-2100); Sun 0730-2230 (0630-2130).

Note 5 BERRY HEAD CTA-2, CTA-6:
Fri 1600 (1500) - Mon 0745 (0645).

Note 6 PEPZE CTA 2:
Daily between 2000-0700 (1900-0800).
Usage only as directed by ATC.

Note 7 HOLYHEAD CTA 7, HOLYHEAD CTA 16, STRANGFORD CTA 1, 5, & 6:
When the Isle of Man CTR/CTA is active, the upper limit of this CTA will be lower limit of the portions of these CTAs coincident with the ISLE OF MAN CTR/CTA will be FL105.

Note 8 BORDERS CTA 8, YORKSHIRE CTA 15, CTA 16:
Daily from 2000-0700 (1900-0800).

Note 9 BORDERS CTA 4:
Part or all of this airspace may not be available when activity associated with D510, Spadeadam requires access to the area. Non-availability of airspace will be notified to GAT by Scottish ACC.

Note 10 BORDERS CTA 5:
Part or all of this CTA may not be available when the Ministry of Defence (MoD) requires access to the area. Non availability of airspace will be notified to GAT by Scottish ACC.

Note 11 TAY CTA 3, CTA 4, CTA 5:
Sat 0901 - Sun 2359.
Use is by prior clearance of SERA.6001(a) Classification of Airspace in accordance with the conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and Scottish Control (Prestwick).

Note 12 TAY CTA 19, CTA 11, CTA 12, CTA 13, BORDERS, CTA 12, CTA 13, CTA 14:
Conditional CTA - Its availability as specified by NOTAM when required for MOD access or by activation of EGD016Z.

Note 13 CHANNEL ISLANDS CTR, CTA-1 & TMA Outside hours of Jersey ATC:
Within London FIR - Receipt to Class G.
Within Brest FIR: - Airspace adopts the classification appropriate to Airway or uncontrolled airspace designation, as appropriate, as detailed in the France AIP.

Note 14 COTSWOLD CTA 15, CTA 16, CTA 17, CTA 18:
Flexible use of airspace.
Class G between hours 1700-0900 (1600-0800) Monday-Thursday
Class G 1700 (1600) Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G

COTSWOLD CTA 15, CTA 16, CTA 18:
Access restrictions may apply during NOTAM activation of EGD218.

Note 15 BIRMINGHAM CTA 10:
Flexible use of airspace.
Class G between hours 1700-0900 (1600-0800) Monday-Thursday
Class G 1700 (1600) Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G.

Note 16 EAST MIDLANDS CTA 14:
Only available between 0001-0600 (2301-0500).
Outside the published hours of service the airspace reverts to Class G.

Note 17 MORAY CTA 12, CTA 13:
Activation of the airspace will be during notified activation of EGD715/EGD717Z for Exercise Joint Warrior and other large military exercises as notified to facilitate access to the ATS Route N560

Note 18 MORAY CTA 16:
During notified hours of operation of the Dumbungh CTA/CTR the lower limit of MORAY CTA 16 changes to FL100.

Note 19 SCOTTISH TMA 1, 2, 3, 4, 5 TMZ:
Use of the airspace within Scottish TMA 1, 2, 3, 4, 5 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory.

CHANGE (12/26): ABERDEEN CTA 3 REVISED. ABERDEEN CTA 4 ADDED.

ENR 6-7

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

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AERO INFO DATE 20 JUL 26

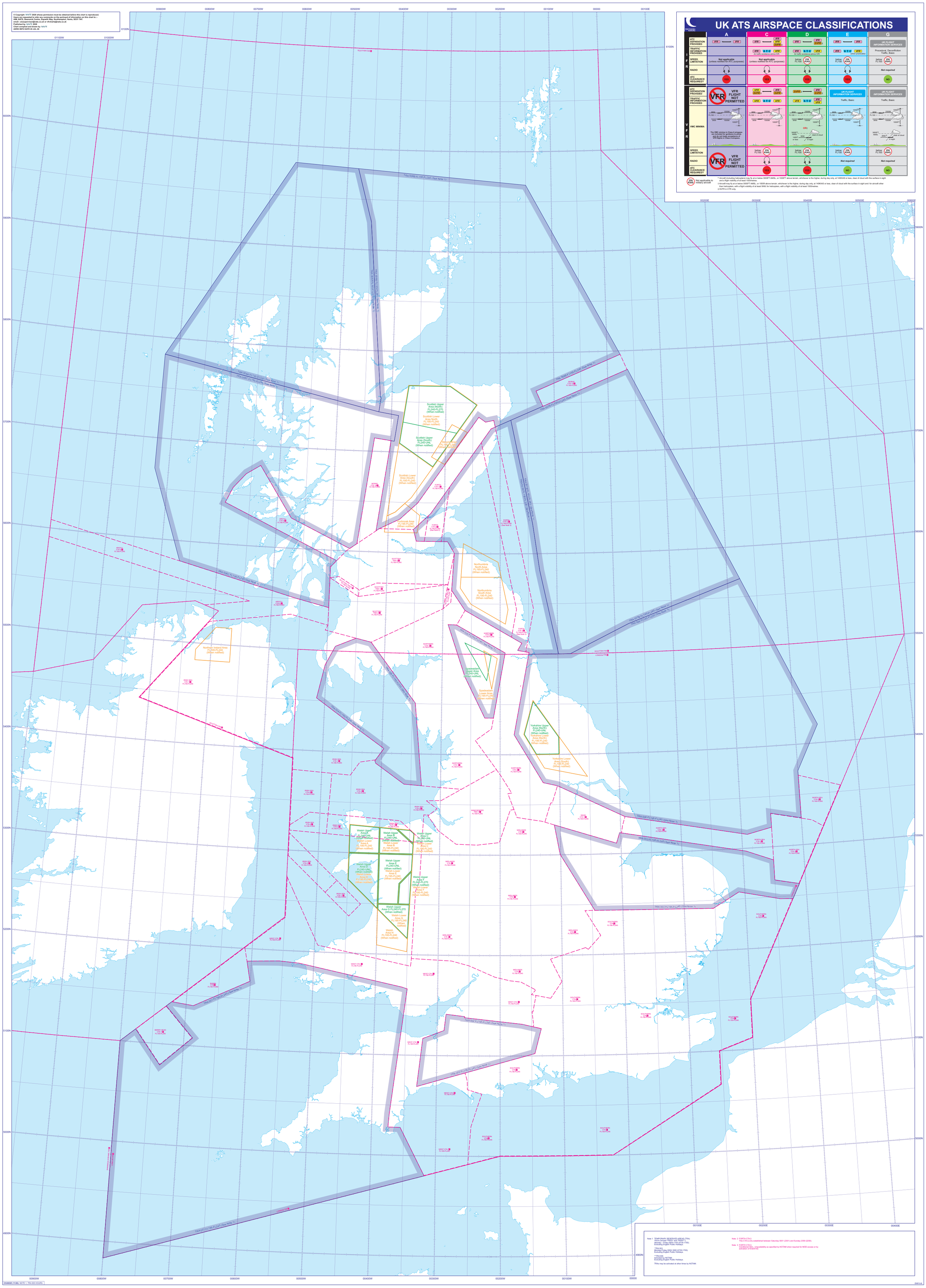
UK ATS AIRSPACE CLASSIFICATIONS

Civil Aviation Authority

		A	C	D	E	G
IFR	ATC SEPARATION PROVIDED	IFR — IFR	IFR — IFR; VFR — SVFR‡	IFR — IFR; SVFR‡ — IFR	IFR — IFR	UK FLIGHT INFORMATION SERVICES
IFR	TRAFFIC INFORMATION PROVIDED		IFR ATC VFR (Air traffic avoidance advice O/R)	IFR ATC VFR (Air traffic avoidance advice O/R)	IFR ATC VFR (when practicable)	Procedural, Deconfliction Traffic, Basic
IFR	SPEED LIMITATION	Not applicable (unless notified for ATC purposes)	Not applicable (unless notified for ATC purposes)	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS
IFR	RADIO					Not required
IFR	ATC CLEARANCE REQUIRED?	YES	YES	YES	YES	NO
VFR	ATC SEPARATION PROVIDED	VFR FLIGHT NOT PERMITTED	VFR — SVFR‡; IFR — SVFR‡	SVFR‡ — IFR; IFR — SVFR‡	UK FLIGHT INFORMATION SERVICES	UK FLIGHT INFORMATION SERVICES
VFR	TRAFFIC INFORMATION PROVIDED		VFR ATC VFR	VFR ATC IFR; VFR	Traffic, Basic	Traffic, Basic
VFR	VMC MINIMA	The VMC minima in Class A airspace are identical to those in Class C and do not imply acceptance of VFR flights in Class A airspace.	8KM FL100 1500M 5KM 1500M 1000FT	8KM FL100 1500M 5KM 1500M 1000FT OR† 3000FT AMSL 5KM 140KT or less clear of cloud in sight	8KM FL100 1500M 5KM 1500M 1000FT	8KM FL100 1500M 5KM 1500M 1000FT 3000FT AMSL 5KM clear of cloud in sight
VFR	SPEED LIMITATION	VFR FLIGHT NOT PERMITTED	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS
VFR	RADIO				Not required	Not required
VFR	ATC CLEARANCE REQUIRED?		YES	YES	NO	NO

250 KIAS Not applicable to military aircraft

* Aircraft (including helicopters) may fly at or below 3000FT AMSL, or 1000FT above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and a flight visibility of at least 1500metres.
† Aircraft may fly at or below 3000FT AMSL, or 1000ft above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and for aircraft other than helicopters, with a flight visibility of at least 5KM; for helicopters, with a flight visibility of at least 1500metres.
‡ SVFR in CTR only.


00900W
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00200W
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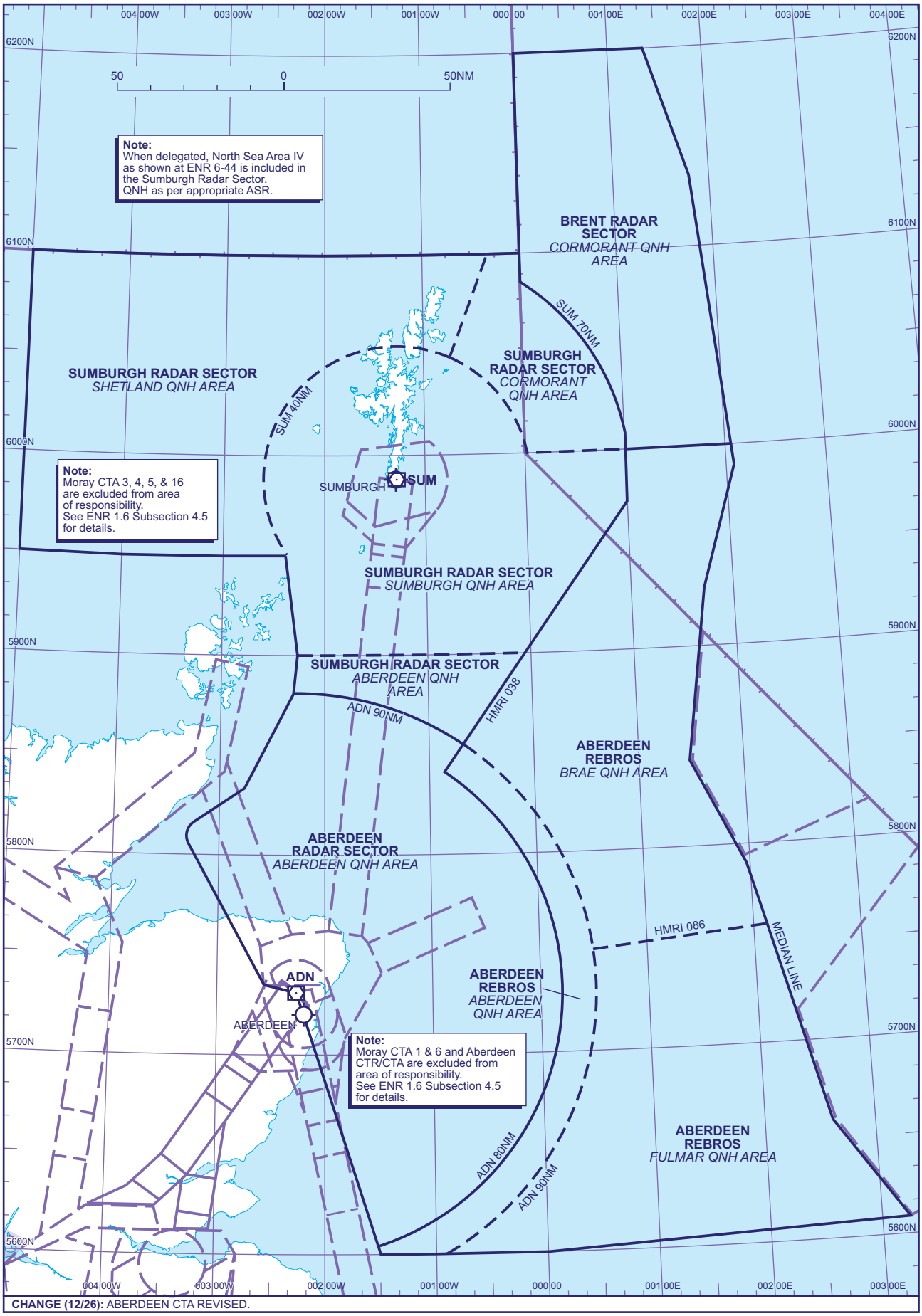
00400E
6100N
6000N
5900N
5800N
5700N
5600N
5500N
5400N
5300N
5200N
5100N
5000N
4900N
TRA 008A FL195-FL245 (See Note 1)
TRA 008B FL195-FL245 (See Note 1)
TRA 008C FL195-FL245 (See Note 1)
TRA 008D FL195-FL245 (See Note 1)
TRA 008E FL195-FL245 (See Note 1)
TRA 008F FL195-FL245 (See Note 1)
TRA 008G FL195-FL245 (See Note 1)
TRA 008H FL195-FL245 (See Note 1)
TRA 008J FL195-FL245 (See Note 1)
TRA 008K FL195-FL245 (See Note 1)
TRA 008L FL195-FL245 (See Note 1)
TRA 008M FL195-FL245 (See Note 1)
TRA 007 FL195-FL245 (See Note 1)
TRA 006 FL195-FL245 (See Note 1)
TRA 005 FL195-FL245 (See Note 1)
TRA 004 FL195-FL245 (See Note 1)
TRA 003 FL195-FL245 (See Note 1)
TRA 002 FL195-FL245 (See Note 1)
TRA 001 FL195-FL245 (See Note 1)
Scottish Upper Area (North) FL240-FL270 (When notified)
Scottish Lower Area North FL195-FL240 (When notified)
Scottish Upper Area (South) FL240-UNL (When notified)
Scottish Lower Area (South) FL195-FL240 (When notified)
Northern Ireland Area FL195-FL240 (When notified)
Northumbria North Area FL195-FL240 (When notified)
Northumbria South Area FL195-FL240 (When notified)
Spadeadam Upper Area FL240-UNL (When notified)
Spadeadam Lower Area FL195-FL240 (When notified)
Yorkshire Upper Area (North) FL240-UNL (When notified)
Yorkshire Lower Area (South) FL195-FL240 (When notified)
Welsh Upper Area A FL240-UNL (When notified)
Welsh Upper Area B FL240-UNL (When notified)
Welsh Upper Area C FL240-UNL (When notified)
Welsh Upper Area D FL240-UNL (When notified)
Welsh Upper Area E FL240-UNL (When notified)
Welsh Upper Area F FL240-FL270 (When notified)
Welsh Upper Area G FL240-FL270 (When notified)
Welsh Lower Area A FL195-FL240 (When notified)
Welsh Lower Area B FL195-FL240 (When notified)
Welsh Lower Area C FL195-FL245 (When notified)
Welsh Lower Area D FL195-FL240 (When notified)
Welsh Lower Area E FL195-FL240 (When notified)
Welsh Lower Area F FL195-FL240 (When notified)
Welsh Lower Area G FL195-FL240 (When notified)
Welsh Area H FL195-FL240 (When notified)
SCOTTISH FIR
LONDON FIR
SCOTTISH TMA 1 FL195-FL245
SCOTTISH TMA 2 FL195-FL245
SCOTTISH TMA 3 FL195-FL245
ARGYLL CTA 1 FL195-FL245
ARGYLL CTA 2 FL195-FL245
ARGYLL CTA 3 FL195-FL245
MORAY CTA 1 FL195-FL245
MORAY CTA 2 FL195-FL245
FORTH CTA 1 FL195-FL245
FORTH CTA 2 FL195-FL245 (See Note 2)
FORTH CTA 3 FL195-FL245 (See Note 3)
NORTHERN CTA 1 FL195-FL245
NORTHERN CTA 2 FL195-FL245
IRISH SEA CTA 1 FL195-FL245
IRISH SEA CTA 2 FL195-FL245
IRISH SEA CTA 3 FL195-FL245
IRISH SEA CTA 4 FL195-FL245
IRISH SEA CTA 5 FL195-FL245
IRISH SEA CTA 6 FL195-FL245
IRISH SEA CTA 7 FL195-FL245
IRISH SEA CTA 8 FL195-FL245
IRISH SEA CTA 9 FL195-FL245
MARGATE MATZ FL195-FL245
MIDLANDS CTA FL195-FL245
NORTH SEA CTA 1 FL195-FL245
NORTH SEA CTA 2 FL195-FL245
WELSH CTA FL195-FL245
SOUTHERN CTA FL195-FL245
WEST CTA FL195-FL245
WEST CTA 1 FL195-FL245
WEST CTA 2 FL195-FL245
WEST CTA 3 FL195-FL245
WEST CTA 4 FL195-FL245
WEST CTA 5 FL195-FL245
WEST CTA 6 FL195-FL245
WEST CTA 7 FL195-FL245
WEST CTA 8 FL195-FL245
WEST CTA 9 FL195-FL245
WEST CTA 10 FL195-FL245
WEST CTA

NORTHERN NORTH SEA - ABERDEEN ATSU OFFSHORE AREAS OF RESPONSIBILITY AND QNH USED

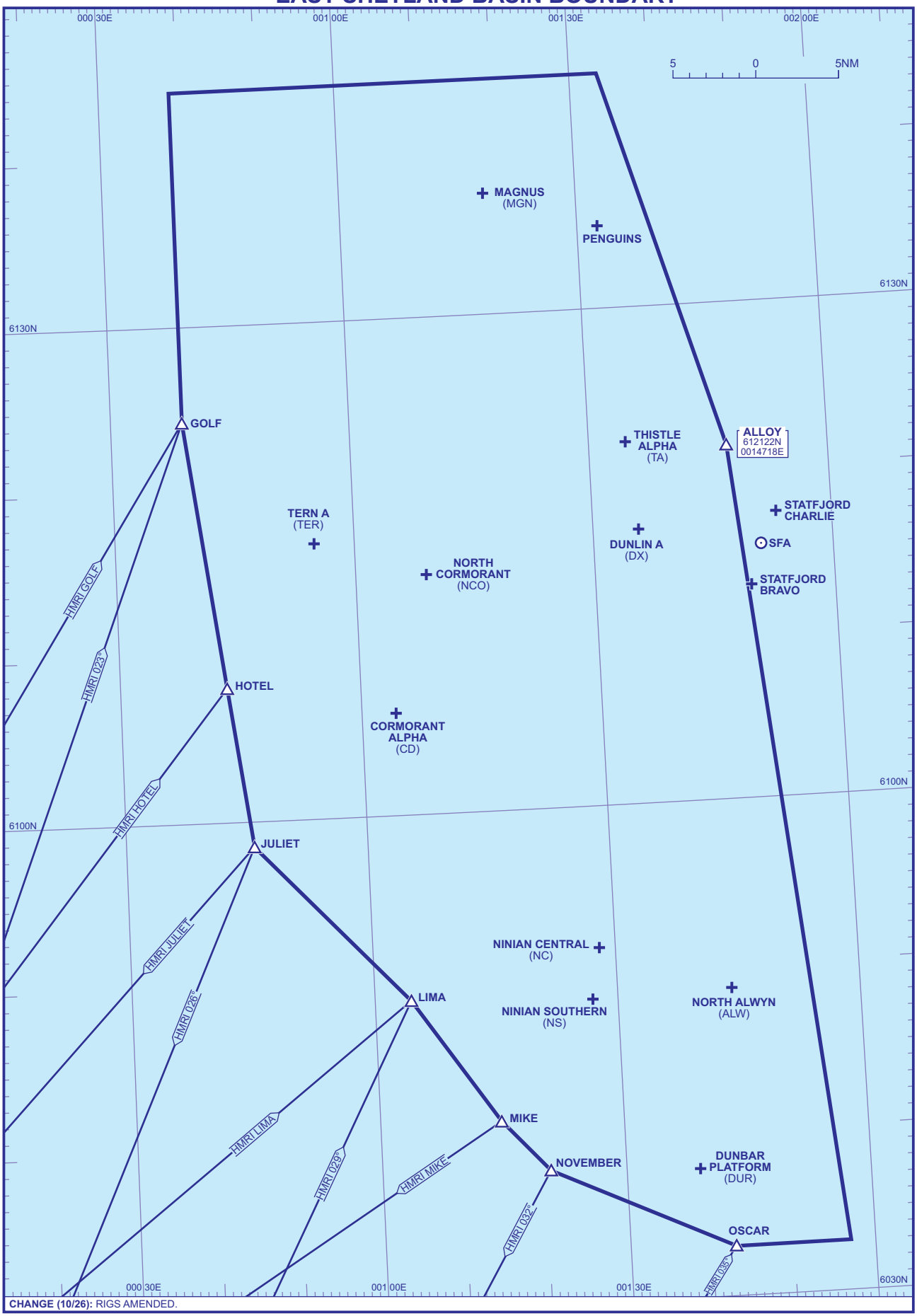


CHANGE (12/26): ABERDEEN CTA REVISED.

AERO INFO DATE 28 AUG 26

ENR 6-23

EAST SHETLAND BASIN BOUNDARY



CHANGE (10/26): RIGS AMENDED.

AERO INFO DATE 13 JUL 26

ENR 6-24

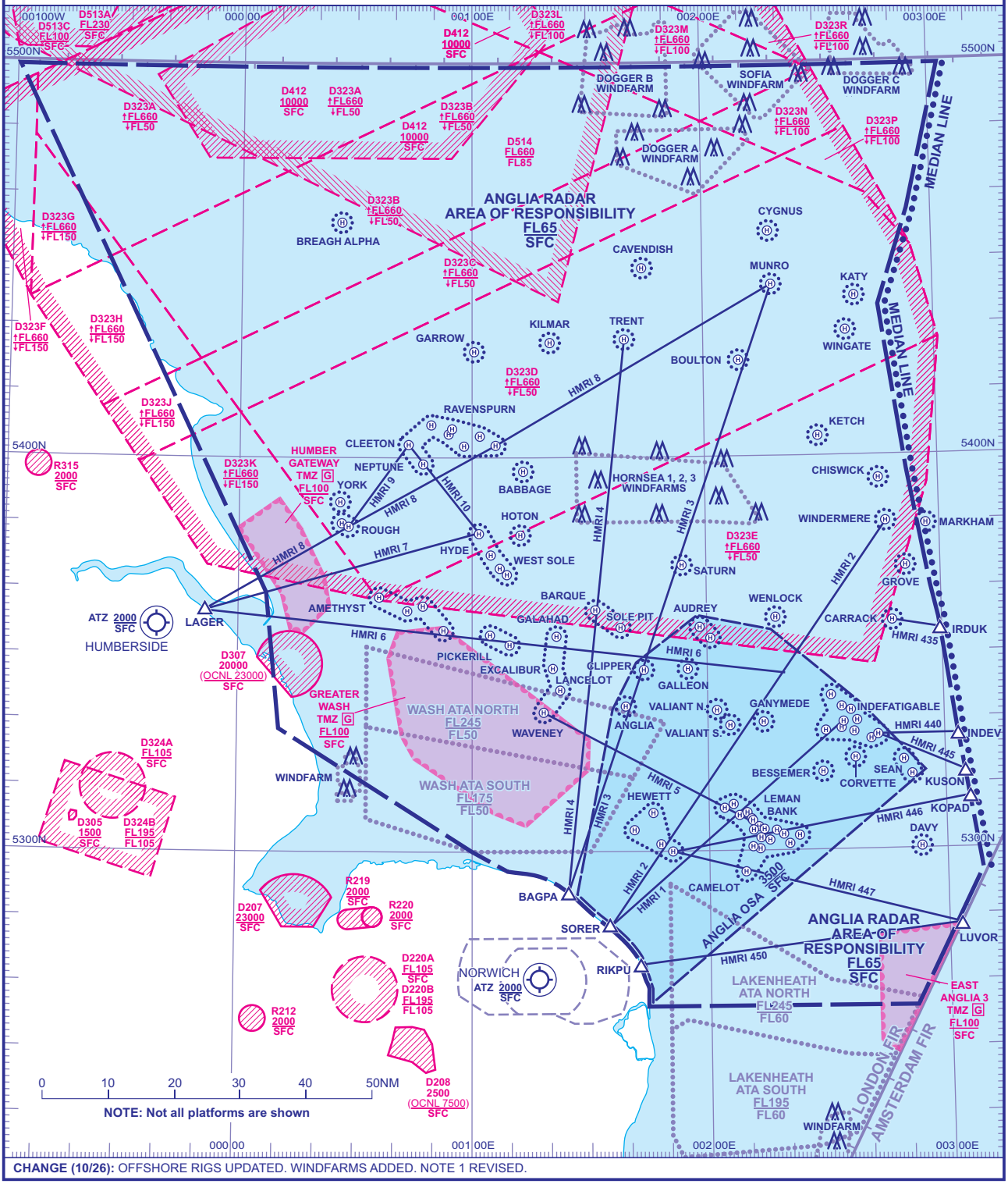
SOUTHERN NORTH SEA - ABERDEEN ATSU (ANGLIA RADAR) AREA OF RESPONSIBILITY AND ANGLIA OFFSHORE SAFETY AREA (OSA)

NOTES

1. Anglia Radar will not normally allocate cruising levels above FL040 in the Southern North Sea beneath EGD323D, EGD323E and EGD323K.
2. Helicopters will normally plan to fly at the following en-route altitudes:-

Outbound (land to sea)	Inbound (sea to land)
2000'ALT & 3000'ALT	1500'ALT & 2500'ALT

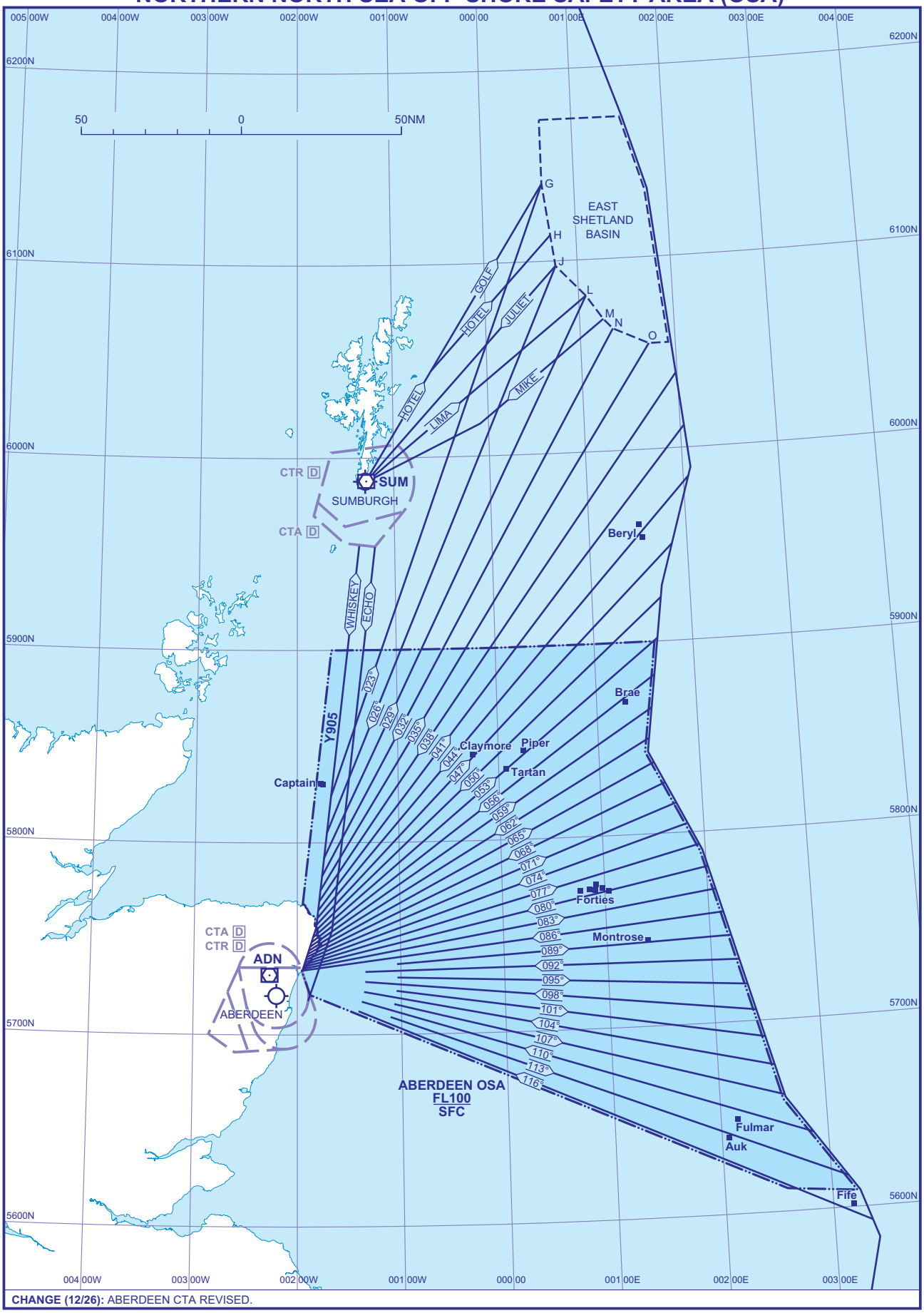
Above Transition Altitude (3000'ALT) aircraft should conform to Semi-circular Rule.



CHANGE (10/26): OFFSHORE RIGS UPDATED. WINDFARMS ADDED. NOTE 1 REVISED.

AERO INFO DATE 28 JUL 26

HELICOPTER MAIN ROUTING INDICATORS (HMRI) AND NORTHERN NORTH SEA OFF-SHORE SAFETY AREA (OSA)

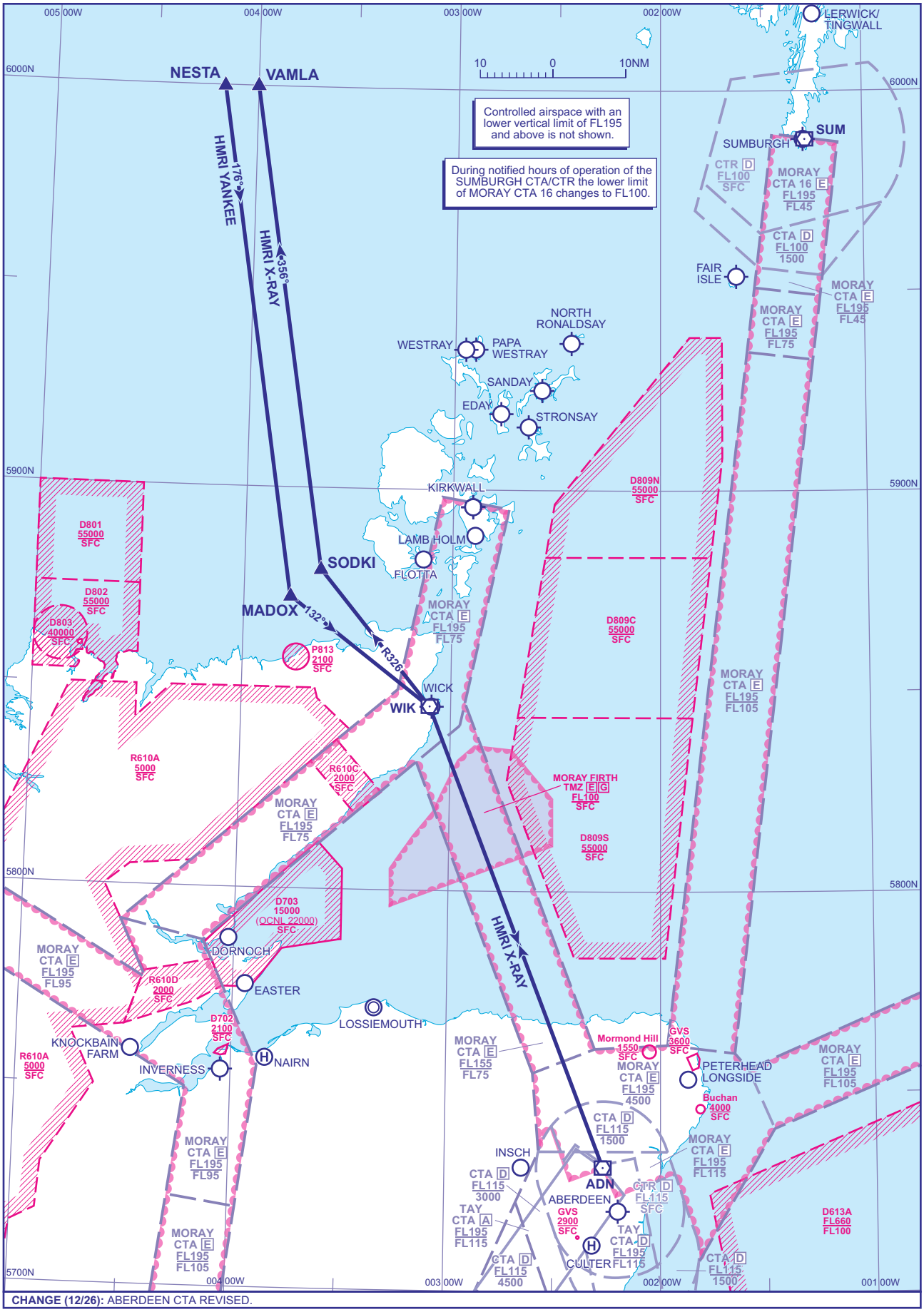


CHANGE (12/26): ABERDEEN CTA REVISED.

AERO INFO DATE 28 AUG 26

ENR 6-26

ABERDEEN - ATLANTIC RIM HMRI X-RAY/YANKEE

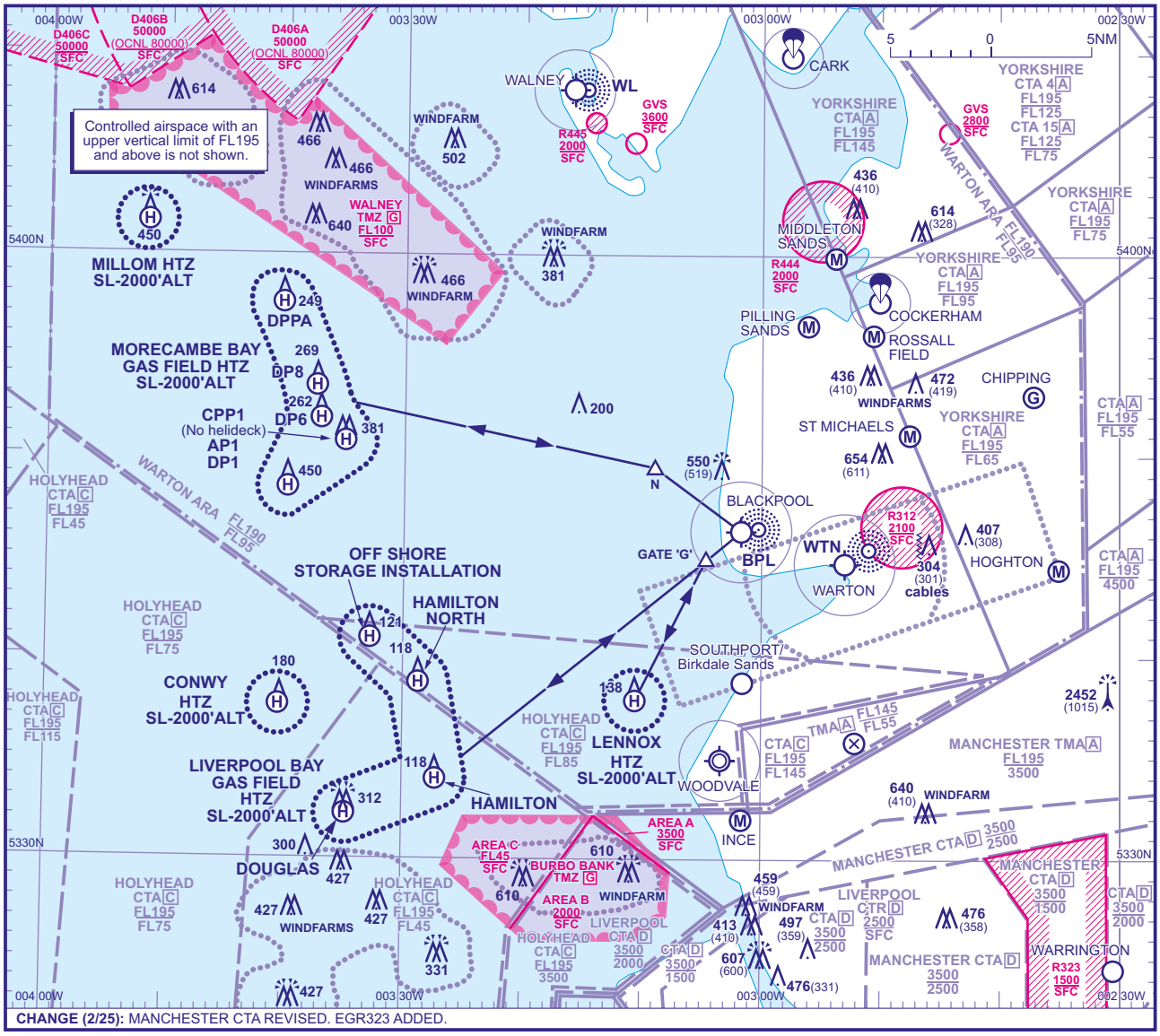


CHANGE (12/26): ABERDEEN CTA REVISED.

AERO INFO DATE 28 AUG 26

ENR 6-27

MORECAMBE BAY/LIVERPOOL BAY GAS FIELD HELICOPTER SUPPORT FLIGHTS



CHANGE (2/25): MANCHESTER CTA REVISED. EGR323 ADDED.

LOWER ATS ROUTES (North Sheet)

CHANGE (12/26): ABERDEEN CTA REVISED.

AERO INFO DATE 28 AUG 26

UPPER AIRSPACE CONTROL AREA, FREE ROUTE AIRSPACE (FRA) AND UPPER ATS ROUTES

AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA, ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA, ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA, ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA, ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

- Military Mandatory Radar Service Area (MRSA)
- North Sea Reduced Co-ordination Area (NS RCA)
- NPZ
- Upper ATS Routes
- Weekend or Conditional Routes
- Class A/C TMA/CTA/CTR
- Military Training Area (for details see ENR 5-2)
- Temporary reserved Areas (Gliding) (TRA(G))
- Cross Border Free Route
- FRA Boundary
- (A) FRA Arrival Connecting Point
- (D) FRA Departure Connecting Point
- (E) FRA Horizontal Entry Point
- (I) FRA Intermediate Point
- (X) FRA Horizontal Exit Point

Notes: Only Airspace at FL245 and above is shown.

*NDB HEN and NDB WOD are depicted as functioning NDBs, however the NDBs are not required for en-route navigational purposes.

CHANGE (10/26): LL6 EXTENDED BETWEEN DET-NEPNA-JUGSE.
AERO INFO DATE 16 JUL 26

AD 2 AERODROMES
EGPD — ABERDEEN/DYCE

EGPD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPD — ABERDEEN/DYCE

EGPD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 571209N Long: 0021153W
2	Direction and distance from city	5 NM NW of Aberdeen.
3	Elevation / Reference temperature / Mean Low Temperature	215 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	164 FT
5	Magnetic Variation / Annual Change	0.08°E (2027) / 0.21°E
6	AD Administration Address Telephone Telefax	ABERDEEN INTERNATIONAL AIRPORT LTD. Aberdeen International Airport, Dyce, Grampian, AB21 7DU. 01224-725060 (Aberdeen International Airport Ltd) 01224-723714 (NATS Ltd) 01224-727176 (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to ATC may be recorded.

EGPD AD 2.3 OPERATIONAL HOURS

1	AD Administration	0600-2230 (0500-2130). PPR outside of these hours.
2	Customs and immigration	Immigration: 0700-2300 (0600-2200). Customs: 0700-2300 (0600-2200). Outside of these hours see remarks.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	See AD 2.18.
8	Fuelling	Menzies: 0530-2300 (0430-2200) (AVTUR JET A-1). Signature: 0630-2130 (0530-2030) (AVGAS 100LL and AVTUR JET A-1). See Remarks.
9	Handling	See AD 2.4.
10	Security	-
11	De-icing	See AD 2.4.
12	Remarks	Aerodrome Operator: Delayed fixed-wing aircraft scheduled to operate 0600-2230 (0500-2130) must request extended opening by 2100 (2000). All other fixed-wing traffic must request extended opening with at least 24 hours notice. Fixed-wing aircraft operating between 2300-0600 (2200-0500) must be Quota Category 4 or below as defined in the Department for Transport, Noise Restrictions Notice for London Airports published bi-annually as a Supplement. Customs/Immigration: Prior arrangement required before 2100 (2000) for scheduled delayed flights (international flights and domestic flights carrying interlined international passengers and their effects). Nonscheduled flights require prior arrangement with a minimum of 24 hours notice. Fuelling: Menzies: Tel: 01224-394220; Tel: 01224-394221; Email: abz.ops@menziesaviation.com. Signature: Tel: 01224-723636; Email: abz@signatureaviation.com.

EGPD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with Swissport on 01224-770518.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	-
4	De-icing facilities	By arrangement with nominated handling agent.
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	All aircraft must have a handling agent appointed prior to arrival/departure. Handling agencies are: Primeflight: Tel: 01224-348517 or 07791-973108; E-mail: abzops@primeflight.com; SITA: ABZDHXH; Channel: 131.415 Signature: Tel: 01224-723636; Fax: 01224-725458; E-mail: abz@signatureaviation.com SITA: ABZECXH; Channel: 131.615 Operators must include Aberdeen Airport SITA address of ABZPA7X for all flights inbound to Aberdeen.

EGPD AD 2.5 PASSENGER FACILITIES

1	Hotels	Eight Hotels, 500 metres.
2	Restaurants	Restaurant and bar.
3	Transportation	Buses, taxis and car hire. Nearest railway station Dyce 2 NM.
4	Medical facilities	First aid treatment.
5	Bank and Post Office	Bureau de Change
6	Tourist Office	-
7	Remarks	-

EGPD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Category 8 available by arrangement.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Yes. Contact: 01224-725793 or 01224-725055.
4	Remarks	-

EGPD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Manoeuvring Area: Mechanical, Chemical de-icing. Apron Walkways: Chemical/granule de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from: Airside Operations; Tel: 01224-725055; ATC Tel: 01224-727160.

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt Stands 1-9 PCR: 470/R/B/W/U Stands 10-14 PCR: 485/R/C/W/U Stands 15-16 PCR: 165/R/C/W/U Stands 30-31 PCR: 170/F/C/W/U CHARLIE APRON Surface: Concrete and asphalt PCR 130/R/C/X/U ECHO APRON Surface: Concrete and asphalt PCR 165/R/C/W/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Asphalt PCR 50/R/C/X/U Taxiway CHARLIE: 15 M Surface: Asphalt PCR 170/F/C/X/U Taxiway DELTA: 22.5 M Surface: Concrete and asphalt PCR 485/R/C/W/U Taxiway ECHO: 15 M Surface: Asphalt PCR 140/F/C/X/U Taxiway MIKE: 23 M Surface: Concrete and asphalt PCR 470/R/B/W/U
3	Altimeter checkpoint location and elevation	Main Apron 204 FT Echo Apron 188 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway PCR values may be higher at some sections due to construction type. Any PCR queries should be directed to the Airside Operations Manager.

EGPD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1A, 7A, 10A, 10L, 10R, 30 and 31 available under marshaller guidance only. Stand Guidance System on all other stands as stated below. Parking guidance facilities to be used by the Commander: Stands 1-5 and 15-16: Safedock. Stands 6-9 and 10-14: AGNIS with stop arrow paint marking on ground. In some strong light conditions, pilots may experience glare on Safedock system (Stands 1-5, 15 and 16). If unable to correctly interpret stand guidance system, pilots must request marshalling assistance.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 16/34: Runway designation, runway threshold, runway edge lines and lights, runway/taxiway centreline, fixed distance, touchdown. Taxiway marking aid(s): Yellow centre-line paint marking. Taxiway light(s): Green centre-line on Taxiways Alpha, Charlie, Delta and Mike, blue edge lights and/or reflective markers on other taxiways.

3	Stop bars and runway guard lights (if any)	Red stop bars are located at holding points A4, C3, D2, E1, E2, E3, E4, E5, E6, E7, E8, E9, M1, M5, M7 and M9 and are in use at all times during the hours of ATC operation. No aircraft is to cross a red stop bar unless given a specific instruction to do so under escort from an Airside Operations vehicle.
4	Other runway protection measures	-
5	Remarks	Aircrews are to note that the Stand Entry Guidance is activated by Airline and Handling Agent staff as prescribed in CAP 642. Aircrew should not enter the stand unless the stand guidance is illuminated or if advised that it is unserviceable, under marshaller guidance only. An emergency stop sign has also been installed on all SEG equipped stands. When activated, an electronic red flashing 'STOP' warning sign is illuminated. Aircraft must not enter the stand under any circumstances until the sign has been switched off. Runway 05/23, Runway 14/32 and Runway 36 Helistrip designators and aiming point marked (Runway 23 only). Runway 36 paint markings extend beyond the North end of this runway. Three WDI: 571143.71N 0021124.09W (LGTD) - 571228.15N 0021222.45W (LGTD) - 571209.15N 0021211.76W (LGTD).

EGPD AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPD5506) 16/APPROACH 34/ TAKE-OFF	BG CHIMNEY	571302.52N 0021246.17W	262 FT	26 FT	No	-
(EGPD14320) 16/APPROACH 34/ TAKE-OFF	LLZ 34	571249.49N 0021222.22W	231 FT	8 FT	Yes Red	-
(EGPD14438) 16/APPROACH 34/ TAKE-OFF	NFM 34	571246.78N 0021221.43W	227 FT	5 FT	No	-
(EGPD14326) 32/APPROACH 14/ TAKE-OFF	GP MAST 34	571152.10N 0021132.95W	234 FT	34 FT	Yes Marked Red	-
(EGPD5957) 34/APPROACH 16/ TAKE-OFF	BEAM SENSOR 2	571130.97N 0021131.23W	242 FT	7 FT	No	-
(EGPD14439) 34/APPROACH 16/ TAKE-OFF	NFM 16	571127.47N 0021122.89W	238 FT	5 FT	No	-
(EGPD14318) 34/APPROACH 16/ TAKE-OFF	LLZ 16	571125.22N 0021120.03W	243 FT	11 FT	Yes Red	-
(EGPD13613) 34/APPROACH 16/ TAKE-OFF	TREE	571021.18N 0021012.55W	400 FT	72 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPD13251)	HV PYLON	571607.84N 0020913.11W	649 FT	152 FT	No	-
(EGPD13466)	MAST	571020.91N 0021423.98W	1028 FT	163 FT	Yes Red	-
(EGPD13684)	MAST	570948.32N 0020857.30W	642 FT	217 FT	Yes Flashing Red	-

EGPD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 24 hours.

4	Trend forecast Interval of issuance	TREND 30 minutes.
5	Briefing/consultation provided	Self-briefing/Telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English
7	Charts and other information available for briefing or consultation	Available on the Met Office website, www.metoffice.gov.uk/aviation.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	ABERDEEN/DYCE
10	Additional information (limitation of service, etc.)	-

EGPD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
05	046.47°	477 x 46 M	RWY surface: Asphalt PCR 165/R/C/X/U	571214.78N 0021205.92W 163.6 FT	THR 203.9 FT -	-
23	226.48°	477 x 46 M	RWY surface: Asphalt PCR 165/R/C/X/U	571225.40N 0021145.34W 163.6 FT	THR 189.0 FT -	-
14	139.13°	581 x 36 M	RWY surface: Asphalt PCR 170/R/D/X/U	571211.28N 0021203.18W 163.6 FT	THR 202.5 FT -	-
32	319.13°	581 x 36 M	RWY surface: Asphalt PCR 170/R/D/X/U	571157.08N 0021140.54W 163.6 FT	THR 196.6 FT -	-
16	158.17°	1953 x 46 M	RWY surface: Asphalt, Grooved PCR 500/F/B/X/U	571238.05N 0021215.00W 163.6 FT	THR 204.6 FT TDZ 204.6 FT	-
34	338.18°	1953 x 46 M	RWY surface: Asphalt, Grooved PCR 500/F/B/X/U	571139.43N 0021131.74W 163.6 FT	THR 215.4 FT TDZ 215.4 FT	-
36	359.00°	260 x 36 M	RWY surface: Asphalt PCR 52/R/C/W/U	571216.36N 0021206.24W 163.6 FT	THR 202.3 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	-	-	-	-	RWY 05 Helicopter Runway. Strip Dimensions: 485 X 24 M. The width of the portion of Runway 05/23 that lies west of Runway 16/34 has a reduced width of 23 M (11.5 M either side of the centre-line of the runway). The section of Runway 05/23 that crosses Runway 16/34 and lies east of Runway 16/34 remains 46 M wide.

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 23 Helicopter Runway. Strip Dimensions: 485 X 46 M. The width of the portion of Runway 05/23 that lies west of Runway 16/34 has a reduced width of 23 M (11.5 M either side of the centre-line of the runway). The section of Runway 05/23 that crosses Runway 16/34 and lies east of Runway 16/34 remains 46 M wide.
-	-	589 x 45 M	-	-	-	RWY 14 Helicopter Runway.
-	-	589 x 45 M	-	-	-	RWY 32 Helicopter Runway.
-	199 x 140 M	2073 x 280 M	240 x 92 M -	-	-	RWY 16
-	138 x 140 M	2073 x 280 M	240 x 92 M -	-	-	RWY 34 The downslope gradient over the first 400 M of LDA : Runway 34 is 0.83%.
-	-	579 x 45 M	-	-	-	RWY 36 Helicopter Runway.

EGPD AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
16	1953 M	2152 M	1953 M	1953 M	Declared TORA commences at location of threshold lights. Soil erosion strip beyond must not be used for aircraft movement.
34	1953 M	2091 M	1953 M	1953 M	Declared TORA commences at location of threshold lights. Soil erosion strip beyond must not be used for aircraft movement.
16	1830 M	2030 M	1830 M	-	Take-off from intersection with Holds M7 and E9.
16	1312 M	1511 M	1312 M	-	Take-off from intersection with Runway 23.
16	629 M	829 M	629 M	-	Take-off from intersection with Runway 32, using the H32 designator as a visual reference point when lining up for departure.
34	1339 M	1477 M	1339 M	-	Take-off from intersection with Runway 32.
34	689 M	828 M	689 M	-	Take-off from intersection with Runway 23, using the H23 designator as a visual reference point when lining up for departure.
05	-	414 M H - 477 M	-	-	Helicopter Runway
14	-	506 M H - 581 M	-	-	Helicopter Runway
23	-	-	-	477 M H - 220 M	Helicopter Runway Restricted landing distance when used independently of Runway 16.
32	-	-	-	581 M	Helicopter Runway
36	-	580 M H - 260 M	-	-	Helicopter Runway

EGPD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
23	Runway 23 White touchdown square with green lights. -	White	HAPI Left/6° - 210 M	-	-	Omni-directional White	-	-	THR: White touchdown square with green lights.
16	Coded centre-line five crossbars. 915 M Light intensity high	Green With green wingbars	PAPI Right/3° 52 FT 341 M	-	Colour coded Full length 15 M spacing	Variable intensity Bi-directional Flush fitting	Red	-	-
34	Coded centre-line five crossbars. 915 M Light intensity high	Green With green wingbar	PAPI Left/3° 51 FT 375 M	-	Colour coded Full length 15 M spacing.	Variable intensity Bi-directional Flush fitting	Red	-	-

EGPD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 16: 571227.82N 0021159.28W (LGTD); Runway 34: 571144.99N 0021141.88W (LGTD); 571227.13N 0021152.81W (LGTD).
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Uninterruptable Power Supply and generator / Immediate.
5	Remarks	Apron floodlighting on Stands 1-17 and Stands 30-31.

EGPD AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGPD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
ABERDEEN CTR 572100N 0023356W following the line of latitude to - 572100N 0015802W - 571522N 0015428W thence clockwise by the arc of a circle radius 10 NM centred on 571207N 0021152W to 570850N 0022913W - 571519N 0023327W 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.

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 ATZ A circle, 2.5 NM radius, centred at 571209N 0021153W on longest notified runway (16/34)	Upper limit: 2215 FT ALT Lower limit: SFC	D	ABERDEEN APPROACH English	6000 FT	-	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times. ATZ 2000 FT AAL.

EGPD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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

EGPD AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

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

2 GROUND MOVEMENT

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

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

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

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

e) Pilots must exercise caution to ensure no part of the airframe crosses over the apron boundary markings (delineated by double white lines) when commencing taxi following pushback.
f) Remote hold available at Holding Point D1A (facing west) with the following restrictions:

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

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

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

i) Holding Point T1 may only be used by aircraft with a wingspan up to 24.8 M.
j) Pilots will be issued with ‘Runway in Use’ and ‘Pressure Setting’ information prior to start-up clearance being given. There after, taxi instructions will contain only holding point designators.
k) Full ATC clearance is available from EOBT -15 minutes.
l) Aircraft vacating Runway 16 at Holding point M1 must not taxi beyond Holding point M2 without onward ATC taxi clearance.
m) Simultaneous aircraft movements through Holding points C3 and D2 are not permitted.
n) Pilots taxiing from Stands 30/31 should expect to turn left after leaving the stand onto Taxiway Charlie or Delta (depending on parking direction).
o) Pilots instructed to park on Echo Apron must park under marshaller guidance unless otherwise authorised by Airside Ops.
p) Width of Taxiway Echo is variable. Information on maximum aircraft size permitted on this taxiway available from Airside Operations or ATC.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

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

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

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

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

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

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

5 HELICOPTER OPERATIONS

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

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

6 USE OF RUNWAYS

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

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

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

7 TRAINING

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

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

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

EGPD AD 2.21 NOISE ABATEMENT PROCEDURES

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

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

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

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

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

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

EGPD AD 2.22 FLIGHT PROCEDURES

1 HOLDING

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

Holding Point	Details
VOR ADN	Holding axis 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.

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 conflictions and/or TCAS events to occur with aircraft operating to/from Aberdeen Airport. To reduce conflictions, 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	Track WHISKEY to Hackley Head then as directed by radar to ILS 16.
	HMRI 092 and greater	ADN DME 30 direct to Hackley Head then as directed by radar to ILS 16.
VFR/Special VFR	HMRI 026 to 086 plus Sumburgh	Track WHISKEY to Hackley Head - cross Hackley Head not above 1000 FT* - direct to join circuit.
Including Track WHISKEY	HMRI 092 only	30 NM - direct Hackley Head cross Hackley Head not above 1000 FT* - direct to join circuit.
	HMRI 092 and greater	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.
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.

9 LOSS OF COMMUNICATION PROCEDURES

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, subsection 3.4, except as detailed below.
b) 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.EGPD-5-1.
c) If complete radio communications failure in the aircraft occurs during intermediate or final approach under radar direction, the procedures to be followed are detailed on the Chart at AD 2.EGPD-5-1.
d) If complete radio communications failure in the aircraft occurs following a missed approach, the procedures to be followed are detailed below:

i. RNP RWY 16: Climb straight ahead to 2500 FT, then turn left to VOR ADN at 2500 FT.

Instrument approach procedures to attempt a new approach from VOR ADN:

1. AD 2.EGPD-8-1 INSTRUMENT APPROACH CHART ILS/DME RWY 16 - ICAO
2. AD 2.EGPD-8-2 INSTRUMENT APPROACH CHART LOC/DME RWY 16 - ICAO
3. AD 2.EGPD-8-4 INSTRUMENT APPROACH CHART VOR/DME RWY 16 - ICAO

ii. RNP RWY 34: Climb straight ahead to 2500 FT, then turn right to NDB(L) ATF/DOWNI at 2500 FT.

Instrument approach procedures to attempt a new approach from NDB(L) ATF/DOWNI:

1. AD 2.EGPD-8-5 INSTRUMENT APPROACH CHART ILS/DME RWY 34 - ICAO
2. AD 2.EGPD-8-6 INSTRUMENT APPROACH CHART LOC/DME RWY 34 - ICAO
3. AD 2.EGPD-8-8 INSTRUMENT APPROACH CHART VOR/DME RWY 34 - ICAO
4. AD 2.EGPD-8-9 INSTRUMENT APPROACH CHART NDB(L)/DME RWY 34 - ICAO

iii. All other instrument approach procedures: See instrument approach chart appropriate to the procedure being flown.

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 RNP RWY 16 - ICAO
AD 2.EGPD-8-3
INSTRUMENT APPROACH CHART VOR/DME RWY 16 - ICAO
AD 2.EGPD-8-4
INSTRUMENT APPROACH CHART ILS/DME RWY 34 - ICAO
AD 2.EGPD-8-5
INSTRUMENT APPROACH CHART LOC/DME RWY 34 - ICAO
AD 2.EGPD-8-6
INSTRUMENT APPROACH CHART RNP RWY 34 - ICAO
AD 2.EGPD-8-7
INSTRUMENT APPROACH CHART VOR/DME RWY 34 - ICAO
AD 2.EGPD-8-8
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 34 - ICAO
AD 2.EGPD-8-9
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 16
AD 2.EGPD-8-10
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 34
AD 2.EGPD-8-11

EGPD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

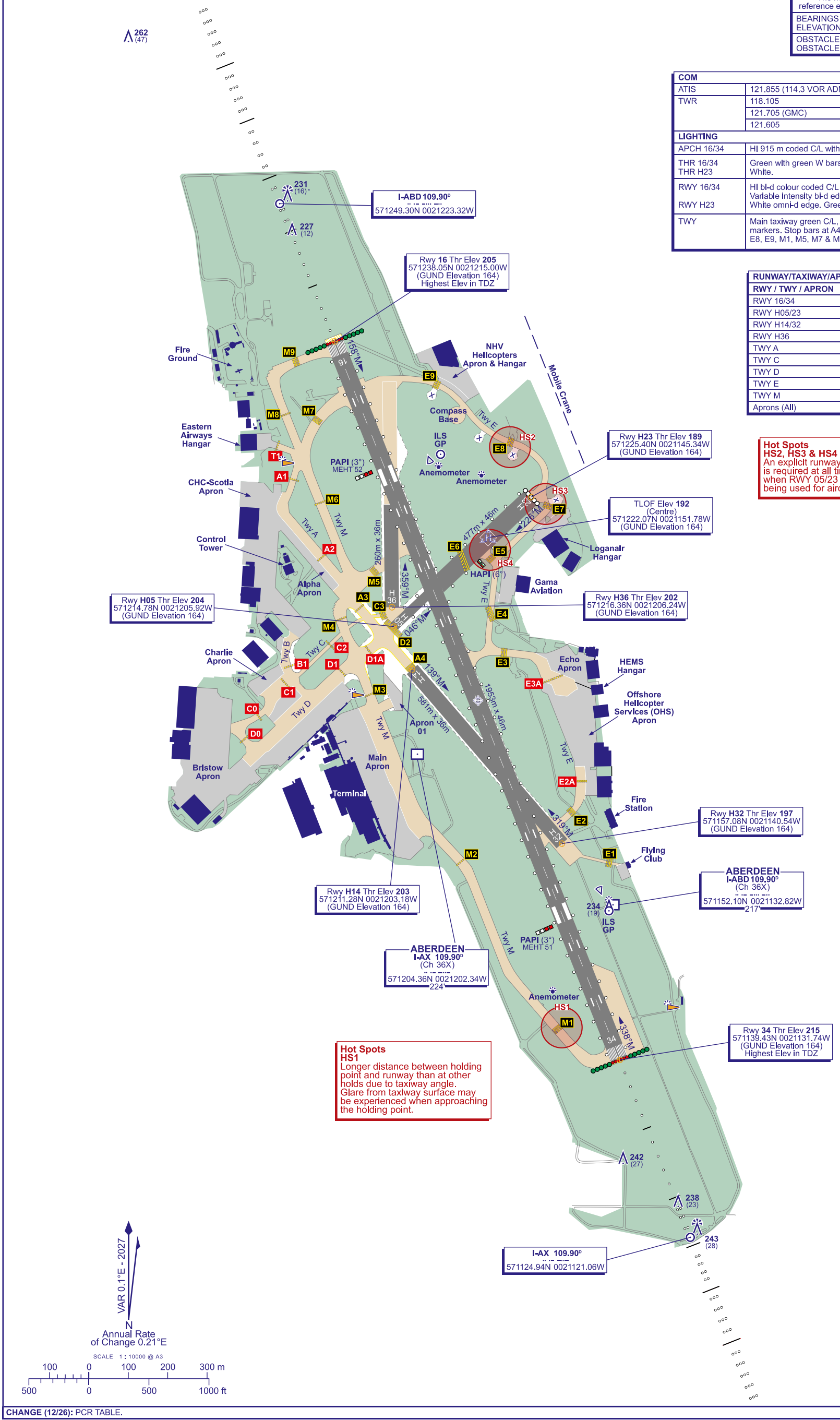
Not applicable

AERODROME CHART - ICAO

ARP 571209N 0021153W

AD ELEV 215 ft

ABERDEEN/DYCE
EGPD



GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS ARE IN FEET

OBSTACLE ELEVATIONS IN FEET AMSL **296**
OBSTACLE HEIGHTS IN FEET ABOVE AD (81)

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

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

RWY / TWY / APRON	SURFACE	PCR
RWY 16/34	Grooved Asphalt	500/F/B/X/U
RWY H05/23	Asphalt	165/R/C/X/U
RWY H14/32	Asphalt	170/R/D/X/U
RWY H36	Asphalt	52/R/C/W/U
TWY A	Asphalt	50/R/C/X/U
TWY C	Asphalt	170/F/C/X/U
TWY D	Concrete/Asphalt	485/R/C/W/U
TWY E	Asphalt	140/F/C/X/U
TWY M	Concrete/Asphalt	470/R/B/W/U
Aprons (All)	*See AD text page EGPD AD 2.8*	

Hot Spots
HS2, HS3 & HS4
An explicit runway entry clearance is required at all times, including when RWY 05/23 (East of E6) is being used for aircraft parking.

Hot Spots
HS1
Longer distance between holding point and runway than at other holds due to taxiway angle.
Glare from taxiway surface may be experienced when approaching the holding point.

CHANGE (12/26): PCR TABLE.

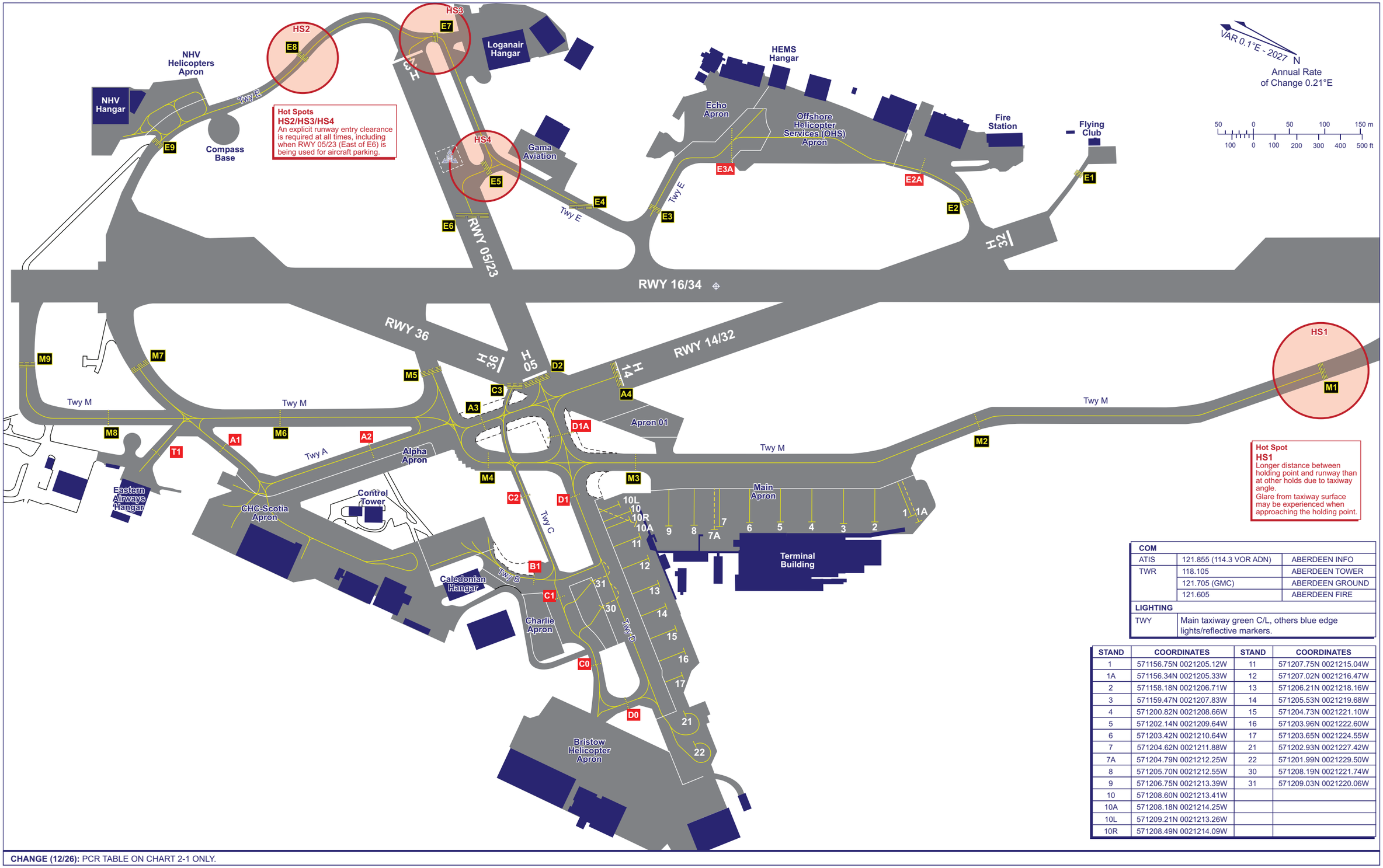
AERO INFO DATE 14 SEP 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 571209N 0021153W

AD ELEV 215FT

ABERDEEN/DYCE
EGPD



Hot Spots
HS2/HS3/HS4
An explicit runway entry clearance is required at all times, including when RWY 05/23 (East of E6) is being used for aircraft parking.

Hot Spot
HS1
Longer distance between holding point and runway than at other holds due to taxiway angle.
Glare from taxiway surface may be experienced when approaching the holding point.

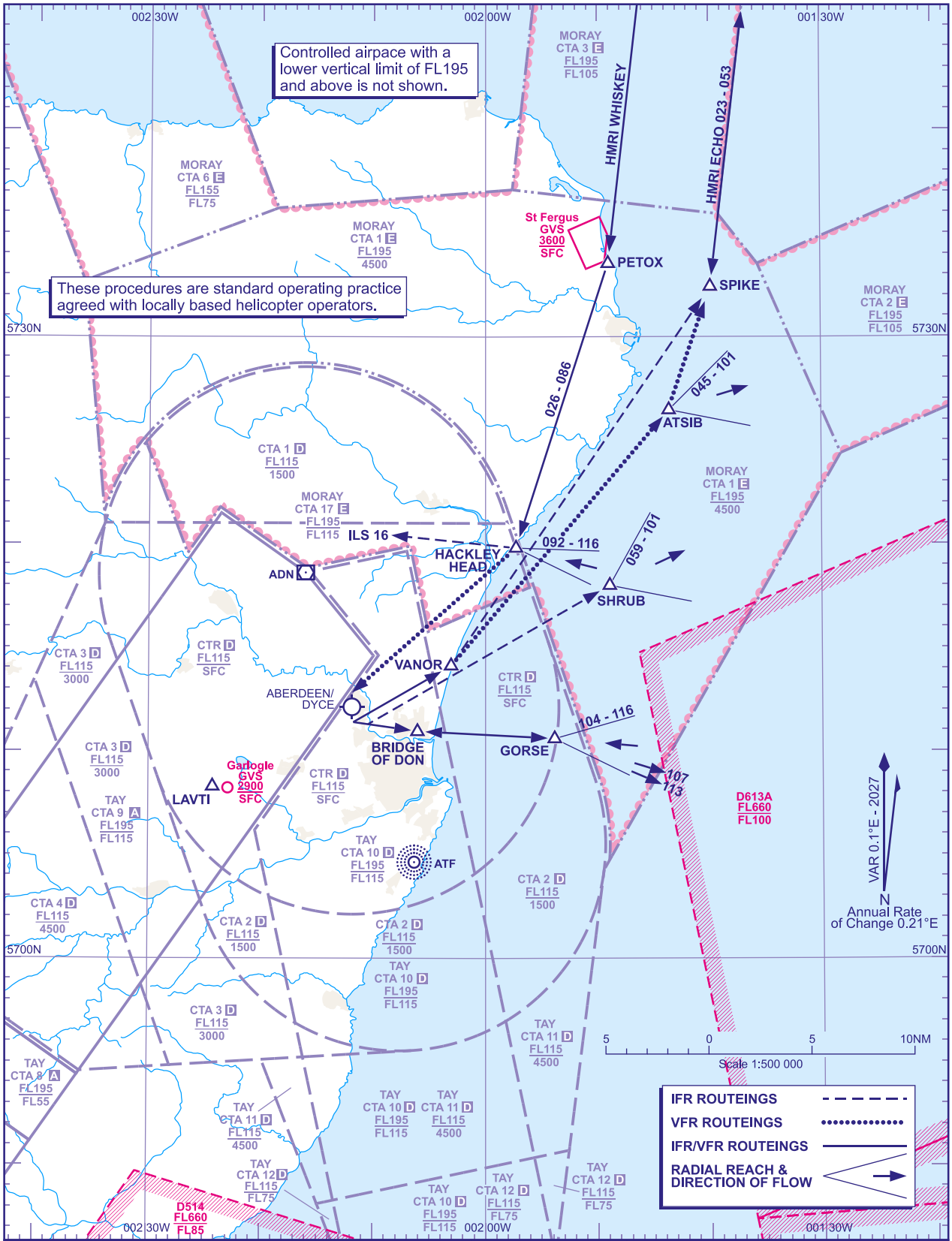
COM		
ATIS	121.855 (114.3 VOR ADN)	ABERDEEN INFO
TWR	118.105	ABERDEEN TOWER
	121.705 (GMC)	ABERDEEN GROUND
	121.605	ABERDEEN FIRE
LIGHTING		
TWY	Main taxiway green C/L, others blue edge lights/reflective markers.	

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

CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

AERO INFO DATE 10 SEP 26

HELICOPTER ROUTE STRUCTURE IN VICINITY OF ABERDEEN - RWY 16 — ABERDEEN/DYCE



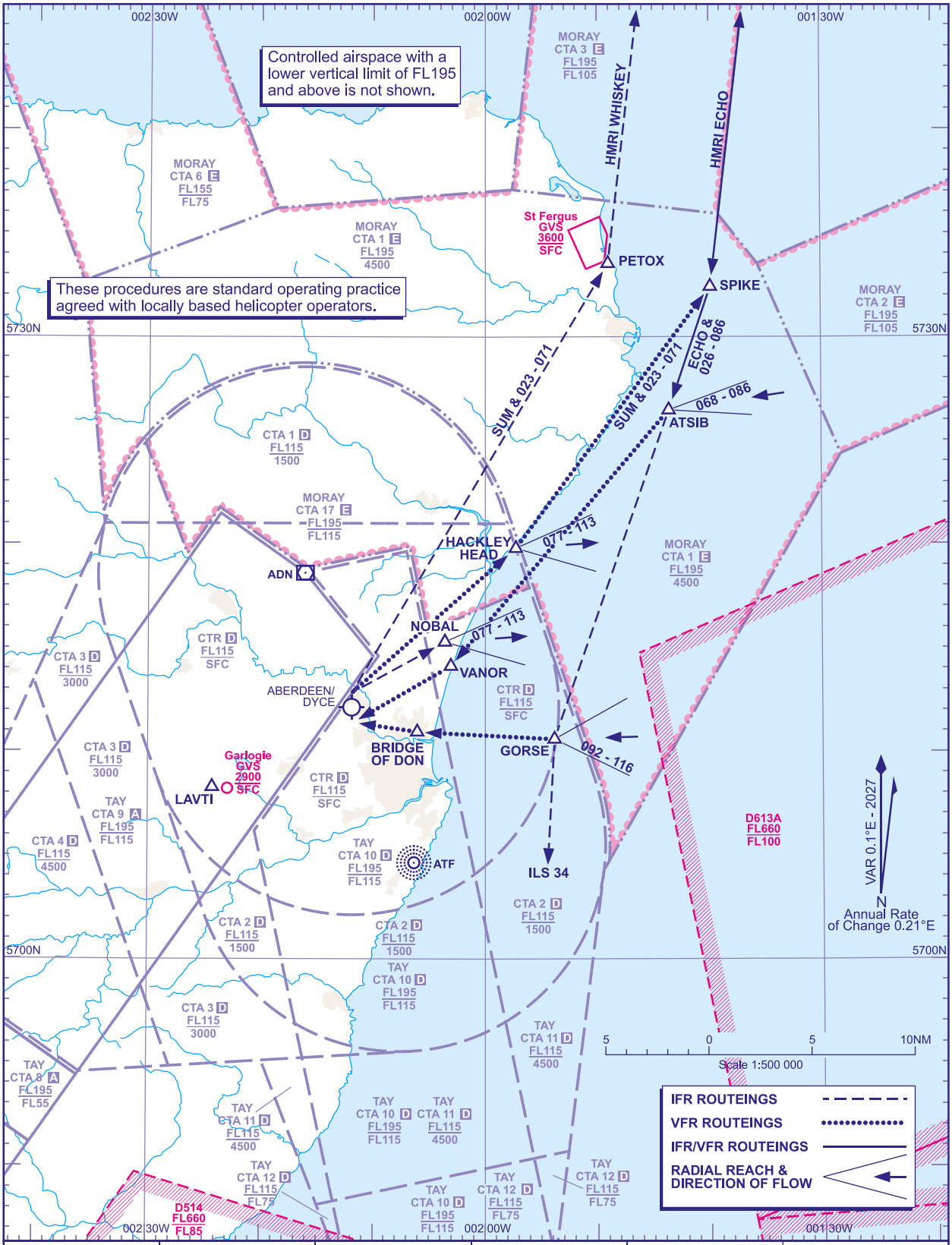
DEPARTURE	FLIGHT RULES	HMRI	APPROACH	HMRI
SPIKE	IFR	SUM & 023 - 053	IFR	WHISKEY & 026 - 086
SHRUB		059 - 101		092 - 116
GORSE		107 - 113	VFR/SVFR	WHISKEY & 026 - 086
ATSIB	VFR/SVFR	SUM & 023 - 101		092 - 098
GORSE		107 - 113		104 - 116

CHANGE (12/26): ABERDEEN CTA 3 AMENDED. ABERDEEN CTA 4 ADDED.

AERO INFO DATE 14 SEP 26

AD 2-EGPD-3-1

HELICOPTER ROUTE STRUCTURE IN VICINITY OF ABERDEEN - RWY 34 — ABERDEEN/DYCE



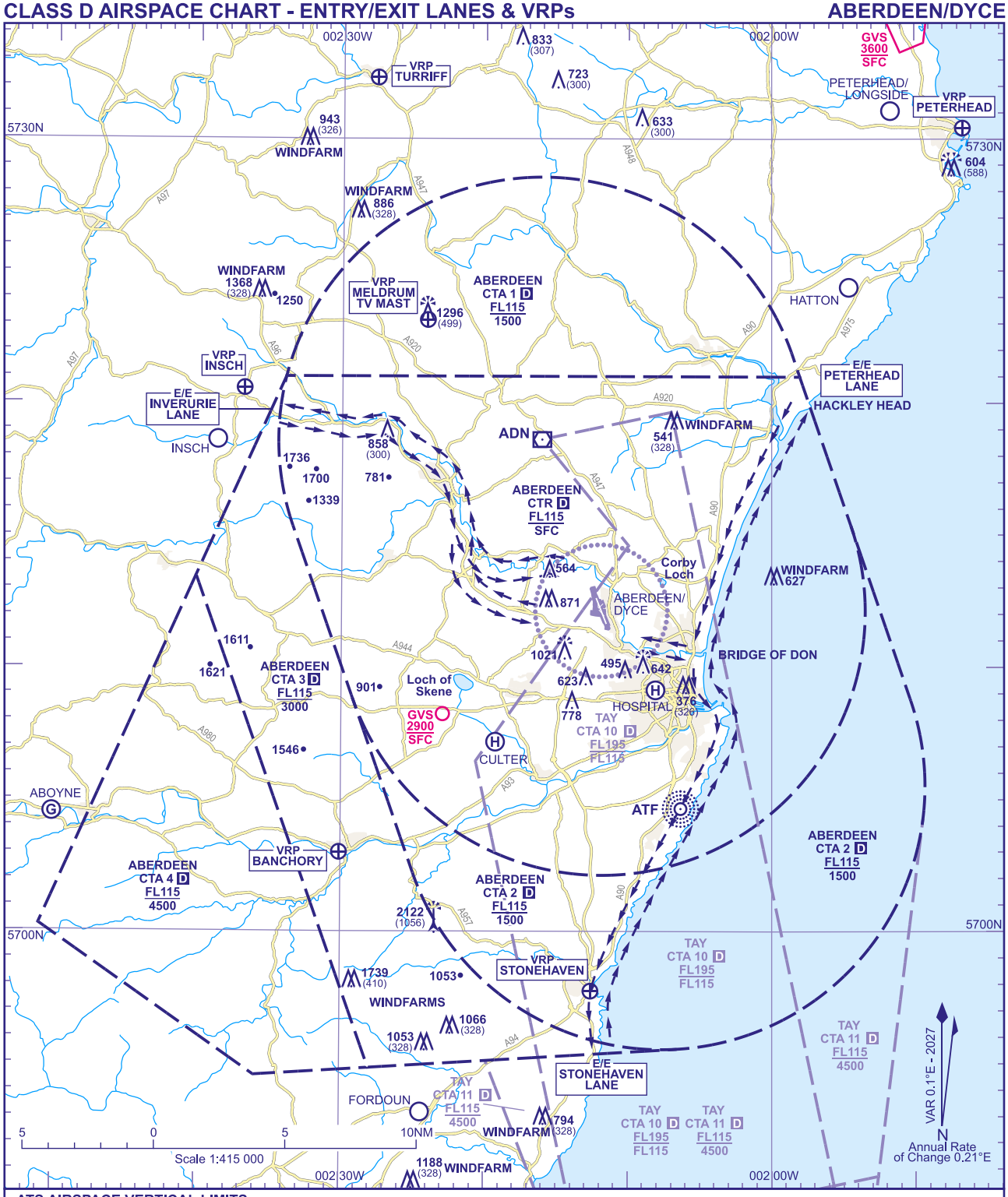
DEPARTURE	FLIGHT RULES	HMRI	APPROACH	HMRI
PETOX	IFR	SUM & 023 - 071	IFR	ECHO & 026 - 086
FORTIES		077 - 113		092 - 116
SPIKE	VFR/SVFR	SUM & 023 - 071	VFR/SVFR	ECHO & 026 - 086
HACKLEY		077 - 113		092 - 116

CHANGE (12/26): ABERDEEN CTA 3 AMENDED. CTA 4 ADDED.

AERO INFO DATE 14 SEP 26

AD 2-EGPD-3-2

CLASS D AIRSPACE CHART - ENTRY/EXIT LANES & VRPs — ABERDEEN/DYCE



ATS AIRSPACE VERTICAL LIMITS
Controlled airspace with an upper vertical limit of FL195 and above is not shown.

LATERAL LIMITS
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

CHANGE (12/26): ABERDEEN CTA 3 AMENDED. CTA 4 ADDED.

AERO INFO DATE 15 SEP 26

AD 2-EGPD-4-1

INTENTIONALLY BLANK

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **2122**
HEIGHTS IN FEET AGL (1056)

ABERDEEN/DYCE

For **MINIMUM INITIAL ALTITUDE** see EGPD 5-2.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

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

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher, to **ADN VOR** or **NDB(L) ATF** as appropriate to the procedure being flown†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure† to **ADN VOR** or **NDB(L) ATF** as appropriate to the procedure being flown§.

† See Loss of Communication Procedures in EGPD AD 2.22 Flight Procedures.

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

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL055, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**

CHANGE (12/26): AREA D MIN ALT REVISED. ABERDEEN CTA 4 ADDED. OBSTACLE ADDED.

AERO INFO DATE 23 SEP 26

AD 2-EGPD-5-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

ABERDEEN/DYCE

MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2000** in the sector defined by the lateral limits; 572823N 0021953W thence clockwise by an arc of a circle radius 10NM centred on 571838N 0021602W to 572101N 0015803W - 570903N 0015030W thence clockwise by an arc of a circle radius 10NM centred on 570532N 0020740W to 565810N 0015518W - 571838N 0021602W - 572823N 0021953W.

b) **2300** in the sector defined by the lateral limits; 572525N 0022935W thence clockwise by an arc of a circle radius 10NM centred on 571838N 0021602W to 572823N 0021953W - 571838N 0021602W - 565810N 0015518W thence clockwise by an arc of a circle radius 10NM centred on 570532N 0020740W to 565533N 0020835W - 570410N 0021455W - 572525N 0022935W.

c) **2800** in the sector defined by the lateral limits; 571453N 0023307W thence clockwise by an arc of a circle radius 10NM centred on 571838N 0021602W to 572525N 0022935W - 570410N 0021455W thence clockwise by an arc of a circle radius 14.5NM centred on 571838N 0021602W to 570527N 0022702W - 571453N 0023307W.

d) **3100** in the sector defined by the lateral limits; 570527N 0022702W thence anticlockwise by an arc of a circle radius 14.5NM centred on 571838N 0021602W to 570410N 0021455W - 565533N 0020835W thence clockwise by an arc of a circle radius 10NM centred on 570532N 0020740W to 570224N 0022504W - 570527N 0022702W.

Further descent to **1300** may be given within the Approach Areas shown when on 40° leg or Final Approach.

CHANGE (12/26): AREA D MIN ALT REVISED.

AERO INFO DATE 10 SEP 26

AD 2-EGPD-5-2

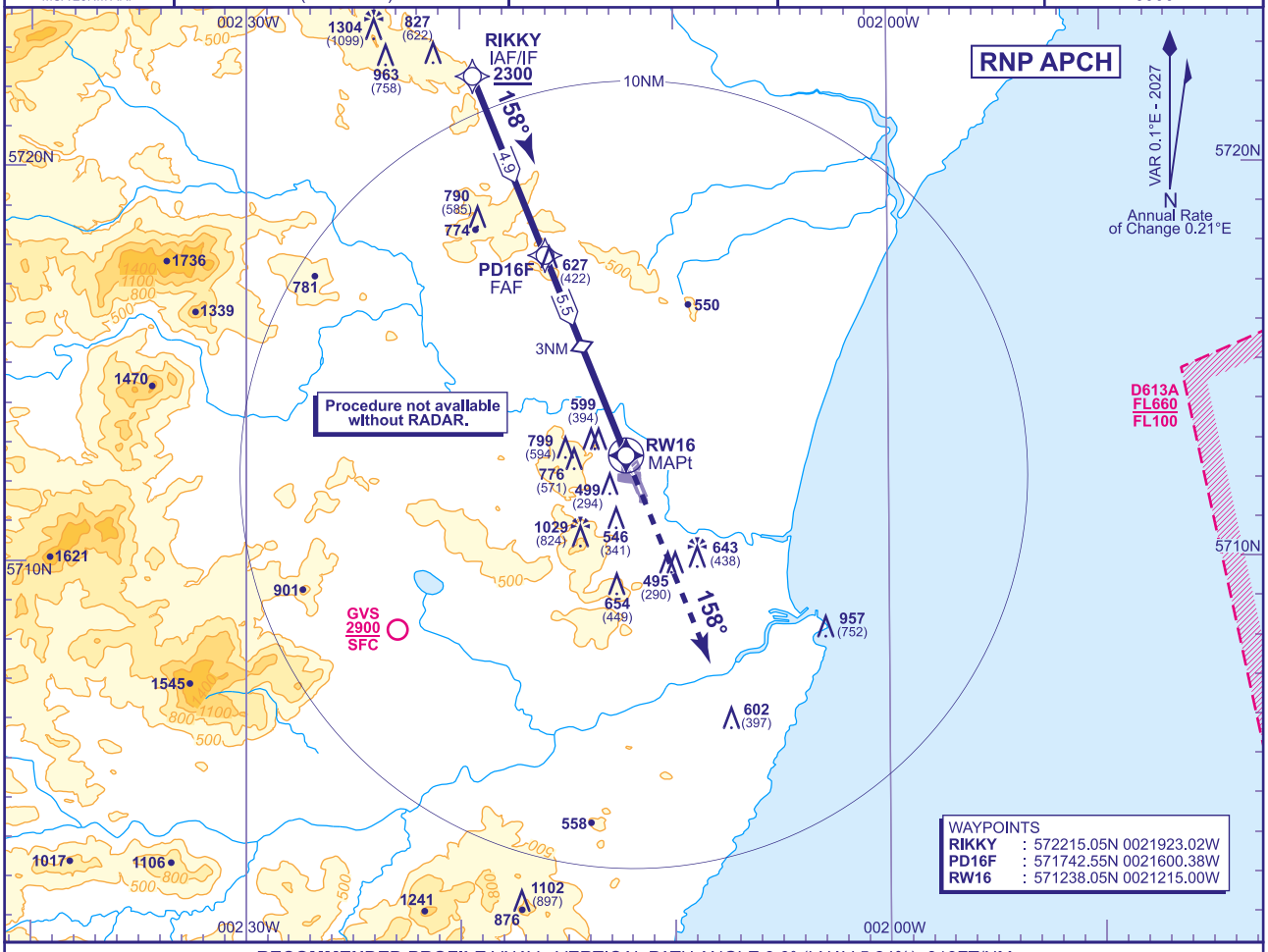
INSTRUMENT APPROACH CHART - ICAO

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

MSA 25NM ARP

APP 119.055	ABERDEEN APPROACH	AD ELEVATION	215
TWR 118.105	ABERDEEN TOWER	THR ELEVATION	205
121.705	ABERDEEN GROUND	OBSTACLE ELEVATION	
RAD 119.055, 128.305	ABERDEEN RADAR	1304 AMSL (1099) (ABOVE THR)	
ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	

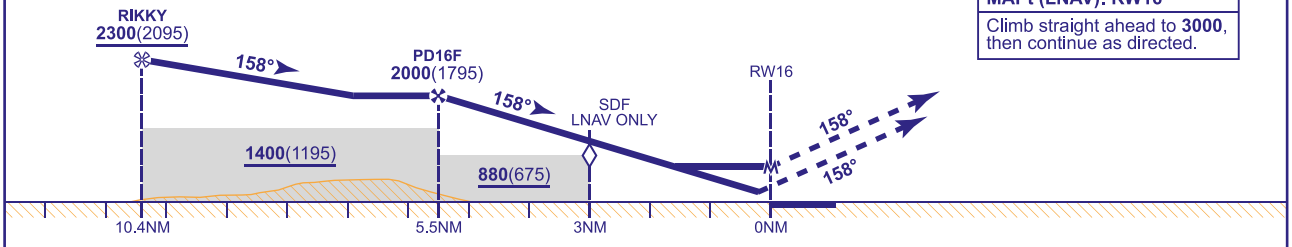
MIN TEMP -15°C
TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM

NM to RW16	5	4	3 (SDF)	2
ALT(HGT)	**1850**(1645)	**1530**(1325)	**1210**(1005)	**890**(685)

TCH 50



MAPt (LNAV): RW16
Climb straight ahead to **3000**, then continue as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**680**(475)	**690**(485)	**690**(485)	**700**(495)
	LNAV	**780**(575)	**780**(575)	**780**(575)	**780**(575)
VM(C)OCA (OCH AAL)	Total Area	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)
	East of RWY 16/34	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)

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

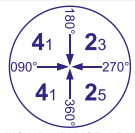
NOTES **1** Aircraft will be radar vectored to RIKKY.
2 See Loss of Communication Procedures in EGPD AD 2.22 Flight Procedures.

CHANGE (12/26): NEW CHART.

AERO INFO DATE 17 SEP 26

INSTRUMENT APPROACH CHART - ICAO

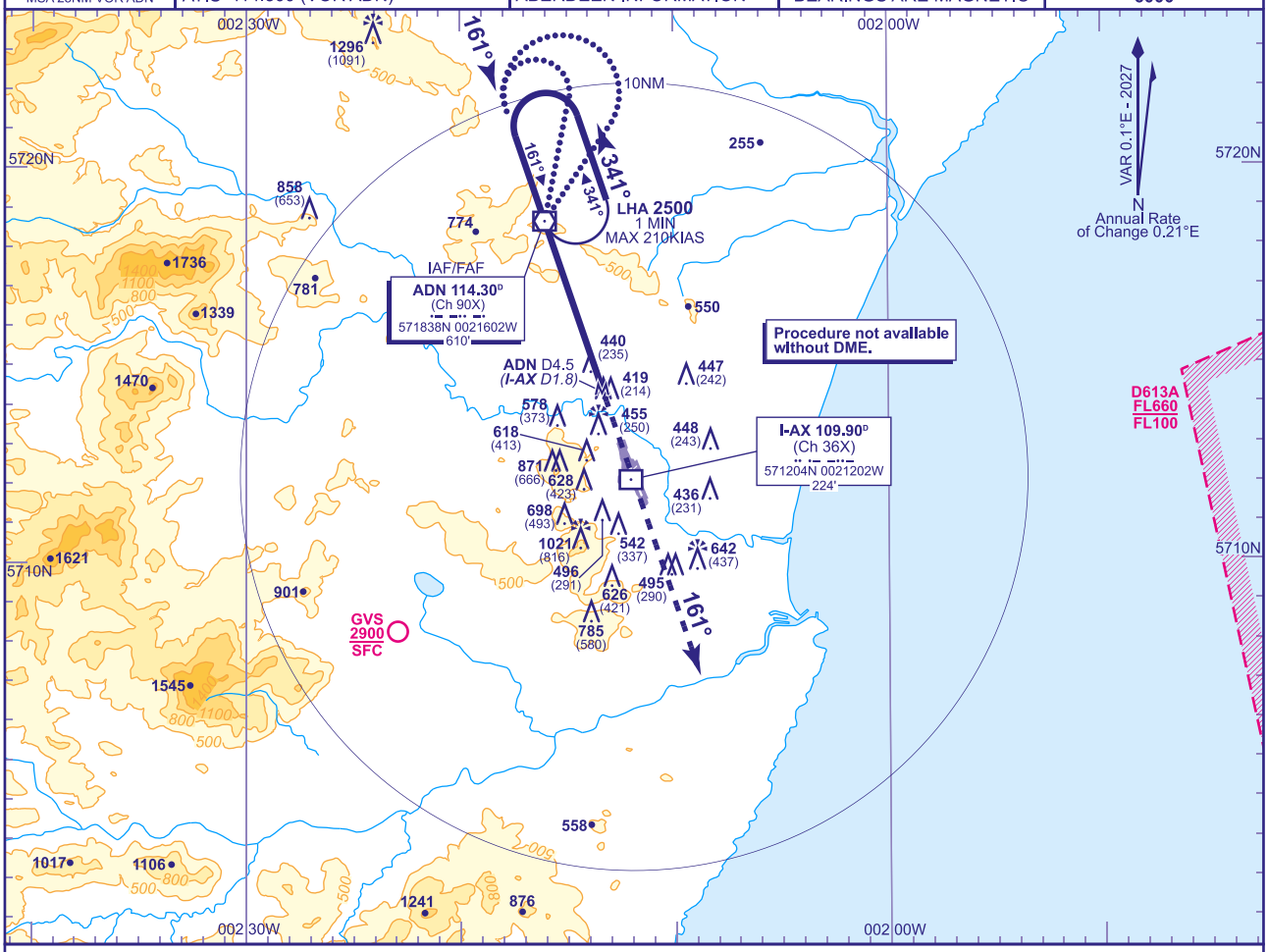
ABERDEEN/DYCE VOR/DME RWY 16
(ACFT CAT A,B,C,D)



MSA 25NM VOR ADN

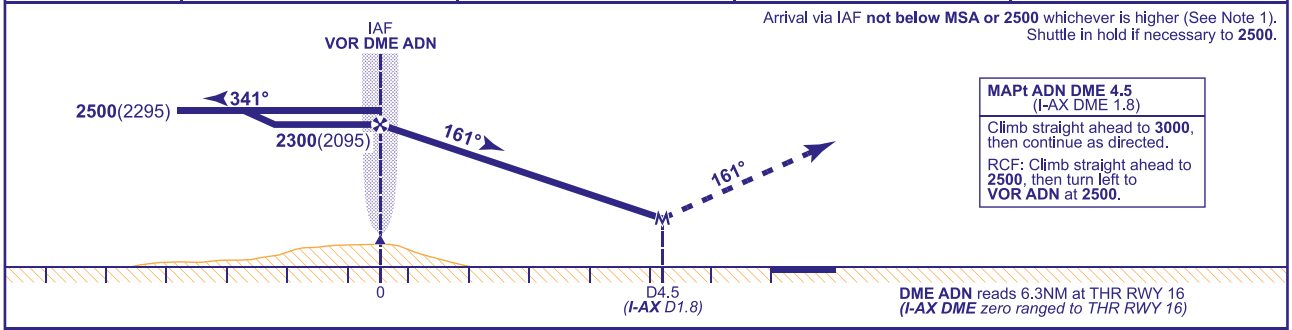
APP 119.055	ABERDEEN APPROACH	AD ELEVATION	215
TWR 118.105	ABERDEEN TOWER	THR ELEVATION	205
121.705	ABERDEEN GROUND	OBSTACLE ELEVATION	
RAD 119.055, 128.305	ABERDEEN RADAR	1296 AMSL (1091) (ABOVE THR)	
ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.3%, 320FT/NM

DME ADN (I-AX)	1(5.3)	2(4.3)	3(3.3)	4(2.3)
ALT(HGT)	**1980**(1775)	**1660**(1455)	**1340**(1135)	**1020**(815)



Arrival via IAF **not below MSA or 2500** whichever is higher (See Note 1).
Shuttle in hold if necessary to **2500**.

MAPt ADN DME 4.5
(I-AX DME 1.8)

Climb straight ahead to **3000**, then continue as directed.

RCF: Climb straight ahead to **2500**, then turn left to **VOR ADN** at **2500**.

DME ADN reads 6.3NM at THR RWY 16
***(I-AX DME** zero ranged to THR RWY 16)*

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**940**(735)	**940**(735)	**940**(735)	**940**(735)
VM(C)OCA (OCH AAL)	**Total Area**	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)
	East of RWY 16/34	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	860	750	640	540	430

ALTERNATIVE PROCEDURE BASE TURN REVERSAL
From VOR ADN: fly outbound on R011 (CAT A,B) or R034 (CAT C,D) descending as required to **2500**. At ADN DME 3 (I-AX DME 8.8) base turn left to establish on the extended FAT. When established continue as for main procedure.

NOTES
1 Subject to ATC approval, aircraft inbound to VOR ADN may descend to **2900** when within 10NM of DME ADN and to **2500** when within 6NM of DME ADN.
2 FAT offset 3° from RWY C/L.
3 I-AX DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.
4 DME unlocks may occur within 1NM of DME ADN.

CHANGE (12/26): PAGE RENUMBERED.

AERO INFO DATE 07 SEP 26

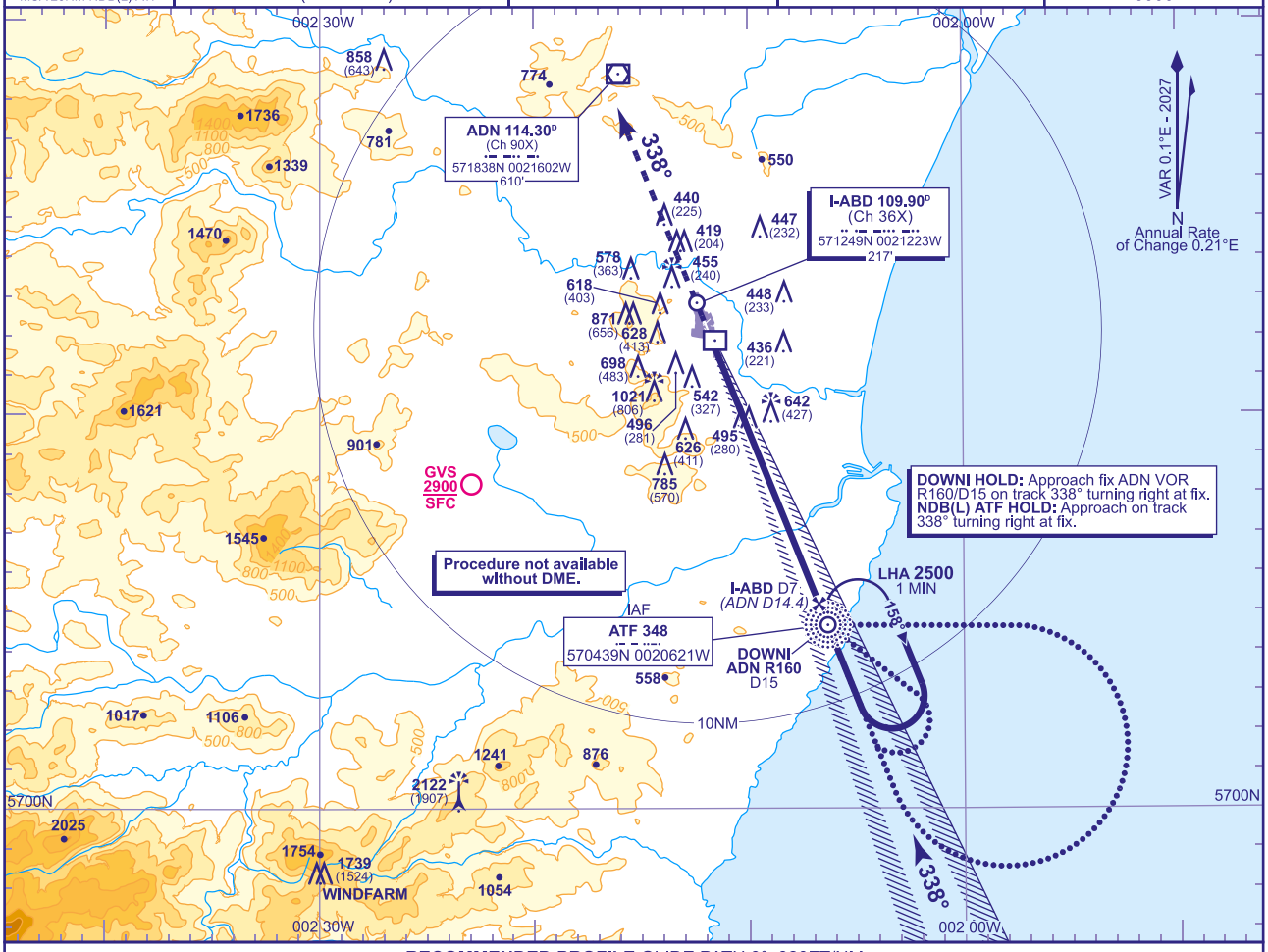
INSTRUMENT APPROACH CHART - ICAO

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

MSA 25NM NDB(L) ATF

APP 119.055	ABERDEEN APPROACH	AD ELEVATION	215
TWR 118.105	ABERDEEN TOWER	THR ELEVATION	215
121.705	ABERDEEN GROUND	OBSTACLE ELEVATION 2122 AMSL (1907) (ABOVE THR)	
RAD 119.055, 128.305	ABERDEEN RADAR		
ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



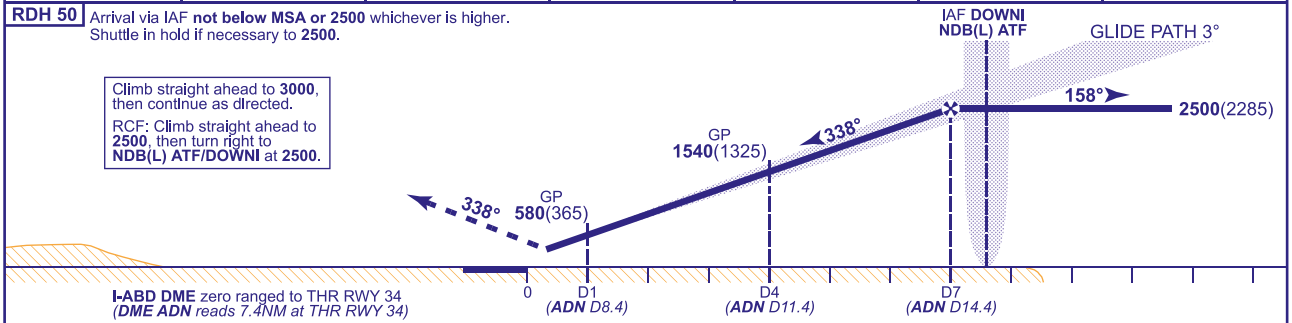
RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-ABD(ADN)	6(13.4)	5(12.4)	4(11.4)	3(10.4)	2(9.4)	1(8.4)
ALT(HGT)	**2180**(1965)	**1860**(1645)	**1540**(1325)	**1220**(1005)	**900**(685)	**580**(365)

RDH 50 Arrival via IAF **not below MSA or 2500** whichever is higher.
Shuttle in hold if necessary to **2500**.

Climb straight ahead to **3000**, then continue as directed.

RCF: Climb straight ahead to **2500**, then turn right to **NDB(L) ATF/DOWNI** at **2500**.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**370**(155)	**378**(163)	**389**(174)	**399**(184)
VM(C)OCA (OCH AAL)	Total Area	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)
	East of RWY 16/34	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	860	750	640	540	430

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

CHANGE (12/26): DIRECT ARRIVAL REMOVED. PAGE RENUMBERED.

AERO INFO DATE 07 SEP 26

AD 2-EGPD-8-5

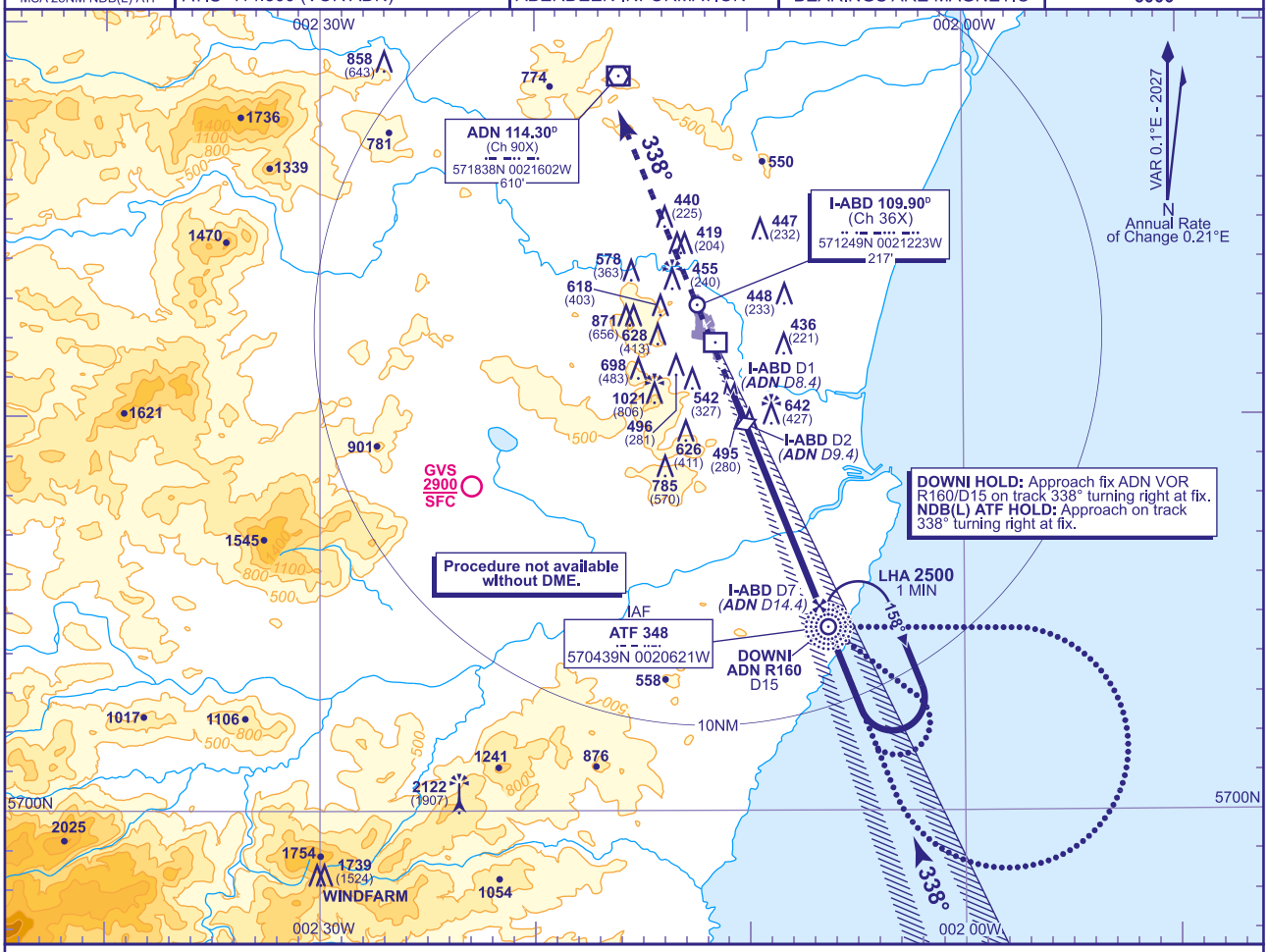
I

INSTRUMENT APPROACH CHART - ICAO

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

APP 119.055	ABERDEEN APPROACH	AD ELEVATION	215
TWR 118.105	ABERDEEN TOWER	THR ELEVATION	215
121.705	ABERDEEN GROUND	OBSTACLE ELEVATION 2122 AMSL (1907) (ABOVE THR)	
RAD 119.055, 128.305	ABERDEEN RADAR		
ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000

MSA 25NM NDB(L) ATF



RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

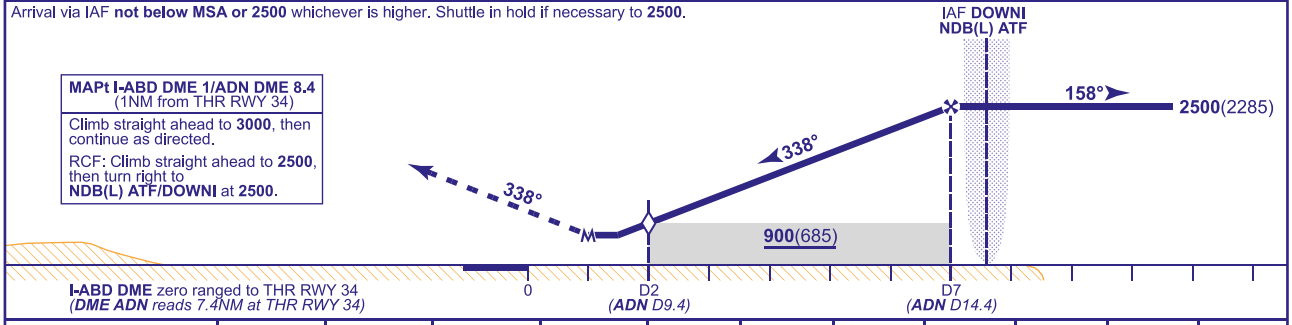
DME I-ABD(ADN)	7(14.4)	6(13.4)	5(12.4)	4(11.4)	3(10.4)	2(9.4) **(SDF)**
ALT(HGT)	**2490**(2275)	**2180**(1965)	**1860**(1645)	**1540**(1325)	**1220**(1005)	**900**(685)

Arrival via IAF **not below MSA or 2500** whichever is higher. Shuttle in hold if necessary to **2500**.

MAPt I-ABD DME 1/ADN DME 8.4
(1NM from THR RWY 34)

Climb straight ahead to **3000**, then continue as directed.

RCF: Climb straight ahead to **2500**, then turn right to **NDB(L) ATF/DOWNI** at **2500**.



Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure (see note 1)**	**720**(505)	**720**(505)	**720**(505)	**720**(505)
VM(C)OCA (OCH AAL)	**Total Area**	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)
	East of RWY 16/34	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)

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

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.

NOTES **1** When ADN DME used to establish SDF range, OCA(H) for all CATS raised to **760**(545).
2 I-ABD DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.

CHANGE (12/26): DIRECT ARRIVAL REMOVED. PAGE RENUMBERED.

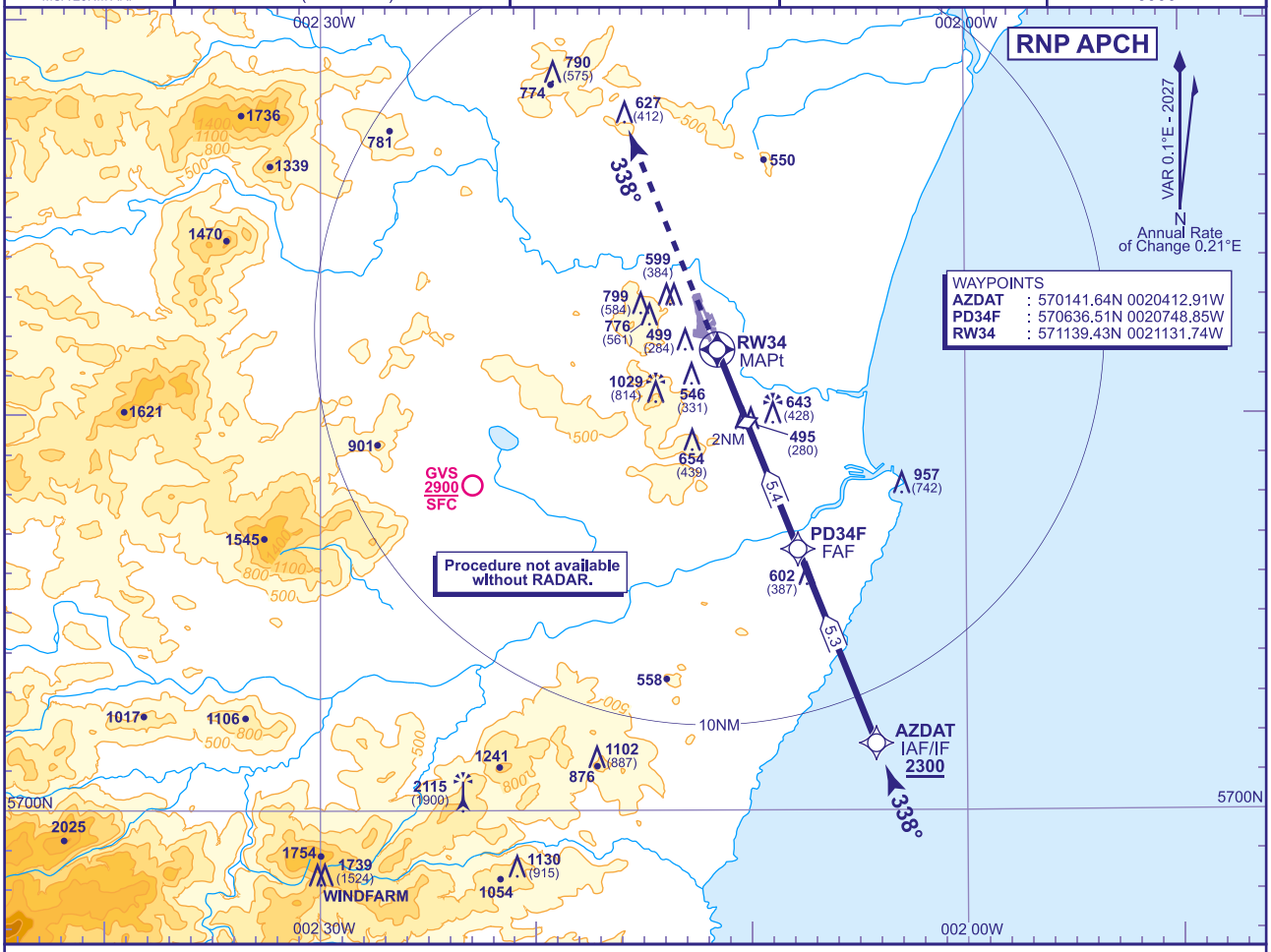
AERO INFO DATE 07 SEP 26 AD 2-EGPD-8-6

INSTRUMENT APPROACH CHART - ICAO

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

APP 119.055	ABERDEEN APPROACH	AD ELEVATION	215
TWR 118.105	ABERDEEN TOWER	THR ELEVATION	215
121.705	ABERDEEN GROUND	OBSTACLE ELEVATION 2115 AMSL (1900) (ABOVE THR)	
RAD 119.055, 128.305	ABERDEEN RADAR		
ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	

MIN TEMP **-15°C**
TRANSITION ALTITUDE **6000**

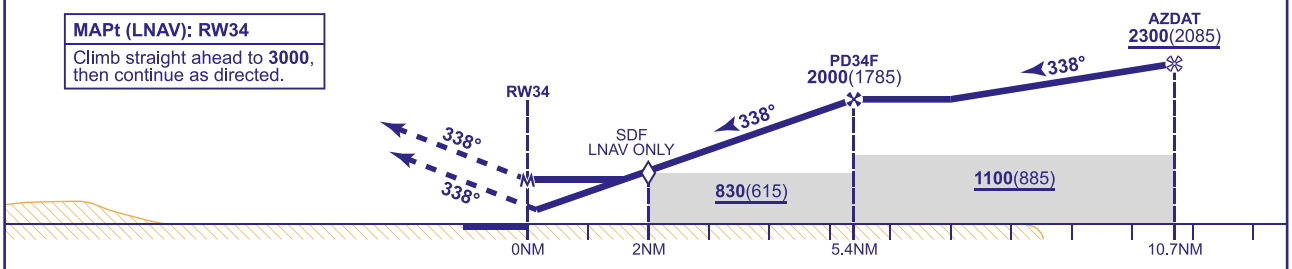


RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM

NM to RW34	5	4	3	2 (SDF)
ALT(HGT)	**1860**(1645)	**1540**(1325)	**1220**(1005)	**900**(685)

TCH 50

MAPt (LNAV): RW34
Climb straight ahead to **3000**, then continue as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	**590**(375)	**600**(385)	**620**(405)	**650**(435)		FT/MIN	850	740	640	530	420
	LNAV	**780**(565)	**780**(565)	**780**(565)	**780**(565)							
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)							

NOTES 1 Aircraft will be radar vectored to AZDAT.
2 See Loss of Communication Procedures in EGPD AD 2.22 Flight Procedures.

CHANGE (12/26): NEW CHART.

AERO INFO DATE 17 SEP 26

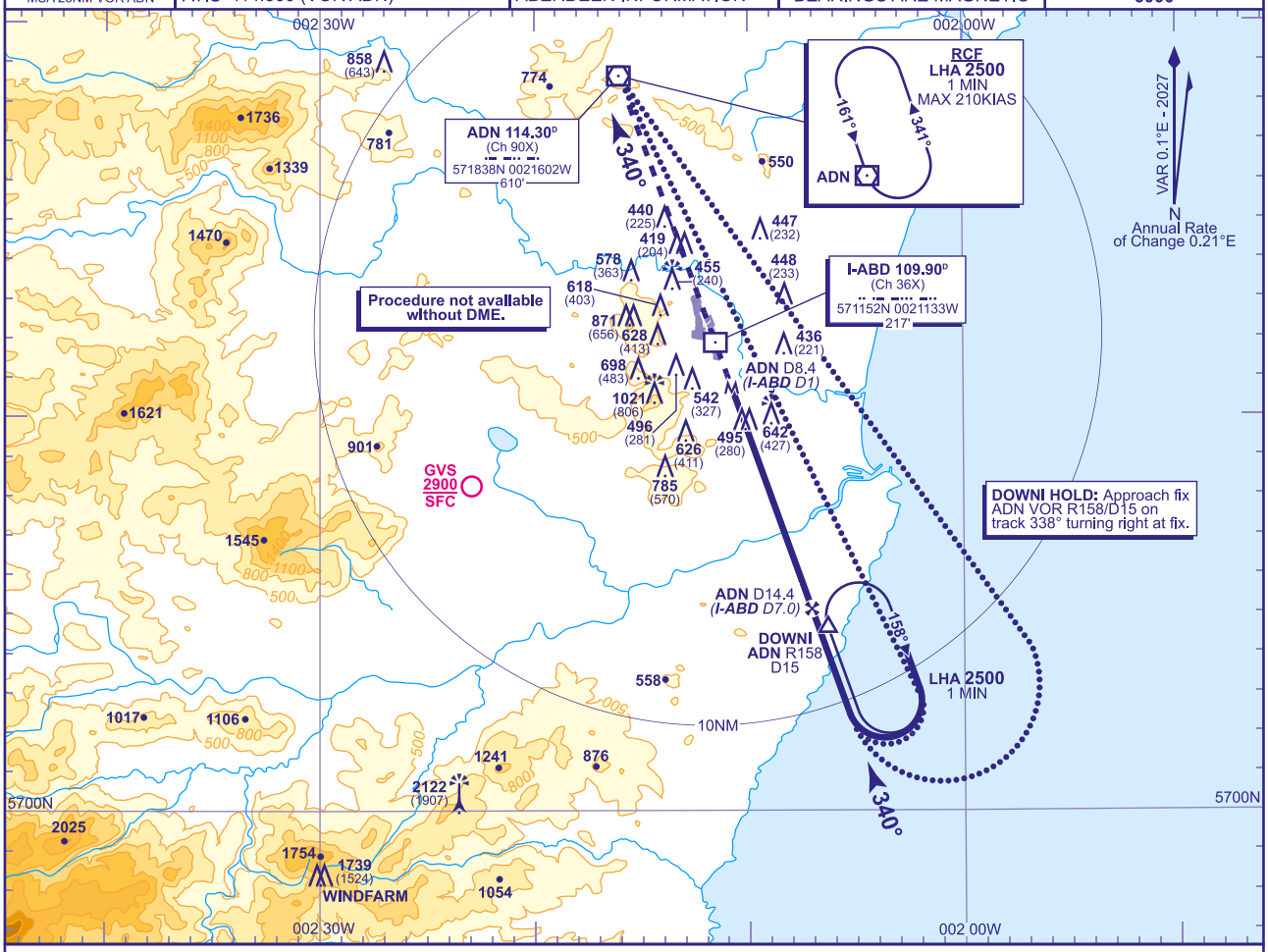
INSTRUMENT APPROACH CHART - ICAO

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

APP 119.055	ABERDEEN APPROACH	AD ELEVATION	215
TWR 118.105	ABERDEEN TOWER	THR ELEVATION	215
121.705	ABERDEEN GROUND	OBSTACLE ELEVATION	
RAD 119.055, 128.305	ABERDEEN RADAR	2122 AMSL (1907) (ABOVE THR)	
ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	

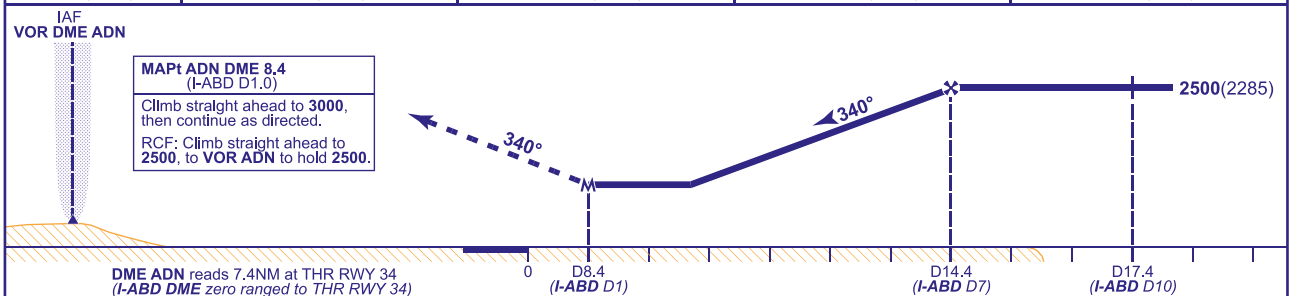
MSA 25NM VOR ADN: 41 090°–180°, 23 180°–270°, 41 270°–360°, 25 360°–090°

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.25%, 319FT/NM

ADN (I-ABD)	14(6.6)	13(5.6)	12(4.6)	11(3.6)
ALT(HGT)	**2370**(2155)	**2050**(1835)	**1730**(1515)	**1410**(1195)



Aircraft Category		A	B	C	D
OCA (OCH)	WITH DME	**1060**(845)	**1060**(845)	**1060**(845)	**1060**(845)
VM(C)OCA (OCH AAL)	Total Area	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)
	East of RWY 16/34	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	430

ALTERNATIVE PROCEDURE BASE TURN REVERSAL
From VOR ADN fly outbound on QDR 154° (CAT A,B) or QDR 145° (CAT C,D) **not below 4000**. At ADN DME 12 descend to **not below 2500**. At ADN DME 17.4 (I-ABD D10) turn right to intercept FAT. When established continue as for main procedure.

NOTES
1 FAT offset 1.8° west of RWY 34 C/L.
2 Note FAT passes 0.15NM west of DOWNI.
3 I-ABD DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.

CHANGE (12/26): DIRECT ARRIVAL REMOVED. PAGE RENUMBERED.

AERO INFO DATE 07 SEP 26 AD 2-EGPD-8-8

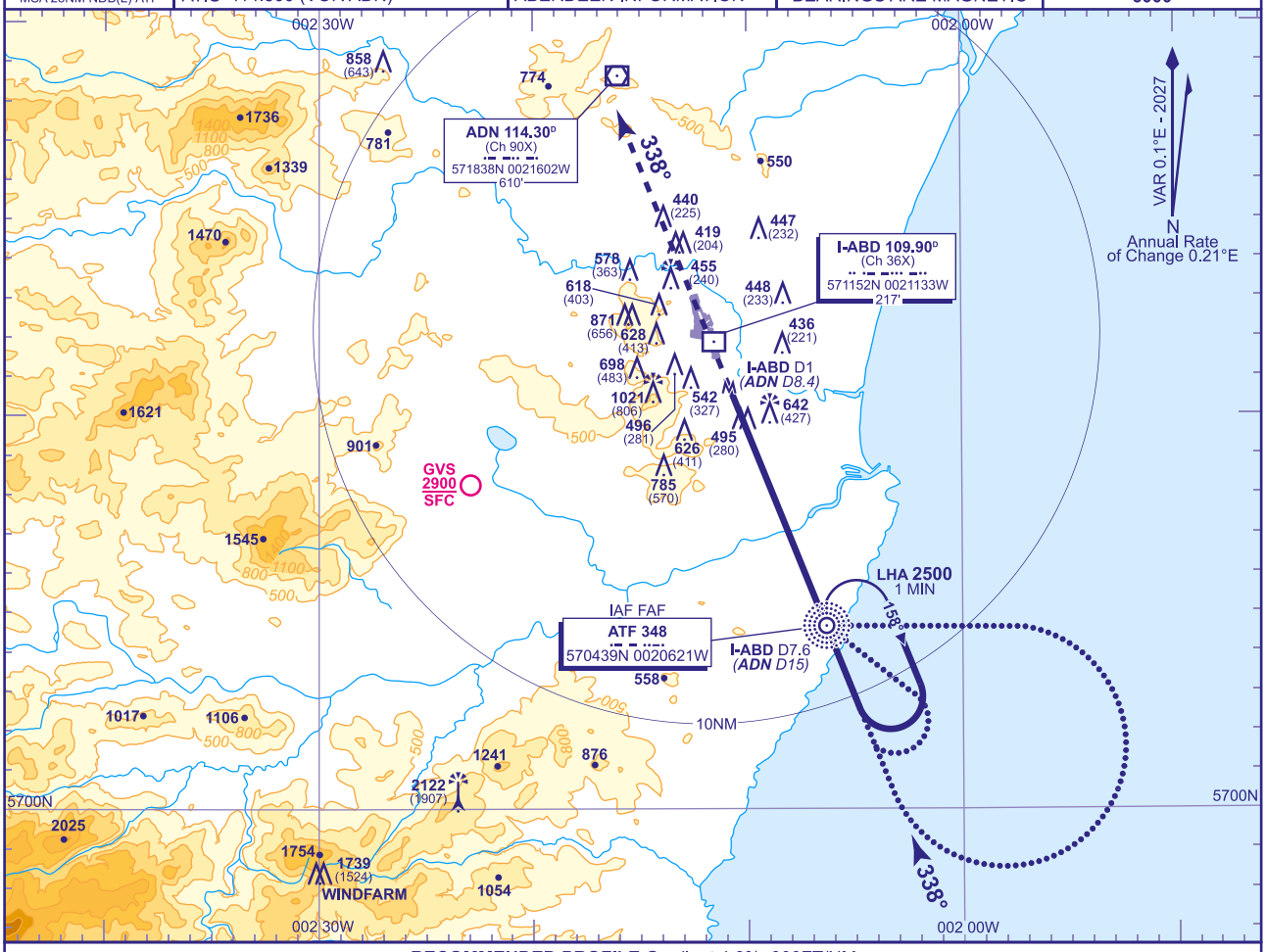
INSTRUMENT APPROACH CHART - ICAO

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

MSA 25NM NDB(L) ATF

APP 119.055	ABERDEEN APPROACH	AD ELEVATION	215
TWR 118.105	ABERDEEN TOWER	THR ELEVATION	215
121.705	ABERDEEN GROUND	OBSTACLE ELEVATION	
RAD 119.055, 128.305	ABERDEEN RADAR	2122 AMSL (1907) (ABOVE THR)	
ATIS 114.300 (VOR ADN)	ABERDEEN INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 4.8%, 300FT/NM

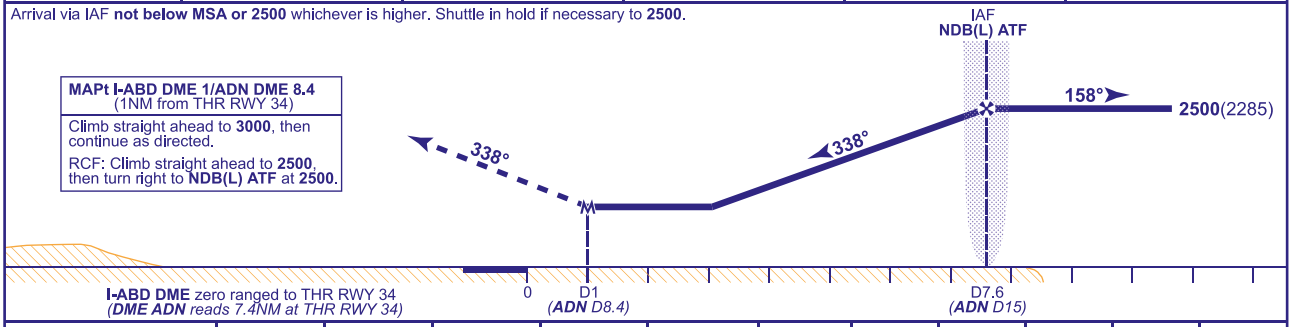
DME I-ABD(ADN)	7(14.4)	6(13.4)	5(12.4)	4(11.4)	3(10.4)
ALT(HGT)	**2320**(2105)	**2030**(1815)	**1740**(1525)	**1440**(1225)	**1150**(935)

Arrival via IAF **not below MSA or 2500** whichever is higher. Shuttle in hold if necessary to **2500**.

MAPt I-ABD DME 1/ADN DME 8.4 (1NM from THR RWY 34)

Climb straight ahead to **3000**, then continue as directed.

RCF: Climb straight ahead to **2500**, then turn right to **NDB(L) ATF** at **2500**.



I-ABD DME zero ranged to THR RWY 34 (*DME ADN reads 7.4NM at THR RWY 34*)

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**1150**(935)	**1150**(935)	**1150**(935)	**1150**(935)
VM(C)OCA (OCH AAL)	Total Area	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)
	East of RWY 16/34	**1150**(935)	**1330**(1115)	**1430**(1215)	**1430**(1215)

Rate of descent	G/S KT	160	140	120	100	80
NDB(L) ATF to MAPt	FT/MIN	780	690	590	490	390
	MIN:SEC	2:28	2:49	3:18	3:57	4:57

ALTERNATIVE PROCEDURE BASE TURN REVERSAL
From NDB(L) ATF fly outbound on QDR 127° (CAT A,B) or QDR 090° (CAT C,D) descending as required to **not below 2500**. At I-ABD DME 10/ ADN DME 17.4 turn right onto extended FAT. When established continue as for main procedure. Aircraft unable to receive DME should fly outbound for 1 MIN 06 SEC (CAT A,B); 0 MIN 48 SEC (CAT C,D) prior to baseturn right.

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

CHANGE (12/26): PAGE RENUMBERED.

AERO INFO DATE 04 SEP 26

AD 2-EGPD-8-9

I

Instrument Approach Procedure Coding Tables

ABERDEEN/DYCE RNP RWY 16 - Instrument Approach Procedure via RIKKY

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R16	001	IF	RIKKY	N	-	-	2300	-	572215.05N 0021923.02W	IAF / IF / 10.4NM
R16	002	TF	PD16F	N	158° (158.1°)	-	2000	-	571742.55N 0021600.38W	FAF / 5.5NM
R16	003	TF	RW16	Y	158° (158.1°)	-	-	-	571238.05N 0021215.00W	MAPt
R16	004	CA	-	-	158° (158.2°)	-	3000	-	-	At 3000 continue as directed

CHANGE (12/26): NEW CHART.
AERO INFO DATE 07 SEP 26

Instrument Approach Procedure Coding Tables

ABERDEEN/DYCE RNP RWY 34 - Instrument Approach Procedure via AZDAT

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R34	001	IF	AZDAT	N	-	-	2300	-	570141.64N 0020412.91W	IAF / IF / 10.7NM
R34	002	TF	PD34F	N	338° (338.3°)	-	2000	-	570636.51N 0020748.85W	FAF / 5.4NM
R34	003	TF	RW34	Y	338° (338.2°)	-	-	-	571139.43N 0021131.74W	MAPt
R34	004	CA	-	-	338° (338.2°)	-	3000	-	-	At 3000 continue as directed

CHANGE (12/26): NEW CHART.
AERO INFO DATE 08 SEP 26

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EGJA — ALDERNEY

EGJA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGJA — ALDERNEY

EGJA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EGJA AD 2.3 OPERATIONAL HOURS

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

EGJA AD 2.4 HANDLING SERVICES AND FACILITIES

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

EGJA AD 2.5 PASSENGER FACILITIES

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

EGJA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGJA AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	APRON Surface: Asphalt NIL
2	Taxiway width, surface and strength	Taxiway B: 12 M Surface: Asphalt NIL
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGJA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	Runway marking aid(s): 03/21: Grass Runway 03/21 is marked by inset concrete blocks. 08/26: Runway threshold, runway designator and runway centre-line on Runway 08/26 only. 13/31: Grass Runway 13/31 is marked by inset concrete blocks. Taxiway marking aid(s): Taxi-holding position, taxiway centre-line.
3	Stop bars and runway guard lights (if any)	Guard lights at holding point B.
4	Other runway protection measures	-
5	Remarks	Obstacle, boundary, strip, and snow markings. WDI: 494225.80N 0021259.21W (LGTD).

EGJA AD 2.10 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**
(EGJA1134) 26/APPROACH	FENCE	494229.53N 0021229.59W	295 FT	4 FT	No	-
(EGJA1142) 26/APPROACH	TRACK INC	494228.98N 0021228.78W	303 FT	16 FT	No	-
(EGJA1136) 26/APPROACH	FENCE	494228.77N 0021229.41W	294 FT	5 FT	No	-
(EGJA1138) 26/APPROACH	GATE	494228.56N 0021229.35W	293 FT	4 FT	No	-
(EGJA1139) 26/APPROACH 08/ TAKE-OFF	GATE	494228.40N 0021229.31W	293 FT	5 FT	No	-
(EGJA1140) 26/APPROACH 08/ TAKE-OFF	APPROACH LIGHT	494227.13N 0021228.98W	291 FT	9 FT	No	-
(EGJA1035) 08/APPROACH	EMBANKMENT	494218.84N 0021317.78W	287 FT	0 FT	No	-
(EGJA1033) 08/APPROACH	TRACK INC	494218.38N 0021319.27W	290 FT	16 FT	No	-

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EGJA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	JERSEY MET
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	JERSEY MET 9 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing/Telephone. Jersey for consultation. H24.
6	Flight documentation Language(s) used	Abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	ASXX, FSXX, F214/215, Channel Islands Area Forecast
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	ALDERNEY GUERNSEY
10	Additional information (limitation of service, etc.)	Current METAR and TAF available during AD hours via recorded message on Tel: 01481-238957

EGJA 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	025.90°	497 x 37 M	RWY surface: Grass NIL	494215.37N 0021252.38W 157.6 FT	THR 279.2 FT -	-
21	205.91°	497 x 37 M	RWY surface: Grass NIL	494229.84N 0021241.55W 157.6 FT	THR 287.3 FT -	-

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
08	079.45°	877 x 18 M	RWY surface: Asphalt NIL	494221.58N 0021314.97W 157.6 FT	THR 284.5 FT -	RWY 08 1:619 Up RWY 26 -1:619 Down
26	259.46°	877 x 18 M	RWY surface: Asphalt NIL	494226.78N 0021231.92W 157.6 FT	THR 289.7 FT -	RWY 08 1:619 Up RWY 26 -1:619 Down
13	133.29°	733 x 37 M	RWY surface: Grass NIL	494232.20N 0021316.82W 157.6 FT	THR 269.1 FT -	-
31	313.29°	733 x 37 M	RWY surface: Grass NIL	494215.93N 0021250.17W 157.6 FT	THR 278.4 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**
-	-	557 x 60 M	-	-	-	RWY 03 Asphalt at intersection with 08/26. The surface remains undulating. The surface of Runway 03/21 immediately north of Runway 08/26 is undulating and pilots should exercise caution. Runways 03/21 and 13/31 have no associated stopways or clearways.
-	-	557 x 60 M	-	-	-	RWY 21 Asphalt at intersection with 08/26. The surface remains undulating. The surface of Runway 03/21 immediately north of Runway 08/26 is undulating and pilots should exercise caution. Runways 03/21 and 13/31 have no associated stopways or clearways.
-	-	997 x 140 M	-	-	-	RWY 08 Threshold width 23 M.
-	-	997 x 140 M	-	-	-	RWY 26 Threshold width 23 M.
-	-	793 x 60 M	-	-	-	RWY 13 Asphalt at intersection with 08/26. The surface remains undulating. Runways 03/21 and 13/31 have no associated stopways or clearways.
-	-	793 x 60 M	-	-	-	RWY 31 Asphalt at intersection with 08/26. The surface remains undulating. Runways 03/21 and 13/31 have no associated stopways or clearways.

EGJA AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	877 M	877 M	877 M	877 M	-
26	877 M	877 M	877 M	877 M	-
13	733 M	733 M	733 M	733 M	-
31	733 M	733 M	733 M	733 M	-
03	497 M	497 M	497 M	497 M	-
21	497 M	497 M	497 M	497 M	-

EGJA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	Centre-line one crossbar at 300 M. 420 M Light intensity high	Green Light intensity high	APAPI Left/3° 20 FT 155 M	-	-	Elev HI bi-directional with omni-directional component 880 M 55 M spacing White Light intensity high	Red	-	-
26	Centre-line one crossbar at 300 M. 420 M Light intensity high	Green Light intensity high	APAPI Left/3° 20 FT 141 M	-	-	Elev HI bi-directional with omni-directional component 880 M 55 M spacing White Light intensity high	Red	-	-
13	-	Green portable electric	-	-	-	Portable electric. Available at 20 minutes notice. White Light intensity low	portable electric Red	-	-
31	-	Green portable electric	-	-	-	Portable electric. Available at 20 minutes notice. White Light intensity low	portable electric Red	-	-

EGJA 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: 494225.77N 0021259.72W (LGTD) and 494226.27N 0021258.27W (LGTD).

3	TWY edge and centre line lighting	EDGE: Blue edge lighting on Taxiway B only.
4	Secondary power supply/switch-over time	Yes. 10 seconds.
5	Remarks	Apron floodlighting.

EGJA AD 2.16 HELICOPTER LANDING AREA

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EGJA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
CHANNEL ISLANDS CTR NORTH 500000N 0020000W - 494951N 0030000W - 500000N 0030000W following the line of latitude to - 500000N 0020000W	Upper limit: FL80 Lower limit: SFC	D	JERSEY CONTROL English	5000 FT	-	-
CHANNEL ISLANDS CTR SOUTH 500000N 0020000W - 493000N 0020000W - 490200N 0014000W following the line of latitude to - 490200N 0030000W - 494951N 0030000W - 500000N 0020000W	Upper limit: FL80 Lower limit: SFC	D	JERSEY CONTROL English	5000 FT	-	-
ALDERNEY ATZ A circle, 2 NM radius, centred at 494224N 0021252W on the notified mid-point of the longest runway (08/26) in accordance with the Air Navigation (Bailiwick of Guernsey) Law 2012.	Upper limit: 2290 FT ALT Lower limit: SFC	D	ALDERNEY TOWER English	5000 FT	Mon-Sat 0725-1840, Sun 0840-1845; (Mon-Thu 0625-1740, Fri-Sun 0625-1835); and by arrangement.	The Alderney Aerodrome Traffic Zone is embedded in the Channel Islands CTR. ATZ 2000 FT AAL.

EGJA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	GUERNSEY APPROACH	128.655 DOC 25 NM/ 10,000 FT.	-	-	0545-2100 (0445-2000).	ATC Guernsey provides approach service to aircraft bound for Alderney.
TWR	ALDERNEY GROUND	130.505 DOC 3 NM/GND.	-	-	Ground Movement Planner. Activated by NOTAM or as directed by ATC.	Extensions by arrangement for scheduled services only.
	ALDERNEY TOWER	125.355 DOC 25 NM/4,000 FT.	-	-	Mon-Sat 0725-1840, Sun 0840-1845; (Mon-Thu 0625-1740, Fri-Sun 0625-1835).	
OTHER	ALDERNEY FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency	-
Air Traffic Control service	JERSEY CONTROL	120.455 To be used in the event of failure of communications on channel 125.205.	-	-	0545-2100 (0445-2030); and by arrangement.	DOC 4900N00100W - 4834N00205W - 4920N00400W - 5015N00400W - 5015N00145W - 4935N00100W / 25,000 FT.
		125.205 CTR and Airway Channel.	-	-	0545-2100 (0445-2030); and by arrangement.	

EGJA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

EGJA AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

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

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

2 GROUND MOVEMENT

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

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

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

5 HELICOPTER OPERATIONS

Not applicable.

6 USE OF RUNWAYS

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

7 TRAINING

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

EGJA AD 2.21 NOISE ABATEMENT PROCEDURES

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

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

ALDERNEY EGJA

AERODROME CHART - ICAO

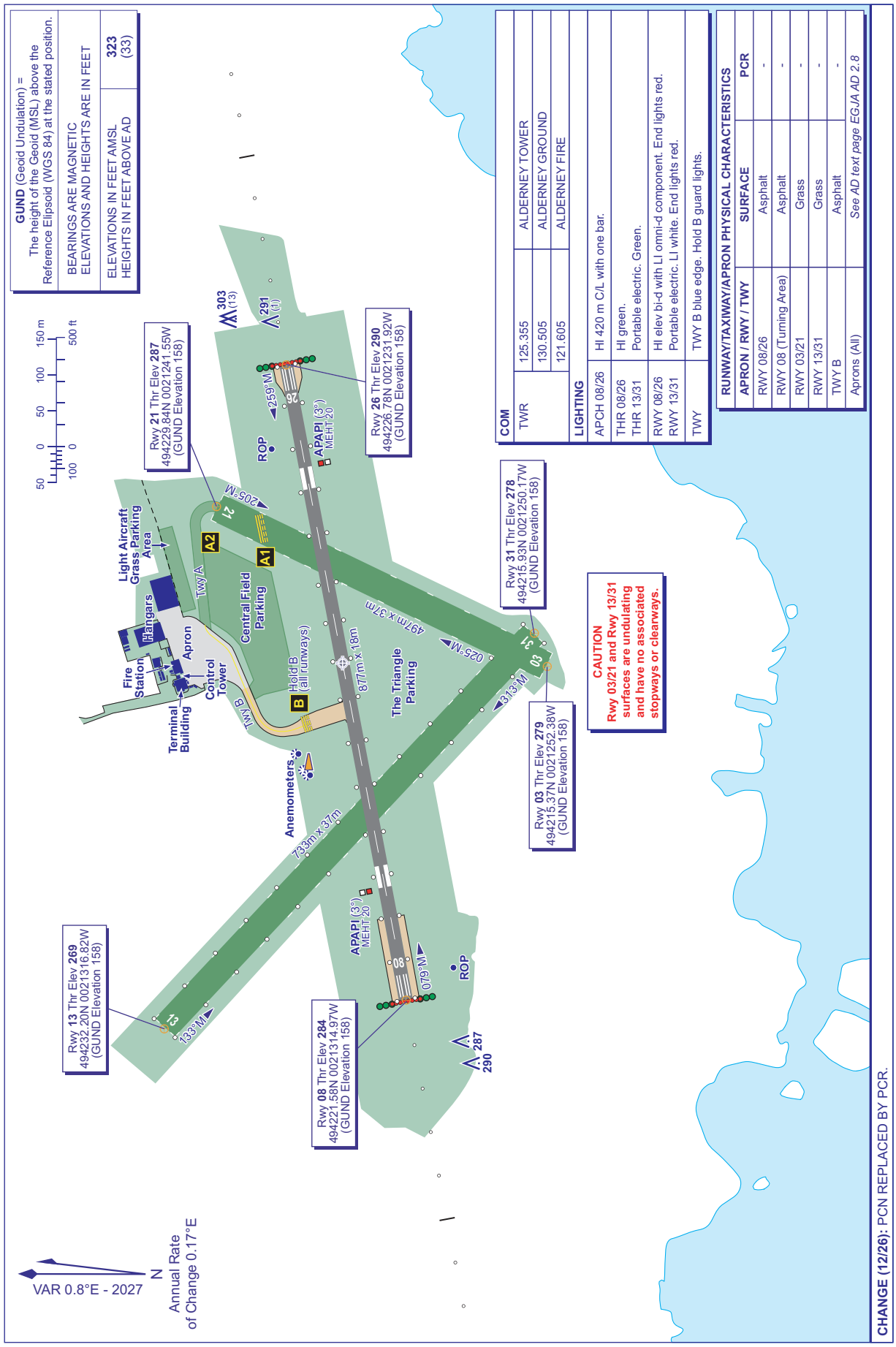
ARP 494224N 0021252W

AD ELEV 290FT

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 — 323 (33)



COM		
TWR	125.355	ALDERNEY TOWER
	130.505	ALDERNEY GROUND
	121.605	ALDERNEY FIRE

LIGHTING	
APCH 08/26	HI 420 m C/L with one bar.
THR 08/26 THR 13/31	HI green. Portable electric. Green.
RWY 08/26 RWY 13/31	HI elev bi-d with LI omni-d component. End lights red. Portable electric. LI white. End lights red.
TWY	TWY B blue edge. Hold B guard lights.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCR
RWY 08/26	Asphalt	-
RWY 08 (Turning Area)	Asphalt	-
RWY 03/21	Grass	-
RWY 13/31	Grass	-
TWY B	Asphalt	-
Aprons (All)	*See AD text page EGJA AD 2.8*	

CHANGE (12/26): PCN REPLACED BY PCR.

AERO INFO DATE 07 SEP 26

AD 2-EGJA-2-1

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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
27L	265.12°	799 x - M	RWY surface: Grass -	515342.00N 0002719.00E -	THR 278.0 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 09L Threshold displaced by 79 M to provide 1:20 clearance over vehicles on road. Two 18 M wide runways by day, single 36 M wide runway by night.
-	-	-	-	-	-	RWY 27R Two 18 M wide runways by day, single 36 M wide runway by night.
-	-	-	-	-	-	RWY 09R Threshold displaced by 79 M to provide 1:20 clearance over vehicles on road. Two 18 M wide runways by day, single 36 M wide runway by night.
-	-	-	-	-	-	RWY 27L Two 18 M wide runways by day, single 36 M wide runway by night.

EGSL AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09L	799 M	799 M	799 M	720 M	-
09R	799 M	799 M	799 M	720 M	-
27L	799 M	799 M	799 M	799 M	-
27R	799 M	799 M	799 M	799 M	-

EGSL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09L	-	Light intensity low Green wingbars	-	-	Omni-directional Light intensity low	White	Red wingbars	-	-
27R	-	Light intensity low Green wingbars	APAPI Left/3° 20 FT	-	Omni-directional Light intensity low	White	Red wingbars	-	-

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
09R	-	Light intensity low Green wingbars	-	-	Omni-directional Light intensity low	White	Red wingbars	-	-
27L	-	Light intensity low Green wingbars	APAPI Left/3° 20 FT	-	Omni-directional Light intensity low	White	Red wingbars	-	-

EGSL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 515345.00N 0002706.00E Flashing Green 'AF'.
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	-

EGSL AD 2.16 HELICOPTER LANDING AREA

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EGSL 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
ANDREWSFIELD ATZ A circle, 2 NM radius, centred at 515342N 0002657E on longest notified runway (09/ 27)	Upper limit: 2286 FT ALT Lower limit: SFC	D	ANDREWSFIELD RADIO English	6000 FT	0830-2100 (0800-1900).	Airspace Class: D and G Note: Partly within London Stansted CTR, CTA 1 and CTA 3. ATZ 2000 FT AAL.

EGSL 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	ANDREWSFIELD RADIO	130.555 A/G frequency.	-	-	0830-2100 (0800-1900) and by arrangement.	-

EGSL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGPR 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	066.06°	799 x 60 M	RWY surface: Sand -	570129.01N 0072648.43W 190.0 FT	THR 3.6 FT -	-
25	246.07°	799 x 60 M	RWY surface: Sand -	570139.48N 0072605.17W 190.0 FT	THR 1.4 FT -	-
11	100.68°	680 x 46 M	RWY surface: Sand -	570128.67N 0072654.00W 190.0 FT	THR 4.5 FT -	-
29	280.69°	680 x 46 M	RWY surface: Sand -	570125.30N 0072621.24W 190.0 FT	THR 1.4 FT -	-
15	139.48°	846 x 46 M	RWY surface: Sand -	570131.18N 0072649.38W 190.0 FT	THR 4.4 FT -	-
33	319.48°	846 x 46 M	RWY surface: Sand -	570113.32N 0072621.39W 190.0 FT	THR 0.7 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 07
-	-	-	-	-	-	RWY 25
-	-	-	-	-	-	RWY 11 Threshold displaced by 50 M to allow 1:20 over marker post.
-	-	-	-	-	-	RWY 29 Threshold displaced by 70 M to allow 1:20 over marker post.
-	-	-	-	-	-	RWY 15 Threshold displaced by 50 M to clear marker post and dunes.
-	-	-	-	-	-	RWY 33 Threshold displaced by 70 M to clear marker post.

EGPR 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	799 M	-
15	799 M	799 M	799 M	796 M	-
25	799 M	799 M	799 M	799 M	-
33	799 M	799 M	799 M	776 M	-
11	667 M	667 M	667 M	617 M	-
29	667 M	667 M	667 M	597 M	-

EGPR AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGPR 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: 570134.15N 0072648.53W (LGTD).
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Generator/15 seconds
5	Remarks	-

EGPR AD 2.16 HELICOPTER LANDING AREA

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EGPR 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
BARRA ATZ A circle, 2 NM radius, centred at 570122N 0072635W on longest notified runway (15/ 33)	Upper limit: 2005 FT ALT Lower limit: SFC	G	BARRA INFORMATION English	3000 FT	Mon-Sat 1030-1530 (0930-1430); Sun 1100-1215 (1000-1115); and by arrangement.	ATZ 2000 FT AAL. Operating hours subject to tidal variations.

EGPR 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	BARRA INFORMATION	118.080 DOC 25 NM/4000 FT.	-	-	Mon-Sat 1030-1530 (0930-1430); Sun 1100-1215 (1000-1115).	-

EGPR 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 2.06°W (2027)	BRR	316.000 kHz	Mon-Sat 1030-1530 (0930-1430); Sun 1100-1215 (1000-1115); and by arrangement.	570133.21N 0072657.00W		On AD. Range 15 NM.

EGPR AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of Barra aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.

2 GROUND MOVEMENT

a) Marshalling is not available and aircraft have to self park.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) The landing and take-off areas may be considerably ridged by hard sand and contain pools of standing water. These are potential hazards to aircraft.
b) The bearing strength, braking action and contamination of the beach is unknown, variable and unpredictable.
c) Some downdraughts may be experienced at the western end of Runway 07/25 in strong wind from the west through south.
d) Pilots should be aware that cockling activities frequently take place between the runway markers and the tide-line. Both pedestrian and vehicular activity may occur and from the air may appear to infringe the runway thresholds during published aerodrome opening hours. This activity is closely monitored by FIS. A flashing white light on top of the Control Tower advises the local Cocklers that an aircraft movement is imminent and is in no way to be used as a navigational aid by aircrew.
e) High ground rising to 338 FT AMSL 0.75 NM to the north.
High ground rising to 294 FT AMSL 2.2 NM to the northeast.
High ground rising to 680 FT AMSL within 1.5 NM to the south.
High ground rising to 680 FT AMSL within 1.5 NM to the south.
Telegraph wires 20 FT AMSL, adjacent to the western boundary of the landing area.

Obstacle protected surfaces are infringed by high ground up to 700 FT AMSL between the south and west, and to a lesser extent by high ground up to 340 FT AMSL to the north of the aerodrome. The minima of 3 KM visibility and cloud base of 1000 FT AAL must therefore be strictly adhered to, except where an AOC holder has a less restrictive State authorised approach minima. Pilots must be able to see and avoid obstacles on take-off and landing.

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, 11/29 and 15/33. 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.

7 TRAINING

Not applicable

EGPR AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGPR AD 2.22 FLIGHT PROCEDURES

Not applicable

EGPR AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGPR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPR-2-1
INSTRUMENT APPROACH CHART RNP RWY 15 (CAT A,B) - ICAO
AD 2.EGPR-8-1
INSTRUMENT APPROACH CHART RNP RWY 25 (CAT A,B) - ICAO
AD 2.EGPR-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 15
AD 2.EGPR-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 25
AD 2.EGPR-8-4

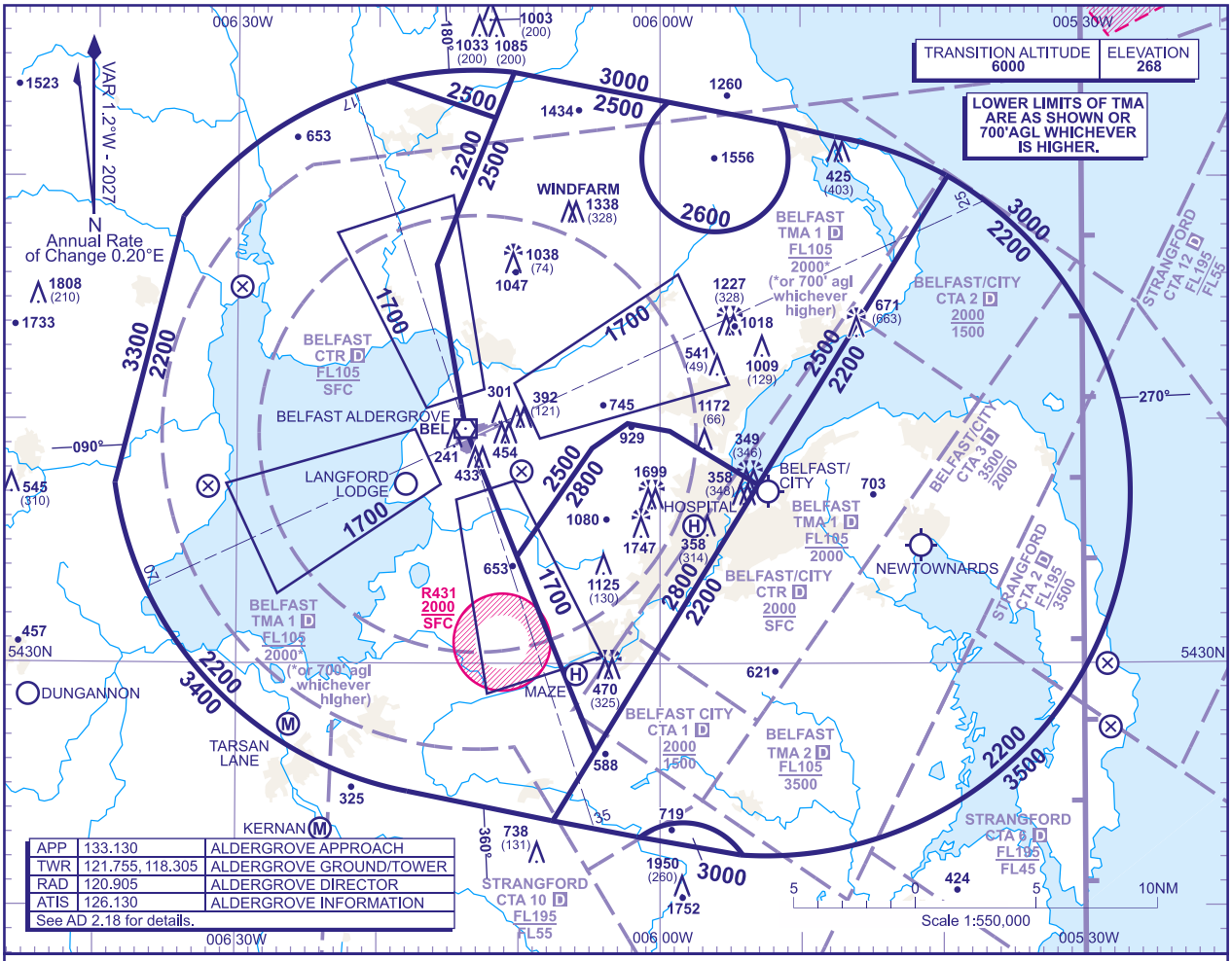
EGPR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1950
HEIGHTS IN FEET AGL (770)

BELFAST ALDERGROVE



APP	133.130	ALDERGROVE APPROACH
TWR	121.755, 118.305	ALDERGROVE GROUND/TOWER
RAD	120.905	ALDERGROVE DIRECTOR
ATIS	126.130	ALDERGROVE INFORMATION
See AD 2.18 for details.		

MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2200** in the sector defined by the lateral limits; 545357N 0061923W - 545226N 0061135W - 544625N 0061551W - 543940N 0061348W - 542623N 0060435W - 542333N 0060733W - 542444N 0061744W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 543723N 0063830W - 544821N 0063345W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545357N 0061923W.

b) **2500** in the sector defined by the lateral limits; 545357N 0061923W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545421N 0061023W - 545226N 0061135W - 545357N 0061923W.

c) **2200** in the sector defined by the lateral limits; 545000N 0053935W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 542208N 0055411W thence anti-clockwise by an arc of a circle radius 3NM centred on 542031N 0055823W to 542253N 0060130W - 542333N 0060733W - 545000N 0053935W.

d) **2500** in the sector defined by the lateral limits; 545421N 0061023W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545409N 0060806W - 545309N 0055918W thence anti-clockwise by an arc of a circle radius 3NM centred on 545047N 0055605W to 545215N 0055132W - 545147N 0054723W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 545000N 0053935W - 543721N 0055303W - 543934N 0055920W - 543953N 0060220W - 543852N 0060451W - 543426N 0061008W - 543940N 0061348W - 544625N 0061551W - 545421N 0061023W.

e) **2600** in the sector defined by the lateral limits; 545309N 0055918W thence anti-clockwise by an arc of a circle radius 3NM centred on 545047N 0055605W to 545215N 0055132W - 545309N 0055918W.

f) **2800** in the sector defined by the lateral limits; 543426N 0061008W - 543852N 0060451W - 543953N 0060220W - 543934N 0055920W - 543721N 0055303W - 542623N 0060435W - 543426N 0061008W.

g) **3000** in the sector defined by the lateral limits; 542208N 0055411W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 542223N 0055716W - 542253N 0060130W thence clockwise by an arc of a circle radius 3NM centred on 542028N 0055827W to 542208N 0055411W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **BEL VOR**†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **BEL VOR**†.

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

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be Issued If the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (12/26): MAZE HELIPORT ADDED.

AERO INFO DATE 24 AUG 26

AD 2-EGAA-5-1

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

1	Apron surface and strength	TERMINAL STANDS: 1 Surface: Concrete PCR 237/R/D/W/U TERMINAL STANDS: 10 Surface: Concrete PCR 237/R/D/W/U TERMINAL STANDS: 2 Surface: Concrete PCR 309/R/D/W/U TERMINAL STANDS: 21 Surface: Concrete PCR 237/R/D/W/U TERMINAL STANDS: 24 Surface: Concrete PCR 741/R/D/W/U TERMINAL STANDS: 3 Surface: Concrete PCR 741/R/D/W/U TERMINAL STANDS: 4 Surface: Concrete PCR 741/R/D/W/U TERMINAL STANDS: 5 Surface: Concrete PCR 741/R/D/W/U TERMINAL STANDS: 6 Surface: Concrete PCR 741/R/D/W/U TERMINAL STANDS: 7 Surface: Concrete PCR 741/R/D/W/U TERMINAL STANDS: 8 Surface: Concrete PCR 741/R/D/W/U TERMINAL STANDS: 9 Surface: Concrete PCR 237/R/D/W/U TERMINAL STANDS: VICTORIA Surface: Concrete PCR 237/R/D/W/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 18 M Surface: Asphalt PCR 685/F/D/W/U
3	Altimeter checkpoint location and elevation	Stands 1-10, 13 FT amsl - Victoria Apron, 10 FT amsl.
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	-

EGAC 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 1-10 and 24 are nose-in push-back only. Stands 1-3, 5-10 and 24 AGNIS and surface arrow stop signs. Stand 4 APIS. Stands 6A/7A are nose-in and have painted surface markings. Pilots must not enter any part of a stand unless the guidance has been activated or a marshaller is present at the head of the stand, this procedure allows a FOD check to take place on the designated stand (please note, it may not be possible to see guidance until turned onto the stand lead in line). Victoria apron (except Stand 24) is as directed by ATC/Marshallers.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 04/22: Displaced threshold markings and designators on Runway 04. Threshold markings and designators on Runway 22. Fixed distance markings and centre-line markings, Runway 04/22. Runways side stripes.
3	Stop bars and runway guard lights (if any)	Runway guard lights, Stop bars and internally illuminated signage at A1, A2 and A3 holding points.
4	Other runway protection measures	-
5	Remarks	Two WDI (LGTD) 543721.21N 0055209.87W; 543643.47N 0055237.84W.

EGAC 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.

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 PCR 685/F/D/W/U	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 PCR 685/F/D/W/U	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 I 1.04°W (2027)	IHBD	108.100 MHz	HO	543736.23N 0055143.89W		(RWY 04)
ILS/GP	IHBD	334.700 MHz	HO	543654.05N 0055244.50W		-

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 1.04°W (2027)	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 lll aircraft except in emergency or diversion.
b) Ground running of aircraft engines shall be subject to the approval of the aerodrome authority. No ground running of engines is permitted between 2230-0600 (2130-0500).
c) Use of the aerodrome by aircraft not able to communicate with ATC subject to prior permission.

2 GROUND MOVEMENT

a) Aircraft shall not enter a stand until stand entrance guidance is activated or marshalling assistance is available on stand. If neither is available crew shall stop on short on stand centre-line and request (via ATC) that the stand be activated.

3 CAT II/III OPERATIONS

a) Belfast City Airport is not equipped for CAT II/III operations, however Low Visibility Procedures are used to protect CAT I operations.
b) Low Visibility Procedures will commence when RVR/Met visibility falls to 800 M or less, or cloud ceiling is observed to be 200 FT or less.
c) Pilots will be informed when these procedures are in operation by ATIS or by RTF.

4 WARNINGS

a) Aircraft assembly hangar on the northwest side of the runway, infringes transitional surface by 2.84 M, 269 M from the runway centre-line.
b) Pilots should anticipate windshear on approach to Runway 22 and departure from Runway 04 when the surface wind direction is between 100° and 160° + 15 KTS. Due to strong wind conditions, turbulence may be expected on approach or climb out to/from either runway.
c) Pilots are warned of the presence of greylag geese in the vicinity of the Aerodrome. The geese normally transit between the north-east of the Aerodrome and Victoria Park which is below the 04 Approach. Geese movements are typically at dawn and dusk and at an altitude of approximately 50-100 FT AGL. Aerodrome Bird Dispersal, including the use of pyrotechnics, is in operation during Aerodrome operational hours.
d) HT pylons 115 FT AAL 0.66 NM from threshold of Runway 04.
e) High ground rising to 644 FT AMSL within 2.4 NM to the East and South.
f) High ground rising to 1227 FT AMSL 3.9 NM to the West and Northwest.
g) Floating cranes and shipping in Belfast Harbour.
h) Three cranes (Lgtd), 250 FT AAL 1 NM West of the aerodrome.
i) Two chimneys (Lgtd) 250 FT AAL 1 NM West of the aerodrome.
j) ILS Glide Path and Precision Approach Path Indicators (PAPI) - Runway 04 only: With a certain combination of aircraft type and antenna configuration, there is potential for crews to observe a small discrepancy between indications from the ILS Glide Path and PAPI on

Runway 04. Both of these approach path guidance systems are within published tolerance limits and are regularly flight checked for compliance and accuracy.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) Arrivals; Runway 22 is the preferred landing runway. Departures; Runway 04 is the preferred departure runway.

7 TRAINING

a) Training flights by prior arrangement only.

EGAC AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

Every operator of aircraft using, or intending to use the Aerodrome shall ensure at all times that aircraft are operated in such a manner calculated to cause the least disturbance practicable to areas surrounding the Airport. These procedures may only be departed from to the extent necessary to avoid immediate danger or in compliance with ATC instructions. Operators of all aircraft are required to conform with the following procedures.

2 TAKE-OFF, CLIMB AND GO AROUND

Aircraft operators shall instigate their aircraft manufacturers Noise Abatement recommended procedures on departure and up to FL 100, or the procedures listed below:

a) Take off to 1500 FT

Power	—	Normal take off
Speed	—	V2 + 10 KT(+)
Flaps	—	Set as appropriate

b) 1500 to 3000 FT

Power	—	Reduced to Climb Thrust
Speed	—	V2 + 10 KT(+)
Flaps	—	Maintain previous setting

Note: *V2 + 10 KT (+) indicates that V2 + 10 KT may be exceeded where pitch angle or specific aircraft characteristic are possible limiting factors;*

c) At 3000 FT retract flaps on schedule and assume normal en-route climb (subject to individual ATC Clearance).

d) 3000 FT to FL 100 - max climb speed 250 KT or as instructed.

3 DEPARTURES

a) **Runway 04**

i. **All Jet Aircraft**

On passing 500 FT QNH, left turn TRACK 033°M and climb to altitude 3000 FT QNH before turning. Thereafter as per ATC Clearance.

ii. **Propeller Aircraft greater than 13,000 KG MTOW**

On passing 500 FT QNH, left turn TRACK 033°M and climb to altitude 2000 FT QNH before commencing turn. Thereafter as per ATC Clearance.

iii. **Propeller Aircraft 13,000 KG MTOW or less**

On passing 500 FT QNH, left turn TRACK 033°M and climb to altitude 1500 FT QNH before commencing turn. Thereafter as per ATC Clearance.

b) **Runway 22**

i. **All Jet Aircraft**

Climb straight ahead to altitude 3000 FT QNH before turning, thereafter as per the clearance issued by ATC.

ii. **Propeller Aircraft greater than 13,000 KG MTOW**

Climb straight ahead to altitude 2000 FT QNH before turning, thereafter as per the clearance issued by ATC.

iii. **Propellor Aircraft 13,000 KG MTOW or less**

Climb straight ahead to altitude 1500 FT QNH before turning, thereafter as per the clearance issued by ATC.

4 ARRIVALS

a) **Arriving Aircraft**

i. Radar vectored or instrument approaches will be conducted at altitudes consistent with the RVA or appropriate approach chart. Radar assigned levels on base leg Runway 22 will be 2500 FT until aircraft have coasted out.
ii. Aircraft landing without assistance from glidepath shall descend in accordance with the recommended profile provided in the UK AIP Instrument Approach Charts.

b) **Visual Approaches**

i. Runway 22 – Aircraft are to establish on the 7 DME arc (I-BFH) and coast out not below 2500 FT QNH before establishing on the final approach track at not less than 5 DME.

c) **Runway 04**

i. Descent profiles shall be optimised to establish on the final approach track at 5 NM not below 1500 FT.
ii. Aircraft downwind left Runway 04 are exempt from the above restriction if the flight path avoids residential areas.
iii. It is recommended that aircraft making an approach to Runway 04 shall follow a descent profile which will not result in it being at any time lower than the approach path which would be flown during an ILS GP approach.

EGAC AD 2.22 FLIGHT PROCEDURES

1 ALTIMETER SETTING

a) Pilots flying beneath the Belfast TMA below the Transition Altitude (6000 FT) should use the QNH of an aerodrome situated within the lateral limits of the TMA; except that the aerodrome QFE may be used when flying within the circuit.

2 PROCEDURES FOR INBOUND AIRCRAFT

a) **Clearance to Enter the Belfast TMA**

i. Aircraft flying on the Airways System will be cleared into the Belfast TMA without having to request a specific entry clearance.
ii. Aircraft wishing to enter the TMA from the open FIR, whether IFR or VFR, must obtain clearance from Belfast Approach Control if joining from the south or east, or from Aldergrove Approach Control if joining from other directions.

b) **Standard Routes**

i. The standard initial routes for inbound aircraft, which are shown in the table below, may be varied at the discretion of ATC (eg for traffic reasons or to allow traffic to be sequenced by radar).

Approach from	Via	Route
NE	P600	BLACA - MAGEE
E	FIR	BLACA/TMA Boundary - MAGEE or HB as directed by 'Belfast Approach'
SE	L10 (RNAV 5 FL 75 and above)	IOM - NELBO - MAGEE
	L10 (Below FL 75)	IOM - RINGA - MAGEE
	UP6/L46 (RNAV 5)	REMSI - MASOP - NELBO - MAGEE
	M148 (RNAV 1 FL 255 and above)	REMSI - NINEB - MASOP - IDGAS - IBTES - LIMKA - MAGEE
	M146 (RNAV 1 FL 195 and below)	ERDUV - LUSOD - PEPEG - ROBOP - MAGEE
	M146 - Z198 - M148 (RNAV 1 FL 195-FL 255)	ERDUV - MASOP - IDGAS - IBTES - LIMKA - MAGEE
S	N34	NEVRI - ABSUN - MAGEE
SW, W, NW and N	FIR	TMA Boundary - MAGEE or HB as directed by 'Belfast Approach'

Note: *See also UK Standard Route Document. Available online from NATS/AIS website: http://www.nats.aero/ais.*

c) Holding

i. The primary holding patterns at NDB(L) HB and MAGEE (544730N 0053630W) are detailed on the Instrument Approach charts.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) The standard routes for outbound aircraft are detailed in the following table. Routes may be varied at ATC discretion according to prevailing traffic conditions. **Pilots are reminded that strict adherence to noise abatement procedures (see AD 2.21) is required PRIOR to following subsequent routing instructions.**

Departing to	Via	Runway	Route
SE	L10/L15/Q38/Q39 (FL 75 and above)	04	Right turn DCT DUFFY
		22	Left turn DCT DUFFY
	L10 (Below FL 75)	04	Right turn - DCT - RINGA
		22	Left turn - DCT - RINGA
S	P620	04	Right turn - DCT - NUMPI
		22	Left turn - DCT - NUMPI
N	P600	04	Right turn - DCT - BLACA
		22	Left turn - DCT - BLACA

Note: *See also UK Standard Route Document. Available online from NATS/AIS website: http://www.nats.aero/ais.*

b) North Atlantic Jet Departures

i. Due to the proximity of the Shanwick Oceanic boundary to Belfast City, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

c) Belfast City Departures Via IOM - Speed Profile

i. Traffic departing Belfast City via L15/Q39 with a requested level of FL 290 or above is required to cross SOSIM/INKOB at FL 290 or above. To ensure that these aircraft can achieve the required level by SOSIM/INKOB, speed restrictions are to be observed.
ii. All Belfast City departures to the south-east with a requested flight level of FL 290 or above, are to fly in accordance with the following maximum speeds:

1. Jet traffic with a MTOW greater than 35000 KG Max 250 KT IAS until FL 100, then Max 290 KT IAS until FL 250;
2. Jet traffic with a MTOW less than 35000 KG and all non jet traffic; Max 250 KT IAS until above FL 250.

iii. Aircraft unable to reach FL 290 by SOSIM/INKOB must advise Belfast City prior to push-back, giving the anticipated flight level at SOSIM/INKOB.

4 ROYAL VICTORIA HOSPITAL (RVH) & MUSGRAVE PARK HOSPITAL (MPH) OPERATIONS

a) The RVH is located within Class G Airspace immediately adjacent to Belfast City CTR (Class D); MPH is located within the Belfast City (Class D) CTR.

Pilots of aircraft operating to/from the RVH or MPH should be aware of the potential for conflictions and/or TCAS events to occur with aircraft operating to/from Belfast City Airport. To reduce conflictions, the following procedures apply:

i. **RVH Helipad**

1. **RVH - Inbound.** Due to the proximity of CAS to the East, Pilots are strongly advised to establish two-way communications with Belfast City and, if required, request a CTR entry clearance.
2. **RVH - Outbound.** Pilots are strongly advised to call Belfast Tower on 122.830 when on the Helipad; if unable to establish two-way communications contact Belfast Approach on 130.855.

ii. **MPH Helipad**

1. **MPH - Inbound.** Pilots are to establish two-way communications with Belfast City requesting a CTR entry clearance.
2. **MPH - Outbound.** When inbound, pilots will be issued with departure instructions as follows: Call Belfast Approach on 130.855 when on the ground, if unable to establish two-way communications, lift low-level to the West of the M1 Motorway departing the CTR, and establish two-way communication.

b) Outside of Belfast City operating hours a Basic Service may be available from Aldergrove Radar on 133.125 MHz.

5 VISUAL REFERENCE POINTS (VRP)

a) To facilitate the integration of VFR flights within the Belfast Airspace, pilots may be required to join/leave the airspace via specified VRPs.
b) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside, Belfast/City controlled airspace within the area defined below and maintaining a listening watch only on Belfast Approach channel, 130.855, are encouraged to select SSR code 4255:

545930N 0051542W - 545548N 0052800W -
545656N 0055417W - 543833N 0055732W -
thence clockwise by the arc of a circle radius 9 NM centred on 543927N 0061257W to
543233N 0060302W - 542135N 0061619W -
540707N 0060015W - 540520N 0055140W -
542050N 0052650W - 545410N 0051030W -
545930N 0051542W.

b) Selection of 4255 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the controlled airspace at all times.
c) Whilst squawking 4255 pilots should be aware that Belfast Approach may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 4255 shall be deselected.

EGAC AD 2.23 ADDITIONAL INFORMATION

a) An obstacle free distance of approximately 93 M exists from the end of the paved surface at the southwest end of the runway up to the location of the Runway 22 localiser.
b) A further obstacle free distance of approximately 15 M exists from the Runway 22 localiser to the non-frangible aerodrome boundary fence, beyond which there is a steep-angled drop of several metres down to a tidal lagoon.

EGAC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGAC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGAC-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGAC-5-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 04 (CAT A,B,C) - ICAO
AD 2.EGAC-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 04 (CAT A,B,C) - ICAO
AD 2.EGAC-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 04 (CAT A,B,C) - ICAO
AD 2.EGAC-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 22 (CAT A,B,C) - ICAO
AD 2.EGAC-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 22 (CAT A,B,C) - ICAO
AD 2.EGAC-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 22 (CAT A,B,C) - ICAO
AD 2.EGAC-8-6

EGAC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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AERODROME CHART - ICAO

ARP 543705N 0055221W

AD ELEV 15FT

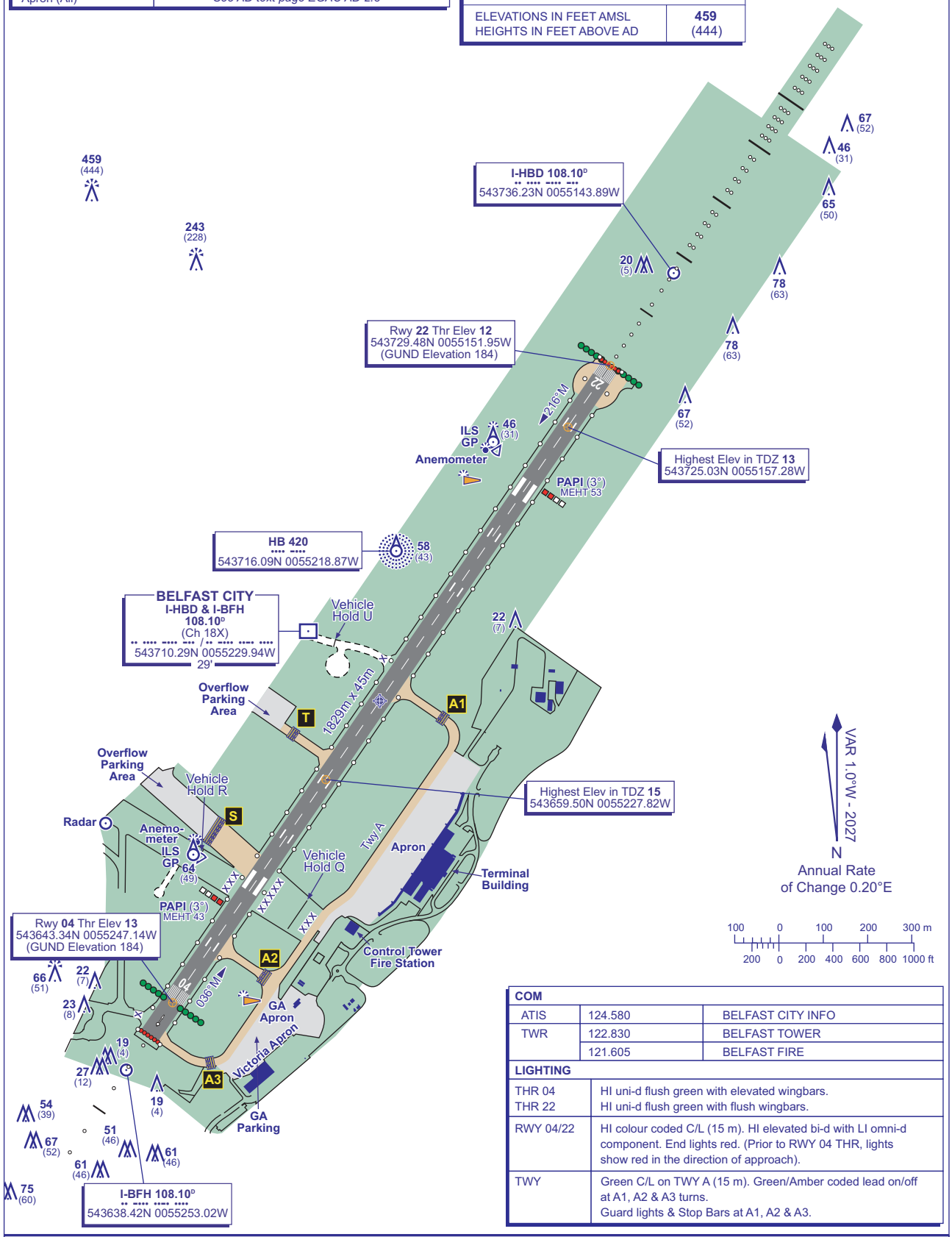
BELFAST CITY
EGAC

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCR**
RWY 04/22	Grooved Asphalt	685/F/D/W/U
TWY A	Asphalt	685/F/D/W/U
Apron (All)	*See AD text page EGAC AD 2.8*	

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**459** (444)



COM		
ATIS	124.580	BELFAST CITY INFO
TWR	122.830	BELFAST TOWER
	121.605	BELFAST FIRE

LIGHTING	
THR 04 THR 22	HI uni-d flush green with elevated wingbars. HI uni-d flush green with flush wingbars.
RWY 04/22	HI colour coded C/L (15 m). HI elevated bi-d with LI omni-d component. End lights red. (Prior to RWY 04 THR, lights show red in the direction of approach).
TWY	Green C/L on TWY A (15 m). Green/Amber coded lead on/off at A1, A2 & A3 turns. Guard lights & Stop Bars at A1, A2 & A3.

CHANGE (12/26): PCN REPLACED BY PCR.

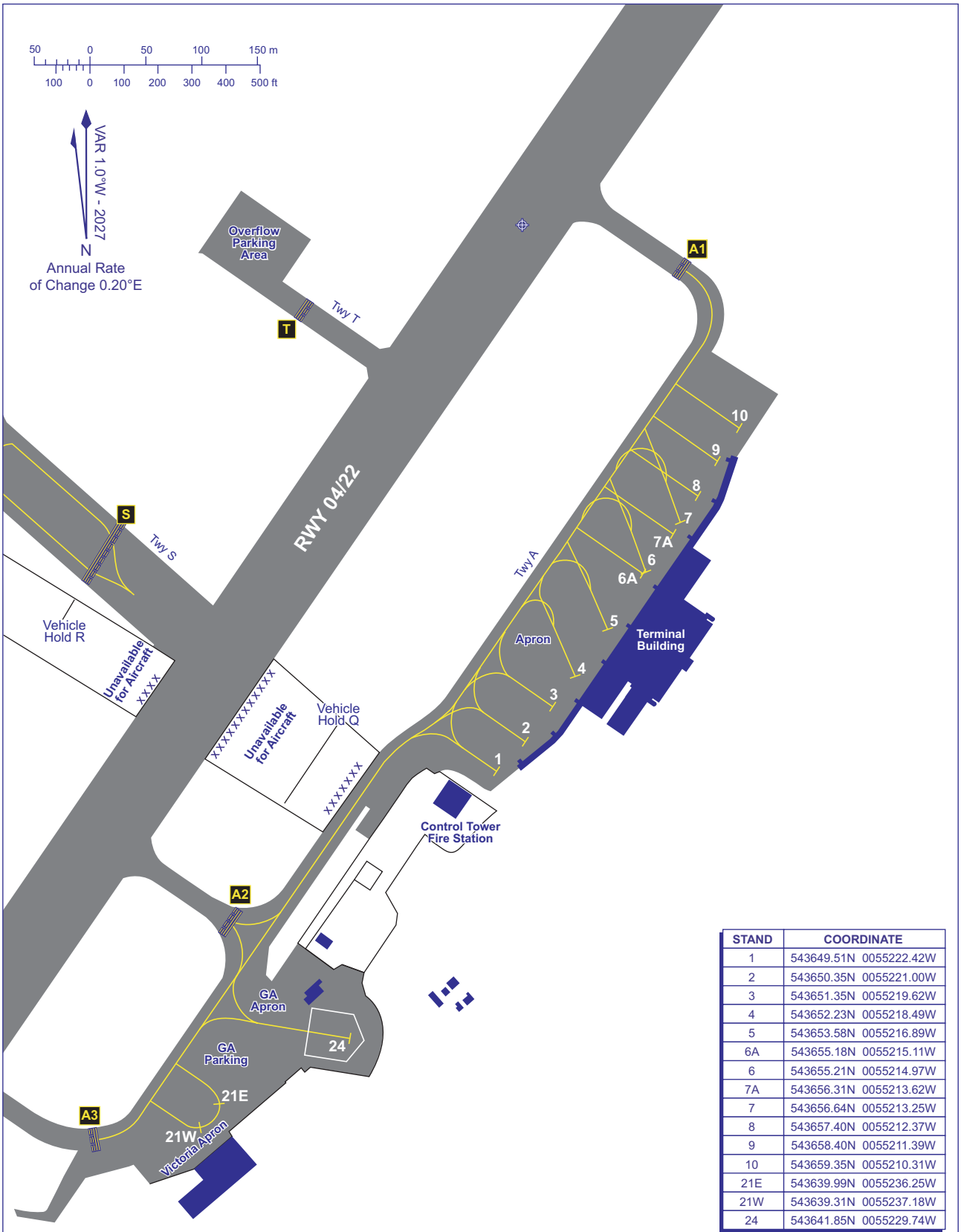
AERO INFO DATE 10 SEP 26

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 543705N 0055221W

AD ELEV 15FT

BELFAST/CITY
EGAC



STAND	COORDINATE
1	543649.51N 0055222.42W
2	543650.35N 0055221.00W
3	543651.35N 0055219.62W
4	543652.23N 0055218.49W
5	543653.58N 0055216.89W
6A	543655.18N 0055215.11W
6	543655.21N 0055214.97W
7A	543656.31N 0055213.62W
7	543656.64N 0055213.25W
8	543657.40N 0055212.37W
9	543658.40N 0055211.39W
10	543659.35N 0055210.31W
21E	543639.99N 0055236.25W
21W	543639.31N 0055237.18W
24	543641.85N 0055229.74W

COM		
ATIS	124.580	BELFAST CITY INFO
TWR	122.830	BELFAST TOWER
	121.605	BELFAST FIRE

CHANGE (12/26): PHYSICAL CHARACTERISTICS BOX REMOVED.

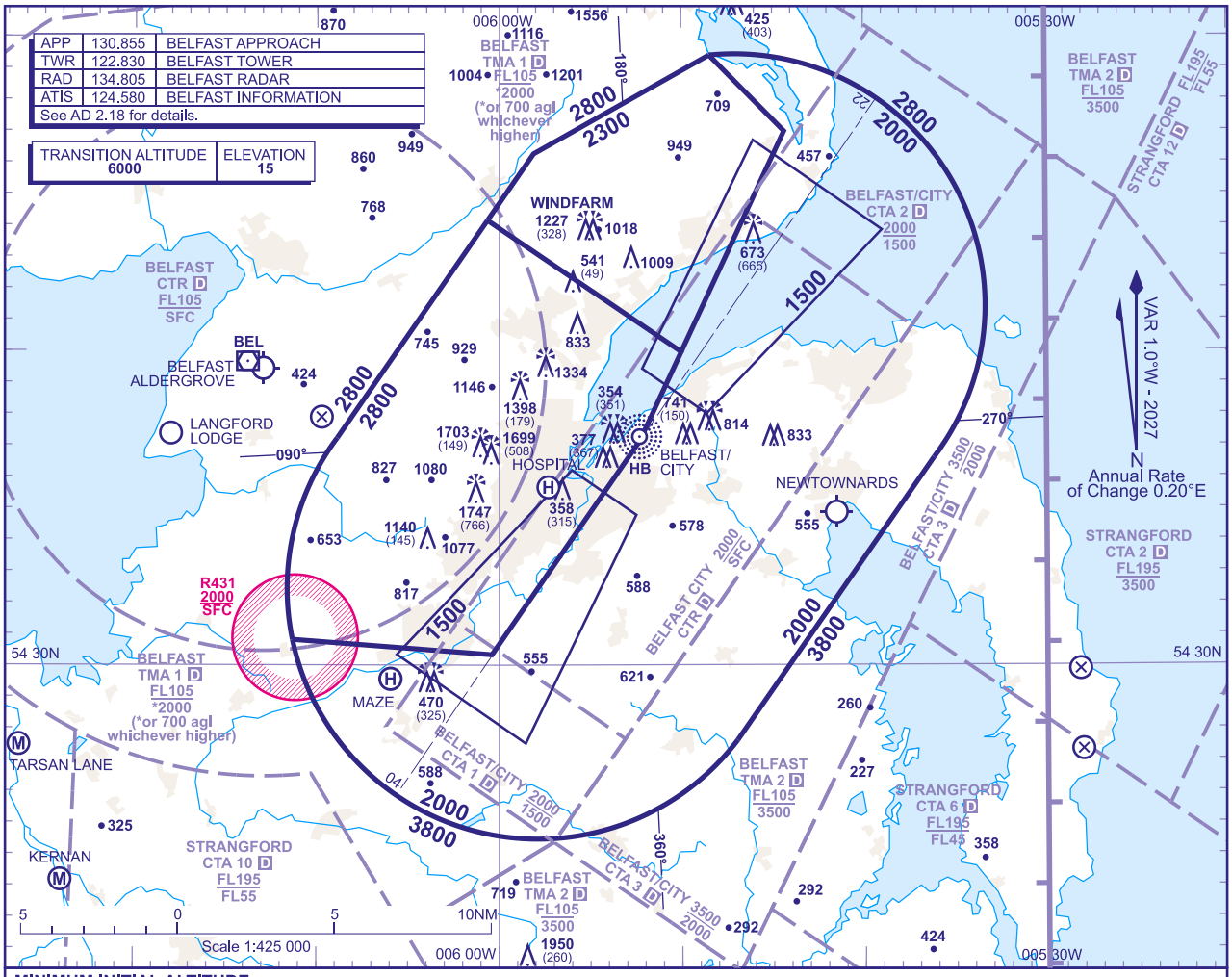
AERO INFO DATE 10 SEP 26

AD 2-EGAC-2-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1950
HEIGHTS IN FEET AGL (260)

BELFAST/ CITY



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2000** in the sector defined by the lateral limits; 544924N 0054828W thence clockwise by an arc of a circle radius 8NM centred on 544127N 0054707W to 543636N 0053610W - 542737N 0054658W thence clockwise by an arc of a circle radius 8NM centred on 543227N 0055753W to 543049 0061119W - 543020N 0060024W - 543708N 0055218W - 544659N 0054421W - 544924N 0054828W.

b) **2300** in the sector defined by the lateral limits; 544924N 0054828W - 544659N 0054421W - 543958N 0055001W - 544409N 0060039W - 544616N 0055807W - 544924N 0054828W.

c) **2800** in the sector defined by the lateral limits; 544409N 0060039W - 543958N 0055001W - 543708N 0055218W - 543020N 0060024W - 543049N 0061119W thence clockwise by an arc of a circle radius 8NM centred on 543227N 0055753W to 543714N 0060853W - 544409N 0060039W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

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

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2900**, or last assigned level if higher to **NDB(L) HB**†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) HB**†.

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

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be Issued If the aircraft Is either establlshed on the flnal approach track or on an Intercept of 40° or less, and In the case of Instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (12/26): MAZE HELIPORT ADDED.

AERO INFO DATE 24 AUG 26

AD 2-EGAC-5-1

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EGPL — BENBECULA

EGPL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPL — BENBECULA

EGPL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 572850N Long: 0072150W Mid point of Runway 06/24
2	Direction and distance from city	West side of Isle of Benbecula
3	Elevation / Reference temperature / Mean Low Temperature	19 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	188 FT
5	Magnetic Variation / Annual Change	2.11°W (2027) / 0.22°E
6	AD Administration Address Telephone Telefax	HIAL Benbecula Aerodrome, Balivanich, Western Isles, HS7 5LA. 01870-602051 (Administration) 01870-604804 (ATC) 01870-604818 (MET/AD Info) 0141-8427455 (Loganair Operations - Glasgow) 01870-604826 (ATC) 01870-602278 (AD/Administration) 01870-602931 (RFFS)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGPL AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0830-1630 (0730-1530); Sat 0830-0915 (0730-0815), 1045-1245 (0945-1145); Sun 1645-1800 (1545-1700). See remarks.
2	Customs and immigration	By arrangement, 48 HR notice required.
3	Health and sanitation	-
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	By telephone to Aberdeen MET Office.
7	ATS	See AD 2.18.
8	Fuelling	-
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	As AD Hours.
12	Remarks	This aerodrome is PPR. 3 hours notice by Tel: 01870-602051 or Fax: 01870-604826. Please see current NOTAMs for any changes to published Operational Hours.

EGPL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with Loganair, Tel: 01870-602310, email: bebcs@loganair.co.uk.
2	Fuel and oil types	-
3	Fuelling facilities/capacity	-
4	De-icing facilities	By arrangement with Loganair, Tel: 01870-602310, email: bebcs@loganair.co.uk.
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	Limited aircraft handling is provided by Loganair, Tel: 01870-602310.

EGPL AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	Terminal café.
3	Transportation	Taxis, Car hire and Buses.
4	Medical facilities	Limited first aid, local doctors and ambulance available.
5	Bank and Post Office	Bank and Post Office close by in Balivanich.
6	Tourist Office	-
7	Remarks	-

EGPL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A4 RFF Category 5: Mon - Sat 1000-1200 (0900-1100); Sun 1645-1800 (1545-1700), and additionally by prior arrangement. RFF Category 6 accepted under remission, by prior arrangement.
2	Rescue equipment	Limited water rescue facilities are available for Runway 06/24 during published opening hours and special/on call openings, subject to serviceability of equipment and times when the weather conditions and sea state are conducive to search operations. Contact: 01870-604820.
3	Capability for removal of disabled aircraft	Limited. Contact: 01870-604820.
4	Remarks	Any request for RFF Category higher than RFF Category 4 subject to additional charge.

EGPL AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, chemical de-icing.
2	Clearance priorities	Standard, see AD 1.2.2.
3	Remarks	Contact: 01870-604804, Runway 06/24 de-iced with Potassium Formate as required.

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

1	Apron surface and strength	APRON Surface: Concrete PCR 143/R/B/W/U (108 x 120 M).
2	Taxiway width, surface and strength	Taxiway MAIN TAXIWAY: 15 M Surface: Concrete PCR 143/R/B/W/U
3	Altimeter checkpoint location and elevation	Apron 19 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGPL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	Runway marking aid(s): 06/24: Runway threshold, Runway designators, runway centre-line. Taxiway marking aid(s): Yellow centre-line
3	Stop bars and runway guard lights (if any)	3 RWY guard lights and illuminated signs RWY 06 Hold Alpha.
4	Other runway protection measures	-
5	Remarks	WDIs RWY 06 THR: 572835.45N 0072213.82W (LGTD); RWY 24: 572858.83N 0072111.44W (LGTD).

EGPL 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.

EGPL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	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	AIRMET. Metforms 214, 215. SIGMET.
8	Supplementary equipment available for providing information	Fax. Automated information available by telephone 01870-604818, H24 (unverified outside AD hours).
9	ATS units provided with information	BENBECULA
10	Additional information (limitation of service, etc.)	Outside AD hours, unverified automatic observations provided by telephone ATIS (see 8).

EGPL 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	055.45°	1837 x 40 M	RWY surface: Asphalt. Grooved. PCR 115/F/B/X/U	572837.28N 0072225.09W 188.2 FT	THR 16.2 FT -	-
24	235.47°	1837 x 40 M	RWY surface: Asphalt. Grooved. PCR 115/F/B/X/U	572908.72N 0072100.27W 188.2 FT	THR 13.4 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
-	219 x 140 M	1917 x 280 M	80 x 166 M 80 x 150 M	-	-	RWY 06 Non-precision approach runway. Threshold displaced by 119 M.
-	149 x 140 M	1917 x 280 M	80 x 70 M 80 x 166 M	-	-	RWY 24 Non-precision approach runway.

EGPL AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	1837 M	2056 M	1837 M	1717 M	-
24	1688 M	1837 M	1688 M	1688 M	-

EGPL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Centre-line with one crossbar. LED 242 M Light intensity high	Light intensity high Green wingbars LED	PAPI Left/3° 42 FT 250 M	-	-	Elevated LED Light intensity high	LED Red	-	-
24	Centre-line with one crossbar. LED 342 M Light intensity high	Light intensity high Green wingbars LED	PAPI Left/3° 42 FT 255 M	-	-	Elevated LED Light intensity high	LED Red	-	-

EGPL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: RWY 06: 572835.60N 0072218.00W (LGTD), RWY 24: 572859.06N 0072113.12W (LGTD).
3	TWY edge and centre line lighting	EDGE: Blue edge lights on taxiway and apron edge.
4	Secondary power supply/switch-over time	Standby Generator/15 seconds.
5	Remarks	Apron Floodlighting. Obstacle lighting.

EGPL AD 2.16 HELICOPTER LANDING AREA

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EGPL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BENBECULA ATZ A circle, 2 NM radius, centred at 572850N 0072150W on longest notified runway (06/ 24)	Upper limit: 2019 FT ALT Lower limit: SFC	G	BENBECULA APPROACH English	3000 FT	Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700); and by arrangement.	ATZ 2000 FT AAL.

EGPL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	BENBECULA APPROACH	119.205 DOC 40 NM/ 15,000 FT.	-	-	Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	VDF 572835.27N 0072210.82W.
TWR	BENBECULA TOWER	119.205 DOC 40 NM/ 15,000 FT.	-	-	Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	Due to FISO training and maintenance of currency, FISO phraseology may be in use during ATC published hours, with ATC in attendance. ATC service will remain available at all times. Pilots will be advised of periods of FISO training, normally via ATIS. VDF 572835.27N 0072210.82W.
AFIS	BENBECULA INFORMATION	119.205	-	-	By arrangement outside hours of Approach	-
ATIS	BENBECULA INFORMATION	129.885	-	-	Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	-
OTHER	BENBECULA FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGPL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 2.11°W (2027) 2.4°W (2026)	BEN	86Y 113.950 MHz	H24 Hours of operation for aerodrome purposes: Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	572840.57N 0072155.08W	46 FT	VOR DOC 60 NM. VOR/DME normally radiates H24.
DME	BCL	18X 108.100 MHz	Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	572830.34N 0072212.90W	57 FT	DOC 25 NM. Zero range to site.
NDB (L) 2.11°W (2027)	BBA	401.000 kHz	Mon-Fri 0800-1630 (0700-1530); Sat 0800-0915 (0700-0815), 1030-1245 (0930-1145); Sun 1600-1800 (1500-1700) and by arrangement with AD operator (HIAL).	572834.24N 0072209.32W		DOC 40 NM. Used as IAP when VOR BEN is not available. Normally radiates H24.

EGPL AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of Benbecula aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
b) High Visibility Clothing is to be worn when airside.
c) Unmanned Air System (UAS) operators should request permission from Benbecula ATS at least 24 hours in advance of the flight within the Flight Restricted Zone (FRZ) to allow sufficient time for impact assessment and NOTAM action.

2 GROUND MOVEMENT

Not applicable.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Intensive military activity takes place in the vicinity. ATS/ATIS will advise EGD701A-F, EGD701Y and EGD704 activity. Instrument approaches to Runway 06 may not be available or may be restricted during periods of activity. The entry procedure from the BEN VOR and the BBA NDB, for instrument approaches to Runway 24, may not be available or may be restricted during periods of activity.
b) The aerodrome is frequently opened for Air Ambulance and SAR flights outside published hours.
c) The use of the aerodrome is unavailable for 'out of hours' permit holders due to airport security restrictions.
d) All taxiways are closed, except between threshold of Runway 06 and the apron.
e) There are no marked parking stands on the apron due to rapid changes in wind conditions, marshallers will be provided when possible.
f) Grass areas are soft and unsafe. Poor load bearing characteristics may be found on the runway/taxiway strips and the area adjacent to the apron. Only marked taxiway to be used.
g) The apron area is subject to aerodrome security procedures during published hours.
h) Flocks of geese present on, and in fields adjacent to, the aerodrome, all year round.
i) Runway 24 during strong winds, moderate turbulence may be experienced on final between 8 to 4 NM.

5 HELICOPTER OPERATIONS

Not applicable.

6 USE OF RUNWAYS

a) Whenever weather conditions allow, the preferred runway for landing is Runway 24 and the preferred runway for departure is Runway 06.
b) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

    i. **Runway 06/24**. Except where an AOC holder has a less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 M are not permitted

7 TRAINING

a) Training flights are subject to prior approval and acceptance by ATC.

EGPL AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable.

EGPL AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT APPROACH PROCEDURES

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

2 NORTH ATLANTIC DEPARTURES

a) Due to the proximity of the Shanwick Oceanic boundary to Benbecula, pilots must consider time scales for submitting an ’RCL’. Refer to ENR 2.2, paragraph 3.8.2 for details.

3 AIR TRAFFIC SERVICES OUTSIDE CONTROLLED AIRSPACE

a) During notified ATC Hours of service:

i. A procedural service will be routinely applied for IFR flights. Pilots will be expected to accept levels, radials, tracks and/or time allocation.
ii. A basic service will be applied to VFR flights. IFR flights may request a basic service.

b) Outside notified ATC Hours of service:

i. A basic service will be applied to SAR and Ambulance flights by a Flight Information Service Officer.

4 VISUAL REFERENCE POINTS (VRP)

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

5 CIRCUITS

a) Circuit Height: 1000 FT AAL unless instructed by ATC.
b) Circuit Directions: Runway 06 - LH; Runway 24 - RH.
c) Joining instructions as instructed by ATC.

EGPL AD 2.23 ADDITIONAL INFORMATION

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

EGPL AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPL-2-1
INSTRUMENT APPROACH CHART VOR/DME RWY 06 - ICAO
AD 2.EGPL-8-1
INSTRUMENT APPROACH CHART VOR RWY 06 - ICAO
AD 2.EGPL-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 06 - ICAO
AD 2.EGPL-8-3
INSTRUMENT APPROACH CHART NDB(L) RWY 06 - ICAO
AD 2.EGPL-8-4
INSTRUMENT APPROACH CHART VOR/DME Z RWY 24 - ICAO
AD 2.EGPL-8-5
INSTRUMENT APPROACH CHART VOR/DME Y RWY 24 - ICAO
AD 2.EGPL-8-6
INSTRUMENT APPROACH CHART NDB(L)/DME Z RWY 24 - ICAO
AD 2.EGPL-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME Y RWY 24 - ICAO
AD 2.EGPL-8-8

EGPL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

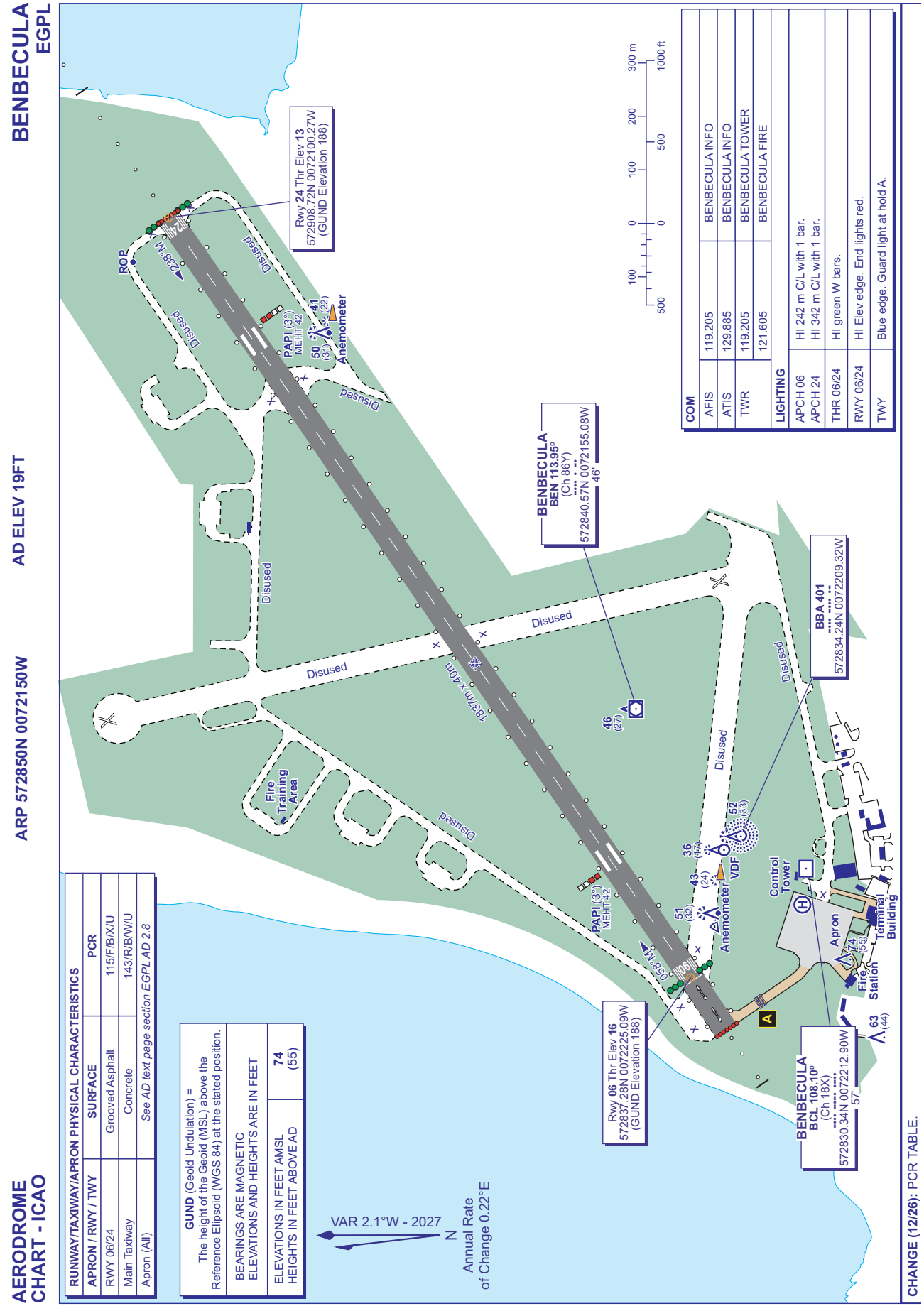
Not applicable

AERODROME CHART - ICAO

BENBECULA EGPL

ARP 572850N 0072150W

AD ELEV 19FT



COM		
AFIS	119.205	BENBECULA INFO
ATIS	129.885	BENBECULA INFO
TWR	119.205	BENBECULA TOWER
	121.605	BENBECULA FIRE

LIGHTING	
APCH 06	HI 242 m C/L with 1 bar.
APCH 24	HI 342 m C/L with 1 bar.
THR 06/24	HI green W bars.
RWY 06/24	HI Elev edge. End lights red.
TWY	Blue edge. Guard light at hold A.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCR
RWY 06/24	Grooved Asphalt	115/F/B/X/U
Main Taxiway	Concrete	143/R/B/W/U
Apron (All)	*See AD text page section EGPL AD 2.8*	

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	74 (55)

CHANGE (12/26): PCR TABLE.

AERO INFO DATE 02 SEP 26

AD 2-EGPL-2-1

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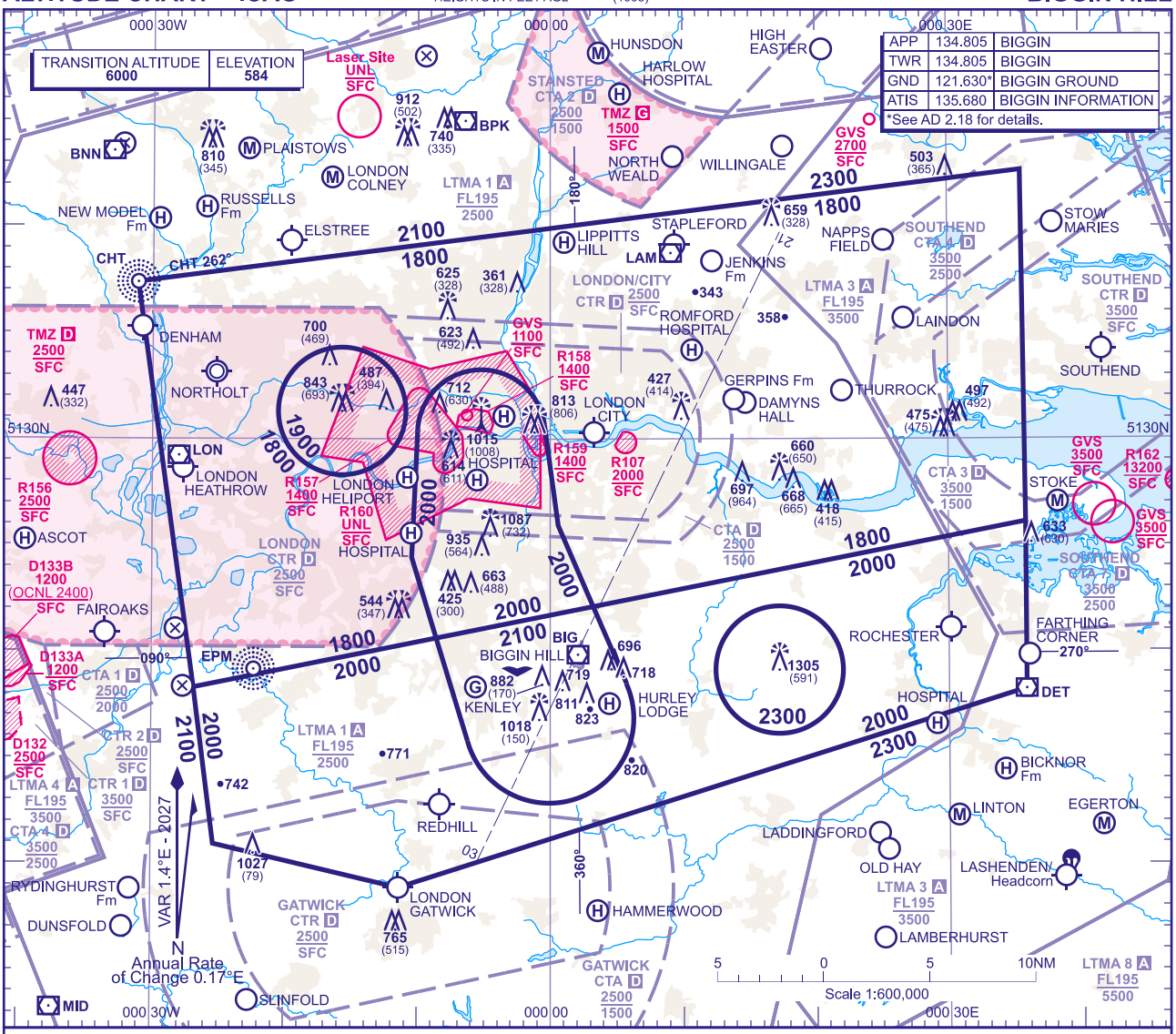
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1015
HEIGHTS IN FEET AGL (1008)

BIGGIN HILL



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2100** in the sector defined by the lateral limits; 512038N 0000835W - 512207N 0000314E - 511829N 0000545E thence clockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511548N 0000613W - 512038N 0000835W.

b) **2000** in the sector defined by the lateral limits; 513022N 0001000W thence clockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513040N 0000026W - 512556N 0000036E - 512207N 0000314E - 512038N 0000835W - 512426N 0001026W - 513022N 0001000W.

c) **2000** in the sector defined by the lateral limits; 511818N 0002650W - 512038N 0000835W - 511548N 0000613W thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511829N 0000545E - 512207N 0000314E - 512606N 0003549E - 511814N 0003550E - 510853N 0001125W - 511056N 0002519W - 511818N 0002650W, except within 3NM radius circle enclosing the Wrotham Mast (511914N 0001714E) where the minimum altitude is **2300**.

d) **1900** in the sector defined by the lateral limits; a circle radius 3NM centred on 513119N 0001542W.

e) **1800** in the sector defined by the lateral limits; 513723N 0003108W - 514239N 0003533E - 512606N 0003549E - 512207N 0000314E - 512556N 0000036E - 513040N 0000026W thence anticlockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513022N 0001000W - 512426N 0001026W - 512038N 0000835W - 511818N 0002650W - 513723N 0003108W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

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

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate final approach aid. If not possible proceed at not above **2300**, to join the **ALKIN** holding pattern†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to join the ALKIN holding pattern†.

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

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.
7. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
8. **Thls chart may only be used for cross-checkIng of altItudes assIgned when In recelpt of an ATC Surveillance servIce.**

CHANGE (12/26): HARLOW, ROMFORD HOSPITAL HELI ADDED.

AERO INFO DATE 25 AUG 26

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EGBB — BIRMINGHAM

EGBB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBB — BIRMINGHAM

EGBB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 522714N Long: 0014453W Centre point of Runway intersection with Taxiways Lima/Tango.
2	Direction and distance from city	5.5 NM ESE of Birmingham.
3	Elevation / Reference temperature / Mean Low Temperature	339 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	162 FT
5	Magnetic Variation / Annual Change	0.72°E (2027) / 0.18°E
6	AD Administration Address Telephone AFS E-mail address	BIRMINGHAM AIRPORT. Birmingham Airport, Birmingham B26 3QJ. 0871-222 0072 (General Enquiries) 07890-423014 (Airfield Duty Manager) 0121-767 1260 (ATC ATIS) 0121-767 1210 (ATC Watch Manager) EGBBYDYX ADM@birminghamairport.co.uk (Airfield Duty Manager)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All calls to ATC will be recorded.

EGBB AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Refer to NOTAM/AIP Supplements.

EGBB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Dedicated cargo aircraft handling agents and transit sheds available.
2	Fuel and oil types	AVTUR JET A-1. 100, W80 and W100.
3	Fuelling facilities/capacity	Fuel delivery by bowser.
4	De-icing facilities	By arrangement with handling agents.
5	Hangar space for visiting aircraft	Yes, by arrangement with XLR Executive Jet Centres.
6	Repair facilities for visiting aircraft	Line maintenance available on stand. All repair work by arrangement with the ADM.

7	Remarks	Ground handling mandatory for all aircraft. Aircraft handling agencies are: Blue City: Tel: 0121-782 9300; Email: handling@bluecityaviation.co.uk JET2 Handling: Tel: 0121-767 1489; Email: bhxbohdm@jet2.com Signature: Tel: 0121-782 1999; Email: bhx@signatureaviation.com Swissport: Tel: 0121-767 7772; Email: bhx.ops@swissport.com XLR Executive Jet Centres: Tel: 0121-663 1450; Email: jetcentre@xlrbirmingham.com

EGBB AD 2.5 PASSENGER FACILITIES

1	Hotels	Available on site.
2	Restaurants	Available on site.
3	Transportation	Buses, taxis, trains and hire cars. Nearest railway station, Birmingham International.
4	Medical facilities	Medical emergency response.
5	Bank and Post Office	Bureau de Change & Post Office on site.
6	Tourist Office	-
7	Remarks	-

EGBB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A9 RFF Category 10 aircraft accepted under remission.
2	Rescue equipment	Details available on request from aerodrome.
3	Capability for removal of disabled aircraft	Airlines must have a confirmed contract for aircraft recovery. Aircraft recovery arrangements must be submitted to Birmingham Airport Limited. Tel: 07890-423014 (Airfield Duty Manager). E-mail: ADM@birminghamairport.co.uk.
4	Remarks	-

EGBB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical - Chemical de-icing.
2	Clearance priorities	Standard.
3	Remarks	As per aerodrome snow clearance plan.

EGBB 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	Taxiing guidance signs: Taxi-holding position; Guide lines at apron. Terminal Apron (Stands 1-86). All aircraft stands are laid out for nose-in/push-back; nose-wheel guidelines are provided and marshalling assistance is available, if required, on request through ATC GMC. Stands 15, 16, 40, 41 L/R/C, 42 L/R/C, 54 L/R/C - 57L/R/C, 58 and 59 have directional information provided by a Stand Entry Guidance (SEG). Stands 1-14, 20-25, 60, 70-77, 80-86 will be under marshaller instructions. All Stands except 75-77 are fitted with a fixed electrical ground power unit. Pilots must not enter an aircraft stand unless SEG is activated and the correct aircraft type is displayed, or the marshaller has signalled clearance to proceed. In the event of there being no activated SEG displayed upon approach to the stand, flight crews must hold position on the taxiway and advise GMC of the non-activation of the SEG. Aircrew must not attempt to self-park if the SEG is not activated. Aircrew are to note that all SEG systems are activated by their ground handling agent. The activation of SEG systems should indicate that a safety check of the stands has been made by the handling agent prior to the arrival of the aircraft. Elmdon Apron (Stands 501-506 and 601) will be under marshaller instructions. Pilots of light aircraft not using the full stand facilities should await marshaller instructions before proceeding onto the stands to park.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 15/33: Designation, runway edge, threshold, centre-line, TDZ. Taxiway light(s): Green centre-line lighting (15 M spacing) plus blue edge on curves and red stop bars. No green centre-line on Taxiway J and Taxiway L.
3	Stop bars and runway guard lights (if any)	No stop bar at J1. Stop bars at runway entrance points are in operation H24. Stop bars at T4 are only omnidirectional.
4	Other runway protection measures	-
5	Remarks	WDI RWY 15 THR (LGTD): 522730.26N 0014520.61W. WDI Midpoint (LGTD): 522652.90N 0014437.40W. WDI RWY 33 THR (LGTD): 522705.56N 0014452.33W.

EGBB 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**
(EGBB1365) 33/TAKE-OFF	HOPPER	522828.00N 0014621.68W	389 FT	52 FT	No	-
(EGBB1439) 33/TAKE-OFF	TREE	522825.25N 0014601.20W	373 FT	53 FT	No	-
(EGBB1417) 33/TAKE-OFF	TREE	522824.04N 0014605.51W	375 FT	50 FT	No	-
(EGBB1485) 33/TAKE-OFF	GANTRY	522818.37N 0014555.10W	354 FT	31 FT	No	-
(EGBB1410) 33/TAKE-OFF	TREE	522815.61N 0014607.11W	364 FT	60 FT	No	-
(EGBB1596) 15/APPROACH	POST	522813.00N 0014545.67W	356 FT	59 FT	Yes	-
(EGBB1634) 15/APPROACH	GANTRY	522812.08N 0014542.09W	352 FT	31 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**
(EGBB1492) 33/TAKE-OFF	TREE	522811.75N 0014554.40W	342 FT	46 FT	No	-
(EGBB1441) 15/APPROACH 33/ TAKE-OFF	TREE	522808.47N 0014600.62W	355 FT	57 FT	No	-
(EGBB1577) 33/TAKE-OFF	LAMP POST	522808.23N 0014547.45W	326 FT	26 FT	No	-
(EGBB1624) 15/APPROACH	TREE	522807.67N 0014543.63W	353 FT	52 FT	No	-
(EGBB1460) 33/TAKE-OFF	TREE	522807.42N 0014558.00W	349 FT	44 FT	No	-
(EGBB1571) 33/TAKE-OFF	HEDGE	522803.77N 0014547.90W	320 FT	11 FT	No	-
(EGBB1647) 15/APPROACH	TREE	522802.75N 0014537.47W	340 FT	51 FT	No	-
(EGBB1512) 33/TAKE-OFF	FENCE	522802.16N 0014551.14W	319 FT	9 FT	No	-
(EGBB1482) 15/APPROACH	TREE	522801.33N 0014555.44W	349 FT	36 FT	No	-
(EGBB1458) 15/APPROACH	TREE	522800.97N 0014558.46W	367 FT	53 FT	No	-
(EGBB1629) 33/TAKE-OFF	LLZ	522800.70N 0014543.32W	316 FT	8 FT	Yes	-
(EGBB1615) 33/TAKE-OFF	FFM	522800.24N 0014544.45W	313 FT	7 FT	No	-
(EGBB1600) 33/TAKE-OFF	LLZ	522759.75N 0014545.60W	316 FT	9 FT	Yes	-
(EGBB1480) 15/APPROACH	TREE	522758.54N 0014555.69W	357 FT	46 FT	No	-
(EGBB1535) 15/APPROACH	TREE	522755.41N 0014549.80W	345 FT	49 FT	No	-
(EGBB2067) 15/TAKE-OFF	LLZ MON	522633.39N 0014407.91W	344 FT	13 FT	No	-
(EGBB2333) 33/APPROACH	TREE	522622.45N 0014338.66W	405 FT	47 FT	No	-
33/APPROACH 15/TAKE-OFF	CONSTRUCTION EQUIPMENT	522620N 0014401W	383 FT	26 FT	No	-
(EGBB2104) 33/APPROACH	TREE	522620.38N 0014403.89W	386 FT	48 FT	No	-
(EGBB2239) 15/TAKE-OFF	BUSH	522619.68N 0014349.41W	382 FT	27 FT	No	-
(EGBB2335) 33/APPROACH	TREE	522619.47N 0014338.51W	426 FT	60 FT	No	-
(EGBB2350) 33/APPROACH	TREE	522618.78N 0014336.57W	417 FT	46 FT	No	-
(EGBB2174) 33/APPROACH	TREE	522614.44N 0014358.14W	405 FT	55 FT	No	-
(EGBB2332) 15/TAKE-OFF	TREE	522614.01N 0014339.46W	402 FT	30 FT	No	-
(EGBB2345) 15/TAKE-OFF	TREE	522610.65N 0014337.38W	414 FT	43 FT	No	-
(EGBB2295) 15/TAKE-OFF	TREE	522604.71N 0014342.75W	414 FT	42 FT	No	-
(EGBB2308) 33/APPROACH	TREE	522555.18N 0014341.85W	451 FT	88 FT	No	-
(EGBB2347) 15/TAKE-OFF	TREE	522555.10N 0014337.10W	428 FT	70 FT	No	-
(EGBB2478) 15/TAKE-OFF	PYLON	522545.63N 0014254.69W	477 FT	142 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**
(EGBB1090)	BUILDING	522854.46N 0014818.90W	528 FT	155 FT	No	-
(EGBB2688)	UK29306514F CRANE	522850.73N 0015425.02W	980 FT	525 FT	No	-
-	CRANE	522850.54N 0015424.87W	1009 FT	555 FT	Yes	Northwest of Birmingham Airport. End estimated January 2025.
(EGBB2046)	AERIAL	522844.85N 0014411.83W	453 FT	131 FT	No	-
(EGBB2471)	PYLON	522835.76N 0014258.70W	486 FT	150 FT	No	-
(EGBB1097)	SPIRE	522828.31N 0014810.28W	555 FT	159 FT	No	-
(EGBB2638)	UK28540753F CRANE	522821.16N 0015256.84W	1015 FT	638 FT	Yes Solid Red	-
(EGBB2595)	TREE	522820.45N 0014733.96W	467 FT	73 FT	No	-
(EGBB1052)	BUILDING	522744.37N 0014859.78W	577 FT	150 FT	No	-
(EGBB2602)	PYLON	522741.06N 0014229.79W	515 FT	188 FT	No	-
(EGBB1098)	TREE	522734.72N 0014809.41W	497 FT	75 FT	No	-
(EGBB1034)	CHIMNEY	522733.75N 0015035.65W	644 FT	267 FT	No	-
(EGBB1708)	RADOME	522717.34N 0014522.87W	443 FT	125 FT	No	-
(EGBB2621)	UK28490886F CRANE	522708.96N 0015627.08W	876 FT	378 FT	Yes Solid Red	-
(EGBB2226)	BUILDING	522703.02N 0014350.71W	447 FT	108 FT	No	-
(EGBB1927)	ATC AERIAL	522649.81N 0014453.21W	492 FT	130 FT	No	-
(EGBB2225)	AERIAL	522648.42N 0014350.82W	483 FT	116 FT	Yes Solid Red	-
(EGBB2492)	PYLON	522648.36N 0014240.79W	483 FT	173 FT	Yes Solid Red	-
(EGBB1058)	BUILDING	522643.55N 0014853.17W	516 FT	99 FT	No	-
(EGBB1557)	TREE	522632.84N 0014548.92W	508 FT	106 FT	No	-
(EGBB1700)	MAST	522622.57N 0014524.00W	498 FT	118 FT	No	-
(EGBB2486)	PYLON	522622.02N 0014246.61W	488 FT	152 FT	No	-
(EGBB2390)	WEATHER V	522621.54N 0014328.85W	487 FT	115 FT	Yes Solid Red	-
(EGBB1155)	TREE	522604.52N 0014725.57W	508 FT	113 FT	No	-
(EGBB1361)	MAST	522533.51N 0014624.70W	580 FT	177 FT	Yes Solid Red	-
(EGBB2317)	PYLON	522518.42N 0014341.27W	483 FT	89 FT	No	-
(EGBB1968)	TREE	522509.01N 0014443.21W	519 FT	95 FT	No	-
(EGBB1042)	BUILDING	522456.14N 0014948.29W	638 FT	156 FT	No	-
(EGBB1320)	SPIRE	522440.99N 0014633.28W	619 FT	191 FT	No	-
(EGBB2459)	PYLON	522421.06N 0014305.76W	545 FT	151 FT	No	-

EGBB 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. ATIS Tel: 0121-767 1260.
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	F214, F215, GAMET available via MAVIS, http://mavis.metoffice.gov.uk.
8	Supplementary equipment available for providing information	Standby systems. ATIS number available: 0121-767 1260.
9	ATS units provided with information	BIRMINGHAM
10	Additional information (limitation of service, etc.)	Unverified AUTO METARs may be published in night periods.

EGBB 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
15	145.81°	3052 x 45 M	RWY surface: Asphalt, Grooved PCR 1550/R/C/W/T	522748.52N 0014531.43W 162.1 FT	THR 303.4 FT TDZ 313.1 FT	-
33	325.82°	3052 x 45 M	RWY surface: Asphalt, Grooved PCR 1550/R/C/W/T	522646.58N 0014422.56W 161.9 FT	THR 327.9 FT TDZ 327.9 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	60 x 150 M	3124 x 280 M	-	-	-	RWY 15 Threshold displaced by 291 M. Runway 15/33 has shoulders 7.5 M each side of the runway giving a total paved width of 60 M.
-	193 x 150 M	3124 x 280 M	-	-	-	RWY 33 Threshold displaced by 447 M. Runway 15/33 has shoulders 7.5 M each side of the runway giving a total paved width of 60 M.

EGBB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
15	3004 M	3064 M	3004 M	2581 M	-
33	3004 M	3197 M	3004 M	2450 M	-
15	2447 M	2508 M	2447 M	-	Take-off from intersection with Taxiway B.
15	1444 M	1504 M	1444 M	-	Take-off from intersection with Taxiway L.

EGBB 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 0.73°E (2027)	IBIR	110.100 MHz	HO	522631.38N 0014405.69W		(RWY 15) False Capture may be experienced when approaching from the north.
ILS/GP	IBIR	334.400 MHz	HO	522736.73N 0014527.97W		3° ILS Ref Datum Hgt 55 FT.
ILS/LOC III 0.71°E (2027)	IBM	110.100 MHz	HO	522800.17N 0014544.39W		(RWY 33)
ILS/GP	IBM	334.400 MHz	HO	522652.36N 0014437.95W		3° ILS Ref Datum Hgt 54 FT.
DME	IBM	38X 110.100 MHz	HO	522713.83N 0014506.29W	357 FT	(RWY 33) On AD. Freq paired with ILS I-BM and I-BIR. Zero range indicated at THR of Runway 15 and 33.
DME	IBIR	38X 110.100 MHz	HO	522713.83N 0014506.29W	357 FT	(RWY 15) On AD. Freq paired with ILS I-BM and I-BIR. Zero range indicated at THR of Runway 15 and 33.
NDB (L) 0.72°E (2027)	BHX	406.000 kHz	H24	522716.37N 0014508.59W		On AD. Range 25 NM.

EGBB AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Unless by prior agreement aircraft arriving or departing on international flights must clear Customs on Stands 1-86.
b) Slots for all commercial air transport movements must be cleared with Airport Co-ordination Ltd: SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 020-8634 0636, Fax: 020-8564 0691.
c) Operators are required to have made arrangements for ground handling prior to arrival. Unless in an emergency, inbound diversions will only be accepted subject to stand availability. However operators should note that off-loading and aircraft turnaround may be subject to significant delays.
d) The wearing of high visibility clothing by all employed on the apron including flight crew and attendants is mandatory. It is the responsibility of the aircraft captain to ensure passengers are escorted by aircrew or ground handling staff at all times when on foot in external areas of the Aerodrome.
e) Aircraft not able to communicate with ATC by radio will not be accepted.
f) 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. APUs should be shut down as soon as practicable following arrival and not restarted until 30 minutes prior to departure.
g) It is a requirement that every airline using Birmingham Airport must have local orders compatible with Birmingham Emergency Orders. Airlines and General Aviation operators should also note that it is their responsibility to recover their aircraft in cases of disabled aircraft and aircraft wreckage. They must have appropriate arrangements in place, and confirmed in writing to Birmingham Airport, before commencing flying operations into the aerodrome. Birmingham Airport will act as coordinating body throughout the recovery operation and has only limited equipment which may be used to assist in the recovery of aircraft.
h) Birmingham operates a standard taxi time of 15 minutes. Operators must ensure all flight plans filed include a taxi time of 15 minutes.

2 GROUND MOVEMENT

a) Clearance Delivery

i. ATC Clearances may be obtained by Voice RTF or Datalink Departure Clearance Service (DCL). Pilots should not request their clearance or SID information earlier than EOBT-19 minutes.
ii. Voice RTF

1. Pilots of departing aircraft are to call Birmingham Delivery on 121.930 for ATC clearance stating aircraft type, stand number and code letter of latest ATIS received. All operators are to report ready for start with Birmingham Delivery and then proceed as directed by ATC.

iii. Data link Departure Clearance (DCL)

1. Pre-departure clearance by datalink is available at Birmingham for suitably equipped aircraft. Details of the DCL service may be obtained from ATC Operations on +44 (0)121-767 1235.
2. DCL service is available from EOBT-19 minutes.
3. DCL Clearances will not be issued if requested earlier than EOBT-19 minutes. If requested early, a standby message will be delivered and the clearance will automatically be delivered at EOBT-19 minutes.
4. Successful clearances must be ACCEPTED within 10 minutes of receipt or a 'revert to voice' message will be received.
5. If any data errors are detected by the system a 'revert to voice' message will be received.
6. If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF.
7. Departing aircraft must report their aircraft type, stand number and code letter of latest ATIS received. All operators are to report ready for start with Birmingham Delivery and then proceed as directed by ATC.

b) Birmingham Airport is equipped with an Advanced Surface Movement Radar utilising Mode-S.

i. Aircraft operators intending to use Birmingham Airport shall ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
ii. Flight crew shall:

1. Select AUTO mode and the assigned Mode-A code.
2. If AUTO mode is not available Select ON (e.g. XPNDR) and 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. When fully parked on stand select STBY.

iii. Whenever the aircraft is capable of reporting Aircraft Identification (i.e. call sign used in flight), the Aircraft's Identification should also be entered from the request for push back or taxi whichever is earlier (through the FMS or the Transponder Control Panel). Flight Crew must use the ICAO defined format for entry of the Aircraft Identification.
iv. To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised; TCAS should not be selected before approaching the holding point. It should then be deselected after vacating the runway.

Aircraft taxiing without flight plan should select Mode A code 2000.

c) All operators requesting tow are to contact Birmingham Ground on 121.805.
d) Taxiing with engine(s) shut down: The Airport Company will, where possible, facilitate operators wishing to taxi to or from the terminal with less than all engines running. Operators that would like to undertake taxiing with less than all engines operating should in the first instance contact the Airfield Operations Manager, with details of the particular aircraft types involved and likely schedule times.
e) Elmdon Apron:

i. Marshalling is mandatory for all aircraft parking on the Elmdon Apron;
ii. Pilots are advised that parking on the Elmdon apron is under marshaller guidance only. Care should be exercised due to the proximity of other aircraft when manoeuvring. Code E aircraft will be provided with follow-me guidance when entering Taxiway Foxtrot due to reduced main gear wheel to paved edge clearance on the bend.
iii. pilots are reminded of the need to maintain unobstructed access to the hangars at all times.
iv. Ground handler must be present on all aircraft start-up on the Elmdon Apron.

f) Due to restrictions, Taxiways Tango, Uniform and Stands 81-86 inclusive may not be used during the period Mon-Sat 2300-0700 (2200-0600), Sun 2300-0800 (2200-0700); except in extenuating circumstances as defined in the night flying policy.
g) Aircraft commanders are asked to use minimum power settings when manoeuvring.
h) Self-manoeuvring on Terminal Apron Stands is prohibited at all times unless approved by Airfield Operations.
i) Taxiway Restrictions:

i. Follow ATC instructions to vacate the runway and taxi to stand. No aircraft is to proceed beyond C2 / E2 / S3 (Runway 15 Arrivals) or A6 (Runway 33 Arrivals) without clearance from ATC.

j) A380 Aircraft Operations:

i. Operators of A380 aircraft may designate Birmingham as a nominated diversionary aerodrome subject to prior agreement with the Head of Airfield Operations Tel +44 (0)121-767 7384 and assessment of facilities at Birmingham by the Airline. The use of Birmingham as an alternate for A380 operations is also subject to UK CAA approval on an individual airline basis.
ii. Maximum of 3 A380s can be handled at any time (subject to stand availability).
iii. Follow-me may be requested via ATC if required.
iv. Departing aircraft must use the CAT III runway holds at all times, irrespective of weather conditions.
v. Diverting A380 aircraft will be provided with RFF Category 9 in accordance with UK CAA CAP 168 Chapter 8.

3 CAT II/III OPERATIONS

a) Runways 15 and 33, 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: ATC will require departing aircraft to use the Category II/III holding points located at A2, AL1 and S2 and the Category I/II/III holding points located at E1 and F1 as appropriate.

Arriving aircraft: Pilots should delay the call 'Runway vacated' until the aircraft is clear of the amber and green coded section of the taxiway lead-off lights.

d) Arriving aircraft should note that all appropriate runway exits are illuminated. Pilots should select the first convenient exit unless advised by ATC

4 WARNINGS

a) Taxiway Delta between D4 and D5 is restricted to aircraft with a maximum wingspan of 42 M. Aircraft with a wingspan exceeding 42 M will be routed via Taxiway E.
b) Pilots of long-wheelbase aircraft such as B777-300 should exercise caution when negotiating taxiway curves and intersections as main-gear to pavement edge clearance may be limited.
c) Due to runway orientation relative to prevailing winds, pilots should anticipate crosswinds and may experience building induced turbulence and wind shear on aerodrome in strong winds.
d) Pilots are warned that there is a possibility of Pigeons crossing the runway up to 100 FT AGL. Bird dispersal including the use of pyrotechnics in operation H24.
e) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the airfield. All incidents should be reported immediately via the Tower to the Airport Authority.
f) Operators should note that Birmingham Airport is unable to accept A340-600 aircraft due to limitation on taxiway curves.
g) Aircraft requiring to back-track along the runway must be capable of turning within the runway width of 46 M.
h) Visual/light signals from ATC are not available.
i) The Alpha Loop taxiway adjacent to the Runway 15 threshold is authorised for use by aircraft of Code A-C inclusive only.
j) Pilots are warned that when the runway surface condition is broadcast as wet, standing water could be encountered on the runway edge between Taxiways Foxtrot and Bravo.
k) Airlines should be aware of the increased risk of insect nesting during the spring and summer months. During this time, the use of pitot tube covers should be considered.
l) Pilots may experience localiser deviations due to Code D and above aircraft vacating at the end of the runway.
m) Pilots should be aware that autonomous equipment may be operating on the airfield.
n) Birmingham Airport is unable to accept Group 1-3 (MTOW 2 tonnes and under) fixed-wing aircraft. Group 1-3 fixed-wing aircraft declaring an emergency are exempt of this restriction.

5 HELICOPTER OPERATIONS

a) Helicopters to arrive and depart as instructed by ATC. All helicopters should expect to land on and depart from the main runway.

6 USE OF RUNWAYS

a) Preferential Runway.

Runway 33 will be selected as the preferred runway for departures and arrivals when the runway surface is dry and the mean surface wind speed as displayed from Runway 33 anemometer site is 5 KT or less. Aircraft requiring the use of Runway 15 must advise ATC and state that is for operational reasons.

7 TRAINING

a) Use of the aerodrome for training purposes is subject to the approval of Birmingham Airport Limited and the following conditions:

i. Training aircraft must climb straight ahead to 1000 FT QFE before turning, unless otherwise instructed by ATC;
ii. Aircraft above 5700 KG MTWA taking off from Runway 15 must climb straight ahead to 1.5 NM DME I BIR or 500 FT QFE whichever is later then turn as instructed by ATC;
iii. Training flights are restricted to commercial based operators (Easyjet, Jet2, Ryanair and TUI), NPAS, Air Ambulance (Helimed) and RAF Brize Norton only;
iv. Jet aircraft above 5700 KG require prior approval; contact: 0121-767 1210.

b) **Circuits**

i. Circuits by jet aircraft of more than 5700 KG MTWA on training flights will be carried out at 2500 FT QNH. Descent below this altitude should not take place until abeam the airfield on the downwind leg usually:

Runway 33 – right hand circuits;

Runway 15 – left hand circuits.

ii. Direction may be varied for environmental reasons.

c) **Procedural Instrument Training**

i. All procedural instrument training for non-turbo-jet aircraft of 5700 KG or less will require approval from ATC and is subject to prevailing traffic.

8 ROUND ROBIN FLIGHTS

a) Operators wishing to undertake round robin flights are required to contact ATC on 0121-767 1235 prior to requesting flight clearance to confirm that the intended flight routing matches the flight plan submitted. Operators wishing to undertake round robin flights who do not comply with this requirement will not receive flight clearance and pushback until the routing has been confirmed.

EGBB AD 2.21 NOISE ABATEMENT PROCEDURES

1 NOISE

a) Noise Preferential Routeings and Procedures - all aircraft inbound 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.

2 GENERAL

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
b) Unless on radar vectors, aircraft shall avoid the congested areas of Hampton-in-Arden and Balsall Common to the southeast of the aerodrome and Dorridge, Knowle and Hockley Heath to the southwest of the aerodrome.

3 TAKE-OFF AND MISSED APPROACHES

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 under the flight path.

4 ILS APPROACHES

a) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below 2000 FT QNH before intercepting the glidepath nor fly below the glidepath thereafter. 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.

5 CONTINUOUS DESCENT APPROACHES

a) Turbo-jet and turbo-prop 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 KT-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. ATC will impose a speed of 180 KT or less inside 10 DME I-BM/I-BIR.
d) CDAs will commence from ALT 6000 FT QNH.
e) ATC will 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.

6 VISUAL CIRCUITS APPROACHES – GENERAL

a) **Propeller driven aircraft MTWA 5700 KG or less**

i. For aircraft in this category, the minimum height for joining the final approach track shall be 1000 FT QFE for all approaches.

b) **All aircraft except those excluded in paragraph 6 a**

i. All aircraft carrying out visual circuits/approaches to Runways 33 and 15 shall not, unless instructed by ATC, descend below 2500 FT QNH (2175 FT QFE) on the downwind legs until they are abeam the aerodrome, after which a continuous rate is to be maintained.
ii. Aircraft must not join the final approach track to any runway at a height of less than 1825 FT QNH (1500 FT QFE), except when carrying out a right hand visual circuit to Runway 33 when the minimum height for joining the final approach track will be 1225 FT QNH (900 FT QFE).
iii. To minimise noise disturbance to congested urban areas adjacent to the aerodrome, base turns to visual circuits to Runway 15 and 33 are shown in the map at AD 2-EGBB-4-1. These should be flown whenever possible.
iv. To minimise disturbance in areas adjacent to the aerodrome, 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).

7 NOISE PREFERENTIAL ROUTINGS

a) The Noise Preferential Routings given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other aircraft with a maximum certified weight exceeding 5700 KG unless otherwise

instructed by ATC or unless deviations are required in the interests of safety. The use of the route is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500 FT QFE before initiating any turn. The obligations of NPRs for Runway 33 cease when the aircraft is at an altitude of 3000 FT or above. The obligations of NPRs for Runway 15 northbound departures cease when the aircraft is at an altitude of 3000 FT or above. The obligations of NPRs for Runway 15 southbound departures (including COWLY, CPT, DTY) cease when the aircraft is at an altitude of 4000 FT or above.

i. Take-off – Runway 15:

Climb straight ahead to 1.5 NM DME I BIR or 500 FT QFE whichever is later then:

Take-off Runway	Routing	Procedure
15	Left turn to a track of less than 060°	Turn left as instructed by ATC
	Left turn to a track of 060° or greater	At 2 DME I-BIR turn left as instructed by ATC
	Right turn out (non-MOSUN/LUXTO)	At 4 DME I-BIR turn right as instructed by ATC
	MOSUN/LUXTO	At 2 DME I-BIR track 165° to 4 DME I-BIR
	Unable RNAV	At 2 DME I-BIR track 165° to 4 DME I-BIR

ii. Take-off – Runway 15 Aerodrome DME Out of Service:

Climb straight ahead to 4.5 NM DME HON or 500 FT QFE whichever is later then:

Take-off Runway	Routing	Procedure
15	Left turn to a track of less than 060°	Turn left as instructed by ATC
	Left turn to a track of 060° or greater	At 1.5 DME HON turn left as instructed by ATC
	Right turn out (non-MOSUN/LUXTO)	At 1.5 DME HON turn right as instructed by ATC
	MOSUN/LUXTO	Track 165° to 2 DME HON
	Unable RNAV	Track 165° to 2 DME HON

iii. Take-off – Runway 33:

Climb straight ahead to 2 NM DME I BM or 500 FT QFE whichever is later. Then either

Take-off Runway	Routing	Procedure
33	Left or right turn out°	At 2 NM DME I BM turn as instructed by ATC

iv. Take-off – Runway 33 Aerodrome DME out of service:

Climb straight ahead to 9 NM DME HON or 500 FT QFE whichever is later. Then either:

Take-off Runway	Routing	Procedure
33	Left or right turn out	At 9 NM DME HON turn as instructed by ATC

Note 1: *Directions of turn onto course shall be such that as far as possible the surrounding built-up areas will be avoided.*

b) Except in emergency and for safety reasons no aircraft movements or activities involving the running of aircraft engines shall take place on or along the first 100 M of Runway 15, Taxiway A or Taxiway B north of Hold A6 between the hours of 2300-0700 (2200-0600), unless the aircraft landed at the Airport before 2300 (2200) and is proceeding to the aprons. Pilots should note that in such circumstances Runway 15 TORA/ASDA/TODA will be reduced by 150 M.

8 AUXILIARY POWER UNITS (APU)

a) Except for stands not equipped with a serviceable Fixed Electrical Ground Power Unit, APU must be shut down immediately on arrival on stand and not restarted more than 30 minutes prior to departure without permission from the aerodrome operator.
b) Except in an emergency, no aircraft activities involving the running of APU's shall take place on the aprons between the hours of 2300-0600 (2200-0500), unless such activities are necessary in the case of an aircraft which has landed at the aerodrome before 2330 (2230).

9 NIGHT NOISE RESTRICTIONS/ALLOCATIONS

a) Birmingham Airport operates a noise policy restricting the operation of certain types of aircraft during the night period of 2330-0600 (2230-0500). Full details are available from Airport Co-ordination Limited or the Airfield Duty Manager.
b) Aircraft with a noise classification of 93 EPNdB or more are not permitted to be scheduled during the night period. Aircraft with a noise classification of 93 EPNdB or more may be permitted to operate in exceptional circumstances subject to prior approval by the Airfield Duty Manager.
c) All movements recording a level above 83 dB(A) Lmax on departure at the noise monitors located 6.5 KM from ‘start of roll’ during the night period will be subject to a runway surcharge.
d) Records of night infringements are available on request from the Birmingham Airport Sustainability Team.

10 RESTRICTIONS

a) Restrictions are imposed on the ground running of engines in the interests of noise abatement. All engine ground runs are to be approved by the ACC/ADM (0121-767 7139).

11 NOISE ABATEMENT PROCEDURES FOR HELICOPTERS

a) To minimise noise disturbance to urban areas adjacent to the airport, helicopters should, except in the case of an emergency, avoid overflying the noise sensitive area at less than 500 FT AAL. This area extends between 230° and 290° from the Western end of stand 506, to a distance of 0.5 NM

EGBB AD 2.22 FLIGHT PROCEDURES

1 RADIO COMMUNICATION FAILURE PROCEDURES

In the event of complete radio failure in an aircraft the pilot is to adopt the appropriate procedures notified at ENR 1.1.3, with the exception described below.

a) Inbound Aircraft

i. When complete communications failure occurs in the aircraft before ETA, or before EAT when this has been received and acknowledged, the aircraft will:

1. fly to the appropriate holding point (GROVE or CHASE);
2. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
3. descend to the lowest whole flight level which gives at least 1000 FT separation from the Transition Altitude. When level transit from the appropriate holding point (GROVE or CHASE) to the BHX holding point;
4. when established in the BHX hold 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 approach and land visually).

ii. If complete radio communications failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

1. hold at the last assigned level at GROVE or CHASE until:

(aa) ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or

(bb) EAT when this has been received and acknowledged;

2. descend to the lowest whole flight level which gives at least 1000 FT separation from the Transition Altitude. When level transit from the appropriate holding point (GROVE or CHASE) to the BHX holding point;
3. when established in the BHX hold 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 approach and land visually).

iii. When complete radio communication failure occurs during intermediate or final approach under radar control the procedures to be followed are detailed at AD 2-EGBB-5-1.

iv. When complete radio communication failure occurs in the aircraft following a missed approach the aircraft will:

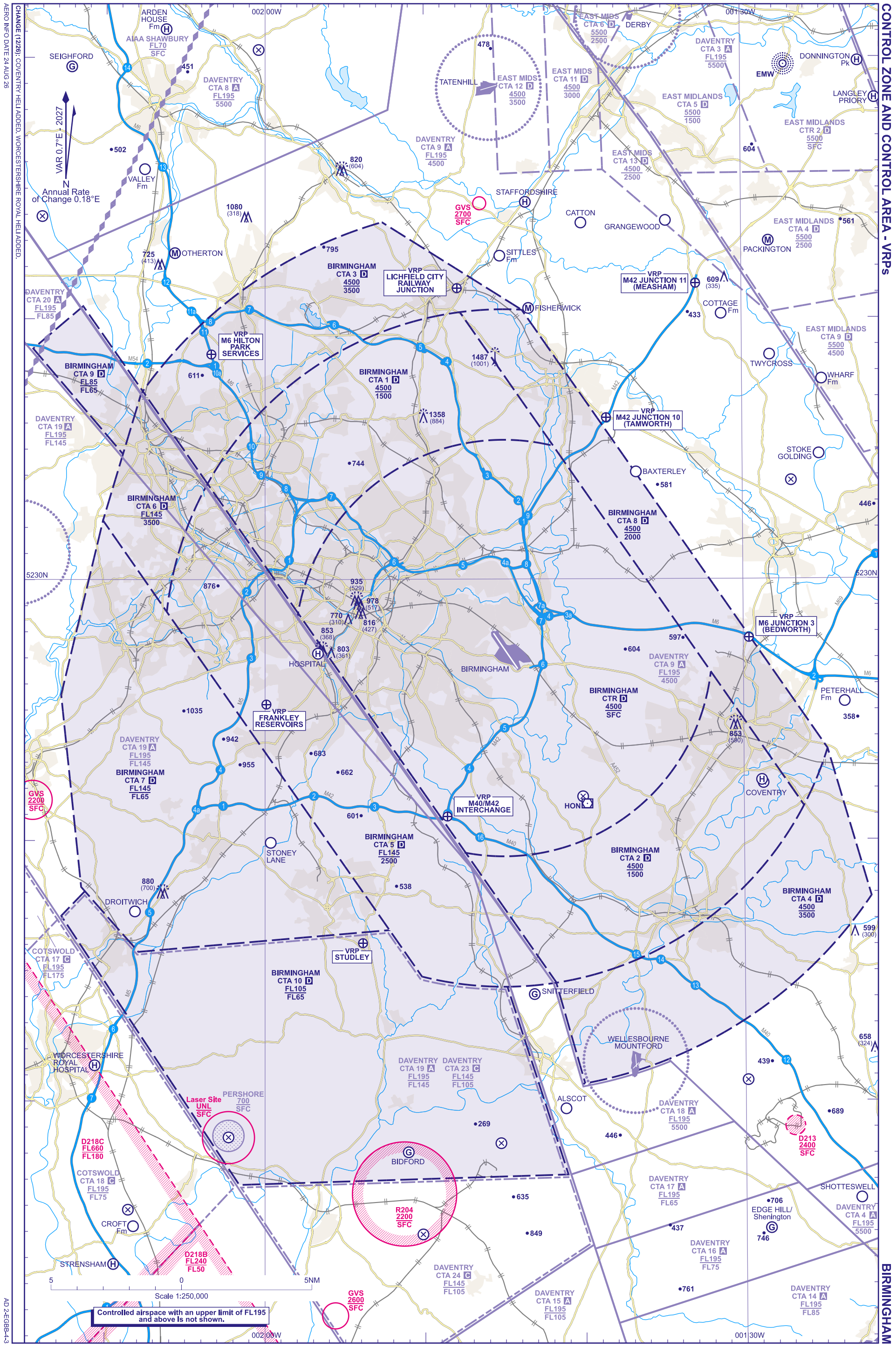
1. fly the appropriate missed approach procedure to BHX NDB(L);
2. complete at least one holding pattern at 2500 FT;
3. then commence descent for landing in accordance with the approach procedure for the runway-in-use and effect a landing within 30 minutes (or later if able to approach and land visually)

v. The routes and levels to be used when leaving the Zone or Holding Area in accordance with the procedures given at ENR 1.1.3 are shown in the table below:

Position at time of decision	Route
BHX NDB(L) GROVE CEDAR CHASE MAPLE	Track 270°T at last assigned altitude

b) Outbound Aircraft

i. Aircraft departing under radar control from Birmingham may be instructed by the radar controller, via aerodrome control, to maintain specific headings.


CONTROL ZONE AND CONTROL AREA - VRPs
AERO INFO DATE 24 AUG 26
CHANGE (12/26): COVENTRY HELI ADDED. WORCESTERSHIRE ROYAL HELI ADDED.
002 00W
001 30W
5230N
VAR 0.7°E 2027
N
Annual Rate of Change 0.18°E
ARDEN HOUSE Fm
AIAA SHAWBURY FL70 SFC
SEIGHFORD
DAVENTRY CTA 8 A FL195 5500
DAVENTRY CTA 9 A FL195 4500
DAVENTRY CTA 20 A FL195 FL85
DAVENTRY CTA 19 A FL195 FL145
DAVENTRY CTA 3 A FL195 5500
TATENHILL
EAST MIDS CTA 12 D 4500 3500
EAST MIDS CTA 11 D 4500 3000
EAST MIDS CTA 6 D 5500 2500
DERBY
EAST MIDLANDS CTA 5 D 5500 1500
EAST MIDLANDS CTR 2 D 5500 SFC
EAST MIDS CTA 13 D 4500 2500
EAST MIDLANDS CTA 4 D 5500 2500
EAST MIDLANDS CTA 9 D 5500 4500
DONNINGTON Pk
EMW
LANGLEY PRIORY
VALLEY Fm
STAFFORDSHIRE
GVS 2700 SFC
CATTON
GRANGEWOOD
PACKINGTON
SITTLES Fm
OTHERTON
BIRMINGHAM CTA 3 D 4500 3500
VRP LICHFIELD CITY RAILWAY JUNCTION
VRP M42 JUNCTION 11 (MEASHAM)
FISHERWICK
COTTAGE Fm
BIRMINGHAM CTA 9 D FL85 FL65
VRP M6 HILTON PARK SERVICES
BIRMINGHAM CTA 1 D 4500 1500
TWYCROSS
WHARF Fm
EAST MIDLANDS CTA 9 D 5500 4500
VRP M42 JUNCTION 10 (TAMWORTH)
STOKE GOLDING
BAXTERLEY
BIRMINGHAM CTA 6 D FL145 3500
BIRMINGHAM CTA 8 D 4500 2000
BIRMINGHAM CTA 4 D 4500 3500
VRP M6 JUNCTION 3 (BEDWORTH)
PETERHALL Fm
HOSPITAL
BIRMINGHAM
BIRMINGHAM CTR D 4500 SFC
DAVENTRY CTA 19 A FL195 FL145
BIRMINGHAM CTA 7 D FL145 FL65
GVS 2200 SFC
VRP FRANKLEY RESERVOIRS
VRP M40/M42 INTERCHANGE
HON
COVENTRY
STONEY LANE
BIRMINGHAM CTA 5 D FL145 2500
BIRMINGHAM CTA 2 D 4500 1500
DROITWICH
COTSWOLD CTA 17 C FL195 FL175
VRP STUDLEY
BIRMINGHAM CTA 10 D FL105 FL65
SNITTERFIELD
WELLESBOURNE MOUNTFORD
WORCESTERSHIRE ROYAL HOSPITAL
Laser Site UNL SFC
PERSHORE 700 SFC
D218C FL660 FL180
D218B FL240 FL50
BIDFORD
R204 2200 SFC
GVS 2600 SFC
COTSWOLD CTA 18 C FL195 FL75
CROFT Fm
STRENSHAM
DAVENTRY CTA 19 A FL195 FL145
DAVENTRY CTA 23 C FL145 FL105
DAVENTRY CTA 24 C FL145 FL105
DAVENTRY CTA 15 A FL195 FL105
DAVENTRY CTA 18 A FL195 5500
DAVENTRY CTA 17 A FL195 FL65
DAVENTRY CTA 16 A FL195 FL75
DAVENTRY CTA 14 A FL195 FL85
DAVENTRY CTA 4 A FL195 5500
ALSCOT
SHOTTESWELL
EDGE HILL/ Shenington
D213 2400 SFC
BIRMINGHAM CTA 4 D 4500 3500
5 0 5NM
Scale 1:250,000
Controlled airspace with an upper limit of FL195 and above is not shown.
AD 2-EGBB-4-3
BIRMINGHAM

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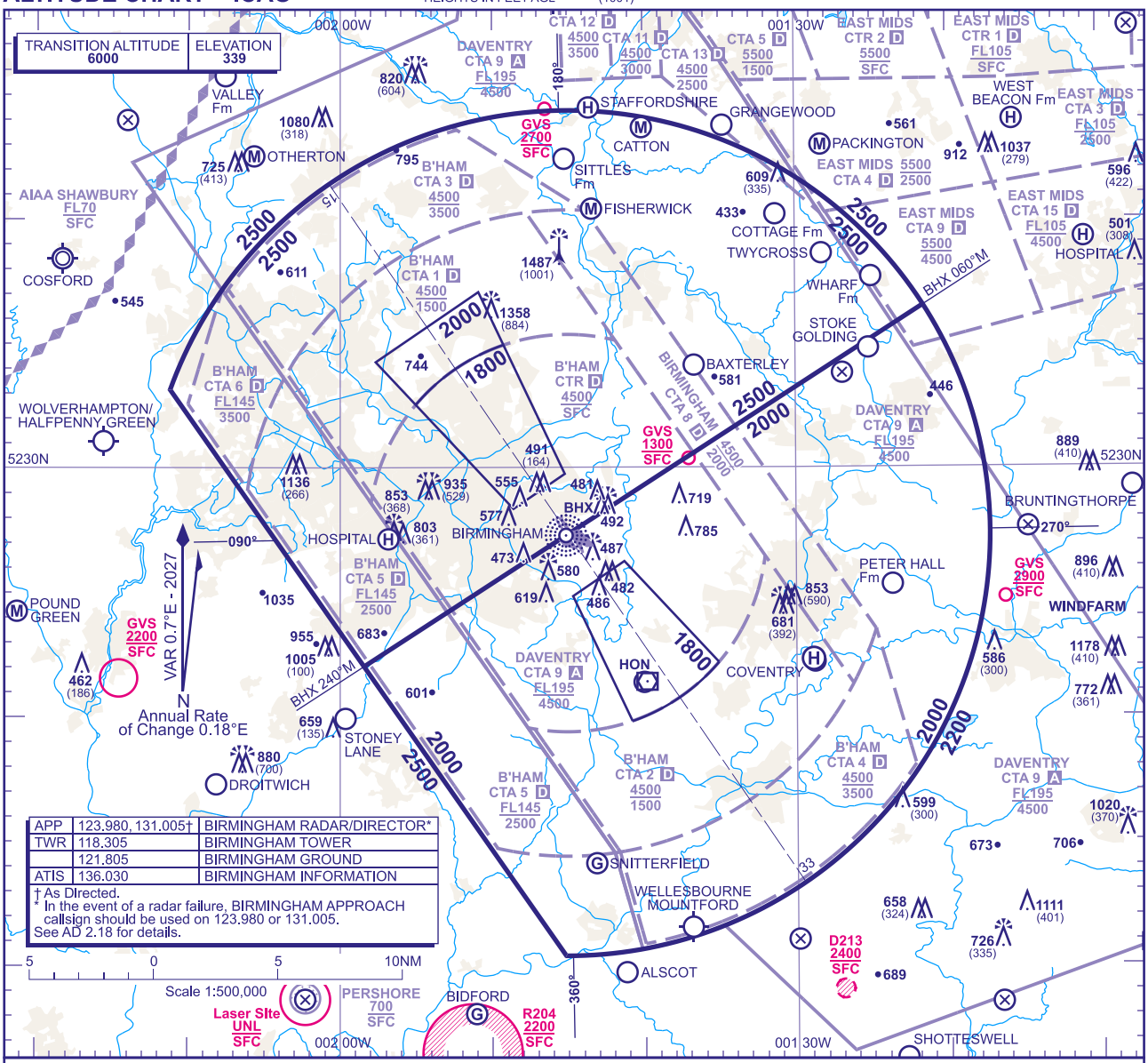
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1487
HEIGHTS IN FEET AGL (1001)



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2000** in the sector defined by the lateral limits; 522201N 0015826W - 523630N 0012133W thence clockwise by an arc of a circle radius 17NM centred on 522722N 0014502W to 521023N 0014512W - 522201N 0015826W.

b) **2500** in the sector defined by the lateral limits; 522201N 0015826W - 523630N 0012133W thence anti-clockwise by an arc of a circle radius 17NM centred on 522722N 0014502W to 523308N 0021112W - 522201N 0015826W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

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

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) BHX†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) BHX†**.

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

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of BHX NDB.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (12/26): COVENTRY HELIPORT ADDED.

AERO INFO DATE 14 SEP 26

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		Taxiway FOXTROT: 15 M Surface: Asphalt - Taxiway GOLF: 15 M Surface: Asphalt - Taxiway HOTEL: 15 M Surface: Asphalt -
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGLK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft > 3500 KG MTOW will park on Apron Stands 1-9 marked on the ground and with signage, with taxiway guide lines.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Runway designation, displaced landing thresholds, runway centre-line, continuous yellow lines mark the runway entry/exit routes. Runway light(s): Threshold - HI green, Runway Edge - HI colour coded red (pre threshold)/white, Runway End - HI red. Taxiway marking aid(s): Yellow centre-line, with green reflectors. Blue edge reflectors.
3	Stop bars and runway guard lights (if any)	Runway guard lights at holding points A1, C1, D1, E1.
4	Other runway protection measures	Illuminated runway hold signs at A1, C1, D1, E1.
5	Remarks	Three WDIs (LGTD): 511926.21N 0005105.69W - 511931.30N 0005041.24W - 511923.79N 0005027.49W.

EGLK 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.

EGLK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self-briefing.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	Available via Met Office Aviation Briefing Service.
8	Supplementary equipment available for providing information	Webcam and local Met observations at www.blackbushe.com/weather.
9	ATS units provided with information	BLACKBUSHE
10	Additional information (limitation of service, etc.)	Observations only disseminated locally.

EGLK 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	071.57°	1285 x 46 M	RWY surface: Asphalt -	511921.18N 0005116.63W 151.4 FT	THR 321.7 FT -	-
25	251.58°	1285 x 46 M	RWY surface: Asphalt -	511931.40N 0005027.69W 151.4 FT	THR 324.0 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
-	-	1285 x 102 M	-	-	-	RWY 07 Threshold displaced by 149 M.
-	-	1285 x 102 M	-	-	-	RWY 25 Threshold displaced by 137 M.

EGLK 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	1102 M	-
25	1199 M	1199 M	1199 M	1062 M	-

EGLK 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 Light intensity high Green wingbars	PAPI Left/3.1° 20 FT	-	-	Full length 60 M White Light intensity high	Red Light intensity high	-	-
25	-	Green Light intensity high Green wingbars	PAPI Left/3.1° 20 FT	-	-	Full length 60 M White Light intensity high	Red Light intensity high	-	-

EGLK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 511921.72N 0005021.78W Flashing White.

2	LDI location and lighting Anemometer location and lighting	-
3	TWY edge and centre line lighting	EDGE: Blue edge lights on Taxiways A, D & E. Blue edge lights from runway to holding point C1.
4	Secondary power supply/switch-over time	Yes 15 S
5	Remarks	-

EGLK AD 2.16 HELICOPTER LANDING AREA

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EGLK 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
BLACKBUSHE ATZ 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: 2325 FT ALT Lower limit: SFC	G	BLACKBUSHE INFORMATION English	6000 FT	0700-2200 (0600-2100).	The southern boundary of the ATZ is formed by the northern extremity of the M3 motorway. That part of Blackbushe ATZ coincident with Farnborough CTR 1 is Class D. Designation and lateral limits: Local Flying Area see EGLK AD 2.22, Flight Procedures. ATZ 2000 FT AAL.

EGLK 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	BLACKBUSHE INFORMATION	122.305 DOC 10 NM/3,000 FT.	-	-	0700-1800 (0600-1700), and by arrangement within period 1800-2200 (1700 2100).	AFIS service is subject to downgrade to A/G at short notice.
OTHER	BLACKBUSHE RADIO	122.305 A/G frequency. DOC 10 NM/3,000 FT.	-	-	As directed by ATSU.	-

EGLK 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 1.11°E (2027)	BLK	328.000 kHz	HO	511923.84N 0005041.26W		On AD. Range 15 NM. Normally radiates H24

EGLK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Non-radio aircraft not accepted except in an emergency.
b) Limited to three aircraft undertaking circuit practice/training. All circuit bookings managed by ATSU in accordance with airport Rules & Procedures.
c) Circuit Training by non-based fixed wing aircraft not permitted.
d) Flexwing Microlights are not permitted.
e) Jets & turbo-props are required to file IFR flight plans and operate approaches in accordance with the Blackbushe Airport Rules & Procedures at www.blackbusheairport.co.uk/ifr so as to ensure the separation of dissimilar types. Jets & turbo-props must not attempt to enter the ATZ VFR unless it has been established with ATSU that the visual circuit is empty.
f) All pilots/operators are bound by the Blackbushe Airport Terms and Conditions and Rules & Procedures, which are available on the aerodrome website: www.blackbushe.com/vfr.

2 GROUND MOVEMENT

a) All IFR departures and all aircraft parked on the main apron are required to obtain start approval from AFIS before starting engines.
b) Restricted Runway Code A operations on Taxiway Delta. Aircraft with wingspan 15 M or greater or main gear wheel span of 4.5 M or greater are prohibited from using Taxiway Delta, irrespective of any instruction passed by AFIS, except in an emergency.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Fast jet aircraft mixing with much slower GA aircraft should be expected at any time during operational hours. All pilots must exercise caution and always obtain traffic information before entering the ATZ.
b) The grassed surface South of Runway 07/25 between Taxiways C and D is unsuitable for use by certain types of helicopter due to its poor grading. Pilots are cautioned to positively ascertain that the grading of this area is suitable for their operational requirements.
c) Visual glide slope guidance signals for both Runways 07 and 25 are visible to the south of the extended runway centre-lines where normal obstacle clearance is not guaranteed. They should not be used until the aircraft is aligned with the runway.
d) Caution, large concentrations of birds maybe on and in vicinity of the aerodrome.
e) Helicopter training in designated areas takes place on the airport.
f) Blackbushe is located 3.8 NM northwest of Farnborough aerodrome, which shares a similar runway orientation. Pilots should exercise caution in identifying the correct aerodrome from the air, notably when approaching Blackbushe from the south and southeast. Farnborough is distinguishable by a large silver coloured hangar and terminal complex located to the north of the runway.
g) Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class E airspace between ASLAP and 3 NM west of HAZEL/within 7.5 NM of GWC. ATC will not provide notification to pilots of entry to or exit from Class Echo airspace when the aircraft is transitioning from a higher classification of airspace.
h) Farnborough controlled airspace exists south of Blackbushe. Pilots to remain outside of this controlled airspace unless in receipt of a clearance directly from Farnborough Radar or Blackbushe Information. See also EGLK AD 2.22, Flight Procedures.
i) Model Aircraft Flying within 0.2 NM radius of 512106.53N 0005112.53W (Eversley Cricket Club, Hampshire) Max height 400 FT AGL; 700 FT AMSL.

5 HELICOPTER OPERATIONS

a) Helicopters must avoid flying parallel with fixed wing aircraft on final approach.
b) Rotary aircraft must contact Blackbushe ATSU for permission to start their rotors/engines.
c) All rotary traffic shall conform to the published circuit procedures and avoid all published noise abatement areas.
d) Rotary aircraft joining from H3/Bagshot VRP arriving from the east shall establish communication with Blackbushe ATSU prior to entering the ATZ. A standard join shall be in compliance with EGLK AD 2.22 paragraph 2 (a) below. If unable to establish communications, aircraft shall remain outside of the ATZ until this can be achieved.
e) Departing:

    i. Operators must inform Blackbushe ATSU if they intend to enter the London CTR via Bagshot VRP (H3) when booking out/ requesting PPR.
    ii. Blackbushe ATSU will obtain a VFR clearance to enter the EGLF CTR1 in accordance with Blackbushe Airport Rules & Procedures S.11 and deliver this to the operator who must acknowledge and comply with it.
    iii. Operators must not lift without first being in receipt of the clearance.
    iv. When departing, operators must comply with the published circuit, climb on the downwind leg and exit to the east of the ATZ, remaining north of the M3 until otherwise instructed by Farnborough Radar.
    v. Rotary traffic intending to enter the London CTR without transiting EGLF CTR1 must depart to the west, turn north when able to avoid the noise abatement areas and remain outside the ATZ.

6 USE OF RUNWAYS

a) When the RVR at Blackbushe is reported as 1500 M or less, Low Visibility Safeguarding will be implemented. The aerodrome will be unavailable to fixed wing VFR traffic.

b) When the RVR at Blackbushe is reported as 800 M or less, LVPs will be implemented. All arrivals are prohibited and only IFR departures permitted. Aircraft departing IFR will be required to inform the ATSU of their designated take-off alternate, as returning to the aerodrome will be unavailable. Departures IFR during LVPs must be in accordance with regulatory, or operator defined minima.
c) When the RVR is reported as 250 M or less the aerodrome will close.
d) The Airport and its runways can be closed at the Airport Managements discretion.
e) PPR is required via website or telephone for all movements.

7 TRAINING

Not applicable.

EGLK AD 2.21 NOISE ABATEMENT PROCEDURES

a) All pilots must familiarise themselves with the noise abatement areas on the airport website: www.blackbushe.com/vfr.
b) Remain well clear of the villages of Yateley and Eversley to the north/northeast of the aerodrome and Hartley Wintney to the west of the aerodrome.
c) When arriving from the northeast, position sufficiently to the west to avoid overflying Yateley and Eversley.
d) On approach to Runway 25, ensure sufficient height is maintained to avoid the use of excessive power. Keep clear of housing areas to the north.
e) On climb-out from Runway 07, a 10° turn to the south (right) as soon as safe to do so will avoid overflying Yateley.

EGLK AD 2.22 FLIGHT PROCEDURES

1 GENERAL

a) Circuits are always to the south of the airfield and are flown at 800 FT (QFE) for most fixed wing aircraft (including twins).
b) Jets & turbo-props are not to enter the visual circuit unless ATSU confirm the circuit is empty. Such aircraft shall file IFR flight plans and receive ATC instructions from Farnborough Radar onto a long final approach so as to separate dissimilar types. See www.blackbushe.com/ifr for more information and diagrams.
c) Where a light twin has difficulty integrating with slower aircraft in the 800 FT circuit, a 1200 FT circuit may be appropriate having caution to controlled airspace. Pilots must communicate their intentions with Blackbushe ATSU.
d) Rotary wing circuits are flown at 800 FT (QFE) typically inside the fixed wing circuit. All pilots should be aware of rotary traffic using non-standard circuits when using the Helicopter Training Area to the south of Runway 07/25.
e) Aircraft operating within the circuit are required to select transponder code A7010 (with associated Mode C and/or Mode S), unless having been allocated with a discrete code by an appropriate ATSU. This transponder code shall be selected before taking off into the circuit, or when rejoining the circuit to land, and prior to entering the LFA.
f) Pilots must at all times remain north of the M3 motorway to avoid straying into the Farnborough ATZ.
g) Circuit traffic shall be limited to a maximum of 3 fixed wing aircraft on circuit details, plus one aircraft departing the aerodrome, and one aircraft returning, providing for a maximum of 5 fixed wing at a time.
h) A maximum of two rotary aircraft, including arrivals and departures, to be operating at any one time.
i) When the rotary circuit is active, the fixed wing circuit shall conform to the published circuit pattern and glide approaches / low level circuits shall not be flown.
j) Circuit details shall be limited to 5 Touch & Gos / Go arounds, with a full stop landing on the 6th approach. Details may be extended if Blackbushe ATSU advises no other aircraft are waiting for a circuit slot.
k) Circuit availability will be provided to aircraft in the order in which they report ready at the holding point for the runway in use. Aircraft returning to the aerodrome and requesting circuits will only be permitted where there is an available circuit slot, and there are no aircraft on the ground waiting for access to the circuit.
l) Pilots engaged in examinations should be afforded circuit priority where possible, and the cooperation of other pilots in vacating circuit slots will be appreciated.
m) Student solo circuit details may not be conducted after 1500 (1400) on weekends and bank holidays, with the exception of winter night flying, see relevant procedures.
n) Instructors are reminded to consider whether traffic complexity levels are appropriate for solo student pilot operations when booking out, particularly whether business jets or turbo-props are expected within the planned operation period.
o) Circuits by non-based fixed wing aircraft will not normally be permitted.
p) IFR jet & turbo-prop traffic will operate straight-in “long final” approaches to Blackbushe. This is to facilitate the integration with Farnborough airspace, and to avoid faster types using the visual circuit with much slower aircraft.

    i. When an IFR fast aircraft is expected, Blackbushe ATSU may inform VFR aircraft that “jet / turbo-prop aircraft expected imminently”. When this information is provided, VFR pilots are expected to either vacate the ATZ to the northwest, or land on their next approach.
    ii. Aircraft waiting to join or re-join the visual circuit may only do so once the fast IFR aircraft is established on final and must ensure they fly their circuit to remain behind the jet or turboprop, taking into consideration wake turbulence.
    iii. Jet & turbo-prop traffic must not attempt to enter the ATZ VFR without first establishing that the visual circuit is empty.

2 JOINING AND DEPARTURE PROCEDURES

a) There are two standard VFR / SVFR joins:

i. From outside CAS (north and west). Joins from the north and west shall descend to circuit height on the “deadside” (to the north of the Aerodrome). Care must be taken not to overfly Yateley or Eversley to the north, and aircraft arriving from the north east should ensure they are positioned sufficiently west to avoid them.
ii. From within CAS (south and east). Aircraft coming from within the Farnborough CTR shall join overhead at 1,600 FT AAL to ensure they are within the LFA. They shall descend on the deadside and integrate with the visual circuit. Care should be exercised not to overfly the noise abatement area of Yateley except in an emergency.
iii. See diagrams on aerodrome website: www.blackbushe.com/vfr.

b) Downwind, base leg, and long final joins may be possible depending on circuit traffic, but pilots are advised to plan for a standard join to avoid circuit conflicts if the circuit is busy.
c) Outside published opening hours (OOH), all aircraft must join using a standard overhead join making blind calls at the appropriate point in the circuit. Pilots should be aware that other aircraft may be operating within the ATZ who may not hear or respond to their calls, and so standard joins are the safest way for all aircraft to join.
d) Runway 07 joins: When joining or descending deadside, take care to remain west of Yateley. Follow the path of disused runway 14/32, keeping it to the left at all times.
e) Unless in an emergency, all fixed wing and rotary aircraft must not depart from either runway to the north over Yateley. Aircraft must first head west before tracking north once clear of the town.
f) Runway 25 departures: If departing to the north or west, straight out departures are permitted with a turn to the right to avoid overflying Hartley Wintney.
g) Runway 07 departures: On climb out, a turn 10° to the south must be made to avoid Yateley. Unless in an emergency, all turns must be to the south. To leave the circuit, climb into the overhead (once clear of the LFA).
h) For more information on circuit procedures, including diagrams, visit the airport website: www.blackbushe.com/vfr.

3 MISSED APPROACHES

a) In the event of an aircraft carrying out a Missed Approach, pilots are requested where able, to carry out a visual circuit (south side of the Runway), remain within the Blackbushe ATZ north of the M3 and operate VFR.
b) Pilots must remain aware of the close proximity of instrument approach procedures to Farnborough, and the likelihood of traffic confliction.
c) Where remaining within the Blackbushe ATZ is not possible, the following Missed Approach tracks/altitudes are recommended to deconflict against IFR operations within Farnborough CAS. Note these have not been assessed for terrain clearance, and pilots must ensure they adhere to their own terrain clearance requirements and maintain a good lookout within Class G airspace for other aircraft in the vicinity.

i. Runway 07

1. Climb straight ahead until exiting the ATZ or 1500 FT QNH (whichever is sooner) then turn left (north) remaining outside of controlled airspace. Maintain VMC (if possible) and remain outside CAS climbing to altitude 2400 FT. Retain last assigned SSR code and contact Farnborough Radar frequency 134.355 MHz.
2. If 2 way contact cannot be established with Farnborough Radar, aircraft should either attempt a further approach to Blackbushe, or divert remaining outside of CAS as appropriate.
3. Pilots should note the Farnborough ATZ is notified as active H24.

ii. Runway 25

1. Climb straight ahead until exiting the ATZ or 1500 FT QNH (whichever is sooner) then turn right on track to the west, maintain VMC (if possible) and climb to altitude 2400 FT. Retain last assigned SSR code and contact Farnborough Radar frequency 134.355 MHz.
2. If 2 way contact cannot be established with Farnborough Radar, aircraft should either attempt a further approach to Blackbushe, or divert remaining outside of CAS as appropriate.
3. Pilots should note the Farnborough ATZ is notified as active H24.

d) Farnborough radar may offer traffic information and guidance on repositioning during its hours of operation.

4 LOCAL FLYING AREA

a) Within a Local Flying Area (LFA) of 2 NM radius, centered on the aerodrome (511926N 0005051W) excluding that part of the circle on or south of the M3 motorway, and that part north of a line joining positions 511705N 0005508W - 512112N 0004247W. The part north of these positions is existing Blackbushe ATZ.
b) Pilots are required to contain their circuits within the LFA and ATZ. In particular, on Runway 25 note to turn base leg west of Hawley Lake to avoid infringing the CTR to the east. On Runway 07 turn base leg east of The Elvetham Hotel to avoid infringing the CTR to the west. See circuit diagrams on Blackbushe Airport website for more information.
c) Pilots of aircraft operating within LFA are responsible for providing their own separation from other aircraft operating within the LFA.
d) VFR flights may take place within the LFA subject to the following conditions:

i. In compliance with the Class D Airspace weather minima as defined in ENR 1.4;
ii. Maximum altitude: 2000 FT QNH.

5 SPECIAL VFR IN THE LOCAL FLYING AREA

a) When the official meteorological report at EGLF Farnborough indicates a ground visibility less than 5 KM, all aircraft operating within the Blackbushe LFA will be considered as special VFR flights and compliance with published procedures within this section will be accepted as compliance with a special VFR clearance.

b) In accordance with ORS4 1467, the CAA has authorised an exemption to SERA 8005(b)(5), permitting multiple special VFR aircraft to operate simultaneously within the LFA subject to the following conditions:

   i. by day only;
   ii. clear of cloud and with the surface in sight;
   iii. in a flight visibility of at least 3000 M;
   iv. at a speed which, according to its airspeed indicator, is 140 KT or less, to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and,
   v. when the reported meteorological conditions at Farnborough Aerodrome include:

      1. a ground visibility of not less than 3000 M;
      2. a cloud ceiling of not less than 600 FT.

c) The following additional conditions exist as agreed between the Blackbushe and Farnborough ANSPs within a Letter of Agreement:

   i. Maximum altitude 1500 FT within the LFA;
   ii. A dedicated SSR Code of A0424 is to be utilised by all special VFR flights;
   iii. Blackbushe ATSU must be open and operational;
   iv. Aircraft must remain north of the M3 motorway at all times unless otherwise coordinated with Farnborough;
   v. Blackbushe will limit the number of aircraft operating within the visual circuit to three special VFR flights.

d) Separation between aircraft operating within the Blackbushe Local Flying Area is not provided. Pilots are responsible for providing their own separation from other such aircraft within said Local Flying Area.
e) All Autonomous SVFR circuits shall be flown at 800 FT AAL.
f) Aircraft joining from within the Farnborough CTR shall join overhead at an altitude of not greater than 1400 FT (1075 FT AAL) to provide adequate separation from Odiham traffic at 2400 FT.
g) The circuit is limited to three aircraft at a time operating SVFR circuits. In addition, arrivals and departures shall be permitted one at a time. Circuit availability will be provided to aircraft in the order in which they report ready at the holding point for the runway in use.
h) Departures on Runway 25 remaining outside of the LFA may continue subject to VFR rules for Class G airspace.
i) Rotary aircraft capable of operating circuits north of the LFA, remaining outside controlled airspace may continue to do so, VFR. Such aircraft must communicate their intentions to remain outside controlled airspace to Blackbushe ATSU. All fixed wing aircraft must conform to the published circuit, operate within the LFA, and will be considered special VFR.
j) If all 3 circuit slots are in use, then subsequent aircraft may depart, (including using the LFA if departing on Runway 07) but may not remain in the circuit for Touch & Gos or Go-Arounds.
k) Joining aircraft may request circuits prior when approaching the ATZ, but aerodrome policy does not permit these if all 3 circuit slots are in use. Blackbushe ATSU will state “Special VFR Circuit full, standby”. Joining traffic may then elect to join the circuit to land only; or may remain outside of the ATZ until Blackbushe ATSU advises there is a circuit slot.
l) Aircraft joining when the SVFR circuit is full that need to go-around for any safety reason are requested to follow the recommended go-around profile to avoid entering the LFA:

   i. Runway 25 – Climb straight ahead, bearing right (to the north) to avoid overflying Hartley Wintney, exit the ATZ, and position to re-join.
   ii. Runway 07 – Climb straight ahead until exiting the ATZ, or 1500 FT QNH (whichever is sooner) then turn left (north) remaining outside of controlled airspace and position around the north of Yateley (without overflying noise abatement areas) to re-join from the north west.

m) Where the official meteorological report at EGLF Farnborough indicates a ground visibility less than 3000 M, all aircraft operating within the Blackbushe LFA will be required to land on their next approach or vacate the LFA. Any special VFR flights will need to be provided a clearance to operate one at a time by Farnborough as follows:

   i. Clearance to operate within the LFA, Special VFR will need to ensure required separation from other IFR/SVFR operations, and will be relayed from Farnborough via the Blackbushe AFISO when manned, or issued directly by Farnborough Radar for aircraft operating out of hours. The separation requirement will result in only one aircraft being able to operate Special VFR at a time within the LFA;

      1. Remain clear of cloud and with the surface in sight;
      2. Maximum altitude: 1500 FT QNH;
      3. Fly at a speed of 140 KT IAS or less;
      4. A minimum cloud ceiling of 600 FT;
      5. A minimum flight visibility of 1500 M;
      6. In compliance with the requirements of ENR 1.2.

n) When IFR traffic is operating at Blackbushe, aircraft operating special VFR will be required to land or vacate the LFA in accordance with Rule 10.2 of the Blackbushe Airport Rules & Procedures.

   i. Due to the proximity of Farnborough and RAF Odiham, some types of IFR flights into or out of those aerodromes will conflict with the use of the LFA SVFR. In such situations Farnborough Radar may inform Blackbushe that SVFR is temporarily unavailable, and Blackbushe traffic shall be required to land on the next approach or vacate the LFA / ATZ.

o) Blackbushe ATSU will make use of specific phrases to advise pilots of the availability of slots within the special VFR circuit, and when aircraft are required to vacate. For examples of these see the Blackbushe Airport Rules & Procedures available on the airport website.

6 AIRCRAFT IN THE FARNBOROUGH CTR OUTSIDE THE BLACKBUSHE LFA

a) Aircraft operating VFR or Special VFR in the Farnborough CTR inbound to Blackbushe (or otherwise) must also satisfy the requirements of Rule 11 of the Rules of the Air 2015 by contacting Blackbushe ATSU before entering the Blackbushe ATZ, including the LFA. Farnborough Radar will, whenever possible, permit an aircraft to leave frequency temporarily in order to do so. If this is not possible, aircraft must leave the CTR clear of the Blackbushe LFA and route to Blackbushe from a northerly direction.

b) Pilots requiring a VFR or Special VFR clearance to transit the Farnborough CTR must not fly beyond the LFA/CTR boundary or otherwise enter the CTR until a clearance has been obtained from Farnborough Radar.

7 ATS ROUTE FLIGHTS

a) **General**

In order to provide improved ATC handling a system of Standard Routes has been established and these are published in the UK Standard Route Document (SRD) which can be found here:

http://www.nats.aero/ais.

Additionally, aircraft inbound via the ATS Route Network must follow the Farnborough Standard Arrival Routes (STAR) as shown at AD 2-EGLF-7-1 to 7-8.

b) **Flight Plans**

Pilots wishing to fly on the ATS Route System are to flight plan via the appropriate routes detailed in paras (c) and (d) and include EGLFZTZX in their Flight Plan.

c) **Inbound Aircraft**

i. **Routes**

Inbound aircraft that are RNAV 1 compliant are to flight plan via the RNAV 1 Standard Arrival Routes (STARs) associated with Farnborough as detailed in AD 2.EGLF-7-1 to 7-2 and AD 2.EGLF-7-5 to 7-8. Other aircraft are to flight plan via the RNAV 5 STARs as detailed in AD 2.EGLF-7-3 to 7-4.

Note: *Arrivals routing via RNAV 5 STARs may be tactically routed via 5LNC points detailed within the RNAV1 STAR plates. Crews should be familiar with the following 5LNC points:*

Point	Latitude	Longitude
INDOX	511839.55N	0010114.04W
DIXIB	511412.22N	0005053.53W
EVATA	510821.29N	0004557.52W
LUXIV	510510.63N	0004657.06W

ii. **Inbound Procedures**

1. After leaving the ATS Route System, pilots will normally be provided with a radar service outside CAS by Farnborough Radar during the notified operating hours shown at EGLF AD 2.18. A contact frequency will be given by London Control before leaving the ATS Route System.
2. When Farnborough Radar Unit is closed or unable to provide a radar service, pilots will be instructed to leave CAS in the vicinity of PEPIS and are then to proceed by a route which remains outside of CAS.

iii. **Speed Limits**

Speed limit points are included within the various Standard Arrival Routes (STARs) referred to in c (i).

iv. **Loss of Communications Procedures (inbound aircraft)**

Aircraft should descend to leave CAS at an appropriate point and proceed outside CAS in accordance with the Basic Loss of Communications Procedures detailed at ENR 1.1, paragraph 3.4.

d) **Departing Aircraft**

i. **Routes**

1. ATS Route joining clearance is to be requested for the first ATS Significant Point in the routes detailed below. **These routes are not assessed for obstacle clearance and do not constitute Standard Instrument Departure procedures.**
2. Pilots who wish to join the ATS Route Network at other than CPT, GWC or HAZEL should flight plan to join the Airways System when clear of the London TMA.

Note: *Pilots should be aware that the provision of ATS is extremely limited for any flight outside CAS between OCK/BIG/DET. This is due to the large number of locations from which extensive VFR operations take place in this constrained area, combined with the limitations of any ATS provision.*

Pilots should therefore take into account the lack of available ATS in any area that is known to be busy with multiple VFR operations and should anticipate the extended time that may be required to operate outside CAS before any joining clearance can be provided.

Additionally, requests made to LTC Swanwick to join CAS prior to the boundary of the London TMA may be unfulfilled due to sector workload and it should also be noted that below FL 70 a Basic Service is the only ATS available from LTC Swanwick TMA controllers.

Departure to	Via	Route	Notes
North	CPT	As per UK SRD	Includes departures to EGGW, EGSC, EGSG, EGSS and EGSU
Northeast			
West			
Northwest			
South	GWC	As per UK SRD	Includes departures to EGKA, EGKB, EGKK, EGKR, EGLC and EGMC
East	HAZEL	As per UK SRD	Includes departures to EGLD, EGLL and EGWU
Southeast			
Southwest			

Note: *See UK Standard Route Document:*

http://www.nats.aero/ais.

ii. **Procedures**

1. **Pilots are to ensure that they have received and acknowledged a joining clearance before entering CAS.**
2. The Blackbushe ATSU will notify the pending departure to London Terminal Control (Swanwick) (LTCC) and will co-ordinate the departure with Farnborough.
3. When Runway 07 is in use at Blackbushe, the Blackbushe ATSU will normally relay joining clearances, to enter the Farnborough CTR/CTA, to pilots on behalf of Farnborough. At all other times the Blackbushe ATSU will issue pilots with after departure instructions and pilots must remain outside of CAS until a clearance to enter CAS has been issued by Farnborough or LTCC.
4. Aircraft will contact Farnborough Radar as soon as possible after departure from Blackbushe whilst maintaining a listening watch on the Blackbushe frequency until clear of the ATZ. Unless otherwise instructed, the Farnborough Radar frequency is 134.355 MHz.
5. Farnborough Radar will individually coordinate entry into the ATS Route Network with LTCC once the departure is airborne. This may require the aircraft to leave Farnborough CAS prior to subsequent join into the LTMA. If this is the case, Farnborough may provide a Traffic Service or Deconfliction Service as appropriate.
6. If Farnborough Radar is closed or is unable to provide a radar service outside CAS the Blackbushe ATSU will transfer the aircraft directly to the appropriate LTCC sector and the pilot must request clearance to join CAS.
7. Pilots are reminded of the need to comply with any Air Traffic Flow Management measures in force at the time.
8. Departures outside of the opening hours of Blackbushe ATSU requiring airways joining clearance are requested to call the London Terminal Control Supervisor on 02380-401104 prior to departure in order to activate their flight plan and receive an airways squawk. During the opening hours of Farnborough pilots shall also telephone Farnborough on 01252-526015. For Farnborough opening hours see EGLF AD 2.3.

iii. **Loss of Communication Procedures (outbound aircraft)**

1. Pilots should adopt the Loss of Communications Procedures detailed at ENR 1.1, paragraph 3.4.

Flights which have not received an ATC clearance to enter CAS should not enter CAS unless an overriding safety reason compels entry.

e) **Warnings**

Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class Echo airspace between ASLAP and 3 NM West of HAZEL/within 7.5 NM of GWC. ATC will not provide notification to pilots of entry to or exit from Class Echo airspace when the aircraft is transitioning from a higher classification of airspace.

Within these volumes of airspace VFR traffic may be operating but not in communication with Farnborough.

EGLK AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGLK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGLK-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGLK-2-2

EGLK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

EGNH — BLACKPOOL

EGNH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNH — BLACKPOOL

EGNH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 534618N Long: 0030143W Mid point of Runway 10/28.
2	Direction and distance from city	2.6 NM SSE of Blackpool.
3	Elevation / Reference temperature / Mean Low Temperature	34 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	172 FT
5	Magnetic Variation / Annual Change	0.14°E (2027) / 0.19°E
6	AD Administration Address Telephone E-mail address	BLACKPOOL AIRPORT OPERATIONS LTD. Blackpool Airport, Squires Gate Lane, Blackpool, Lancashire, FY4 2QY. 01253-342734 (ATC - option 4) 01253-472527 (ATC) 01253-407070 (Airport Authorised Handling Agent - Hangar 3) blkhandling@hangar3blackpool.com (Airport Authorised Handling Agent - Hangar 3)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGNH AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700-2000 (0600-1900) and by arrangement.
2	Customs and immigration	0700-2000 (0600-1900) subject to 24 hours notice. Mandatory handling for flights originating outside the UK FIR (including N Ireland).
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD Hours.
8	Fuelling	As AD hours.
9	Handling	As AD hours. OOH avaliable subject to operational limitations, contact handling agent, see AD 2.2-6.
10	Security	H24
11	De-icing	-
12	Remarks	This aerodrome is PPR.

EGNH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL AD80, AD100, W80, W100, 100
3	Fuelling facilities/capacity	Jet A1 bowser 17,000 LT capacity.
4	De-icing facilities	Limited self-service de-icing, contact the handling agent, see AD 2.2-6.
5	Hangar space for visiting aircraft	Limited overnight hangarage up to 10,000 KG MTOW, contact handling agent, see AD 2.2-6.
6	Repair facilities for visiting aircraft	By arrangement only. B1 and B2 licensed engineers available, contact handling agent, see AD 2.2-6.

7	Remarks	Mandatory handling for aircraft >3000 KG. Airport Appointed and Authorised Handling Agent: Hangar 3 Blackpool Ltd. GPU and lavatory services available. For contact details see AD 2.2-6. AVGAS refuelling for helicopters without wheels is available, pre-note ATC via PPR.

EGNH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels at Airport and within 1 mile. Discount accommodation rates available, contact handling agent, see AD 2.2-6.
2	Restaurants	Large choice in the local area.
3	Transportation	Taxis, Buses. Nearest railway station Squires Gate 0.2 NM. VIP road transfers and helicopter transfers available, contact handling agent, see AD 2.2-6.
4	Medical facilities	First aid available.
5	Bank and Post Office	-
6	Tourist Office	-
7	Remarks	-

EGNH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A4 RFF Category A5 accepted under remission. RFF Category A6 available but subject to minimum 24 hours notice and availability of category upgrade; handling requests to handling@blackpoolairport.com or blkhandling@hangar3blackpool.com if handled by Airport Authorised Handling Agent (Hangar 3).
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	15,270 KG. Contact 0844-4827171.
4	Remarks	-

EGNH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical De-icing.
2	Clearance priorities	NHV Helipad 1 and 2 - Taxiway Alpha - Runway 10/28 - other taxiways as necessary.
3	Remarks	Latest information from: ATC 01253-472527.

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt NIL
2	Taxiway width, surface and strength	Taxiway ALPHA: 18 M Surface: Asphalt NIL Taxiway BRAVO: 15 M Surface: Asphalt NIL Taxiway CHARLIE: 15 M Surface: Asphalt NIL Taxiway DELTA: 15 M Surface: Asphalt NIL

		Taxiway ECHO: 15 M Surface: Asphalt NIL
3	Altimeter checkpoint location and elevation	Apron 33 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking chart.
6	Remarks	-

EGNH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft >3000 KG to be parked under the instruction of a marshaller. Marshaller guidance also available on request.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 10/28: Runway designation, runway threshold markings, centre-lines, Runway 28 TDZs. Runway light(s): Runway 28 yellow caution zone lighting. Taxiway light(s): Edge and centre-line lighting, blue edge lighting on Taxiway Alpha via the main Apron to B3 and Taxiway Echo south of Taxiway Charlie. Green centre-line lighting on Taxiway Echo north of Taxiway Charlie. Additionally reflective edge and centre-line markers are installed between B3 and B4 and on the eastern section of Taxiway Charlie (between Bravo and Echo).
3	Stop bars and runway guard lights (if any)	Runway guard lights at A3, C1, D2, E2.
4	Other runway protection measures	-
5	Remarks	At night-time taxiways with reflective markers may be used by aircraft which have a serviceable taxi or landing light which must be illuminated. It is the pilot's responsibility to refuse taxi clearance via these routes at night if not so equipped. Taxiways without powered lighting will not be used in either visibility or RVR of 1500 M or less. 2 X WDI: 534612.67N 0030110.16W (LGTD), 534627.70N 0030220.42W (LGTD).

EGNH 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**
(EGNH9714) 10/APPROACH 28/ TAKE-OFF	STREETLIGHT	534624.67N 0030308.50W	56 FT	33 FT	No	-
(EGNH9713) 10/APPROACH 28/ TAKE-OFF	STREETLIGHT	534623.60N 0030307.15W	59 FT	36 FT	No	-
(EGNH8773) 10/APPROACH 28/ TAKE-OFF	CONTROL BOX	534621.90N 0030248.03W	34 FT	5 FT	No	-
(EGNH9711) 10/APPROACH 28/ TAKE-OFF	STREETLIGHT	534621.29N 0030305.83W	55 FT	33 FT	No	-
(EGNH9709) 10/APPROACH 28/ TAKE-OFF	STREETLIGHT	534619.02N 0030304.47W	58 FT	36 FT	No	-
(EGNH9708) 10/APPROACH 28/ TAKE-OFF	STREETLIGHT	534617.77N 0030304.46W	55 FT	34 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**
(EGNH8848)	MAST	534946.57N 0024948.65W	654 FT	602 FT	Yes Red	-
(EGNH6333)	BLACKPOOLT OWER	534857.27N 0030318.79W	534 FT	498 FT	Yes Red	-
(EGNH8494)	COMMS MAST	534832.45N 0030301.04W	224 FT	207 FT	No	-
(EGNH9471)	MAST LC	534740.63N 0025948.87W	286 FT	248 FT	No	-
(EGNH9521)	HV PYLON	534735.96N 0025825.06W	187 FT	151 FT	No	-
(EGNH6317)	RIDE	534720.23N 0030326.12W	242 FT	224 FT	Yes Red	-
(EGNH9232)	ANTENNA	534608.12N 0030052.69W	80 FT	51 FT	No	-

EGNH 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 facilities available, contact Security for details.
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	METFORM 214-215, H24 MSLP Forecast, EUR SIG WX, Upperwind/Temps, AIRMET Southern, AIRMET Northern, AIRMET Scottish.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	BLACKPOOL
10	Additional information (limitation of service, etc.)	-

EGNH 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**
10	094.63°	1868 x 45 M	RWY surface: Asphalt, Grooved NIL	534620.06N 0030233.67W 171.6 FT	THR 31.8 FT -	-
28	274.66°	1868 x 45 M	RWY surface: Asphalt, Grooved NIL	534615.16N 0030051.98W 171.5 FT	THR 28.0 FT TDZ 29.1 FT	-
13	127.30°	998 x 24 M	RWY surface: Asphalt NIL	534625.45N 0030231.30W 171.6 FT	THR 32.1 FT -	-
31	307.31°	998 x 24 M	RWY surface: Asphalt NIL	534608.74N 0030154.29W 171.6 FT	THR 31.1 FT -	-

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

EGNH AD 2.13 DECLARED DISTANCES

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

EGNH AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EGNH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGNH AD 2.16 HELICOPTER LANDING AREA

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EGNH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BLACKPOOL ATZ A circle, 2.5 NM radius, centred at 534618N 0030143W on longest notified runway (10/28)	Upper limit: 2034 FT ALT Lower limit: SFC	G	BLACKPOOL APPROACH/ TOWER English	3000 FT	0700-2000 (0600-1900); and by arrangement.	Blackpool ATZ – UAS flight is not permitted unless permission has been granted by Blackpool ATC via Air Portal (https://app.airportal.aero). ATZ 2000 FT AAL.

EGNH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	BLACKPOOL APPROACH/ TOWER	119.955 DOC 40 NM/ 10,000 FT.	-	-	0700-2000 (0600-1900) and by arrangement.	VDF 534627.55N 0030217.78W Height 39 FT On AD.
TWR	BLACKPOOL TOWER	118.405 DOC 25 NM/4000 FT.	-	-	When instructed by ATC.	VDF 534627.55N 0030217.78W Height 39 FT On AD.
ATIS	BLACKPOOL INFORMATION	127.205 DOC 60 NM/ 20,000 FT.	-	-	0700-2000 (0600-1900) and by arrangement.	ATIS also available by telephone externally on 01253-472555 or internally on extension 8315.
OTHER	BLACKPOOL FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGNH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.13°E (2027)	IBPL	108.150 MHz	0700-2000 (0600-1900)	534620.77N 0030248.35W		(RWY 28)

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	IBPL	334.550 MHz	0700-2000 (0600-1900)	534611.73N 0030107.74W		3° ILS Ref Datum Hgt 55 FT.
DME	IBPL	18Y 108.150 MHz	H24	534612.93N 0030142.36W	46 FT	(RWY 28) On AD. DME freq paired with ILS I-BPL, but IDENT not synchronised with ILS IDENT. Zero range is indicated at THR of Runway 28 and 10.
NDB (L) 0.14°E (2027)	BPL	318.000 kHz	0700-2000 (0600-1900)	534623.35N 0030140.59W		On AD. Range 15 NM.

EGNH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) The aerodrome is PPR for all aircraft movements. Prior permission must be obtained from ATC; this may be requested by:

- Arranging directly with ATC by telephone;
- Submitting a PPR form online https://www.blackpoolairport.com/ppr/; or
- Arranging through a based operator/handling agent.

Note: *Filing a flight plan does not constitute a PPR request.*

b) Aircraft using Blackpool Airport are recommended to carry third party insurance cover of not less than £5,000,000.
c) Aircraft using Blackpool Airport do so in accordance with Blackpool Airport Terms and Conditions, a copy of which is available on application.
d) All movements outside published hours and amendments to these must be notified to ATC and RFFS in advance, prior to 2000 (1900) on the day of operation.
e) Parachuting is not permitted at Blackpool aerodrome.
f) The wearing of high visibility clothing is mandatory for all personnel operating on the apron and manoeuvring areas, including flight crew.
g) Diversion procedure: All operators are advised that before filing Blackpool as an alternate, they are required to have made arrangements for ground handling; this arrangement is subject to the agreement of the Airport Management. Nothing in this procedure shall, however, prevent an aircraft that has declared an emergency from landing.
h) Mandatory handling is required for all aircraft >3000 KG. Handling requests to be submitted to handling agent, see AD 2.2-6.
i) Any inbound aircraft requiring fuel are requested to advise ATC before landing.

2 GROUND MOVEMENT

a) When requesting start-up, pilots should give the full callsign, type and location. Aircraft must be ready in all respects to start before calling on the appropriate frequency.
b) If within 30 minutes of a previously issued CTOT the flight is unable to comply with that CTOT, the pilot should advise Blackpool ATC (via the handling agent if needed) as soon as possible.
c) Parking for visiting aircraft is provided on the Main Apron. The northern extremity of the parking area is bounded by a 2 M high fence, marshaller assistance is available if requested by pilot. Additional parking available on Stand 1 or with based executive handling agencies.
d) Taxiing and parking on grass areas prohibited.
e) AVGAS pumps are located to the western side of the main apron; aircraft should approach the pumps so that they are facing south, on the eastern side of the fuel farm.
f) Authorised vehicles operate between the Loop Apron and Main Apron without ATC clearance. Helicopters must not overfly this area below 200 FT.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) **Potential for misidentification.** Warton Aerodrome is approximately 6 miles to the South East of Blackpool Airport and has a similar layout. The approach paths for the two main instrument runways at Warton (RWY 25) and Blackpool (RWY 28) cross each other approximately 8 NM from Blackpool and 3 NM from Warton. All pilots are reminded to exercise caution as misidentification is common. Ensure you have the correct Aerodrome in sight before committing to your approach. A video providing additional information can be accessed at https://www.youtube.com/watch?v=CQC7JnwdY8.
b) Damage to the grass areas to the edge of paved surfaces caused by rabbits.

c) Pink Foot Goose activity is present in the vicinity of Blackpool from September to April. Skeins range from 10 to 500 birds but can be in significantly larger quantities. Most activity takes place in daylight but the birds may be present at any time of day or night up to 2,000 AMSL. Route is generally North-South or South-North anywhere up to 4 KM East of the aerodrome. Goose activity affects Runway 10 climbout/28 approach and potentially 13 climbout/31 approach. ATC will normally attempt to pass warnings of detected birds.
d) Intermittent transiting Gulls crossing Runway 28 North to South and South to North from midpoint to 28 approach are possible all year round, but are most likely from April to September. Bird control is on site 7 days per week to deal with this potential hazard. Thermalling Gulls are sometimes present above an established nesting site 1000 M due North of the ARP April to September. These Gulls thermal above the site to various heights in hot weather or when disturbed by helicopters. The thermalling activity usually remains outside the approach to any of the runways currently in use. It may infringe on GA circuits or low level helicopter traffic transiting directly over this area.
e) Large flocks of Starlings may be encountered in the vicinity of the airport especially to the East and North West but are controlled to the point where only smaller flocks of 1 to 50 are encountered on the airfield itself. These birds are controlled by bird patrols and grass management. Peak period is around May.
f) Pilots, especially rotary wing, should, where possible, avoid overflying a liquid petroleum gas storage facility located at 534643N 0030126W (022 degrees True range 850 M from ARP).
g) Category A Police and Air Ambulance flights can take place at the aerodrome H24. Pilots should afford these flight priority where possible subject to the Rules of the Air Regulations and flight safety.
h) Non standard helicopter landing lighting installed adjacent to H North (SW of Control Tower), this system is strictly reserved for emergency service helicopter operations outside normal aerodrome hours.

5 HELICOPTER OPERATIONS

a) Three helicopter aiming points in the grass areas marked with an 'H':

   i. H NORTH - 534631.4183N 0030226.2817W (Approx. 160 M South West of the ATC Tower);
   ii. H EAST - 534632.7491N 0030211.7586W (Approx. 160 M South East of the ATC Tower, light helicopters maximum 2.6 Tonnes);
   iii. H SOUTH - 534611.0326N 0030208.3570W (Approx. 355 M South of Holding Point D2).

b) Procedures

   i. Air taxiing on apron areas is not permitted except with authorisation from ATC. Marshaller available on request.
   ii. All training must be booked through ATC. The filing of a flight plan does not constitute compliance.

6 USE OF RUNWAYS

a) Runways 13/31 are not available for use during night time hours. Available for Daylight use only.
b) Right hand circuits are in force for Runways 28 and 31.
c) Unless an AOC holder has less restrictive minima, take-offs in RVR less than 400 M will not be permitted as Runway 10/28 is not equipped with centre-line lighting.

7 TRAINING

a) All instrument training must be booked through ATC. The filing of a flight plan does not constitute compliance.

EGNH AD 2.21 NOISE ABATEMENT PROCEDURES

a) All aircraft are to be operated in such a manner as to cause the least possible disturbance to surrounding residential areas.
b) Every operator of turbo-jet/turbo-fan aircraft shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
c) The following noise routeings shall apply to departing turbo-jet/turbo-fan aircraft:

   i. Runways 10 and 28 - Climb straight ahead to at least 1500 FT AMSL before turning onto course;
   ii. Runway 13/31 is NOT available for turbo-jet/turbo-fan engine aircraft except when weather conditions preclude the use of Runway 10/28.

   Note: *The above routeings are compatible with normal ATC practice. In individual cases they may be varied owing to operational circumstances. The use of the Noise Preferential Routeings specified above is supplementary to the noise abatement take-off techniques detailed in Operations Manuals.*

d) These requirements may at any time be departed from to the extent necessary for avoiding immediate danger.

EGNH AD 2.22 FLIGHT PROCEDURES

1 IFR ROUTINGS

- Inbound from N864: via WAL
- Inbound from DTY CTA: Via POL
- Inbound from Scottish TMA: Via DCS
- Outbound to N864: Via ESTRY WAL

- Outbound to DTY CTA: Via ESTRY WAL
- Outbound to Scottish TMA: Via RIBEL/GASKO

2 INSTRUMENT APPROACH PROCEDURES

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

3 VISUAL REFERENCE POINTS (VRP)

a) Pilots approaching Blackpool from a southerly direction under VFR must always contact Warton LARS 129.530 MHz in the first instance during their notified hours of operation.
b) During the notified hours of Warton Radar, VFR traffic departing Blackpool in a southerly direction should anticipate departure instructions to route via St Anne's Pier, then Southport Pier, not above altitude 1,500 FT AMSL until clear of Warton MATZ.
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.

EGNH AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNH-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGNH-2-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 10 - ICAO
AD 2.EGNH-8-1
INSTRUMENT APPROACH CHART NDB(L) RWY 10 - ICAO
AD 2.EGNH-8-2
INSTRUMENT APPROACH CHART ILS/DME RWY 28 - ICAO
AD 2.EGNH-8-3
INSTRUMENT APPROACH CHART LOC/DME RWY 28 - ICAO
AD 2.EGNH-8-4
INSTRUMENT APPROACH CHART RNP RWY 28 - ICAO
AD 2.EGNH-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 28 - ICAO
AD 2.EGNH-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 28
AD 2.EGNH-8-7

EGNH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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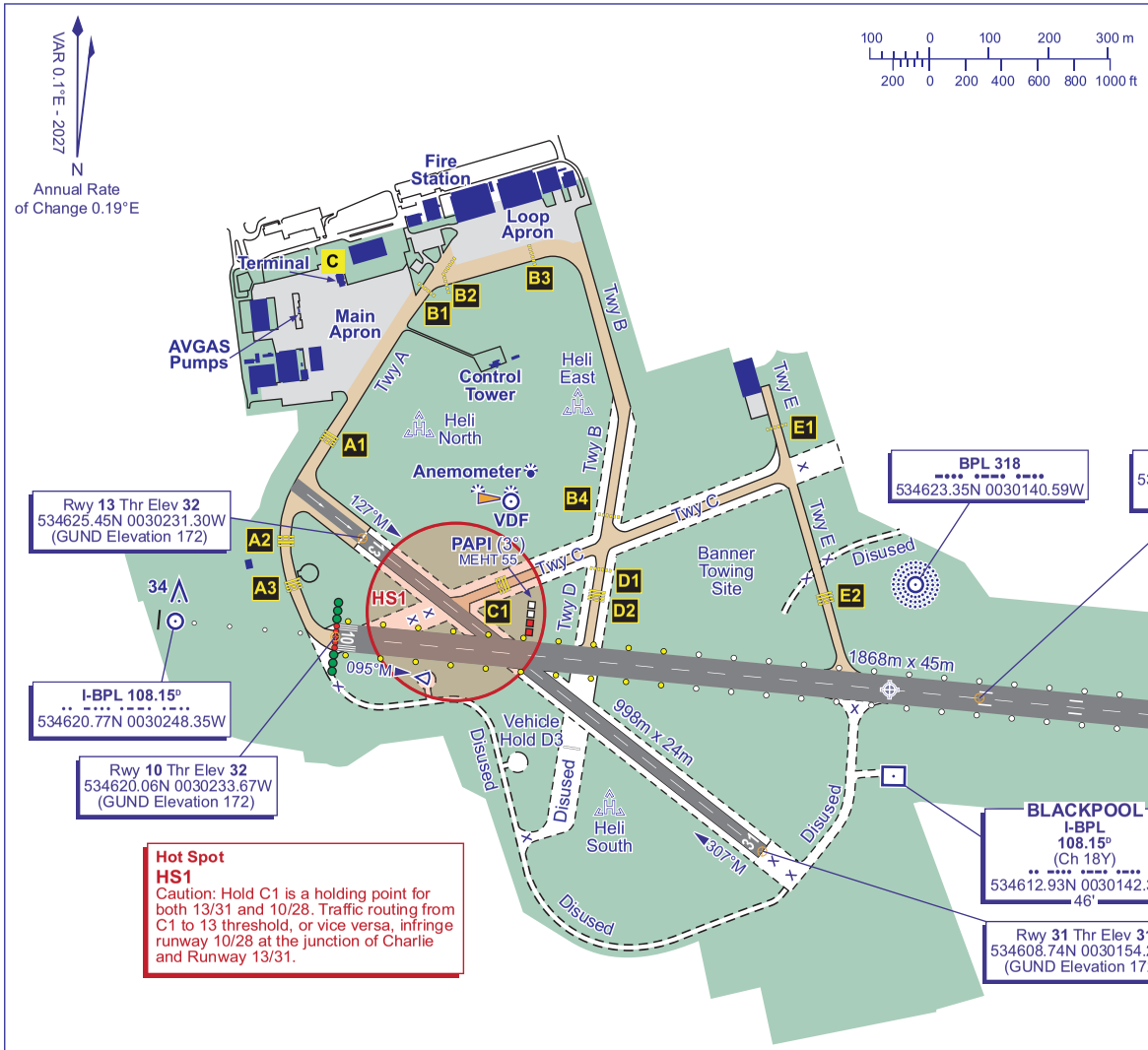
AERODROME CHART - ICAO

ARP 534618N 0030143W

AD ELEV 34FT

BLACKPOOL
EGNH



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

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

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

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

Hot Spot
HS1
Caution: Hold C1 is a holding point for both 13/31 and 10/28. Traffic routing from C1 to 13 threshold, or vice versa, infringe runway 10/28 at the junction of Charlie and Runway 13/31.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCR**
RWY 10/28	Grooved Asphalt	-
RWY 13/31	Asphalt	-
TWY A	Asphalt	-
TWY B, C, D & E	Asphalt	-
Apron (All)	*See AD text page EGNH AD 2.8*	

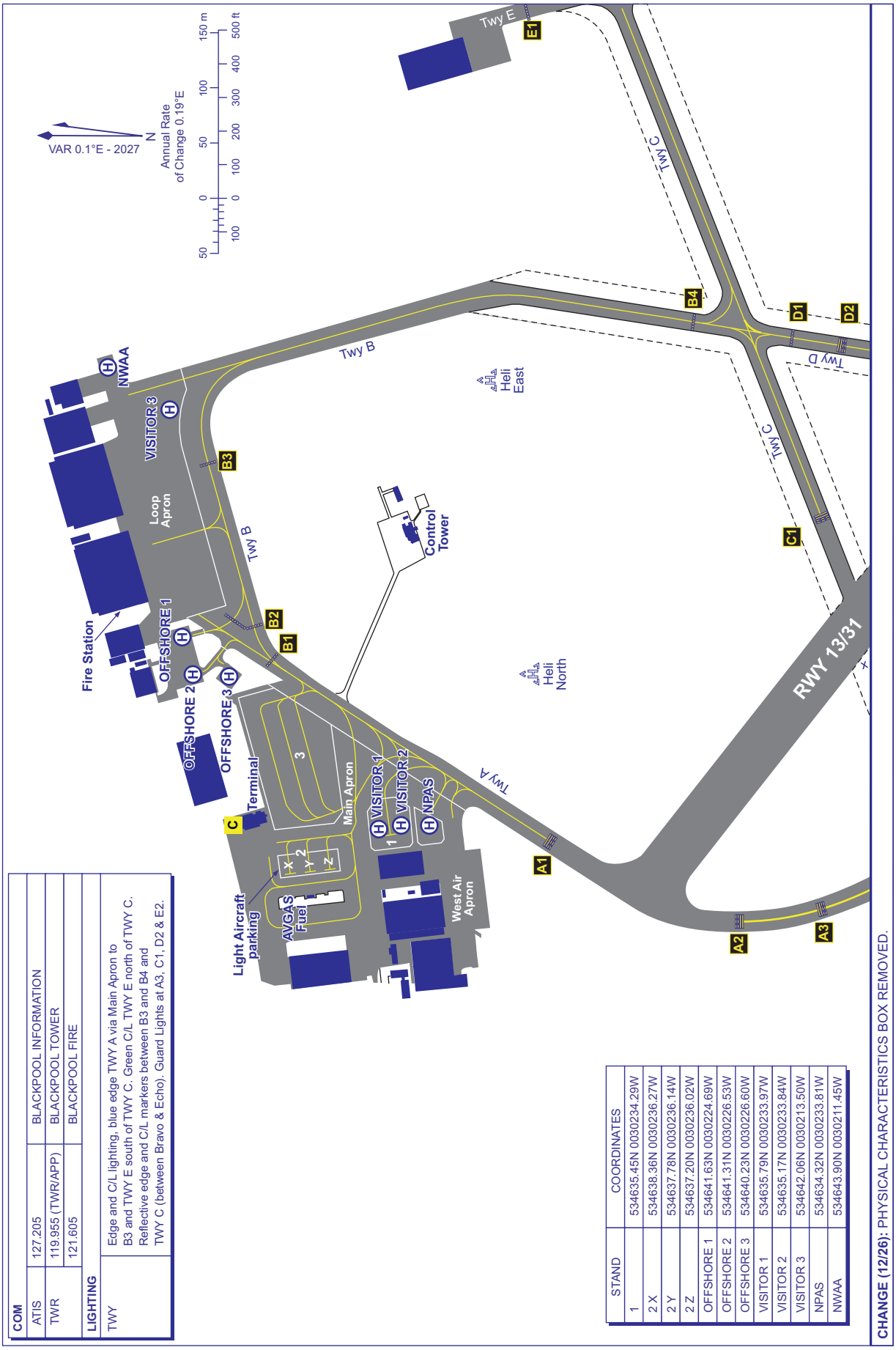
CHANGE (12/26): PCN REPLACED BY PCR.

BLACKPOOL EGNH

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 534618N 0030143W

AD ELEV 34FT



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

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

CHANGE (12/26): PHYSICAL CHARACTERISTICS BOX REMOVED.

AERO INFO DATE 07 SEP 26

AD 2-EGNH-2-2

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

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EGHH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BOURNEMOUTH CTR 505312N 0014301W thence clockwise by the arc of a circle radius 8 NM centred on 504648N 0015033W to 504441N 0013824W - 504111N 0015930W thence clockwise by the arc of a circle radius 8 NM centred on 504648N 0015033W to 505003N 0020205W - 505312N 0014301W	Upper limit: 2000 FT ALT Lower limit: SFC	D	BOURNEMOUTH APPROACH English	6000 FT	-	Outside the Solent CTA notified hours of operation the Transition Altitude is 3000 FT.
BOURNEMOUTH ATZ A circle, 2.5 NM radius, centred at 504648N 0015033W on longest notified runway (08/26)	Upper limit: 2038 FT ALT Lower limit: SFC	D	BOURNEMOUTH APPROACH English	6000 FT	0615-0100 (0515-0000); and by arrangement.	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).	-
		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 purturbations may be experienced between 8 NM and 4 NM. 3° ILS Ref Datum Hgt 53 FT. Localizer range is limited to 18 NM at +-10 degrees and 8 NM at +-35 degrees of the localizer centre-line.

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

1	Apron surface and strength	EAST APRON Surface: . Stands 7-9, 17-20: Concrete Stands 10-16: Asphalt Stands 7N: Concrete and asphalt. Stands 7-9: PCR 353/R/C/W/U Stands 10-16: PCR 321/F/C/X/U Stands 7N, 17-20: PCR 685/R/C/W/U GRASS PARKING AREA Surface: Grass - MAIN APRON Surface: . Stands 1-3: Concrete and asphalt Stands 5-6: Concrete. PCR 685/R/C/W/U SOUTHERN PARKING AREA Surface: Asphalt PCR 296/F/C/X/T WEST APRON Surface: Concrete Stands 21-28: PCR 440/R/C/W/U Stands 29-33, 38-40, W3-W4: PCR 685/R/C/W/U Stands 34-37, W1-W2: PCR 668/R/B/W/U
2	Taxiway width, surface and strength	Taxiway A: 22 M Surface: Asphalt PCR 481/F/A/X/U Taxiway B: 46 M Surface: Asphalt PCR 524/F/B/X/U Taxiway D: 22 M Surface: Asphalt PCR 434/F/B/X/U Taxiway F: 15 M Surface: Asphalt PCR 446/F/B/X/U Taxiway G: 22 M Surface: Asphalt PCR 481/F/A/X/U Taxiway H: 10.5 M Surface: Asphalt PCR 174/F/C/Y/T Taxiway J: 15 M Surface: Asphalt PCR 296/F/C/X/T Taxiway TAXILANE LINK C: 15 M Surface: Concrete PCR 440/R/C/W/U Taxiway Z: 22 M Surface: Asphalt. Behind Stands 17-20: Concrete. PCR 481/F/A/X/U Behind Stands 17-20: PCR 642/R/A/W/U
3	Altimeter checkpoint location and elevation	Main Apron 595 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking Chart.

6	Remarks	Taxiway D: A 10 metre section of the longitudinal gradient increases up to 1.83% Taxiway F: A 220 metre section of the longitudinal gradient increases up to 2.65% Taxiway G: A 230 metre section of the longitudinal gradient increases up to 1.74% Taxiway Z: A 100 metre section of the longitudinal gradient increases up to 2.11% The following minimum main gear clearance to edge of pavement are provided for A330 operations: AX onto runway 4.1 M GX onto runway 3.1 M AX from runway 4.0 M BX from runway 3.3 M GX from runway 3.0 M

EGGD 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- 6 are nose in/push back stands adjacent to the terminal building. Stand 7N is a nose in/push back stand at the head of the cul-de-sac serving Stands 5 - 9. Stands 14 - 16 and 17 - 20 are nose in/push back stands. Stands 7 - 12 are nose in/push back or taxi through stands as appropriate. Stands 8 - 11 inclusive have both East and West stand blocks installed. Inbound aircraft shall follow the instructions of the marshaller or Follow Me vehicle in order to be parked in an east or west configuration, as instructed. Stands 21, 26, 26L, 29 and 30 are nose in/push back stands. Stands 22 and 23 are nose in/push back stands. The routine push back for these stands is into Link Charlie to face east. Stands 24, 25 and 26R are nose in/push back stands. The routine push back for these stands is into Link Charlie to face west. Stand 28E is a taxi through stand when stand 26L is unoccupied. Stands 31 and 33 are nose in/push back or taxi through stands as appropriate. Stand 28W is a taxi through stand. Night stopping aircraft allocated to Stand 28 shall be marshalled to park facing west. Stands 32 and 34-40 inclusive are nose in/push back stands. W2, W3 and E2 are north facing, nose in/push back off-stand parking positions. W1, W4, E1 and E3 are south facing off-stand parking positions. W5, W6, W7 and W8 are self-manoeuvring off-stand parking positions. All stands must be used under marshalling guidance to provide stop information to pilots. In the event of there being no marshaller present upon approach to the stand, flight crews should hold position on the taxiway or taxilane centre-line and inform ATC that they are awaiting a marshaller (ATC shall request a marshaller from Airside Operations if the ground handling agent is not immediately available).
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Displaced threshold markings and designators on Runway 27. Threshold markings and designators on Runway 09. Fixed distance markings on Runways 09 and 27, centre-line markings. Runway guard lights are located at all taxiway/runway intersections. Taxiway marking aid(s):

		Taxiway holding point markings. Amber/green lead-on/off lines on Taxiways A and G.
3	Stop bars and runway guard lights (if any)	Located at AX, BX, DX, FX, GX, HX, JX (All H24) and G2, G3, Z1, Z2, Z3 and Z4.
4	Other runway protection measures	-
5	Remarks	3 WDI (LGTD) - 512300.39N 0024340.88W, 512251.26N 0024314.82W, 512254.28N 0024241.05W

EGGD AD 2.10 AERODROME OBSTACLES

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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**
(EGGD8430)	MAST	512357.48N 0023843.56W	888 FT	154 FT	Yes Red	-
(EGGD9114)	MAST	512342.82N 0024237.57W	747 FT	89 FT	Yes Red	-
(EGGD8927)	MAST	511829.01N 0024314.74W	1158 FT	137 FT	No	-
(EGGD8665)	MAST	511413.46N 0023731.39W	1963 FT	973 FT	Yes Red	-

EGGD 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	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	METFORM 214-215. 24 Hour MSLP forecast. Eur Sig WX, Upperwinds/Temp. AIRMET Southern. AIRMET Scottish, AIRMET Northern.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	BRISTOL APP
10	Additional information (limitation of service, etc.)	-

EGGD 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	086.43°	2011 x 45 M	RWY surface: Asphalt, Grooved PCR 481/F/A/X/U	512255.59N 0024400.61W 163.9 FT	THR 613.5 FT TDZ 621.9 FT	RWY 09 0.15% down RWY 27 0.15% up
27	266.45°	2011 x 45 M	RWY surface: Asphalt, Grooved PCR 481/F/A/X/U	512259.37N 0024223.50W 163.8 FT	THR 600.9 FT TDZ 601.3 FT	RWY 09 0.15% down RWY 27 0.15% 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
-	122 x 150 M	2131 x 280 M	-	-	-	RWY 09 Pilots should note that when using Runway 09, there is a 240 M area of the runway that provides a forward sight distance of less than 1006 M (for an eye height of 3 M above the runway surface) between the start of the LDA and 240 M after the start of the LDA located in the area of the Runway 09 threshold and start of the 09 TDZ. OFZ: Yes.
-	1005 x 150 M	2131 x 280 M	-	-	-	RWY 27 Pilots should note that when using Runway 27, there is a 395 M area of the runway that provides a forward sight distance of less than 1006 M (for an eye height of 3 M above the runway surface) between 630 M and 1025 M after the start of the LDA located in the middle of the runway length. Threshold displaced by 129 M. OFZ: Yes.

EGGD AD 2.13 DECLARED DISTANCES

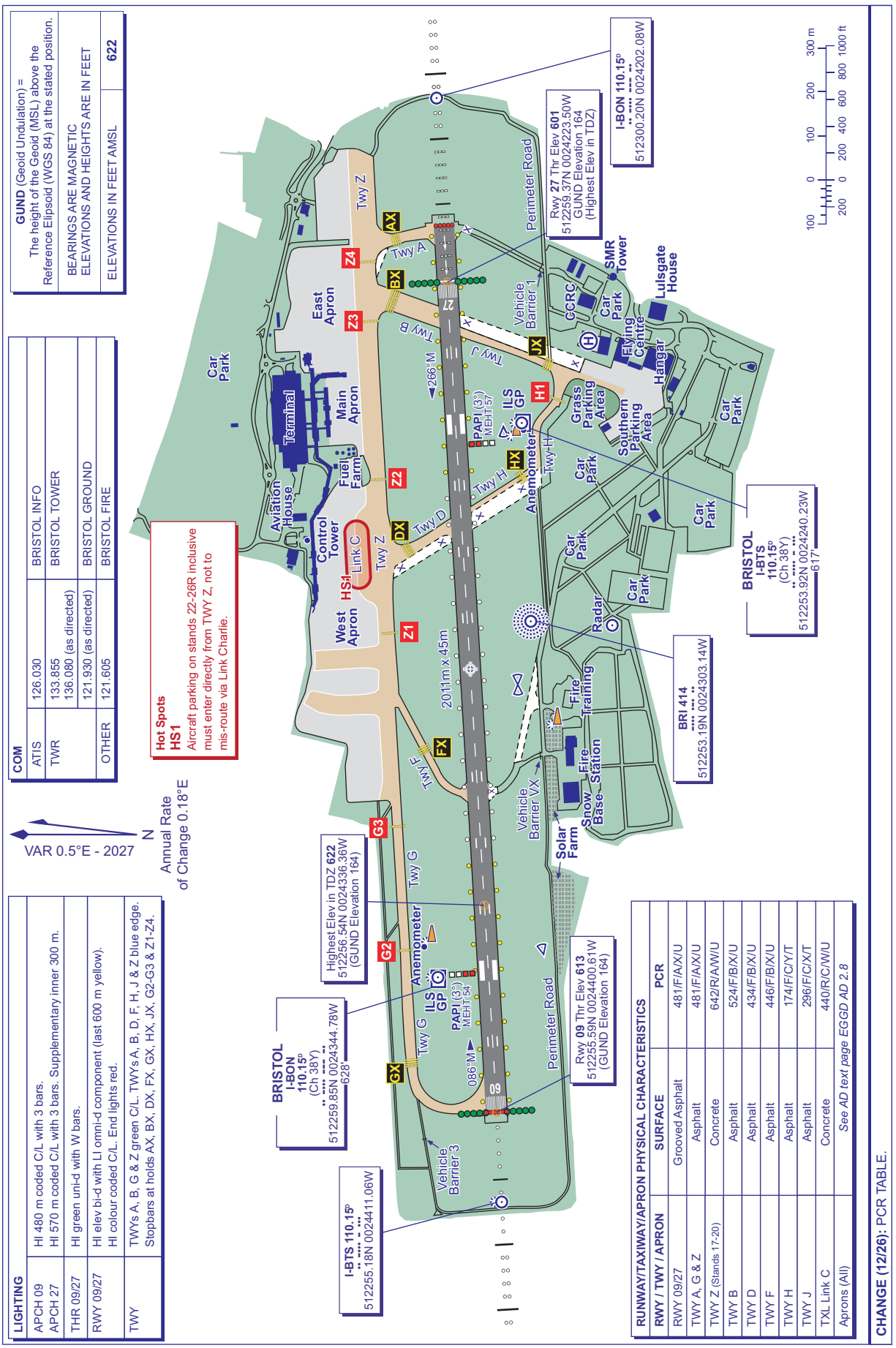
Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	2011 M	2133 M	2011 M	2011 M	-
27	2011 M	3016 M	2011 M	1882 M	-
09	1300 M	1422 M	1300 M	-	Take-off from intersection with Taxiway Foxtrot.
09	701 M	823 M	701 M	-	Take-off from intersection with Taxiway Delta.
09	652 M	774 M	652 M	-	Take-off from intersection with Taxiway Hotel.
27	1828 M	2742 M	1828 M	-	Take-off from intersection with Taxiway Bravo.
27	1780 M	2670 M	1780 M	-	Take-off from intersection with Taxiway Juliet.
27	1371 M	2057 M	1371 M	-	Take-off from intersection with Taxiway Hotel.
27	1348 M	2021 M	1348 M	-	Take-off from intersection with Taxiway Delta.
27	734 M	1101 M	734 M	-	Take-off from intersection with Taxiway Foxtrot.

BRISTOL EGGD

AERODROME CHART - ICAO

ARP 512258N 0024309W

AD ELEV 622FT



LIGHTING	
APCH 09 APCH 27	HI 480 m coded C/L with 3 bars. HI 570 m coded C/L with 3 bars. Supplementary inner 300 m.
THR 09/27	HI green uni-d with W bars.
RWY 09/27	HI elev bi-d with LI omni-d component (last 600 m yellow). HI colour coded C/L. End lights red.
TWY	TWYs A, B, G & Z green C/L. TWYs A, B, D, F, H, J & Z blue edge. Stopbars at holds AX, BX, DX, FX, GX, HX, JX, G2-G3 & Z1-Z4.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	SURFACE	PCR
RWY 09/27	Grooved Asphalt	481/F/A/X/U
TWY A, G & Z	Asphalt	481/F/A/X/U
TWY Z (Stands 17-20)	Concrete	642/R/A/W/U
TWY B	Asphalt	524/F/B/X/U
TWY D	Asphalt	434/F/B/X/U
TWY F	Asphalt	446/F/B/X/U
TWY H	Asphalt	174/F/C/Y/T
TWY J	Asphalt	296/F/C/X/T
TXL Link C	Concrete	440/R/C/W/U
Aprons (All)	*See AD text page EGGD AD 2.8*	

CHANGE (12/26): PCR TABLE.

AIRCRAFT PARKING/DOCKING CHART - ICAO

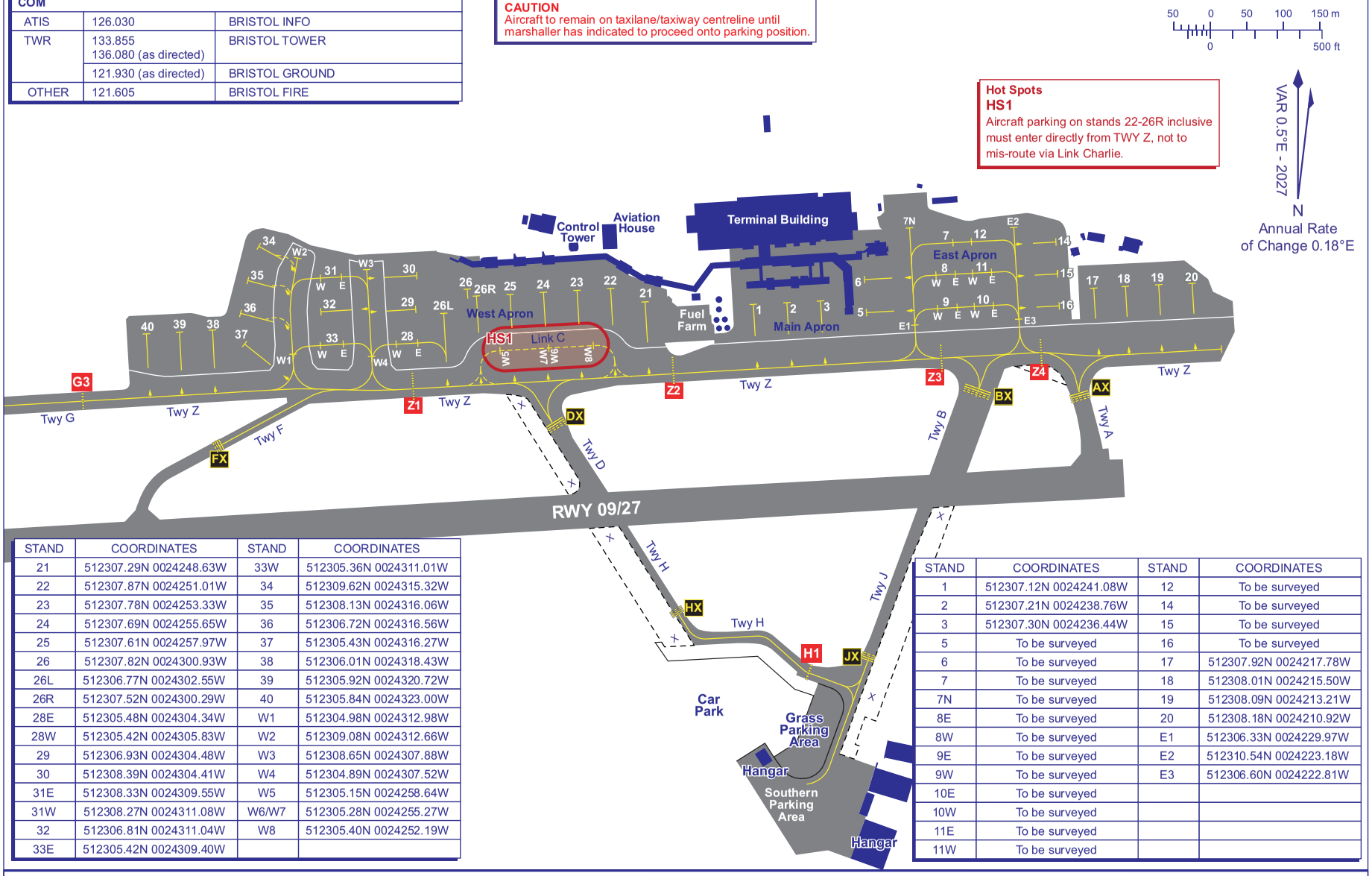
ARP 512258N 0024309W

AD ELEV 622FT

BRISTOL
EGGD

COM		
ATIS	126.030	BRISTOL INFO
TWR	133.855 136.080 (as directed)	BRISTOL TOWER
	121.930 (as directed)	BRISTOL GROUND
OTHER	121.605	BRISTOL FIRE

CAUTION
Aircraft to remain on taxilane/taxiway centreline until marshaller has indicated to proceed onto parking position.



STAND	COORDINATES	STAND	COORDINATES
21	512307.29N 0024248.63W	33W	512305.36N 0024311.01W
22	512307.87N 0024251.01W	34	512309.62N 0024315.32W
23	512307.78N 0024253.33W	35	512308.13N 0024316.06W
24	512307.69N 0024255.65W	36	512306.72N 0024316.56W
25	512307.61N 0024257.97W	37	512305.43N 0024316.27W
26	512307.82N 0024300.93W	38	512306.01N 0024318.43W
26L	512306.77N 0024302.55W	39	512305.92N 0024320.72W
26R	512307.52N 0024300.29W	40	512305.84N 0024323.00W
28E	512305.48N 0024304.34W	W1	512304.98N 0024312.98W
28W	512305.42N 0024305.83W	W2	512309.08N 0024312.66W
29	512306.93N 0024304.48W	W3	512308.65N 0024307.88W
30	512308.39N 0024304.41W	W4	512304.89N 0024307.52W
31E	512308.33N 0024309.55W	W5	512305.15N 0024258.64W
31W	512308.27N 0024311.08W	W6/W7	512305.28N 0024255.27W
32	512306.81N 0024311.04W	W8	512305.40N 0024252.19W
33E	512305.42N 0024309.40W		

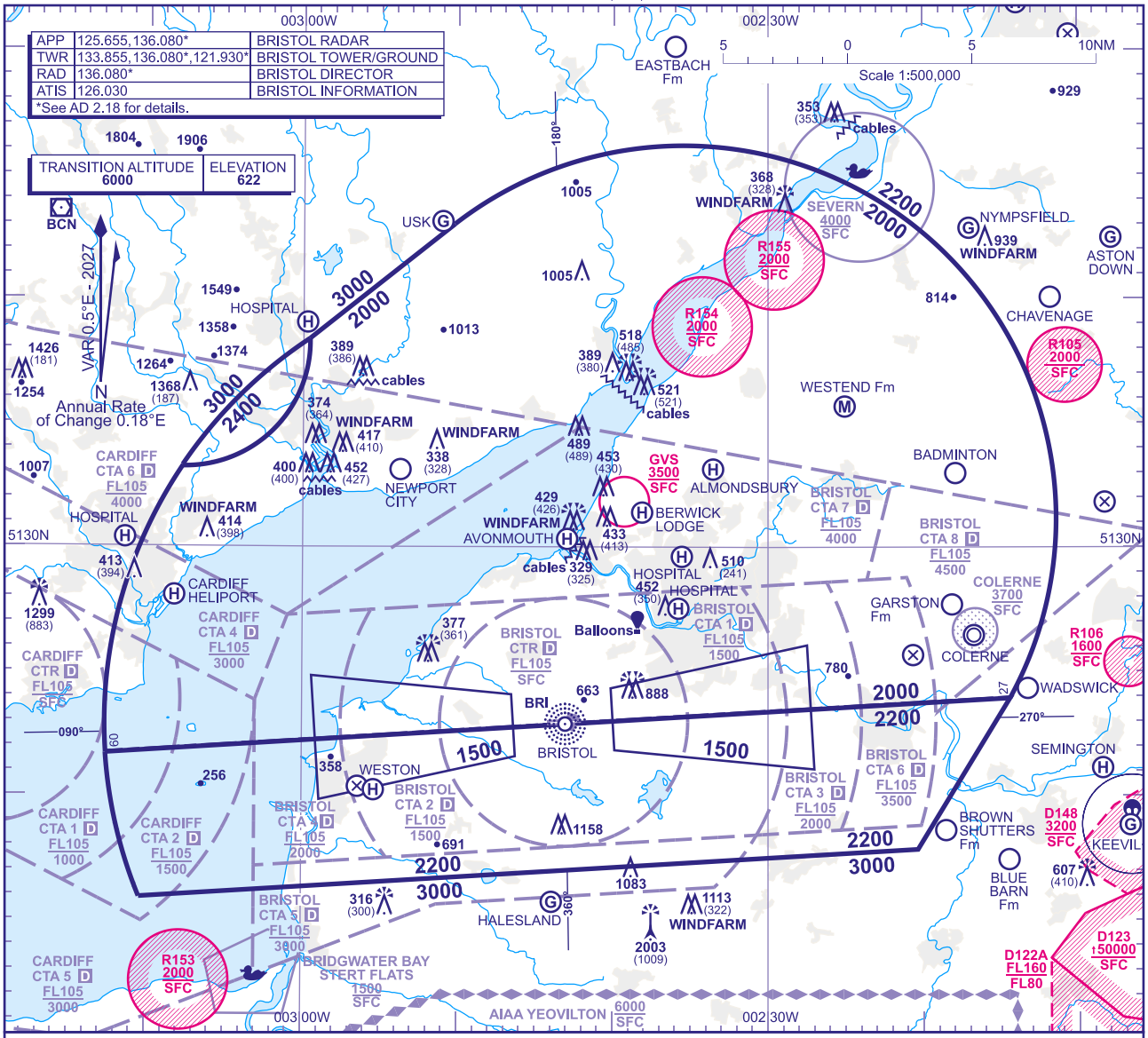
STAND	COORDINATES	STAND	COORDINATES
1	512307.12N 0024241.08W	12	To be surveyed
2	512307.21N 0024238.76W	14	To be surveyed
3	512307.30N 0024236.44W	15	To be surveyed
5	To be surveyed	16	To be surveyed
6	To be surveyed	17	512307.92N 0024217.78W
7	To be surveyed	18	512308.01N 0024215.50W
7N	To be surveyed	19	512308.09N 0024213.21W
8E	To be surveyed	20	512308.18N 0024210.92W
8W	To be surveyed	E1	512306.33N 0024229.97W
9E	To be surveyed	E2	512310.54N 0024223.18W
9W	To be surveyed	E3	512306.60N 0024222.81W
10E	To be surveyed		
10W	To be surveyed		
11E	To be surveyed		
11W	To be surveyed		

CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2003
HEIGHTS IN FEET AGL (1009)

BRISTOL



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2000** in the sector defined by the lateral limits; 513822N 0025935W - 514259N 0025015W thence clockwise by an arc of a circle radius 15NM centred on 513110N 0023527W to 512356N 0021426W - 512140N 0031237W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 513315N 0030744W thence anticlockwise by an arc of a circle radius 5NM centred on 513813N 0030737W to 513822N 0025935W.

b) **2200** in the sector defined by the lateral limits; 512140N 0031237W - 512356N 0021426W - 511751N 0022022W - 511553N 0031024W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 512140N 0031237W.

c) **2400** in the sector defined by the lateral limits; 513315N 0030744W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W - 513822N 0025935W thence clockwise by an arc of a circle radius 5NM centred on 513813N 0030737W - 513315N 0030744W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

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

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) BRI**†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) BRI**†.

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

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of NDB(L) BRI.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an Intercept of 40 degrees or less and is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (12/26): SEMINGTON HELIPORT ADDED. CARDIFF HELIPORT REVISED.

AERO INFO DATE 15 SEP 26

AD 2-EGGD-5-1

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EGCK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self-briefing.
6	Flight documentation Language(s) used	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	-
10	Additional information (limitation of service, etc.)	-

EGCK 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	070.83°	932 x 23 M	RWY surface: Asphalt -	530603.04N 0042032.21W 179.1 FT	THR 12.3 FT -	-
25	250.83°	932 x 23 M	RWY surface: Asphalt -	530610.07N 0041958.61W 179.1 FT	THR 11.4 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	-	-	-	-	RWY 07 Landing threshold displaced by 97 M to allow 1:20 over vehicles on road.
-	-	-	-	-	-	RWY 25 Landing threshold displaced by 173 M to allow 1:20 approach surface over trees and HT cable.

EGCK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	727 M	727 M	727 M	810 M	-
25	799 M	799 M	799 M	727 M	-

EGCK 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	-	LI Green Wingbar	-	-	-	-	Red	-	EDGE: LI Omni-directional inset
25	-	LI Green Wingbar	APAPI Left/3.5° 20 FT	-	-	-	Red	-	EDGE: LI Omni-directional inset

EGCK 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: 530604.76N 0042012.58W (LGTD), next to WDI.
3	TWY edge and centre line lighting	EDGE: Blue edge lighting on Taxiway B.
4	Secondary power supply/switch-over time	Yes/1 minute.
5	Remarks	-

EGCK 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.

EGCK 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
CAERNARFON ATZ A circle, 2 NM radius, centred at 530607N 0042015W on longest notified runway (07/ 25)	Upper limit: 2014 FT ALT Lower limit: SFC	G	CAERNARFON RADIO English	3000 FT	0900-1645 (0800-1545); and by arrangement.	Special procedures are in operation for aircraft arriving at and departing from Caernarfon: See AD 2.22. Air ambulance and SAR operations may occur H24: See AD 2.20. ATZ 2000 FT AAL.

EGCK 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	CAERNARFON RADIO	122.255 A/G frequency.	-	-	0900-1645 (0800-1545).	-
SAR	COASTGUARD 936	122.255	-	-	H24	Due to SAR H24 operations, all aircraft to transmit blind calls out of airfield licensed hours.
	RESCUE 936	122.255	-	-	H24	

EGCK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGCK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All pilots and personnel, except for passengers and other persons that are being escorted, shall wear high visibility clothing at all times whilst airside.
b) Smoking airside strictly prohibited.
c) Not available to aircraft unable to communicate by radio with A/G. Aircraft with radio failure must follow standard radio failure procedures.
d) Each aircraft commander is responsible for the safety of their passengers and other crew members. To ensure the safety of passengers and crew members, the aircraft commander (or other competent crew member) is to supervise and escort passengers whilst airside
e) All movements outside published hours are subject to the out of hours conditions published on the airport website.

2 GROUND MOVEMENT

a) Taxilanes A and C have been introduced between Stands 1 to 10. Aircraft using these taxilanes must not have a wingspan in excess of 17 M. Aircraft must adhere strictly to the yellow centre-line along the taxilane as maximum clearance from the centre-line to obstruction within the taxilane is 14 M. Aircraft parking on Stands 1 to 10 must park north of the yellow markings on the stand to ensure taxilane clearance is maintained at all times.
b) The responsibility for wingtip clearance during taxiing and parking remains with the flight crew.
c) Aircraft should only taxi on paved surfaces, aircraft using the grass to taxi onto their stand do so at the discretion of the flight crew.
d) Pilots must exercise caution and moderate taxiing speeds on Taxi Lanes A, B, C due to the possible presence of pedestrians and intense aircraft movements.
e) All parking is self-manoeuvring, assistance available on request.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Turbulance might on occassion be experienced when there is an easterly wind.
b) High ground beyond 6 NM southeast of the aerodrome rising to 3560 FT AAL/AMSL.
c) Runway 07 take-off; Beyond 11000 M there is mountainous terrain, rising to 3560 FT.
d) Due to RSPB reserve 1 KM south of the aerodrome, between September-March, there will be increased bird activity.
e) Air Ambulance and Coastguard helicopter operations are based at Caernarfon and will be given the appropriate priority over other traffic when operating. These operations may occur H24 including outside of the operating hours of the aerodrome and pilots are to make a blind call on Caernarfon Radio 122.255 MHz when the aerodrome is published as closed and they are transiting through or close to the ATZ.
f) During periods of heavy rain, runways are liable to have patches of standing water.
g) Light aircraft are warned of the possible effect of wake turbulence by preceding helicopters on approach or departure.
h) Light aircraft should also be aware of the possible effect of rotor downwash generated by large helicopters operating on the aerodrome, including the home based S92 SAR Helicopters.

5 HELICOPTER OPERATIONS

a) No helicopter movements within 300 M, downwind of the wind turbines.

6 USE OF RUNWAYS

a) Runway 02/20 is unlicensed and unavailable for aircraft requiring the use of a licenced runway. For details including dimensions and declared distances contact the aerodrome.
b) All CAT operations to make the approach to the licensed Runway 07/25.
c) Circuit Directions: Runways 07 and 20 – LH, Runways 25 and 02 – RH.
d) Due to high ground and HT pylons left of Runway 25 centre-line, at range approximately 4 NM, pilots are to ensure the aircraft is established on runway centre-line before commencing descent on the APAPIs.

7 TRAINING

Not applicable

EGCK AD 2.21 NOISE ABATEMENT PROCEDURES

Helicopters must not overfly any caravan site within the ATZ below 1000 FT on the QFE.

EGCK AD 2.22 FLIGHT PROCEDURES

a) The aerodrome is in the vicinity of the Valley MATZ. Civil aircraft are to fly at 1500 FT or below (Holyhead QNH) in the Menai Straits area.
b) **Arriving aircraft.** Aircraft should call Valley ATC on 125.230 at least 15 minutes before ETA Caernarfon ATZ boundary.
c) **Departing aircraft.** Unless otherwise instructed, departing aircraft should call Valley ATC on 125.230 immediately after take-off.
d) Circuit height: 800 FT AAL. Aircraft are requested to join overhead not above 1300 FT AAL. Circuit direction: Runway 07 - LH, Runway 25 - RH.

EGCK AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGCK AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGCK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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**
(EGEC2413) 29/APPROACH 11/ TAKE-OFF	DME	552548.08N 0053901.49W	122 FT	30 FT	No	-
(EGEC1093) 29/APPROACH 11/ TAKE-OFF	POWER POLE	552547.09N 0053734.04W	209 FT	30 FT	No	-
(EGEC2410) 29/APPROACH 11/ TAKE-OFF	DME MONITOR	552545.60N 0053853.05W	134 FT	37 FT	No	-
(EGEC1092) 29/APPROACH 11/ TAKE-OFF	POWER POLE	552544.94N 0053730.32W	221 FT	28 FT	No	-
(EGEC2684) 29/APPROACH 11/ TAKE-OFF	WIND TURBINE	552445.15N 0053325.30W	554 FT	134 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**
(EGEC1118)	MAST	553144.88N 0053911.95W	1047 FT	89 FT	No	-
(EGEC2433)	MAST	552959.76N 0053948.96W	1004 FT	325 FT	No	-
(EGEC2116)	WIND TURBINE	552953.11N 0054035.05W	858 FT	243 FT	Yes Red	-
(EGEC2121)	WIND TURBINE	552949.88N 0054020.94W	868 FT	244 FT	Yes Red	-
(EGEC2636)	TREE	552819.58N 0053822.13W	583 FT	39 FT	No	-
(EGEC2634)	TREE	552816.38N 0053811.62W	578 FT	57 FT	No	-
(EGEC2629)	CAIRN	552750.54N 0053926.97W	707 FT	6 FT	No	-
(EGEC1384)	POWER POLE	552736.37N 0054017.66W	313 FT	27 FT	No	-
(EGEC1385)	CAIRN	552735.30N 0054019.77W	280 FT	8 FT	No	-
(EGEC2630)	TREE	552700.78N 0053816.63W	454 FT	52 FT	No	-
(EGEC1461)	POWER POLE	552458.21N 0053811.50W	207 FT	27 FT	No	-
(EGEC1086)	POWER POLE	552456.96N 0053801.74W	275 FT	34 FT	No	-
(EGEC1463)	POWER POLE	552455.48N 0053803.64W	269 FT	31 FT	No	-
(EGEC2643)	MAST	552449.72N 0053726.73W	419 FT	146 FT	No	-
(EGEC2684) 29/APPROACH 11/ TAKE-OFF	WIND TURBINE	552445.15N 0053325.30W	554 FT	134 FT	No	-
(EGEC1326)	POWER POLE	552444.17N 0054434.38W	380 FT	34 FT	No	-
(EGEC1323)	POWER POLE	552440.44N 0054446.50W	387 FT	24 FT	No	-
(EGEC1075)	MAST	552419.73N 0054446.07W	725 FT	131 FT	No	-
(EGEC2432)	WIND TURBINE	552342.48N 0053243.89W	570 FT	166 FT	No	-
(EGEC2185)	BUILDING	552216.32N 0053157.57W	719 FT	43 FT	No	-
(EGEC2209)	MAST	552216.08N 0053159.40W	791 FT	102 FT	No	-

EGEC 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 8 hours.
4	Trend forecast Interval of issuance	30 minutes. -
5	Briefing/consultation provided	Self-briefing.
6	Flight documentation Language(s) used	Charts abbreviated plain language. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	Metforms 214 and 215.
8	Supplementary equipment available for providing information	Fax. Internet.
9	ATS units provided with information	CAMPBELTOWN
10	Additional information (limitation of service, etc.)	During airport opening hours only.

EGEC 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
11	106.07°	1412 x 30 M	RWY surface: Asphalt, Grooved PCR 238/R/C/W/U	552616.99N 0054126.75W 182.3 FT	THR 30.2 FT TDZ 30.3 FT	-
29	286.09°	1412 x 30 M	RWY surface: Asphalt, Grooved PCR 238/R/C/W/U	552604.35N 0054009.60W 182.2 FT	THR 38.5 FT TDZ 38.5 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
-	-	1532 x 280 M	-	-	-	RWY 11
-	-	1532 x 280 M	-	-	-	RWY 29

EGEC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
11	1412 M	1412 M	1412 M	1412 M	-
29	1412 M	1412 M	1412 M	1412 M	-

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	Mon-Fri 0820-1740 (0720-1640); Sun (May-Sep) 1650-1800 (1550-1700); and by arrangement.	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).	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
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.
DME	CAL	82X 113.500 MHz	H24	552630.15N 0054152.14W	99 FT	On AD. Zero range at DME site. DME DOC: 25 NM/10000 FT.

EGEC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

2 GROUND MOVEMENT

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

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) No ground signals.

b) Bird activity may be seasonally high. From October until March, large flocks of geese are prevalent in the vicinity of the aerodrome, especially Runway 29 approach.
c) Deer activity may take place on the aerodrome, pilots will be advised of any hazard.
d) Perimeter fence obstruction at western end of Runway.
e) Pilots are reminded of the close proximity of disused parallel taxiway to the south of Runway 11/29, which is outside of the airport boundary fence and not available for landing/taxiing purposes.
f) Traffic carrying out RNP approaches to Runway 30 at Islay will pass approximately 2 NM North of Campbeltown RNP 11 Hold. Islay Airport is situated approximately 24 NM northwest of Campbeltown. Departures/arrivals may trigger TCAS warnings due to the close proximity of RNP and NDB/DME approaches. Pilots are reminded that Instrument Approach Procedures at Campbeltown are restricted to Highlands and Islands Airports Ltd - Approved Operators only.
g) Aircraft may be backtracking or taxiing the runway in use, after landing roll or for take-off.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

i. **Runway 11/29:** Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 400 M or less are not permitted.

7 TRAINING

Not applicable

EGEC AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGEC AD 2.22 FLIGHT PROCEDURES

1 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.

EGEC AD 2.23 ADDITIONAL INFORMATION

Pilots are advised that they are responsible for their passengers and are to escort their passengers from the apron to the terminal building.

EGEC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGEC-2-1
INSTRUMENT APPROACH CHART RNP RWY 11 - ICAO
AD 2.EGEC-8-1
INSTRUMENT APPROACH CHART RNP RWY 29 - ICAO
AD 2.EGEC-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 11
AD 2.EGEC-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 29
AD 2.EGEC-8-4

EGEC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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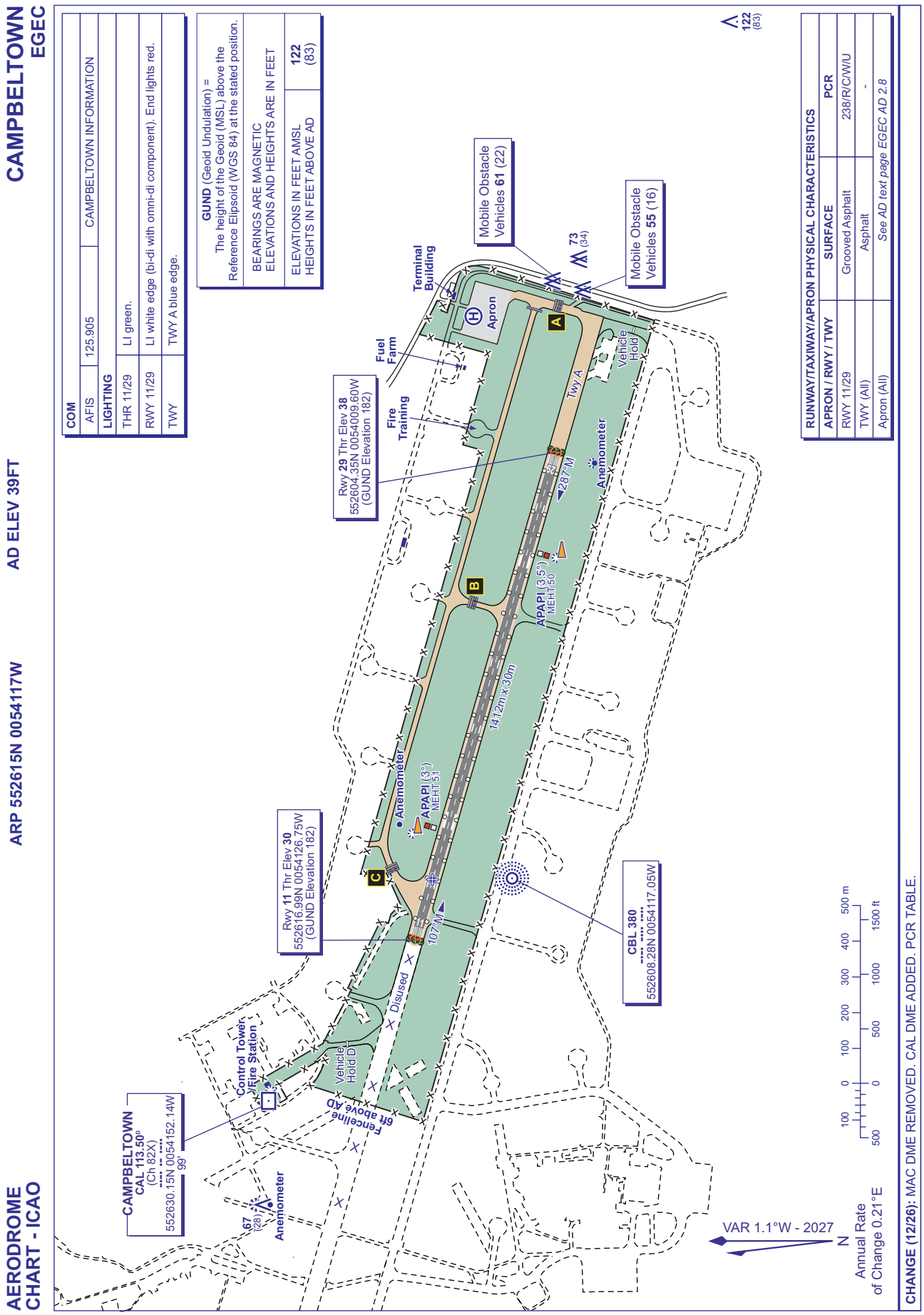
CAMPBELTOWN
EGEC
AERODROME
CHART - ICAO
ARP 552615N 0054117W
AD ELEV 39FT
COM
AFIS 125.905 CAMPBELTOWN INFORMATION
LIGHTING
THR 11/29 LI green.
RWY 11/29 LI white edge (bi-di with omni-di component). End lights red.
TWY TWY A blue edge.
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
122 (83)
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | PCR
RWY 11/29 | Grooved Asphalt | 238/R/C/W/U
TWY (All) | Asphalt | -
Apron (All) | See AD text page EGEC AD 2.8
CAMPBELTOWN
CAL 113.50°
(Ch 82X)
552630.15N 0054152.14W
99'
Rwy 29 Thr Elev 38
552604.35N 0054009.60W
(GUND Elevation 182)
Rwy 11 Thr Elev 30
552616.99N 0054126.75W
(GUND Elevation 182)
CBL 380
552608.28N 0054117.05W
1412m x 30m
Disused
APAPI (3°)
MEHT 51
APAPI (3.5°)
MEHT 50
287°M
107°M
Anemometer
Control Tower
Fire Station
Vehicle
Hold D
Fenceline
6ft above AD
Terminal
Building
Apron
Fuel
Farm
Fire
Training
Twy A
Vehicle
Hold
Mobile Obstacle
Vehicles 61 (22)
Mobile Obstacle
Vehicles 55 (16)
73 (34)
67 (28)
VAR 1.1°W - 2027
Annual Rate
of Change 0.21°E
CHANGE (12/26): MAC DME REMOVED. CAL DME ADDED. PCR TABLE.

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EGFF — CARDIFF

EGFF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFF — CARDIFF

EGFF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512348N Long: 0032036W Mid point of Runway 12/30
2	Direction and distance from city	8.5 NM SW of Cardiff.
3	Elevation / Reference temperature / Mean Low Temperature	220 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	169 FT
5	Magnetic Variation / Annual Change	0.27°E (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address Web address	CARDIFF INTERNATIONAL AIRPORT LTD. Cardiff International Airport, Rhoose, Barry, South Glamorgan CF62 3BD. 01446-711111 (Cardiff Airport Ltd) 01446-712562 (ATC) info@cwl.aero (CWL Aero) cardiffatc@nats.co.uk (ATC) www.cardiff-airport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to NATS Ltd operational areas may be recorded.

EGFF AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	-

EGFF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Forklifts, pallet trucks, cargo loader 12.5 tonnes capacity suitable for loading up to Boeing 747 main deck. One lower lobe cargo loader 5 tonnes capacity. 2 Cargo loaders.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL W80, W100.
3	Fuelling facilities/capacity	-
4	De-icing facilities	Upon request with Swissport.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Limited.

7	Remarks	Fuel AVTUR JET-A1 is available with Swissport, Tel: 07388-943688 or Global Trek Aviation, Tel: 01446-712699. Fuel AVGAS from Global Trek Aviation, Tel: 01446-712699. Handling is mandatory for all aircraft over 2000 KG MTOW: General Aviation Support (<2000 KG MTOW): 01446-712699; cwl@globaltrekaviation.com. Swissport (Commercial): Tel: 01446-712592. Signature (Executive, GA, Military and Cargo): 01446-712637. Global Trek Aviation (Executive, GA, Military and Cargo): 01446-712699. All departing aircraft are required to file a full or abbreviated flight plan electronically prior to departure. The addresses should be as per ENR 1.11.

EGFF AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel 0.5 miles from the airport.
2	Restaurants	Licensed buffet and cafeteria in the terminal.
3	Transportation	Buses: Shuttle bus to the nearest railway station, Rhoose (Cardiff International Airport) 2 miles. Bus service into Cardiff every 20 minutes (every 30 minutes: 1 November until 31 March). Taxis and car hire.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de Change. ATM Machine.
6	Tourist Office	Terminal Building.
7	Remarks	-

EGFF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Category 8 and 9 available by prior arrangement.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Light aircraft can be removed using airport resources. Large aircraft can be removed using outside sources in conjunction with the aircraft operator.
4	Remarks	-

EGFF AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, chemical de-icing, chemical anti-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Anti-iced with KC Potassium acetate fluid.

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

1	Apron surface and strength	SOUTH MAINTENANCE AREA (SOUTH OF HOLD G) Surface: Asphalt PCR 210 F/A/X/T SOUTH MAINTENANCE AREA (WEST OF HOLD H) Surface: Asphalt PCR 150 F/A/X/T TERMINAL AREA Surface: Concrete PCR 520 R/B/W/U
2	Taxiway width, surface and strength	Taxiway A: 23 M Surface: Asphalt PCR 490 F/B/X/U

		Taxiway B: 23 M Surface: Asphalt PCR 490 F/B/X/U Taxiway C: 23 M Surface: Asphalt PCR 400 F/B/X/U Taxiway D: 23 M Surface: Asphalt PCR 400 F/B/X/U Taxiway E: 43 M Surface: Asphalt PCR 400 F/B/X/U Taxiway G (N OF HOLD G): 43 M Surface: Asphalt PCR 580 F/A/X/T Taxiway H (E OF HOLD H): 18 M Surface: Asphalt PCR 320 F/A/X/U Taxiway J: - Surface: Concrete PCR 520 R/B/W/U
3	Altimeter checkpoint location and elevation	Stands 1-10: 207-211 FT; Stands 11-17: 212-215 FT AMSL.
4	VOR checkpoints	-
5	INS checkpoints	INS Checkpoints: See Aircraft Parking/Docking Chart.
6	Remarks	-

EGFF 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 1-9 and 11-17 parking with marshaller guidance. Stand 10 parking with Safedock 2-18 system. Stands 7 and 9 fitted with driveable type airbridges.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 12/30: Runway designation, runway threshold. Runway centre-line, fixed distance marking. Touchdown zone and aiming point markings. Runway guard lights are positioned at Holding Points A1, A2, B1, B2, C, D, E1, G and H. Taxiway light(s): Centre-line (green) on taxiway serving 12/30, blue edge lights/markers at junctions.
3	Stop bars and runway guard lights (if any)	Red stop bars in use H24. Enhanced taxiway markings associated with all red stop bars. Red stop bars and signs showing holding point numbers at all holding points. Holding points A1 and B1 have no red stop bar and should not be used.
4	Other runway protection measures	-
5	Remarks	Minimum power to achieve forward movement should be applied to move off all stands. All holding position signs are black on yellow positioned to the left hand side of the taxiway. There are 2 LGTD WDI to the south of Runway 12/30, adjacent to the runway threshold markings. 512400.40N 0032132.16W - 512333.12N 0032010.42W. Aircraft and vehicles must not cross an illuminated red stop bar, even if receipt of a clearance from ATC. Red stop bars will only be deselected by ATC upon receipt of a correct clearance readback from the pilot or driver. Aircraft requiring pushback from Stands 12-17 can expect to be pushed back into the cul-de-sac and to be towed forward to a position abeam Stands 12-17. Engines are not to be started until abeam Stand 12 for jet blast protection.

EGFF 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.

EGFF 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	METFORM 214-215, H24 Mean Sea Level Pressure Forecast, EUR SIGWX, Upperwind/Temps, AIRMET Southern, AIRMET Northern, AIRMET Scottish.
8	Supplementary equipment available for providing information	METAR available during aerodrome operating hours, unverified AUTO METAR available when closed. ATIS available on 132.480 MHz.
9	ATS units provided with information	CARDIFF
10	Additional information (limitation of service, etc.)	-

EGFF 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
12	116.76°	2354 x 45 M	RWY surface: Asphalt, Grooved PCR 490 F/B/X/T	512401.72N 0032120.17W 168.5 FT	THR 205.0 FT TDZ 219.9 FT	-
30	296.78°	2354 x 45 M	RWY surface: Asphalt, Grooved PCR 490 F/B/X/T	512332.83N 0031948.64W 168.2 FT	THR 213.0 FT TDZ 218.8 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	185 x 150 M	-	-	-	-	RWY 12 Threshold displaced by 220 M. Shoulders 7 M wide either side of the runway. Strip Dimensions: 2438 x 280 M.
-	152 x 150 M	-	-	-	-	RWY 30 Threshold displaced by 152 M. Shoulders 7 M wide either side of the runway. Strip Dimensions: 2474 x 280 M.

AERODROME CHART - ICAO

ARP 512348N 0032036W

AD ELEV 220FT

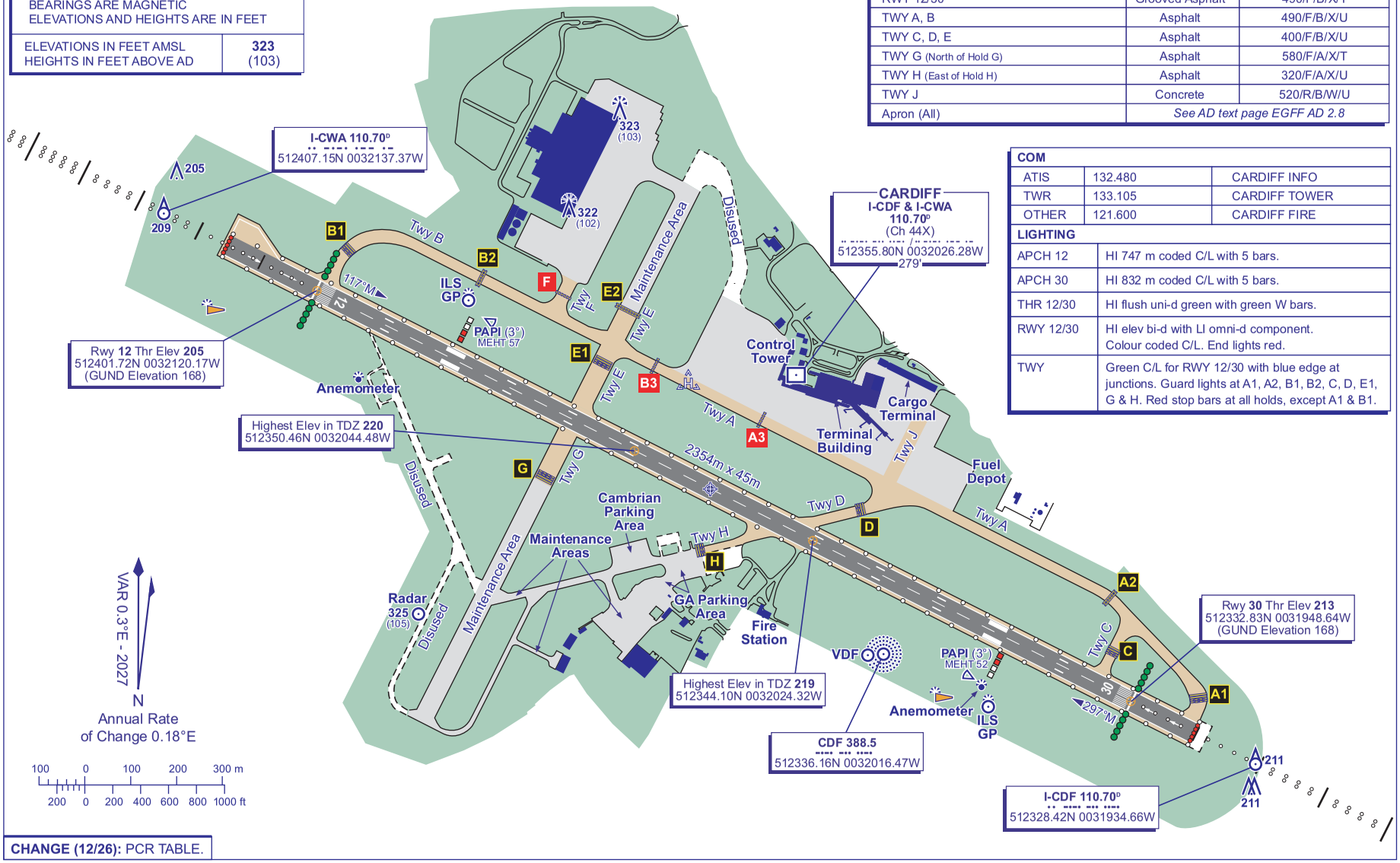
CARDIFF
EGFF

AERO INFO DATE 02 SEP 26

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	323 (103)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCR
RWY 12/30	Grooved Asphalt	490/F/B/X/T
TWY A, B	Asphalt	490/F/B/X/U
TWY C, D, E	Asphalt	400/F/B/X/U
TWY G (North of Hold G)	Asphalt	580/F/A/X/T
TWY H (East of Hold H)	Asphalt	320/F/A/X/U
TWY J	Concrete	520/R/B/W/U
Apron (All)	*See AD text page EGFF AD 2.8*	

COM		
ATIS	132.480	CARDIFF INFO
TWR	133.105	CARDIFF TOWER
OTHER	121.600	CARDIFF FIRE
LIGHTING		
APCH 12	HI 747 m coded C/L with 5 bars.	
APCH 30	HI 832 m coded C/L with 5 bars.	
THR 12/30	HI flush uni-d green with green W bars.	
RWY 12/30	HI elev bi-d with LI omni-d component. Colour coded C/L. End lights red.	
TWY	Green C/L for RWY 12/30 with blue edge at junctions. Guard lights at A1, A2, B1, B2, C, D, E1, G & H. Red stop bars at all holds, except A1 & B1.	



CHANGE (12/26): PCR TABLE.

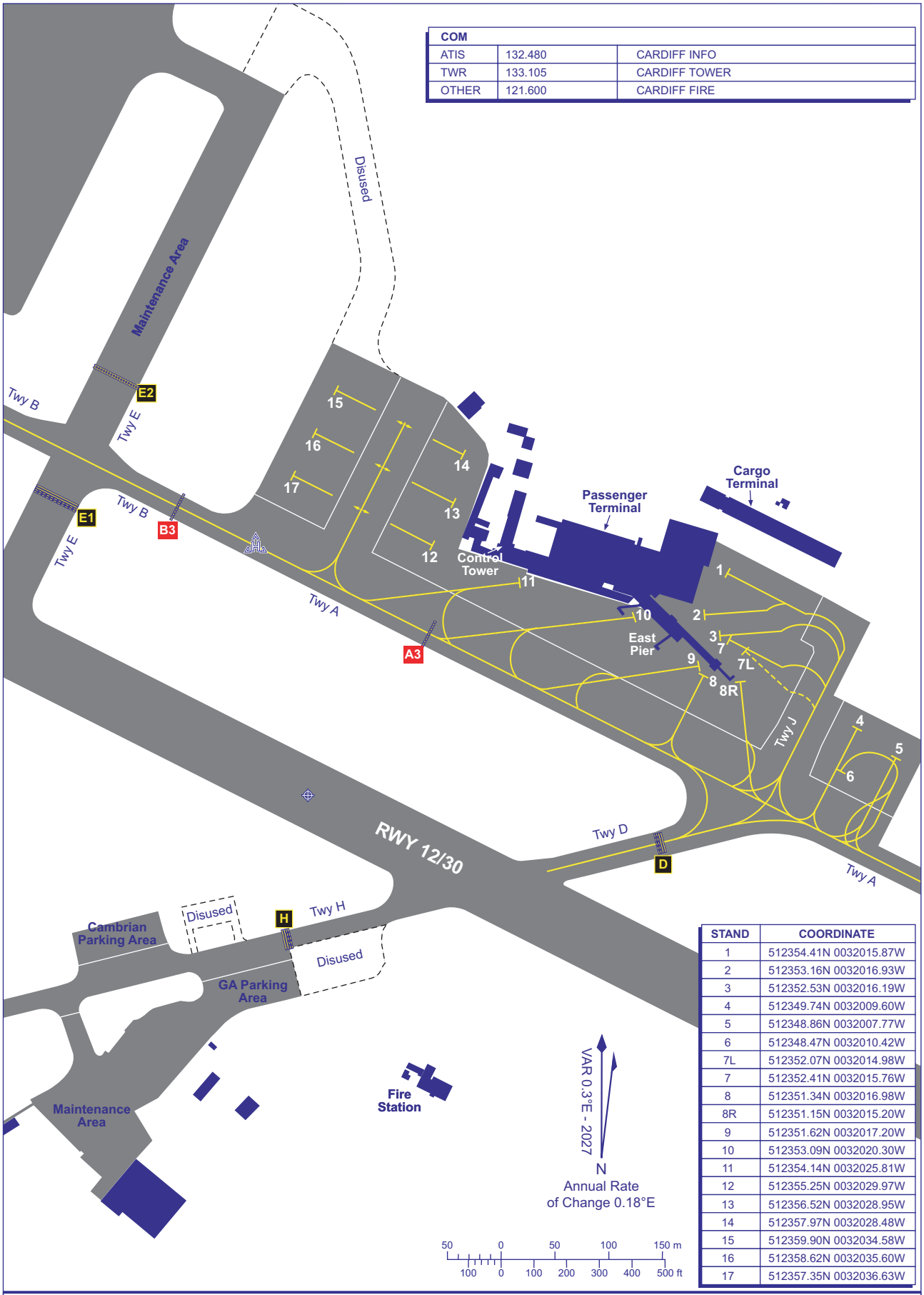
AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 512348N 0032036W

AD ELEV 220FT

CARDIFF
EGFF

COM		
ATIS	132.480	CARDIFF INFO
TWR	133.105	CARDIFF TOWER
OTHER	121.600	CARDIFF FIRE



STAND	COORDINATE
1	512354.41N 0032015.87W
2	512353.16N 0032016.93W
3	512352.53N 0032016.19W
4	512349.74N 0032009.60W
5	512348.86N 0032007.77W
6	512348.47N 0032010.42W
7L	512352.07N 0032014.98W
7	512352.41N 0032015.76W
8	512351.34N 0032016.98W
8R	512351.15N 0032015.20W
9	512351.62N 0032017.20W
10	512353.09N 0032020.30W
11	512354.14N 0032025.81W
12	512355.25N 0032029.97W
13	512356.52N 0032028.95W
14	512357.97N 0032028.48W
15	512359.90N 0032034.58W
16	512358.62N 0032035.60W
17	512357.35N 0032036.63W

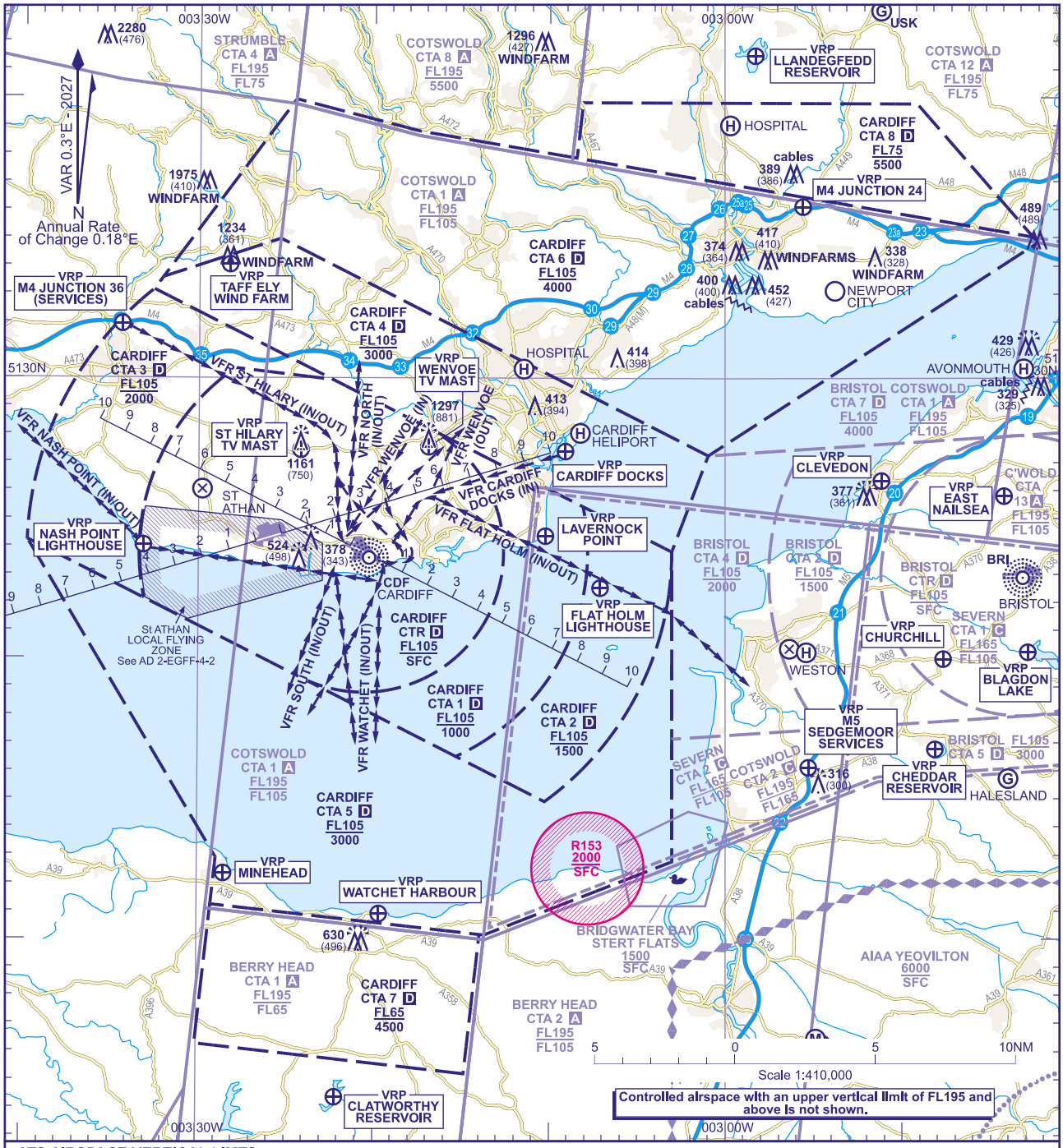
CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

AERO INFO DATE 02 SEP 26

AD 2-EGFF-2-2

CONTROL ZONE AND CONTROL AREA CHART - LOCAL FLYING AND ENTRY/EXIT PROCEDURES

CARDIFF



ATS AIRSPACE VERTICAL LIMTS
Controlled airspace with an upper vertical limit of FL195 and above is not shown.

LATERAL LIMITS
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

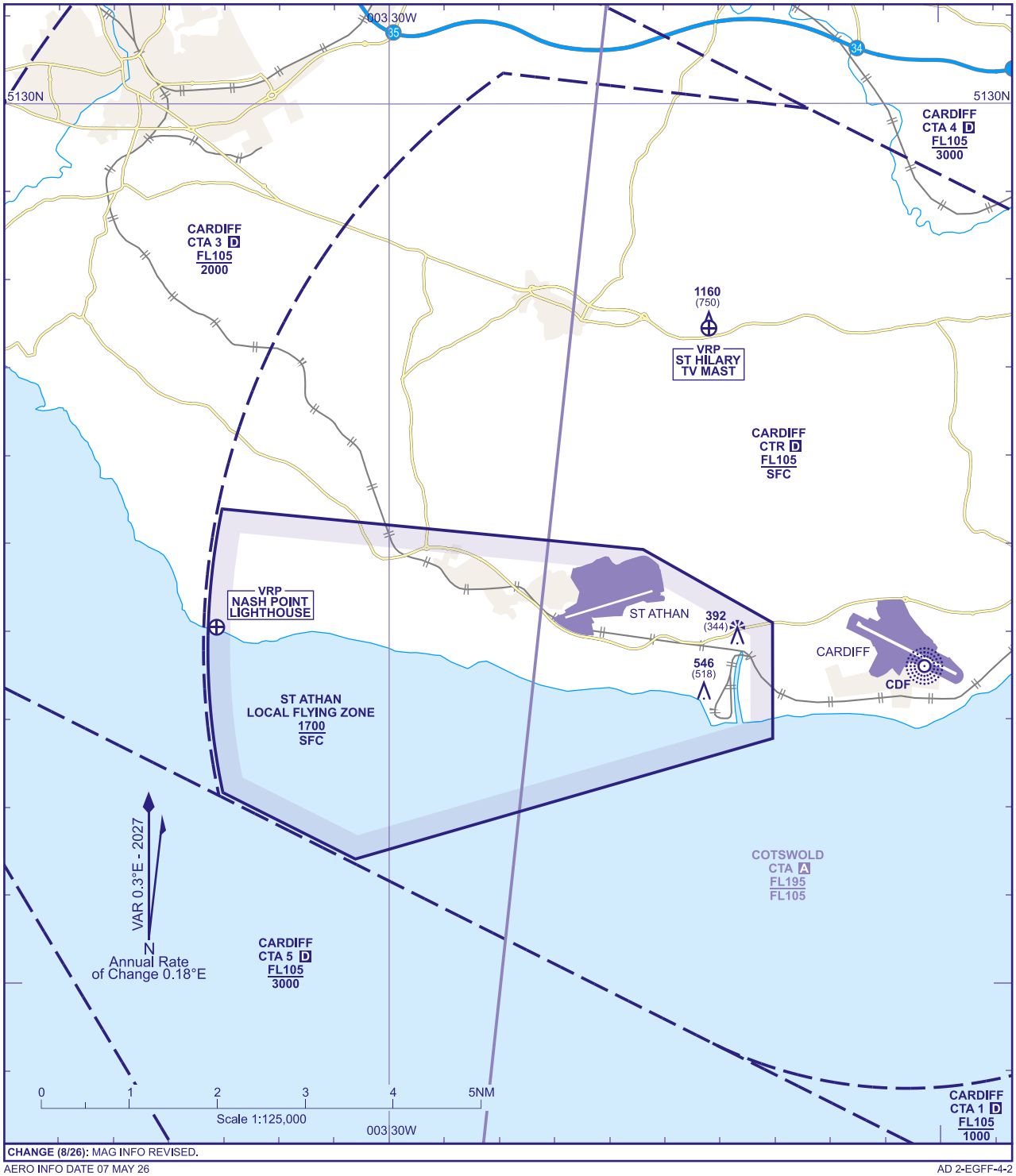
CHANGE (12/26): CARDIFF HELIPORT REVISED.

AERO INFO DATE 15 SEP 26

AD 2-EGFF-4-1

ST ATHAN LOCAL FLYING ZONE

CARDIFF



CHANGE (8/26): MAG INFO REVISED.

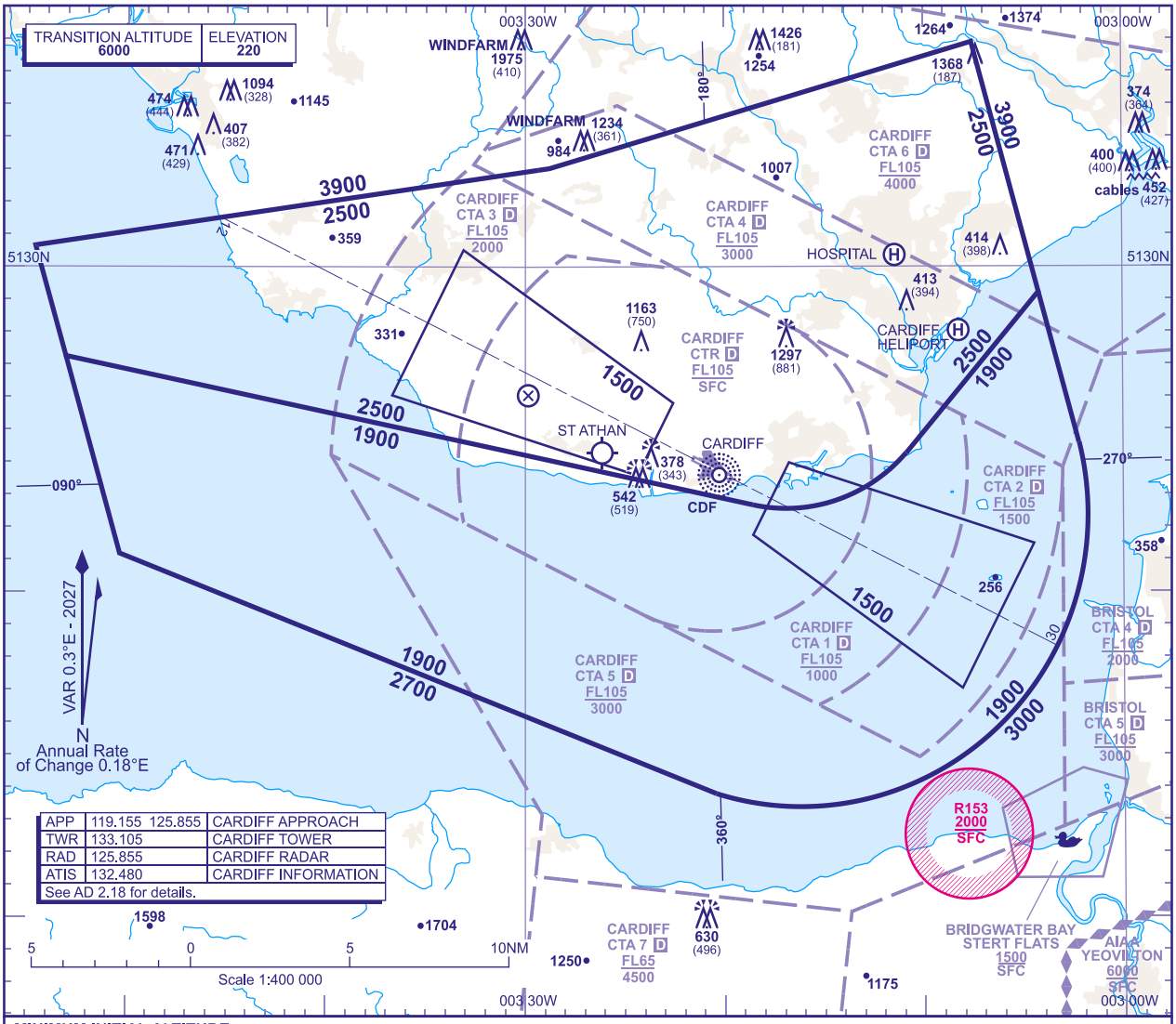
AERO INFO DATE 07 MAY 26

AD 2-EGFF-4-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1975
HEIGHTS IN FEET AGL (410)

CARDIFF



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2500** in the sector defined by the lateral limits; 513039N 0035438W - 513302N 0032847W - 513655N 0030733W - 512913N 0030413W - 512416N 0031053W thence clockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512241N 0031835W - 512715N 0035305W - 513039N 0035438W.

b) **1900** in the sector defined by the lateral limits; 512715N 0035305W - 512241N 0031835W thence anticlockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512416N 0031053W - 512913N 0030413W - 512435N 0030213W thence clockwise by an arc of a circle radius 9NM centred on 512224N 0031610W to 511348N 0032026W - 512111N 0035021W - 512715N 0035305W.

NOTE: Radar headings will be allocated so as to avoid Danger Area D119 when active.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

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

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) CDF**†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) CDF**†.

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

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (12/26): CARDIFF HELIPORT REVISED.

AERO INFO DATE 15 SEP 26

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EGTC — CRANFIELD

EGTC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTC — CRANFIELD

EGTC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EGTC AD 2.3 OPERATIONAL HOURS

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

EGTC AD 2.4 HANDLING SERVICES AND FACILITIES

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

EGTC AD 2.5 PASSENGER FACILITIES

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

EGTC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGTC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

EGTC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	-
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	WDI (LGTD): 520439.57N 0003650.42W, 520350.46N 0003717.08W.

EGTC 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.

EGTC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 Hours
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self-briefing/telephone
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	CRANFIELD
10	Additional information (limitation of service, etc.)	-

EGTC 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	031.73°	1799 x 45 M	RWY surface: Asphalt NIL	520400.47N 0003719.28W 154.0 FT	THR 358.2 FT -	-
21	211.74°	1799 x 45 M	RWY surface: Asphalt NIL	520444.32N 0003635.27W 154.0 FT	THR 357.9 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	1879 x 280 M	-	-	-	RWY 03 Threshold displaced by 206 M.
-	127 x 150 M	1879 x 280 M	90 x - M -	-	-	RWY 21 OFZ: Yes.

EGTC AD 2.13 DECLARED DISTANCES

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

EGTC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	Centre-line with two crossbars. 405.5 M Light intensity high	Green Light intensity high Inset With green elevated wingbars	PAPI Right/3° 42 FT 288 M	-	-	Elevated coded omni-directional Light intensity high	Red	-	-
21	Centre-line with two crossbars. 450 M Light intensity high	Green Light intensity high Elevated with green wingbars	PAPI Left/3° 53 FT 373 M	-	-	Elevated coded omni-directional Light intensity high	Red	-	EDGE: Colour coded commencing 625 M before runway end.

EGTC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 520431.43N 0003638.55W (LGTD).
3	TWY edge and centre line lighting	CL: Bi-directional green reflectors on taxiway centre-line.
4	Secondary power supply/switch-over time	Secondary power supply available with a 15 second changeover time.
5	Remarks	Taxiway lighting is unavailable.

EGTC AD 2.16 HELICOPTER LANDING AREA

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EGTC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
CRANFIELD ATZ A circle, 2 NM radius, centred at 520420N 0003700W on longest notified runway (03/ 21)	Upper limit: 2360 FT ALT Lower limit: SFC	G	CRANFIELD APPROACH English	6000 FT	0630-1900 (0530-1800); and by arrangement.	ATZ 2000 FT AAL.

EGTC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	CRANFIELD APPROACH	122.855 DOC 25 NM/6,000 FT.	-	-	Mon-Sun 0630-1900 (0530-1800) including Public Holidays.	VDF 520445.27N 0003645.84W On AD.
TWR	CRANFIELD TOWER	122.855	-	-	When directed by ATC	VDF 520445.27N 0003645.84W On AD.
		134.930 DOC 30 NM/4,000 FT.	-	-	Mon-Sun 0630-1900 (0530-1800) including Public Holidays.	
ATIS	CRANFIELD DEPARTURE INFORMATION	121.880 DOC 2 NM/GND.	-	-	Mon-Sun 0630-1900 (0530-1800) including Public Holidays.	-
OTHER	CRANFIELD FIRE	121.600 Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGTC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB (L) 1.15°E (2027)	CIT	850.000 kHz	Mon-Sun 0630-1900 (0530-1800) including Public Holidays.	520748.56N 0003324.77W		Range 15 NM.
DME	ICR	26X 108.900 MHz	Mon-Sun 0630-1900 (0530-1800) including Public Holidays.	520424.52N 0003702.87W	364 FT	(RWY 21) On AD. Zero range is indicated at THR of Runway 21.

EGTC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of this airport is subject to the published schedule of fees, charges and conditions, copies of which are available from Airport Operations - airportops@cranfield.ac.uk.

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

2 GROUND MOVEMENT

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

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

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

5 HELICOPTER OPERATIONS

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

6 USE OF RUNWAYS

Not applicable

7 TRAINING

a) PPR is required for all operators, visitors, instrument training and circuit training. Slot times are allocated and must be adhered to.
b) Issue of training/test approvals is conditional upon such flights not causing delays to other aircraft. In exceptional circumstances training/test approvals may be withdrawn without prior notice by ATC.

c) **Opposite Direction Runway Operations - Lack of Positive Clearance** - Training aircraft carrying out instrument approaches to Runway 21 whilst Runway 03 is in use should go around and fly directly over Runway 21/03 not below 1000 FT AGL (1400 FT ALT) if no positive clearance is received.

EGTC AD 2.21 NOISE ABATEMENT PROCEDURES

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

EGTC AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
b) Glider and other airspace activity which is not known to Cranfield ATC takes place beneath the London TMA in VMC and IMC.

2 CIRCUIT HEIGHTS

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

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

3 RUNWAY VISUAL RANGE

a) No RVR, only MET visibility reported.

4 IFR DEPARTURES

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

5 VISUAL REFERENCE POINTS (VRP)

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

EGTC AD 2.23 ADDITIONAL INFORMATION

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

EGTC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTC-2-1
INSTRUMENT APPROACH CHART RNP RWY 03 (CAT A,B,C) - ICAO
AD 2.EGTC-8-1
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 03 (CAT A,B,C) - ICAO
AD 2.EGTC-8-2
INSTRUMENT APPROACH CHART RNP RWY 21 (CAT A,B,C) - ICAO
AD 2.EGTC-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 21 (CAT A,B,C) - ICAO
AD 2.EGTC-8-4
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 03
AD 2.EGTC-8-5
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 21
AD 2.EGTC-8-6

EGTC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

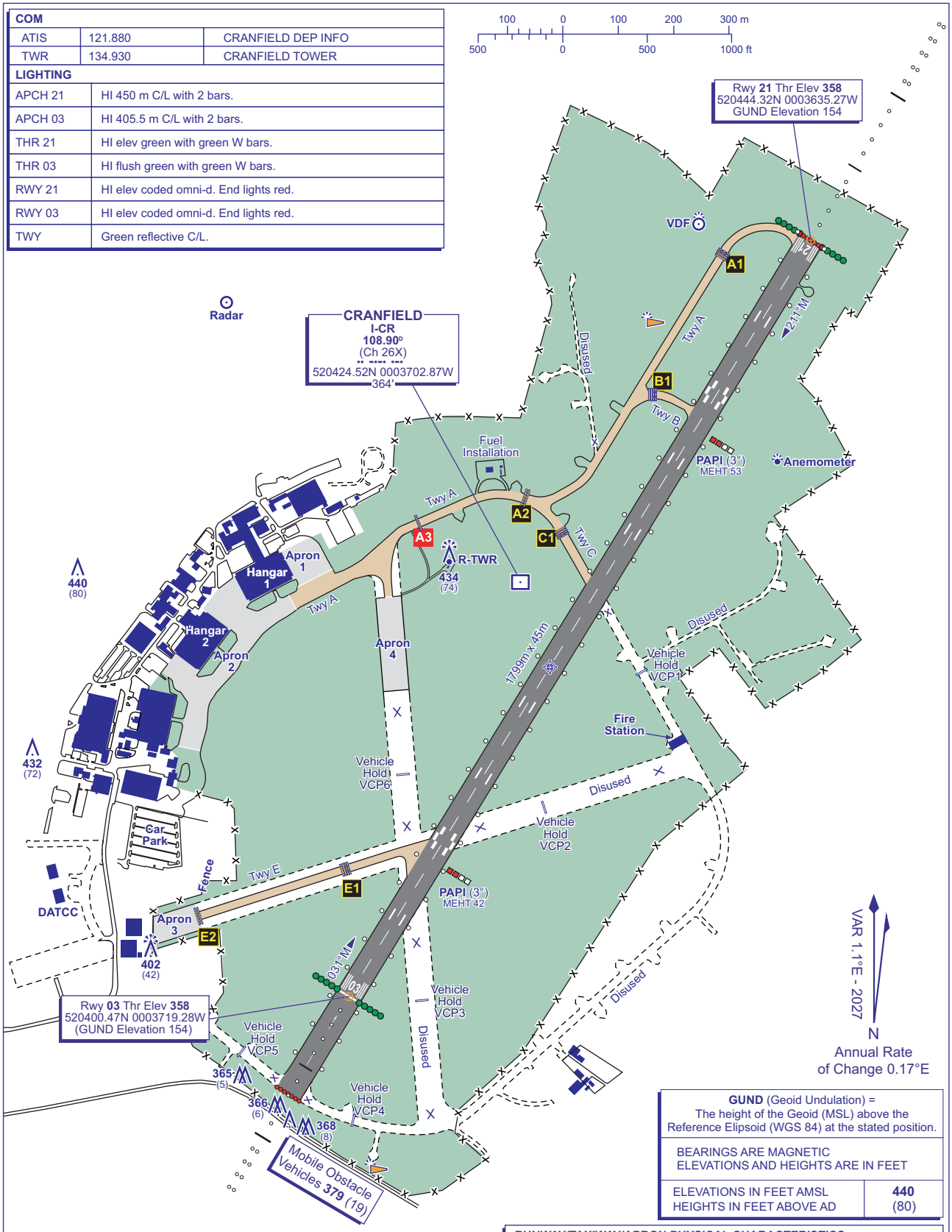
ARP 520420N 0003700W

AD ELEV 360FT

CRANFIELD
EGTC

COM		
ATIS	121.880	CRANFIELD DEP INFO
TWR	134.930	CRANFIELD TOWER

LIGHTING	
APCH 21	HI 450 m C/L with 2 bars.
APCH 03	HI 405.5 m C/L with 2 bars.
THR 21	HI elev green with green W bars.
THR 03	HI flush green with green W bars.
RWY 21	HI elev coded omni-d. End lights red.
RWY 03	HI elev coded omni-d. End lights red.
TWY	Green reflective C/L.



GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**440** (80)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCR**
RWY 03/21	Asphalt	-
Taxiways	Asphalt	-
Aprons (All)	*See AD text page EGTC AD 2.8*	

CHANGE (12/26): PCN REPLACED BY PCR.

AERO INFO DATE 07 SEP 26

AD 2-EGTC-2-1

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EGPG — CUMBERNAULD

EGPG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPG — CUMBERNAULD

EGPG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 555829N Long: 0035832W Mid point of Runway 07/25.
2	Direction and distance from city	11.5 NM NE of Glasgow City.
3	Elevation / Reference temperature / Mean Low Temperature	348 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	176 FT
5	Magnetic Variation / Annual Change	0.48°W (2027) / 0.20°E
6	AD Administration Address Telephone E-mail address Web address	CORMACK AIRCRAFT SERVICES LTD. Cumbernauld Aerodrome, 2/6 Duncan McIntosh Road, Wardpark North, Cumbernauld, G68 0HH. 01236-722100 (Aerodrome) 01236-722822 (ATS) ops@cumbernauldairport.org www.cumbernauldairport.org
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGPG AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (0800-1600). Extension to opening hours available on request.
2	Customs and immigration	Certificate of Agreement with Border Force, use online G.A.R. form.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD Hours. See AD 2.18
8	Fuelling	H24 Self-Service.
9	Handling	As AD Hours.
10	Security	-
11	De-icing	-
12	Remarks	This aerodrome is PPR.

EGPG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET A-1 (F34), AVGAS 100LL. Fluid 41 (hydraulic), W80, W100, S80, S100, 15W50, Aeroshell 560.
3	Fuelling facilities/capacity	Self-service AVGAS 100LL pump, AVTUR Jet A-1 pump and high pressure Jet A-1 pump on request.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	By arrangement.
6	Repair facilities for visiting aircraft	On request.
7	Remarks	-

EGPG AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels available in the vicinity.
2	Restaurants	Call Ops on 01236-722822 for status on airport cafe and local restaurants.

3	Transportation	Taxi and Car hire available on request. Nearest railway station Cumbernauld, Croy.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Cumbernauld village.
6	Tourist Office	-
7	Remarks	-

EGPG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 2 aircraft may be accepted under remission.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGPG AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	-
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Aerodrome unlicensed while runway surface is contaminated.

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

1	Apron surface and strength	A Surface: Asphalt NIL B Surface: Concrete NIL C Surface: Asphalt NIL
2	Taxiway width, surface and strength	Taxiway A: 7 M Surface: Asphalt NIL Taxiway B: 10 M Surface: Asphalt NIL Taxiway C: 10 M Surface: Asphalt NIL
3	Altimeter checkpoint location and elevation	Taxiway/Holding Point C: 350 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGPG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Runway designators and centre-line markings. Taxiway marking aid(s): Taxiway centre-line and holding point markings. Blue reflective taxiway edge markers.
3	Stop bars and runway guard lights (if any)	Stop bars on taxiways.

4	Other runway protection measures	-
5	Remarks	WDI: 555832.63N 0035826.82W (LGTD).

EGPG AD 2.10 AERODROME OBSTACLES

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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**
(EGPG4263)	PYLON	555949.16N 0035832.24W	592 FT	153 FT	No	-
(EGPG3903)	MAST	555828.05N 0034904.79W	1004 FT	508 FT	Yes Red	-
(EGPG4228)	TREE	555812.42N 0035919.56W	484 FT	55 FT	No	-
(EGPG3945)	TREE	555746.80N 0035940.71W	571 FT	77 FT	No	-
(EGPG3944)	WATER_TOWER	555743.04N 0035948.33W	591 FT	75 FT	No	-

EGPG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	-
2	Hours of service MET Office outside hour	-
3	Office responsible for TAF preparation Periods of validity	- -
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self Briefing/Telephone Consultation (Control Room, Tel: 01236-722822).
6	Flight documentation Language(s) used	- -
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	Unofficial observations made during AD hours.

EGPG 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	072.53°	819 x 23 M	RWY surface: Asphalt NIL	555824.79N 0035854.09W 176.5 FT	THR 348.4 FT -	-
25	252.54°	819 x 23 M	RWY surface: Asphalt NIL	555832.74N 0035809.02W 176.4 FT	THR 329.3 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**
-	113 x 80 M	929 x 80 M	-	-	-	RWY 07

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	101 x 80 M	929 x 80 M	-	-	-	RWY 25

EGPG AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	819 M	932 M	819 M	819 M	-
25	819 M	920 M	819 M	819 M	-

EGPG 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 bar at threshold	APAPI Left/4° 21 FT	-	-	White Light intensity low	Red	-	-
25	Basic 'T' Bar. - Light intensity high	Light intensity low Green bar at threshold	APAPI Left/3.5° 18 FT	-	-	White Light intensity low	Red	-	-

EGPG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 555828N 0035817W Flashing White. Top of Visual Control Room. Activated upon request.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 555832.40N 0035829.72W (LGTD); 555828.29N 0035816.41W (ATC, LGTD).
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGPG AD 2.16 HELICOPTER LANDING AREA

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EGPG 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
CUMBERNAULD ATZ A circle, 2 NM radius, centred at 555829N 0035832W on longest notified runway (07/25)	Upper limit: 2348 FT ALT Lower limit: SFC	G	CUMBERNAULD RADIO English	6000 FT	0900-1700 (0800-1600); and by arrangement.	ATZ 2000 FT AAL.

EGPG 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	CUMBERNAULD RADIO	120.605 DOC 16 NM/3000 FT. A/G frequency.	-	-	0900-1700 (0800-1600); and by arrangement.	-

EGPG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGPG AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) PPR: Radio (120.605 MHz), phone (01236-722822), email (ops@cumbernauldairport.org).

2 GROUND MOVEMENT

a) No aircraft is to enter the yellow hatched area at the fuel pump other than by hand manoeuvring.
b) All fixed wing operators must ensure that aircraft are not left or parked on the main apron after fuelling under any circumstances.
c) No aircraft to start or carry out engine runs with their tails directed towards any hangar or other aircraft.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) High ground rising to 1870 FT AMSL 5 NM and 1506 FT AMSL 4 NM to the northwest.
b) Outbound and Inbound aircraft on a north westerly track to be aware of the Glasgow Controlled airspace (Class D, SFC-6000 FT) 4 NM northwest of the airfield.

5 HELICOPTER OPERATIONS

Not applicable.

6 USE OF RUNWAYS

Not applicable.

7 TRAINING

Not applicable.

EGPG AD 2.21 NOISE ABATEMENT PROCEDURES

a) Runway 25 Departures: After take-off continue over golf course then turn right over the canal avoiding the old town of Dullatur.
b) Circuit Traffic: Circuit traffic on crosswind should turn downwind and avoid overflying the small villages of Banton and High Banton.
c) On right base for Runway 25 right-hand avoid overflying small row of seven houses at Braeface.

EGPG AD 2.22 FLIGHT PROCEDURES

1 ARRIVALS

a) IFR arrivals intending to use the RNP IAP shall obtain a slot from Cumbernauld operations as described in AD 2.22 Section 4.
b) IFR arrivals by aircraft unable to utilise the RNP IAP may, following prior coordination, request let down at Edinburgh or Glasgow airports before proceeding to Cumbernauld in VMC.

2 CIRCUITS

a) Circuit directions: Runway 25 - RH; Runway 07 - LH for all circuit traffic. Circuit height: 800 FT QFE.
b) When circuit is active standard overhead join at 2000 FT QFE, descending dead-side to join the circuit: 800 FT QFE.
c) During an Instrument Approach Procedure the circuit is not available to other aircraft.

3 VFR DEPARTURES JOINING AIRWAYS IFR

a) Subject to intended routing, expect to be controlled by either Scottish Control or Glasgow Approach, as appropriate.
b) Cumbernauld Radio can obtain clearances and squawk codes from the relevant agency on aircraft start-up.
c) Aircraft commanders are reminded that, on take-off from Runway 25, the Glasgow CTR (D) SFC-6000 FT is situated 4 NM ahead.
d) Aircraft must remain outside CAS until two-way communications are established with the controlling authority.

4 INSTRUMENT APPROACH PROCEDURES (IAP)

a) The RNP IAP at Cumbernauld is established in Class G airspace and no approach control service is provided.
b) The IAP must have a written pre-booked approach time slot from Cumbernauld Airports' website www.cumbernauldairport.org which must be adhered to.
c) Airborne requests for an IAP slot are not accepted, unless in an emergency.
d) Cumbernauld Operations will provide a briefing document relating to the IAP. Pilots are to abide by the procedures in the briefing document when executing the IAP.
e) Squawk code 5077 for radar conspicuity when using the EGPG RNP Approach, unless instructed to retain any previously allocated code by Scottish Control, Glasgow or Edinburgh ATC.
f) The Pilot Brief can be found on Cumbernauld's website www.cumbernauldairport.org for procedures and bookings.
g) In the event of RCF, if unable to land within 30 minutes of the IAF slot time, the pilot shall divert.
h) Light signals are not available at Cumbernauld.

EGPG AD 2.23 ADDITIONAL INFORMATION

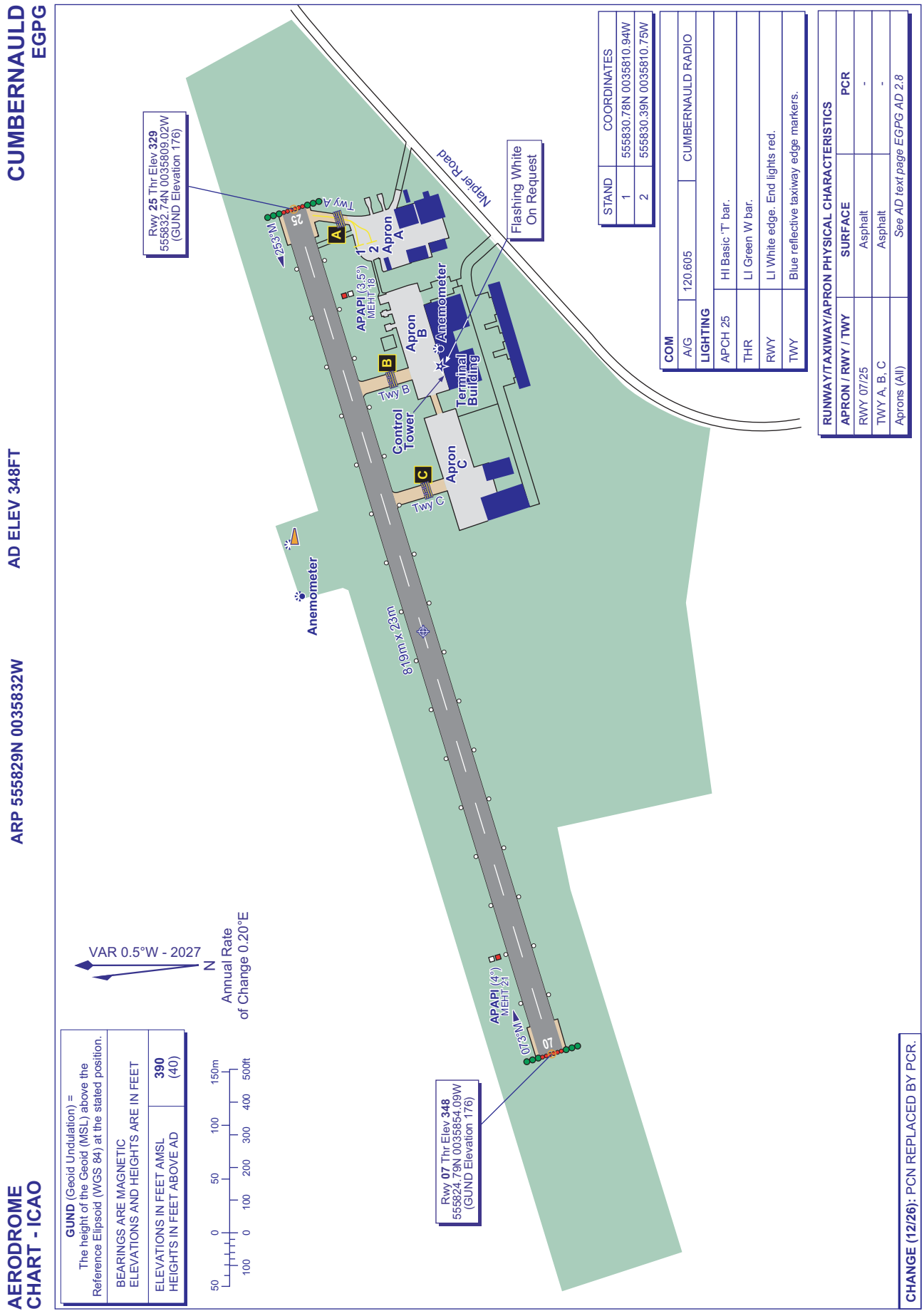
Not applicable.

EGPG AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPG-2-1
INSTRUMENT APPROACH CHART RNP RWY 25 (CAT A,B) - ICAO
AD 2-EGPG-8-1
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 25
AD 2-EGPG-8-2

EGPG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable


CUMBERNAULD
EGPG
AD ELEV 348FT
ARP 555829N 0035832W
AERODROME
CHART - ICAO
Rwy 25 Thr Elev 329
555832.74N 0035809.02W
(GUND Elevation 176)
Rwy 07 Thr Elev 348
555824.79N 0035854.09W
(GUND Elevation 176)
Napier Road
Flashing White
On Request
Twy A
Twy B
Twy C
Apron A
Apron B
Apron C
Anemometer
Terminal Building
Control Tower
APAPI (3.5°)
MEHT 18
APAPI (4°)
MEHT 21
253°M
073°M
819m x 23m
Anemometer
VAR 0.5°W - 2027
Annual Rate
of Change 0.20°E
GUND (Geoid Undulation) =
The height of the Geoid (MSL) above the
Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL 390
HEIGHTS IN FEET ABOVE AD (40)
50 0 50 100 150m
100 0 100 200 300 400 500ft
STAND COORDINATES
1 555830.78N 0035810.94W
2 555830.39N 0035810.75W
COM
A/G 120.605 CUMBERNAULD RADIO
LIGHTING
APCH 25 HI Basic 'T' bar.
THR LI Green W bar.
RWY LI White edge. End lights red.
TWY Blue reflective taxiway edge markers.
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY SURFACE PCR
RWY 07/25 Asphalt -
TWY A, B, C Asphalt -
Aprons (All) See AD text page EGPG AD 2.8
CHANGE (12/26): PCN REPLACED BY PCR.
AERO INFO DATE 07 SEP 26
AD 2-EGPG-2-1

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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
10	097.78°	453 x 20 M	RWY surface: Grass -	525138.07N 0013705.14W -	THR 172.0 FT -	-
28	277.78°	453 x 20 M	RWY surface: Grass -	525137.13N 0013653.77W -	THR 174.0 FT -	-
17	171.29°	594 x 20 M	RWY surface: Grass -	525144.83N 0013705.51W -	THR 175.0 FT -	-
35	351.29°	594 x 20 M	RWY surface: Grass -	525126.61N 0013700.90W -	THR 172.0 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 05
-	-	-	-	-	-	RWY 23 Threshold displaced by 193 M.
-	-	-	-	-	-	RWY 10 Threshold displaced by 26 M.
-	-	-	-	-	-	RWY 28 Threshold displaced by 144 M.
-	-	-	-	-	-	RWY 17 For take-off only.
-	-	-	-	-	-	RWY 35 For landing only.

EGBD AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
17	558 M	599 M	558 M	-	-
35	-	-	-	534 M	-
05	330 M	360 M	523 M	499 M	-
23	523 M	585 M	523 M	306 M	-
10	316 M	316 M	429 M	379 M	-
28	433 M	433 M	429 M	261 M	-

EGBD AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGBD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGBD AD 2.16 HELICOPTER LANDING AREA

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EGBD 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
DERBY ATZ A circle, 2 NM radius, centred at 525135N 0013703W on longest notified runway (17/35) except that part of the circle that comprises the East Midlands CTA, base 1500 FT amsl (1325 FT aal).	Upper limit: 2175 FT ALT Lower limit: SFC	G	DERBY RADIO English	6000 FT	0900-1700 (0800-1700).	ATZ 2000 FT AAL.

EGBD 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	DERBY RADIO	118.355 A/G frequency.	-	-	Mon-Sat 0900-SS (0800-1700); Sun & PH 0930-SS (0830-1700); and by arrangement.	-

EGBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGBD AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Runway 10/28 is only to be used for instruction in flying when a qualified flying instructor acts as pilot-in-command of the aircraft.
b) The aerodrome is not available for Public Transport passenger flights required to use a licensed aerodrome, or for aircraft unable to communicate by radio.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) With the exception of Runway 35, there are no QDM markings on the runways.
b) The displaced landing thresholds to Runways 05, 23 and 35 are marked by black and white wing bars. The displaced landing thresholds to Runways 10 and 28 are marked by orange and white wing bars to give visual differentiation from other runways.
c) An electricity transmission line and pylons, 100 FT AAL, cross the centre-line of Runway 23 1200 M from touchdown.
d) Turbulence may be experienced from trees on the approach to Runway 23. These trees also shield aircraft low on final approach from those at the 23 hold. A good listening watch should be maintained and all appropriate radio calls should be made.
e) Electricity transmission lines and pylons running north side and west of aerodrome 100 FT AAL (275 FT AMSL).
f) Aerodrome Obstacles

EGPN — DUNDEE

EGPN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPN — DUNDEE

EGPN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 562709N Long: 0030133W Mid point of Runway 09/27
2	Direction and distance from city	0.5 NM S of Dundee.
3	Elevation / Reference temperature / Mean Low Temperature	17 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	169 FT
5	Magnetic Variation / Annual Change	0.17°W (2027) / 0.20°E
6	AD Administration Address Telephone Telefax	DUNDEE AIRPORT LTD Dundee Airport, Riverside Drive, Dundee, DD2 1UH. 01382-643242 (General Enquiries) 01382-662220 (ATC) 01382-662233 (Fuel) 01382-662200 (Administration and Ground Handling) 01382-662222 (ATIS) 01382-641263 (Flight notifications, Customs and Immigration) 01382-662221 (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGPN AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0645-2100 (0545-2000); Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000).
2	Customs and immigration	Prior notice required
3	Health and sanitation	-
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	Via ATC.
6	MET Briefing Office	Via ATC.
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	As AD hours.
12	Remarks	This Aerodrome is PPR. Light Aircraft by phone to ATC, all others by Fax to Flight Notifications or by email to InfoDundee@HIAL.co.uk. Dundee does not operate an Out of Hours Indemnity Scheme and is not included in the HIAL Arrangements for Flights Outside Official Opening Hours. Any aircraft operator wishing to utilise Dundee Airport outside of the notified aerodrome operating hours must request an extension with at least 24 hours' notice by contacting Dundee Airport Administration by email to InfoDundee@HIAL.co.uk.

EGPN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited. Prior notice required.
2	Fuel and oil types	AVTUR JET A-1
3	Fuelling facilities/capacity	AVTUR JET A-1: 110,000 L bulk tank, 17,000 L mobile bowser. Rotors-running refuelling (AVTUR Jet A1) of helicopters is available but restricted to pressure fed refuelling only.
4	De-icing facilities	Mobile aircraft de-icing rig.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Limited.

7	Remarks	Dundee Handling will co-ordinate all Public Transport flights. Ground Power Units are available for 28V DC only. An Aviramp is available to assist with the boarding of Passengers with reduced mobility.

EGPN AD 2.5 PASSENGER FACILITIES

1	Hotels	750 meters. Five within 2 km.
2	Restaurants	Snackbar in terminal. Licensed restaurant 200 M west of aerodrome entrance.
3	Transportation	Taxis and car hire. Nearest railway station Dundee 3 km.
4	Medical facilities	First aid treatment.
5	Bank and Post Office	-
6	Tourist Office	In Terminal.
7	Remarks	-

EGPN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A4: Sun-Fri RFF Category 3: Sat RFF Category 5 & 6 available on request. RFF Category 5 may be accepted under RFF Category 4 remission.
2	Rescue equipment	Water and mud rescue facilities are available for Runways 09/27 during normal published hours of operation, subject to serviceability of equipment, at times when the weather conditions and sea state are conducive to such rescue operation.
3	Capability for removal of disabled aircraft	Arrangements are in place with an off site contractor. Lifting capability 20 tonnes.
4	Remarks	-

EGPN AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing. Runways 09/27 de-iced/anti-iced with KFOR (Potassium Formate fluids)/NAAC (Sodium Acetate solids).
2	Clearance priorities	Runway 09/27, Taxiway A, Taxiway B, Apron, Taxiway D, Taxiway E.
3	Remarks	Runway surface conditions during winter weather is reported giving details of the type, depth and extent of contamination for each third of the runway. Up to date information on Runway surface conditions can be obtained from ATC on 01382-662220.

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

1	Apron surface and strength	MAIN APRON Surface: Macadam NIL WESTERN APRON Surface: Concrete NIL
2	Taxiway width, surface and strength	Taxiway A: 15 M Surface: Macadam NIL Taxiway B: 15 M Surface: Macadam NIL Taxiway C: 10.5 M Surface: Macadam NIL

		Taxiway D: 10.5 M Surface: Macadam NIL Taxiway E: 10.5 M Surface: Macadam NIL
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 NIL	562708.89N 0030213.85W 169.3 FT	THR 17.0 FT -	-
27	270.54°	1400 x 30 M	RWY surface: Asphalt, Grooved NIL	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 omni-directional component. White with end 360 M yellow 'caution zone'.	Elevated Red	-	-
27	-	Green Light intensity high Elevated	PAPI Left/ 3.75° 41 FT 202 M	-	-	HI elevated bi-directional with LI omni-directional component. White with end 360 M yellow 'caution zone'.	Elevated Red	-	-

EGPN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGPN AD 2.16 HELICOPTER LANDING AREA

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EGPN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
DUNDEE ATZ A circle, 2 NM radius, centred at 562709N 0030133W on longest notified runway (09/27)	Upper limit: 2017 FT ALT Lower limit: SFC	G	DUNDEE APPROACH English	3000 FT	Mon-Fri 0645-2100 (0545-2000), Sat 0900-1600 (0800-1500), Sun 0900-2100 (0800-2000); and by arrangement.	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.	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 arrangement.	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 arrangement.	562712.05N 0030159.48W		(RWY 09) 3° ILS Ref Datum Hgt 41 FT. Quality of GP guidance is not suitable for coupled approaches below 200 FT. Due to terrain, LOC and GP flag alarms may be experienced at northern edge of coverage when below glidepath sector. Full scale fly-up indications may not be maintained when left of centre-line and below GP. Glidepath DOC 10 NM.
NDB (L) 0.20°W (2027)	DND	394.000 kHz	Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement.	562718.24N 0030653.73W		Range 25 NM. Off aerodrome 2.6 NM from Runway 09 Threshold.
ILS/DME	IDDE	18X	Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement.	562705.76N 0030133.03W	31 FT	(RWY 09) On AD. Zero range is indicated at THR of Runway 09 and 27. Due to terrain effects, the DME may unlock in the sector 035 to 057 MAG. Localizer DOC 25 NM and Glidepath DOC 10 NM.

EGPN AD 2.20 LOCAL AERODROME REGULATIONS

1 AERODROME REGULATIONS

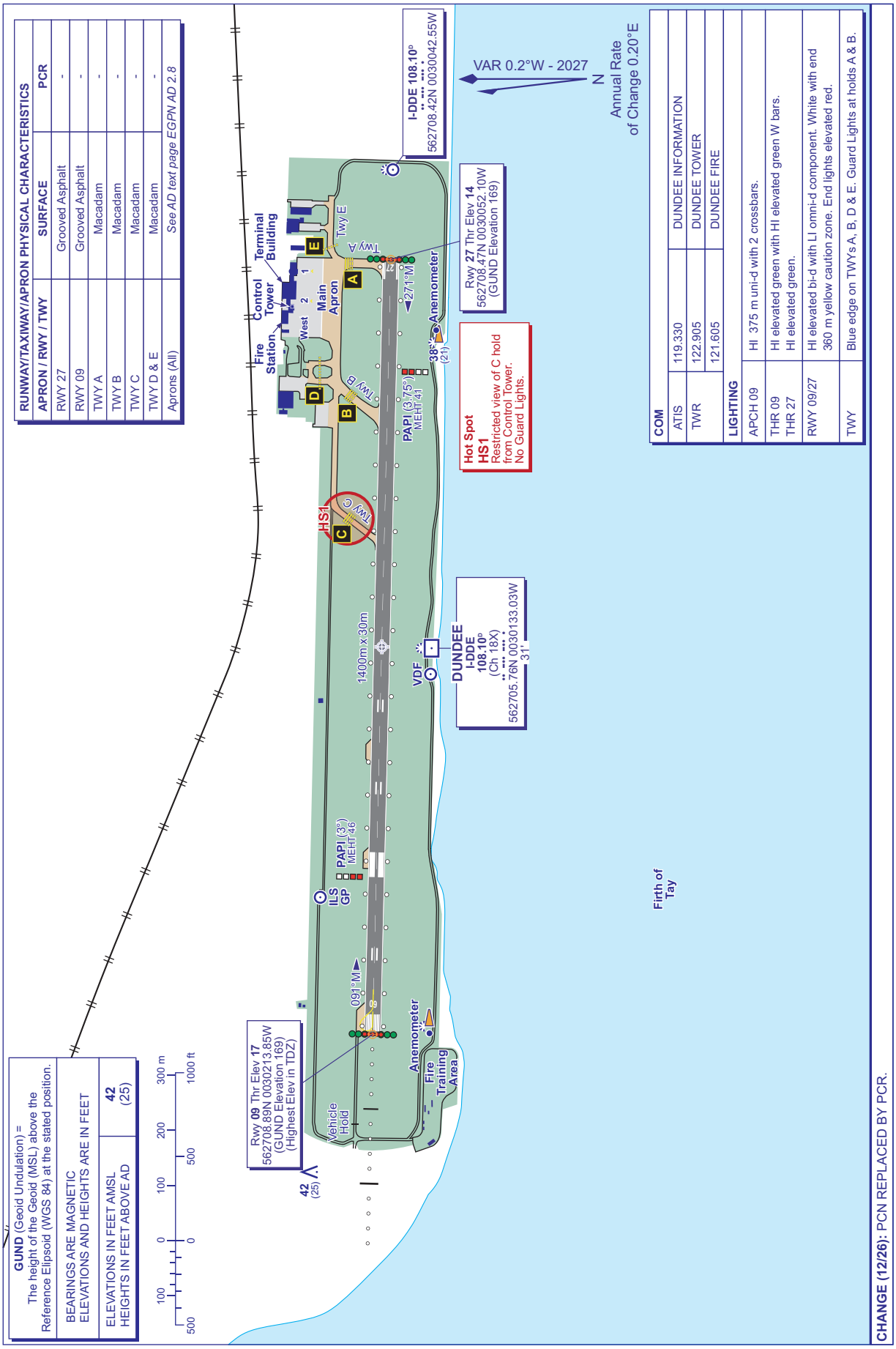
a) All training flights are strictly PPR. For full conditions see section 7 Training.
b) This aerodrome is not available for aircraft not able to communicate with ATC by radio.
c) Because of rising high ground and a dense urban area, the view to the north from the ATC VCR is restricted. Local aircraft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

DUNDEE EGPN

AERODROME CHART - ICAO

ARP 562709N 0030133W

AD ELEV 17FT



CHANGE (12/26): PCN REPLACED BY PCR.

AERO INFO DATE 08 SEP 26

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EGSU 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
06L	058.02°	1020 x 25 M	RWY surface: Grass NIL	520521.46N 0000727.07E 150.6 FT	THR 117.3 FT -	-
24R	238.03°	1020 x 25 M	RWY surface: Grass NIL	520538.94N 0000812.52E 150.6 FT	THR 103.6 FT -	-
06R	058.02°	1448 x 32 M	RWY surface: Asphalt NIL	520513.47N 0000721.16E 150.6 FT	THR 124.1 FT -	-
24L	238.04°	1448 x 32 M	RWY surface: Asphalt NIL	520536.61N 0000821.34E 150.6 FT	THR 105.9 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	60 x 80 M	-	-	-	RWY 06L
-	-	60 x 80 M	-	-	-	RWY 24R
-	-	60 x 80 M	-	-	-	RWY 06R
-	-	60 x 80 M	-	-	-	RWY 24L Threshold displaced by 150 M to provide 1:25 slope over earth bank and to provide RESA.

EGSU AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06R	1199 M	1199 M	1199 M	1199 M	-
24L	1199 M	1199 M	1199 M	1199 M	-
06L	1020 M	1020 M	1020 M	1020 M	-
24R	1020 M	1020 M	1020 M	1020 M	-

EGSU AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGSU 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: 520526.47N, 0000804.92E.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGSU AD 2.16 HELICOPTER LANDING AREA

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EGSU 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
DUXFORD ATZ A circle, 2 NM radius, centred at 520526N 0000753E on longest notified runway (06/ 24)	Upper limit: 2126 FT ALT Lower limit: SFC	G	DUXFORD INFORMATION English	6000 FT	1000-1600 (0900-1700); and by arrangement.	Aircraft intending to fly in the ATZ must be equipped with two-way RTF and be able to communicate with Duxford. In exceptional circumstances, aircraft without two-way RTF may be given prior approval and information to permit them to fly safely in the ATZ. Pilots are reminded that unusual events, historic aircraft displays and formation flying are frequent activities at Duxford and are urged to make their initial RTF call to Duxford Information at least 8 NM from the ATZ Boundary. ATZ 2000 FT AAL.

EGSU 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	DUXFORD INFORMATION	122.080 DOC 10 NM/3,000 FT.	-	-	1000-1600 (0900-1700).	-
OTHER	DUXFORD FIRE	121.605	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
	DUXFORD RADIO	122.080 A/G frequency.	-	-	As directed by ATC.	

EGSU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGSU AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

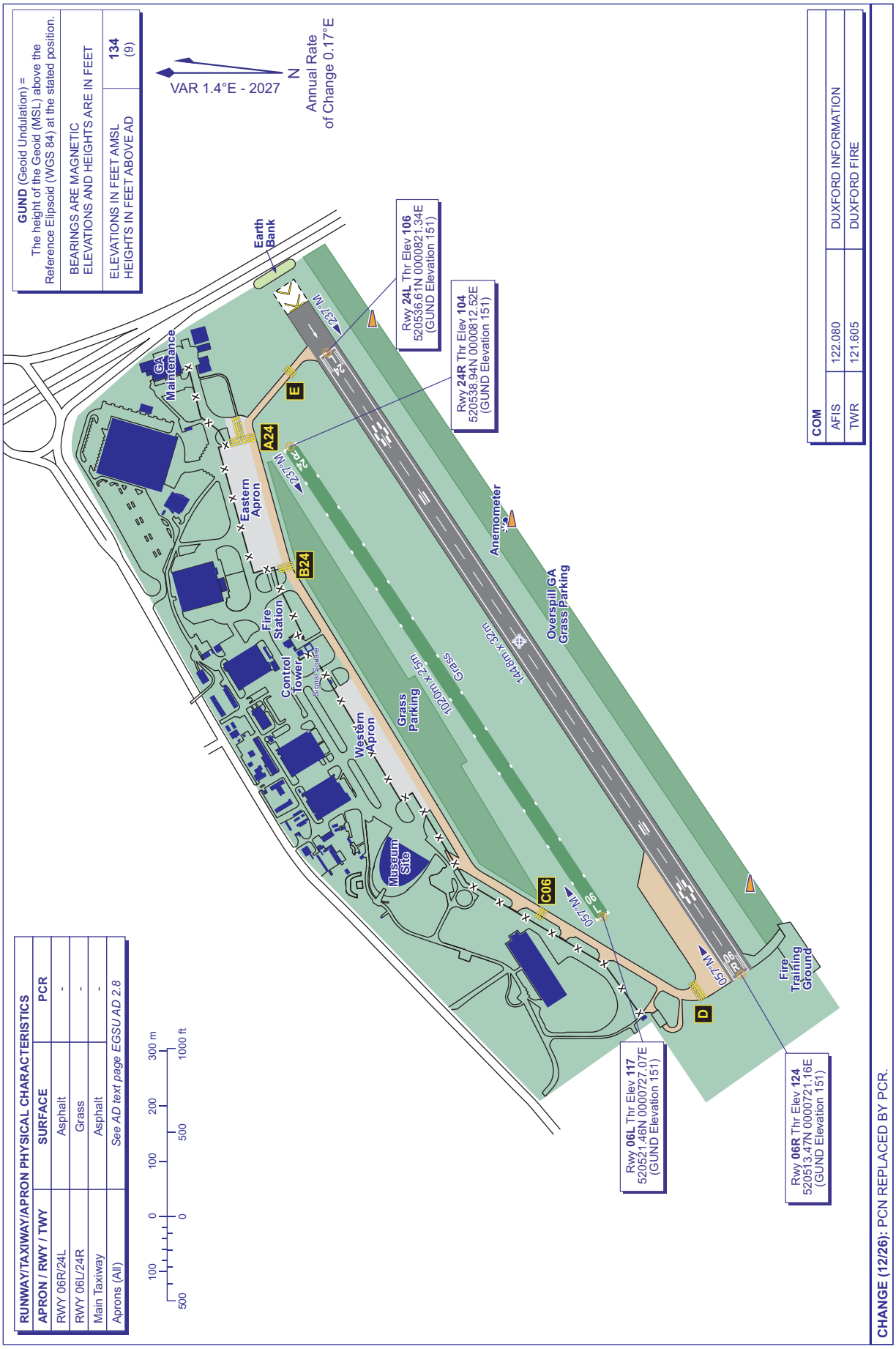
a) First 50 M of paved Runway 24 is sterile and is marked with yellow chevrons.
b) Visiting aircraft must be insured in accordance with EU Regulation (EC) 785/2004. Art 7. Policies must include (where applicable) passenger legal liability insurance. Policies must also include the AV52E endorsement, proof of which may be requested on landing.
c) Although Duxford has parallel runways they are not available for simultaneous use and are to be treated as one runway.
d) Special rules are in force for special events. Relevant AICs give details.
e) The aerodrome is only open to visitors during specified hours. Traffic operating outside the published opening times is private and Duxford based.
f) Available for aircraft requiring to use a licensed aerodrome.

DUXFORD EGSU

AERODROME CHART - ICAO

ARP 520526N 0000753E

AD ELEV 126FT



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

1	Apron surface and strength	CENTRAL APRON Surface: Concrete NIL CENTRAL-WEST APRON Surface: Concrete NIL EAST APRON Surface: Concrete NIL WEST APRON Surface: Concrete NIL
2	Taxiway width, surface and strength	Taxiway A: 23 M Surface: Asphalt PCR 3120/F/C/X/T between A1 and W PCR 1139/R/C/W/U between W and J PCR 810/R/C/W/T between J and H PCR 3220/F/C/X/T between H and F Taxiway G: 23 M Surface: Asphalt PCR 3350/F/D/X/T Taxiway H: 23 M Surface: Asphalt PCR 1139/R/C/W/U Taxiway M: 23 M Surface: Asphalt PCR 694/R/C/W/U between runway and M3 PCR 290/R/C/W/T south of M3 Taxiway S: 23 M Surface: Asphalt PCR 1330/F/D/X/T Taxiway TAXILANE B: 23 M Surface: Concrete PCR 1139/R/C/W/U Taxiway TAXILANE C: 23 M Surface: Concrete and asphalt PCR 680/R/B/W/U Taxiway TAXILANE CA: 23 M Surface: Concrete and asphalt PCR 650/R/A/W/U Taxiway TAXILANE D: 23 M Surface: Concrete PCR 1650/R/B/W/T Taxiway TAXILANE J: 23 M Surface: Concrete PCR 1139/R/C/W/U Taxiway TAXILANE K: 15 M Surface: Asphalt PCR 326/F/D/X/U Taxiway TAXILANE N: 23 M Surface: Concrete PCR 1650/R/C/W/T

		Taxiway TAXILANE Q: 23 M Surface: Concrete PCR 690/R/C/W/U Taxiway TAXILANE R: 23 M Surface: Concrete and asphalt PCR 650/R/A/W/U Taxiway TAXILANE T: 23 M Surface: Concrete PCR 586/R/D/W/U Taxiway TAXILANE U: 23 M Surface: Asphalt PCR 1139/R/C/W/U Taxiway TAXILANE V: 23 M Surface: Asphalt PCR 1139/R/C/W/U Taxiway W: 23 M Surface: Asphalt PCR 2510/F/C/X/T
3	Altimeter checkpoint location and elevation	Central Apron 289 FT, East Apron 272 FT and West Apron 289 FT.
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	Taxiway J - Code F leading off Taxiway A on to the West Apron. From junction with Taxiway B, Taxiway reduces (south) to Code D Taxilane. Runway intersections M and S are not available for aircraft larger than Code C (maximum span 36 M). Delta Taxilane between D and V holding points widens to a bespoke maximum wingspan of 68.4 M. Taxiway V - Bespoke limited to maximum span of 68.4 M and maximum length of 76.25 M.

EGNX 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 21, 23, 24 and 70R are self-manoeuvring, with all other stands being a nose-in/push-back configuration. All apron stands are provided with centreline and nose/nosewheel stop position markings. Marshalling guidance will be given to all pilots to indicate the stop position. ALL aircraft parking on the aprons may only proceed onto stand under the guidance of a marshaller. If no marshal guidance is available, aircraft MUST NOT enter the stand and MUST hold on the taxi lane until a marshaller is present.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway designation, landing thresholds, edge, centre-line, aiming point, touch down zone. Runway light(s): Runway guard lights at all taxiway intersections. Taxiway marking aid(s): Taxi holding positions. Enhanced taxiway centre-line markings are provided at each runway/taxiway intersection that, on approaching the runway, denote the proximity of the runway holding positions closest to the runway. Taxiway light(s): Green centre-line with blue edge lights on corners. Turn-offs-amber and green centre-line with blue edge lights. Taxiways Charlie, Charlie Alpha, Tango and Delta are not equipped with taxiway centre-line lighting.
3	Stop bars and runway guard lights (if any)	Multiple stopbars with red HI lighting. Runway stop bars are in operation H24.
4	Other runway protection measures	-

5	Remarks	3 X WDI: 524957.60N 0011853.79W (LGTD), 524955.93N 0012026.69W (LGTD) and 524958.07N 0011936.57W.

EGNX AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGNX2986) 27/APPROACH 09/ TAKE-OFF	FENCE	524955.32N 0011805.21W	287 FT	8 FT	No	-
(EGNX3001) 27/APPROACH 09/ TAKE-OFF	LLZ 09 OBS R	524952.54N 0011807.19W	284 FT	11 FT	Yes Red	-
(EGNX3014) 09/APPROACH 27/ TAKE-OFF	LLZ 27 OBS LT L	524948.97N 0012123.09W	322 FT	9 FT	Yes Red	-
(EGNX3377) 09/APPROACH 27/ TAKE-OFF	CCTV	524947.05N 0012151.53W	357 FT	31 FT	No	-
(EGNX2904) 09/APPROACH 27/ TAKE-OFF	RESERVOIR	524945.95N 0012139.99W	337 FT	4 FT	No	-
(EGNX2905) 09/APPROACH 27/ TAKE-OFF	RESERVOIR	524945.88N 0012140.94W	338 FT	2 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
EGNX_2025_TE61	CRANE	525316.55N 0011829.27W	230 FT	118 FT	Yes Red	-
(EGNX2752) RATCLIFFE-ON-SOAR	CHIMNEY	525200.90N 0011524.09W	758 FT	643 FT	Yes Red	-
EGNX_2025_TE41	TRANSPORTERS	525025N 0011803W	246 FT	102 FT	No	Container transporters.
EGNX_2025_TE39	TRANSPORTERS	525018N 0011757W	357 FT	209 FT	No	Container transporters.
EGNX_2025_TE47	CRANE	525013N 0012124W	351 FT	66 FT	Yes Red	-
(EGNX1212)	FENCE	524956.10N 0012033.25W	320 FT	10 FT	No	-
(EGNX3135)	ATC AERIAL	524934.81N 0011955.29W	468 FT	180 FT	Yes Red	-
EGNX_2025_TE60	CRANE	524841.05N 0011410.71W	355 FT	185 FT	Yes Red	-
(EGNX2618)	FLAG POLE	524821.79N 0012359.78W	503 FT	93 FT	No	-
(EGNX2714)	MAST	524815.09N 0013120.26W	651 FT	165 FT	No	-
UK28564940F	PYLON	524742.77N 0010350.46W	511 FT	130 FT	No	-
UK18639337F	WIND TURBINE	524453.25N 0012637.03W	784 FT	286 FT	No	-
(EGNX2567)	MAST	524230.34N 0011658.54W	1037 FT	273 FT	No	-

EGNX AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 hours

4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	Standby systems available, including satellite weather pictures.
9	ATS units provided with information	EAST MIDLANDS
10	Additional information (limitation of service, etc.)	-

EGNX AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09	088.26°	2894 x 45 M	RWY surface: Asphalt. ungrooved PFC. PCR 760/F/C/W/U SWY surface: Asphalt. ungrooved PFC. PCR 760/F/C/W/U	524950.36N 0012048.86W 160.7 FT	THR 305.9 FT TDZ 306.3 FT	-
27	268.29°	2894 x 45 M	RWY surface: Asphalt. ungrooved PFC. PCR 760/F/C/W/U SWY surface: Asphalt. ungrooved PFC. PCR 760/F/C/W/U	524952.88N 0011830.94W 160.6 FT	THR 281.6 FT TDZ 286.0 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
30 x 45 M	310 x 150 M	3074 x 280 M	240 x 90 M -	-	-	RWY 09 Threshold displaced by 180 M. OFZ: Yes. Runway 09/27 has shoulders 7.5 M each side of the runway giving a total paved width of 60 M. 30 M blast strips at both runway ends, same PCR as runway. The runway crossfall is restricted to 1.25% along it's entire length.
30 x 45 M	459 x 150 M	3074 x 280 M	240 x 90 M -	-	-	RWY 27 Threshold displaced by 131 M. OFZ: Yes. Runway 09/27 has shoulders 7.5 M each side of the runway giving a total paved width of 60 M. 30 M blast strips at both runway ends, same PCR as runway. The runway crossfall is restricted to 1.25% along it's entire length.

AERODROME CHART - ICAO

ARP 524952N 0011940W

AD ELEV 306FT

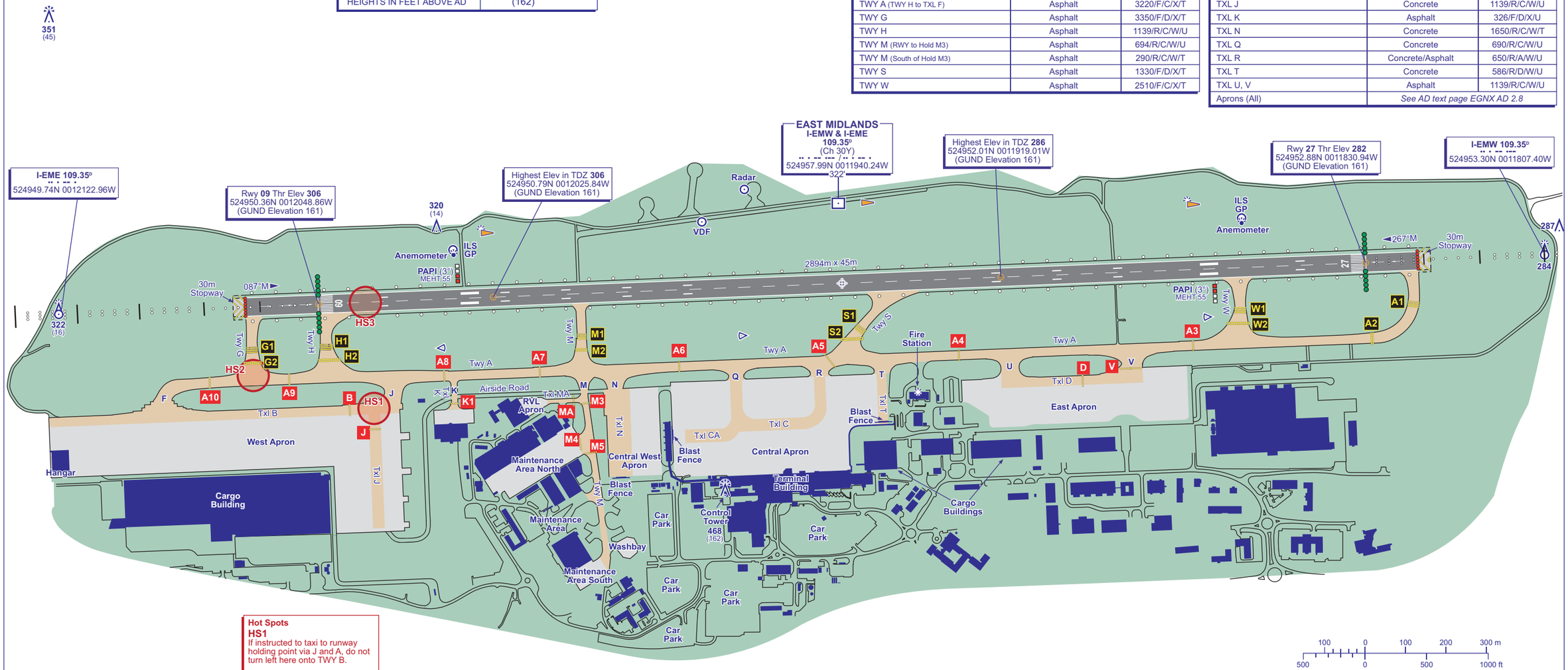
EAST MIDLANDS
EGNX

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

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**468** (162)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCR**
RWY 09/27	Asphalt (Ungrooved PFC)	760/F/C/W/U
TWY A (Hold A1 to TWY W)	Asphalt	3120/F/C/X/T
TWY A (TWY W to TXL J)	Asphalt	1139/R/C/W/U
TWY A (TXL J to TWY H)	Asphalt	810/R/C/W/T
TWY A (TWY H to TXL F)	Asphalt	3220/F/C/X/T
TWY G	Asphalt	3350/F/D/X/T
TWY H	Asphalt	1139/R/C/W/U
TWY M (RWY to Hold M3)	Asphalt	694/R/C/W/U
TWY M (South of Hold M3)	Asphalt	290/R/C/W/T
TWY S	Asphalt	1330/F/D/X/T
TWY W	Asphalt	2510/F/C/X/T

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCR**
TXL B	Concrete	1139/R/C/W/U
TXL C	Concrete/Asphalt	680/R/B/W/U
TXL CA	Concrete/Asphalt	650/R/A/W/U
TXL D	Concrete	1650/R/B/W/T
TXL J	Concrete	1139/R/C/W/U
TXL K	Asphalt	326/F/D/X/U
TXL N	Concrete	1650/R/C/W/T
TXL Q	Concrete	690/R/C/W/U
TXL R	Concrete/Asphalt	650/R/A/W/U
TXL T	Concrete	586/R/D/W/U
TXL U, V	Asphalt	1139/R/C/W/U
Aprons (All)	*See AD text page EGNX AD 2.8*	



Hot Spots

HS1
If instructed to taxi to runway holding point via J and A, do not turn left here onto TWY B.

HS2
Potential routing error. Taxiing west on TWY A for RWY 09 departure, be aware of potential to inadvertently pass TWY G.

HS3
Potential LVP routing error. When landing RWY 27 during LVPs, pass THR 09 and exit at TWY G, not inadvertently TWY H.

100 0 100 200 300 m
500 0 500 1000 ft

VAR 0.8°E - 2027
N
Annual Rate of Change 0.18°E

COM		
ATIS	122.680	EAST MIDLANDS INFO
TWR	124.005	EAST MIDLANDS TOWER
	121.905 (GMC)	EAST MIDLANDS GROUND
	121.605	EAST MIDLANDS FIRE

LIGHTING	
APCH 09/27	HI 900 m coded C/L with 5 bars. LI 420 m C/L with 1 bar.
THR 09 THR 27	HI green with green W bars. HI green with green W bars.
RWY 09/27	HI inset bi-d. Colour coded C/L. TDZ RWY 27 900 m. End lights red.
TWY	Green C/L with blue edge on corners. Turn-offs amber and green C/L with blue edge lights. Taxi holding positions.

CHANGE (12/26): PCN REPLACED BY PCR.

AERO INFO DATE 16 SEP 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 524952N 0011940W

AD ELEV 306FT

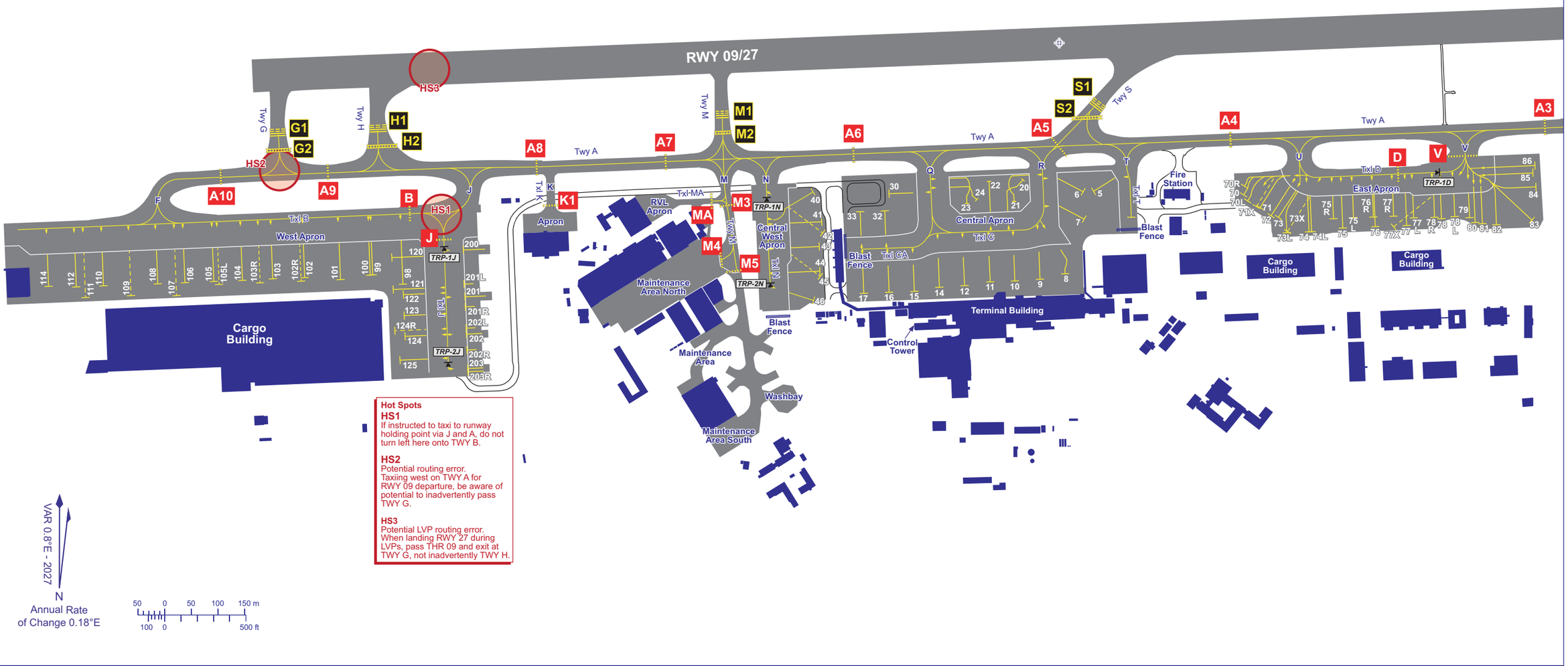
EAST MIDLANDS
EGNX

COM		
ATIS	122.680	EAST MIDLANDS INFO
TWR	124.005	EAST MIDLANDS TOWER
	121.905 (GMC)	EAST MIDLANDS GROUND
	121.605	EAST MIDLANDS FIRE
LIGHTING		
TWY	Green C/L with blue edge on corners. Turn-offs amber and green C/L with blue edge lights. Taxi holding positions.	

STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES
5	524942.83N 0011938.04W	32	524941.80N 0011958.41W	70	524942.53N 0011923.36W	77R	524941.17N 0011908.75W	98	524937.71N 0012045.60W	114	524937.81N 0012120.22W
6	524942.81N 0011939.05W	33	524941.76N 0012000.82W	70L	524942.18N 0011922.98W	77X	524940.58N 0011908.76W	99	524938.30N 0012048.56W	120	524939.32N 0012046.66W
7	524941.19N 0011938.97W	40	524942.95N 0012005.43W	70R	524943.05N 0011923.26W	78	524941.00N 0011904.06W	100	524938.29N 0012048.78W	121	524937.43N 0012046.57W
8	524937.98N 0011940.86W	41	524941.17N 0012004.61W	71	524941.76N 0011921.77W	78L	524941.13N 0011902.76W	101	524938.04N 0012051.69W	122	524937.12N 0012045.56W
9	524937.65N 0011943.31W	42	524940.51N 0012004.52W	71X	524941.82N 0011922.14W	78R	524941.09N 0011904.74W	102	524938.18N 0012055.19W	123	524935.88N 0012045.50W
10	524937.56N 0011945.78W	43	524939.71N 0012004.88W	72	524941.30N 0011920.66W	79	524941.05N 0011901.32W	102R	524937.96N 0012055.56W	124	524934.65N 0012045.44W
11	524937.52N 0011948.18W	44	524938.26N 0012004.83W	73	524941.20N 0011919.98W	80	524940.74N 0011900.79W	103	524938.13N 0012058.31W	124R	524934.98N 0012046.44W
12	524937.32N 0011950.70W	45	524937.95N 0012004.81W	73X	524940.27N 0011919.18W	81	524940.68N 0011900.06W	103R	524937.89N 0012059.57W	125	524933.24N 0012045.95W
14	524937.23N 0011953.16W	46	524936.53N 0012005.49W	73L	524940.26N 0011919.22W	82	524940.60N 0011858.69W	104	524938.06N 0012101.27W	200	524939.73N 0012039.64W
15	524937.00N 0011955.61W			74	524940.30N 0011917.04W	83	524940.85N 0011855.22W	105	524938.01N 0012104.07W	201L	524937.71N 0012039.54W
16	524936.96N 0011958.08W			74L	524940.30N 0011916.79W	84	524942.82N 0011854.79W	105L	524937.81N 0012103.58W	201	524936.96N 0012039.50W
17	524936.91N 0012000.54W			75	524940.52N 0011913.72W	85	524943.65N 0011855.10W	106	524937.95N 0012106.90W	201R	524936.40N 0012039.47W
20	524943.55N 0011944.91W			75L	524941.10N 0011912.66W	86	524944.09N 0011854.88W	107	524937.19N 0012107.72W	202L	524935.09N 0012039.41W
21	524942.19N 0011945.84W			75R	524941.07N 0011914.62W			108	524937.90N 0012109.55W	202	524934.75N 0012039.39W
22	524943.49N 0011948.22W			76	524940.57N 0011910.59W			109	524937.22N 0012112.17W	202R	524933.80N 0012039.34W
23	524942.10N 0011950.46W			76R	524941.14N 0011910.70W			110	524937.81N 0012114.86W	203	524932.72N 0012039.29W
24	524942.41N 0011949.45W			77	524940.63N 0011907.47W			111	524937.13N 0012116.62W	203R	524932.51N 0012039.28W
30	524942.80N 0011957.99W			77L	524941.06N 0011906.78W			112	524937.76N 0012117.51W		

Tug Release Point with a/c taxi orientation.
TRP

CAUTION
Aircraft to remain on taxilane centreline until marshaller has indicated to proceed onto parking position.



Hot Spots

HS1
If instructed to taxi to runway holding point via J and A, do not turn left here onto TWY B.

HS2
Potential routing error. Taxiing west on TWY A for RWY 09 departure, be aware of potential to inadvertently pass TWY G.

HS3
Potential LVP routing error. When landing RWY 27 during LVPs, pass THR 09 and exit at TWY G, not inadvertently TWY H.

VAR 0.8°E - 2027
N
Annual Rate of Change 0.18°E

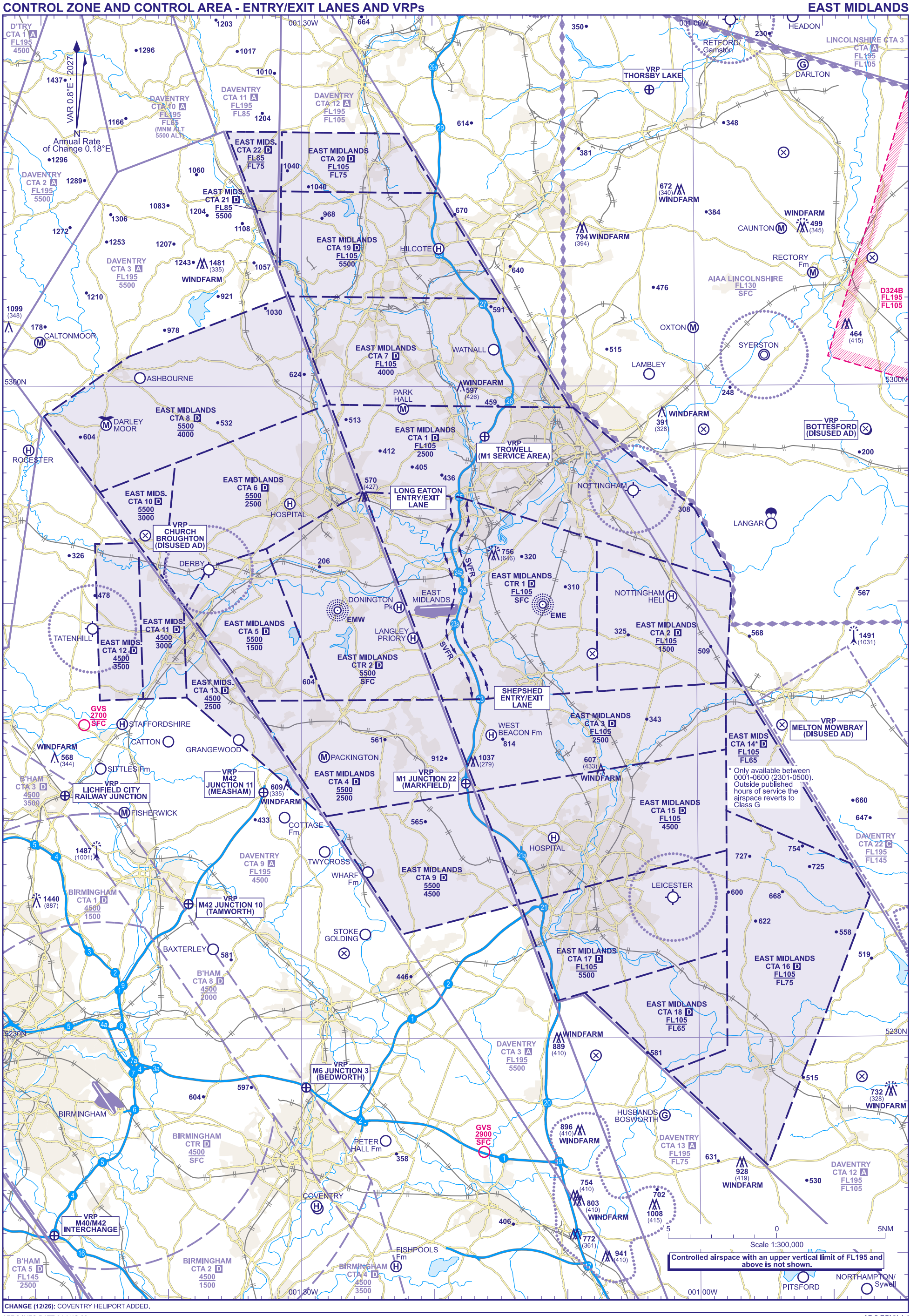
50 0 50 100 150 m
100 0 500 ft

CHANGE (12/26): PHYSICAL CHARACTERISTICS BOX REMOVED.

AERO INFO DATE 10 SEP 26

CONTROL ZONE AND CONTROL AREA - ENTRY/EXIT LANES AND VRPs

EAST MIDLANDS



CHANGE (12/26): COVENTRY HELIPORT ADDED.

AERO INFO DATE 24 AUG 26

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5	Remarks	Aircrew are to note that the Stand Entry Guidance (SEG) on all SEG equipped stands is activated by an apron level timer device, operated by airline/handling agent staff. Pilots should not turn off the taxilane centre-line unless the Stand Entry Guidance is illuminated with aircraft type, or a marshaller has signalled clearance to proceed. Pilots should note that failure to adhere to this instruction may lead to a negative "On Time Performance" figure. On stand taxi speed should not exceed 5 KT. All operators must ensure that their engineering staff and/or handling agents have suitable, serviceable equipment on station to push and/or tow aircraft which they might operate. Obstacle markings and snow edge markings are provided where necessary. Three WDIs serve Runway 06/24: 555650.75N 0032221.86W (LGTD) - 555634.84N 0032306.76W (LGTD) - 555710.67N 0032120.95W (LGTD). If an aircraft has been repositioned to face out on any stand, it must be either repositioned to nose-in on stand or towed out to the taxiway centre-line before starting engines. Flight crews should be aware that chart providers may not highlight taxilanes on their published aerodrome chart and taxiways on their published parking/ docking chart. When transiting to/from the allocated parking position, aircraft will transit both taxiways and taxilanes.

EGPH AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPH18669) 24/APPROACH 06/ TAKE-OFF	TREE	555748.96N 0032009.82W	186 FT	78 FT	No	-
(EGPH21240) 24/APPROACH 06/ TAKE-OFF	TREE	555738.99N 0032035.40W	154 FT	54 FT	No	-
(EGPH19777) 24/APPROACH 06/ TAKE-OFF	POLE	555729.45N 0032105.46W	128 FT	17 FT	No	-
(EGPH21003) 06/APPROACH 24/ TAKE-OFF	TREE	555622.53N 0032358.53W	172 FT	48 FT	No	-
(EGPH19098) 06/APPROACH 24/ TAKE-OFF	TREE	555511.10N 0032704.10W	349 FT	61 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPH17386)	BRIDGE TOWER	560037.22N 0032432.49W	663 FT	670 FT	Yes Red	-
(EGPH17387)	BRIDGE TOWER	560017.39N 0032444.99W	690 FT	697 FT	Yes Red	-
(EGPH17388)	BRIDGE TOWER	555957.56N 0032457.50W	663 FT	670 FT	Yes Red	-
(EGPH18543)	BRIDGE TOWER	555949.07N 0032414.85W	522 FT	529 FT	Yes Red	-
TAYLOR WIMPEY CRANE	CRANE	555851N 0032257W	265 FT	99 FT	Yes Steady Red	North of Airfield at Queensferry.
DALMENY TANK FARM	CRANE	555836N 0032218W	326 FT	164 FT	Yes Red	End estimated June 2027.
WINCHBURGH	CRANE	555742N 0032644W	374 FT	98 FT	Yes Red	End estimated May 2027.
MAYBURY ROAD CRANE	CRANE	555728N 0031828W	306 FT	164 FT	Yes Red	Maybury Road, Edinburgh.
MILLER HOMES TURNHOUSE ROAD	CRANE	555701N 0032021W	282 FT	157 FT	Yes Red	Expected duration June 2029.

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**
BARRATT WEST CRAIGS	CRANE	555651N 0031915W	362 FT	164 FT	Yes Red	Craigs Road Edinburgh. End estimated December 2026.
WEST CRAIGS	CRANE	555650.7N 0031906.7W	332 FT	126 FT	Yes Steady Red	End estimated December 2026.
CRAIGS ROAD	CRANE	555648N 0031911W	309 FT	118 FT	Yes Red	Craigs Road Edinburgh. End estimated November 2027.
CALA TURNHOUSE ROAD	CRANE	555640N 0031936W	298 FT	131 FT	Yes Red	Turnhouse Road. End estimated December 2027.
CP38-26	CRANE	555613N 0032432W	200 FT	62 FT	Yes Red	-

EGPH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 24 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self-briefing/Telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	EDINBURGH
10	Additional information (limitation of service, etc.)	-

EGPH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
06	058.85°	2558 x 45 M	RWY surface: Asphalt, Grooved PCR 925/R/B/X/T SWY surface: - -	555641.99N 0032313.90W 173.5 FT	THR 110.1 FT TDZ 110.1 FT	-
24	238.88°	2558 x 45 M	RWY surface: Asphalt, Grooved PCR 925/R/B/X/T SWY surface: - -	555717.66N 0032128.66W 173.4 FT	THR 99.8 FT TDZ 100.0 FT	-

AERODROME CHART - ICAO

ARP 555700N 0032221W

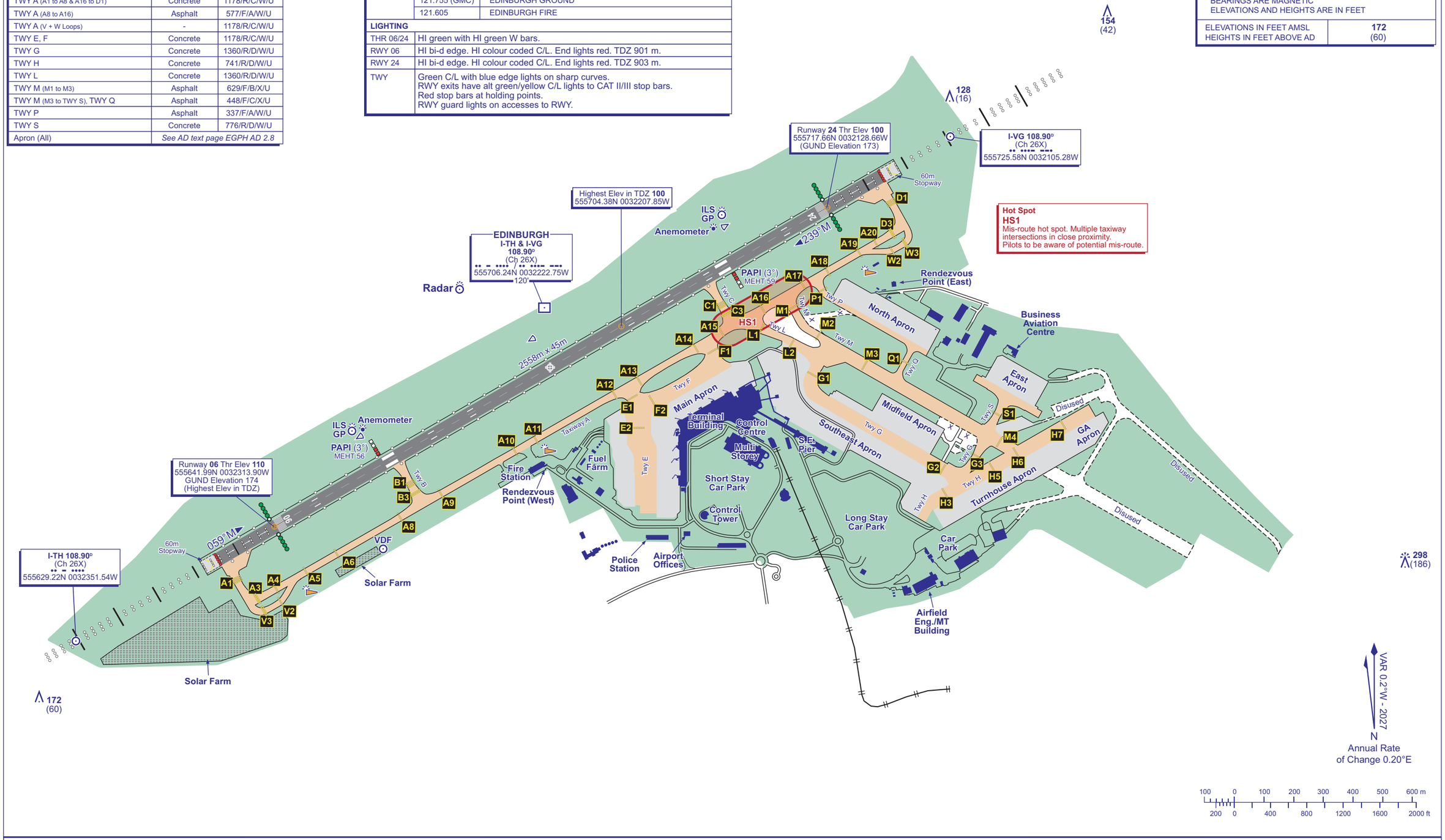
AD ELEV 112FT

EDINBURGH
EGPH

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCR**
RWY 06/24	Grooved Asphalt	925/R/B/X/T
TWY A (A1 to A8 & A16 to D1)	Concrete	1178/R/C/W/U
TWY A (A8 to A16)	Asphalt	577/F/A/W/U
TWY A (V + W Loops)	-	1178/R/C/W/U
TWY E, F	Concrete	1178/R/C/W/U
TWY G	Concrete	1360/R/D/W/U
TWY H	Concrete	741/R/D/W/U
TWY L	Concrete	1360/R/D/W/U
TWY M (M1 to M3)	Asphalt	629/F/B/X/U
TWY M (M3 to TWY S), TWY Q	Asphalt	448/F/C/X/U
TWY P	Asphalt	337/F/A/W/U
TWY S	Concrete	776/R/D/W/U
Apron (All)	*See AD text page EGPH AD 2.8*	

COM		
ATIS	131.355	EDINBURGH TERMINAL INFO
TWR	118.705	EDINBURGH TOWER
	121.755 (GMC)	EDINBURGH GROUND
	121.605	EDINBURGH FIRE
LIGHTING		
THR 06/24	HI green with HI green W bars.	
RWY 06	HI bi-d edge. HI colour coded C/L. End lights red. TDZ 901 m.	
RWY 24	HI bi-d edge. HI colour coded C/L. End lights red. TDZ 903 m.	
TWY	Green C/L with blue edge lights on sharp curves. RWY exits have alt green/yellow C/L lights to CAT II/III stop bars. Red stop bars at holding points. RWY guard lights on accesses to RWY.	

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**172** (60)



CHANGE (12/26): RUNWAY PCR.

AERO INFO DATE 02 SEP 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 555700N 0032221W

AD ELEV 112FT

EDINBURGH
EGPH

COM		
ATIS	131.355	EDINBURGH TERMINAL INFO
TWR	118.705	EDINBURGH TOWER
	121.755 (GMC)	EDINBURGH GROUND
	121.605	EDINBURGH FIRE

LIGHTING	
TWY	Green C/L with blue edge lights on sharp curves. RWY exits have alt green/yellow C/L lights to CAT II/III stop bars. Red stop bars at holding points. RWY guard lights on accesses to RWY.

MAXIMUM STAND SIZES	
4A, 12,15,16 and 18	777(300ER)
23	A340(200)

Hot Spot
HS1
Mis-route hot spot. Multiple taxiway intersections in close proximity.
Pilots to be aware of potential mis-route.

STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES
1	555647.68N 0032157.07W	14	555659.63N 0032143.74W	30	555649.13N 0032113.54W	206	555705.55N 0032112.68W
1A	555646.06N 0032157.70W	15	555700.42N 0032139.88W	31	555648.43N 0032111.26W	207	555704.96N 0032110.74W
1B	555644.61N 0032157.66W	15A	555700.40N 0032137.44W	32	555648.17N 0032109.41W	208	555704.20N 0032108.20W
2	555649.46N 0032156.90W	15B	555700.99N 0032140.02W	33	555647.31N 0032110.78W	210	555701.14N 0032053.72W
3	555651.25N 0032157.26W	16	555658.12N 0032138.19W	46A	555654.65N 0032049.47W	211	555700.36N 0032050.56W
4	555652.85N 0032157.82W	16A	555657.68N 0032136.25W	46B	555654.67N 0032051.92W	212	555659.42N 0032047.48W
4A	555652.36N 0032157.13W	16B	555658.71N 0032138.09W	99	555645.40N 0032206.50W	308	555644.45N 0032103.65W
5	555654.12N 0032158.06W	17	555656.04N 0032137.08W	100	555645.85N 0032207.04W	309	555645.21N 0032101.43W
6	555654.42N 0032157.33W	18	555655.26N 0032136.11W	101	555646.32N 0032206.52W	310	555645.96N 0032059.21W
7	555655.30N 0032155.28W	19	555654.50N 0032134.28W	102	555647.53N 0032207.59W	310R	555645.83N 0032059.69W
8	555656.20N 0032153.40W	20	555654.12N 0032131.77W	103	555649.29N 0032207.64W	311	555646.71N 0032056.99W
9	555656.67N 0032150.94W	21	555653.90N 0032131.41W	104	555650.71N 0032208.26W	311L	555647.04N 0032056.13W
10	555657.38N 0032148.33W	22	555653.60N 0032129.43W	105	555652.12N 0032208.82W	311R	555646.43N 0032057.91W
11	555658.20N 0032145.73W	23	555652.71N 0032128.29W	106	555654.16N 0032209.32W	312	555647.46N 0032054.77W
12	555658.92N 0032143.48W	24	555652.78N 0032127.35W	200	555709.20N 0032124.69W	312L	555647.64N 0032054.36W
		25	555652.25N 0032125.01W	201	555708.63N 0032122.81W	313	555648.21N 0032052.56W
		26	555652.08N 0032122.09W	202	555708.06N 0032120.92W	314	555648.97N 0032050.34W
		27	555651.22N 0032120.32W	203	555707.76N 0032118.52W	315	555649.72N 0032048.12W
		28	555650.53N 0032118.08W	204	555707.13N 0032116.44W	316	555650.47N 0032045.90W
		29	555649.83N 0032115.81W	205	555706.48N 0032114.32W	317	555651.97N 0032041.46W
						317A	555651.22N 0032043.68W
						403	555656.74N 0032116.30W
						404	555656.05N 0032114.02W
						405	555655.33N 0032111.75W
						406	555654.65N 0032109.48W
						407	555653.96N 0032107.21W

RWY 06/24
Twy C
Twy A
Twy F
Twy E
Twy L
Twy M
Twy P
Twy Q
Twy G
Twy H
Twy S
Disused
North Apron
Cargo Centre
Business Aviation Centre
East Apron
Main Apron
Terminal Building
Control Centre
Southeast Pier
Southeast Apron
Midfield Apron
Turnhouse Apron
GA Apron
Control Tower
Car Park
HS1
A12 A13 A14 A15 A16 A17 A18 A19 A20
C1 C3
D3
E1 E2
F1 F2
G1 G2 G3
H3 H5 H6 H7
L1 L2
M1 M2 M3 M4
P1
Q1
S1
W2 W3

WARNING
Aircraft to remain on taxilane centreline until guidance is illuminated or marshaller has indicated to proceed.

Oversteer Area Markings
15B

VAR 0.2°W - 2027
N
Annual Rate of Change 0.20°E

50 0 50 100 150 m
100 0 100 200 300 400 500 ft

CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

AERO INFO DATE 02 SEP 26

EGAB — ENNISKILLEN/ST ANGELO

EGAB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAB — ENNISKILLEN/ST ANGELO

EGAB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 542355N Long: 0073907W Mid-point of Runway 14/32.
2	Direction and distance from city	3 NM N of Enniskillen.
3	Elevation / Reference temperature / Mean Low Temperature	159 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	189 FT
5	Magnetic Variation / Annual Change	1.70°W (2027) / 0.21°E
6	AD Administration Address Telephone E-mail address	ENNISKILLEN AIRPORT LTD Enniskillen Airport, 62 Killadeas Road, Trory, Enniskillen, Co-Fermanagh, BT94 2FH. 028-6632 9000 info@enniskillen-airport.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	-

EGAB AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1600 (0800-1600) and by arrangement.
2	Customs and immigration	On request.
3	Health and sanitation	-
4	AIS Briefing Office	As AD Hours
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	As AD Hours
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	As AD Hours
11	De-icing	-
12	Remarks	PPR by telephone.

EGAB 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	AVGAS overground tank/bowser. AVTUR overground tank.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Yes
6	Repair facilities for visiting aircraft	Yes
7	Remarks	-

EGAB AD 2.5 PASSENGER FACILITIES

1	Hotels	In Enniskillen.
2	Restaurants	Cafe on aerodrome.
3	Transportation	Taxi and car hire available.
4	Medical facilities	Hospital 1 mile south of aerodrome.
5	Bank and Post Office	In Enniskillen.
6	Tourist Office	In Enniskillen.
7	Remarks	-

EGAB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 2 on request. RFF Category 3 under remission.
2	Rescue equipment	RFF Category 2 appliance.
3	Capability for removal of disabled aircraft	Yes
4	Remarks	-

EGAB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	-
2	Clearance priorities	-
3	Remarks	Latest information from: ATC 028-6632 9000.

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

1	Apron surface and strength	MAIN APRON Surface: Asphalt NIL
2	Taxiway width, surface and strength	Taxiway MAIN TWY: 8 M Surface: Asphalt NIL
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGAB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	Runway marking aid(s): 14/32: Centre-line
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	Two WDI: 542339.44N 0073849.73W; 542410.70N 0073923.62W.

EGAB 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.

EGAB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	-
2	Hours of service MET Office outside hour	-
3	Office responsible for TAF preparation Periods of validity	- -
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	-
6	Flight documentation Language(s) used	- -

7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	-

EGAB 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	139.67°	1220 x 30 M	RWY surface: Asphalt NIL	542409.16N 0073926.44W 189.3 FT	THR 154.3 FT -	-
32	319.68°	1220 x 30 M	RWY surface: Asphalt NIL	542344.71N 0073850.87W 189.3 FT	THR 154.3 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
-	-	1340 x 86 M	-	-	-	RWY 14 Threshold displaced by 99 M including a starter extension of 99 x 20 M. Starter extension hard shoulder width 13 M.
-	-	1340 x 86 M	-	-	-	RWY 32 Threshold displaced by 328 M including a starter extension of 99 x 20 M. Starter extension hard shoulder width 5 M.

EGAB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
14	1199 M	1199 M	1199 M	1220 M	Declared distances include a starter extension of 99 x 20 M.
32	1199 M	1199 M	1199 M	992 M	Declared distances include a starter extension of 99 x 20 M.

EGAB 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
14	-	Light intensity high Green wingbar	PAPI Left/3.5° 25 FT	-	-	56 M spacing White Light intensity high	Red Light intensity high	-	EDGE: Runway edge lights are displaced 7 M from the runway edge on shoulder of the hard surface.
32	-	Light intensity high Green wingbar	PAPI Left/4.5° 25 FT	-	-	56 M spacing White Light intensity high	Red Light intensity high	-	EDGE: Runway edge lights are displaced 7 M from the runway edge on shoulder of the hard surface.

EGAB 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: 542343.91N 0073839.45W.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGAB 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	TLOF: - TLOF surface: - -
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	4 helipads in front of Control Tower.

EGAB 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
ENNISKILLEN/ST ANGELO ATZ A circle, 2 NM radius, centred at 542355N 0073907W on longest notified runway (14/ 32).	Upper limit: 2159 FT ALT Lower limit: SFC	G	ENNISKILLEN RADIO English	3000 FT	0900-1600 (0800-1600); and by arrangement.	ATZ 2000 FT AAL.

EGAB 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	ENNISKILLEN RADIO	123.205 A/G frequency.	-	-	0900-1600 (0800-1600). Out of hours by arrangement.	-

EGAB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGAB AD 2.20 LOCAL AERODROME REGULATIONS

1 AERODROME REGULATIONS

a) Aerodrome not available to aircraft unable to communicate by radio unless the pilot has received prior permission.

2 GROUND MOVEMENT

a) Taxiways C and D only available to aircraft with a wingspan of less than 12 m.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) HT cables 27 ft aal running east-west, 0.18 nm from Runway 14 threshold.
High ground and trees either side of the runway.
b) High ground and trees to the west of the Aerodrome.
c) Aircraft landing on Runway 14 may experience crosswinds from the southwest.
d) Operating aircraft should be aware of a right of way road crossing situated 110 m north of the Runway 32 threshold. The crossing is available H24 and is controlled by airport staff during operational hours only.

5 HELICOPTER OPERATIONS

a) Helicopter training takes place on the grass parallel to Runway 14/32.
b) Helicopter movements will also occur to/from Runway 14/32.
c) Helicopter circuits are to be flown parallel to the runway in use at 800 ft.
d) Helicopters must obtain specific permission to cross Runway 14/32.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGAB AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGAB AD 2.22 FLIGHT PROCEDURES

a) Circuit directions: Runway 14 - right hand; Runway 32 - left hand. Circuit height 1000 ft agl. Helicopter and microlight circuit height 800 ft agl.

b) Low Level circuits are permitted, but only for the purposes of practising bad weather flying.
c) The Turn Out after take-off, Touch and Go, Overshoot or Turn On to final approach should not be below 300 ft.
d) Non-standard procedures required for training purposes will only be permitted when the traffic situation allows.

EGAB AD 2.23 ADDITIONAL INFORMATION

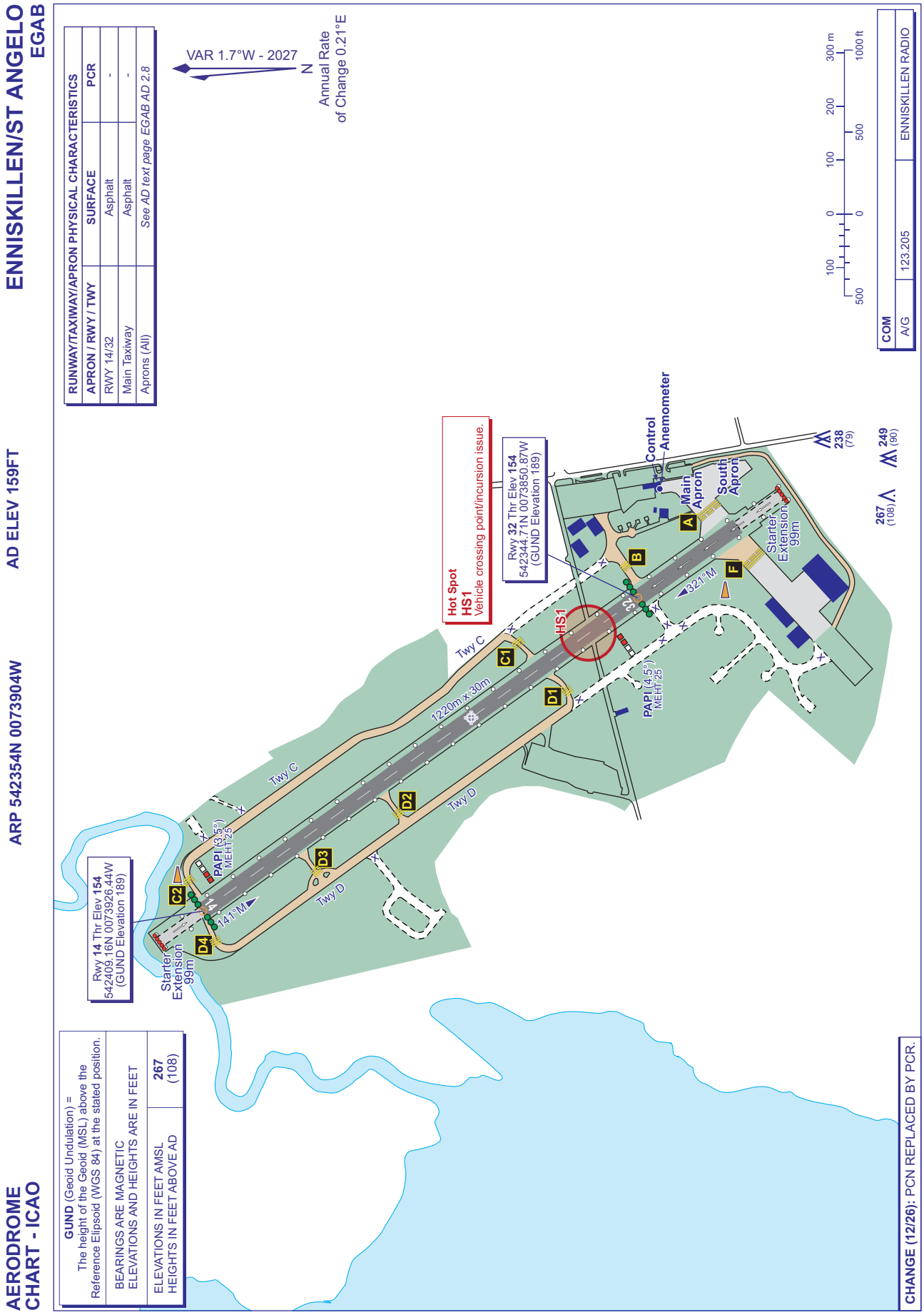
Not applicable

EGAB AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGAB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable


ENNISKILLEN/ST ANGELO
EGAB
AD ELEV 159FT
ARP 542354N 0073904W
AERODROME CHART - ICAO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
PCR
RWY 14/32
Asphalt
-
Main Taxiway
Asphalt
-
Aprons (All)
See AD text page EGAB AD 2.8
VAR 1.7°W - 2027
N
Annual Rate of Change 0.21°E
COM
A/G
123.205
ENNISKILLEN RADIO
Hot Spot
HS1
Vehicle crossing point/incursion issue.
Rwy 14 Thr Elev 154
542409.16N 0073926.44W
(GUND Elevation 189)
Rwy 32 Thr Elev 154
542344.71N 0073850.87W
(GUND Elevation 189)
1220m x 30m
Twy C
Twy D
PAPI (3.5°)
MEHT 25
PAPI (4.5°)
MEHT 25
141°M
321°M
Starter Extension 99m
Control
Anemometer
Main Apron
South Apron
267 (108)
238 (79)
249 (90)
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
267 (108)
CHANGE (12/26): PCN REPLACED BY PCR.
AERO INFO DATE 08 SEP 26
AD 2-EGAB-2-1

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EGTF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Pilot Controlled Lighting available. -	Light intensity low	APAPI Left/3.5° 14 FT	-	-	Light intensity low	Red	-	-
24	-	Light intensity low	APAPI Left/4° 20 FT	-	-	Light intensity low	Red	-	EDGE: The last 3 runway edge lights are cautionary yellow. END: End lights are visible only for the last 150 M of LDA.

EGTF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 512101.05N 0003347.64W Flashing White.
2	LDI location and lighting Anemometer location and lighting	Anemometer: (LGTD) - 512054.90N 0003335.31W - 512048.91N 0003349.52W.
3	TWY edge and centre line lighting	CL: LI Green centre-line on Taxiway A.
4	Secondary power supply/switch-over time	None
5	Remarks	Fixed wing pilots must ignore the helicopter specific approach lighting (for use by Starspeed only), consisting of a combination of flashing white and red lights, installed adjacent to the western helipads.

EGTF AD 2.16 HELICOPTER LANDING AREA

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EGTF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
FAIROAKS ATZ A circle, 2 NM radius, centred at 512053N 0003331W on longest notified runway (06/ 24)	Upper limit: 2080 FT ALT Lower limit: SFC	G	FAIROAKS RADIO English	6000 FT	Mon-Sat 0800-1800 (0700-1700); Sun and PH 0900-1800 (0800-1700); and by arrangement.	Airspace Class: Part of the Fairoaks ATZ within the London CTR or Farnborough CTA is Class D. Vertical Limits: Part of the ATZ above 1500 FT AMSL is ceded to London Heathrow, and part of the ATZ above 2000 FT AMSL is ceded to Farnborough. Designation and lateral limits: Local Flying Area see EGTF AD 2.22, Flight Procedures. ATZ 2000 FT AAL.

EGTF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	FAIROAKS RADIO	123.430 A/G Frequency DOC 10 NM/3,000 FT	-	-	Mon-Sat 0800-1800 (0700-1700); Sun and PH 0900-1800 (0800-1700).	Hours: Daily by arrangement within the period 0700-2200 (0600-2100).

EGTF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGTF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) First time visitors are required to obtain a telephone briefing from the A/G Station.
b) Pilots are responsible for the safety and conduct of their passengers whilst airside at this airport.
c) Not available to aircraft unable to communicate by radio.
d) Aerodrome is not available to weight shift microlights.
e) No circuit training permitted on PHs and outside published operating hours.
f) Aerodrome closed to all traffic on Christmas day.
g) When the visibility is less than 3000 M, landing operations for Twin turbo-prop aircraft with certified weights above 5700 KG and turbo-fan aircraft of any weight that are not normally based at Fairoaks Airport will not normally be permitted. If the operation is conducted in accordance with a JAA AOC then the visibility minimum landing shall be as stated in the operators Operations Manual.
h) Due to planning restrictions, only four runway movements are permitted before 1000 (0900) on Sundays. A similar restriction of only four movements also applies after 2000 (1900). Pilots who wish to operate before 1000 (0900) or after 2000 (1900) on Sundays must obtain a runway slot from the tower. No fixed wing movements are permitted between 2200 (2100) and 0700 (0600).
i) High visibility clothing must be worn by all personnel on the apron and manoeuvring area between sunset and sunrise, except for passengers who are being escorted.
j) With the exception of approved operators the aerodrome is not available for circuit flying by non-Fairoaks based aircraft.

2 GROUND MOVEMENT

a) The taxiway to the south of the Runway 24 threshold is not maintained and is unavailable to aircraft requiring a licensed aerodrome.
b) The tarmac apron in front of the hangar opposite the fuel farm is not available for taxiing aircraft due to surface condition.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) A public footpath crosses the aerodrome close to the threshold of Runway 24.
b) Pilots are advised to exercise extreme caution when taxiing through the apron/parking areas due to reduced wing tip clearances. Pilots should satisfy themselves that they have adequate wingtip clearances whilst taxiing.
c) The aerodrome is frequently used outside the published hours of operation by both fixed and rotary wing aircraft.
d) The grass areas are subject to waterlogging.
e) The helicopter landing site, marked with an ‘H’ immediately to the south of the aerodrome boundary is a private landing site and does not form part of Fairoaks aerodrome.
f) Caution, the LDA and paved surface for Runway 06 ends 13 M beyond the runway end lights.

5 HELICOPTER OPERATIONS

a) Approaches by helicopters should normally be made to the grass to the south of the runway. Subject to traffic, including taxiing aircraft, approaches may also be made to the grass to the north of the runway. Helicopters making an approach to the grass to the north of Runway 24 must avoid overflying the buildings in the north east corner of the airfield.
b) Helicopters which require an approach to the runway must state their intentions on first contact with Fairoaks Radio.
c) When Runway 24 is in use helicopters must not operate north of the Runway 24 final approach track until they have passed the runway threshold.

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGCL2072)	WATER_TOWER	524251.04N 0000241.84W	97 FT	NIL	No	-

EGCL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGCL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
18	180.91°	608 x 30 M	RWY surface: Grass -	524428.88N 0000147.34W 151.3 FT	THR 6.3 FT -	-
36	000.91°	608 x 30 M	RWY surface: Grass -	524412.08N 0000147.78W 151.3 FT	THR 6.3 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	**9**	**10**	**11**	**12**	**13**	**14**
-	-	-	-	-	-	RWY 18 Threshold displaced by 88 M.
-	-	-	-	-	-	RWY 36 Due to intersection with unlicensed Runway 08/26, Runway 36 edge/corner markings are absent at the threshold.

EGCL AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	**2**	**3**	**4**	**5**	**6**
18	608 M	608 M	608 M	519 M	-
36	608 M	608 M	608 M	608 M	-

EGCL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	-	Green wingbars	OTHER Left/ 4.25° - LITAS	-	-	Light intensity low	Red Light intensity low	-	-

EGCL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 524430.93N 0000143.68W Flashing Green 'FE'.
2	LDI location and lighting Anemometer location and lighting	-
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGCL AD 2.16 HELICOPTER LANDING AREA

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EGCL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
FENLAND ATZ A circle, 2 NM radius, centred at 524422N 0000148W on longest notified runway (18/ 36)	Upper limit: 2006 FT ALT Lower limit: SFC	G	FENLAND RADIO English	-	Wed-Sun 0900-1700 (0800-1600) or SS, whichever is earlier; and by arrangement.	ATZ 2000 FT AAL.

EGCL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	FENLAND RADIO	122.930 A/G frequency.	-	-	Wed-Sun 0900-1700 (0800-1600) or SS, whichever is earlier; and by arrangement.	-

EGCL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

1	Apron surface and strength	JULIET APRON Surface: Concrete and asphalt NIL MAIN APRON Surface: Concrete and asphalt. /Monoblock. NIL
2	Taxiway width, surface and strength	Taxiway ALPHA: 23 M Surface: Asphalt NIL Taxiway BRAVO: 23 M Surface: Asphalt NIL Taxiway CHARLIE: - Surface: Concrete and asphalt. Restricted to 15 M. Closed to all aircraft. NIL Taxiway DELTA: 23 M Surface: Asphalt NIL Taxiway ECHO: 23 M Surface: Asphalt NIL Taxiway FOXTROT: 23 M Surface: Asphalt NIL Taxiway GOLF: 23 M Surface: Asphalt NIL Taxiway JULIET: 12 M Surface: Asphalt NIL Taxiway TANGO: 15 M Surface: Asphalt NIL Taxiway WHISKEY: 7.5 M Surface: Concrete NIL Taxiway YANKEE: - Surface: Concrete and asphalt. Restricted to 15 M. NIL Taxiway ZULU: - Surface: Concrete and asphalt. Restricted to 15 M. NIL
3	Altimeter checkpoint location and elevation	Apron 22 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft/Parking Docking chart.
6	Remarks	-

EGPF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nose-in parking is in operation on all aprons except the General Aviation area and cargo stands which are marshalled. All nose-in stands have stand number, yellow centre-line and guidance in the form of either Visual Docking Guidance System or AGNIS and Ground Stop Arrow. Cross reference to the taxiway, stands and numerals against the stand designator on the face of the pier is recommended to avoid any confusion. The following stands are fitted with Visual Guidance Docking System (Safedoc): 3-5, 9-11, 14-29, 30, 30L, 30R, 32-37, 37L, 37R, 38-40. The following stands are fitted with AGNIS and Ground Stop Arrow: 1, 1A, 2, 12, 64, 65, 81, 82. Marshalling is provided at the following stands, which are not fitted with Stand Entry Guidance: 6, 6A, 7, 8, 31, 61-63. The use of oversteering for any A380 operations must be used with extreme caution. Marshaller guidance is available on request via ATC. Stand 30 is the preferred A380 stand with twin upper bridges and lower bridge. Stand 37 is a contingency parking stand which requires the aircraft to be towed to stand from the N cul- de-sac under a special procedure.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Runway threshold markings and runway designators. Centre-line, touchdown zone markings and aiming points. Displaced threshold arrows on Runway 23. Yellow chevrons pre 05 threshold. Taxiway marking aid(s): Taxiway Alpha - Black and white chequered box adjacent to Charlie denoting helicopter FATO area to be kept clear. Yellow centre-line all taxiways. Enhanced edge lines on sections of Alpha and Golf. CAT I Holding points on taxiway A,B,C,D,E,F,G,Y,Z. CAT II/III Holding points on A,G. Taxiway Charlie is closed to all arriving and departing aircraft. Appropriate paint markings are displayed on both runway and taxiway. Taxiway light(s): Colour coded alternate yellow/green centreline lights installed on exit taxiways at Links A, B, D, E, F and G to indicate when an aircraft has cleared the ILS LOC sensitive area. All taxiway directional signs and holding point signs are internally illuminated to the latest ICAO standard. Ground mounted alternately flashing yellow runway guard lights operating H24, are installed at the category I holding points on Links A,B,C,D,E,F,G & Y indicating to pilots that they are at the Category I holding points when taxiing for take off. Ground mounted alternately flashing yellow runway guard lights operating in Category II/III conditions, are installed at the category II/III holding points on Links A&G, indicating to pilots that they are at the Category II/III holding points when taxiing for take off.
3	Stop bars and runway guard lights (if any)	Red stop bars signifying holding positions for ILS Category I protection for Links A, B, D, E, F and G. Red stop bars signifying holding positions of ILS CAT II/III protection for Links A and G. All available stop bars are lit H24.
4	Other runway protection measures	-

5	Remarks	The apron is marked for nose-in/push-back parking only and operators should ensure that agents can supply tractor push-back facilities. The majority of stands are equipped with A-VDGS. A marshalling service will be provided for the minority of the remaining stands that do not have A-VDGS fitted. Flight crew must not attempt to self-park if the A-VDGS is not activated or calibrated for their aircraft type, or no marshaller clearly present. Note that marshallers wear distinctive yellow and orange high visibility clothing, and unless otherwise explicitly advised will be using marshalling wands or bats. In the event of there being no activated A-VDGS displayed upon approach to the stand, or no marshaller indicating clearance to proceed, flight crews must: - Hold position on the taxiway centre-line; - Inform Air Traffic Control they are awaiting stand entry guidance; - Contact company to arrange activation. Note: ATC may request aircraft to 'report parked' this is not an instruction to self-park. In the event of a failure of the A-VDGS during parking, flight crews must: - Inform Air Traffic Control of a stand entry guidance failure; - Contact company to arrange a marshaller. On taxiway C,Y,Z edge delineated by blue reflective linlaners. Obstacle markings. WDI: 555228.00N 0042519.81W (LGTD), 555204.59N 0042645.05W (LGTD).

EGPF AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPF11990) 23/APPROACH	MAST	555742.73N 0041404.43W	800 FT	112 FT	No	-
(EGPF14924) 23/APPROACH	HV PYLON	555727.33N 0041743.69W	590 FT	158 FT	No	-
(EGPF14495) 05/TAKE-OFF	TWR BK MAST	555440.17N 0042203.49W	356 FT	221 FT	No	-
(EGPF13060) 05/TAKE-OFF	LOC 05 OBS	555251.15N 0042457.72W	25 FT	9 FT	Yes Red	-
(EGPF15443) 23/TAKE-OFF	LOC 23 OBS	555137.76N 0042714.84W	33 FT	13 FT	Yes Red	-
(EGPF14033) 23/TAKE-OFF	STREETLIGHT	555135.44N 0042717.68W	49 FT	29 FT	No	-
(EGPF15399) 05/APPROACH	TREE	554800.45N 0043227.21W	780 FT	17 FT	No	-
(EGPF12615) 05/APPROACH	MAST	554551.01N 0043542.16W	701 FT	63 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPF5684)	HV PYLON	555651.30N 0042618.81W	1121 FT	97 FT	No	-
(EGPF14842)	HV PYLON	555443.01N 0042654.49W	412 FT	392 FT	Yes Red	-
(EGPF11983)	TWR BK AERIAL	555440.84N 0042428.56W	317 FT	140 FT	No	-
(EGPF5369)	HV PYLON	555343.21N 0042731.12W	214 FT	125 FT	Yes Red	-
(EGPF14698)	CHURCH SPIRE	555041.20N 0042556.59W	272 FT	214 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPF15334)	TWR BK VENT	554929.17N 0042757.92W	382 FT	140 FT	Yes Red	-
(EGPF15371)	MAST	554823.99N 0042747.77W	940 FT	211 FT	Yes Red	-
(EGPF6254)	HV PYLON	554705.46N 0042843.82W	923 FT	182 FT	No	-
(EGPF11931)	WIND TURBINE	554649.54N 0042930.35W	939 FT	177 FT	No	-
(EGPF10669)	WIND TURBINE	554517.98N 0042805.38W	1080 FT	352 FT	Yes Red	-
(EGPF10686)	WIND TURBINE	554512.41N 0042430.30W	1160 FT	330 FT	Yes Red	-

EGPF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 24 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	GLASGOW
10	Additional information (limitation of service, etc.)	A recording of the ATIS broadcast is available 24 hours on Tel: 0141-887 7449.

EGPF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	046.40°	2661 x 45 M	RWY surface: Asphalt, Grooved PCR 750/R/B/X/U	555148.53N 0042656.59W 178.2 FT	THR 26.1 FT TDZ 26.1 FT	-
23	226.42°	2661 x 45 M	RWY surface: Asphalt, Grooved PCR 750/R/B/X/U SWY surface: - NIL	555241.07N 0042518.43W 178.2 FT	THR 20.8 FT TDZ 23.3 FT	-

SWY Dimensions	**Clearway Dimensions**	**Strip Dimensions**	**RESA Dimensions, Overshoot / Undershoot**	**Location/ description of arresting system**	**OFZ**	**Remarks**
8	**9**	**10**	**11**	**12**	**13**	**14**
-	125 x 150 M	2932 x 280 M	90 x 92 M -	-	-	RWY 05 OFZ: Yes.

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. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high Flush with elevated HI green wingbars	PAPI Left/3° 60 FT 394 M	Light intensity high 914 M	Bi-directional colour coded 15 M spacing Light intensity high	Elev HI bi-directional edge with LI omni-directional component	Red	-	-
23	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high Flush with elevated HI green wingbars	PAPI Left/3° 56 FT 346 M	Light intensity high 914 M	Bi-directional colour coded 15 M spacing Light intensity high	Elev HI bi-directional edge with LI omni-directional component	Red	-	-

EGPF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: RWY 05: 555200.20N 0042645.86W RWY 23: 555235.77N 0042538.67W Mid-point: 555224.03N 0042620.39W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGPF AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF GAMA: 555222.00N 0042531.10W, 178.2 FT
2	TLOF and/or FATO elevation	TLOF GAMA: 21.0 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF GAMA: - TLOF surface: - NIL FATO GAMA: 15 M x 15 M FATO surface: - NIL
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	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
		128.755 As directed by ATC.	-	-	H24	
ATIS	GLASGOW ARRIVAL/ DEPARTURE INFORMATION	129.580 DOC 60 NM/ 25,000 FT.	-	-	H24	-
OTHER	GLASGOW FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGPF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 0.65°W (2027)	IUU	110.100 MHz	HO	555251.73N 0042458.59W		(RWY 05) Elev: 25 FT.
ILS/GP	IUU	334.400 MHz	HO	555159.78N 0042648.79W		3° ILS Ref Datum Hgt 51.5 FT. Glidepath flags may occur when below the glidepath and to the right of the centre-line. Elev: 20 FT.
ILS/LOC III 0.66°W (2027)	IOO	110.100 MHz	HO	555138.27N 0042715.83W		(RWY 23) Elev: 33 FT.
ILS/GP	IOO	334.400 MHz	HO	555238.30N 0042536.74W		3° ILS Ref Datum Hgt 50 FT. Elev: 19 FT.
VOR/DME 0.66°W (2027) 0.8°W (2025)	GOW	101X 115.400 MHz	H24 Hours of operation for aerodrome purposes: HO	555213.81N 0042644.60W	46 FT	GOW VOR DOC: 25 NM/25,000 FT (45 NM/25,000 FT Sector R051-091). Due to terrain, coverage at low level is reduced in Sectors R346-026 and R181-201.
VOR/DME 0.71°W (2027) 0.9°W (2025)	TRN	122X 117.500 MHz	H24	551848.28N 0044701.91W	586 FT	VOR DOC: 20 NM/50,000 FT, 30 NM/ 50,000 FT in Sector R056-106 and 45 NM/50,000 FT in Sector R356-056. DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001). Due to terrain effects bearing errors of greater than 4 may occur in Sector R171-181. In addition coverage at low level is reduced in Sector R066-106.
VOR 0.30°W (2027) 0.1°W (2026)	PTH	110.400 MHz	H24	562632.63N 0032206.96W		VOR DOC 20 NM/50,000 FT (60 NM/ 25,000 FT in Sector R210-255). No associated DME. Any DME indications should be ignored.
DME	IUU	38X 110.100 MHz	HO	555210.74N 0042602.27W	34 FT	(RWY 05) DME freq paired with ILS I-UU and I-OO. Zero Range is indicated at THR of Runway 05 and 23.
DME	IOO	38X 110.100 MHz	HO	555210.74N 0042602.27W	34 FT	(RWY 23) DME freq paired with ILS I-UU and I-OO. Zero Range is indicated at THR of Runway 05 and 23.

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) 0.65°W (2027)	GLW	331.000 kHz	HO	555211.17N 0042601.06W		Range 25 NM. Elev: 69 FT.

EGPF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Glasgow CTR.
b) All flights, including General Aviation and Military flights, subject to the prior approval of the Operations Director, Glasgow Airport Ltd and to prior notification to Airport Coordination Ltd acting as agent for Glasgow Airport Ltd. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by email: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax:+44 (0)161-493 1853, or at all other times to GLAL Duty Manager on Tel: +44 (0)141-848 4510/+44(0)7831-170676. Please note – the Out of Hours service will only deal with short term ad-hoc schedule changes and new requests. All other changes must be submitted to ACL during normal office hours. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com.
c) All pleasure, training and non-business General Aviation traffic is subject to prior notification to Air Traffic Control, preferably via AFPEx or alternative flight planning systems. The filing of a flight plan does not constitute permission to use Glasgow Airport. Restrictions may be implemented at anytime.
d) Transit flights will only be accepted with prior approval.
e) Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to Customs and Immigration. Transport to and from the Customs Office will be provided by a handling agent.
f) Airline operators are requested to note that stand availability in a diversion situation is extremely limited at Glasgow Airport, especially for wide-bodied aircraft.
g) It is a requirement that every airline using Glasgow Airport must have local orders compatible with GLAL Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. GLAL will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
h) No aircraft are permitted to park on the ground for more than 24 hours without prior approval from GLAL.
i) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
j) Microlights and gyrocopters are not allowed to use the aerodrome unless in emergency.
k) All users of Glasgow Airport must comply with current Glasgow Airport Conditions of use.
l) Operators of A380 aircraft may designate Glasgow as a nominated diversionary aerodrome subject to prior agreement with the Airside Operations and an assessment of the facilities and infrastructure by the airline. The use of Glasgow as an alternate for A380 operations is also subject to prior CAA approval on an individual airline basis. Restrictions will be applied for handling more than two A380 aircraft at the same time.

2 GROUND MOVEMENT

a) All aircraft making requests for taxiing or towing clearance on the GMC frequency should state their location in the initial call.
b) Aircraft pushing/powering back must face the direction of taxi and be aligned on the taxiway centre-line before commencing taxi.
c) Aircrew can request ATC clearance up to 15 minutes before EOBT. Departing aircraft on first contact with Glasgow ATC must state aircraft type, stand number and the code letter of the latest ATIS received.
d) Crews should be in receipt of departure clearance prior to requesting push and start.
e) Pre-departure clearance by 'Data Clearance Link' (DCL) is available at Glasgow for suitably equipped aircraft. DCL must be compliant with ARINC 623-2 and Eurocae ED 85-A. DCL is available from EOBT -25 until EOBT +15 minutes.

   DCL Clearances will not be issued if requested later than EOBT +15 minutes. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received.

   Do not use the free text option on DCL. Glasgow ATC are unable to interact with this and it causes the A-DCL to fail, resulting in either manual ATC intervention or revert to voice. If any data errors are detected by the system or the controller, a 'revert to voice' message will be received. If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF. Further details of the DCL service may be obtained from ATC Operations on +44 (0)141-840-8029.

f) Particular attention is drawn to a roadway system that exists at the tail of all stands. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting and guidance markings are an aid to pilots when they are operating on the manoeuvring area . Notwithstanding the taxiway guidance markings, pilots continue to remain responsible for wing tip clearance.
g) All stands are nose-in/push back. Pilots requiring services on Apron areas, including Customs and Immigration, must ensure that a suitable tow bar is available.
h) Before the Aircraft Commander calls for push-back they must ensure that the tug driver is in the tug, ready to push. Stands 6, 8, 19, 21, 30L, 30, 30R, 32, 35, 37 and 40 have 2 push-back options. ATC will specify the direction of push from these stands, and this must be passed to the ground crew. If it is not passed the tug driver will not commence push-back and clarification will be sought from the aircraft

AERODROME CHART - ICAO

ARP 555219N 0042559W

AD ELEV 26FT

GLASGOW
EGPF

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCR**
RWY 05/23	Grooved Asphalt	750/R/B/X/U
TWY A, B, D, E, F & G	Asphalt	-
TWY J	Asphalt	-
TWY T	Asphalt	-
TWY W	Concrete	-
TWY Y	Concrete/Asphalt	-
TWY Z	Concrete/Asphalt	-
Apron (All)	*See AD text page EGPF AD 2.8*	

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	**49**
HEIGHTS IN FEET ABOVE AD	(23)

Hot Spots
HS1, HS2 and **HS3**
WARNING - reduced runway protection and mis-routing potential at TWY G junctions with holds D1, E1 & F1.
When the runway lead off lights for these exit links are in use the stopbar lights at these holds will be **off**.
Aircraft and vehicles travelling westbound on TWY G proceed with caution to not mis-route along the lead off lights towards the runway.

Rwy **05** Thr Elev **26**
555148.53N 0042656.59W
(GUND Elevation 178)
Highest Elev in TDZ

Rwy **23** Thr Elev **21**
555241.07N 0042518.43W
(GUND Elevation 178)

GLASGOW
I-UU & I-OO
110.10ᵒ
(Ch 38X)
555210.74N 0042602.27W
34'

GLW 331
555211.17N 0042601.06W

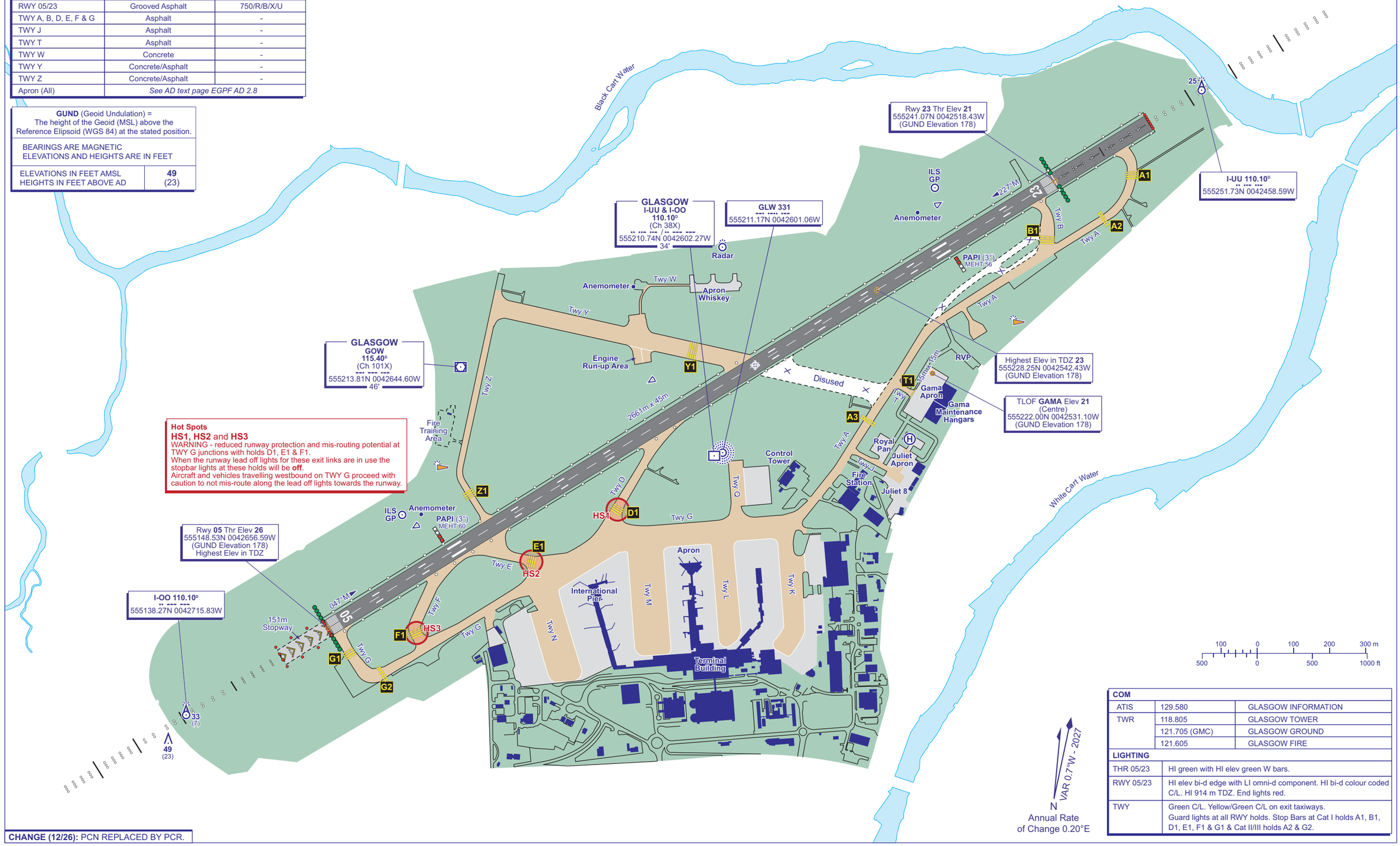
GLASGOW
GOW
115.40ᵒ
(Ch 101X)
555213.81N 0042644.60W
46'

I-OO 110.10ᵒ
555138.27N 0042715.83W

I-UU 110.10ᵒ
555251.73N 0042458.59W

Highest Elev in TDZ **23**
555228.25N 0042542.43W
(GUND Elevation 178)

TLOF **GAMA** Elev **21**
(Centre)
555222.00N 0042531.10W
(GUND Elevation 178)



COM		
ATIS	129.580	GLASGOW INFORMATION
TWR	118.805	GLASGOW TOWER
	121.705 (GMC)	GLASGOW GROUND
	121.605	GLASGOW FIRE

LIGHTING	
THR 05/23	HI green with HI elev green W bars.
RWY 05/23	HI elev bi-d edge with LI omni-d component. HI bi-d colour coded C/L. HI 914 m TDZ. End lights red.
TWY	Green C/L. Yellow/Green C/L on exit taxiways. Guard lights at all RWY holds. Stop Bars at Cat I holds A1, B1, D1, E1, F1 & G1 & Cat II/III holds A2 & G2.

N
VAR 0.7°W - 2027
Annual Rate of Change 0.20°E

CHANGE (12/26): PCN REPLACED BY PCR.

AERO INFO DATE 09 SEP 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

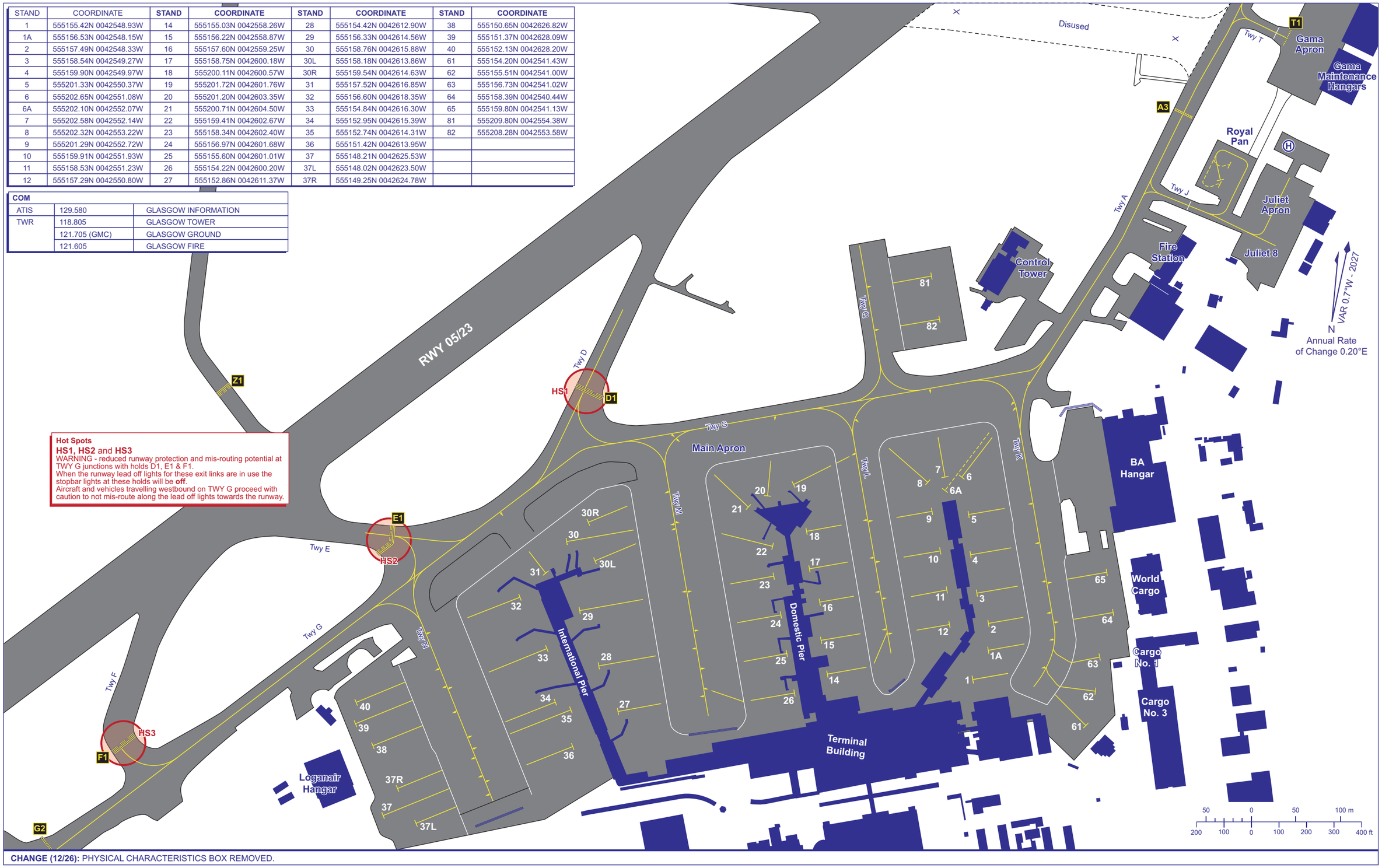
ARP 555219N 0042559W

AD ELEV 26FT

GLASGOW
EGPF

STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE
1	555155.42N 0042548.93W	14	555155.03N 0042558.26W	28	555154.42N 0042612.90W	38	555150.65N 0042626.82W
1A	555156.53N 0042548.15W	15	555156.22N 0042558.87W	29	555156.33N 0042614.56W	39	555151.37N 0042628.09W
2	555157.49N 0042548.33W	16	555157.60N 0042559.25W	30	555158.76N 0042615.88W	40	555152.13N 0042628.20W
3	555158.54N 0042549.27W	17	555158.75N 0042600.18W	30L	555158.18N 0042613.86W	61	555154.20N 0042541.43W
4	555159.90N 0042549.97W	18	555200.11N 0042600.57W	30R	555159.54N 0042614.63W	62	555155.51N 0042541.00W
5	555201.33N 0042550.37W	19	555201.72N 0042601.76W	31	555157.52N 0042616.85W	63	555156.73N 0042541.02W
6	555202.65N 0042551.08W	20	555201.20N 0042603.35W	32	555156.60N 0042618.35W	64	555158.39N 0042540.44W
6A	555202.10N 0042552.07W	21	555200.71N 0042604.50W	33	555154.84N 0042616.30W	65	555159.80N 0042541.13W
7	555202.58N 0042552.14W	22	555159.41N 0042602.67W	34	555152.95N 0042615.39W	81	555209.80N 0042554.38W
8	555202.32N 0042553.22W	23	555158.34N 0042602.40W	35	555152.74N 0042614.31W	82	555208.28N 0042553.58W
9	555201.29N 0042552.72W	24	555156.97N 0042601.68W	36	555151.42N 0042613.95W		
10	555159.91N 0042551.93W	25	555155.60N 0042601.01W	37	555148.21N 0042625.53W		
11	555158.53N 0042551.23W	26	555154.22N 0042600.20W	37L	555148.02N 0042623.50W		
12	555157.29N 0042550.80W	27	555152.86N 0042611.37W	37R	555149.25N 0042624.78W		

COM		
ATIS	129.580	GLASGOW INFORMATION
TWR	118.805	GLASGOW TOWER
	121.705 (GMC)	GLASGOW GROUND
	121.605	GLASGOW FIRE



Hot Spots
HS1, HS2 and **HS3**
WARNING - reduced runway protection and mis-routing potential at TWY G junctions with holds D1, E1 & F1.
When the runway lead off lights for these exit links are in use the stopbar lights at these holds will be **off**.
Aircraft and vehicles travelling westbound on TWY G proceed with caution to not mis-route along the lead off lights towards the runway.

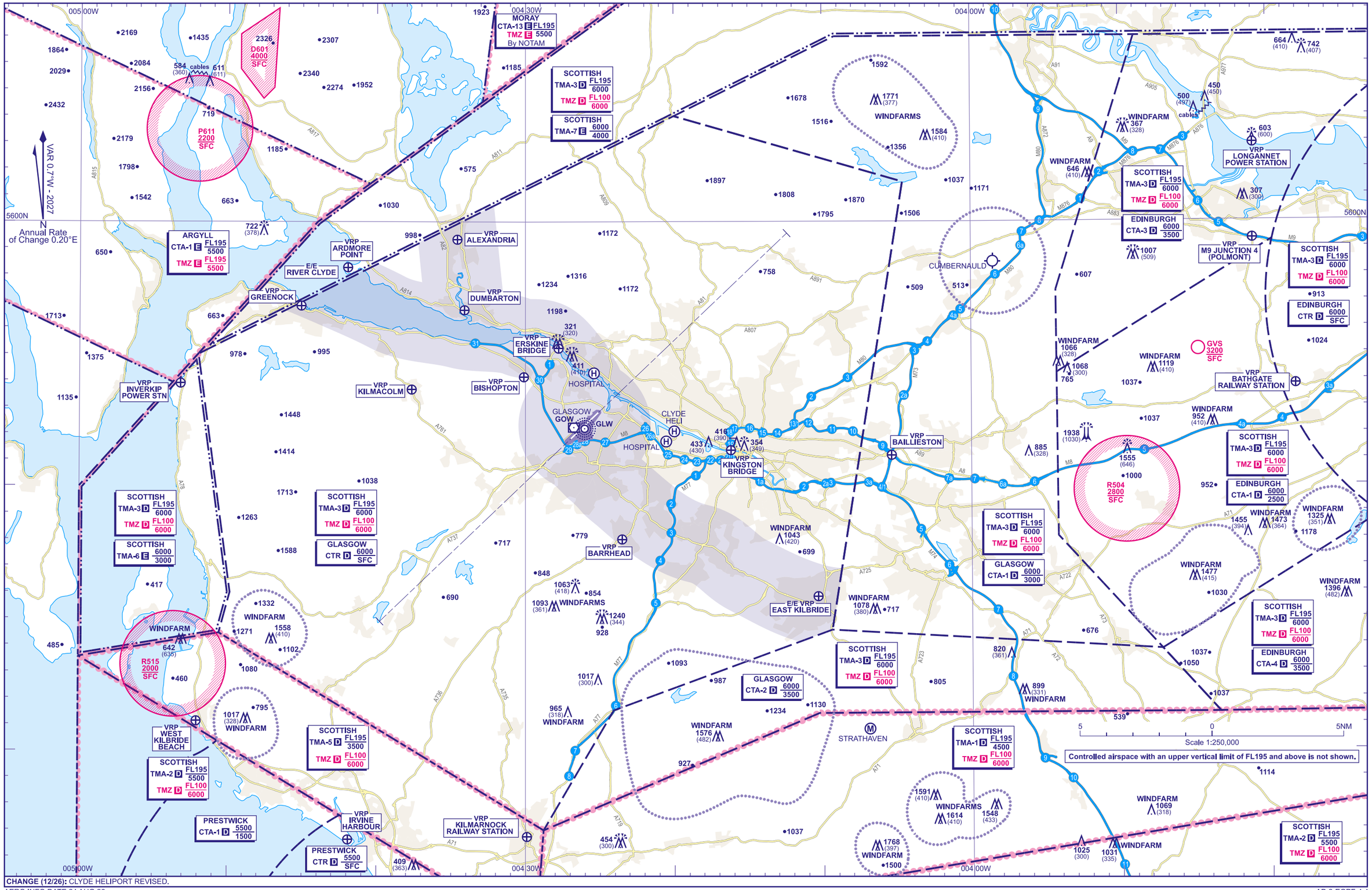
CHANGE (12/26): PHYSICAL CHARACTERISTICS BOX REMOVED.

AERO INFO DATE 09 SEP 26

AD 2-EGPF-2-2

CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs

GLASGOW



CHANGE (12/26): CLYDE HELIPORT REVISED.

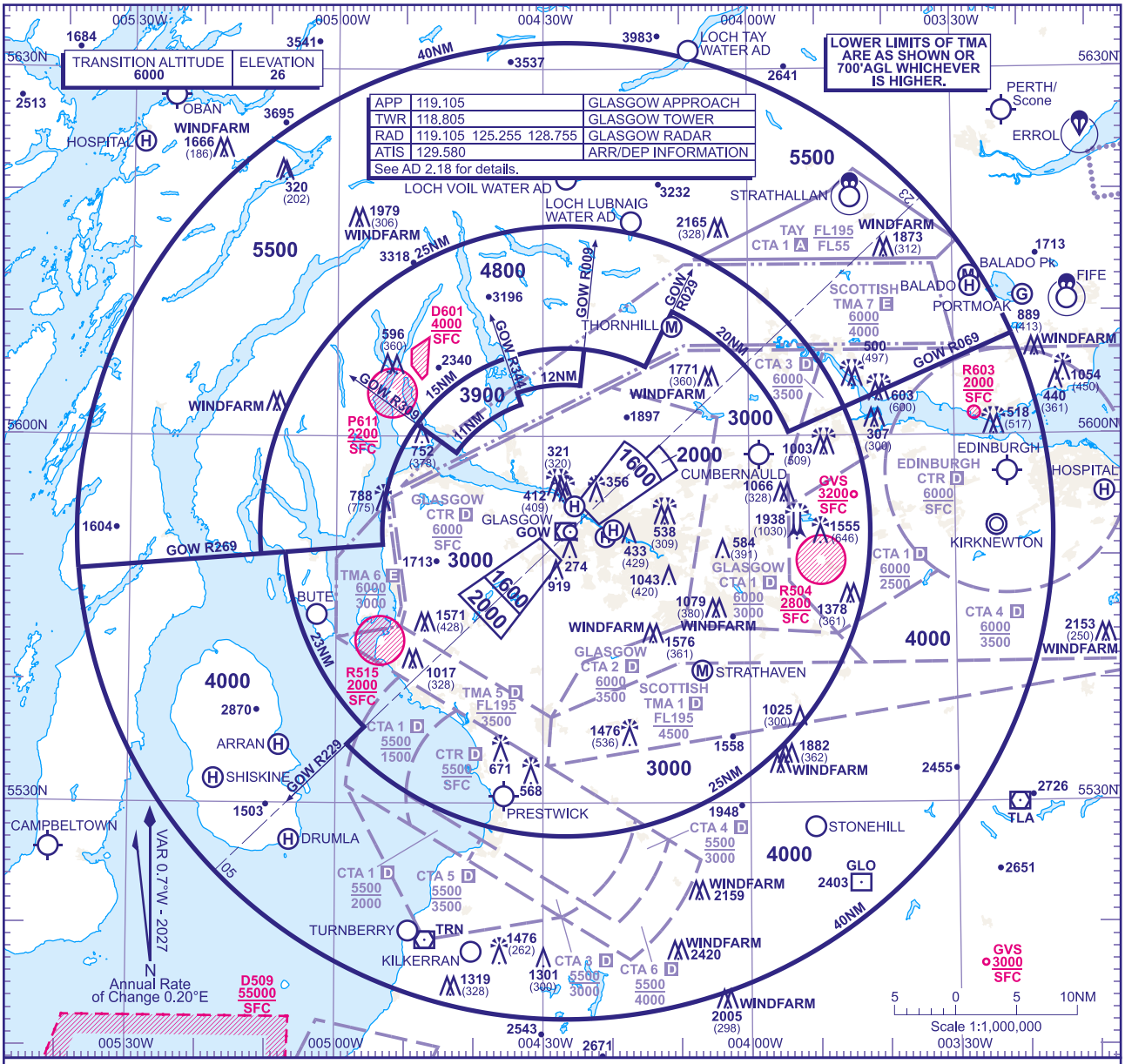
AERO INFO DATE 24 AUG 26

INTENTIONALLY BLANK

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1938
HEIGHTS IN FEET AGL (1030)

GLASGOW



MINIMUM INITIAL ALTITUDE
For coordinates see EGPF 5-2.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, or
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3500**, or last assigned level if higher, to **GOW VOR**†.
Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **GOW VOR**†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3 or the procedure for the Scottish TMA & Glasgow CTA detailed at EGPF AD 2.22.

GENERAL INFORMATION
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
5. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
6. **RWY 05: Further descent to 2000/1600 may be given within the approach areas shown when an aircraft is either established on the final approach track or an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track. RWY 23: Pilots should not accept descent below 3000FT unless established on a 40° or less, closing heading to the final approach track and within 9.5NM from the runway threshold when closing from the south and 8NM from the runway threshold when closing from the north and instructed to intercept the ILS LOC or specified VOR approach radial.**
7. **RWY 23: Aircraft shall not be vectored to an NDB approach.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (12/26): CLYDE HELIPORT REVISED.

AERO INFO DATE 24 AUG 26

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

GLASGOW

MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **5500** in the sector defined by the lateral limits; 554902N 0053728W thence clockwise by an arc of a circle 40NM centred on 555214N 0042645W to 560815N 0032129W - 560218N 0034604W thence anticlockwise by an arc of a circle 25NM centred on 555214N 0042645W - 555019N 0051058W - 554902N 0053728W.

b) **4000** in the sector defined by the lateral limits; 554902N 0053728W - 555029N 0050726W thence anticlockwise by an arc of a circle 23NM centered on 555214N 0042645W to 553612N 0045552W - 553448N 0045823W thence anticlockwise by an arc of a circle 25NM centred on 555214N 0042645W to 560218N 0034604W - 560815N 0032129W thence clockwise by an arc of a circle 40NM centred on 555214N 0042645W to 554902N 0053728W.

c) **4800** in the sector defined by the lateral limits; 555019N 0051058W thence clockwise by an arc of a circle 25NM centred on 555214N 0042645W to 560218N 0034604W - 560019N 0035413W thence anticlockwise by an arc of a circle 20NM centred on 555214N 0042645W to 561010N 0041107W - 560541N 0041503W thence anticlockwise by an arc of a circle 15NM centred on 555214N 0042645W to 555107N 0045317W - 555019N 0051058W.

d) **3900** in the sector defined by the lateral limits; 560059N 0044824W thence clockwise by an arc of a circle 15NM centred on 555214N 0042645W to 560707N 0042359W - 560409N 0042433W thence anticlockwise by an arc of a circle 12NM centred on 555214N 0042645W to 560333N 0043345W - 560236N 0043310W thence anticlockwise by an arc of a circle 11NM centred on 555214N 0042645W to 555839N 0044236W - 560059N 0044824W.

e) **3000** in the sector defined by the lateral limits; 555029N 0050726W - 555107N 0045317W thence clockwise by an arc of a circle 15NM centred on 555214N 0042645W to 560059N 0044824W - 555839N 0044236W thence clockwise by an arc of a circle 11NM centred on 555214N 0042645W to 560236N 0043310W - 560333N 0043345W thence clockwise by an arc of a circle 12NM centred on 555214N 0042645W to 560409N 0042433W - 560707N 0042359W thence clockwise by an arc of a circle 15NM centred on 555214N 0042645W to 560541N 0041503W - 561010N 0041107W thence clockwise by an arc of a circle 20NM centred on 555214N 0042645W to 560019N 0035413W - 560218N 0034604W thence clockwise by an arc of a circle 25NM centred on 555214N 0042645W to 553448N 0045823W - 553612N 0045552W thence clockwise by an arc of a circle 23NM centred on 555214N 0042645W to 555029N 0050726W.

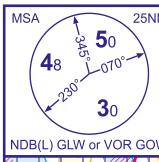
For further descent see note 6 in General Information.

CHANGE (7/17): SPECIFICATION UPDATE ONLY, NO CHANGE TO CONTENT.

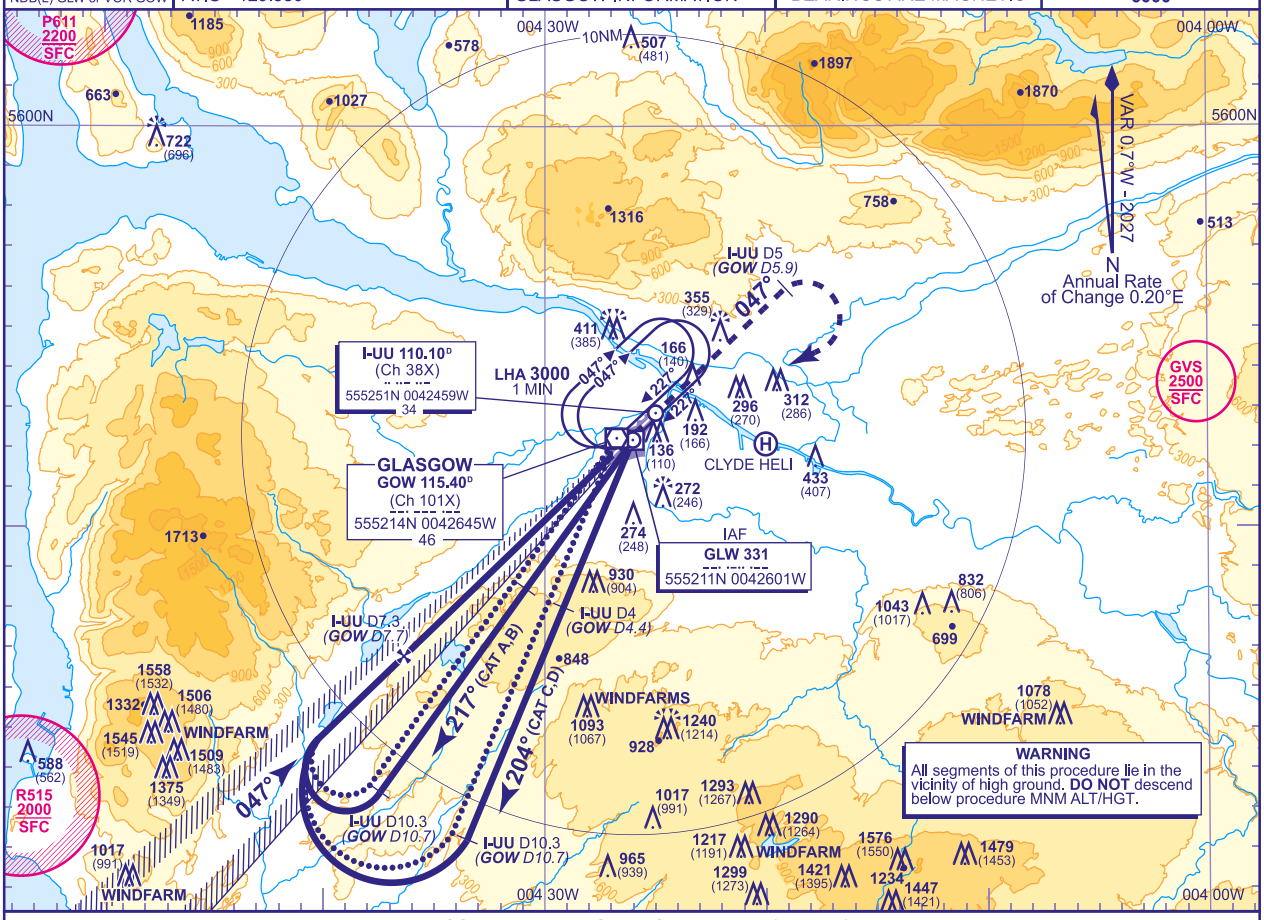
AERO INFO DATE 27 MAR 17

INSTRUMENT APPROACH CHART - ICAO

GLASGOW ILS/DME/ VOR or NDB(L) RWY 05
(ACFT CAT A,B,C,D)

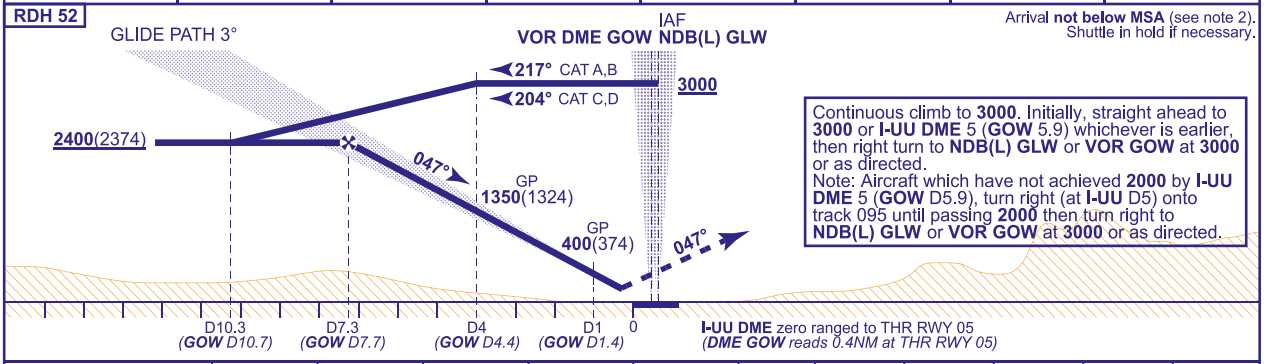


APP 119.105	GLASGOW APPROACH	AD ELEVATION	26
TWR 118.805	GLASGOW TOWER	THR ELEVATION	26
121.705	GLASGOW GROUND	OBSTACLE ELEVATION 1576 AMSL (1550) (ABOVE THR)	
RAD 119.105, 125.255, 128.755	GLASGOW RADAR		
ATIS 129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-UU (GOW)	7(7.4)	6(6.4)	5(5.4)	4(4.4)	3(3.4)	2(2.4)	1(1.4)
ALT(HGT)	**2310**(2284)	**1990**(1964)	**1670**(1644)	**1350**(1324)	**1030**(1004)	**710**(684)	**400**(374)



Aircraft Category			A	B	C	D
OCA (OCH)	CAT I	2.5%	**253**(227)	**262**(236)	**272**(246)	**282**(256)
		3.3%	**175**(149)	**183**(157)	**197**(171)	**215**(189)
	CAT II	2.5%	**164**(138)	**180**(154)	**194**(168)	**207**(181)
		3.3%	**84**(58)	**89**(63)	**102**(76)	**121**(95)
VM(C)OCA (OCH AAL)	Total Area		**800**(774)	**800**(774)	**1550**(1524)	**1700**(1674)

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

ALTERNATIVE PROCEDURE (FROM VOR GOW HOLD)
As for main procedure except fly outbound baseturn on GOW VOR R217 (CAT A,B), R204 (CAT C,D).

AIRCRAFT UNABLE TO RECEIVE DME I-UU Advise ATC. Equivalent radar ranges will be provided at 10NM outbound and at 8NM and 4NM inbound.

NOTE
1. Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
2. Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (12/26): SPECIFICATION UPDATE.

AERO INFO DATE 21 SEP 26

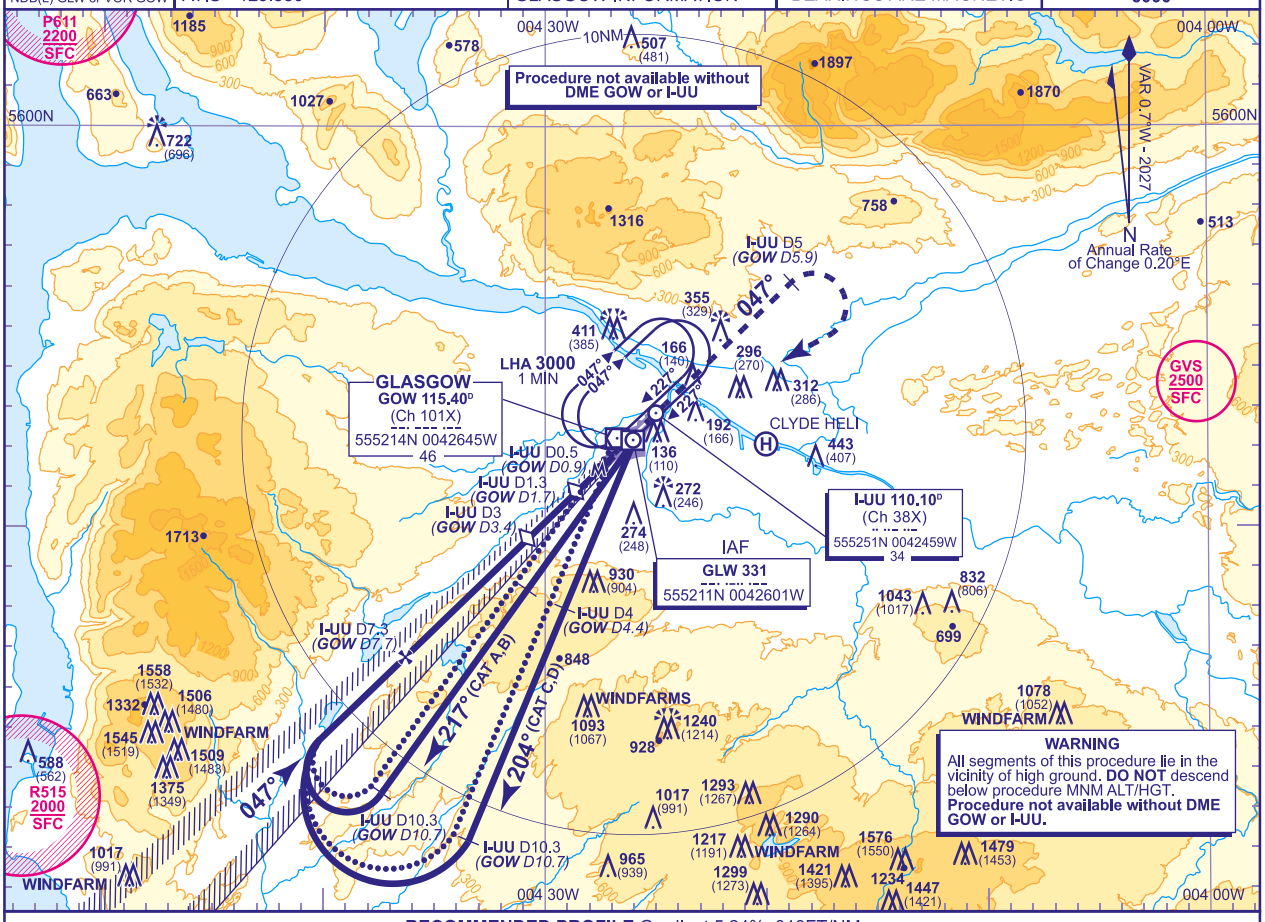
AD 2-EGPF-8-1

INSTRUMENT APPROACH CHART - ICAO

GLASGOW LOC/DME/ VOR or NDB(L) RWY 05
(ACFT CAT A,B,C,D)

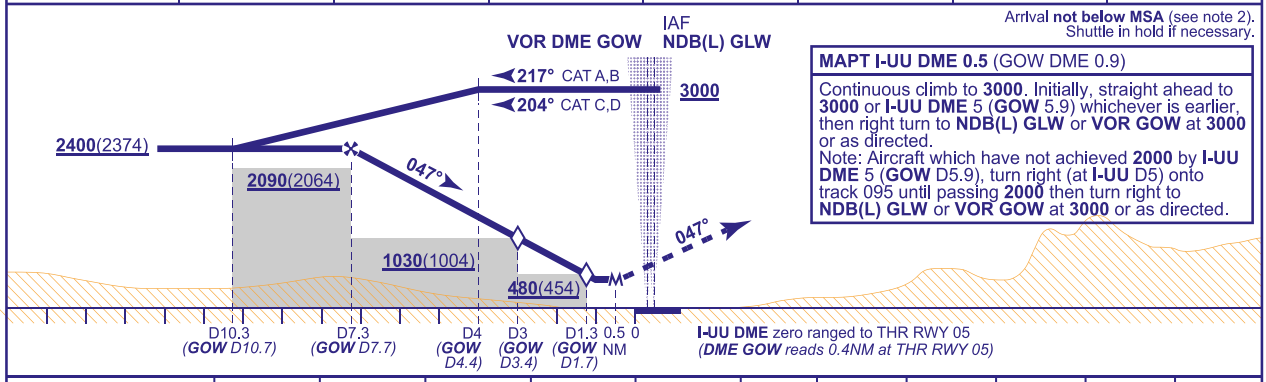
APP 119.105	GLASGOW APPROACH	AD ELEVATION	26
TWR 118.805	GLASGOW TOWER	THR ELEVATION	26
121.705	GLASGOW GROUND	OBSTACLE ELEVATION 1576 AMSL (1550) (ABOVE THR)	
RAD 119.105, 125.255, 128.755	GLASGOW RADAR		
ATIS 129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-UU (GOW)	7(7.4)	6(6.4)	5(5.4)	4(4.4)	3(3.4) (SDF)	2(2.4)	1(1.4)
ALT(HGT)	2310(2284)	1990(1964)	1670(1644)	1350(1324)	1030(1004)	710(684)	400(374)



Arrival **not below MSA** (see note 2).
Shuttle in hold if necessary.

MAPT I-UU DME 0.5 (GOW DME 0.9)

Continuous climb to **3000**. Initially, straight ahead to **3000** or **I-UU DME** 5 (**GOW** 5.9) whichever is earlier, then right turn to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.
Note: Aircraft which have not achieved **2000** by **I-UU DME** 5 (**GOW** D5.9), turn right (at **I-UU** D5) onto track 095 until passing **2000** then turn right to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	370(344)	370(344)	370(344)	370(344)
VM(C)OCA (OCH AAL)	Total Area	800(774)	800(774)	1550(1524)	1700(1674)

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

ALTERNATIVE PROCEDURE (FROM VOR GOW HOLD)
As for main procedure except fly outbound baseturn on GOW VOR R217 (CAT A,B), R204 (CAT C,D).

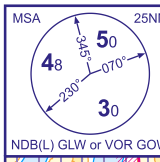
NOTE
1 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
2 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
3 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (12/26): SPECIFICATION UPDATE.

AERO INFO DATE 21 SEP 26

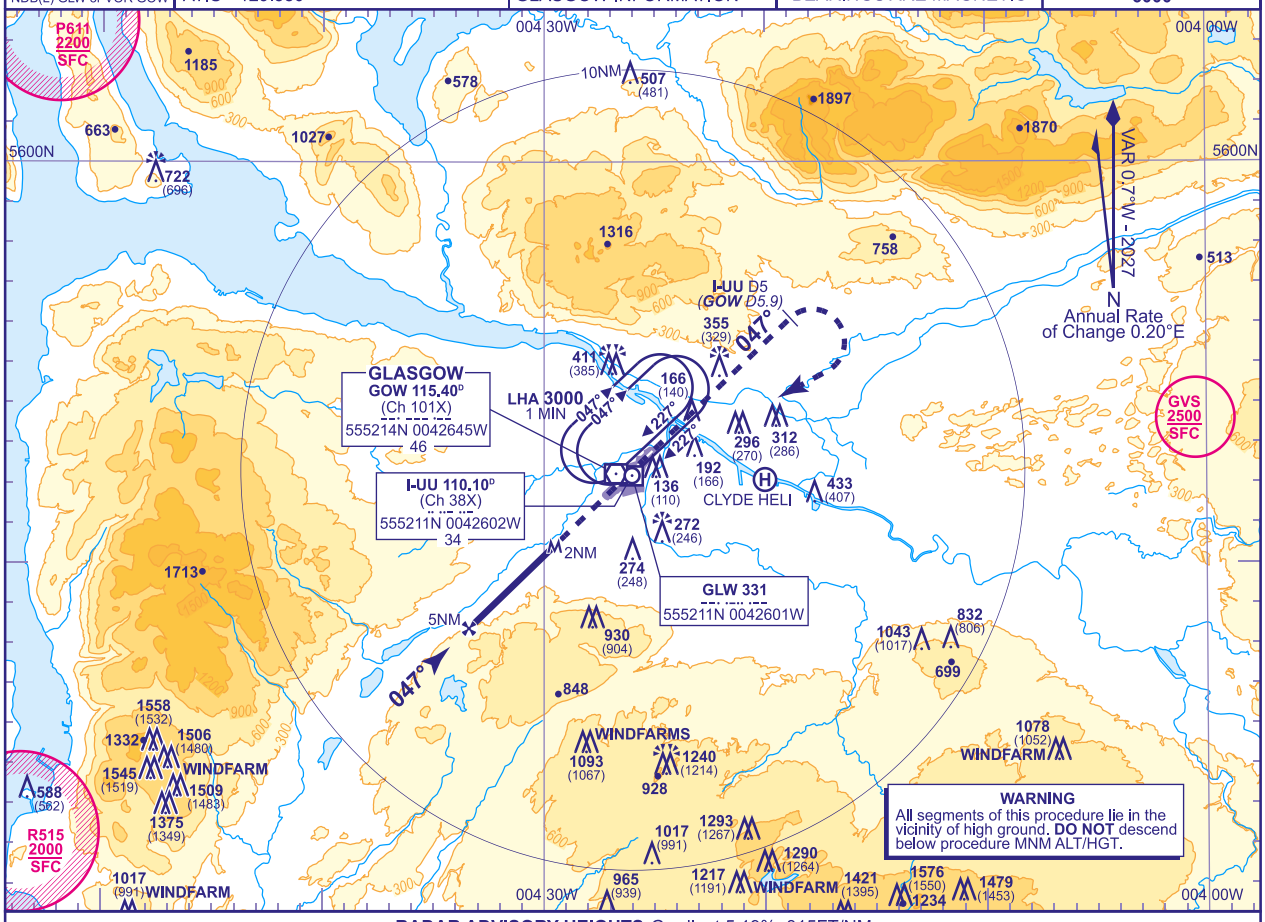
INSTRUMENT APPROACH CHART - ICAO

GLASGOW
SRA RTR 2NM
RWY 05
(ACFT CAT A,B,C,D)



APP 119.105	GLASGOW APPROACH	AD ELEVATION	26
TWR 118.805	GLASGOW TOWER	THR ELEVATION	26
121.705	GLASGOW GROUND	OBSTACLE ELEVATION	
RAD 119.105, 125.255, 128.755	GLASGOW RADAR	1576 AMSL (1550) (ABOVE THR)	
ATIS 129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

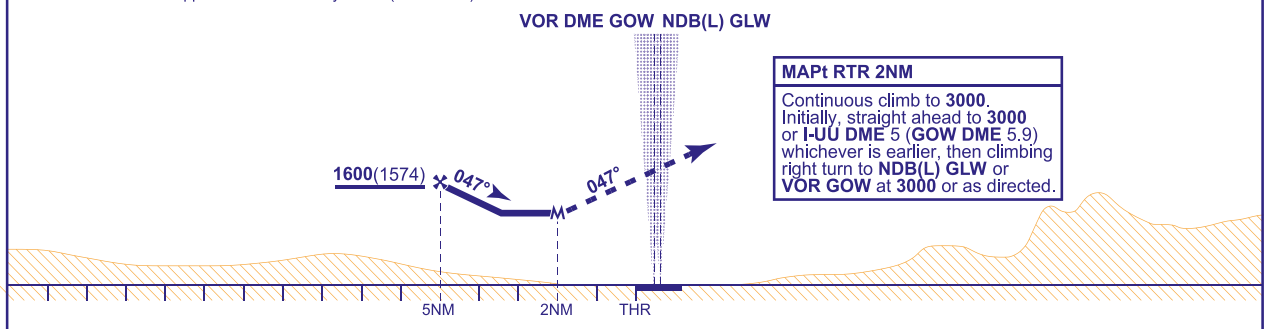
TRANSITION ALTITUDE **6000**



RADAR ADVISORY HEIGHTS Gradient 5.19%, 315FT/NM

NM	5.0	4.0
ALT(HGT)	**1600**(1574)	**1290**(1264)

Initial and intermediate approach as directed by radar. (See note 1).



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**1080**(1054)	**1080**(1054)	**1080**(1054)	**1080**(1054)
VM(C)OCA (OCH AAL)	Total Area	**1080**(1054)	**1080**(1054)	**1550**(1524)	**1700**(1674)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	840	740	630	530	420

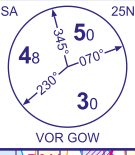
NOTE
1 Minimum descent in the intermediate approach area until with 7NM radar range to touchdown is **2000**.
2 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
3 Aircraft unable to receive DME advise ATC. Radar range will be provided (if required) at 5NM in the missed approach.

CHANGE (12/26): SPECIFICATION CHANGE.

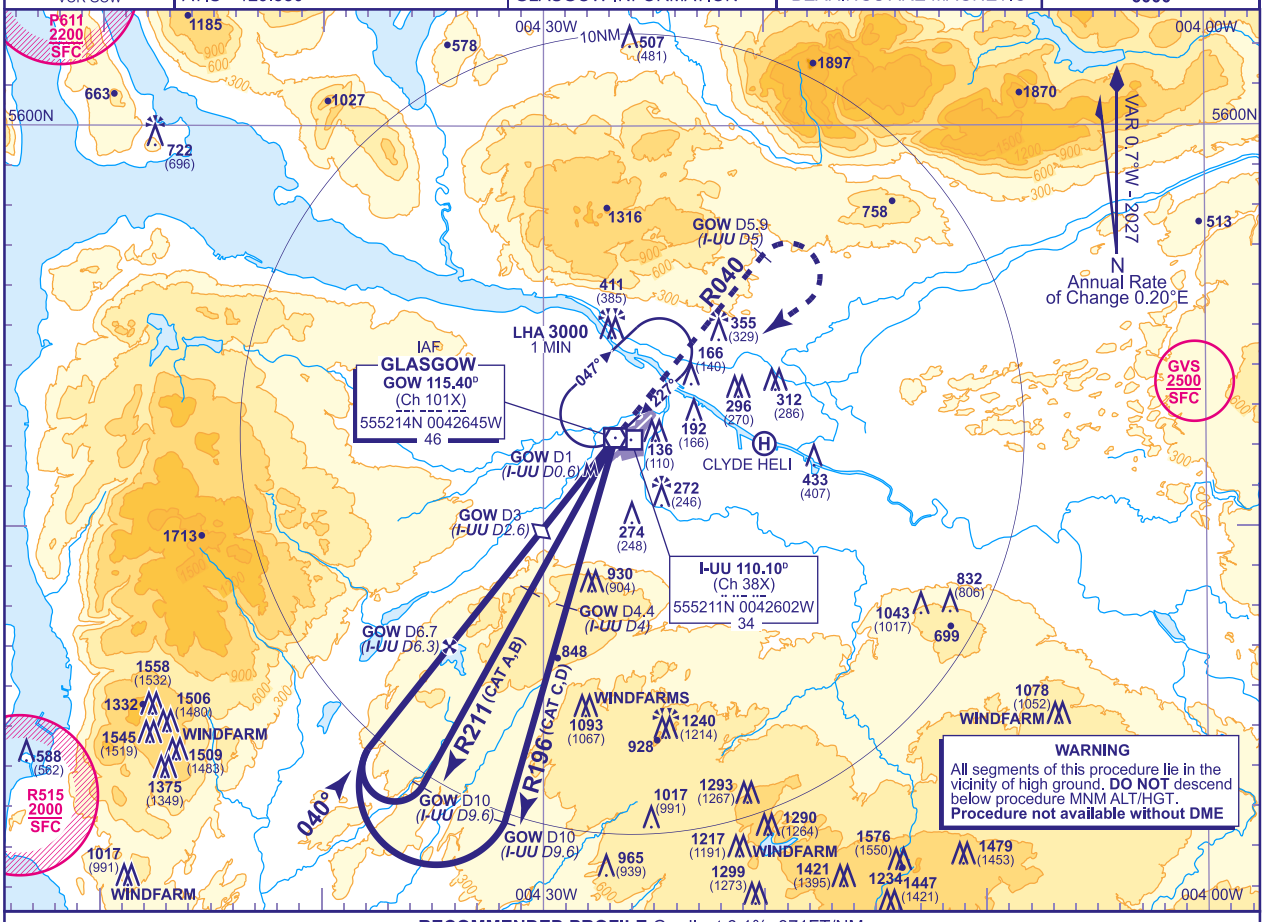
AERO INFO DATE 21 SEP 26

INSTRUMENT APPROACH CHART - ICAO

GLASGOW VOR/DME RWY 05
(ACFT CAT A,B,C,D)

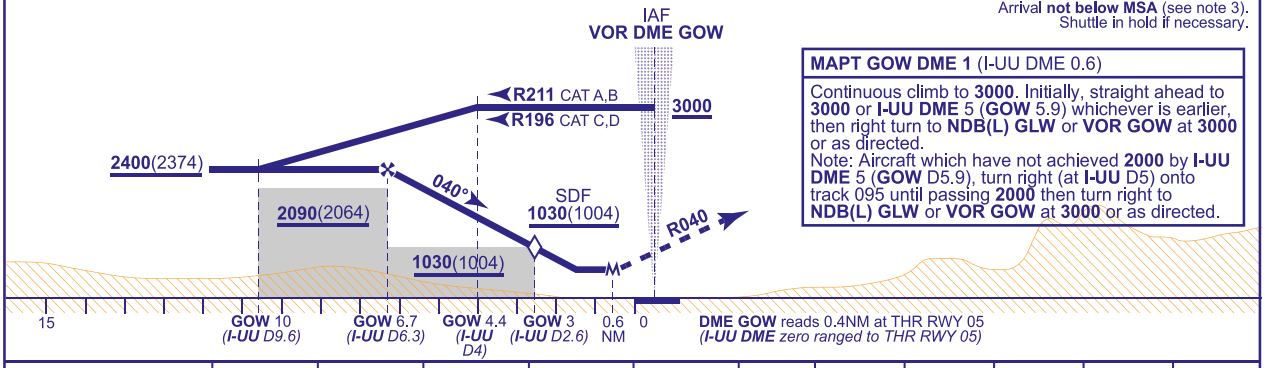


APP 119.105	GLASGOW APPROACH	AD ELEVATION	26
TWR 118.805	GLASGOW TOWER	THR ELEVATION	26
121.705	GLASGOW GROUND	OBSTACLE ELEVATION	
RAD 119.105, 125.255, 128.755	GLASGOW RADAR	1576 AMSL (1550) (ABOVE THR)	
ATIS 129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	
		TRANSITION ALTITUDE	6000



RECOMMENDED PROFILE Gradient 6.1%, 371FT/NM

DME GOW (I-UU)	6(5.6)	5(4.6)	4(3.6)	3(2.6) **(SDF)**	2(1.6)
ALT(HGT)	**2140**(2114)	**1770**(1744)	**1400**(1374)	**1030**(1004)	**660**(634)



Arrival **not below MSA** (see note 3).
Shuttle in hold if necessary.

MAPT GOW DME 1 (I-UU DME 0.6)

Continuous climb to **3000**. Initially, straight ahead to **3000** or **I-UU DME** 5 (**GOW** 5.9) whichever is earlier, then right turn to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.
Note: Aircraft which have not achieved **2000** by **I-UU DME** 5 (**GOW** D5.9), turn right (at **I-UU** D5) onto track 095 until passing **2000** then turn right to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**520**(494)	**520**(494)	**520**(494)	**520**(494)
VM(C)OCA (OCH AAL)	Total Area	**800**(774)	**800**(774)	**1550**(1524)	**1700**(1674)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	990	870	740	620	490

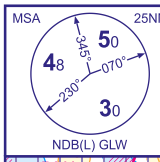
NOTE
1 FAT offset 7.5° south of extended RWY 05 C/L.
2 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
3 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
4 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (12/26): SPECIFICATION UPDATE.

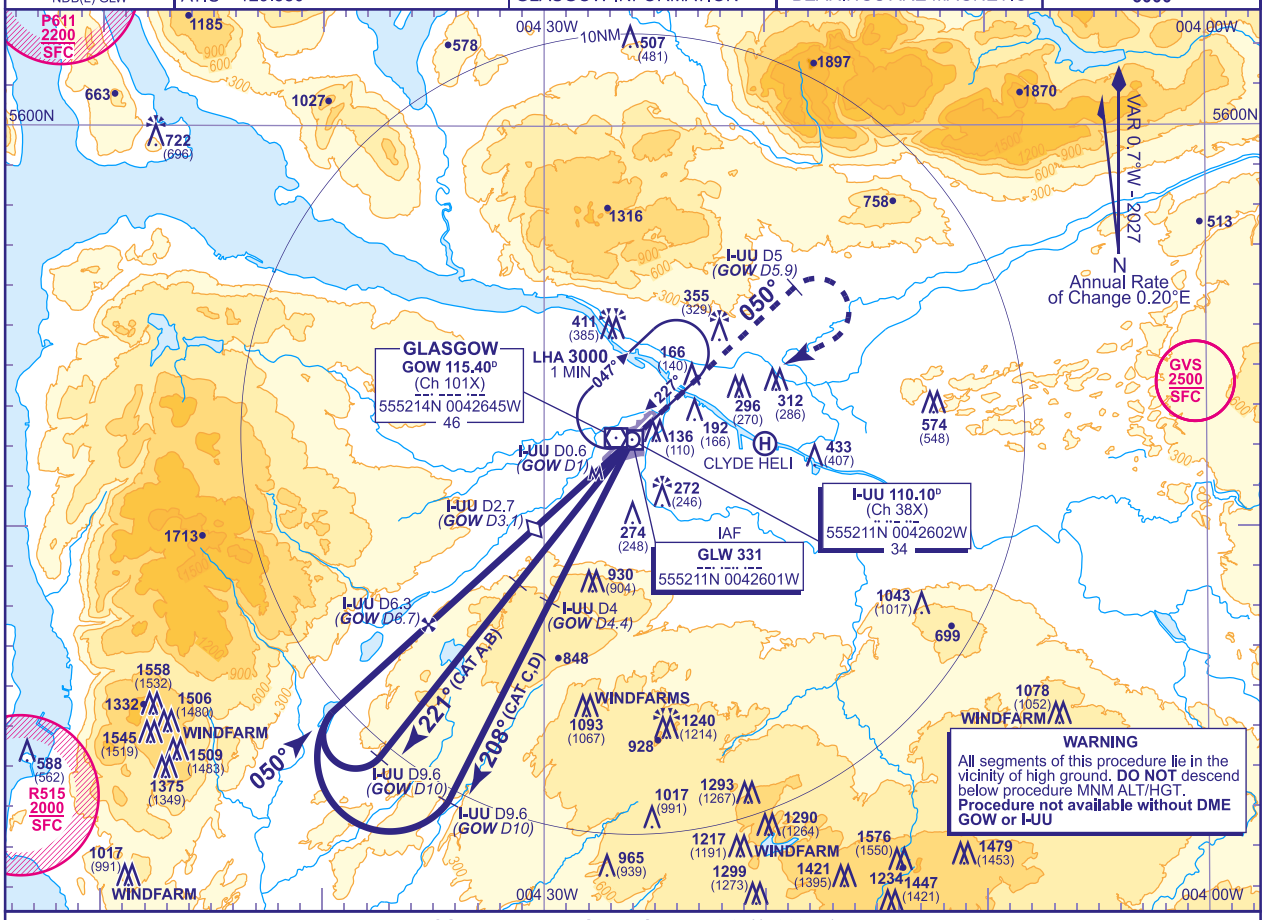
AERO INFO DATE 21 SEP 26

INSTRUMENT APPROACH CHART - ICAO

GLASGOW NDB(L)/DME RWY 05
(ACFT CAT A,B,C,D)

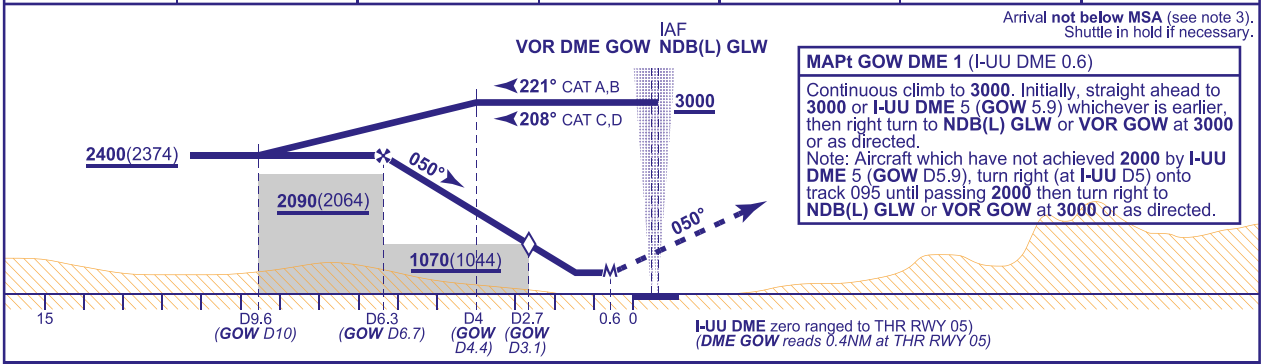


APP	119.105	GLASGOW APPROACH	AD ELEVATION	26	TRANSITION ALTITUDE 6000
TWR	118.805	GLASGOW TOWER	THR ELEVATION	26	
	121.705	GLASGOW GROUND	OBSTACLE ELEVATION 1576 AMSL (1550) (ABOVE THR)		
RAD	119.105, 125.255, 128.755	GLASGOW RADAR			
ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 6.07%, 369FT/NM

DME I-UU(GOW)	6(6.4)	5(5.4)	4(4.4)	3(3.4)	2.7(3.1) **(SDF)**	2.0(2.4)
ALT(HGT)	**2290**(2264)	**1920**(1894)	**1550**(1524)	**1180**(1154)	**1070**(1044)	**810**(784)



Arrival **not below MSA** (see note 3).
Shuttle in hold if necessary.

MAPt GOW DME 1 (I-UU DME 0.6)

Continuous climb to **3000**. Initially, straight ahead to **3000** or **I-UU DME** 5 (**GOW** 5.9) whichever is earlier, then right turn to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.
Note: Aircraft which have not achieved **2000** by **I-UU DME** 5 (**GOW** D5.9), turn right (at **I-UU** D5) onto track 095 until passing **2000** then turn right to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**860**(834)	**860**(834)	**860**(834)	**860**(834)
VM(C)OCA (OCH AAL)	Total Area	**800**(774)	**800**(774)	**1550**(1524)	**1700**(1674)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	980	860	740	610	490

NOTE
1 FAT offset 2.5° north of extended RWY 05 C/L.
2 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
3 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
4 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (12/26): SPECIFICATION UPDATE.

AERO INFO DATE 21 SEP 26

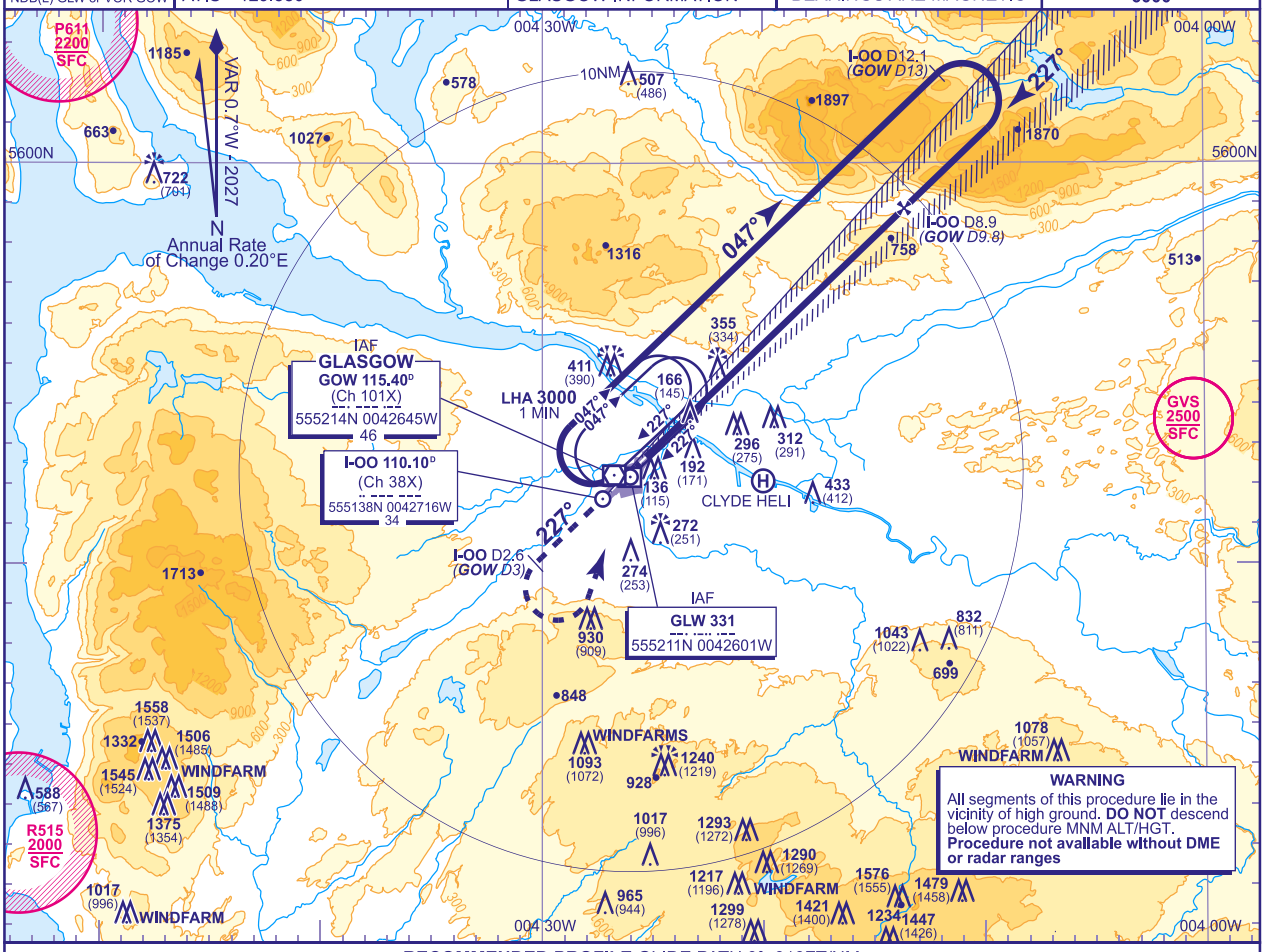
INSTRUMENT APPROACH CHART - ICAO

GLASGOW ILS/DME/VOR or NDB(L) RWY 23
(ACFT CAT A,B,C,D)

MSA 25NM: 50 (345°–070°), 48 (070°–230°), 30 (230°–345°) — NDB(L) GLW or VOR GOW

APP	119.105	GLASGOW APPROACH	AD ELEVATION	26
TWR	118.805	GLASGOW TOWER	THR ELEVATION	21
	121.705	GLASGOW GROUND	OBSTACLE ELEVATION	1576 AMSL (1555) (ABOVE THR)
RAD	119.105, 125.255, 128.755	GLASGOW RADAR		
ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE 6000

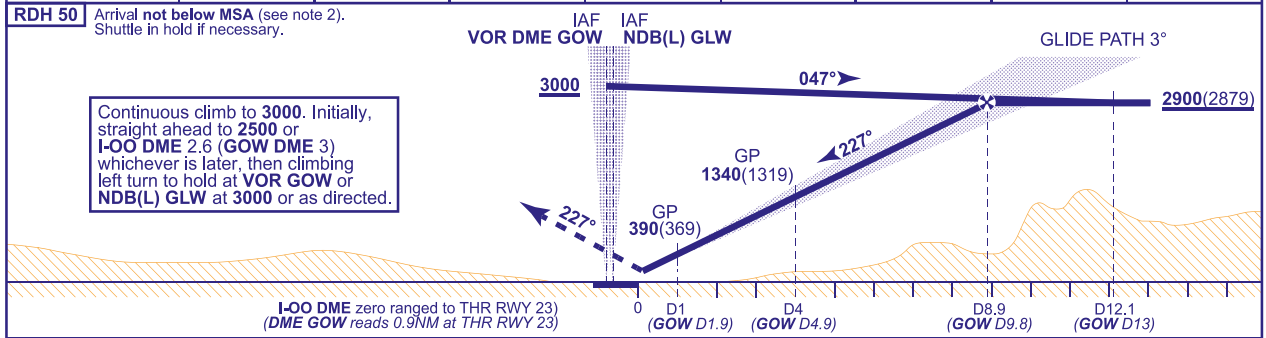


RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-OO(GOW)	8(8.9)	7(7.9)	6(6.9)	5(5.9)	4(4.9)	3(3.9)	2(2.9)	1(1.9)
ALT(HGT)	**2620**(2599)	**2300**(2279)	**1980**(1959)	**1660**(1639)	**1340**(1319)	**1030**(1009)	**710**(689)	**390**(369)

RDH 50 Arrival **not below MSA** (see note 2). Shuttle in hold if necessary.

Continuous climb to **3000**. Initially, straight ahead to **2500** or **I-OO DME** 2.6 (**GOW DME** 3) whichever is later, then climbing left turn to hold at **VOR GOW** or **NDB(L) GLW** at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**164**(143)	**175**(154)	**193**(172)	**217**(196)
	CAT II	**71**(50)	**81**(60)	**94**(73)	**109**(88)
VM(C)OCA (OCH AAL)	Total Area	**800**(774)	**800**(774)	**1550**(1524)	**1700**(1674)

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

AIRCRAFT UNABLE TO RECEIVE DME I-OO Advise ATC. Equivalent radar ranges will be provided at 12NM outbound and at 9NM and 4NM inbound and during the missed approach if required.

NOTE
1 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
2 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
3 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

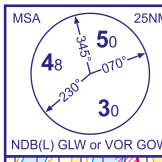
CHANGE (12/26): SPECIFICATION UPDATE.

AERO INFO DATE 21 SEP 26 AD 2-EGPF-8-6

INSTRUMENT APPROACH CHART - ICAO

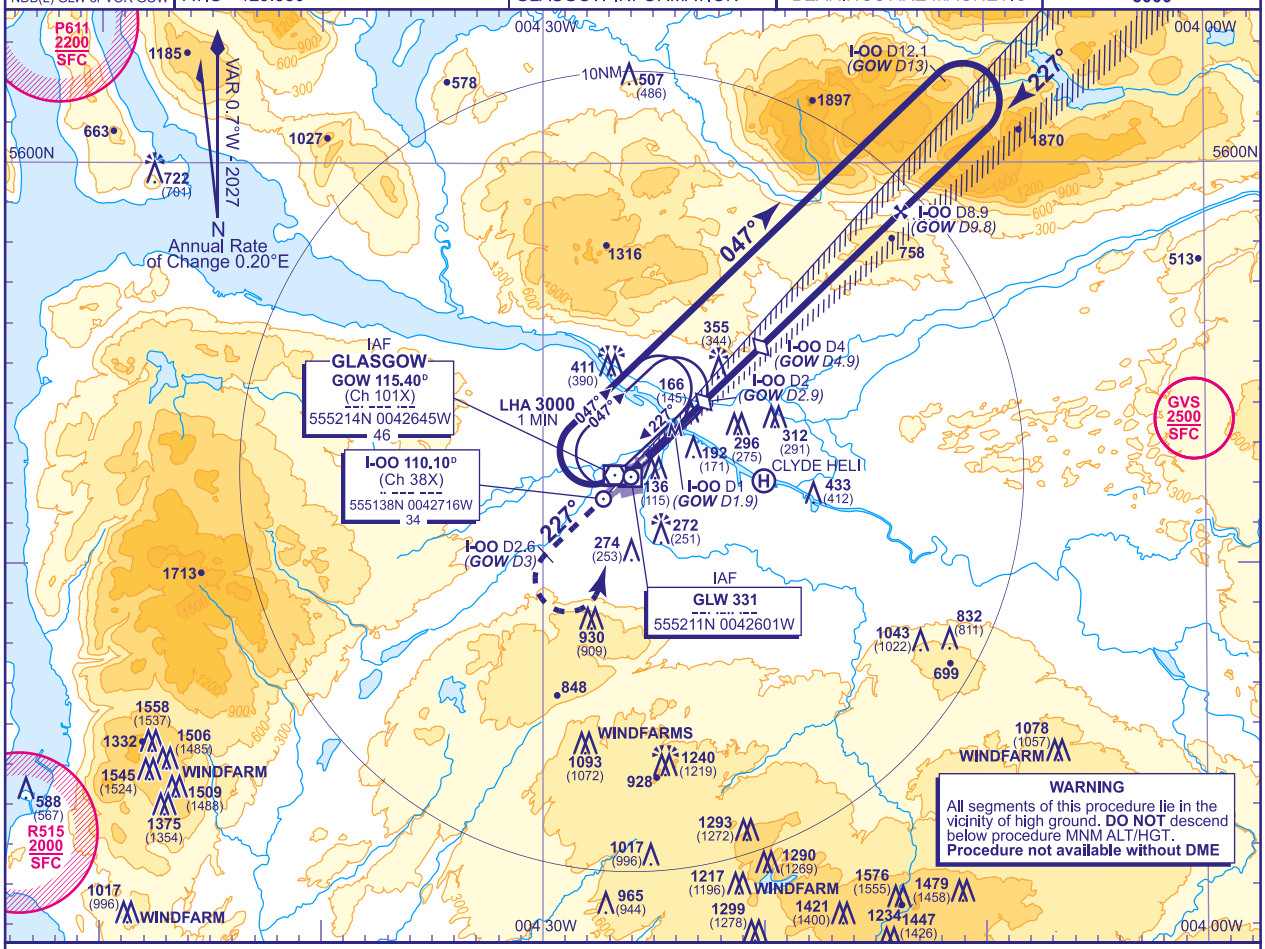
GLASGOW LOC/DME/VOR or NDB(L) RWY 23

(ACFT CAT A,B,C,D)



APP 119.105	GLASGOW APPROACH	AD ELEVATION	26
TWR 118.805	GLASGOW TOWER	THR ELEVATION	21
121.705	GLASGOW GROUND	OBSTACLE ELEVATION	1576 AMSL (1555) (ABOVE THR)
RAD 119.105, 125.255, 128.755	GLASGOW RADAR		
ATIS 129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE 6000



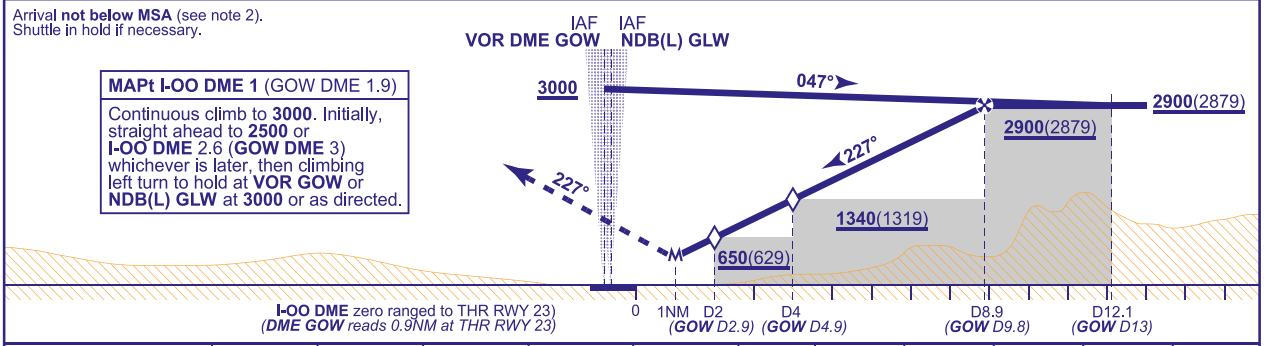
RECOMMENDED PROFILE Gradient 5.2%, 318FT/NM

DME I-OO(GOW)	8(8.9)	7(7.9)	6(6.9)	5(5.9)	4(4.9) **(SDF)**	3(3.9)	2(2.9) **(SDF)**
ALT(HGT)	**2620**(2599)	**2300**(2279)	**1980**(1959)	**1660**(1639)	**1340**(1319)	**1030**(1009)	**710**(689)

Arrival **not below MSA** (see note 2).
Shuttle in hold if necessary.

MAPt I-OO DME 1 (GOW DME 1.9)

Continuous climb to **3000**. Initially, straight ahead to **2500** or **I-OO DME** 2.6 (**GOW DME** 3) whichever is later, then climbing left turn to hold at **VOR GOW** or **NDB(L) GLW** at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**430**(409)	**430**(409)	**430**(409)	**430**(409)
VM(C)OCA (OCH AAL)	Total Area	**800**(774)	**800**(774)	**1550**(1524)	**1700**(1674)

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

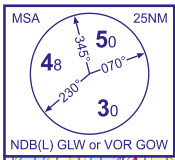
NOTE
1 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
2 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
3 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (12/26): SPECIFICATION UPDATE.

AERO INFO DATE 21 SEP 26

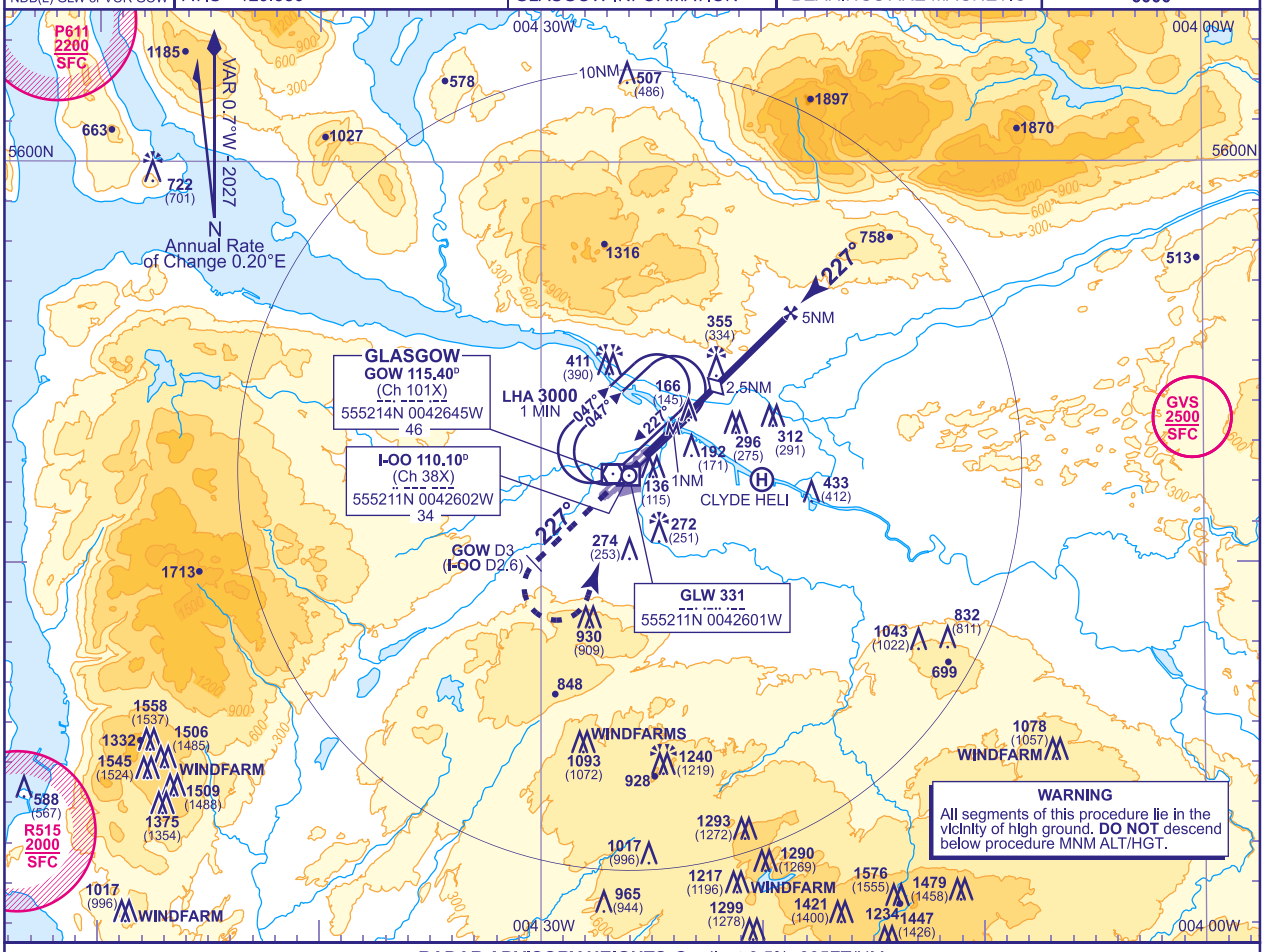
INSTRUMENT APPROACH CHART - ICAO

GLASGOW SRA RTR 2NM RWY 23
(ACFT CAT A,B,C,D)



APP 119.105	GLASGOW APPROACH	AD ELEVATION	26
TWR 118.805	GLASGOW TOWER	THR ELEVATION	21
121.705	GLASGOW GROUND	OBSTACLE ELEVATION 1576 AMSL (1555) (ABOVE THR)	
RAD 119.105, 125.255, 128.755	GLASGOW RADAR		
ATIS 129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
6000



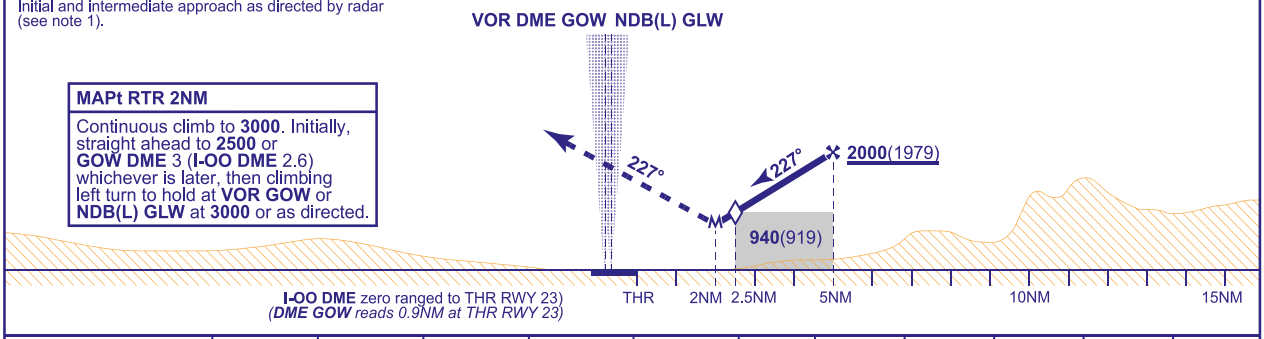
RADAR ADVISORY HEIGHTS Gradient 6.5%, 395FT/NM

NM	5.0	4.0	3.0	2.0
ALT(HGT)	**2000**(1979)	**1600**(1579)	**1210**(1189)	**810**(789)

Initial and intermediate approach as directed by radar (see note 1).

MAPt RTR 2NM

Continuous climb to **3000**. Initially, straight ahead to **2500** or **GOW DME** 3 (**I-OO DME** 2.6) whichever is later, then climbing left turn to hold at **VOR GOW** or **NDB(L) GLW** at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**810**(789)	**810**(789)	**810**(789)	**810**(789)
VM(C)OCA (OCH AAL)	Total Area	**810**(784)	**810**(784)	**1550**(1524)	**1700**(1674)

Rate of descent						
	G/S KT	160	140	120	100	80
	FT/MIN	1060	930	790	660	530

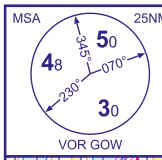
NOTE
1 Minimum descent in the intermediate approach area until within 7NM radar range to touchdown is **2000**.
2 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
3 Aircraft unable to receive DME advise ATC. Radar ranges will be provided (if required) at 3NM in the missed approach.

CHANGE (12/26): SPECIFICATION UPDATE.

AERO INFO DATE 21 SEP 26

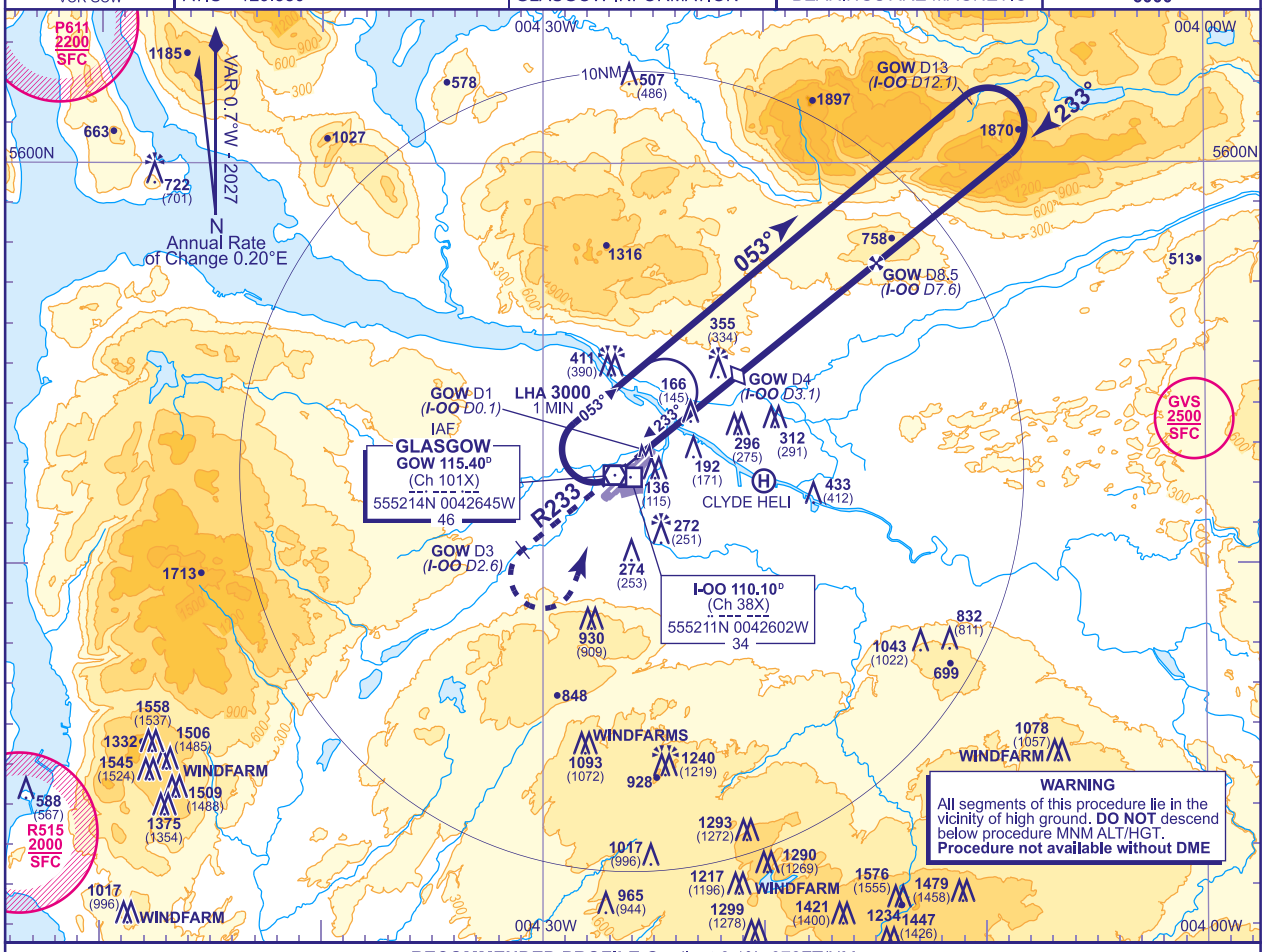
INSTRUMENT APPROACH CHART - ICAO

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



APP 119.105	GLASGOW APPROACH	AD ELEVATION	26
TWR 118.805	GLASGOW TOWER	THR ELEVATION	21
121.705	GLASGOW GROUND	OBSTACLE ELEVATION	
RAD 119.105, 125.255, 128.755	GLASGOW RADAR	1576 AMSL (1555) (ABOVE THR)	
ATIS 129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

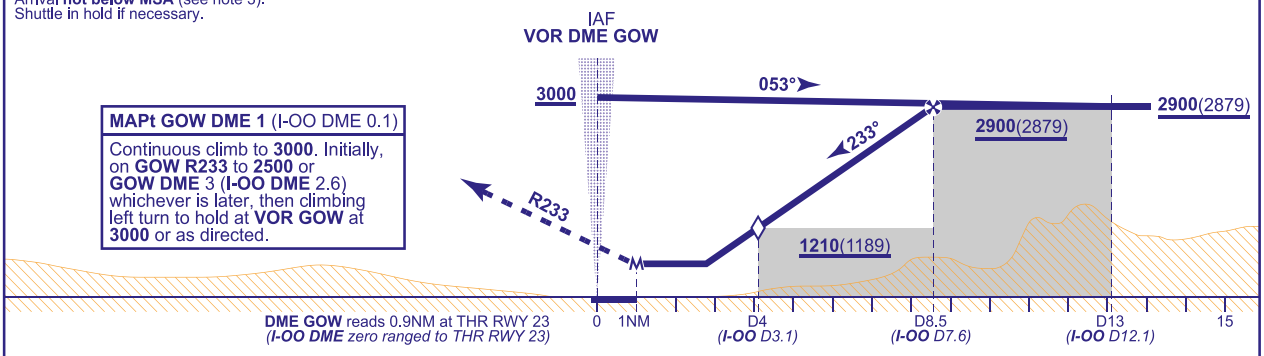
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 6.1%, 372FT/NM

DME GOW(I-OO)	8(7.1)	7(6.1)	6(5.1)	5(4.1)	4(3.1) **(SDF)**	3(2.1)
ALT(HGT)	**2700**(2679)	**2330**(2309)	**1960**(1939)	**1590**(1569)	**1210**(1189)	**840**(819)

Arrival **not below MSA** (see note 3).
Shuttle in hold if necessary.



MAPt GOW DME 1 (I-OO DME 0.1)

Continuous climb to **3000**. Initially, on **GOW R233** to **2500** or **GOW DME** 3 (**I-OO DME** 2.6) whichever is later, then climbing left turn to hold at **VOR GOW** at **3000** or as directed.

DME GOW reads 0.9NM at THR RWY 23
(I-OO DME zero ranged to THR RWY 23)

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**660**(639)	**660**(639)	**660**(639)	**660**(639)
VM(C)OCA (OCH AAL)	Total Area	**800**(774)	**800**(774)	**1550**(1524)	**1700**(1674)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	990	870	740	620	500

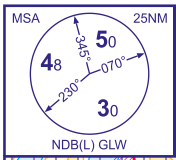
NOTE
1 FAT offset 5.5° south of extended RWY 23 C/L and intercepts 1.5NM from touchdown (**GOW DME** 2.4).
2 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
3 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
4 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (12/26): SPECIFICATION UPDATE.

AERO INFO DATE 21 SEP 26

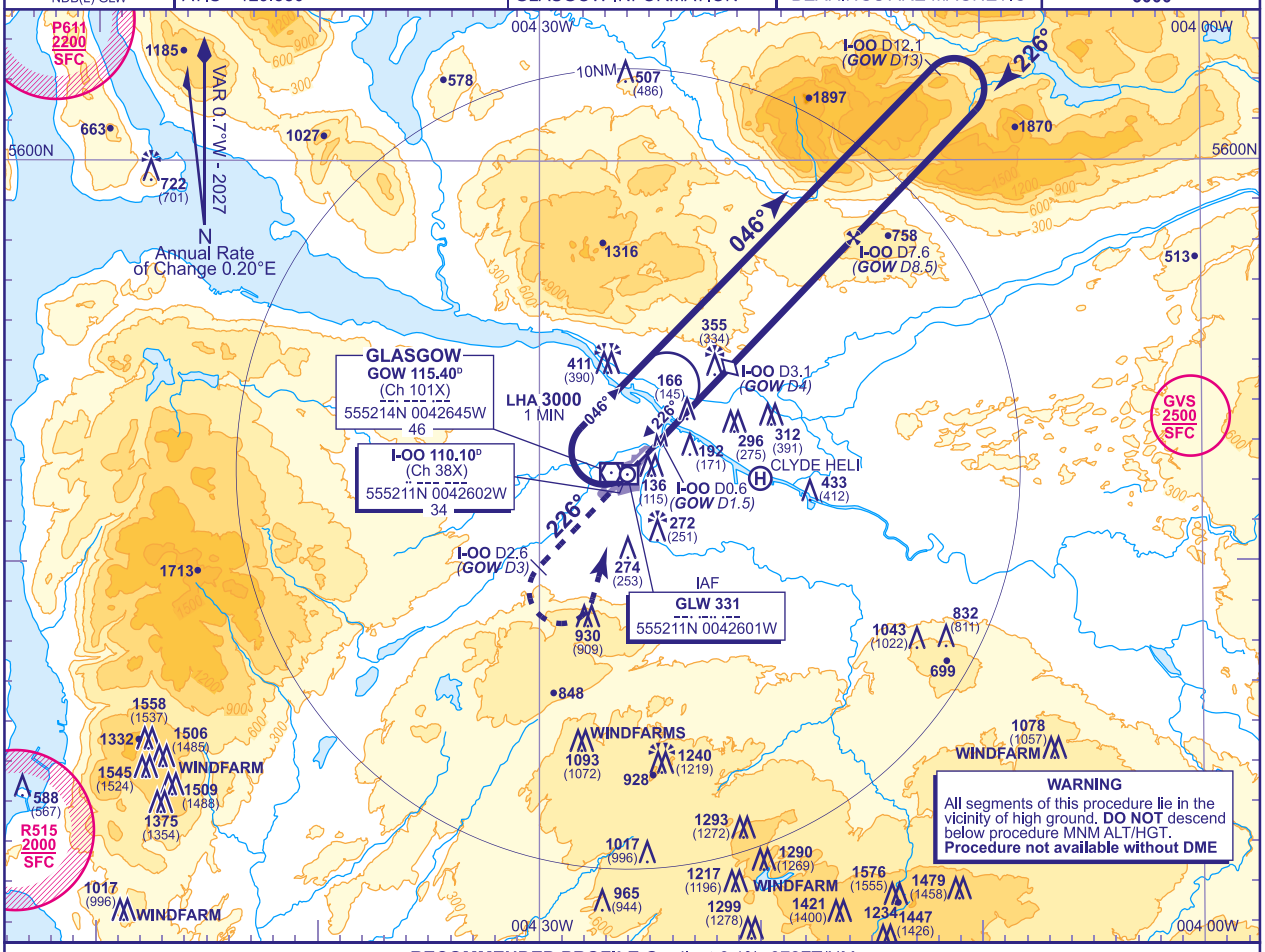
INSTRUMENT APPROACH CHART - ICAO

GLASGOW NDB(L)/DME RWY 23
(ACFT CAT A,B,C,D)



APP 119.105	GLASGOW APPROACH	AD ELEVATION	26
TWR 118.805	GLASGOW TOWER	THR ELEVATION	21
121.705	GLASGOW GROUND	OBSTACLE ELEVATION 1576 AMSL (1555) (ABOVE THR)	
RAD 119.105, 125.255, 128.755	GLASGOW RADAR		
ATIS 129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
6000



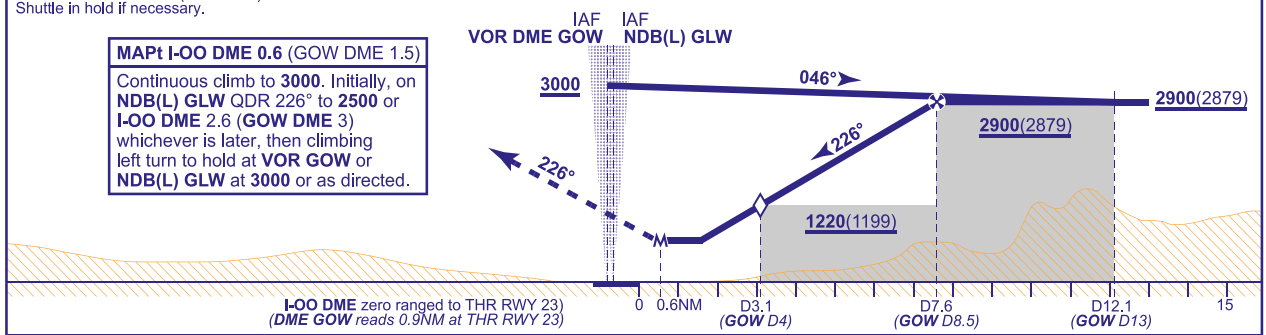
RECOMMENDED PROFILE Gradient 6.1%, 372FT/NM

DME I-OO (GOW)	7(7.9)	6(6.9)	5(5.9)	4(4.9)	3(3.9)	2(2.9)
ALT(HGT)	**2680**(2659)	**2300**(2279)	**1930**(1909)	**1560**(1539)	**1190**(1169)	**820**(799)

Arrival **not below MSA** (see note 2).
Shuttle in hold if necessary.

MAPt I-OO DME 0.6 (GOW DME 1.5)

Continuous climb to **3000**. Initially, on **NDB(L) GLW** QDR 226° to **2500** or **I-OO DME** 2.6 (**GOW DME** 3) whichever is later, then climbing left turn to hold at **VOR GOW** or **NDB(L) GLW** at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**610**(589)	**610**(589)	**610**(589)	**610**(589)
VM(C)OCA (OCH AAL)	Total Area	**800**(774)	**800**(774)	**1550**(1524)	**1700**(1674)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	990	870	740	620	500

NOTE
1 FAT offset 1.5° north of RWY 23 C/L.
2 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
3 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
4 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

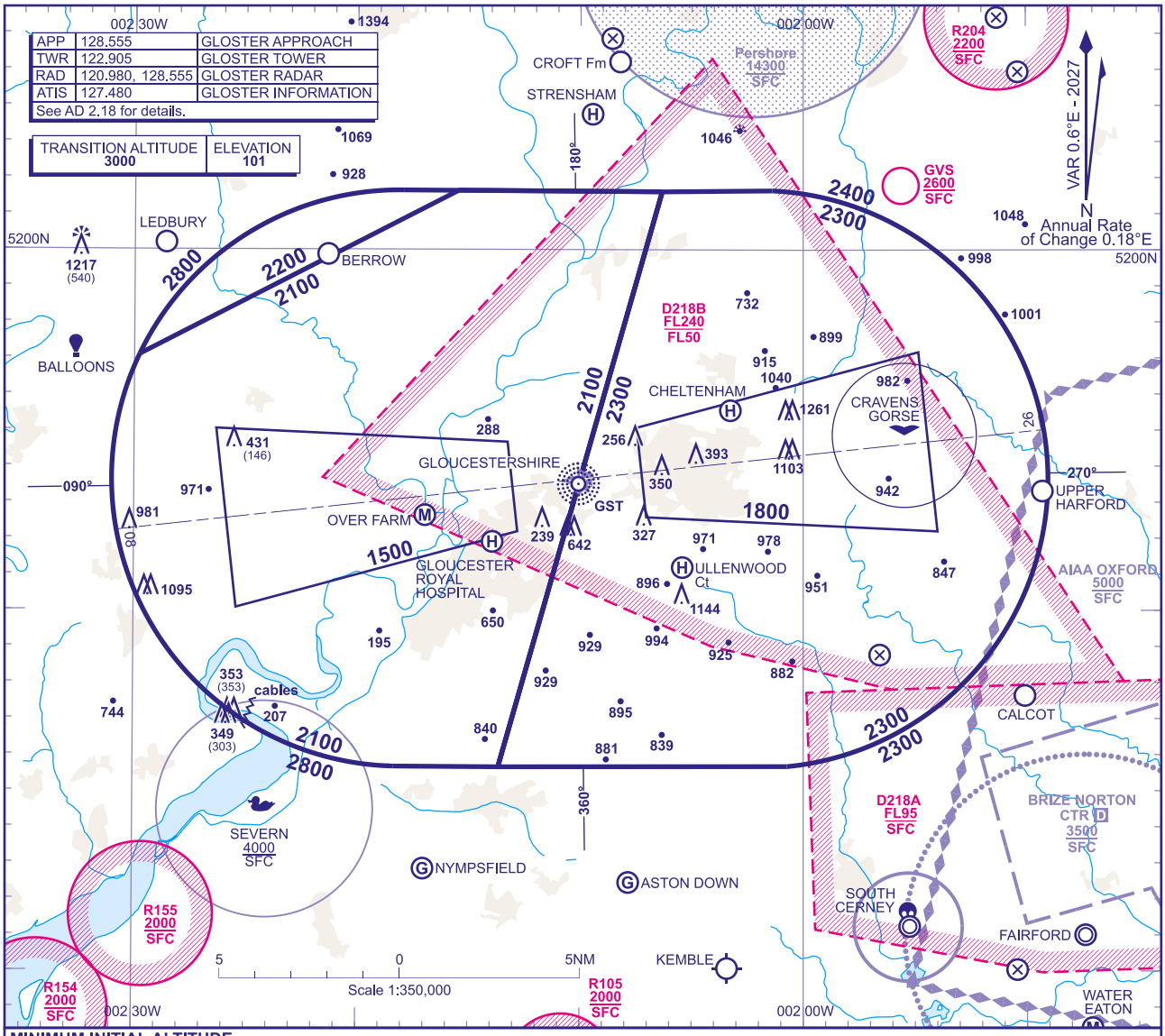
CHANGE (12/26): SPECIFICATION UPDATE.

AERO INFO DATE 21 SEP 26
AD 2-EGPF-8-10

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **1210**
ELEVATIONS IN FEET AGL (540)

GLOUCESTERSHIRE



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2100** in the sector defined by the lateral limits; 520137N 0020620W - 514540N 0021339W - 514540N 0021816W thence clockwise by an arc of a circle radius 8NM centred on 515340N 0021805W to 515705N 0022946W - 520139N 0021527W - 520137N 0020620W.
b) **2200** in the sector defined by the lateral limits; 520139N 0021527W - 515705N 0022946W thence clockwise by an arc of a circle radius 8NM centred on 515340N 0021805W to 520139N 0021754W - 520139N 0021527W.
c) **2300** in the sector defined by the lateral limits; 520137N 0020620W - 520138N 0020123W thence clockwise by an arc of a circle radius 8NM centred on 515339N 0020158W to 514541N 0020044W - 514540N 0021339W - 520137N 0020620W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2800**, or last assigned level if higher to **NDB(L) GST†**.
Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) GST†**.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of **NDB(L) GST**.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

CHANGE (12/26): GLOUCESTER ROYAL HOSPITAL HELI ADDED.

AERO INFO DATE 25 AUG 26
AD 2-EGBJ-5-1

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EGJB — GUERNSEY

EGJB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGJB — GUERNSEY

EGJB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 492606N Long: 0023610W Midpoint of Runway 09/27.
2	Direction and distance from city	2.5 NM WSW of St Peter Port.
3	Elevation / Reference temperature / Mean Low Temperature	336 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	161 FT
5	Magnetic Variation / Annual Change	0.69°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address	GUERNSEY PORTS Guernsey Airport, Forest, Guernsey, GY8 0DS, Channel Islands. 01481-227766 (General) airport@gov.gg
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGJB AD 2.3 OPERATIONAL HOURS

1	AD Administration	0630-2100 (0530-2000).
2	Customs and immigration	As AD hours.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	H24
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	0615-2000 (0515-1900). Outside these hours by arrangement.
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	As AD hours.
12	Remarks	AD use subject to restriction – refer to AD 2.20 item 1, item 2 and to AD 2.21

EGJB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Bulk and ULD handling. Cargo security screening. Guernsey Freight Services Limited Tel: 01481-237424.
2	Fuel and oil types	AVTUR JET A-1, (anti-icing additive not permitted to be added during refuelling), AVGAS 100LL Aeroshell 100, W100, W100 plus, W80, W80 plus & 15W50.
3	Fuelling facilities/capacity	AVTUR 1200 lts per minute. AVGAS 450 lts per minute. De-fuelling facility not available.
4	De-icing facilities	Type 1 and 2 fluids available (subject to serviceability). De-icing is available as part of a cold pool. For membership and costs please contact Aurigny Air Services, Tel: 01481-822889.
5	Hangar space for visiting aircraft	Limited. By prior arrangement only with Aiglle Flight Support Ltd, ASG Flight Support Ltd or Aurigny Air Services Ltd.
6	Repair facilities for visiting aircraft	Aurigny Air Services Ltd, Tel: 01481-268870. Aircraft Servicing Guernsey Ltd, Tel: 01481-265750.

7	Remarks	Handling agents are: Aiglle Flight Support Tel: 01481-239544; Fax: 01481-235008; e-mail: ops@aiglle.com (General and Executive Aviation) Maximum size of aircraft handled - Bombardier Global 7500 (GL7T). Guernsey Freight Services Tel: 01481-237424; (Commercial Freight). ASG Flight Support Ltd Tel: 01481-263965; e-mail: flightsupport@flyasg.co.uk (General and Executive Aviation) Maximum size of aircraft handled - Bombardier Global 7500 (GL7T). Aurigny Air Services Tel: 01481-822889; e-mail: ops@aurigny.com (Commercial Passenger) Maximum size of aircraft handled - Boeing 737-800/Airbus A320.

EGJB AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity of the aerodrome.
2	Restaurants	Café, Bar and Conference facilities within terminal building.
3	Transportation	Public bus services and taxis.
4	Medical facilities	Limited first aid treatment available via RFFS.
5	Bank and Post Office	Post box situated outside of terminal building. Cash point in Terminal.
6	Tourist Office	Information desk in Terminal.
7	Remarks	-

EGJB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A5 RFF Category 6 accepted under remission. RFF Category 7 available on request with a minimum of 24 hours notice to Guernsey Airport. Telephone: 01481-227766.
2	Rescue equipment	4x Major Foam Tenders. 3 x 6x6 vehicles and 1 4x4. Spreaders, Cutters, Rescue Ram and Ripper gun, power saws, forcing bags, sealing bag.
3	Capability for removal of disabled aircraft	Aircraft lifting capability is available through mobile crane with a maximum of 50 tonne lifting capability. Contact Guernsey Airport: 01481-227766.
4	Remarks	Two locally based aero engineering facilities to assist in light aircraft recovery.

EGJB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical. Chemical de-icing.
2	Clearance priorities	Runway 09/27, Taxiway Alpha, Delta, Charlie and Apron areas.
3	Remarks	Latest information from: 01481-227766. Guernsey Airport's policy on clearing a contaminated runway will always be to clear back to a blacktop. Braking action readings will not be provided. Global reporting format (GRF) reports will be provided.

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

1	Apron surface and strength	APRON Surface: Concrete Stands: 1-8 PCR:485/R/C/W/U Stands: 9-10 PCR:285/R/C/W/U Stands: 21-23 PCR:285/R/C/W/U WEST APRON Surface: Asphalt PCR 171/F/C/W/U

2	Taxiway width, surface and strength	Taxiway A: 18 M Surface: Asphalt PCR 400/F/C/W/U Taxiway B: 18 M Surface: Asphalt PCR 400/F/C/W/U Taxiway C: 18 M Surface: Asphalt PCR 400/F/C/W/U Taxiway D: 18 M Surface: Asphalt PCR 400/F/C/W/U Taxiway E: 18 M Surface: Asphalt PCR 238/F/C/W/U Taxiway F: 18 M Surface: Concrete and asphalt PCR 135/R/C/W/U
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	492600.31N 0023527.70W Position: Ground
5	INS checkpoints	See Aircraft Parking/Docking Chart
6	Remarks	-

EGJB 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 1-8 (Main Apron) and Stands 21-23 (West Apron) are nose-in push back stands with stand designator signs and a yellow centre-line. All have a painted ground stop line. Stands 2A and 3A are positioned behind Stands 2 and 3 and delineated by a stand demarcation line. Use of these stands are restricted to short turnarounds only. Self-manoeuvring markings are provided on Stands 9-10 and 12-15 (East Apron). Marshalling guidance for nose-in push back stands is provided by approved handling agents. Aircraft will not enter a stand until the marshaller is present, in position and ready to receive the aircraft. Aircraft will then follow the marshallers instructions. Into-wind markings are provided on Stands 2-8 and are in a east/west configuration. Use of these stands are restricted to ATR72 sized aircraft or smaller and manoeuvres are strictly managed via marshallers.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway designation, runway threshold, runway centre-line, fixed distance, touchdown zone, runway edge. Runway light(s): Runway designation, runway threshold, runway centre-line, fixed distance, touchdown zone, runway edge. Taxiway marking aid(s): Taxiway centre-line and line holding positions. Reflective markers on taxiway edge. Taxiway light(s): Taxiway entrance to runway indicated by alternate green/amber centre-line lights. Taxiway centre-line and line holding positions. Blue elevated taxiway-edge lights.
3	Stop bars and runway guard lights (if any)	Enhanced LED stop bars at runway holding points A1, B1, C, D1.LED stop bars at A2, A3, A4, B2, D2 and D3.Guernsey Airport operates a 'ring of red' policy, and runway holding point stop bars are in permanent operation.
4	Other runway protection measures	-
5	Remarks	WDI: 492608.91N 0023633.79W (LGTD), 492610.04N 0023551.78W (LGTD), adjacent to Runways 09 and 27 Glidepath aerials. All obstacles marked and lit.

EGJB 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.

EGJB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	JERSEY MET
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	JERSEY MET 9 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing/telephone. Jersey for consultation. H24.
6	Flight documentation Language(s) used	TAFs, METAR, Flight forecast, Upper winds. English.
7	Charts and other information available for briefing or consultation	ASXX, FSXX, F214/215. Channel Islands Area Forecast.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	GUERNSEY
10	Additional information (limitation of service, etc.)	Current METAR and TAF available during AD hours via recorded message on Tel: 01481-238957 and from www.gov.je/weather/aviation.

EGJB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09	087.56°	1583 x 45 M	RWY surface: Asphalt, Grooved PCR 400/F/C/W/U	492604.66N 0023649.33W 161.4 FT	THR 302.1 FT TDZ 302.2 FT	RWY 09 1:140 Up RWY 27 -1:140 Down
27	267.57°	1583 x 45 M	RWY surface: Asphalt, Grooved PCR 400/F/C/W/U	492606.67N 0023536.78W 161.4 FT	THR 336.2 FT TDZ 336.2 FT	RWY 09 1:140 Up RWY 27 -1:140 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
-	181 x 150 M	-	120 x 90 M 198 x 90 M	-	-	RWY 09 Strip Dimensions: 1660 x 280 M
-	216 x 150 M	-	240 x 90 M 200 x 90 M	-	-	RWY 27 Threshold displaced by 120 M. Strip Dimensions: 1703 x 280 M

EGJB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1540 M	1721 M	1540 M	1463 M	-
27	1583 M	1799 M	1583 M	1463 M	-
09	1032 M	1213 M	1032 M	-	Take-off from Taxiway C intersection
27	1102 M	1318 M	1102 M	-	Take-off from Taxiway B intersection.

EGJB 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. Single approach centre-line lights have been omitted from the system at 570 M and 540 M from the Runway 09 threshold. 803 M Light intensity high	Green With green wingbars	PAPI Left/3° 43 FT 282 M	-	Colour coded centre-line 15 M spacing LED Light intensity high	Elev bi-directional with LI omni-directional component 1583 M 60 M spacing LED White Light intensity high	Red Light intensity high	-	-
27	Coded centre-line with five cross bars. Single approach centre-line light omitted from the system at 270 M from the Runway 27 threshold. 895 M Light intensity high	Green With green wingbars	PAPI Left/3° 47 FT 321 M	-	Colour coded centre-line 15 M spacing LED Light intensity high	Elev bi-directional with LI omni-directional component 1583 M 60 M spacing LED White Light intensity high	Red Light intensity high	-	-

EGJB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 492608.77N 0023633.17W (LGTD) - 492611.33N0023550.95W (LGTD).
3	TWY edge and centre line lighting	CL: Green taxiway LED lighting 15 M apart, 7.5 M on curves. EDGE: Blue LED lighting on corners, LED runway guard lights.
4	Secondary power supply/switch-over time	Yes - switch over time is less than 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGJB AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGJB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
CHANNEL ISLANDS CTR NORTH 500000N 0020000W - 494951N 0030000W - 500000N 0030000W following the line of latitude to - 500000N 0020000W	Upper limit: FL80 Lower limit: SFC	D	JERSEY CONTROL English	5000 FT	-	-
CHANNEL ISLANDS CTR SOUTH 500000N 0020000W - 493000N 0020000W - 490200N 0014000W following the line of latitude to - 490200N 0030000W - 494951N 0030000W - 500000N 0020000W	Upper limit: FL80 Lower limit: SFC	D	JERSEY CONTROL English	5000 FT	-	-
GUERNSEY ATZ A circle, 2 NM radius, centred at 492606N 0023610W Is the airspace extending from the surface to a height of 2000 FT above the level of the aerodrome and within the area bounded by a circle centred on the notified mid-point of the longest runway (09/27) 492605.75N 0023610.08W and having a radius of 2 NM in accordance with the Air Navigation (Bailiwick of Guernsey) Law 2012.	Upper limit: 2336 FT ALT Lower limit: SFC	D	GUERNSEY APPROACH English	5000 FT	0630-2100 (0530-2000); and by arrangement.	The Guernsey Aerodrome Traffic Zone is embedded in the Channel Islands CTR. ATZ 2000 FT AAL.

EGJB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	GUERNSEY APPROACH	121.500 Emergency frequency.	-	-	0600-2100 (0500-2000); and by arrangement.	VDF 492610.63N 0023607.41W On AD.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
		128.655 DOC 25 NM/ 10,000 FT.	-	-	0600-2100 (0500-2000); and by arrangement.	
TWR	GUERNSEY GROUND	121.805 DOC 3 NM/GND. As directed by ATC.	-	-	As directed by ATC.	Extensions by arrangement for scheduled services only. If GMC is in use, an associated message will be broadcast on ATIS 'GUERNSEY INFORMATION' 109.400 MHz.
	GUERNSEY TOWER	119.955 DOC 25 NM/ 10,000 FT.	-	-	0600-2100 (0500-2000); and by arrangement.	
RADAR	GUERNSEY RADAR	124.505 DOC 25 NM/ 10,000 FT. Serves Runway 09/27.	-	-	0600-2100 (0500-2000); and by arrangement.	VDF 492610.63N 0023607.41W On AD.
ATIS	GUERNSEY INFORMATION	109.400 Broadcast on Guernsey VOR.	-	-	0600-2100 (0500-2000); and by arrangement.	-
OTHER	GUERNSEY FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
Air Traffic Control service	JERSEY CONTROL	120.455 To be used in the event of failure of communications on channel 125.205.	-	-	0545-2100 (0445-2030); and by arrangement.	DOC 4900N00100W - 4834N00205W - 4920N00400W - 5015N00400W - 5015N00145W - 4935N00100W / 25,000 FT.
		125.205 CTR and Airway Channel.	-	-	0545-2100 (0445-2030); and by arrangement.	

EGJB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.69°E (2027)	IUY	108.100 MHz	HO	492607.01N 0023524.00W		(RWY 09)
ILS/GP	IUY	334.700 MHz	HO	492608.80N 0023634.89W		3° ILS Ref Datum Hgt 42 FT.
ILS/LOC I 0.68°E (2027)	IGH	108.100 MHz	HO	492604.26N 0023704.14W		(RWY 27)
ILS/GP	IGH	334.700 MHz	HO	492610.24N 0023550.72W		3° ILS Ref Datum Hgt 44 FT. Pilots must not descend on RWY 27 GP until fully established on RWY 27 LOC.
VOR/DME 0.69°E (2027) 0.52°W (2021)	GUR	31X 109.400 MHz	HO	492613.55N 0023613.72W	343 FT	On AD. Range 50 NM.
ILS/DME	IUY	18X	HO	492609.55N 0023613.29W	336 FT	(RWY 09) On AD. Frequency paired with ILS I-UY and I-GH. Zero range indicated at THR of Runway 09 and 27.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME	IGH	18X	HO	492609.55N 0023613.29W	336 FT	(RWY 27) On AD. Frequency paired with ILS I-UY and I-GH. Zero range indicated at THR of Runway 09 and 27.

EGJB AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Channel Islands CTR.
b) All aircraft using Guernsey Airport and its facilities must comply with the requirements of the United Kingdom Civil Aviation (Insurance) Regulations 2005 and any future published amendments to these Regulations.
c) The use of the aerodrome is subject to 'Airport Terms and Conditions of Use'. These are available from Airport Administration (01481-227766) or on the Airport website (**www.airport.gg/airport-business/terms-conditions**).
d) In IMC, flight to Guernsey by aircraft not equipped with VOR will be by prior permission only.
e) The Director of Civil Aviation for the Bailiwick of Guernsey has issued Exemptions from the Air Navigation (Bailiwick of Guernsey) Law 2012 authorising operations in Bailiwick of Guernsey airspace including Guernsey and Alderney Airports, by home-built aircraft registered in ECAC Member States, and non-home-built aircraft registered in the UK, Ireland and France, operating on a National airworthiness certificate. (Separate exemptions extend the effect to Jersey Airport and Jersey Airspace.) Note that the exemptions do not exempt the pilot or operator from obtaining permission from Jersey ATC for flight in the Channel Islands Control Zone, from Guernsey ATC for flight in Guernsey airspace and use of Guernsey and Alderney Airports, or from the requirement to carry a transponder whilst flying within the Channel Islands Control Zone.
f) Guernsey airport conforms to the United Kingdom National Aviation Security Programme. A means of identification will be necessary for all aircrew and private aircraft passengers to gain access to aircraft, stands and parking areas.
g) The carriage of carrying dangerous or hazardous cargo is subject to a ‘permission granted’ under the Air Navigation (Bailiwick of Guernsey) Law 2012.
h) All aircrew whilst airside, are required to wear high visibility clothing at all times. Aircrew wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft. Pilots in charge of aircraft are responsible for ensuring that their crew and passengers comply with these requirements.
i) There is no access to the terminal building for crews and passengers of private and General Aviation flights unless the services of a handling agent are employed.
j) All commercial and general aviation aircraft using Guernsey Airport are required to use the services of a handling agent (see AD 2.4).
k) General Aviation aircraft intending to visit Guernsey must contact either Aircraft Servicing Guernsey or Aiglle Flight Support prior to arrival to arrange parking, customs and immigration. Contact details in EGJB AD 2.4 Handling Services and Facilities.
l) In respect of Aerodrome Operating Minima, the notified method of calculating Aerodrome Operating Minima for the purposes of the Air Navigation (Bailiwick of Guernsey) Law 2012 shall be that published in the UK AIP, Section AD 1.1 subsection 4, Aerodrome Operating Minima.
m) Applications for civilian formation flights in Special VFR within the CI Control Zone should ideally be made in writing or by e-mail to Jersey ATC Operations (atc.ops@jerseyairport.com) ideally with a minimum of seven days notice. Short notice application may be made to the Jersey ATC Watch Manager, Tel: +44 (0)1534-446086.

2 GROUND MOVEMENT

a) Commercial passenger aircraft will predominantly utilise stands 1 to 8, which are configured for nose-in push back operations. Guernsey Airport has authorised some approved smaller aircraft to self-manoeuvre onto and off these stands. Details are provided within the Aerodrome Manual. AC Fixed Electrical Ground Power is available on Stands 2, 3, 4 and 5. AC and DC Fixed Electrical Ground Power is available on Stands 1, 2, 3, 4, 5, 6, 7 and 8.
b) The apron configuration is shown at page AD 2-EGJB-2-2.
c) Aircraft proceeding from and to the East Apron or Aiglle Flight Support must exercise caution when transiting the A hold complex due to the potential for an incursion onto Runway 27. EGJB HS1 refers.
d) Guernsey Airport operates a 'ring of red' policy, with runway holding point stop bars in permanent operation. Pilots are reminded that they must not cross an illuminated red stop bar unless specifically authorised by ATC.

3 CAT II/III OPERATIONS

a) Arrivals: CAT II/III operations are not applicable.

i. When Low Visibility Procedures are notified as in force by ATIS or RTF, pilots should, unless otherwise instructed by ATC, vacate the runway only at the runway ends and report vacated after passing the yellow/green section of taxiway lighting.

4 WARNINGS

a) Pilots are to note that flight is not permitted at a height of less than 2000 FT above ground level within 3 NM of 492546N 0022145W on the Island of Sark (R095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.
b) The firing at Fort Le Marchant small arms range (493031N 0023105W), takes place seaward within sectors 347°T to 069°T, radius 3000 M.
c) Model Aircraft Flying may take place on any day of the year, during daylight hours, at Chouet headland (493021N 0023247W) up to 400 FT AMSL.
d) After periods of prolonged rainfall, isolated areas adjacent to the paved surfaces may become waterlogged and incapable of bearing weight.
e) Down draught or turbulence may be experienced on approaches to either runway in strong winds from any direction due to cliffs and valleys in local terrain.
f) When landing on Runway 27 in strong south east to south west winds, building induced turbulence and windshear conditions may be experienced.
g) There are no ground signals other than light signals, the chequered flag and the letter 'C' indicating the point to which pilots are required to report.
h) Due to coastal location, birds are a hazard throughout most of the year. This hazard level is raised during the migration season.
i) Taxiway D has a 2.5% slope between Holding Point A4 and Taxiway C.
j) Between D1 and D2 the taxiway to runway centre-line distance reduces to 123 M.
k) When LVPs are not in force, maintenance and birdscaring vehicles may operate inside the 140 M runway strip but outside the 105 M clear and graded area.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) Light aircraft are to land and take-off on the paved runway. No other light aircraft landing area is available.

7 TRAINING

a) All instrument and circuit training must be booked in advance with Guernsey ATC (call 01481-227766 and ask for ATC Supervisor). A request for training in Item 18 of a FPL will not be accepted as a booking or allocated a training slot.

EGJB AD 2.21 NOISE ABATEMENT PROCEDURES

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

a) Every operator using the airport shall ensure that at all times aircraft are operated in a manner calculated to cause the least disturbance practicable over all parts of the island.
b) Unless ATC otherwise authorise, the Noise Preferential Routings and Procedures specified below shall apply to all aircraft approaching, landing, 'going around' or taking-off in accordance with their ATC clearance.

    i. All departing aircraft weighing 5,700 kg or more will climb straight ahead to at least 1836 FT QNH (1500 FT QFE), or 3 DME, whichever is the sooner, before turning on course.
    ii. Non-SID IFR, VFR or Special VFR departures weighing less than 5,700 kg must climb straight ahead until at least 850 FT AMSL before turning. This also applies to circuit traffic.

c) Visual Approaches – Aircraft to carry out visual approaches should proceed as follows:

    i. MTOW 5700 kg or less – join the final approach at not less than, and maintain, 836 (500) FT until intercepting the on glidepath PAPI indications
    ii. MTOW greater than 5700 kg – join the final approach before crossing the coastline. Any aircraft overflying the Island to position on final approach must do so at an altitude of not less than 1500 FT AMSL.

d) Circuit Joining and Training Height – Standard circuit height is 700 FT AAL.
e) Jet Aircraft Procedures – The Noise Preferential Routings and Procedures specified above will be used except that on 'going around', aircraft operating under IFR will, unless otherwise instructed, carry out the published missed approach procedure. Aircraft operating under VFR/SVFR will carry out a missed approach procedure as instructed by Air Traffic Control.
f) Training flights by approved ‘quiet’ jet aircraft may be permitted between 0800-2000 (0700-1900) Monday to Saturday inclusive (details from ATC).
g) All aircraft are to avoid overflying the Princess Elizabeth Hospital (2 NM ENE of the aerodrome) at less than 1000 FT AGL.
h) Chapter 2 aircraft are not permitted to use Guernsey Airport unless the operator has received special permission from Guernsey Airport.
i) Limitations of the use of Aircraft Auxiliary Power Units (APUs)

    Pilots and engineers should limit the use of APUs whilst operating at Guernsey Airport. The following restrictions of use are in place:

    i. All departing aircraft shall not start the APU more than 45 minutes before the scheduled off-block time (SOBT).

ii. All arriving aircraft, the APU shall be shut down within 10 minutes of arrival.
iii. During periods where the outside air temperature is below 5°C or above 25°C, the APU restriction for departing aircraft can be extended to 60 minutes before SOBT.
iv. Where any fixed or mobile ground power units are not capable of providing sufficient or the correct power, the APU shall not be started more than 45 minutes before SOBT.
v. Any APU operation outside of the policy must receive explicit permission from Guernsey Airport.

EGJB AD 2.22 FLIGHT PROCEDURES

1 INBOUND PROCEDURES

a) Arrival routes at AD 2-EGJB-7-1 may be varied at the discretion of ATC.

2 VFR FLIGHT

a) A flight plan must be filed for all flights within and intending to transit the Channel Islands CTR.
b) VFR clearance to operate within the Guernsey ATZ will not be granted if the reported visibility is less than 5 KM or the reported cloud ceiling is less than 1500 FT in accordance with SERA.5001.
c) Pilots must note that the Channel Island Director of Civil Aviation has not adopted the SERA derogations issued by the United Kingdom, and therefore they do not apply in Channel Island Airspace.
d) Aircraft shall be given a radar service whilst within Channel Islands Airspace. It is the responsibility of the pilot to comply with minimum VMC criteria in accordance with SERA.5001. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
e) VFR Flights may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

3 VISUAL REFERENCE POINTS (VRP)

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

4 SPECIAL VFR FLIGHT

a) Prior Permission

i. A flight plan must be filed for all Special VFR flights within and intending to transit the Channel Islands CTR.
ii. Special VFR clearances for flights within the Channel Islands CTR may be requested and will be given whenever traffic conditions permit. Special VFR flights within the Guernsey ATZ will be subject to the general conditions laid down for Special VFR flights in SERA.5010. 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.
iii. Special VFR clearances for flights within the Channel Islands CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR Flights.
iv. The use of Special VFR clearances is intended to be limited to light aircraft which cannot comply with full IFR requirements and wish to proceed to or from an aerodrome within or to transit the Channel Islands CTR.

b) Special Routes

i. Aircraft operating in accordance with Special VFR will normally be cleared via the published VRPs or on tracks to/from adjacent aerodromes or navigation aids, or as per flight planned route.
ii. Special VFR may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

c) Weather Minima

i. Aircraft shall be given a radar service whilst within Channel Islands Airspace. It is the responsibility of the pilot to comply with minimum VMC criteria in accordance with SERA.5010. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
ii. Special VFR clearances to operate within the Guernsey ATZ will not be granted to a fixed wing aircraft if the reported visibility is less than 1500 M or the reported cloud ceiling is less than 600 FT (SERA.5010).
iii. Special VFR clearances to operate within the Guernsey ATZ will not be granted to a helicopter if the reported visibility is less than 800 M or the reported cloud ceiling is less than 600 FT (SERA.5010).
iv. The Director of Civil Aviation has approved the issue of Special VFR clearances at night.

5 SARK RESTRICTED AREA

a) Pilots are to note that flight is not permitted at a height of less than 2000 FT above ground level within 3 NM of 492546N 0022145W on the Island of Sark (R095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.

6 RADIO COMMUNICATION FAILURE PROCEDURES

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.
b) Radio Failure in the circuit

i. The pilot of an aircraft in the circuit experiencing radio failure should set the transponder code to 7600, and make one orbit away from the airfield. At the end of the downwind leg, proceed to final and land, providing the runway is clear.
ii. The pilot of an aircraft on base leg or final, having been cleared to final when the failure occurs, should, if time permits, change code to 7600, continue the approach and land, providing the Runway is clear.
iii. The pilot of a non transponder equipped aircraft should adopt the same procedure as in i), or ii).

7 FLIGHT PLANS

a) See ENR 1.11.

8 OMNI-DIRECTIONAL DEPARTURES

a) Only available with ATC clearance.

Omni-directional Departures		
Runway	**Description**	**Restrictions**
09	Climb straight ahead on track 089°M to 850 QNH (514 QFE), then turn on track climbing to enroute safety altitude or in accordance with ATC Clearance. PDG 3.3%.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJB AD 2.21 for Noise Abatement Procedures.
27	Climb straight ahead on track 269°M to 850 QNH (514 QFE), then turn on track climbing to enroute safety altitude or in accordance with ATC clearance. PDG 3.3%.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJB AD 2.21 for Noise Abatement Procedures.

9 CARRIAGE AND OPERATION OF SSR TRANSPONDERS

a) The carriage and operation of SSR transponder equipment with the following capability is mandatory when flying within the Channel Islands CTR, CTA or TMA:

i. when operating as a VFR or Special VFR Flight;
ii. when operating under IFR - Mode A 4096 codes and Mode C with altitude reporting capability.

b) Exemptions from the requirements may be given in the following circumstances:

i. for notified agreed events such as air rallies etc., applications for exemption must be made in writing to Manager - Air Traffic Control, Jersey Airport, Channel Islands, Email: atc@jerseyairport.com at least one calendar month before the event;
ii. for short notice exemptions, applications must be made to the Watch Supervisor, Jersey Airport, Tel: 01534-446086 giving full details. Such exemptions will not normally be granted unless it is considered that exceptional circumstances exist.

EGJB AD 2.23 ADDITIONAL INFORMATION

a) Guernsey Approach and Guernsey Tower may be provided as a combined function. Periods when active will be notified by ATIS.

EGJB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGJB-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGJB-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGJB-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) GULDA - ICAO
AD 2.EGJB-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) ORTAC - ICAO
AD 2.EGJB-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) DINARD/ORVAL - ICAO
AD 2.EGJB-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) LUSIT 1W 2E - ICAO
AD 2.EGJB-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) SKERY - ICAO
AD 2.EGJB-6-5
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 ORIST 1F 1X - ICAO
AD 2.EGJB-6-6
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 LERAK 1F 1X - ICAO
AD 2.EGJB-6-7
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 09 ORIST 1F LERAK 1F RWY 27 ORIST 1X LERAK 1X
AD 2.EGJB-6-8
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 ORTAC 1B 1V ALD 1G SKERY 1G BIGNO 1G LELNA 1B 1V - ICAO
AD 2.EGJB-7-1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 BEVAV 1G DIN 1G - ICAO
AD 2.EGJB-7-2
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 09 - ICAO
AD 2.EGJB-8-1
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 09 - ICAO
AD 2.EGJB-8-2
INSTRUMENT APPROACH CHART RNP RWY 09 - ICAO
AD 2.EGJB-8-3
INSTRUMENT APPROACH CHART VOR/DME RWY 09 - ICAO
AD 2.EGJB-8-4
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 27 - ICAO
AD 2.EGJB-8-5
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 27 - ICAO
AD 2.EGJB-8-6
INSTRUMENT APPROACH CHART RNP RWY 27 - ICAO
AD 2.EGJB-8-7
INSTRUMENT APPROACH CHART VOR/DME RWY 27 - ICAO
AD 2.EGJB-8-8
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09
AD 2.EGJB-8-9
SBAS FAS DATA BLOCK CODING DATA - RNP RWY 09
AD 2.EGJB-8-10
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27
AD 2.EGJB-8-11
SBAS FAS DATA BLOCK CODING DATA - RNP RWY 27
AD 2.EGJB-8-12

EGJB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

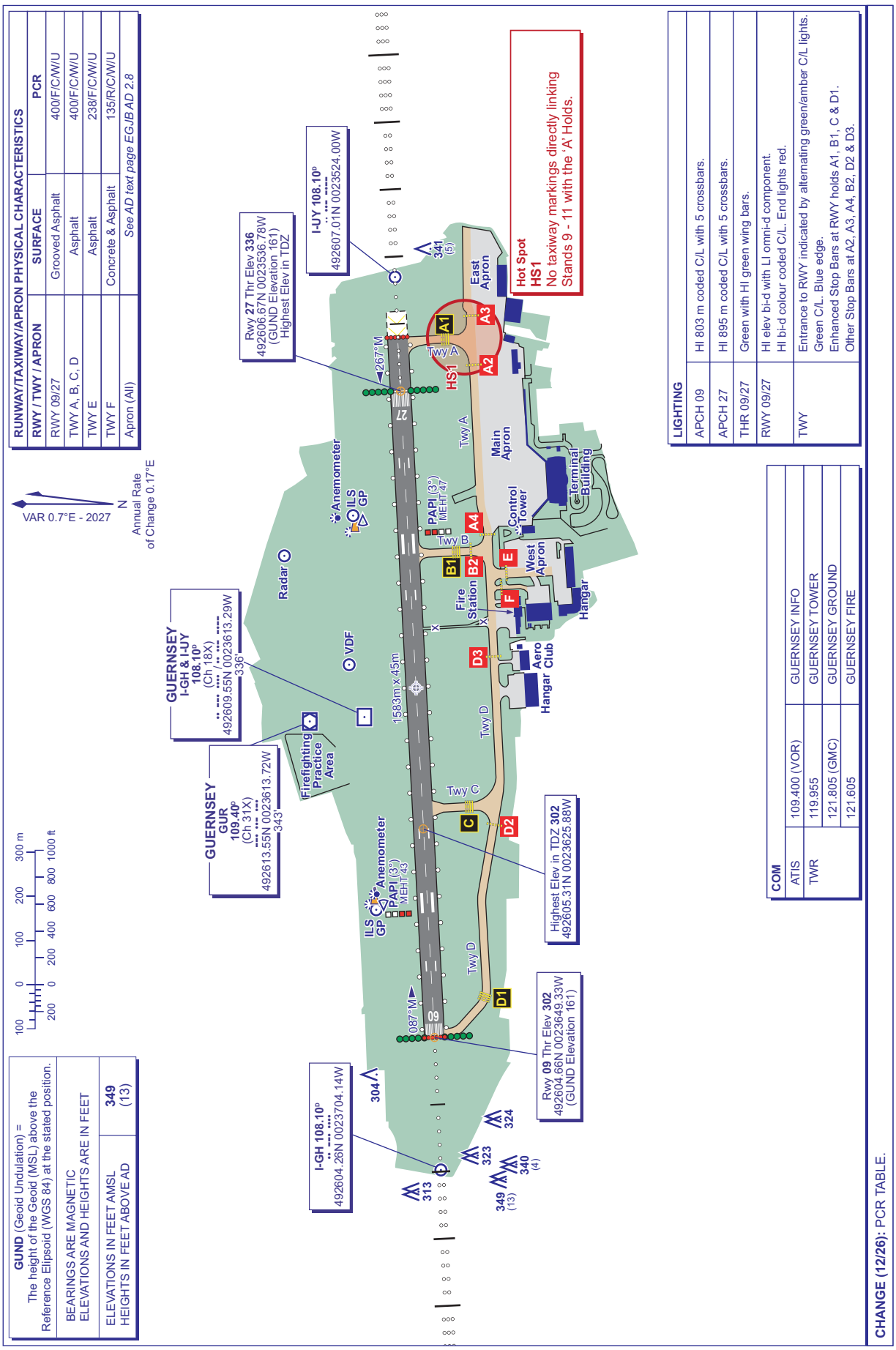
Not applicable

GUERNSEY
EGJB

AERODROME CHART - ICAO

ARP 492606N 0023610W

AD ELEV 336FT



AIRCRAFT PARKING/DOCKING CHART - ICAO

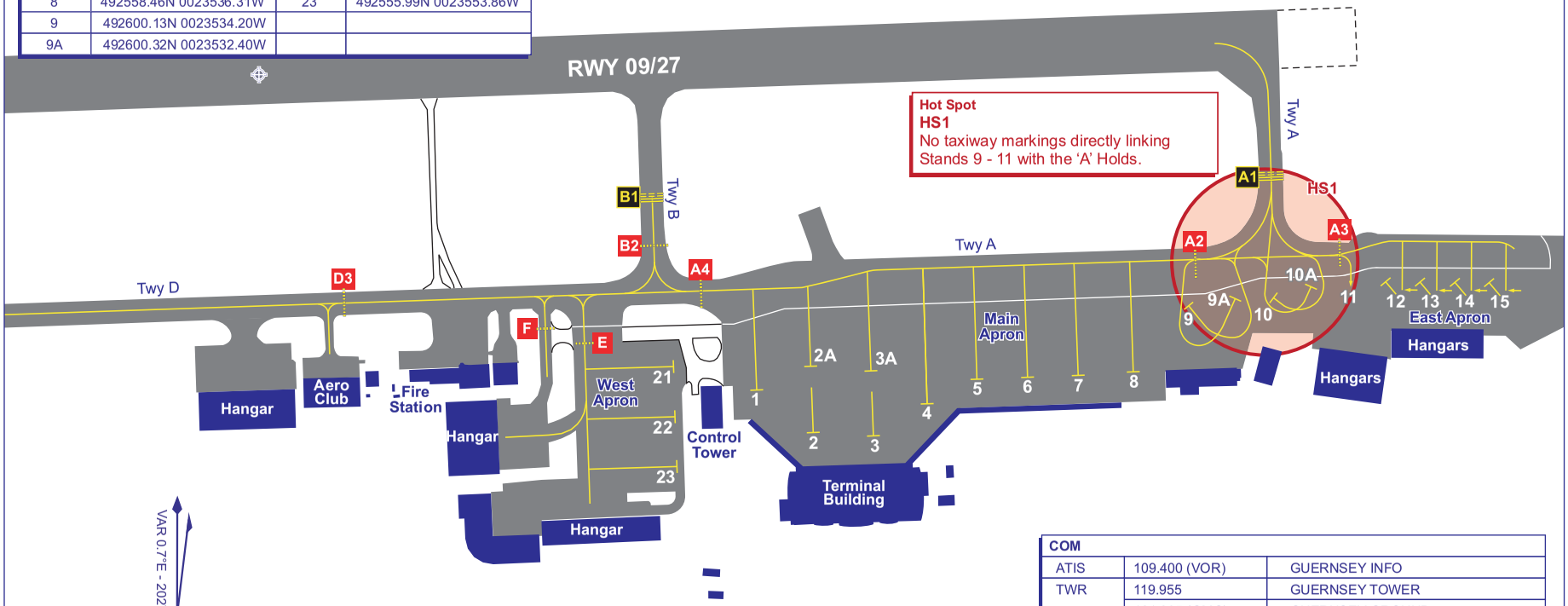
ARP 492606N 0023610W

AD ELEV 336FT

GUERNSEY
EGJB

AERO INFO DATE 07 SEP 26

STAND	COORDINATE	STAND	COORDINATE
1	492557.93N 0023550.81W	10	492600.35N 0023530.93W
2	492556.87N 0023548.62W	10A	492600.63N 0023529.49W
2A	492558.53N 0023548.73W	11	492600.67N 0023527.95W
3	492556.78N 0023546.32W	12	492600.77N 0023526.61W
3A	492558.43N 0023546.42W	13	492600.77N 0023525.29W
4	492557.62N 0023544.24W	14	492600.77N 0023523.95W
5	492558.24N 0023542.33W	15	492600.77N 0023522.63W
6	492558.30N 0023540.38W	21	492558.50N 0023554.02W
7	492558.36N 0023538.43W	22	492557.24N 0023553.95W
8	492558.46N 0023536.31W	23	492555.99N 0023553.86W
9	492600.13N 0023534.20W		
9A	492600.32N 0023532.40W		



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

CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

EGFE — HAVERFORDWEST

EGFE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFE — HAVERFORDWEST

EGFE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 515000N Long: 0045739W Mid-point of Runway 03/21.
2	Direction and distance from city	2 NM N of Haverfordwest.
3	Elevation / Reference temperature / Mean Low Temperature	160 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	178 FT
5	Magnetic Variation / Annual Change	0.34°W (2027) / 0.19°E
6	AD Administration Address Telephone E-mail address Web address	HAVERFORDWEST AIRPORT LTD Haverfordwest Aerodrome, Fishguard Road, Haverfordwest, Pembrokeshire, SA62 4BN. 01437-765283 PPR (Aerodrome) tower@hawairport.co.uk www.hawairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	Refer also to AD 2.20 Airport Regulations.

EGFE AD 2.3 OPERATIONAL HOURS

1	AD Administration	0830-1700 (0730-1600). H24 with 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. See also AD 2.18.
8	Fuelling	As AD hours and by arrangement.
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	PPR on website: www.hawairport.co.uk

EGFE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVGAS 100LL, F34 W80, W100.
3	Fuelling facilities/capacity	AVGAS 100LL self-service refuelling using credit card. AVTUR Jet A-1 bowser with over wing and pressure refuelling capability. AVGAS 100LL mobile bowser. AVTUR 100LL mobile bowser.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Available with prior notice with the tower.
6	Repair facilities for visiting aircraft	-
7	Remarks	-

EGFE AD 2.5 PASSENGER FACILITIES

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EGFE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 1 Mon-Fri. Category 2 available on request. Category 3 remission can be applied when the aerodrome is providing Category 2 cover.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGFE AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON A Surface: Asphalt NIL APRON B Surface: Concrete NIL
2	Taxiway width, surface and strength	Taxiway A: 15 M Surface: Asphalt NIL Taxiway B: 10.5 M Surface: Asphalt NIL Taxiway C: 15 M Surface: Asphalt NIL
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	Taxiway B - 45 M available for Category C aircraft. Taxiway C - Currently not in use.

EGFE 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 are located on Apron B led by yellow centre-lines from Taxiway B.
2	Runway and taxiway markings and lighting	-
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	WDI (LGTD): 514957.20N 0045751.77W.

EGFE 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**
(EGFE5208) 27/APPROACH 09/ TAKE-OFF	TREE	515006.43N 0045712.57W	184 FT	42 FT	No	-

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGFE1037) 09/APPROACH 27/ TAKE-OFF	MOBILE OBST	515001.54N 0045817.91W	184 FT	17 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGFE5340)	MAST	515357.13N 0045159.27W	1149 FT	528 FT	Yes Red	-
(EGFE6859)	WINDSLEEVE	514957.20N 0045751.77W	175 FT	34 FT	Yes Red	-
(EGFE1953)	POLE	514955.22N 0045812.42W	201 FT	43 FT	Yes Red	-

EGFE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGFE 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	029.70°	1486 x 45 M	RWY surface: Asphalt NIL	514944.81N 0045752.95W 178.0 FT	THR 141.1 FT -	-
21	209.71°	1486 x 45 M	RWY surface: Asphalt NIL	515014.10N 0045725.99W 178.0 FT	THR 147.1 FT -	-
09	087.53°	1035 x 46 M	RWY surface: Asphalt NIL	515003.07N 0045802.25W 178.1 FT	THR 147.9 FT -	-
27	267.54°	1035 x 46 M	RWY surface: Asphalt NIL	515003.89N 0045731.43W 178.0 FT	THR 137.6 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**
-	-	1547 x 150 M	-	-	-	RWY 03 Landing threshold displaced by 225 M.
-	-	1547 x 150 M	-	-	-	RWY 21 Landing threshold displaced by 219 M.
-	-	1125 x 101 M	-	-	-	RWY 09 Landing threshold displaced by 237 M.
-	-	1125 x 101 M	-	-	-	RWY 27 Landing threshold displaced by 207 M.

EGFE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	1199 M	1199 M	1199 M	1202 M	-
21	1199 M	1199 M	1199 M	1267 M	-
09	828 M	828 M	1035 M	798 M	-
27	798 M	798 M	1005 M	798 M	-

EGFE 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	-	Light intensity low	APAPI Left/3.5° 15 FT	-	-	Omni-directional Light intensity low	-	-	-
21	-	Light intensity low	APAPI Left/3.5° 15 FT	-	-	Omni-directional Light intensity low	-	-	-

EGFE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 514957.11N 0045751.74W Flashing Green 'HW'.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 514953.74N 0045806.76W - 514952.89N 0045806.99W.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGFE AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF 1: 514955.20N 0045801.14W, 178.0 FT TLOF 2: 514957.01N 0045802.16W, 178.1 FT
2	TLOF and/or FATO elevation	TLOF 1: 145.9 FT TLOF 2: 147.5 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF 1: - TLOF surface: - NIL TLOF 2: - TLOF surface: - NIL
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGFE 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
HAVERFORDWEST ATZ A circle, 2 NM radius, centred at 515000N 0045739W on longest notified runway (03/ 21)	Upper limit: 2160 FT ALT Lower limit: SFC	G	HAVERFORDWEST RADIO English	-	0830-1700 (0730-1600); and by arrangement.	ATZ 2000 FT AAL.

EGFE 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	HAVERFORDWEST RADIO	123.605 A/G frequency. DOC 20 NM/ 10,000 FT.	-	-	0830-1700 (0730-1600). H24 with prior arrangement.	-

EGFE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGFE AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) No non-radio aircraft.

2 GROUND MOVEMENT

Not applicable.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Microlight flying takes place on the aerodrome.
b) The intersection of Runways 03/21 and 09/27 is liable to flooding during and after heavy rain.
c) Hills rising to 259 FT AMSL within 2 NM to the east, rising to 276 FT AMSL within 1.5 NM to the northeast. and rising to 583 FT AMSL within 3.5 NM to the northwest.

5 HELICOPTER OPERATIONS

Not applicable.

6 USE OF RUNWAYS

a) Runways 03 and 21 are visual runways but have non-precision runway markings.

7 TRAINING

Not applicable.

EGFE AD 2.21 NOISE ABATEMENT PROCEDURES

a) Avoid local riding stables and residences north of Runway 09/27 and maintain circuit position on downwind leg.

EGFE AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Circuit height 1000 FT QFE.
b) All aircraft to operate in the left hand circuit.

EGFE AD 2.23 ADDITIONAL INFORMATION

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EGFE AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGFE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

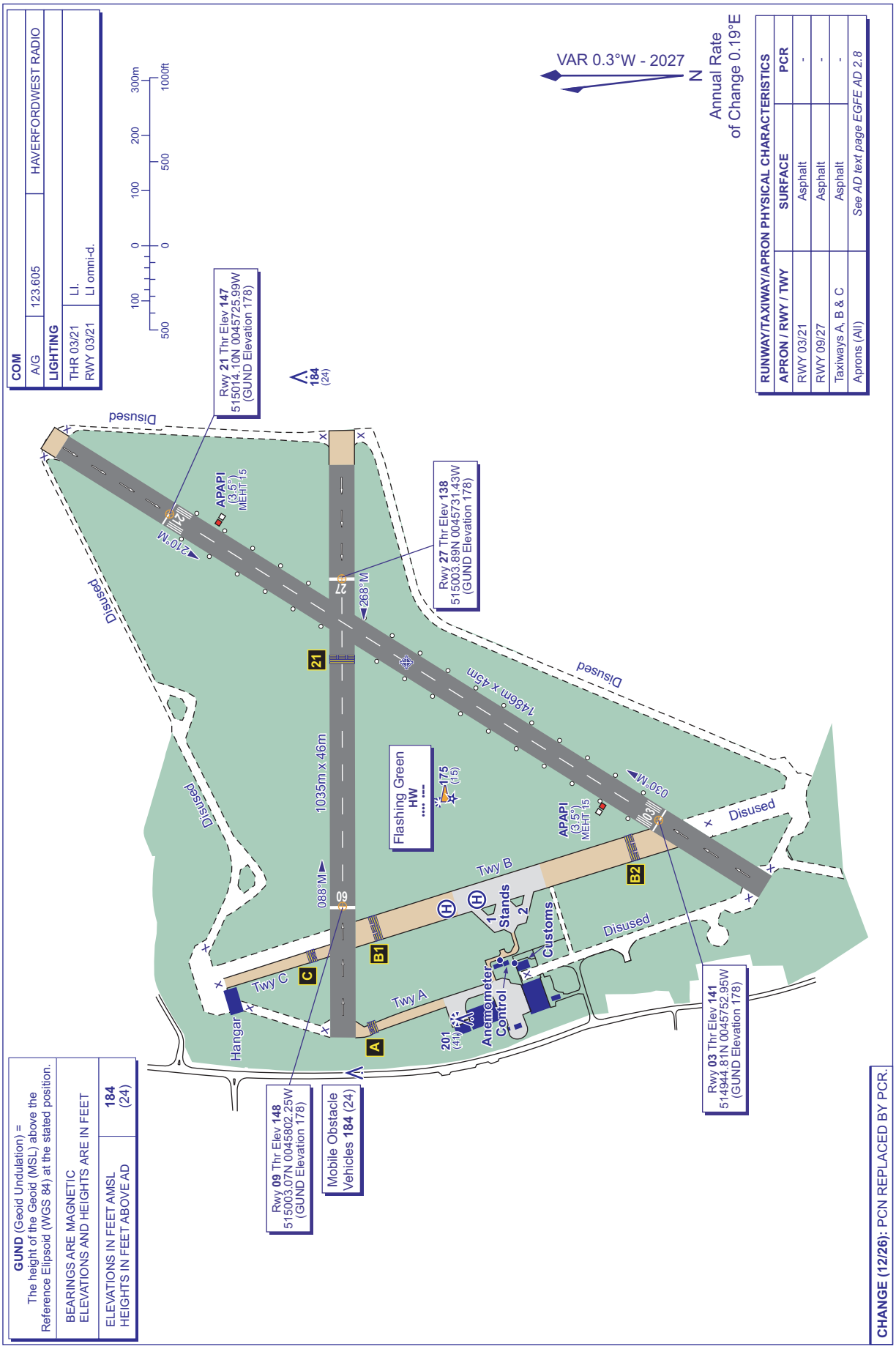
Not applicable

HAVERFORDWEST EGFE

AERODROME CHART - ICAO

ARP 515000N 0045739W

AD ELEV 160FT



AERO INFO DATE 08 SEP 26

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EGNR — HAWARDEN

EGNR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNR — HAWARDEN

EGNR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 531041N Long: 0025840W Centre of Runway 04/22
2	Direction and distance from city	3.5 NM WSW of Chester.
3	Elevation / Reference temperature / Mean Low Temperature	45 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	173 FT
5	Magnetic Variation / Annual Change	0.22°E (2027) / 0.19°E
6	AD Administration Address Telephone Telefax E-mail address	AIRBUS OPERATIONS LTD. Hawarden Airport, Broughton, Chester, N Wales, CH4 0DR. 01244-522012 (ATC) 01244-523035 atcopshawarden@airbus.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All calls to ATC will be recorded.

EGNR AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).
2	Customs and immigration	By arrangement. PPR 24 hours
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours. By prior arrangement.
9	Handling	As AD hours. By prior arrangement.
10	Security	As AD hours. By prior arrangement.
11	De-icing	As AD hours. By prior arrangement.
12	Remarks	This aerodrome is PPR. Additional activity outside published hours by NOTAM.

EGNR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET A-1, SAF (Sustainable Aviation Fuel) and AVGAS 100LL.
3	Fuelling facilities/capacity	AVGAS: Fixed pump. AVTUR: Bowser (pressure and overwing).
4	De-icing facilities	Mobile rig by prior arrangement.
5	Hangar space for visiting aircraft	On Apron N, limited for light aircraft (by prior arrangement).
6	Repair facilities for visiting aircraft	Repair facilities for visiting aircraft limited to light aircraft on Apron N and C by prior arrangement.
7	Remarks	-

EGNR AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.
2	Restaurants	Diner on Aerodrome.
3	Transportation	Taxis, trains.
4	Medical facilities	Limited first aid on site.
5	Bank and Post Office	Broughton village.
6	Tourist Office	Chester.

7	Remarks	-

EGNR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 Aircraft greater than Category A7 require specific approval to operate at the airport, Tel: +44 (0)1244-522012.
2	Rescue equipment	2x Panther fire tenders (12,000 LT water/1500 LT foam each) 1x Rosenbauer Buffalo fire tenders (10,000 LT water/1200 LT foam).
3	Capability for removal of disabled aircraft	Contact Fire Control Room on 01244-522371. Aircraft 150 tonnes (if aircraft can be rolled) with prior approval from accountable manager.
4	Remarks	-

EGNR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical. Chemical de-icing. Esseco liquid de-icer Safegrip Plus (KAC) and solid de-icer Safegrip SF(KAC).
2	Clearance priorities	Runway 04/22; Beluga Apron and Taxiways B and E; Apron A and Taxiway A; Apron C and Taxiway C; Apron N and Taxiway N; Taxiways D, J and G.
3	Remarks	Latest information available from ATC. Tel: 01244-522012.

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

1	Apron surface and strength	A Surface: Concrete PCR 273/R/D/Y/U BELUGA APRON Surface: Concrete PCR 875/R/D/X/U C Surface: Asphalt PCR 273/F/D/Y/U D Surface: Asphalt PCR 273/F/D/Y/U N Surface: Asphalt PCR 273/F/D/Y/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 25 M Surface: Asphalt PCR 273/F/D/Y/U Width: 25 M between runway and Taxiway D intersection; 15 M between Taxiway D intersection and Apron A. Taxiway BRAVO: 25 M Surface: Asphalt PCR 875/R/D/X/U Taxiway CHARLIE: 15 M Surface: Asphalt PCR 273/F/D/Y/U Taxiway DELTA: 15 M Surface: Asphalt PCR 273/F/D/Y/U Taxiway ECHO: 23 M Surface: Concrete and asphalt PCR 875/R/D/X/U

		Taxiway GOLF: 18 M Surface: Asphalt PCR 273/F/D/Y/U Taxiway JULIET: 10.5 M Surface: Asphalt PCR 325/F/D/Y/U Taxiway NOVEMBER: 15 M Surface: Asphalt PCR 273/F/D/Y/U
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGNR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	Runway marking aid(s): 04/22: Designators 04/22. Permanently displaced thresholds. TDZ and fixed distance markers. Blue edge markers on runway turning circles. Taxiway light(s): Taxiway J is not lit, but has retro reflective lin-laner markers.
3	Stop bars and runway guard lights (if any)	Stop Bars at Hold points A1, B1, C1, D1, E1, G1 and N1. Runway guard lights at Hold points A1, B1, C1, D1, E1, G1 and N1.
4	Other runway protection measures	-
5	Remarks	Taxiways G and J are unlit and not available for use at night. WDIs (LGTD): 531030.01N 0025908.18W; 531059.37N 0025829.30W.

EGNR AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGNR4064) 22/APPROACH 04/ TAKE-OFF	CHIMNEY	531614.60N 0025017.59W	526 FT	498 FT	No	-
(EGNR5014) 22/APPROACH 04/ TAKE-OFF	PYLON	531251.10N 0025610.31W	174 FT	86 FT	No	-
(EGNR313) 22/APPROACH 04/ TAKE-OFF	PYLON	531216.18N 0025643.33W	102 FT	88 FT	No	-
(EGNR310) 22/APPROACH 04/ TAKE-OFF	PYLON	531156.62N 0025628.47W	92 FT	74 FT	No	-
(EGNR10115) 22/APPROACH 04/ TAKE-OFF	SILO	531117.61N 0025738.92W	55 FT	36 FT	No	-
(EGNR8898) 22/APPROACH 04/ TAKE-OFF	MOBILE OBST	531108.89N 0025800.75W	33 FT	16 FT	No	-
(EGNR9882) 04/TAKE-OFF	BLAST FENCE	531108.08N 0025800.74W	32 FT	14 FT	Yes Red	-
(EGNR9737) 04/APPROACH 22/ TAKE-OFF	BLAST FENCE	531011.80N 0025924.53W	77 FT	16 FT	Yes Red	-
(EGNR14083) 04/APPROACH 22/ TAKE-OFF	STREETLIGHT	531010.74N 0025923.27W	78 FT	19 FT	No	-
(EGNR10129) 04/APPROACH 22/ TAKE-OFF	STREETLIGHT	531010.13N 0025914.72W	68 FT	18 FT	No	-
(EGNR6851) 04/APPROACH 22/ TAKE-OFF	LAMP POST	531009.75N 0025910.37W	79 FT	35 FT	No	-
(EGNR6747) 04/APPROACH 22/ TAKE-OFF	LAMP POST	530953.90N 0025939.51W	124 FT	33 FT	No	-

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGNR13975) 04/APPROACH 22/ TAKE-OFF	STREETLIGHT	530939.17N 0030028.85W	189 FT	35 FT	No	-
(EGNR693) 04/APPROACH 22/ TAKE-OFF	PYLON	530804.44N 0030319.69W	408 FT	104 FT	No	-
(EGNR691) 04/APPROACH 22/ TAKE-OFF	PYLON	530742.78N 0030317.38W	368 FT	106 FT	No	-
(EGNR4205) 04/APPROACH 22/ TAKE-OFF	TELE POLE	530716.48N 0030436.03W	881 FT	25 FT	No	-
(EGNR9644) 04/APPROACH 22/ TAKE-OFF	MAST	530715.08N 0030435.46W	899 FT	31 FT	No	Hope Mountain
(EGNR10747) 22/APPROACH 04/ TAKE-OFF	TREE	530701.17N 0030422.27W	940 FT	35 FT	No	-
(EGNR10906) 04/APPROACH 22/ TAKE-OFF	HV PYLON	530630.66N 0030332.91W	1015 FT	110 FT	No	-
(EGNR8607) 04/APPROACH 22/ TAKE-OFF	MAST	530621.74N 0030314.45W	1085 FT	68 FT	No	Hope Mountain
(EGNR4079) 04/APPROACH 22/ TAKE-OFF	PYLON	530433.58N 0030540.65W	1113 FT	159 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGNR331)	PYLON	531300.47N 0025627.37W	185 FT	95 FT	No	-
(EGNR4148)	PYLON	531128.05N 0030232.10W	363 FT	98 FT	No	-
(EGNR45)	HANGAR	531102.69N 0025753.93W	67 FT	49 FT	No	-
(EGNR9733)	BUILDING	531045.85N 0025928.47W	105 FT	72 FT	No	-
(EGNR9731)	APRON LIGHT	531035.91N 0025834.45W	66 FT	51 FT	Yes Red	-
(EGNR9952)	BLDG OBS LT	531029.89N 0025835.45W	105 FT	85 FT	No	Infringes the Transitional Surface for both runway directions.
(EGNR10259)	CHURCH SPIRE	531009.39N 0025904.86W	108 FT	68 FT	Yes Red	-
(EGNR773)	PYLON	530949.79N 0030304.54W	524 FT	115 FT	No	-
(EGNR10721)	BLDG EXTENT	530903.40N 0030344.37W	676 FT	319 FT	No	-
(EGNR10731)	HV PYLON	530650.79N 0030858.54W	877 FT	144 FT	No	-
(EGNR8605)	MAST	530621.30N 0030310.72W	1092 FT	78 FT	No	-
(EGNR10842)	HV PYLON	530458.97N 0030616.55W	1205 FT	170 FT	No	-

EGNR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	As per operational hours.
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 HR.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing/Telephone. www.metoffice.gov.uk

6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	Available on request from ATC.
8	Supplementary equipment available for providing information	Fax, e-mail, ATIS via internet (Airbrief).
9	ATS units provided with information	HAWARDEN
10	Additional information (limitation of service, etc.)	Live MET information available at www.egnr.airbrief.net

EGNR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
04	041.00°	2093 x 45 M	RWY surface: Concrete and asphalt. Grooved. PCR 875/R/D/X/U	531023.68N 0025904.93W 172.7 FT	THR 31.6 FT TDZ 31.6 FT	RWY 04 -1:239 Down RWY 22 1:239 Up
22	221.01°	2093 x 45 M	RWY surface: Concrete and asphalt. Grooved. PCR 875/R/D/X/U	531058.84N 0025814.06W 172.6 FT	THR 16.7 FT TDZ 16.8 FT	RWY 04 -1:239 Down RWY 22 1:239 Up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	147 x 150 M	2082 x 280 M	90 x 90 M -	-	-	RWY 04 Threshold displaced by 302 M.
-	166 x 150 M	2082 x 280 M	90 x 90 M -	-	-	RWY 22 Threshold displaced by 351 M. 87 M starter strip.

EGNR AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	1962 M	2109 M	1962 M	1660 M	-
22	2042 M	2208 M	2042 M	1742 M	-
04	1468 M	1615 M	1468 M	-	Take-off from intersection with Taxiway D.
04	1082 M	1229 M	1082 M	-	Take-off from intersection with Taxiway A.
22	2093 M	2259 M	2093 M	1742 M	For Beluga operations only.
22	2042 M	2208 M	2042 M	-	Take-off from intersection with Taxiways C and N.
22	1263 M	1429 M	1263 M	-	Take-off from intersection with Taxiway G.
22	911 M	1077 M	911 M	-	Take-off from intersection with Taxiway A.

EGNR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	One crossbar. Runway 04 has a final cleared plane of 1:32 over a distance of 1.75 miles, safeguarded at 1:50 incorporating a 3.5° ILS glideslope with an OCA of 570 FT. 427 M Light intensity high	Green Light intensity high Indented with green wingbars	PAPI Right/ 3.5° 47 FT 269 M	480 M 8 bar	1663 M 30 M spacing 900 M red/ white caution zone LED White Light intensity high	Elev bi-directional with omni-directional component Light intensity high	Red	-	-
22	Two crossbars. 366 M Light intensity high	Green Light intensity high Indented with green wingbars	PAPI Left/3° 42 FT 291 M	540 M 9 bar	1743 M 30 M spacing 900 M red/ white caution zone LED White Light intensity high	Elev bi-directional with omni-directional component Light intensity high	Red	-	-

EGNR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 531031.61N 0025911.27W
3	TWY edge and centre line lighting	CL: Green centre-line lighting on turn pads (04/22), Taxiways E, B and Beluga Apron. EDGE: Blue edge lights on Taxiways A, B, C, D, E and N.
4	Secondary power supply/switch-over time	UPS and stand-by generator by ATC tower. 1 second switch-over time on generator.
5	Remarks	Obstacle lighting, apron floodlighting (except Apron N).

EGNR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 531052.44N 0025841.23W, 172.6 FT
2	TLOF and/or FATO elevation	TLOF: 14.4 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: - TLOF surface: - -
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-

HAWARDEN EGNR

AERODROME CHART - ICAO

ARP 531041N 0025840W

AD ELEV 45FT

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCR
RWY 04/22	Grooved Asphalt/Concrete	875/R/D/X/U
TWY A, C, D, G, N	Asphalt	273/F/D/Y/U
TWY B	Asphalt	875/R/D/X/U
TWY E	Asphalt/Concrete	875/R/D/X/U
TWY J	Asphalt	325/F/D/Y/U
Aprons (All)	*See AD text page EGNR AD 2.8*	

CHANGE (12/26): PCN REPLACED BY PCR.

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EGNJ — HUMBERSIDE

EGNJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNJ — HUMBERSIDE

EGNJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 533424N Long: 0002105W Centre of Runway 02/20.
2	Direction and distance from city	11 NM S of Hull/22 NM NNE of Lincoln.
3	Elevation / Reference temperature / Mean Low Temperature	121 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	152 FT
5	Magnetic Variation / Annual Change	1.11°E (2027) / 0.18°E
6	AD Administration Address Telephone Telefax	HUMBERSIDE INTERNATIONAL AIRPORT LTD. Humberside Airport, Kirmington, Ulceby, North Lincolnshire DN39 6YH. 01652-688456 (Administration) 01652-682022 (ATC) 01652-682020 (ATIS) 07718-524072 (Terminal Supervisor during operating hours) 01652-682041 (Terminal Services) 01652-680244 (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGNJ AD 2.3 OPERATIONAL HOURS

1	AD Administration	0620-2115 (0510-2015). Note: All movements 2115-0630 (2015-0530) are Prior Permission Required (PPR), see also AD 2.20.
2	Customs and immigration	As AD hours.
3	Health and sanitation	-
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	During AD hours. By prior arrangement outside of published hours.
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	Provided by Swissport Aircraft Services during AD hours. By prior arrangement outside published hours.
12	Remarks	Extension of opening hours available. Contact the Terminal Supervisor 07718-524072. Charges apply.

EGNJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full cargo handling facilities. Perishable Hub. DfT Approved Regulated Agent (Anglia Air Freight). 45.5 Tonnes Class 1 NEQ Loading/Unloading Capability. Section Five (Firearms Act) Approved. Nearest railway siding: Barnetby 2 NM.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL. W80, W100, Straight Mineral 80 and Straight Mineral 100.
3	Fuelling facilities/capacity	Bowser facility.
4	De-icing facilities	Kilfrost ABC - K plus, Type 2, 75/25.
5	Hangar space for visiting aircraft	Limited. Prior arrangement only.
6	Repair facilities for visiting aircraft	Limited.

7	Remarks	All aircraft operating for hire and reward, non-based international flights or aircraft above 3 tonnes MTOW, are required to be handled by a handling agent approved by the airport authority. Swissport (Commercial/Passenger/Cargo) Full Handling service available: Tel: +44 (0)1652-688491; Fax: +44 (0)1652 688060; e-mail: huy.ops@swissport.com Weston Aviation (Executive/Business Aviation) Dedicated FBO with usual passenger and crew facilities: Tel: +44 (0)1652 680922. Fax: +44 (0) 1652 680927. e-mail: humberside@westonaviation.com website: www.westonaviation.com

EGNJ AD 2.5 PASSENGER FACILITIES

1	Hotels	On site and local hotels.
2	Restaurants	Restaurant and Bar.
3	Transportation	Resident taxis, buses and car hire. Nearest railway station: Barnetby 2 NM.
4	Medical facilities	Limited first aid.
5	Bank and Post Office	Bureau de change, ATM in terminal.
6	Tourist Office	Limited tourist information.
7	Remarks	-

EGNJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 Category 7 and 8 available by arrangement
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Limited Facilities Available. Contact Tel: 01652-682052 (RFFS Station Manager).
4	Remarks	-

EGNJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical: snow brushes, ploughs. Chemical: runway/taxiway/apron anti/de-icing dependent on conditions.
2	Clearance priorities	Available on request from airport management. Priorities are subject to change dependent on expected movements and weather conditions.
3	Remarks	Up to date surface state reports available from: ATC 01652-682022. Fax: 01652-680244. Or via SNOWTAM.

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

1	Apron surface and strength	GA APRON Surface: Asphalt PCR 155/F/B/X/U LIGHT AIRCRAFT Surface: Grass Strength: Up to 2500 kg. MAIN APRON Surface: Concrete/Asphalt/Block PCR 434/F/B/X/U SAR APRON Surface: Concrete PCR 38/R/D/W/T SOUTHERN Surface: Concrete PCR 554/R/B/X/U

2	Taxiway width, surface and strength	Taxiway ALPHA: 23 M Surface: Asphalt PCR 434/F/B/X/U Taxiway BRAVO: 10.5 M Surface: Asphalt PCR 63/F/B/X/U Taxiway CHARLIE: 7.5 M Surface: Asphalt PCR 28/F/B/X/U Taxiway DELTA: 15 M Surface: Asphalt PCR 410/F/B/X/U Taxiway DELTA EXTENSION: 7.5 M Surface: Asphalt PCR 410/F/B/X/U between Hangar 9 and 11. Taxiway ECHO: 7.5 M Surface: Concrete PCR 15/R/B/X/U Taxiway GRASS: 7.5 M Surface: Grass Strength: Up to 2500 kg.
3	Altimeter checkpoint location and elevation	73 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aerodrome Chart.
6	Remarks	For Taxiway Delta and Taxiway Delta Extension, see restrictions at EGNJ AD 2.20 Local Traffic Regulations, paragraph 2, Ground Movement.

EGNJ 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, 2, 2R, 3, 5, 6 and 8 are nose-in/pushback operation for aircraft with a wingspan greater than 22 m. No guidance other than centre-line. Marshalling guidance will be given to indicate the stop position for pilots. If using stands 2N, 2S or 3N, 3S together, marshalling guidance must be provided with a maximum wingspan of 15.85 m. Stands 2N, 2S, 3N, 3S, 4R and 4 are self-manoeuvring stands for use by aircraft with a wingspan of 22 M or less. Stand 7 is a self-manoeuvring (marshalled) code D stand.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 02/20: Runway 02/20: Runway designation, landing thresholds, centre-line, touchdown and aiming point markings. Runway 02/20 Turnpad: Runway turnpad markings available on 02/20 for Boeing 767-300 or smaller. The following aircraft nose gear angles apply: Boeing 767-300 - 61 degrees required, Boeing 757/A321 - 60 degrees required. 08/26: Runway 08/26: Runway designation, landing thresholds and centre-line markings. Taxiway marking aid(s): Painted centre-line and appropriate taxi-holding point markings available on all taxiways. Taxiway light(s): Alpha: Coded green centre-line & blue edge lights, runway guard lights. Bravo: Green centre-line reflective markers and runway guard lights. Charlie: Blue edge lights and runway guard lights. Delta: Blue edge reflective markers. Echo: Green centre-line reflective markers.
3	Stop bars and runway guard lights (if any)	At runway Holding Point Alpha.
4	Other runway protection measures	-
5	Remarks	WDI: 533406.02N 0002126.73W (threshold Runway 02, LGTD); 533452.35N 0002037.47W (threshold Runway 20, LGTD); 533422.78N 0002059.32W (midpoint Runway 02/20). Apron floodlights. Due to apron congestion, jet aircraft are to apply minimum thrust when starting and when taxiing.

EGNJ 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**
(EGNJ8558) 20/APPROACH 02/ TAKE-OFF	TREE	533542.09N 0002011.36W	184 FT	112 FT	No	-
(EGNJ6396) 20/APPROACH 02/ TAKE-OFF	TREE	533538.00N 0002009.75W	175 FT	102 FT	No	-
(EGNJ6395) 20/APPROACH 02/ TAKE-OFF	TREE	533537.17N 0002009.43W	176 FT	103 FT	No	-
(EGNJ8567) 20/APPROACH 02/ TAKE-OFF	TREE	533528.42N 0002008.25W	137 FT	64 FT	No	-
(EGNJ8577) 20/APPROACH 02/ TAKE-OFF	TREE	533510.26N 0002024.77W	112 FT	52 FT	No	-
(EGNJ5689) 20/APPROACH 02/ TAKE-OFF	ROAD	533502.70N 0002044.07W	86 FT	18 FT	No	-
(EGNJ6330) 02/APPROACH 20/ TAKE-OFF	FENCE	533353.21N 0002131.63W	127 FT	5 FT	No	-
(EGNJ6343) 02/APPROACH 20/ TAKE-OFF	FENCE	533350.46N 0002123.71W	141 FT	5 FT	No	-
(EGNJ6341) 02/APPROACH 20/ TAKE-OFF	FENCE	533348.55N 0002124.85W	146 FT	6 FT	No	-
(EGNJ6340) 02/APPROACH 20/ TAKE-OFF	FENCE	533347.56N 0002125.43W	149 FT	5 FT	No	-
(EGNJ6339) 02/APPROACH 20/ TAKE-OFF	FENCE	533346.58N 0002126.02W	153 FT	6 FT	No	-
(EGNJ7861) 02/APPROACH 20/ TAKE-OFF	BUSH	533345.77N 0002127.39W	155 FT	9 FT	No	-
(EGNJ7880) 02/APPROACH 20/ TAKE-OFF	HEDGE	533334.34N 0002128.29W	179 FT	11 FT	No	-
(EGNJ8312) 02/APPROACH 20/ TAKE-OFF	TREE	533326.98N 0002133.92W	209 FT	31 FT	No	-
(EGNJ8308) 02/APPROACH 20/ TAKE-OFF	TREE	533325.57N 0002131.52W	216 FT	28 FT	No	-
(EGNJ8307) 02/APPROACH 20/ TAKE-OFF	TREE	533325.14N 0002130.52W	221 FT	29 FT	No	-
(EGNJ7935) 02/APPROACH 20/ TAKE-OFF	TREE	533309.72N 0002217.70W	234 FT	39 FT	No	-
(EGNJ3823) 02/APPROACH 20/ TAKE-OFF	TELEPOLE	533256.54N 0002206.38W	232 FT	30 FT	No	-
(EGNJ3822) 02/APPROACH 20/ TAKE-OFF	TELEPOLE	533254.61N 0002202.59W	249 FT	30 FT	No	-
(EGNJ7914) 02/APPROACH 20/ TAKE-OFF	TREE	533248.51N 0002201.05W	256 FT	29 FT	No	-
(EGNJ7917) 02/APPROACH 20/ TAKE-OFF	TREE	533242.60N 0002212.58W	267 FT	29 FT	No	-
(EGNJ7132) 02/APPROACH 20/ TAKE-OFF	TREE	533239.22N 0002219.17W	275 FT	30 FT	No	-
(EGNJ7925) 02/APPROACH 20/ TAKE-OFF	TREE	533237.71N 0002222.22W	281 FT	33 FT	No	-
(EGNJ7504) 02/APPROACH 20/ TAKE-OFF	TREE	533236.09N 0002225.34W	284 FT	34 FT	No	-
(EGNJ7929) 02/APPROACH 20/ TAKE-OFF	TREE	533234.68N 0002228.30W	293 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**
(EGNJ3755)	PYLON	533937.03N 0002853.51W	397 FT	164 FT	No	-
(EGNJ3752)	PYLON	533934.97N 0002831.51W	396 FT	186 FT	No	-
(EGNJ7150)	FLARESTACK	533854.88N 0001511.11W	525 FT	500 FT	Yes Red	-
(EGNJ3715)	PYLON	533844.36N 0002333.68W	326 FT	163 FT	No	-
(EGNJ2676)	CHIMNEY	533837.06N 0001520.57W	492 FT	453 FT	Yes Red	-
(EGNJ2705)	FLARESTACK	533806.15N 0001440.63W	475 FT	453 FT	No	-
(EGNJ6327)	MAST	533636.42N 0002615.95W	556 FT	274 FT	Yes Red	-
(EGNJ7446)	TREE	533538.99N 0002314.50W	292 FT	90 FT	No	-
(EGNJ7445)	TREE	533538.70N 0002311.31W	294 FT	92 FT	No	-
(EGNJ7378)	TREE	533454.99N 0001651.64W	251 FT	140 FT	No	-
(EGNJ7377)	TREE	533454.30N 0001653.80W	240 FT	128 FT	No	-
(EGNJ8358)	TREE	533449.53N 0001845.66W	238 FT	111 FT	No	-
(EGNJ8359)	TREE	533448.68N 0001842.39W	245 FT	110 FT	No	-
(EGNJ8374)	TREE	533447.36N 0001837.30W	243 FT	102 FT	No	-
(EGNJ7489)	TREE	533315.86N 0002307.98W	335 FT	36 FT	No	-
(EGNJ6561)	TREE	533313.57N 0002311.47W	339 FT	35 FT	No	-
(EGNJ7847)	TREE	533304.15N 0002025.14W	385 FT	115 FT	No	-
(EGNJ7492)	TREE	533300.83N 0002249.90W	331 FT	62 FT	No	-
(EGNJ7276)	TREE	533256.92N 0002020.86W	374 FT	106 FT	No	-
(EGNJ7275)	TREE	533256.26N 0002015.62W	372 FT	105 FT	No	-
(EGNJ4065)	MONUMENT	533103.78N 0001755.68W	570 FT	130 FT	No	-
(EGNJ4068)	PYLON	533031.35N 0001823.21W	527 FT	100 FT	No	-
(EGNJ4063)	PYLON	533029.87N 0001808.98W	588 FT	138 FT	No	-
(EGNJ4894)	MAST	532942.24N 0001815.17W	654 FT	191 FT	No	-
(EGNJ4893)	MAST	532934.44N 0001815.34W	618 FT	154 FT	No	-
(EGNJ4891)	MAST	532929.36N 0001811.30W	611 FT	147 FT	No	-

EGNJ 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	Warnings. METFORM: 214 and 215.
8	Supplementary equipment available for providing information	Internet access available in flight briefing room.
9	ATS units provided with information	HUMBERSIDE
10	Additional information (limitation of service, etc.)	-

EGNJ 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	022.37°	2200 x 45 M	RWY surface: Concrete and asphalt PCR 434/F/B/X/T	533355.19N 0002125.41W 151.5 FT	THR 121.1 FT TDZ 121.1 FT	RWY 02: 0.7% Down RWY 20: 0.7% Up
20	202.38°	2200 x 45 M	RWY surface: Concrete and asphalt PCR 434/F/B/X/T	533453.52N 0002045.08W 151.5 FT	THR 73.9 FT TDZ 92.3 FT	RWY 02: 0.7% Down RWY 20: 0.7% Up
08	082.41°	990 x 18 M	RWY surface: Asphalt PCR 38/F/B/X/U SWY surface: - -	533433.16N 0002112.52W 151.5 FT	THR 86.8 FT -	RWY 08: 0.15% Down RWY 26: 0.15% Up
26	262.42°	990 x 18 M	RWY surface: Asphalt PCR 38/F/B/X/U	533436.16N 0002034.71W 151.5 FT	THR 83.4 FT -	RWY 08: 0.15% Down RWY 26: 0.15% Up

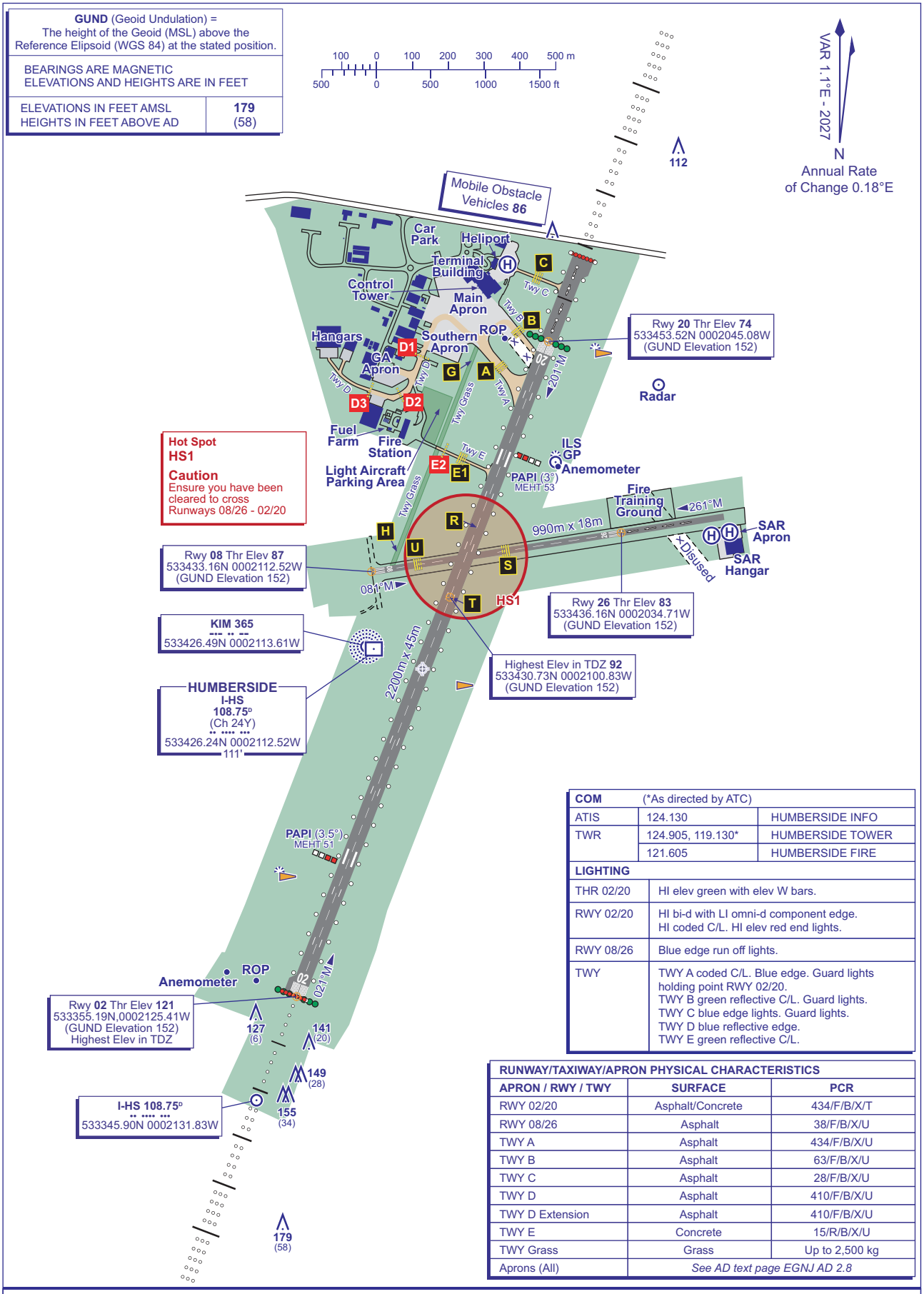
SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	**9**	**10**	**11**	**12**	**13**	**14**
-	138 x 150 M	2260 x 280 M	-	-	-	RWY 02 500 M at south west end (concrete) is rigid pavement, remainder is flexible. The RESA at Runway 20 departure and Runway 02 landing has a transverse slope of 5.2% on the southeast side due rising ground. The ground level 50 M southeast of threshold Runway 02 has a tranverse slope of 3.3%.
-	-	2260 x 280 M	-	-	-	RWY 20 Landing threshold displaced by 250 M. 500 M at south west end (concrete) is rigid pavement, remainder is flexible. The RESA at Runway 20 departure and Runway 02 landing has a transverse slope of 5.2% on the southeast side due rising ground. OFZ: Yes.
30 x 18 M	-	1050 x 60 M	-	-	-	RWY 08
-	-	1050 x 60 M	-	-	-	RWY 26 Landing threshold displaced by 288 M.

AERODROME CHART - ICAO

ARP 533424N 0002105W

AD ELEV 121FT

HUMBERSIDE
EGNJ



COM	(*As directed by ATC)	
ATIS	124.130	HUMBERSIDE INFO
TWR	124.905, 119.130*	HUMBERSIDE TOWER
	121.605	HUMBERSIDE FIRE

LIGHTING	
THR 02/20	HI elev green with elev W bars.
RWY 02/20	HI bi-d with LI omni-d component edge. HI coded C/L. HI elev red end lights.
RWY 08/26	Blue edge run off lights.
TWY	TWY A coded C/L. Blue edge. Guard lights holding point RWY 02/20. TWY B green reflective C/L. Guard lights. TWY C blue edge lights. Guard lights. TWY D blue reflective edge. TWY E green reflective C/L.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

APRON / RWY / TWY	SURFACE	PCR
RWY 02/20	Asphalt/Concrete	434/F/B/X/T
RWY 08/26	Asphalt	38/F/B/X/U
TWY A	Asphalt	434/F/B/X/U
TWY B	Asphalt	63/F/B/X/U
TWY C	Asphalt	28/F/B/X/U
TWY D	Asphalt	410/F/B/X/U
TWY D Extension	Asphalt	410/F/B/X/U
TWY E	Concrete	15/R/B/X/U
TWY Grass	Grass	Up to 2,500 kg
Aprons (All)	*See AD text page EGNJ AD 2.8*	

CHANGE (12/26): PCR TABLE.

AERO INFO DATE 03 SEP 26

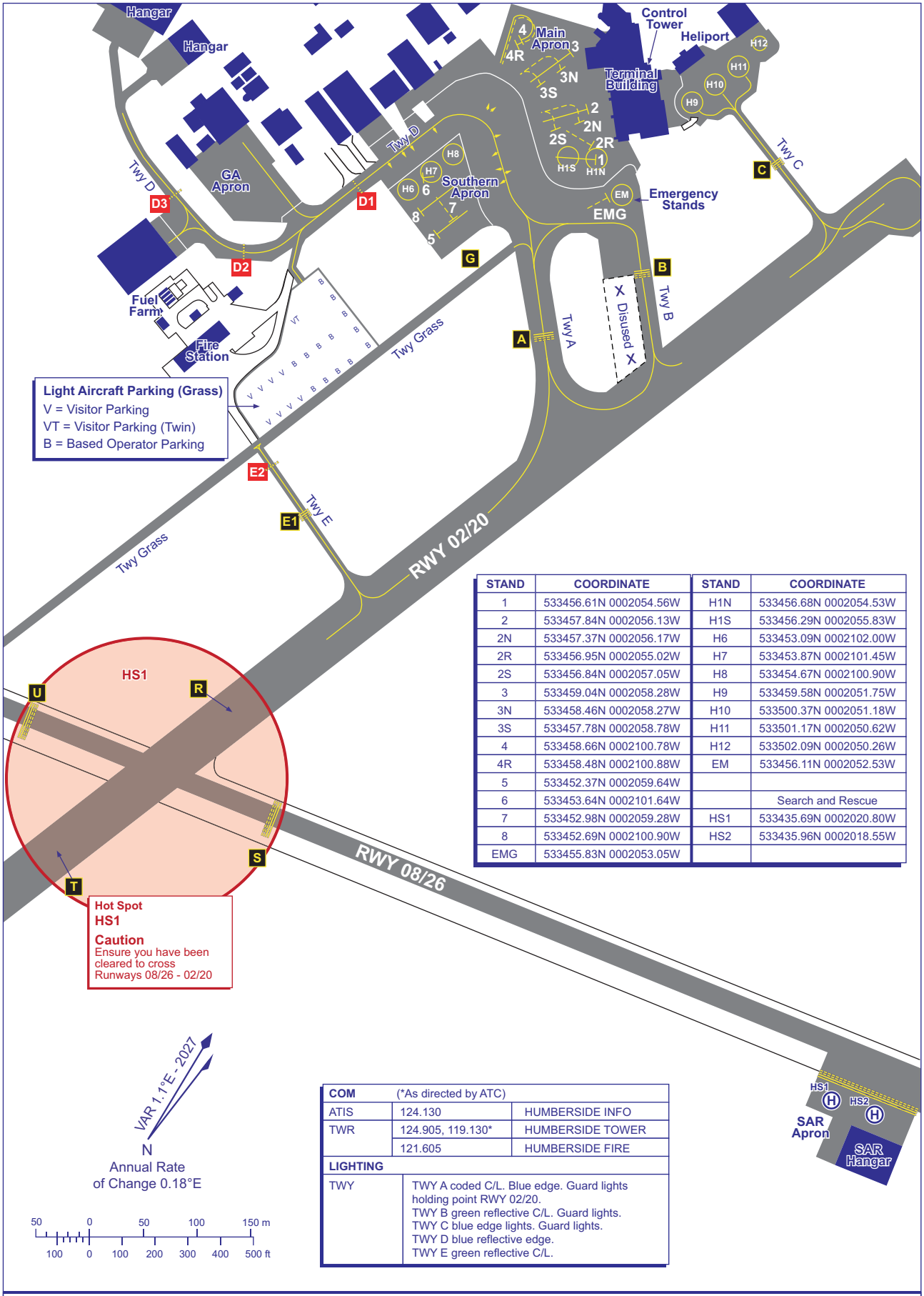
AD 2-EGNJ-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 533424N 0002105W

AD ELEV 121FT

HUMBERSIDE
EGNJ



STAND	COORDINATE	STAND	COORDINATE
1	533456.61N 0002054.56W	H1N	533456.68N 0002054.53W
2	533457.84N 0002056.13W	H1S	533456.29N 0002055.83W
2N	533457.37N 0002056.17W	H6	533453.09N 0002102.00W
2R	533456.95N 0002055.02W	H7	533453.87N 0002101.45W
2S	533456.84N 0002057.05W	H8	533454.67N 0002100.90W
3	533459.04N 0002058.28W	H9	533459.58N 0002051.75W
3N	533458.46N 0002058.27W	H10	533500.37N 0002051.18W
3S	533457.78N 0002058.78W	H11	533501.17N 0002050.62W
4	533458.66N 0002100.78W	H12	533502.09N 0002050.26W
4R	533458.48N 0002100.88W	EM	533456.11N 0002052.53W
5	533452.37N 0002059.64W		
6	533453.64N 0002101.64W		Search and Rescue
7	533452.98N 0002059.28W	HS1	533435.69N 0002020.80W
8	533452.69N 0002100.90W	HS2	533435.96N 0002018.55W
EMG	533455.83N 0002053.05W		

COM	(*As directed by ATC)	
ATIS	124.130	HUMBERSIDE INFO
TWR	124.905, 119.130*	HUMBERSIDE TOWER
	121.605	HUMBERSIDE FIRE
LIGHTING		
TWY	TWY A coded C/L. Blue edge. Guard lights holding point RWY 02/20. TWY B green reflective C/L. Guard lights. TWY C blue edge lights. Guard lights. TWY D blue reflective edge. TWY E green reflective C/L.	

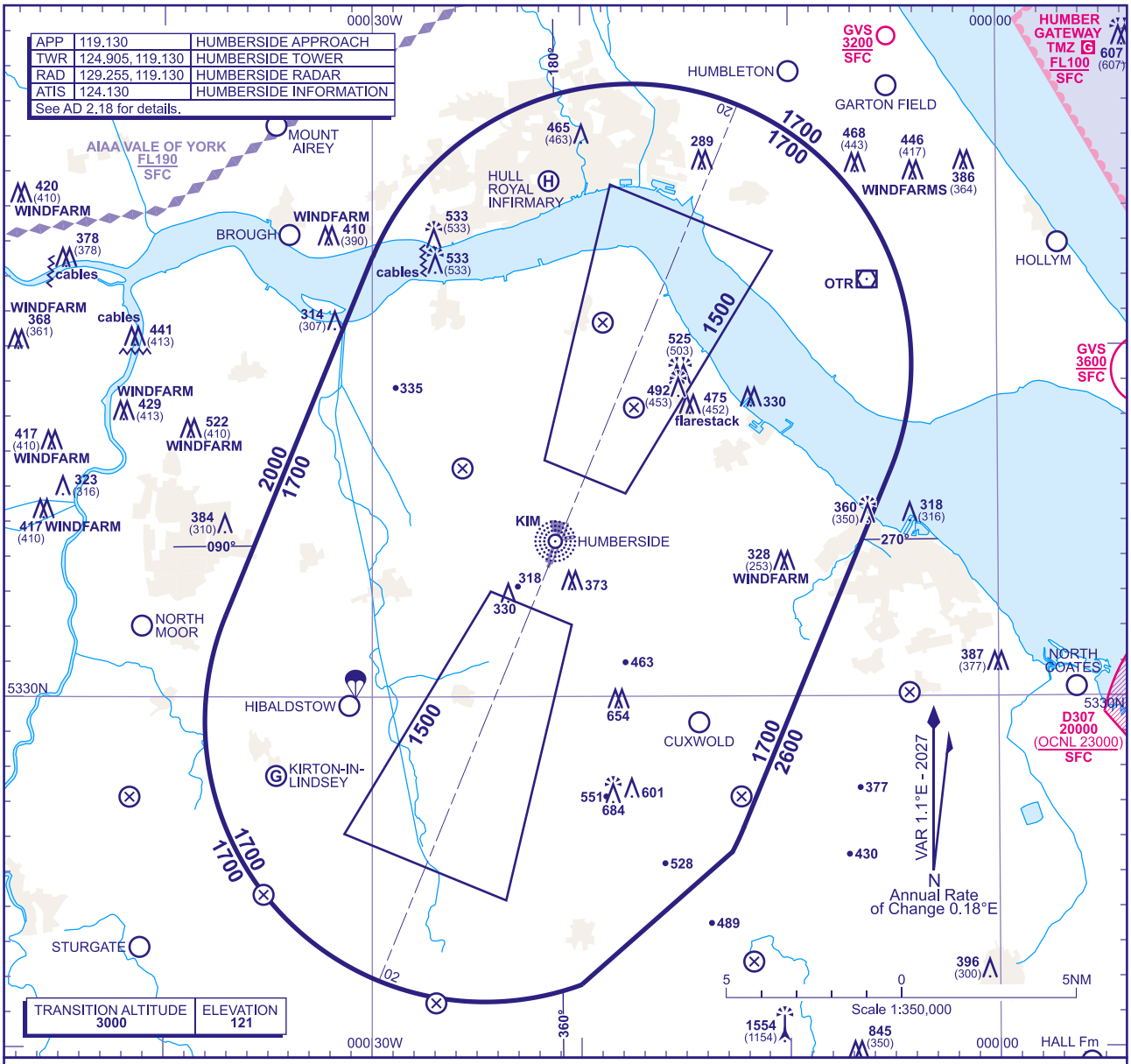
CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

AERO INFO DATE 03 SEP 26

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1554
HEIGHTS IN FEET AGL (1154)

HUMBERSIDE



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1700** in the sector defined by the lateral limits; 533220N 0003701W - 534233N 0003000W thence clockwise by an arc of a circle radius 8NM centred on 533930N 0001733W to 533627N 0000508W - 532616N 0001214W thence clockwise by an arc of a circle radius 8NM centred on 532918N 0002436W to 532534N 0001247W - 532148N 0001959W thence clockwise by an arc of a circle radius 8NM centred on 532918N 0002436W to 533220N 0003701W.

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

LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **NDB(L) KIM**†.
Intermedlate and FInal Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) KIM**†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of **NDB(L) KIM**.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

CHANGE (12/26): HULL ROYAL INFIRMARY HELI ADDED.

AERO INFO DATE 25 AUG 26

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EGPE — INVERNESS

EGPE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPE — INVERNESS

EGPE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 573233N Long: 0040251W Mid-point of Runway 05/23
2	Direction and distance from city	7 NM NE of Inverness.
3	Elevation / Reference temperature / Mean Low Temperature	31 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	172 FT
5	Magnetic Variation / Annual Change	0.72°W (2027) / 0.21°E
6	AD Administration Address Telephone	HIGHLANDS AND ISLANDS AIRPORTS LTD Inverness Airport, Inverness IV2 7JB. 01667-464000 (Administration) 01667-464276 (ATC) 01667-464255 (MET)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to ATC will be recorded.

EGPE AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sun 0615-2245 (0515-2145).
2	Customs and immigration	By arrangement. 6 hours notice required for EU flights, H24 for other flights.
3	Health and sanitation	-
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	As AIS briefing hours.
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	Northair - AVTUR JET A-1 and AVGAS 100LL: Mon-Fri 0600-1900 (0500-1800); Sat/Sun 0600-2100 (0500-2000). Out of hours through Handling Agent and +44(0)7836-202637 or +44(0)7595-223613. World of Fuels - AVTUR JET A-1: 0600-2200 (0500-2100). See remarks.
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	This aerodrome is strictly PPR. All operators, including executive and private General Aviation must make prior arrangements with a handling agent for ground handling.

EGPE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Prearrange with cargo handling agent, Tel: 01667-462121; Fax: 01667-462750.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	100,000 LT stored. Delivery 700 LT per minute.
4	De-icing facilities	Full aircraft de-icing capability.
5	Hangar space for visiting aircraft	None.
6	Repair facilities for visiting aircraft	Limited.

7	Remarks	All flights are subject to mandatory ground handling. Prior arrangement must be made with one of the listed handling agents. Handling Agents: Primeflight: Tel: 01667-464120; Fax: 01667-464129; Channel: 131.430. Primeflight Executive: Tel: 01667-462121. Signature Flight Support: Tel: 01667-461122; Frequency 122.350 MHz. Highland Aviation: Tel: 01667-460361 (<6000 KG MTOW).

EGPE AD 2.5 PASSENGER FACILITIES

1	Hotels	Adjacent to terminal building and in Inverness.
2	Restaurants	Buffet in terminal.
3	Transportation	Taxis.
4	Medical facilities	First aid facilities.
5	Bank and Post Office	ATM in Terminal Building.
6	Tourist Office	-
7	Remarks	-

EGPE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 7 accepted under remission. RFF Category 6: Mon-Sun 0615-2245 (0515-2145).
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Available up to SF34 size aircraft. Further recovery limited.
4	Remarks	-

EGPE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Snow ploughs and blowers. Mechanical and chemical de-icing. Surfaces de-iced/anti-iced with KAC/EG and/or NAAC.
2	Clearance priorities	Runway 05/23. Taxiway Alpha and Golf. Apron. Runway 11/29.
3	Remarks	Latest Information from ATC, Tel: 01667-464276

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

1	Apron surface and strength	NORTH APRON (EAST) Surface: Concrete A: PCR 113/R/A/X/U B: PCR 447/R/A/X/U C: PCR 57/R/A/X/U NORTH APRON (WEST) Surface: Concrete A: PCR 113/R/A/X/U B: PCR 292/R/A/X/U SOUTH APRON Surface: Concrete PCR 642/R/D/X/U
2	Taxiway width, surface and strength	Taxiway A (HOLD A1-E2): 18 M Surface: Asphalt PCR 574/F/C/X/U

		Taxiway E (HOLD E2-E1): 18 M Surface: Asphalt PCR 574/F/C/X/U Taxiway G: 15 M Surface: Asphalt PCR 61/F/C/X/U
3	Altimeter checkpoint location and elevation	Apron 38 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking chart.
6	Remarks	See AD 2-EGPE-2-2 Aircraft Parking/Docking Chart for PCR details.

EGPE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	By marshaller. Self-parking will be permitted by based light aircraft on North Apron only.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Runway designation, centre-line, threshold and TDZ markings. 11/29: Runway designation and centre-line markings. Runway light(s): 05/23: Runway edge lights. 11/29: Unlit, lighting unavailable. Taxiway marking aid(s): Yellow centre-line markings.
3	Stop bars and runway guard lights (if any)	At A1, F and G holding points.
4	Other runway protection measures	-
5	Remarks	WDIs (LGTD): 573249.97N 0040227.11W - 573227.63N 0040315.96W. WDI: 573241.53N 0040325.79W. Pilots should be aware that Aerodrome Controllers at EGPE may refer to several Holding Points designated for vehicular management only. These do not form part of the aerodrome manoeuvring area and are therefore not published in EGPE AD 2.24 CHARTS RELATED TO AN AERODROME.

EGPE AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPE6003) 29/APPROACH 11/ TAKE-OFF	NDB	573229.43N 0040245.48W	60 FT	36 FT	Yes Red	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPE8186)	MAST	573759.62N 0040430.31W	1100 FT	421 FT	Yes Red	LED lighting.
(EGPE7603)	MAST	573529.89N 0041636.37W	1526 FT	825 FT	Yes Red	-
(EGPE8280)	ANEMOMETER	573242.82N 0040219.56W	55 FT	32 FT	Yes Red	-
(EGPE8282)	MAST	573221.98N 0040239.53W	132 FT	104 FT	Yes Red	LED lighting
(EGPE8281)	ANEMOMETER	573221.27N 0040306.48W	62 FT	36 FT	Yes Red	-

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**
(EGPE7896)	TREE	573211.58N 0040512.16W	180 FT	62 FT	No	-
(EGPE7894)	TREE	573209.52N 0040507.71W	162 FT	56 FT	No	-
(EGPE7897)	TREE	573208.04N 0040510.82W	165 FT	53 FT	No	-
(EGPE7908)	TREE	573206.70N 0040533.84W	191 FT	55 FT	No	-
(EGPE5206)	PYLON	573144.98N 0035754.82W	271 FT	81 FT	No	-
(EGPE5205)	PYLON	573139.65N 0035810.40W	302 FT	90 FT	No	-
(EGPE7919)	TREE	573025.57N 0035801.84W	660 FT	175 FT	No	-
(EGPE7918)	TREE	573024.15N 0035803.54W	662 FT	156 FT	No	-
(EGPE7762)	TREE	573022.45N 0040246.46W	501 FT	116 FT	No	-
(EGPE5074)	PYLON	572814.94N 0040109.66W	1065 FT	168 FT	No	-
(EGPE5075)	PYLON	572814.17N 0040128.09W	999 FT	134 FT	No	-
(EGPE5076)	PYLON	572809.31N 0040144.22W	1022 FT	155 FT	No	-

EGPE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Met Office - Aviation Briefing Service is available via personal internet enabled devices.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	INVERNESS
10	Additional information (limitation of service, etc.)	Unverified automatic met observations are available on ATIS (109.200 MHz) or by telephone on 01667-464255 outside hours of aerodrome/ATC hours.

EGPE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	049.44°	1888 x 45 M	RWY surface: Asphalt, Grooved PCR 574/F/C/X/U	573214.54N 0040331.23W 172.0 FT	THR 29.7 FT TDZ 29.8 FT	05/23 1:774
23	229.46°	1888 x 45 M	RWY surface: Asphalt, Grooved PCR 574/F/C/X/U	573252.84N 0040207.99W 171.9 FT	THR 21.1 FT TDZ 25.6 FT	05/23 1:774

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
11	109.59°	701 x 18 M	RWY surface: Asphalt PCR 574/F/C/X/U	573240.70N 0040335.49W 172.0 FT	THR 31.1 FT -	RWY 11/29 1:459
29	289.60°	701 x 18 M	RWY surface: Asphalt PCR 574/F/C/X/U	573233.10N 0040255.78W 172.0 FT	THR 25.6 FT -	RWY 11/29 1:459

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	150 x 150 M	2008 x 280 M	-	-	-	RWY 05 Threshold displaced by 66 M. OFZ: Yes.
-	150 x 150 M	2008 x 280 M	-	-	-	RWY 23 OFZ: Yes.
-	-	761 x 60 M	-	-	-	RWY 11
-	-	761 x 60 M	-	-	-	RWY 29

EGPE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	1888 M	2038 M	1888 M	1822 M	-
23	1822 M	1972 M	1822 M	1822 M	-
05	994 M	1144 M	994 M	-	Take-off from intersection of Runway 11.
23	849 M	999 M	849 M	-	Take-off from intersection of Runway 11.
11	701 M	701 M	701 M	701 M	-
29	701 M	701 M	701 M	701 M	-

EGPE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Five crossbars. LED 900 M Light intensity high	Green with green wingbars LED	PAPI Left/3° 50 FT 362 M	-	-	Final 600 M yellow All RWY edge lighting is LED. White Light intensity high	LED Red	-	-
23	Five crossbars. LED 900 M Light intensity high	Green with green wingbars LED	PAPI Left/3° 57 FT 348 M	-	-	Final 600 M yellow All RWY edge lighting is LED. White Light intensity high	LED Red	-	-

EGPE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 573221.27N 0040306.48W (LGTD), 573242.82N 0040219.56W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line from Runway 05/23 centre-line to SAR Apron. Green centre-line from Hold F, through north apron and taxiway to south apron. EDGE: Blue edge lights from Runway 05 to Runway 11 threshold.
4	Secondary power supply/switch-over time	Yes. Using local sub-station / 1 second during LVPs.
5	Remarks	-

EGPE AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF 5: 573226.38N 0040234.42W, 171.9 FT TLOF 6: 573226.84N 0040233.44W, 171.9 FT
2	TLOF and/or FATO elevation	TLOF 5: 26.0 FT TLOF 6: 25.7 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF 5: - TLOF surface: - - TLOF 6: - TLOF surface: - -
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGPE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
INVERNESS ATZ A circle, 2.5 NM radius, centred at 573233N 0040251W on longest notified runway (05/23)	Upper limit: 2031 FT ALT Lower limit: SFC	G	INVERNESS RADAR English	3000 FT	Mon-Sun 0615-2245 (0515-2145).	Air Ambulance flights/SAR operations may occur H24, including outside of the operating hours of the aerodrome ATZ. Pilots are recommended to make a blind call on Inverness Radar (122.605) when the aerodrome is published closed and they are transiting through or close to the ATZ. ATZ 2000 FT AAL.

EGPE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
TWR	INVERNESS TOWER	118.405 DOC 25 NM/4,000 FT.	-	-	Mon-Sun 0615-2245 (0515 - 2145).	VDF 573226.14N 0040249.88W Northwest of ATC.
RADAR	INVERNESS RADAR	122.605 DOC 40 NM/ 15,000 FT.	-	-	Mon-Sun 0615-2245 (0515-2145).	VDF 573226.14N 0040249.88W Northwest of ATC.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	INVERNESS INFORMATION	109.200 Broadcast on Inverness VOR.	-	-	H24	Unverified outside hours of approach.
OTHER	INVERNESS FIRE CHIEF	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGPE 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 0.71°W (2027)	ILN	108.500 MHz	H24 Available for approach and landing outside the hours of ATC with airport approval.	573303.37N 0040145.09W		(RWY 05)
ILS/GP	ILN	329.900 MHz	H24 Available for approach and landing outside the hours of ATC with airport approval.	573218.21N 0040311.71W		3° ILS Ref Datum Hgt 50 FT. Pilots may not receive full fly-up indications when below glidepath and right of centre-line.
ILS/LOC I 0.73°W (2027)	IDX	108.500 MHz	H24 Available for approach and landing outside the hours of ATC with airport approval.	573208.43N 0040344.52W		(RWY 23)
ILS/GP	IDX	329.900 MHz	H24 Available for approach and landing outside the hours of ATC with airport approval.	573242.93N 0040217.51W		3° ILS Ref Datum Hgt 50 FT.
VOR/DME 0.72°W (2027) 1.0°W (2024)	INS	29X 109.200 MHz	H24 Available for approach and landing outside the hours of ATC with airport approval.	573233.49N 0040227.99W	42 FT	VOR DOC: 40 NM/25000 FT. Due to terrain, VOR coverage at low level is reduced in Sector R141-181. DME co-located and freq paired with VOR and unmonitored outside Inverness ATC hours of operation. The DME may unlock on R305 when aircraft are at ranges in excess of 34 NM and below 5500 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
NDB 0.72°W (2027)	IVR	328.000 kHz	H24 Available for approach and landing outside the hours of ATC with airport approval.	573229.43N 0040245.48W		Normally radiates H24. Range 25 NM.
ILS/DME	IDX	22X	H24 Available for approach and landing outside the hours of ATC with airport approval.	573230.47N 0040246.46W	44 FT	(RWY 23) DME freq paired with ILS I-LN and I-DX. Zero range is indicated at THR of Runway 05 and 23.
ILS/DME	ILN	22X	H24 Available for approach and landing outside the hours of ATC with airport approval.	573230.47N 0040246.46W	44 FT	(RWY 05) DME freq paired with ILS I-LN and I-DX. Zero range is indicated at THR of Runway 05 and 23.

EGPE AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All operators, international flights (including executive and private General Aviation) regardless of MAUW, must make prior arrangements with a handling agent for ground handling of all flights.
b) Inverness Airport is strictly PPR. Requests should be made to Inverness Apron Operations Tel: +44 (0)1667-464307, Mobile: +44 (0)7917-071144 or e-mail: invernessapronoperations@hial.co.uk. Domestic flights must PPR a minimum of 2 hours before scheduled arrival. International Flights must PPR a minimum of 24 hours before scheduled arrival.
c) Smoking airside, including the use of e-cigarettes, is strictly prohibited.
d) Use of Inverness aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
e) Due to restricted parking availability all aircraft should be left in a towable condition wherever practicable. Signage indicating that aircraft are ready for tow should be displayed in a prominent position or, where no signage is available, handling agents informed of the aircraft state.
f) In order to comply with airport regulations, all persons entering airside areas on foot are required to wear high visibility clothing, appropriate PPEs and be in possession/display an appropriate and valid HIAL ID pass.
g) All aircraft using Inverness Aerodrome or its facilities are required to have third party liability insurance cover. Proof of this insurance should be available for inspection at any time whilst the aircraft is on the aerodrome.

2 GROUND MOVEMENT

a) The taxiway between the north end of the south apron and threshold Runway 11 is available for use only by aircraft with a wingspan up to but not including 36 M.
b) To permit crossing of Taxiway Echo through the North Apron by non-radio equipped vehicles, two crossings are installed, indicated by black/white checked edges. One, at the north end, leads to the GA Terminal, the other to AFS and the Terminal Building. These crossings are not available during LVP operations, ATC will advise. All pedestrians, wishing to cross Taxiway Echo are required to use the marked crossings.
c) All ground movement west of Hold D is at the pilots discretion. Only Inverness based aircraft, aircraft under tow to Hangar 3, or aircraft for which previous arrangements have been made with a handling agent or Apron Control (07917-071144), are permitted west of Hold D.
d) Aircrew are requested to use minimum power settings whilst turning to leave the parking stands on either apron in order to avoid blast injury to personnel or blast damage to other aircraft.
e) Push-back not available at Inverness, so marshalling is routinely provided to all aircraft movements to the North and South Apron. Therefore, pilots of inbound aircraft are not to turn off Taxiway Echo or Alpha prior to parking, nor are pilots of outbound aircraft to request taxi, unless they are in visual contact with, and receiving guidance from, the Duty Marshaller. Aircraft facing out towards the taxiway will not require a marshaller for taxi off stand. In the event that no marshaller is in sight at the appointed time, the pilot should hold position

and advise ATC of the situation. In such circumstances ATC may instruct the pilot to await the marshaller, or, if the delay is likely to be excessive, advise the pilot to park or leave the apron at his discretion. This instruction will be in respect of other aircraft movements and will take no account of vehicle and personnel movements on the apron.

f) ATC will issue clearances to vehicles on the TWR VHF frequency, which is cross-coupled to the UHF GMC frequency. Pilots will not hear responses from drivers.

3 CAT II/III OPERATIONS

a) Inverness Airport is not equipped for CAT II/III operations; however, Low Visibility Procedures (LVP) are used to protect CAT I operations.
b) Preparation for LVP will commence when the reported MET visibility or IRVR is 2000 M and falling and cloud ceiling 300 FT and below.
c) Pilots will be informed when LVP are in operation by ATIS.

4 WARNINGS

a) No ground signals except light signals.
b) Caution should be exercised when taxiing to Hangar 1 due to the close proximity of an adjacent security fence.
c) Despite the presence of a deer fence, roe deer are occasionally seen on the airport. Pilots are requested to report the location of any animals sighted to ATC.
d) Due to coastal location, birds are a hazard throughout most of the year. This hazard level is raised during the migration season when large numbers of wintering wildfowl transit across approaches to feeding locations on farmland adjacent to the airport.
e) In a strong southerly airstream, severe turbulence may occur below 4000 FT. In lee wave conditions, the turbulence may be particularly bad at very low levels
f) High ground to the South 1500 FT at 5 NM rising to 2018 FT at 7.4 NM.
g) Paragliding and Hang gliding takes place from Alturlie Point 573120.23N 0040719.91W. Within an area known as the Alturlie Box 573120.23N 0040719.91W - 573053.67N 0040800.45W - 573043.88N 0040805.89W - 573049.42N 0040900.31W - 573138.30N 0040839.13W - 573120.23N 0040719.91W. Due to the serious risks presented by rotor downwash and wake turbulence, helicopter pilots should avoid overflying or operating in close proximity to this area below 1500 FT AMSL when active. The status of the Alturlie Box is available from ATC.
h) Pilots of aircraft with a MCTOM exceeding 40,000 KG are requested to carry out all 180 degree turns on the concrete portion of RWY 05/23 (Approx. first 220 M from threshold 23, full runway width).
i) Operators of UAS planned to fly within the Inverness FRZ should inform Inverness ATC with no less than 24 hours before flight to obtain approval.

5 HELICOPTER OPERATIONS

a) Helicopters are expected to make approaches to, and departures from notified runways. Those with wheeled undercarriage will be treated similarly to fixed wing aircraft and must ground taxi within the apron/taxiways. For skid-equipped helicopters the aiming point will generally be Runway 11 threshold followed by hover taxi to the apron. Helicopters can generally expect to be parked on the east side of the North apron. No hover taxiing is permitted west of Hold DELTA.
b) Exceptionally, if weather conditions make lengthy hover taxiing undesirable, departure into wind over the grass area west of Runway 11/29 will be permitted. Overflying the aprons and Terminal building is to be avoided.

6 USE OF RUNWAYS

a) Runway Departure Restriction – Except where an AOC holder has a less restrictive State authorised take-off minima, departures in RVR conditions of less than 550 M are not permitted.
b) Runway 11/29 is not available for flight operations during night hours.

7 TRAINING

a) Practice engine failures after departure by single engine aircraft are permitted when Runway 23 is in use provided the aircraft has passed the aerodrome access road.
b) Asymmetric training by multi-engined aircraft is permitted following departure or go-around on any runway, provided that the aircraft concerned will not descend below 500 FT QFE (or QNH equivalent) during such manoeuvres.
c) All training by visiting aircraft must be pre-booked with ATC on 01667-464276.
d) The following procedures are applicable for visual circuit training aircraft only with a MTOW of 5700 KG or more:

   i. Circuit training shall only be permitted Mon-Fri 0800-1900 (0700-1800) and Sat-Sun 0900-1800 (0800-1700);
   ii. In the event of continuous circuit flying for 2 hours, a 30 minute break from circuit training shall occur for all aircraft with a MTOW of 5700 KG or more;
   iii. Circuit direction will be frequently varied by ATC;
   iv. Where possible, pilots shall avoid overflying surrounding villages whilst operating in the circuit. This is particularly important for those portions of the flight that are operated below 1000 FT.

EGPE AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGPE 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 RESTRICTIVE AREAS

a) Inverness airport is situated adjacent to RAF Lossiemouth, and Danger Area EGD703, Tain Range. IFR flights may require extended vectoring due to military activity in the area.

3 AIR TRAFFIC SERVICES OUTSIDE CONTROLLED AIRSPACE

a) Pilots of aircraft filing IFR flight plans or booking out IFR shall notify ATC prior to departure if any service other than a Deconfliction Service is likely to be requested.
b) This does not preclude pilots from requesting any appropriate service once airborne.
c) The ILS radiates H24 but is not monitored outside the hours of ATC. Only operators approved by the airport authority are permitted to fly approaches when ATC is published closed.

4 TRANSITION LEVEL

a) Transition Level available from ATC on first contact.

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.

EGPE AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGPE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPE-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGPE-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPE-5-1
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 05 (CAT A,B) - ICAO
AD 2.EGPE-8-1
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-2
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 05 (CAT A,B) - ICAO
AD 2.EGPE-8-3
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-4
INSTRUMENT APPROACH CHART VOR/DME RWY 05 (CAT A, B) - ICAO
AD 2.EGPE-8-5
INSTRUMENT APPROACH CHART VOR/DME RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-6
INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/LOC/DME RWY 05 (CAT A,B) - ICAO
AD 2.EGPE-8-7
INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/LOC/DME RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-8
INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME RWY 05 (CAT A,B) - ICAO
AD 2.EGPE-8-9
INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-10

INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 23 (CAT A,B,C) - ICAO
AD 2.EGPE-8-11
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 23 (CAT A,B,C) - ICAO
AD 2.EGPE-8-12
INSTRUMENT APPROACH CHART VOR/DME RWY 23 (CAT A,B,C) - ICAO
AD 2.EGPE-8-13
INSTRUMENT APPROACH CHART VOR RWY 23 (CAT A,B,C) - ICAO
AD 2.EGPE-8-14
INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/LOC/DME RWY 23 (CAT A,B) - ICAO
AD 2.EGPE-8-15
INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME RWY 23 (CAT A,B) - ICAO
AD 2.EGPE-8-16

EGPE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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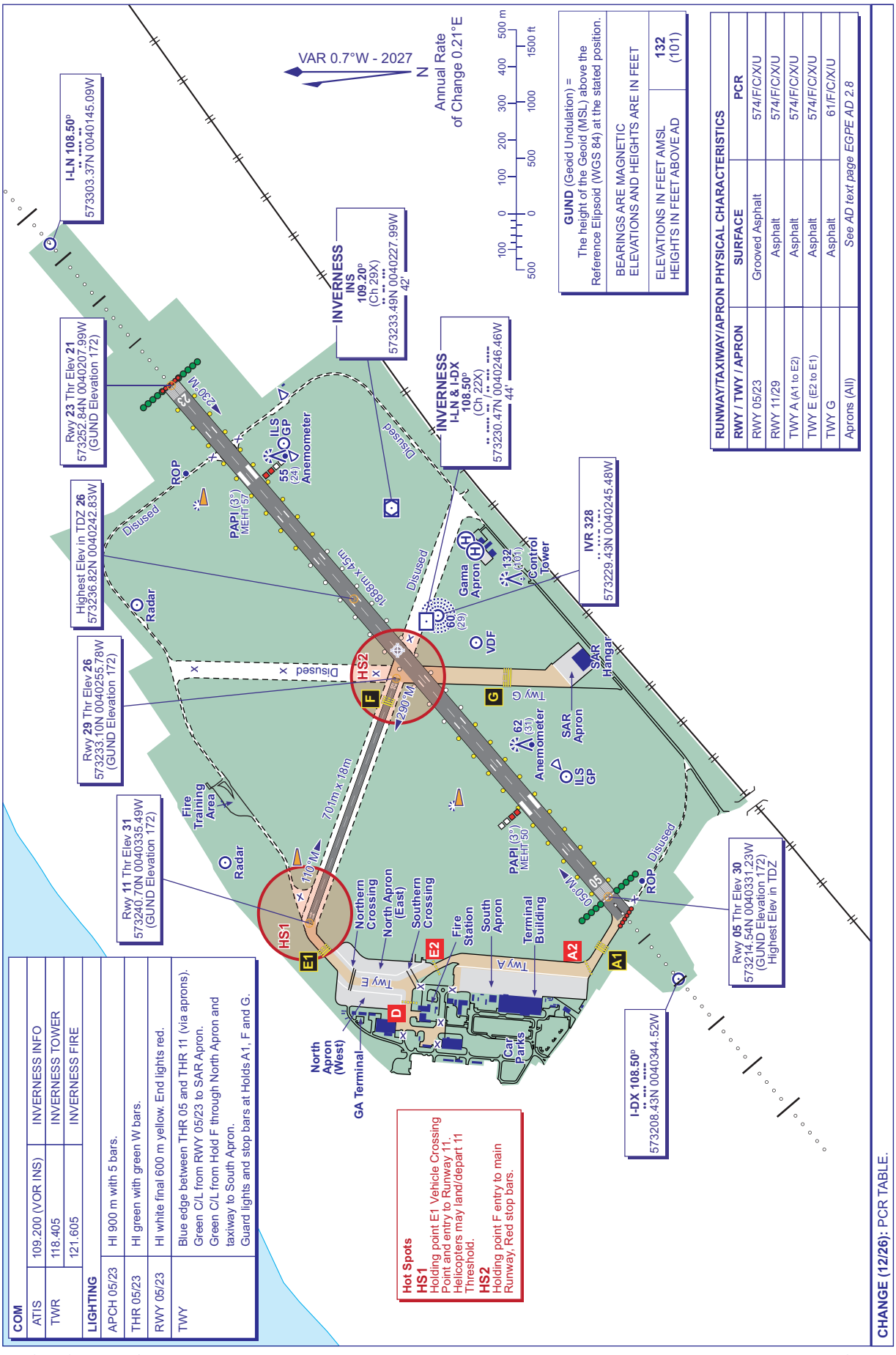
INVERNESS EGPE

AERODROME CHART - ICAO

ARP 573233N 0040251W

AD ELEV 31FT



AERO INFO DATE 15 SEP 26

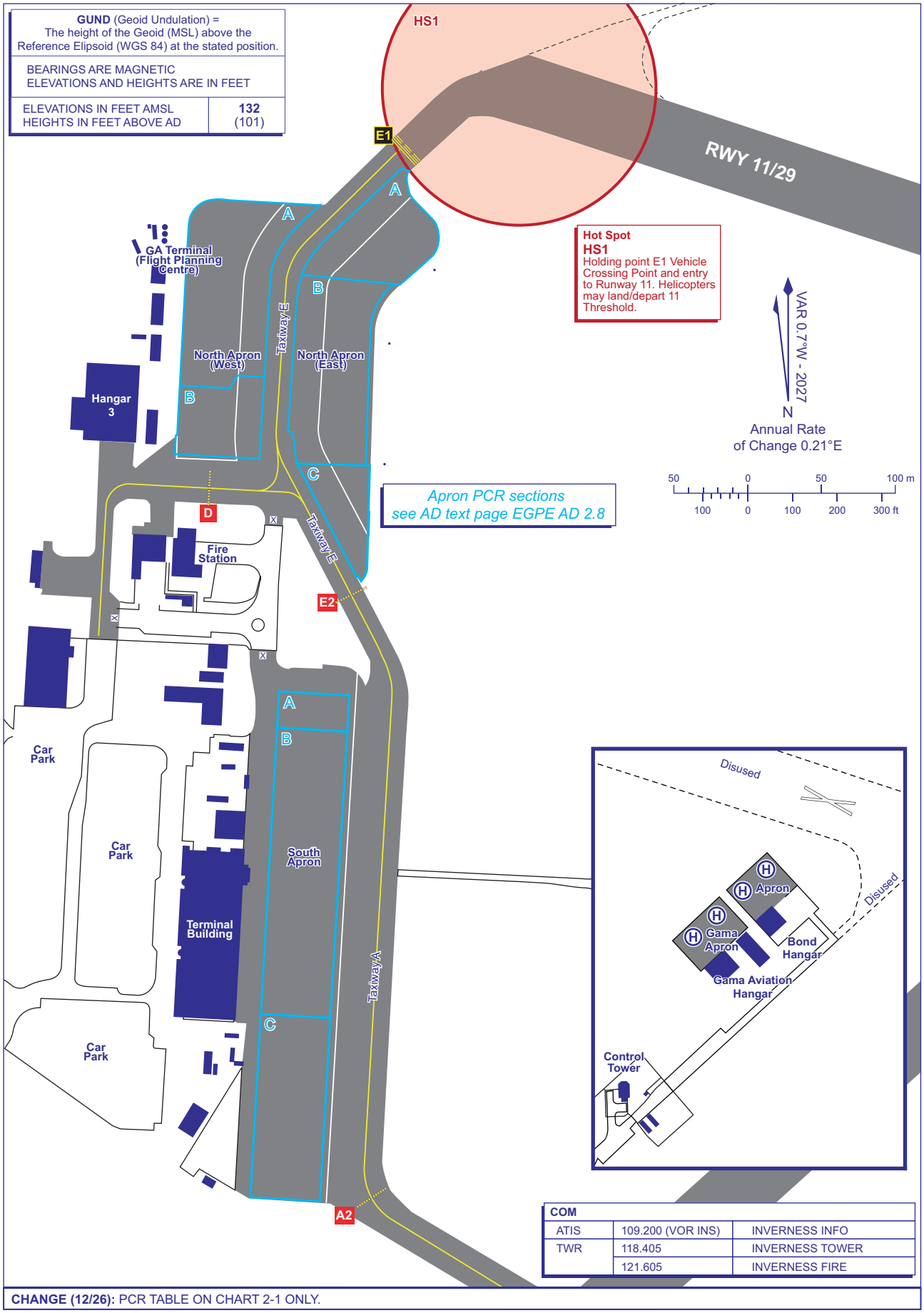
AD 2-EGPE-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 573233N 0040251W

AD ELEV 31FT

INVERNESS
EGPE



CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

AERO INFO DATE 15 SEP 26

EGPI — ISLAY

EGPI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPI — ISLAY

EGPI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 554100N Long: 0061535W Mid point of Runway 12/30
2	Direction and distance from city	4.5 NM NNW of Port Ellen.
3	Elevation / Reference temperature / Mean Low Temperature	56 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	183 FT
5	Magnetic Variation / Annual Change	1.35°W (2027) / 0.21°E
6	AD Administration Address Telephone	HIAL Islay Aerodrome, Isle of Islay, Argyll, PA42 7AS. 01496-302361
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGPI AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0830-1840 (0730-1740); Sat 0830-1340 (0730-1240); Sun 1215-1655 (1115-1555).
2	Customs and immigration	Nil.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	See also AD 2.18.
8	Fuelling	By prior arrangement.
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	This aerodrome is strictly PPR.

EGPI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	80, 100, W80, W100, W15, W50
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	-

EGPI AD 2.5 PASSENGER FACILITIES

1	Hotels	For details contact Tel: 01496-810254.
2	Restaurants	-
3	Transportation	Buses, taxis, car hire.
4	Medical facilities	Limited first aid facilities available.
5	Bank and Post Office	-
6	Tourist Office	-
7	Remarks	Ambulift and passenger lift on/off facilities are available during the aerodromes published opening hours.

EGPI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A3 RFF Category 4. RFF Category 5 by prior arrangement. RFF Category 5 may be accepted under RFF Category 4 remission.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	Out of hours recovery of aircraft - emergency contact details: 07876-727800.

EGPI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and chemical de-icing. Runways 12/30 and 07/25 de-iced/anti-iced with KFOR (Potassium Formate fluids) and/or NAAC (Sodium Acetate solids).
2	Clearance priorities	Runways, Taxiway, Aprons.
3	Remarks	For latest information contact 01496-302361.

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

1	Apron surface and strength	MAIN APRON Surface: Asphalt, Grooved NIL
2	Taxiway width, surface and strength	-
3	Altimeter checkpoint location and elevation	Main Apron 54 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGPI 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	2 LGTD WDI: 554056.66N 0061512.31W, 554103.20N 0061553.62W.

EGPI 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.

EGPI 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	- 30 minutes.
5	Briefing/consultation provided	Self-briefing.
6	Flight documentation Language(s) used	Charts abbreviated plain language. TAF's/METAR's. English.

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 NIL	554056.87N 0061531.72W 183.2 FT	THR 33.3 FT -	-
25	250.50°	635 x 18 M	RWY surface: Asphalt, Grooved NIL	554103.09N 0061500.63W 183.1 FT	THR 54.3 FT -	-
12	120.87°	1550 x 30 M	RWY surface: Asphalt, Grooved NIL	554110.83N 0061605.99W 183.2 FT	THR 22.8 FT -	-
30	300.88°	1550 x 30 M	RWY surface: Asphalt, Grooved NIL	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

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EGPI AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

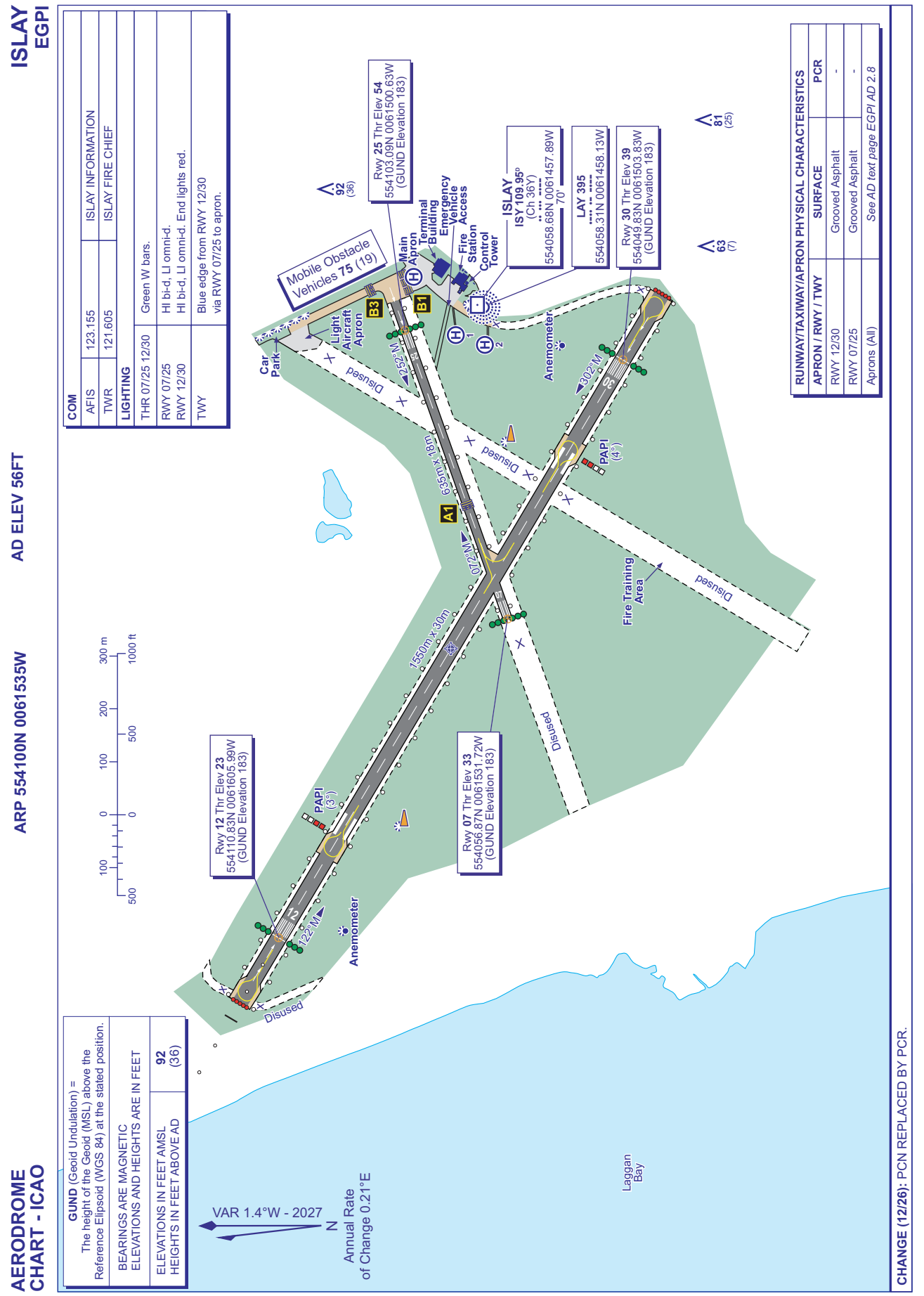
Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
ISLAY ATZ A circle, 2 NM radius, centred at 554100N 0061535W on longest notified runway (12/ 30)	Upper limit: 2056 FT ALT Lower limit: SFC	G	ISLAY INFORMATION English	3000 FT	Mon-Fri 0800-1840 (0700-1740); Sat 0800-1340 (0700-1240); Sun 1145-1655 (1045-1555).	ATZ 2000 FT AAL.

ISLAY
EGPI

AERODROME CHART - ICAO

ARP 554100N 0061535W

AD ELEV 56FT



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EGNS — ISLE OF MAN

EGNS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNS — ISLE OF MAN

EGNS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 540500N Long: 0043724W Centre of Runway 08/26.
2	Direction and distance from city	6 NM SW of Douglas.
3	Elevation / Reference temperature / Mean Low Temperature	53 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	180 FT
5	Magnetic Variation / Annual Change	0.49°W (2027) / 0.20°E
6	AD Administration Address Telephone AFS E-mail address Web address	THE ISLE OF MAN DEP OF INFRASTRUCTURE AIRPORTS DIVISION Isle of Man Airport, Ballasalla, Isle of Man IM9 2AS. 01624-821600 (Airport Administration) 01624-827546 (ATC) 01624-821641 (MET Office). 01624-648110 (Customs and Immigration). EGNSYDYX Admin.Airport@gov.im (Airport Administration) Finance.Airport@gov.im (Airport Finance) weather@gov.im (Met Office) ATC.Airport@gov.im (ATC) www.airport.im
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGNS AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0645-2045 (0545-1945); Sun 0700-2045 (0600-1945); and by arrangement.
2	Customs and immigration	As AD hours. Prior notice required by 1600 (1500) on previous day.
3	Health and sanitation	As ATS hours.
4	AIS Briefing Office	Flight Plans can be telephoned to 01624-827548
5	ATS Reporting Office (ARO)	None
6	MET Briefing Office	As ATS hours.
7	ATS	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945). See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As ATS hours.
10	Security	H24
11	De-icing	Limited, on request from Handling Agents.
12	Remarks	Hours subject to seasonal and operational extensions - promulgated by NOTAM.

EGNS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited. Contact Airport Administration.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL W80, W100.
3	Fuelling facilities/capacity	Mobile AVGAS 4500 lts. Mobile AVTUR 18, 300 lts. No anti-icing agent available.
4	De-icing facilities	Limited, on request from Handling Agents.
5	Hangar space for visiting aircraft	None
6	Repair facilities for visiting aircraft	Limited.

7	Remarks	Refuelling facilities available during published hours of opening from Avflight Ltd, Tel: 01624-827928. Handling is mandatory for all arriving aircraft. Arrangements should be confirmed in advance with one of the following handling agents: 3 Legs Aviation Services Ltd, Tel: 07555-135443; Email: info@3legsaviationservices.com. The Jet Centre operated by Naljets. Tel: 0191-3410094 / 0191-2500459; Email: jetcentre@naljets.com; Website: www.naljets.com. Menzies Aviation Ltd, Tel: 01624-825780; Fax: 01624-825822; Frequency: 129.750 MHz. Opul Jet Centre, Tel: 01624-825100; Email: operations@manxjetcentre.com. Information on charges may be obtained from each nominated handling agent.

EGNS AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel information via www.visitisleofman.com.
2	Restaurants	Buffet and bar at Airport.
3	Transportation	Buses, taxis and car hire.
4	Medical facilities	Limited first aid treatment. Hospital at Douglas, 6 NM.
5	Bank and Post Office	Cash dispenser and Postal collection at airport.
6	Tourist Office	Isle of Man Tourist Information Centre.
7	Remarks	-

EGNS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 7 available with 48 hours prior notice. Operational hours as AD hours. Outside these times and by arrangement, reduced RFF category may be provided for specific flights.
2	Rescue equipment	To ICAO Standards.
3	Capability for removal of disabled aircraft	Yes. Contact +44(0)7624-200738.
4	Remarks	-

EGNS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	2 Snow ploughs, 2 de-icing rigs.
2	Clearance priorities	As determined by aerodrome authority.
3	Remarks	Latest SNOWTAM information from ATC, GRF data available from ATC. Tel: 01624-827546

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt NIL
2	Taxiway width, surface and strength	Taxiway A (A2 TO 21): 18 M Surface: Asphalt PCR 495/F/D/W/T Taxiway A (A2 TO 26): 18 M Surface: Asphalt PCR 500/F/D/W/T Taxiway B APRON TO 08: 18 M Surface: Asphalt PCR 357/F/D/W/T

EGNS AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	1877 M	2815 M	1877 M	1586 M	-
26	1909 M	2057 M	1909 M	1613 M	-
08	1496 M	2243 M	1496 M	-	Take-off from intersection of Taxiway Bravo
26	1469 M	1617 M	1469 M	-	Take-off from intersection of Taxiway Kilo
03	1199 M	1199 M	1199 M	1105 M	-
21	1105 M	1199 M	1105 M	1105 M	-

EGNS 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 high With green wingbars	PAPI Left/3° 42 FT 250 M	-	-	HI bi-directional with LI omni-directional component 60 M spacing White	Red Light intensity high	-	-
21	Centre-line with one crossbar with HI uni-directional component co-located with LI red omni-directional component. 427 M Light intensity high	Green Light intensity high With green wingbars	PAPI Right/ 3.5° 42 FT 250 M High ground to the left of approach to Runway 21. Pilots should establish on runway centre-line before descending on the PAPI signal.	-	-	HI bi-directional with LI omni-directional component 60 M spacing White	Red Light intensity high	-	-
08	Coded centre-line with four crossbars. 700 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3.5° 54 FT 265 M	-	Coded centre-line 30 M spacing Light intensity high	HI bi-directional with LI omni-directional component 60 M spacing White	Red Light intensity high	-	EDGE: Yellow caution zone lights.

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 three crossbars. 360 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 45 FT 340 M	-	Coded centre-line 30 M spacing Light intensity high	HI bi-directional with LI omni-directional component 60 M spacing White	Red Light intensity high	-	EDGE: Yellow caution zone lights.

EGNS 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: 540507.25N 0043754.29W (LGTD).
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Yes. 8 seconds in power failure, 1 second in Low Visibility Operations.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGNS AD 2.16 HELICOPTER LANDING AREA

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EGNS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
ISLE OF MAN CTR 541417N 0042643W - 541056N 0045159W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540240N 0044845W to 540304N 0050309W - 540139N 0050641W - 535411N 0044824W - 535743N 0042028W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540600N 0042335W to 540233N 0041024W - 541306N 0041540W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540600N 0042335W to 541417N 0042643W	Upper limit: FL105 Lower limit: SFC	D	RONALDSWAY APPROACH English	3000 FT	-	-
ISLE OF MAN ATZ A circle, 2 NM radius, centred at 540500N 0043726W on longest notified runway (08/ 26)	Upper limit: 2053 FT ALT Lower limit: SFC	D	RONALDSWAY APPROACH English	3000 FT	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	ATZ 2000 FT AAL.

EGNS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	RONALDSWAY APPROACH	135.905 Also CTR channel. DOC 50 NM/ 16,000 FT.	-	-	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	In the event of failure of remote transmitters/receivers, coverage to the north of the airfield may be degraded and ATC services reduced accordingly.
TWR	RONALDSWAY TOWER	119.005 DOC 25 NM/8,000 FT.	-	-	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	-
RADAR	RONALDSWAY RADAR	120.855 As directed by ATC. DOC 50 NM/ 16,000 FT.	-	-	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	In the event of failure of remote transmitters/receivers, coverage to the north of the airfield may be degraded and ATC services reduced accordingly.
		125.305 As directed by ATC. DOC 25 NM/ 10,000 FT.	-	-	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945).	
		135.905 DOC 50 NM/ 16,000 FT.	-	-	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945).	
ATIS	RONALDSWAY INFORMATION	123.880 DOC 60 NM/ 20,000 FT.	-	-	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	-
OTHER	RONALDSWAY FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
OTHER	ISLE OF MAN EMERGENCY	121.500 Emergency Frequency	-	-	O/R	-

EGNS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.49°W (2027)	IRH	111.150 MHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540457.61N 0043711.84W		(RWY 08) Off-set 3.75° from Runway centre-line. 120 M south of Runway 08/26 centre-line and 953 M from Runway 08 THR. Normally radiates H24 when selected.
ILS/GP	IRH	331.550 MHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540453.42N 0043747.84W		3.5° ILS Ref Datum Hgt 53 FT. Normally radiates H24 when selected.

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 0.50°W (2027)	IRY	111.150 MHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540452.22N 0043826.45W		(RWY 26) 1931 M from THR 26. Normally radiates H24 when selected.
ILS/GP	IRY	331.550 MHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540459.64N 0043659.31W		3° ILS Ref Datum Hgt 53 FT. Normally radiates H24 when selected.
VOR/DME 0.54°W (2027) 0.8°W (2022)	IOM	59X 112.200 MHz	H24 Hours of operation for aerodrome purposes: Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540401.12N 0044548.50W	567 FT	APCH Aid to Isle of Man. VOR DOC: 60 NM/50,000 FT (75 NM/50,000 FT in Sector R271-211). DME DOC: 60 NM/50,000 FT (160 NM/18,000 FT in Sector R271-091 and 130 NM/18,000 FT in Sector R091-211) (160 NM/18,000-50,000 FT in Sector R271-076 and 100 NM/18,000-50,000 FT in Sector R076-211).
DME	IRY	48Y 111.150 MHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540451.62N 0043722.10W	38 FT	(RWY 26) DME freq paired with ILS I-RH and I-RY. Zero range is indicated at THR of Runway 08 and 26.
DME	IRH	48Y 111.150 MHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540451.62N 0043722.10W	38 FT	(RWY 08) DME freq paired with ILS I-RH and I-RY. Zero range is indicated at THR of Runway 08 and 26.
NDB (L) 0.49°W (2027)	RWY	359.000 kHz	Mon-Sat 0630-2045 (0530-1945); Sun 0645-2045 (0545-1945); and by arrangement.	540451.90N 0043722.40W		On AD. Range 20 NM. Normally radiates H24.

AERODROME CHART - ICAO

ARP 540500N 0043724W

AD ELEV 53FT

ISLE OF MAN
EGNS

LIGHTING	
APCH 08	HI 700 m coded C/L with 4 bars.
APCH 26	HI 360 m coded C/L with 3 bars.
APCH 21	HI 427 m uni-d C/L with 1 bar with LI red omni-d component.
THR 03/21	HI green with green W bars.
THR 08/26	HI green with green W bars.
RWY 03/21	HI bi-d edge with LI omni-d component. End lights red.
RWY 08/26	HI C/L. HI bi-d edge with LI omni-d component (last 600 m yellow caution). End lights red.
TWY	Green C/L TWY A, B, C, E, F, J, K, L. Blue edge at bends and RWY turn-offs. Stop bars at all runway holds, supplemented by blocking stop bars either side of the main runway intersection.

COM		
ATIS	123.880	RONALDSWAY INFO
TWR	119.005	RONALDSWAY TOWER
	121.605	RONALDSWAY FIRE

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	149 (97)

Hot Spots

HS1
Runway incursion risk. Holding point D1 very close to Area W.

HS2
Kitesurfing activity in RWY 03 Approach and RWY 21 Take Off area.

HS3
Runway incursion risk. Holding point L1 very close to Area V.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / APRON / TWY	**SURFACE**	**PCR**
RWY 03/21	Asphalt	548 F/D/W/T
RWY 08/26	Asphalt	554 F/D/W/T
TWY A (A2 to RWY 26)	Asphalt	500 F/D/W/T
TWY A (A2 to RWY 21)	Asphalt	495 F/D/W/T
TWY B (APRON to RWY 08)	Asphalt	357 F/D/W/T
TWY C (APRON to RWY 08/26)	Asphalt	500 F/D/W/T
TWY D (RWY 26 to RWY 03)	Asphalt	340 F/D/W/T
TWY E (APRON to RWY 21)	Asphalt	340 F/D/W/T
TWY F (APRON to RWY 08/26)	Asphalt	500 F/D/W/T
TWY J (RWY 03 to RWY 08)	Asphalt	340 F/D/W/T
TWY K	Asphalt	327 F/D/W/T
TWY L (RWY 08 to L4)	Asphalt	500 F/D/W/T
TWY L (L4 to RWY 21)	Asphalt	495 F/D/W/T
Aprons (All)	*See AD text page EGNS AD 2.8*	

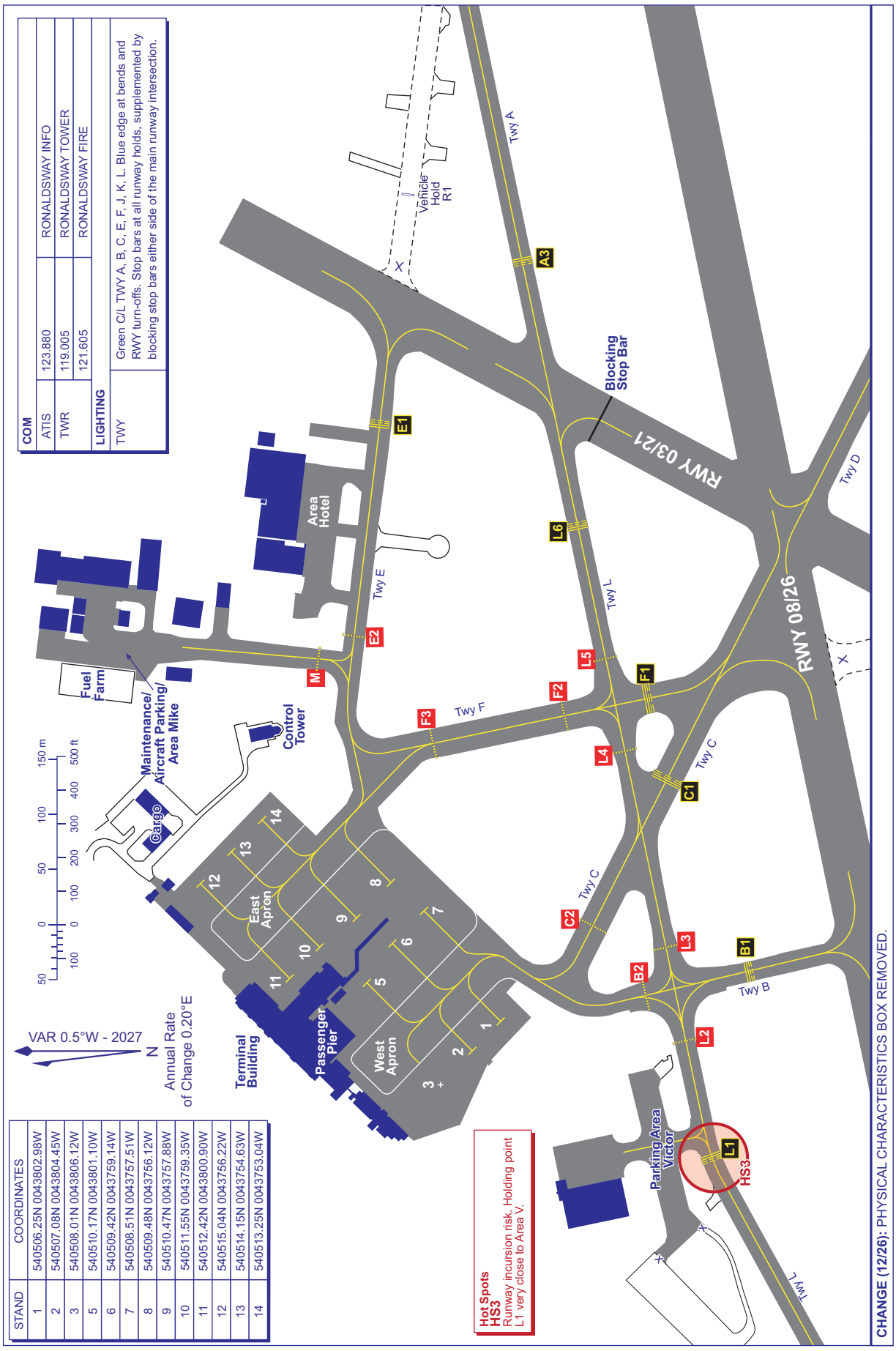
CHANGE (12/26): PCN REMOVED.

ISLE OF MAN EGNS

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 540500N 0043724W

AD ELEV 53FT



STAND	COORDINATES
1	540506.25N 0043802.98W
2	540507.08N 0043804.45W
3	540508.01N 0043806.12W
5	540510.17N 0043801.10W
6	540509.42N 0043759.14W
7	540508.51N 0043757.51W
8	540509.48N 0043756.12W
9	540510.47N 0043757.88W
10	540511.55N 0043759.35W
11	540512.42N 0043800.90W
12	540515.04N 0043756.22W
13	540514.15N 0043754.63W
14	540513.25N 0043753.04W

AERO INFO DATE 08 SEP 26

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

1	Apron surface and strength	EASTERN APRON Surface: Concrete PCR 260/R/D/W/T NORTH APRON Surface: Concrete PCR 810/R/C/W/T SOUTH APRON Surface: Concrete PCR 670/R/B/W/T
2	Taxiway width, surface and strength	Taxiway A (A1 TO A4): 23 M Surface: Concrete PCR 630/R/C/W/T Taxiway A (A4 TO A5): 23 M Surface: Concrete PCR 490/R/C/W/T Taxiway A (RWY TO A1): 23 M Surface: Concrete PCR 1000/R/C/W/T Taxiway B: 23 M Surface: Concrete PCR 490/R/B/W/T Taxiway D: 23 M Surface: Concrete and asphalt PCR Concrete: 450/R/B/W/T Asphalt: 1580/R/C/W/T Taxiway E: 23 M Surface: Asphalt PCR 310/F/B/X/T Taxiway F RET: 23 M Surface: Asphalt, Grooved PCR 2000/F/B/X/T Taxiway G: 23 M Surface: Concrete PCR 760/R/A/W/T Taxiway J1 - J3: 22.5 M Surface: Concrete PCR 710/R/B/W/T Taxiway J3 - E APRON: - Surface: Concrete PCR 580/R/B/W/T
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	-

EGJJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Azimuth and Stopping Guidance is provided as follows: Stands 1-13 inclusive: Advanced Visual Docking and Guidance with painted lead-in lines. Stands 15-23: Painted lead-in lines. Stands 1-23: Nose in/pushback system only. Stand 40: Self-manoeuvring. In the event that Azimuth and Stopping Guidance is not available, aircraft must be marshalled on to Stand.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08/26: Runway designation, runway threshold (08/26), runway centre-line.

		Taxiway marking aid(s): Taxiway/Taxilane: Taxi holding position.
3	Stop bars and runway guard lights (if any)	LED stop bars at all runway holding points. Jersey Airport operates a 'ring of red' policy and runway holding point stop bars are in permanent operation. Stop bars at all intermediate holds are also used to reinforce taxi clearance limits. Blocking stop bars are located on Taxiway Alpha at the intersections of Taxiways Foxtrot and Golf.
4	Other runway protection measures	-
5	Remarks	Two WDI (LGTD): 491233.8258N 0021125.0679W; 491230.7549N 0021201.6186W.

EGJJ AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGJJ1050) 26/APPROACH 08/ TAKE-OFF	CHIMNEY	491240.07N 0021045.92W	324 FT	32 FT	No	-
(EGJJ1051) 26/APPROACH 08/ TAKE-OFF	CHIMNEY	491240.03N 0021045.38W	324 FT	31 FT	No	-
(EGJJ4143) 26/APPROACH 08/ TAKE-OFF	TREE	491239.85N 0021044.61W	313 FT	20 FT	No	-
(EGJJ1052) 26/APPROACH 08/ TAKE-OFF	WIND VANE	491239.84N 0021045.28W	317 FT	24 FT	No	-
(EGJJ4314) 26/APPROACH 08/ TAKE-OFF	TREE	491239.70N 0021047.21W	323 FT	31 FT	No	-
(EGJJ4148) 26/APPROACH 08/ TAKE-OFF	TREE	491239.36N 0021047.23W	319 FT	28 FT	No	-
(EGJJ1459) 26/APPROACH 08/ TAKE-OFF	ROAD 4 8M	491238.04N 0021045.79W	304 FT	15 FT	No	-
(EGJJ4151) 26/APPROACH 08/ TAKE-OFF	TREE	491237.97N 0021049.79W	307 FT	17 FT	No	-
(EGJJ1000) 26/APPROACH 08/ TAKE-OFF	FENCE	491237.58N 0021049.72W	301 FT	10 FT	No	-
(EGJJ1010) 26/APPROACH 08/ TAKE-OFF	MONITOR AERIAL	491236.85N 0021045.84W	301 FT	11 FT	No	-
(EGJJ1752) 26/APPROACH 08/ TAKE-OFF	MET STATION	491232.48N 0021143.72W	281 FT	9 FT	No	Biral FSM.
(EGJJ1427) 26/APPROACH 08/ TAKE-OFF	FENCE	491230.54N 0021051.20W	291 FT	10 FT	No	-
(EGJJ4740) 26/APPROACH 08/ TAKE-OFF	TREE	491230.32N 0021050.52W	304 FT	23 FT	No	-
(EGJJ4741) 26/APPROACH 08/ TAKE-OFF	TREE	491230.24N 0021050.95W	305 FT	24 FT	No	-
(EGJJ4464) 26/APPROACH 08/ TAKE-OFF	TREE	491229.92N 0021051.27W	301 FT	20 FT	No	-
(EGJJ3140) 26/APPROACH 08/ TAKE-OFF	TREE	491229.06N 0021044.33W	297 FT	16 FT	No	-
(EGJJ1665) 08/APPROACH 26/ TAKE-OFF	MONITOR AERIAL	491228.40N 0021226.86W	280 FT	12 FT	Yes Red	-
(EGJJ1422) 26/APPROACH 08/ TAKE-OFF	FENCE	491228.06N 0021052.80W	287 FT	11 FT	No	-

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**
(EGJJ1376)	TV MAST	491505.43N 0020752.18W	812 FT	464 FT	Yes Red	-
(EGJJ1383)	COMMS MAST	491359.53N 0021138.66W	453 FT	130 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**
(EGJJ1382)	COMMS MAST	491358.80N 0021140.71W	466 FT	143 FT	No	-
(EGJJ1380)	SPIRE	491330.32N 0020927.95W	425 FT	93 FT	No	-
(EGJJ1001)	SPIRE	491244.69N 0021101.37W	403 FT	122 FT	Yes Red	-
(EGJJ3669)	TREE	491240.61N 0021055.26W	333 FT	51 FT	No	-
(EGJJ2555)	TREE	491239.91N 0021104.22W	324 FT	47 FT	No	-
(EGJJ3012)	ANEMOMETER	491234.10N 0021124.69W	315 FT	36 FT	Yes Red	Co-located Biral FSM.
(EGJJ2584)	GP MAST	491233.96N 0021121.09W	316 FT	41 FT	Yes Red	-
(EGJJ1350)	EP	491232.85N 0021032.91W	300 FT	27 FT	No	-
(EGJJ3013)	ANEMOMETER	491230.54N 0021205.39W	304 FT	36 FT	Yes Red	Co-located Biral FSM.
(EGJJ2649)	GP MAST	491230.16N 0021206.89W	305 FT	36 FT	Yes Red	-

EGJJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	JERSEY MET
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	JERSEY MET 9 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Telephone consultation: Primary Contact: +44 (0)1534-448765, Secondary Contact: +44 (0)7797-832402.
6	Flight documentation Language(s) used	METARs, TAFs, Local Area Low Level Flight info. English.
7	Charts and other information available for briefing or consultation	MET satellite, Weather radar and lightning location pictures, 214/215, Upper winds, analysed surface charts.
8	Supplementary equipment available for providing information	ATIS and Internet site.
9	ATS units provided with information	JERSEY
10	Additional information (limitation of service, etc.)	Internet site: http://www.gov.je/Weather. ATIS: +44 (0)1534-446301.

EGJJ 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	082.74°	1705 x 45 M	RWY surface: Concrete and asphalt, Grooved PCR 900/R/C/W/T Concrete and PCR 960/F/C/X/T Grooved Asphalt	491225.44N 0021221.94W 160.0 FT	THR 270.8 FT TDZ 274.6 FT	-
26	262.76°	1705 x 45 M	RWY surface: Concrete and asphalt, Grooved PCR 900/R/C/W/T Concrete and PCR 960/F/C/X/T Grooved Asphalt	491231.80N 0021105.66W 160.0 FT	THR 271.6 FT TDZ 277.5 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
-	183 x 150 M	1825 x 280 M	298 x 150 M -	-	-	RWY 08 Threshold displaced by 57 M.
-	824 x 150 M	1825 x 280 M	90 x 90 M -	An arrestor bed constructed of aggregate lies partially within the Runway 26 overrun RESA. The arrestor bed is 30 M long by 60 M wide and abuts the 08 LOC array.	-	RWY 26 Threshold displaced by 91 M.

EGJJ AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	1705 M	1888 M	1705 M	1648 M	-
26	1648 M	2472 M	1648 M	1556 M	TORA/TODA/ASDA declared for both Alpha 1 and Golf.
08	1301 M	1484 M	1301 M	-	Take-off from Intersection of Hold Delta.
26	1133 M	1699 M	1133 M	-	Take-off from Intersection of Hold Foxtrot.

EGJJ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	Centre-line with crossbar 165 M from threshold 165 M Light intensity high	Green Light intensity high With green wingbars	PAPI Both/3° 55 FT 325 M. Distance measured from North set of PAPIS.	-	Colour coded 1645 M 15 M spacing Light intensity high	HI Elev bi-directional LI Elev omni-directional 1645 M 60 M spacing White	Red	-	Approach: Operators attention is drawn to EU ops (NEW) subpart E All weather operations appendix 1 (NEW) to ops 1.430 paragraph (d)8 Aerodrome Operating Minima. The approach light system for Runway 08 is restricted due to terrain, however there is a single cross bar at 165 M. Therefore EU-OPS operators at the discretion of the certifying authorities may consider lighting on 08 as a Basic Approach Lighting System (BALS). Operators are advised to approach their respective authority with regard to calculating RVR minimum. THR: Non-standard 4 No. omnidirectional red end lights, positioned to determine the extremity of the runway that is available for manoeuvring aircraft. Two runway threshold identification light system fittings are located at the outer extremities of the 08 threshold wingbars. To avoid dazzling, the fittings have three levels of brightness; 100%, 30% and 10%.
26	Coded centre-line with five crossbars. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI -/3° 55 FT 306 M	-	Colour coded 1554 M 15 M spacing Light intensity high	HI Elev bi-directional LI Elev omni-directional 1554 M 60 M spacing White	Red	-	THR: Non-standard 4 No. omnidirectional red end lights from Runway 26, positioned to determine the extremity of the runway that is available for manoeuvring aircraft.

EGJJ 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 08: Anemometer (LGTD) 491230.5378N 0021205.3920W; Runway 26: Anemometer (LGTD) 491234.0965N 0021124.6930W.

3	TWY edge and centre line lighting	CL: Centre-line lighting on all taxiways/taxilanes with the exception of Taxiways Delta, Echo, Golf and Mike. Green centre-line lighting on Taxiway B to Runway 08, green centre-line lighting on Taxiway A to Runway 26 at holding point A1 only. No green centre-line lighting to holding point G. EDGE: Blue edge to link taxiways/taxilanes and apron.
4	Secondary power supply/switch-over time	Yes/under 1 second.
5	Remarks	Apron floodlights. Obstacle lighting.

EGJJ AD 2.16 HELICOPTER LANDING AREA

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EGJJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
CHANNEL ISLANDS CTR NORTH 500000N 0020000W - 494951N 0030000W - 500000N 0030000W following the line of latitude to - 500000N 0020000W	Upper limit: FL80 Lower limit: SFC	D	JERSEY CONTROL English	5000 FT	-	-
CHANNEL ISLANDS CTR SOUTH 500000N 0020000W - 493000N 0020000W - 490200N 0014000W following the line of latitude to - 490200N 0030000W - 494951N 0030000W - 500000N 0020000W	Upper limit: FL80 Lower limit: SFC	D	JERSEY CONTROL English	5000 FT	-	-
JERSEY ATZ A circle, 2 NM radius, centred at 491229N 0021144W on the notified mid-point of the longest runway (08/26) in accordance with the Air Navigation (Jersey) Law 2014.	Upper limit: 2277 FT ALT Lower limit: SFC	D	JERSEY CONTROL English	5000 FT	0545-2100 (0445-2030); and by arrangement.	ATZ 2000 FT AAL.

EGJJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

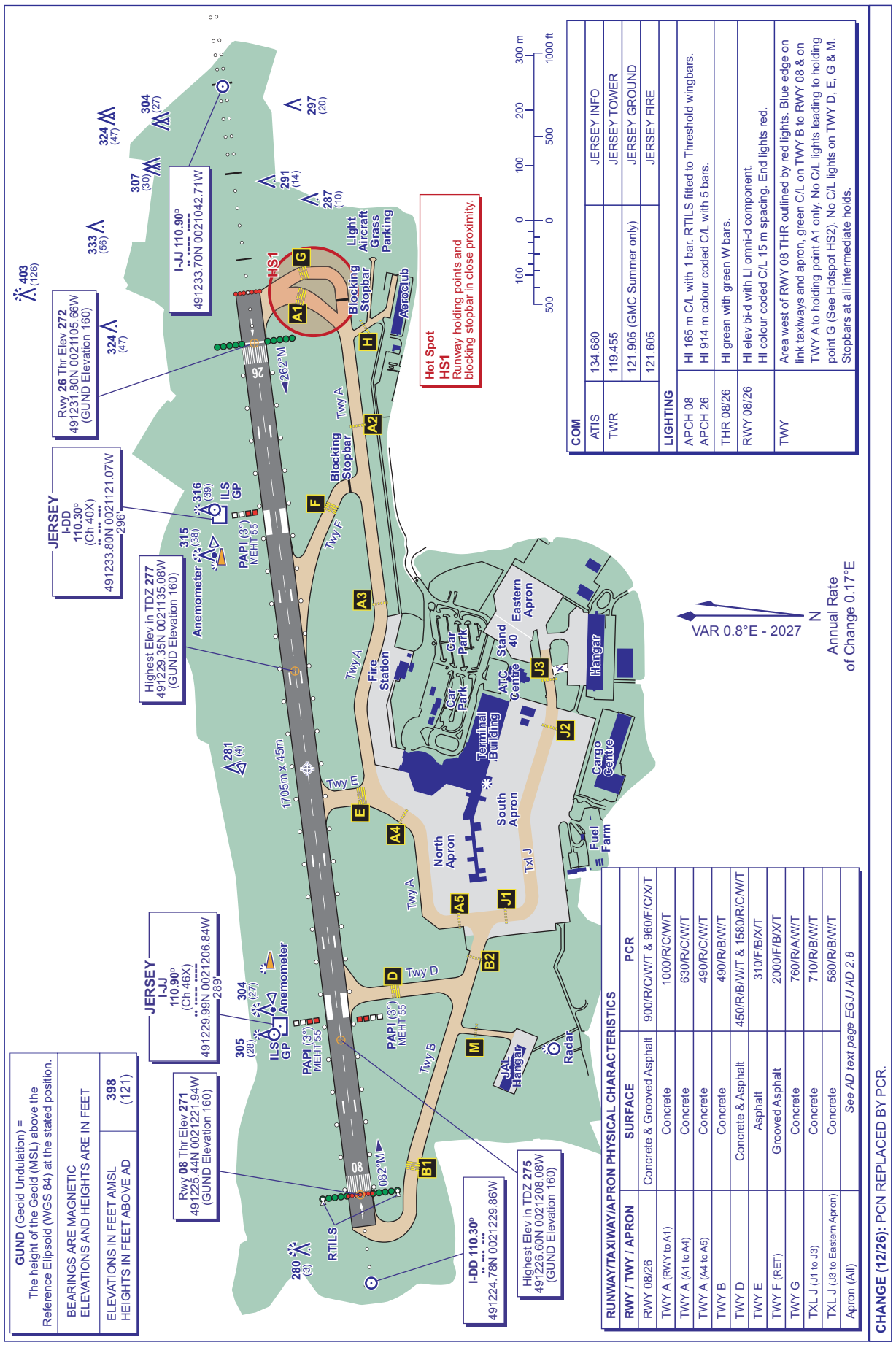
Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	JERSEY APPROACH	118.555 DOC 25 NM/ 10,000 FT.	-	-	0545-2100 (0445-2030); and by arrangement.	-
		120.305 DOC 25 NM/ 10,000 FT.	-	-	0545-2100 (0445-2030); and by arrangement.	
		121.500 Emergency frequency.	-	-	0545-2100 (0445-2030); and by arrangement.	
TWR	JERSEY GROUND	121.905 DOC 2 NM/GND. GMC will be notified on ATIS.	-	-	As directed by ATC.	-

AERODROME CHART - ICAO

JERSEY EGJJ

ARP 491229N 0021144W

AD ELEV 277FT



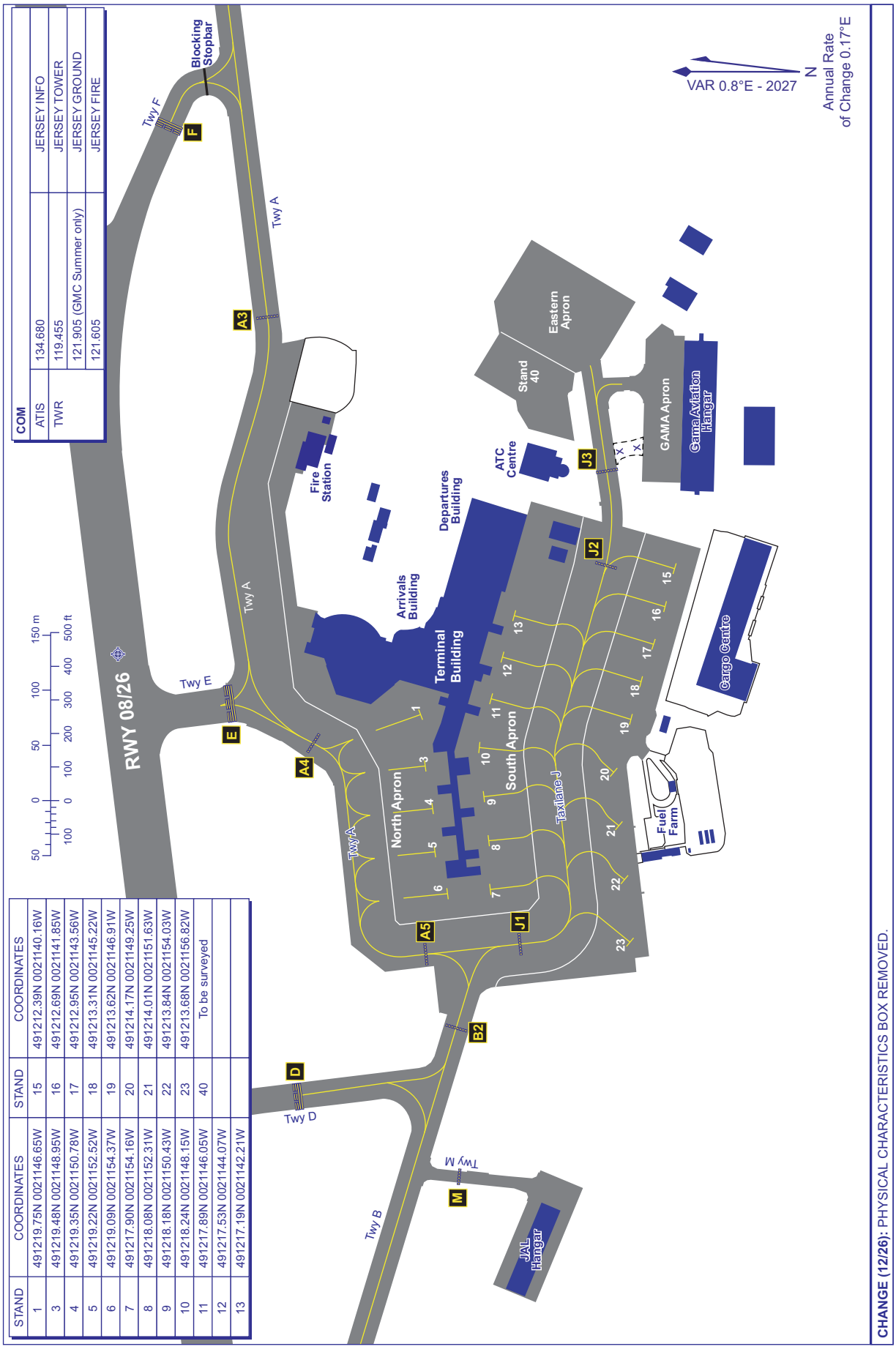
AERO INFO DATE 17 SEP 26

JERSEY EGJJ

AD ELEV 277FT

ARP 491229N 0021144W

AIRCRAFT PARKING/DOCKING CHART - ICAO



STAND	COORDINATES
1	491219.75N 0021146.65W
3	491219.48N 0021148.95W
4	491219.35N 0021150.78W
5	491219.22N 0021152.52W
6	491219.09N 0021154.37W
7	491217.90N 0021154.16W
8	491218.08N 0021152.31W
9	491218.18N 0021150.43W
10	491218.24N 0021148.15W
11	491217.89N 0021146.05W
12	491217.53N 0021144.07W
13	491217.19N 0021142.21W

STAND	COORDINATES
15	491212.39N 0021140.16W
16	491212.69N 0021141.85W
17	491212.95N 0021143.56W
18	491213.31N 0021145.22W
19	491213.62N 0021146.91W
20	491214.17N 0021149.25W
21	491214.01N 0021151.63W
22	491213.84N 0021154.03W
23	491213.68N 0021156.82W
40	To be surveyed

CHANGE (12/26): PHYSICAL CHARACTERISTICS BOX REMOVED.

AERO INFO DATE 08 SEP 26

AD 2-EGJJ-2-2

EGPA — KIRKWALL

EGPA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPA — KIRKWALL

EGPA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 585729N Long: 0025402W Midpoint of RWYs 09/27
2	Direction and distance from city	2.5 NM SE of Kirkwall.
3	Elevation / Reference temperature / Mean Low Temperature	58 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	169 FT
5	Magnetic Variation / Annual Change	0.42°W (2027) / 0.22°E
6	AD Administration Address Telephone Telefax	HIAL Kirkwall Airport, Kirkwall, Orkney Islands, KW15 1TH. 01856-872421 (Aerodrome) 01856-886206 (ATC) 01856-302845 (Fuel) 01856-878476 (ATIS - H24) 01856-886217 (Administration)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGPA AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900); and by arrangement with aerodrome operator (HIAL).
2	Customs and immigration	By arrangement with aerodrome operator.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	As AD hours.
7	ATS	See AD 2.18.
8	Fuelling	During AD hours.
9	Handling	By arrangement with Loganair.
10	Security	As AD hours.
11	De-icing	-
12	Remarks	This aerodrome is PPR by telephone, 01856-886206 or Email: kirkwatc@hial.co.uk. 3 hours notice required.

EGPA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET A-1. By arrangement with North Air, AVGAS 100LL. By arrangement with North Air. Oil: By arrangement with Loganair Engineering
3	Fuelling facilities/capacity	Delivered by bowser.
4	De-icing facilities	By arrangement with Loganair Engineering.
5	Hangar space for visiting aircraft	By arrangement with HIAL.
6	Repair facilities for visiting aircraft	By arrangement with Loganair Engineering.
7	Remarks	Loganair Engineering Tel: 01856-873907. North Air Tel: 01856-302845. Helicopter rotors running refuelling available by arrangements with HIAL and North Air. Aircraft operators are reminded that they are responsible for their aircraft's security when parked on demarcated areas, and for the searching of their aircraft when parked either overnight or within demarcated areas prior to departure.

EGPA AD 2.5 PASSENGER FACILITIES

1	Hotels	In Kirkwall.
2	Restaurants	Cafeteria in Terminal.
3	Transportation	Car hire, taxi and airport bus service.
4	Medical facilities	First aid/quiet room available. Limited first aid facilities. Local doctors and ambulance.
5	Bank and Post Office	In Kirkwall.
6	Tourist Office	In Kirkwall.
7	Remarks	Aviramp and wheelchairs available for disabled passenger handling.

EGPA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category 5. RFF Category 6 aircraft may only be accepted through prior arrangement.
2	Rescue equipment	Water rescue facilities are available for Runway 14/32 during published opening hours, special and on-call openings subject to serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations.
3	Capability for removal of disabled aircraft	External agencies available locally
4	Remarks	-

EGPA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and chemical de-icing. Runways 09/27 and 14/32 de-iced/anti-iced with KFOR (Potassium Formate fluids) and/or NAAC (Sodium Acetate solids).
2	Clearance priorities	Runway 09/27. Runway 32 to Apron. Apron. Remaining runway as required. Airport domestic areas.
3	Remarks	Current runway state information available during aerodrome operating hours at 01856-886206.

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

1	Apron surface and strength	MAIN APRON Surface: Concrete and asphalt PCR 157/R/D/Y/U WESTERN APRON Surface: Concrete PCR 68/R/D/Y/U
2	Taxiway width, surface and strength	Taxiway ECHO: 10.5 M Surface: Asphalt PCR 80/F/D/Y/U Taxiway MAIN TAXIWAY: 18 M Surface: Asphalt PCR 163/F/D/Y/U Taxiway WHISKEY (W2-W4): 9.5 M Surface: Asphalt PCR 80/F/D/Y/U
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGPA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: TDZ markings, Runway designators, centre-line. Taxiway light(s): Blue edge lights on taxiway and apron. Illuminated holding point signs.
3	Stop bars and runway guard lights (if any)	R1, R2, R8, W3, W4, W5, E2.
4	Other runway protection measures	-
5	Remarks	WDI (LGTD): 585725.62N 0025349.35W; 585733.29N 0025415.16W.

EGPA AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPA9471) 27/APPROACH 09/ TAKE-OFF	ROAD 4 8M	585736.00N 0025225.78W	117 FT	18 FT	No	-
(EGPA9373) 09/APPROACH 27/ TAKE-OFF	WIND TURBINE	585733.93N 0025741.62W	290 FT	53 FT	No	-
(EGPA9350) 09/APPROACH 27/ TAKE-OFF	UTILITY POLE	585733.46N 0025615.64W	202 FT	27 FT	No	-
(EGPA8575) 27/APPROACH 09/ TAKE-OFF	DRDF	585728.03N 0025300.00W	82 FT	21 FT	Yes Red	-
(EGPA9126) 09/APPROACH 27/ TAKE-OFF	MAST	585710.76N 0025734.79W	236 FT	48 FT	No	-
(EGPA8888) 32/APPROACH 14/ TAKE-OFF	UTILITY POLE	585655.87N 0025333.28W	212 FT	23 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPA8494)	WIND TURBINE	585829.03N 0025604.67W	273 FT	65 FT	No	-
(EGPA8724)	MAST	585811.83N 0025557.38W	302 FT	34 FT	Yes Red	-
(EGPA9149)	UTILITY POLE	585746.01N 0025705.68W	294 FT	38 FT	No	-
(EGPA9163)	UTILITY POLE	585737.20N 0025621.08W	211 FT	28 FT	No	-
(EGPA9049)	UTILITY POLE	585716.62N 0025551.49W	173 FT	26 FT	No	-
(EGPA3188)	EP	585706.24N 0025720.28W	217 FT	29 FT	No	-
(EGPA9121)	UTILITY POLE	585652.16N 0025727.27W	280 FT	29 FT	No	-
(EGPA8481)	WIND TURBINE	585652.04N 0025555.32W	320 FT	92 FT	No	-
(EGPA3231)	EP	585622.79N 0025639.35W	345 FT	24 FT	No	-
(EGPA8461)	WIND TURBINE	585552.98N 0025537.71W	272 FT	51 FT	No	-

EGPA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 hours.
4	Trend forecast Interval of issuance	TREND 30 minutes. -
5	Briefing/consultation provided	Telephone ATC, 01856-886206.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Limited information available on request from ATC.
8	Supplementary equipment available for providing information	ATIS on 01856-878476.
9	ATS units provided with information	KIRKWALL
10	Additional information (limitation of service, etc.)	Outside AD hours unverified automatic observations provided by telephone ATIS above.

EGPA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09	087.40°	1424 x 45 M	RWY surface: Asphalt, Grooved PCR 163/F/D/Y/U	585728.03N 0025436.44W 168.6 FT	THR 38.9 FT -	-
27	267.42°	1424 x 45 M	RWY surface: Asphalt, Grooved PCR 163/F/D/Y/U	585729.83N 0025319.51W 168.5 FT	THR 38.9 FT -	-
14	140.39°	677 x 19 M	RWY surface: Asphalt -	585737.81N 0025433.18W 168.6 FT	THR 38.2 FT -	-
32	320.39°	677 x 19 M	RWY surface: Asphalt -	585723.92N 0025410.93W 168.6 FT	THR 50.7 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	1544 x 300 M	183 x - M -	-	-	RWY 09 Threshold displaced by 154 M.
-	65 x 150 M	1544 x 300 M	90 x - M -	-	-	RWY 27 Threshold displaced by 40 M.
-	-	737 x 60 M	-	-	-	RWY 14
-	-	737 x 60 M	-	-	-	RWY 32 Threshold displaced by 119 M. The begining of Runway 32 is inset by 208 M and the threshold by 328 M from the start of the tarmac. Aircrew are advised that when departing Runway 32, for a distance of approximately 600 M, the 14 threshold is not visible due to the runway profile.

EGPA AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1424 M	1424 M	1424 M	1271 M	-
27	1365 M	1430 M	1365 M	1325 M	-
09	992 M	992 M	992 M	-	Take-off from intersection with Runway 32 - Holding point R1.
27	1076 M	1141 M	1076 M	-	Take-off from intersection with Echo Taxiway - Holding point E2.
14	558 M	558 M	558 M	558 M	-
32	677 M	677 M	677 M	558 M	-

EGPA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Five crossbars. 900 M Light intensity high	Green wingbars	PAPI Right/ 3.5° 42 FT 230 M	-	-	HI LED white omni-directional 1320 M 60 M spacing Final 420 M yellow	Red	-	EDGE: Runway edge lights are set approximately 3 M outside the pavement surface. Aircraft should remain within the paved width. The first 120 M of edge lights are red due to the displaced threshold.
27	Two crossbars. 450 M Light intensity high	Green wingbars	PAPI Left/3.5° 47 FT 256 M	-	-	HI LED white omni-directional 1320 M 60 M spacing Final 420 M yellow	Red	-	EDGE: Runway edge lights are set approximately 3 M outside the pavement surface. Aircraft should remain within the paved width.
32	-	Green wingbars	-	-	-	-	-	-	-

EGPA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 09: 585731.96N 0025433.00W - Runway 27: 585725.76N 0025342.90W.
3	TWY edge and centre line lighting	EDGE: LI Blue taxiway edge lights from runway intersection to apron and entrance to small apron, width 18 M.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGPA AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	-
2	TLOF and/or FATO elevation	-
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO: - x -

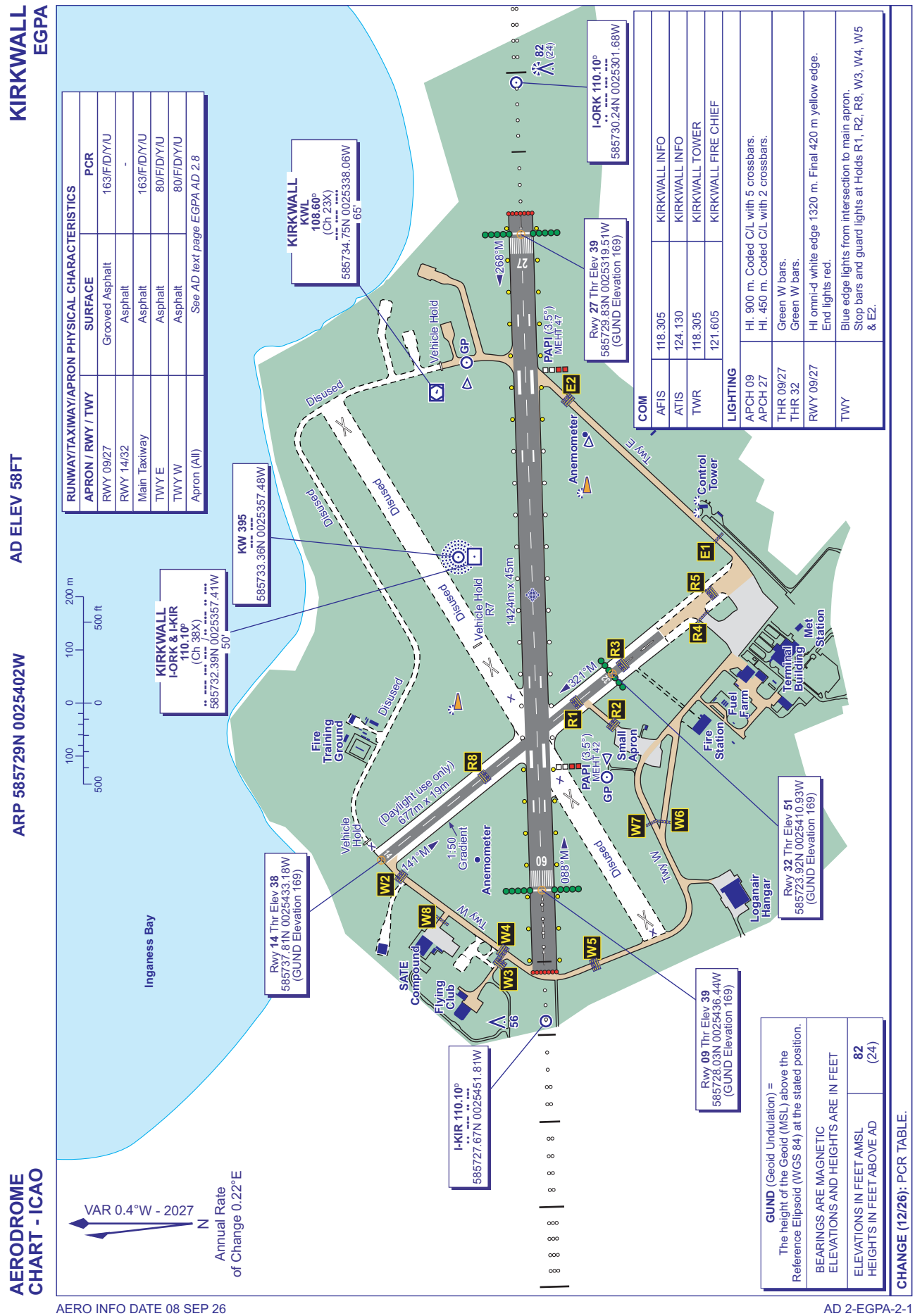
		FATO surface: - -
4	True BRG of FATO	FATO:
5	Declared distance available	FATO:
6	APP and FATO lighting	-
7	RMK	When traffic allows, light helicopters may arrive/depart directly to/from the appropriate apron or grass areas at the pilot's discretion. The aerodrome buildings must not be overflown.

EGPA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
KIRKWALL ATZ A circle, 2 NM radius, centred at 585729N 0025402W on longest notified runway (09/27)	Upper limit: 2058 FT ALT Lower limit: SFC	G	KIRKWALL APPROACH English	3000 FT	Mon-Fri 0715-2000 (0615-1900), Sat 0715-1745 (0615-1645), Sun 0900-2000 (0800-1900); and by arrangement.	ATZ may be re-activated at short notice at any time for Air Ambulance or Emergency Traffic. ATZ 2000 FT AAL.

EGPA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	KIRKWALL APPROACH	118.305	-	-	Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900).	-
TWR	KIRKWALL TOWER	118.305 DOC 40 NM/ 15,000 FT.	-	-	Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900).	-
AFIS	KIRWALL INFORMATION	118.305	-	-	By arrangement outside hours of ATC - Normally only available for SAR, ambulance and emergency Flights.	For FISO training and maintenance of competency, FISO phraseology may be in use during ATC published hours providing basic service only. Pilots will be alerted to this by the use of call sign Kirkwall Information and ATIS message. ATC in attendance at all times and available immediately upon request if procedural service required.
ATIS	KIRWALL INFORMATION	124.130	-	-	Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900).	-
OTHER	KIRKWALL FIRE CHIEF	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-


KIRKWALL
EGPA
AERODROME CHART - ICAO
ARP 585729N 0025402W
AD ELEV 58FT
VAR 0.4°W - 2027
Annual Rate of Change 0.22°E
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | PCR
RWY 09/27 | Grooved Asphalt | 163/F/D/Y/U
RWY 14/32 | Asphalt | -
Main Taxiway | Asphalt | 163/F/D/Y/U
TWY E | Asphalt | 80/F/D/Y/U
TWY W | Asphalt | 80/F/D/Y/U
Apron (All) | See AD text page EGPA AD 2.8
COM
AFIS 118.305 KIRKWALL INFO
ATIS 124.130 KIRKWALL INFO
TWR 118.305 KIRKWALL TOWER
121.605 KIRKWALL FIRE CHIEF
LIGHTING
APCH 09 Hl. 900 m. Coded C/L with 5 crossbars.
APCH 27 Hl. 450 m. Coded C/L with 2 crossbars.
THR 09/27 Green W bars.
THR 32 Green W bars.
RWY 09/27 Hl omni-d white edge 1320 m. Final 420 m yellow edge. End lights red.
TWY Blue edge lights from intersection to main apron. Stop bars and guard lights at Holds R1, R2, R8, W3, W4, W5 & E2.
KIRKWALL KWL 108.60° (Ch 23X) 585734.75N 0025338.06W 65'
KW 395 585733.36N 0025357.48W
KIRKWALL I-ORK & I-KIR 110.10° (Ch 38X) 585732.39N 0025357.41W 50'
I-ORK 110.10° 585730.24N 0025301.68W
I-KIR 110.10° 585727.67N 0025451.81W
Rwy 14 Thr Elev 38 585737.81N 0025433.18W (GUND Elevation 169)
Rwy 27 Thr Elev 39 585729.83N 0025319.51W (GUND Elevation 169)
Rwy 32 Thr Elev 51 585723.92N 0025410.93W (GUND Elevation 169)
Rwy 09 Thr Elev 39 585726.03N 0025436.44W (GUND Elevation 169)
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL 82
HEIGHTS IN FEET ABOVE AD (24)
CHANGE (12/26): PCR TABLE.
Inganess Bay
Disused
Vehicle Hold
GP
PAPI (3.5°) MEHT 47
Anemometer
Control Tower
Terminal Building
Met Station
Fuel Farm
Fire Station
Small Apron
Fire Training Ground
(Daylight use only) 67/7m x 19m
1:50 Gradient
SATE Compound
Flying Club
Loganair Hangar
1424m x 45m
268°M
321°M
141°M
088°M
R1
R2
R3
R4
R5
R7
R8
W2
W3
W4
W5
W6
W7
W8
E1
E2
09
27
82 (24)
56
AERO INFO DATE 08 SEP 26
AD 2-EGPA-2-1

INTENTIONALLY BLANK

EGHC — LAND'S END

EGHC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHC — LAND'S END

EGHC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 500610N Long: 0054014W Mid-point of Runway 16/34
2	Direction and distance from city	5 NM W of Penzance.
3	Elevation / Reference temperature / Mean Low Temperature	398 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	174 FT
5	Magnetic Variation / Annual Change	0.39°W (2027) / 0.18°E
6	AD Administration Address Telephone AFS E-mail address	LAND'S END AIRPORT LTD Land's End Aerodrome, St. Just, Cornwall, TR19 7RL. 01736-788771 (Operator) 01736-788944 (ATC) EGHCZTZX atc@issg.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGHC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0810-1730 (0710-1730); Sat 0810-1245 (0710-1730); Sunday CLOSED.
2	Customs and immigration	By arrangement.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	This aerodrome is PPR by telephone.

EGHC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR Jet A1. (PPR by telephone)., AVGAS 100LL 80, W80, W100
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	Scheduled traffic will be given priority when refuelling. There may be a short delay to visiting aircraft. AVGAS helicopters requiring fuel must bring ground handling wheels.

EGHC AD 2.5 PASSENGER FACILITIES

1	Hotels	-
2	Restaurants	Airport Cafe.

3	Transportation	Bus.
4	Medical facilities	-
5	Bank and Post Office	-
6	Tourist Office	-
7	Remarks	-

EGHC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A3
2	Rescue equipment	Rosenbauer AT & Toyota Hilux 6x6.
3	Capability for removal of disabled aircraft	Aerodrome Tractor and 4x4 vehicle (up to approx 3,000 KG MTWA).
4	Remarks	A reduced-manning RFFS procedure may be in operation which is strictly limited to flights authorised by the Aerodrome Authority.

EGHC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt -
2	Taxiway width, surface and strength	Taxiway ALPHA: 10.5 M Surface: Asphalt - Taxiway BRAVO: 10.5 M Surface: Grass Matting
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGHC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft are directed by ATC. Six Parking Bays plus a helipad are marked on the Main Apron. Visiting aircraft parking is indicated on the AD Chart.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Runway 07: Runway designation, centre-line. Runway 25: Runway designation, displaced threshold, centre-line. 16/34: Runway 16: Runway designation, displaced threshold, centre-line. Runway 34: Runway designation, centre-line. Runway light(s): 16/34 and 07/25: Runway edge, threshold, stop-end, APAPI and RTILs. Taxiway marking aid(s): Yellow centre-line, taxiway holding position. Taxiway light(s): Guard lights and lit information signs on Taxiway Alpha and Bravo.
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	WDI 500603.92N 0054021.08W (LGTD).

EGKH 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
10	104.84°	1250 x 30 M	RWY surface: Grass -	510926.79N 0003814.10E -	THR 67.0 FT -	-
28	284.85°	1250 x 30 M	RWY surface: Grass -	510918.54N 0003903.61E -	THR 70.0 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 10
-	-	-	-	-	-	RWY 28

EGKH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
10	1150 M	1150 M	1190 M	1000 M	-
28	1100 M	1100 M	1199 M	1000 M	-

EGKH AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGKH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 510917.10N 0003841.90E Flashing Green. Beacon at centre of east end of the blister hangar.
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	-

EGKH AD 2.16 HELICOPTER LANDING AREA

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EGKH 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
LASHENDEN/HEADCORN ATZ A circle, 2 NM radius, centred at 510923N 0003840E on longest notified runway (10/ 28)	Upper limit: 2070 FT ALT Lower limit: SFC	G	HEADCORN RADIO English	6000 FT	0900-1900 (0800-1800) or SS, whichever is earlier; and by arrangement.	ATZ 2000 FT AAL.

EGKH 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	HEADCORN RADIO	122.210 A/G frequency. DOC 10 NM/2,000 FT.	-	-	0900-1900 (0800-1800) or SS, whichever is earlier, and by arrangement.	-

EGKH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGKH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

Not applicable

2 GROUND MOVEMENT

a) All aircraft to contact Headcorn Radio before taxi.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Free-fall parachuting takes place up to FL 150 (ENR 5-5 refers). Parachute Drop Zone is 300 M northeast of Runway 28 threshold.
b) Taxiing to south of runway only. No marked taxiway and condition of manoeuvring area is poor. Pilots are cautioned to taxi with care at all times.
c) Runway designators are not provided.
d) Runway 03/21 is unlicensed, for details including dimensions/declared distances contact the aerodrome.
e) Hill 522 FT AMSL, 013.5°T, 3.7 NM from ARP.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGHF — LEE-ON-SOLENT

EGHF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHF — LEE-ON-SOLENT

EGHF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 504856N Long: 0011224W Midpoint of Runway 05/23.
2	Direction and distance from city	5.2 NM W of Portsmouth
3	Elevation / Reference temperature / Mean Low Temperature	33 FT / 21 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.03°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address Web address	EGHF LTD Control Tower, Solent Airport Daedalus, Lee-on-the-Solent, Hampshire, PO13 9FZ. 01329-551060 Ops@solentairport.com Finance@solentairport.com www.solentairport.com
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	-

EGHF AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1800 (0800-1700).
2	Customs and immigration	By arrangement through Aerodrome Operations.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	See AD 2.18.
8	Fuelling	By Airport Authority. See website for details.
9	Handling	As AD hours.
10	Security	-
11	De-icing	-
12	Remarks	PPR mandatory for visiting aircraft. Out of hours indemnity agreements required for movements after published hours.

EGHF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	Overground tanks located on Taxiway Echo. AVTUR JET A-1 tank 30,000 lt, mobile bowser 9,000 lt. AVGAS tank 20,000 lt, mobile bowser 2,000 lt.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Limited hangarage by prior arrangement.
6	Repair facilities for visiting aircraft	Third party maintenance companies. See website for details.
7	Remarks	Mandatory handling as specified in fees and charges on website.

EGHF AD 2.5 PASSENGER FACILITIES

1	Hotels	Various in the vicinity of the aerodrome.
2	Restaurants	Cafe @zero5 located at the control tower.
3	Transportation	Taxis available on request.

4	Medical facilities	Airport Authority first aiders.
5	Bank and Post Office	Nearest in town.
6	Tourist Office	-
7	Remarks	Corporate lounge with WIFI.

EGHF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3 accepted under remission.
2	Rescue equipment	2 x Isuzu D-Max TACR 3, 700 L water, 42 L foam ICAO-B 3%.
3	Capability for removal of disabled aircraft	In the event of an aircraft incident, light aircraft can usually be removed using aerodrome authority resources. Large aircraft shall be removed using outside contractors in conjunction with aerodrome staff.
4	Remarks	-

EGHF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	MAIN APRON Surface: Asphalt PCR 41/F/B/Y/U
2	Taxiway width, surface and strength	Taxiway A: 12 M Surface: Asphalt PCR 41/F/B/Y/U Taxiway B: 12 M Surface: Asphalt PCR 41/F/B/Y/U Taxiway C: 12 M Surface: Asphalt PCR 41/F/B/Y/U Taxiway D: 12 M Surface: Asphalt PCR 41/F/B/Y/U Taxiway E: 12 M Surface: Asphalt PCR 41/F/B/Y/U Taxiway F: 40 M Surface: Asphalt PCR 44/F/C/Y/U
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGHF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Runway 05 designation, displaced threshold, centre-line. Runway 23 designation, centre-line, stopway.

		Runway light(s): 05/23: Runway edge, threshold, Stop-end, APAPI. Taxiway marking aid(s): Yellow centre-line, taxiway holding position. Taxiway light(s): Blue edge lights on taxiways Alpha, Echo and Foxtrot. Lit from runway to holding points A1, B1, B2, D1, E1 & F1.
3	Stop bars and runway guard lights (if any)	Runway guard lights at holding points.
4	Other runway protection measures	Illuminated runway hold signs at A1, D1, E1, F1.
5	Remarks	WDI: 504853.99N 0011214.79W (LGTD).

EGHF 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.

EGHF 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. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Available via Met Office Aviation Briefing Service Aviation Briefing Service - Guidance - Met Office or by other means.
8	Supplementary equipment available for providing information	Airport Website.
9	ATS units provided with information	LEE-ON-SOLENT
10	Additional information (limitation of service, etc.)	Observations provided locally/observations only disseminated locally.

EGHF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
05	045.22°	1176 x 30 M	RWY surface: Asphalt PCR 41/F/B/Y/U	504846.36N 0011239.90W 150.7 FT	THR 32.3 FT -	-
23	225.22°	1176 x 30 M	RWY surface: Asphalt PCR 41/F/B/Y/U SWY surface: - -	504909.75N 0011202.70W 150.7 FT	THR 31.1 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	1319 x 86 M	-	-	-	RWY 05 Threshold displaced 150 M.
150 x 30 M	-	1319 x 86 M	-	-	-	RWY 23

EGHF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	1176 M	1176 M	1176 M	1026 M	-
23	1026 M	1026 M	1176 M	1026 M	-

EGHF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Simple Approach - T bar -	Green Light intensity high With green wingbars	PAPI Left/3° 26 FT	-	-	Elev bi-directional 60 M spacing White Light intensity high	Red	-	-
23	Simple Approach - T bar -	Green Light intensity high With green wingbars	PAPI Left/3° 26 FT	-	-	Elev bi-directional 60 M spacing White Light intensity high	Red	-	-

EGHF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 504849.97N 0011214.23W.
3	TWY edge and centre line lighting	EDGE: Blue edge lights on taxiways Alpha, Echo and Foxtrot.
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGHF AD 2.16 HELICOPTER LANDING AREA

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EGHF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LEE-ON-SOLENT ATZ 504810N 0010929W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504824N 0010921W - 505049N 0011117W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504810N 0010929W	Upper limit: 2033 FT ALT Lower limit: SFC	G	LEE INFORMATION English	3000 FT	0900-1800 (0800-1700).	ATZ 2000 FT AAL.

EGHF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	LEE INFORMATION	118.930 A/G frequency. DOC 10 NM/3,000 FT.	-	-	0900-1800 (0800-1700).	-

EGHF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGHF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Solent Airport is PPR mandatory and all pilots are to ensure they have read the information provided on the Airport website www.solentairport.co.uk/pilot-information/ prior to arrival.
b) Pilots approaching Lee-on-Solent and intending to remain outside of Southampton CTR/Solent CTA are advised to maintain a listening watch only on Solent Radar 120.230 and select SSR code 7011 to reduce the risk of infringing adjacent controlled airspace.
c) Visiting traffic to Lee-on-Solent should be familiar with the layout and topography of the aerodrome (see aerodrome website).

2 GROUND MOVEMENT

a) The Control Tower is the location for all visitor parking.
b) The Coastguard dispersal is out of bounds and is not to be used by visiting aircraft.
c) Collection point for fees and charges is in the Visitor Reception.
d) Bravo Hold is only to be used for Code 2B Aircraft with a maximum wingtip clearance of 22 M or less, due to reduced wingtip clearances at the southern end of taxiway. Aircraft with a greater wingtip clearance requirement will need to backtrack the main runway.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Solent CTA approximately 3 NM west of aerodrome.
b) SAR and rotary daily H24 operations.
c) Model aircraft flying operates in the south-east of the aerodrome.
d) Fleetlands Heliport is located 1.9 NM to the north-east of Lee-on-Solent and has an active ATZ.
e) Possible compass error when using Runway 05 Bravo 2 Hold. Some aircraft may experience magnetic disturbances, affecting the Heading Reference System. Pilots should ensure that, pre-flight checks are conducted within the white box or at the hold point. When

positioned for take-off from Runway 05 the aircraft heading reference is checked against the runway alignment. Aircrew noticing a compass anomaly should notify ATC as soon as possible.

f) Helicopter training in a designated area takes place on the airport.
g) Airfield sweeping, including the runway, will be conducted prior to airport opening hours on Friday morning (approximately 0400-0600 (0300-0500)). Pilots authorised for out of hours operations are to remain vigilant for the presence of the sweeper vehicle.

5 HELICOPTER OPERATIONS

a) SAR rotary operations take priority.
b) All non-SAR rotary operations may use same arrival, departure, circuit and ground procedures.
c) The rotary training area 'The Triangle' is situated on the southside grass adjacent to the Echo taxiway. Whilst grass runway operations are in progress all non-SAR rotary traffic conducting general handling or low energy manoeuvres are to remain within the confines of 'The Triangle' unless authorised by ATS.
d) Rotary traffic is permitted to land or depart from 'The Triangle'.
e) Visiting rotary aircraft may follow circuit, arrival and departure procedures and can expect to hover-taxi using the taxiways, where appropriate or as instructed by the ATSU, to the designated visitor areas of the aerodrome.
f) Based rotary operators may follow pre-agreed taxiing and routing procedures.

6 USE OF RUNWAYS

a) More than one runway may be in use at any one time.
b) Grass strip is inspected but not licensed and should only be used at pilot’s discretion.
c) All fixed wing aircraft should be aware of rotary traffic operating to the south of the main runway.
d) The Runways 05/23 and grass strip are operated as a single runway strip. No simultaneous parallel approaches or departures are permitted.

7 TRAINING

Not applicable

EGHF AD 2.21 NOISE ABATEMENT PROCEDURES

a) The circuit patterns are drawn to avoid noise sensitive areas (avoid overflying Stubbington and Hill Head (which are inside the circuit) and Fareham South-West (on the NW corner outside the circuit)).
b) When departing Runway 23, track the extended centre-line to avoid overflying housing near the threshold of Runway 05.
c) Arrivals from the north are to route through the Titchfield Gyratory and on to base leg avoiding all housing for Runway 23 or downwind for Runway 05.

EGHF AD 2.22 FLIGHT PROCEDURES

1 GENERAL

a) Standard circuits flown at 1000 FT AAL. Circuit direction Runway 23 right-hand / Runway 05 left-hand.
b) Warbird circuits flown at 1200 FT AAL. Warbird circuit direction Runway 23 left-hand / Runway 05 right-hand.
c) Rotary traffic may operate in the Helicopter Training Area (HTA) known as 'The Triangle'. All pilots should be aware of rotary traffic using the Helicopter Training Area to the south of Runway 05/23.
d) All aircraft operating within the circuit are required to select transponder conspicuity code 4306.

2 JOINING AND DEPARTURE PROCEDURES

a) Aircraft should remain outside of Fleetlands ATZ, unless in good two-way communication with Fleetlands Information (135.705).
b) Standard join from the north:

   i. Remain west and outside Fleetlands ATZ:
   ii. Downwind for Runway 05 or right base for Runway 23.
   iii. Straight-in-Approach or overhead joins for Runway 23 are subject to circuit traffic and AFISO workload. Pilots must call Fleetlands Information 135.705 for ATZ transit prior to Wickham VRP.

c) Standard join from the south, west and east. Aircraft arriving from the south, west and east are suggested to join via Spinnaker VRP, Calshot VRP or Cowes VRP. Be aware that Calshot VRP is located underneath Solent CTA 2 which extends from 2000 FT – 5500 FT AMSL and is just to south of the Southampton Airport CTR.

   i. Left base for Runway 05 or downwind for Runway 23.
   ii. Straight-in approaches and overhead joins are subject to circuit traffic and AFISO workload. Standard joins are preferred.

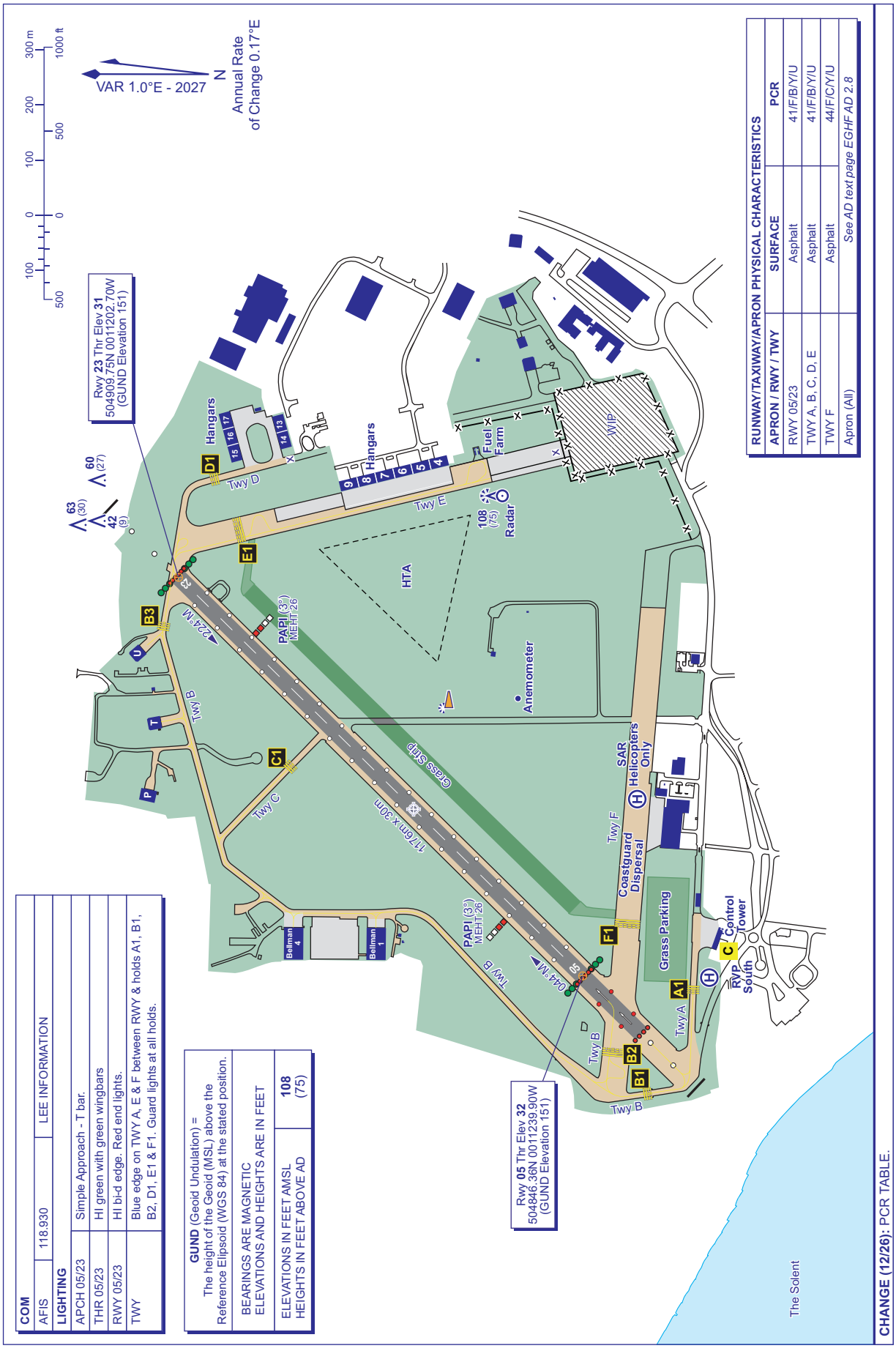
d) Aircraft inbound or departing Solent Airport are to select transponder conspicuity code 4306 prior to joining the visual circuit. As a guide, this should be done at any of the following locations: Calshot, Cowes, Spinnaker Tower or Wickham.
e) Allocation of this conspicuity squawk is for a radio service only does not constitute any radar service.

LEE-ON-SOLENT EGHF

AD ELEV 33FT

ARP 504856N 0011224W

AERODROME CHART - ICAO



COM		
AFIS	118.930	LEE INFORMATION
LIGHTING		
APCH 05/23	Simple Approach - T bar.	
THR 05/23	HI green with green wingbars	
RWY 05/23	HI bi-d edge. Red end lights.	
TWY	Blue edge on TWY A, E & F between RWY & holds A1, B1, B2, D1, E1 & F1. Guard lights at all holds.	

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	108 (75)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCR
RWY 05/23	Asphalt	41/F/B/Y/U
TWY A, B, C, D, E	Asphalt	41/F/B/Y/U
TWY F	Asphalt	44/F/C/Y/U
Apron (All)	*See AD text page EGHF AD 2.8*	

CHANGE (12/26): PCR TABLE.

AERO INFO DATE 02 SEP 26

AD 2-EGHF-2-1

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EGNM — LEEDS BRADFORD

EGNM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNM — LEEDS BRADFORD

EGNM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 535158N Long: 0013939W Mid point of Runway 14/32.
2	Direction and distance from city	6 NM NW of Leeds.
3	Elevation / Reference temperature / Mean Low Temperature	682 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	163 FT
5	Magnetic Variation / Annual Change	0.62°E (2027) / 0.19°E
6	AD Administration Address Telephone Telefax E-mail address	LEEDS BRADFORD AIRPORT LIMITED. Leeds Bradford Airport, Leeds, LS19 7TU. 0113-391 3285 (Administration) 0113-391 3282 (ATC) 0113-391 3231 (Airside Operations Unit) 0113-250 5426 (Administration) 0113-391 0870 (ATC) airside.operations@lba.co.uk (Airside Operations Unit) atc@lba.co.uk (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGNM AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700-2300 (0600-2200). PPR outside of these hours.
2	Customs and immigration	Hours are aligned with Airline operations. GA and BA operators requiring Customs and Immigration contact handling agent.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	H24. See also AD 2.18.
8	Fuelling	AVGAS 100LL: 0700-1800 (0600-1700). Out of hours AVGAS 100LL available by arrangement with Mutliflight Ltd, subject to call out charges. (See also AD 2.4). AVTUR Jet A-1: 0500-2359 (0400-2259) PPR outside of these hours.
9	Handling	Available by arrangement with handling agents.
10	Security	H24. Terminal Passenger Screening 0300-2200 (0200-2100).
11	De-icing	Available by arrangement with handling agent.
12	Remarks	-

EGNM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement. Nearest railway siding: Bradford Valley.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL 80, 100, Shell 555, Exon 2380, Mobil Jet 254, Mobile Jet 2 plus various hydraulic fluids.
3	Fuelling facilities/capacity	AVTUR JET A-1 Main Apron: 1,000,000 L. Bowsers: 5 x 44,000 L, 2 x 33,000 L, AVGAS 100LL available at Multiflight Apron. De-fuelling facility not available.
4	De-icing facilities	Available by arrangement with handling agents. Type ECO 26 Type 2.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Full up to 13,000 lbs AUW, minor above, 24 hour service if necessary.

7	Remarks	Handling is mandatory. All aircraft, including those for engineering maintenance, are required to make suitable handling arrangements prior to arrival. Handling agents are: Swissport: Tel: 0113-250 3251. Frequency: 131.500 MHz. Southside: Multiflight: Tel: 0113-238 7140/7118. Frequency: 131.685 MHz. GA and Business Aviation handling provided on the Southside by Multiflight Ltd and on the Northside by Swissport. AVGAS 100LL is available from Multiflight Ltd. AVGAS refuelling facilities for helicopters by special prior notified arrangement with Multiflight Ltd.

EGNM AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity
2	Restaurants	Restaurant, buffet and bar.
3	Transportation	Buses, coaches and taxis. Nearest railway station: Horsforth
4	Medical facilities	Limited first aid.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	-
7	Remarks	-

EGNM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Categories 8 and 9 by arrangement, PPR 24 HR notice.
2	Rescue equipment	1x Rosenbauer Panther (12500 L Water, 1500 L Foam), 2x Rosenbauer Panther HRET (11200 L Water, 1500 L Foam), 1x Carmichael Cobra (12000 L Water, 1680 L Foam), 1x Ford Ranger 4x4 Incident Command Vehicle.
3	Capability for removal of disabled aircraft	Basic equipment onsite. Equipment for heavier aircraft could be made available. Contact: 0113-391 3231 (Airside Operations Unit).
4	Remarks	-

EGNM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing. 2x Schmidt Compact Jet Sweeper, 2x Overaasen Compact Jet Sweeper, Daf + SB90, MAN + SB90, Massey Ferguson + large brush/plough, New Holland Tractor fitted with brush + de-icing unit, JCB Ramp Hog, Ramp Hog, LBA John Deere Tractor + brush/plough, McCormick Tractor fitted with Ramp Hog 6 M Blade, Schmidt ASP De-icer spray vehicle, Daf 75 De-icer Spray Vehicle, Rolba 400 Snow Blower, Rolba 1000 Snow Blower.
2	Clearance priorities	Standard. See AD 1.2.2. EGNM Snow Plan refers. Available on request.
3	Remarks	RWY 14/32 de-iced with GAC. Runway surface condition over each third of the runway reported using a runway condition report (RCR). The report will include a runway condition code (RWYCC) using numbers 0-6, the contaminant, coverage and depth, and a description of the contaminant. Braking action is not promulgated. Runway and Taxiway conducted by AFS/Airside Operations. Latest airfield conditions available, Tel: 0113-391 1698 (ATIS Telephone Broadcast) or Tel: 0113-391 3231 (Airside Operations).

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

1	Apron surface and strength	APRON Surface: Concrete PCR 642/R/A/W/U

2	Taxiway width, surface and strength	Taxiway A B-C: 38 M Surface: Concrete PCR 642/R/A/W/U Taxiway A C-D3: 45 M Surface: Concrete PCR 642/R/A/W/U Taxiway A D3-EAST END: 32 M Surface: Concrete PCR 642/R/A/W/U Taxiway A RWY-B: 38 M Surface: Concrete PCR 386/R/A/W/U Taxiway D: 23 M Surface: Concrete PCR 555/R/D/X/U Taxiway E: 23 M Surface: Concrete PCR 523/R/B/W/U Taxiway F: 13.5 M Surface: Asphalt PCR 25/F/A/W/U Taxiway G: 10.5 M Surface: Asphalt PCR 25/F/A/W/U Taxiway L: 23 M Surface: Asphalt PCR 507/F/D/X/U Taxiway LINK B: 25 M Surface: Concrete PCR 386/R/A/W/U Taxiway LINK C: 35 M Surface: Concrete PCR 642/R/A/W/U Taxiway M: 23 M Surface: Asphalt PCR 25/F/A/W/U Taxiway N N3-N4: 23 M Surface: Concrete PCR 501/R/A/W/U Taxiway N RWY-N3: 23 M Surface: Asphalt PCR 377/F/A/W/U
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.

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 PCR 523/R/B/W/U	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

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
32	317.75°	2250 x 46 M	RWY surface: Concrete, Grooved PCR 523/R/B/W/U	535137.31N 0013907.44W 163.2 FT	THR 662.5 FT TDZ 668.0 FT	RWY 14 0.36% (1:277) Down RWY 32 0.36% (1:277) 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
-	1057 x 150 M	2314 x 280 M	-	-	-	RWY 14 Threshold displaced by 312 M. Pilots should note that when using Runway 14, there is a 100 M area of the runway that provides a forward sight distance of less than 1200 M (for an eye height of 3 M above the runway surface) between 1300 M and 1400 M after the start of the LDA located in the area of the 32 TDZ. Downslope gradient first 400 M of LDA on Runway 14 is - 0.83% OFZ: Yes.
-	199 x 150 M	2314 x 280 M	-	-	-	RWY 32 Threshold displaced by 274 M. Pilots should note that when using Runway 32, there is a 100 M area of the runway that provides a forward sight distance of less than 1200 M (for an eye height of 3 M above the runway surface) between 220 M and 320 M after the start of the LDA located in the area of the 32 TDZ. OFZ: Yes.

EGNM AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
14	2113 M	3170 M	2113 M	1801 M	-
32	2190 M	2389 M	2190 M	1916 M	-
14	1933 M	2899 M	1933 M	-	Take-off from intersection with Holding Point E2
14	1801 M	2701 M	1801 M	-	Take-off from Runway 14 Threshold
14	1514 M	2271 M	1514 M	-	Take-off from intersection with Taxiway Alpha
14	1429 M	2143 M	1429 M	-	Take-off from intersection with Taxiway Foxtrot
14	1245 M	1868 M	1245 M	-	Take-off from intersection with Taxiway Mike
14	961 M	1441 M	961 M	-	Take-off from intersection with Taxiway Lima
32	1916 M	2115 M	1916 M	-	Take-off from Runway 32 Threshold
32	1629 M	1828 M	1629 M	-	Take-off from intersection with Taxiway Delta
32	1115 M	1314 M	1115 M	-	Take-off from intersection with Taxiway Lima

EGNM 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
14	Coded centre-line with five crossbars. 872 M Light intensity high	Green Light intensity high With HI wingbars	PAPI Right/ 3.5° 53 FT 331 M	-	Colour coded 15 M spacing Light intensity high	HI flush bi-directional edge with LI omni-directional component.	Red	-	-
32	Coded centre-line with five crossbars. Supplementary lighting inner 262 M. 815 M Light intensity high	Green Light intensity high With HI wingbars	PAPI Left/3° 58 FT 316 M PAPI: Aircraft following the 32 ILS Glidepath may experience a minor visual discrepancy, with the PAPI indicating above nominal glidepath. This discrepancy is within acceptable tolerances.	900 M	Colour coded 15 M spacing Light intensity high	HI flush bi-directional edge with LI omni-directional component.	Red	-	-

EGNM 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: (LGTD) 535205.93N 0014001.00W - (LGTD) 535146.70N 0013907.50W.
3	TWY edge and centre line lighting	CL: Yellow/green centre-line routing lights from Exits B, C, D3, E1-E2, Lima and 14 Loop. EDGE: HI edge lights Runway 32 turning D. Blue edge colour coded taxiway guidance via D3, B, C, E1, E2 and Lima exits.
4	Secondary power supply/switch-over time	Yes. Less than 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGNM AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	-
2	TLOF and/or FATO elevation	-

AERODROME CHART - ICAO

ARP 535158N 0013939W

AD ELEV 682FT

LEEDS BRADFORD
EGNM

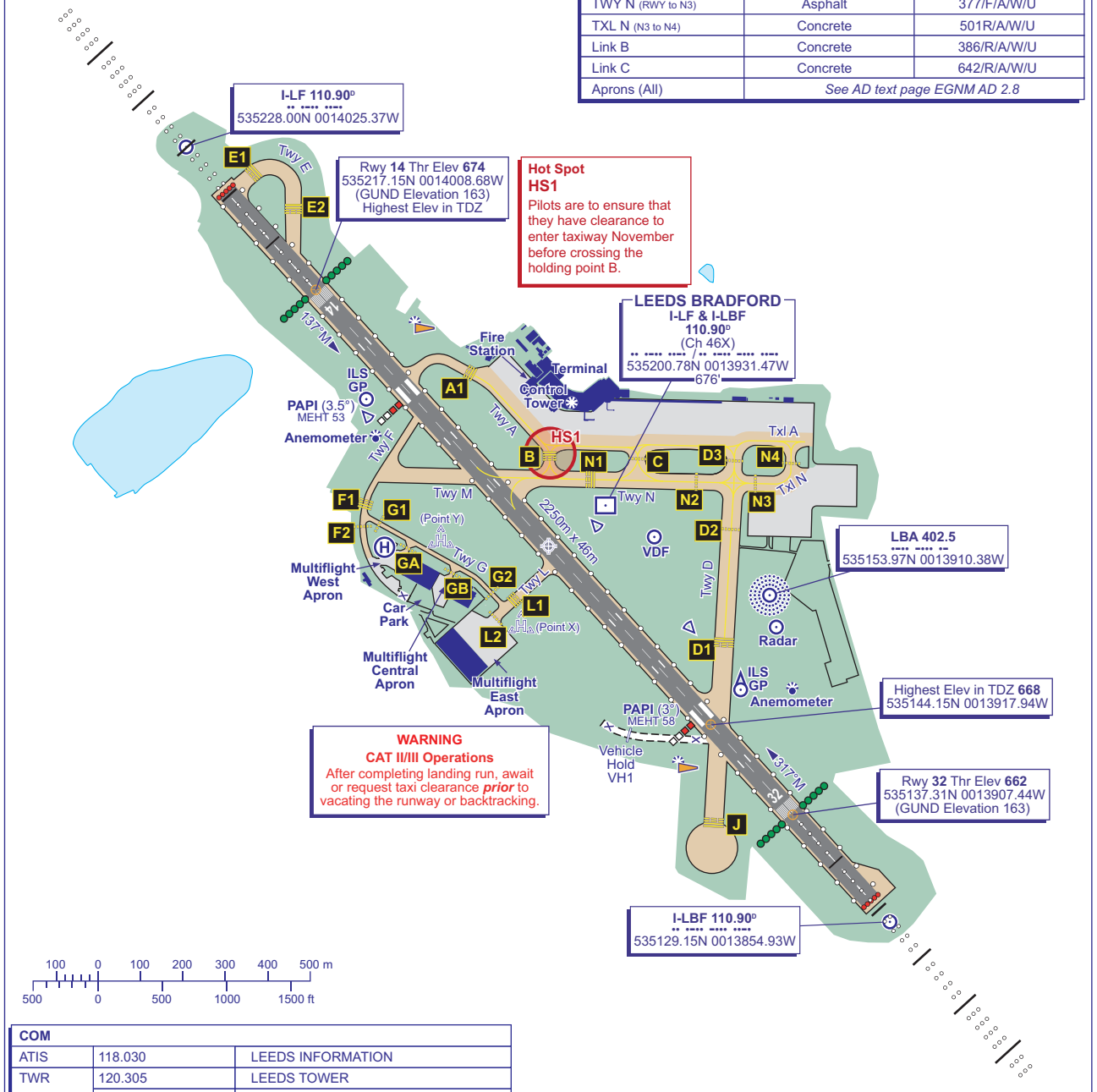
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL	682

VAR 0.6°E - 2027

N

Annual Rate of Change 0.19°E

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCR
RWY 14/32	Grooved Concrete	523/R/B/W/U
TWY A (RWY to B)	Concrete	386/R/A/W/U
TWY A (B to eastern end)	Concrete	642/R/A/W/U
TWY D	Concrete	555/R/D/X/U
TWY E	Concrete	523/R/B/W/U
TWY F, G, M	Asphalt	25/F/A/W/U
TWY L	Asphalt	507/F/D/X/U
TWY M	Asphalt	25/F/A/W/U
TWY N (RWY to N3)	Asphalt	377/F/A/W/U
TXL N (N3 to N4)	Concrete	501R/A/W/U
Link B	Concrete	386/R/A/W/U
Link C	Concrete	642/R/A/W/U
Aprons (All)	*See AD text page EGNM AD 2.8*	



COM		
ATIS	118.030	LEEDS INFORMATION
TWR	120.305	LEEDS TOWER
	121.805	LEEDS DELIVERY
	121.605	LEEDS FIRE

LIGHTING	
THR 14/32	HI green with HI W bars.
RWY 14/32	HI flush bi-d edge with LI omni-d component. HI colour coded C/L. End lights red. TDZ 900 m (RWY 32 only).
TWY	Stop Bars Holds A1, B, C, D1, D2, D3, E1, E2, F1, L1, N1, N2, N3. Yellow/Green CL at exits B, C, D3, E1, E2, L & 14 Loop. Blue edge colour coded via D3, B, C, E1, E2 & L exits.

CHANGE (12/26): PCR TABLE.

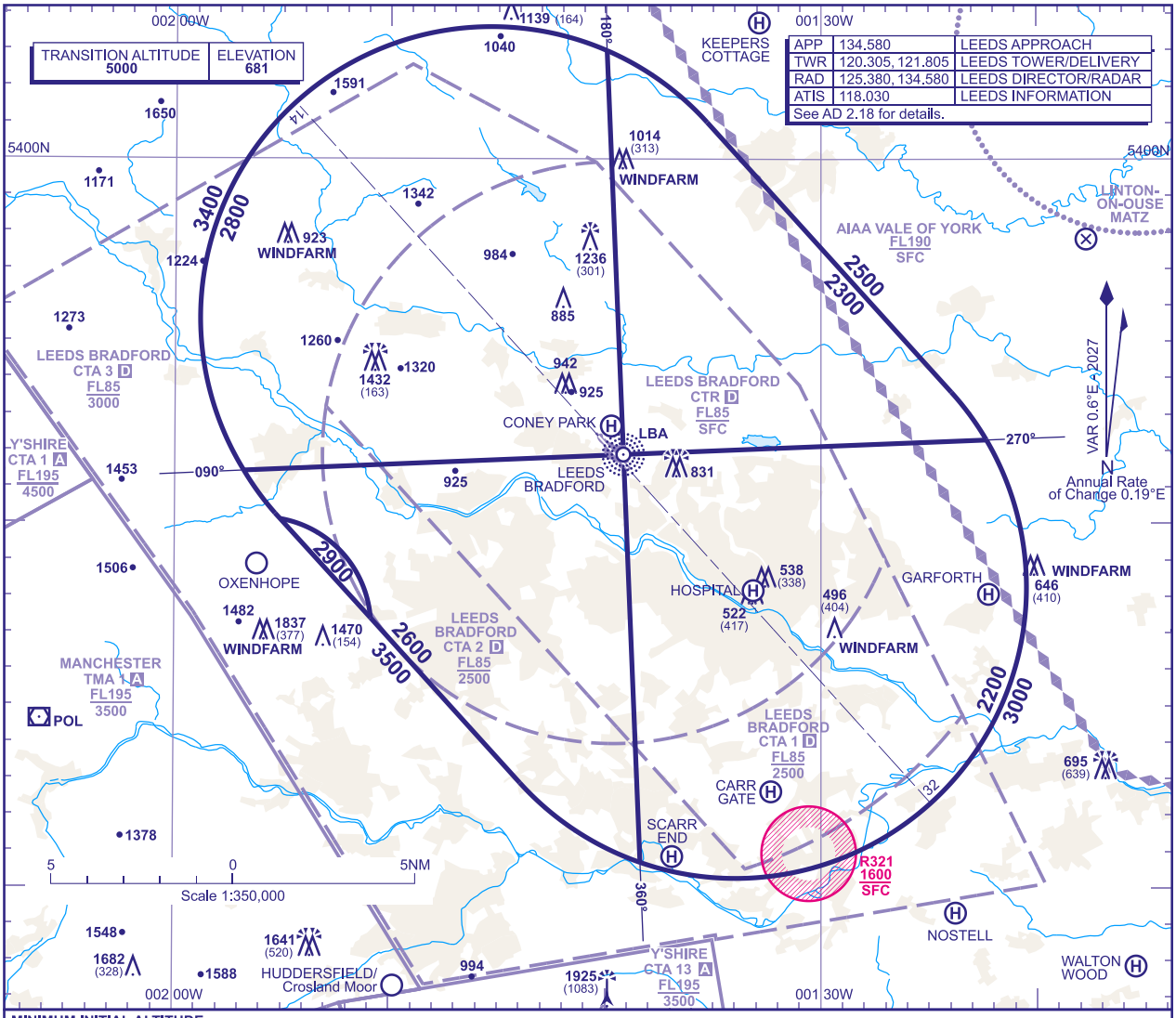
AERO INFO DATE 09 SEP 26

STAND	COORDINATES	17	535207.88N 0013907.91W
1 (Inner)	535211.33N 0013943.67W	18L	535208.07N 0013906.52W
1 (Outer)	535210.58N 0013945.05W	18R	535207.90N 0013905.80W
1L	535211.48N 0013944.38W	19	535203.11N 0013902.33W
1R	535210.89N 0013943.49W	20A	535201.68N 0013901.50W
5	535207.84N 0013937.04W	20B	535201.12N 0013903.75W
6	535207.24N 0013935.17W	21	535200.07N 0013905.70W
7	535207.55N 0013932.65W	22	535158.87N 0013909.16W
8	535208.20N 0013930.16W	22A	535159.13N 0013905.75W
9	535208.19N 0013927.38W	22B	To be surveyed
10	535208.18N 0013924.84W	23	To be surveyed
11	535208.14N 0013922.30W	AP1	535205.60N 0013905.82W
12	535208.11N 0013919.76W	AP2	535205.66N 0013909.94W
13	535208.09N 0013917.37W	AP12	To be surveyed
14	535208.18N 0013914.82W	NP2	535202.56N 0013920.43W
15	535208.06N 0013912.25W	NP3	535202.43N 0013911.24W
16L	535207.96N 0013910.05W	NP4	535203.39N 0013907.73W
16R	535208.17N 0013909.37W		

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1924
HEIGHTS IN FEET AGL (1084)

LEEDS BRADFORD



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2800** in the sector defined by the lateral limits; 535126N 0015650W thence clockwise by an arc of a circle radius 8NM centred on 535539N 0014519W to 540259N 0013958W - 535154N 0013910W - 535126N 0015650W.

b) **2300** in the sector defined by the lateral limits; 540259N 0013958W thence clockwise by an arc of a circle radius 8NM centred on 535539N 0014519W to 540101N 0013518W - 535337N 0012356W thence clockwise by an arc of a circle radius 8NM centred on 534815N 0013358W to 535218N 0012219W - 535154N 0013910W - 540259N 0013958W.

c) **2200** in the sector defined by the lateral limits; 535154N 0013910W - 535218N 0012219W thence clockwise by an arc of a circle radius 8NM centred on 534815N 0013358W to 534042N 0013822W - 535154N 0013910W.

d) **2600** in the sector defined by the lateral limits; 535126N 0015650W - 535154N 0013910W - 534042N 0013822W thence clockwise by an arc of a circle radius 8NM centred on 534815N 0013358W to 534253N 0014356W - 534724N 0015053W thence anticlockwise by an arc of a circle radius 3NM centred on 534709N 0015556W to 535007N 0015505W - 535016N 0015519W thence clockwise by an arc of a circle radius 8NM centred on 535539N 0014519W to 535126N 0015650W.

e) **2900** in the sector defined by the lateral limits; 535007N 0015505W thence clockwise by an arc of a circle radius 3NM centred on 534709N 0015556W to 534724N 0015053W - 535007N 0015505W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

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

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **NDB(L) LBA**†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) LBA**†.

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

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the **NDB LBA**.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (12/26): OXENHOPE HIRTA REMOVED. NOSTELL HELIPORT REVISED.

AERO INFO DATE 27 AUG 26

AD 2-EGNM-5-1

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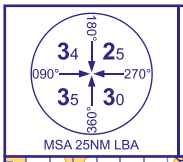
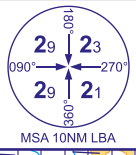
INSTRUMENT APPROACH CHART - ICAO

LEEDS BRADFORD
ILS/DME Y
RWY 14
(ACFT CAT A,B)

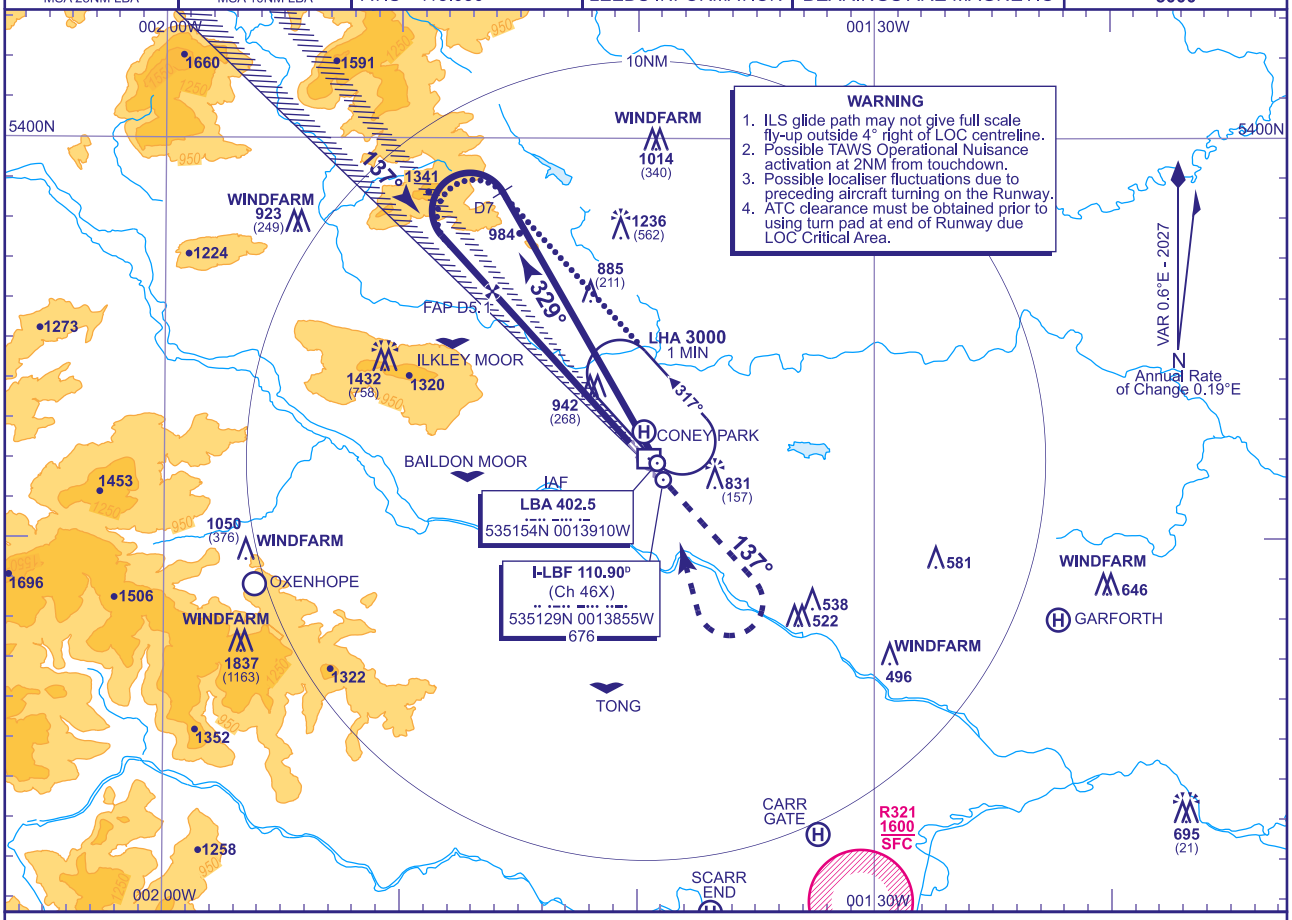


MSA 25NM LBA



MSA 10NM LBA

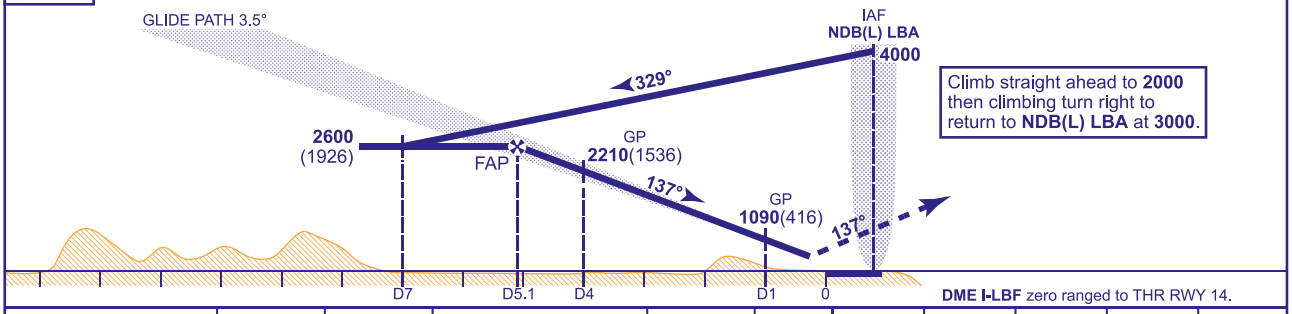
APP	134.580	LEEDS APPROACH	AD ELEVATION	682	TRANSITION ALTITUDE 5000
TWR	120.305	LEEDS TOWER	THR ELEVATION	674	
RAD	134.580	LEEDS RADAR	OBSTACLE ELEVATION 1837 AMSL (1163) (ABOVE THR)		
	125.380	LEEDS DIRECTOR			
ATIS	118.030	LEEDS INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM

DME I-LBF	5	4	3	2	1
ALT(HGT)	**2580**(1906)	**2210**(1536)	**1840**(1166)	**1460**(786)	**1090**(416)

RDH 46



Aircraft Category		A	B
OCA (OCH)	CAT I	**827**(153)	**837**(163)
VM(C)OCA (OCH AAL)	Total Area	**1320**(638)	**1320**(638)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	990	870	740	620	500

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **2600**(1926). At I-LBF DME 7 turn left to intercept the localiser. When established continue as Main Procedure.

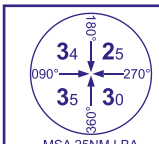
NOTES **1** Lowest altitude to commence procedure from hold is **3000**.
2 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

CHANGE (12/26): SPECIFICATION CHANGE.

AERO INFO DATE 23 SEP 26

INSTRUMENT APPROACH CHART - ICAO

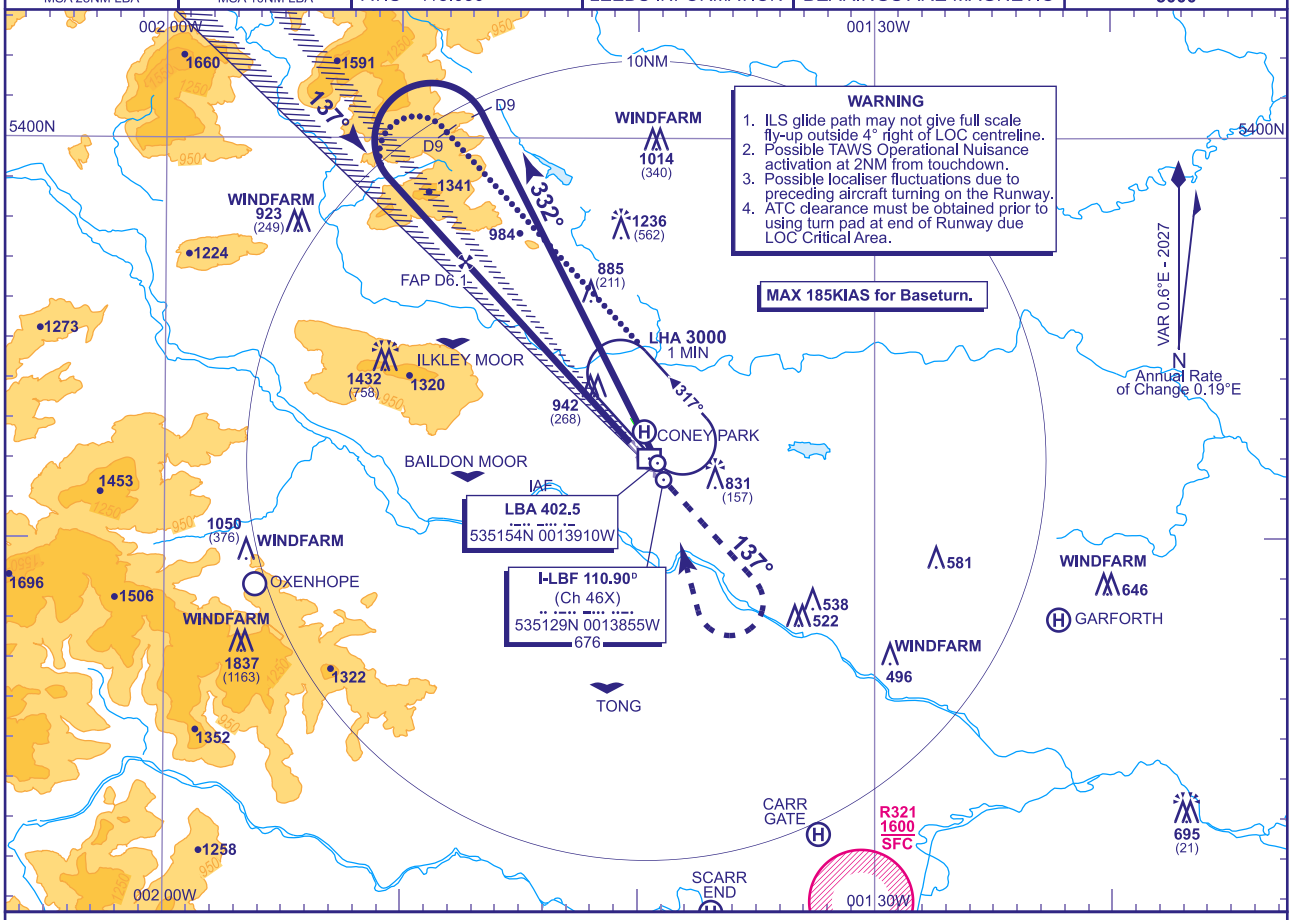
LEEDS BRADFORD
ILS/DME Z
RWY 14
(ACFT CAT C,D)



MSA 25NM LBA

MSA 10NM LBA

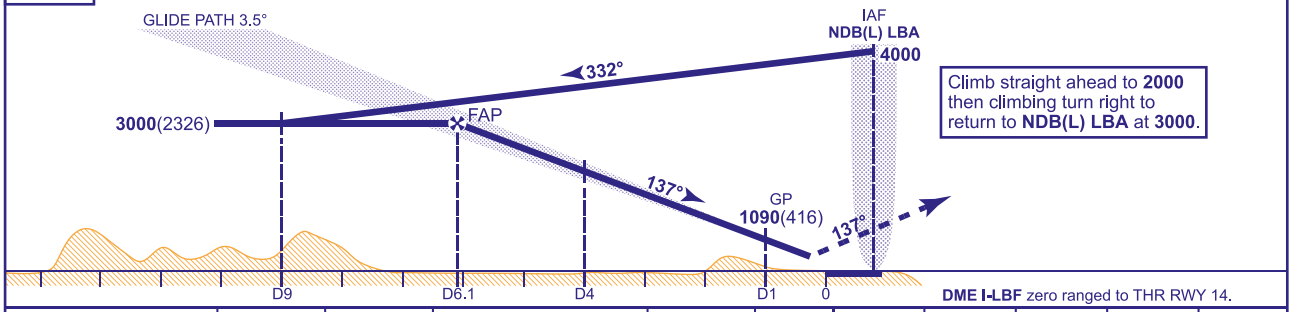
APP	134.580	LEEDS APPROACH	AD ELEVATION	682	TRANSITION ALTITUDE 5000
TWR	120.305	LEEDS TOWER	THR ELEVATION	674	
RAD	134.580	LEEDS RADAR	OBSTACLE ELEVATION 1837 AMSL (1163) (ABOVE THR)		
	125.380	LEEDS DIRECTOR			
ATIS	118.030	LEEDS INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM

DME I-LBF	5	4	3	2	1
ALT(HGT)	**2580**(1906)	**2210**(1536)	**1840**(1166)	**1460**(786)	**1090**(416)

RDH 46



Aircraft Category		C	D
OCA (OCH)	CAT I	**848**(174)	**858**(184)
VM(C)OCA (OCH AAL)	Total Area	**1420**(738)	**1650**(968)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	990	870	740	620	500

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **3000**(2326). At I-LBF DME 9 turn left to intercept the localiser. When established continue as Main Procedure.

NOTES **1** Lowest altitude to commence procedure from hold is **3000**.
2 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

CHANGE (12/26): SPECIFICATION CHANGE.

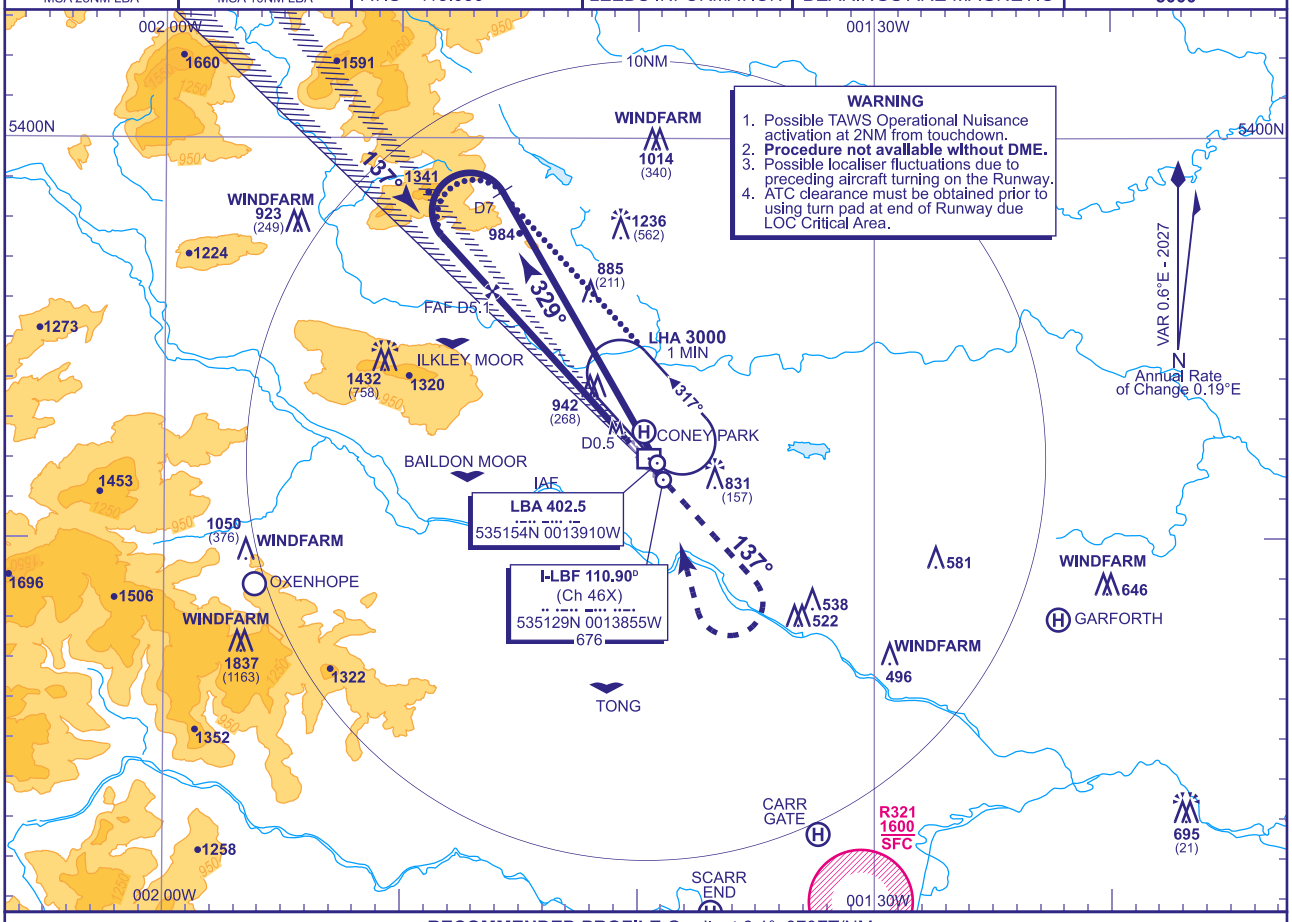
AERO INFO DATE 23 SEP 26
AD 2-EGNM-8-2

INSTRUMENT APPROACH CHART - ICAO

LEEDS BRADFORD
LOC/DME Y
RWY 14
(ACFT CAT A,B)

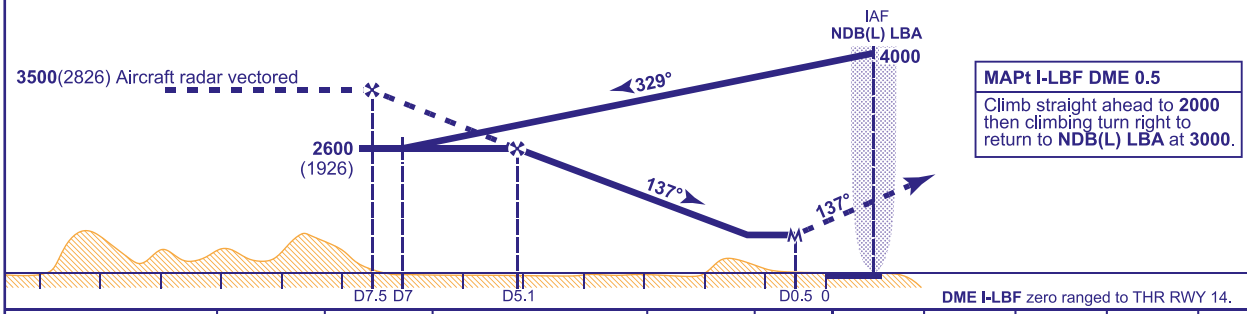
APP 134.580	LEEDS APPROACH	AD ELEVATION	682
TWR 120.305	LEEDS TOWER	THR ELEVATION	674
RAD 134.580	LEEDS RADAR	OBSTACLE ELEVATION	
125.380	LEEDS DIRECTOR	1837 AMSL (1163) (ABOVE THR)	
ATIS 118.030	LEEDS INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 6.1°, 370FT/NM

DME I-LBF	7	6	5	4	3	2
ALT(HGT)	**3320**(2646)	**2950**(2276)	**2580**(1906)	**2210**(1536)	**1840**(1166)	**1460**(786)



Aircraft Category		A	B
OCA (OCH)	Procedure	**1200**(526)	**1200**(526)
VM(C)OCA (OCH AAL)	Total Area	**1320**(638)	**1320**(638)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	990	870	740	620	500

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **2600**(1926). At I-LBF DME 7 turn left to intercept the localiser. When established continue as Main Procedure.

NOTES **1** Lowest altitude to commence procedure from hold is **3000**.
2 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

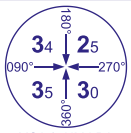
CHANGE (12/26): SPECIFICATION CHANGE.

AERO INFO DATE 23 SEP 26

AD 2-EGNM-8-3

INSTRUMENT APPROACH CHART - ICAO

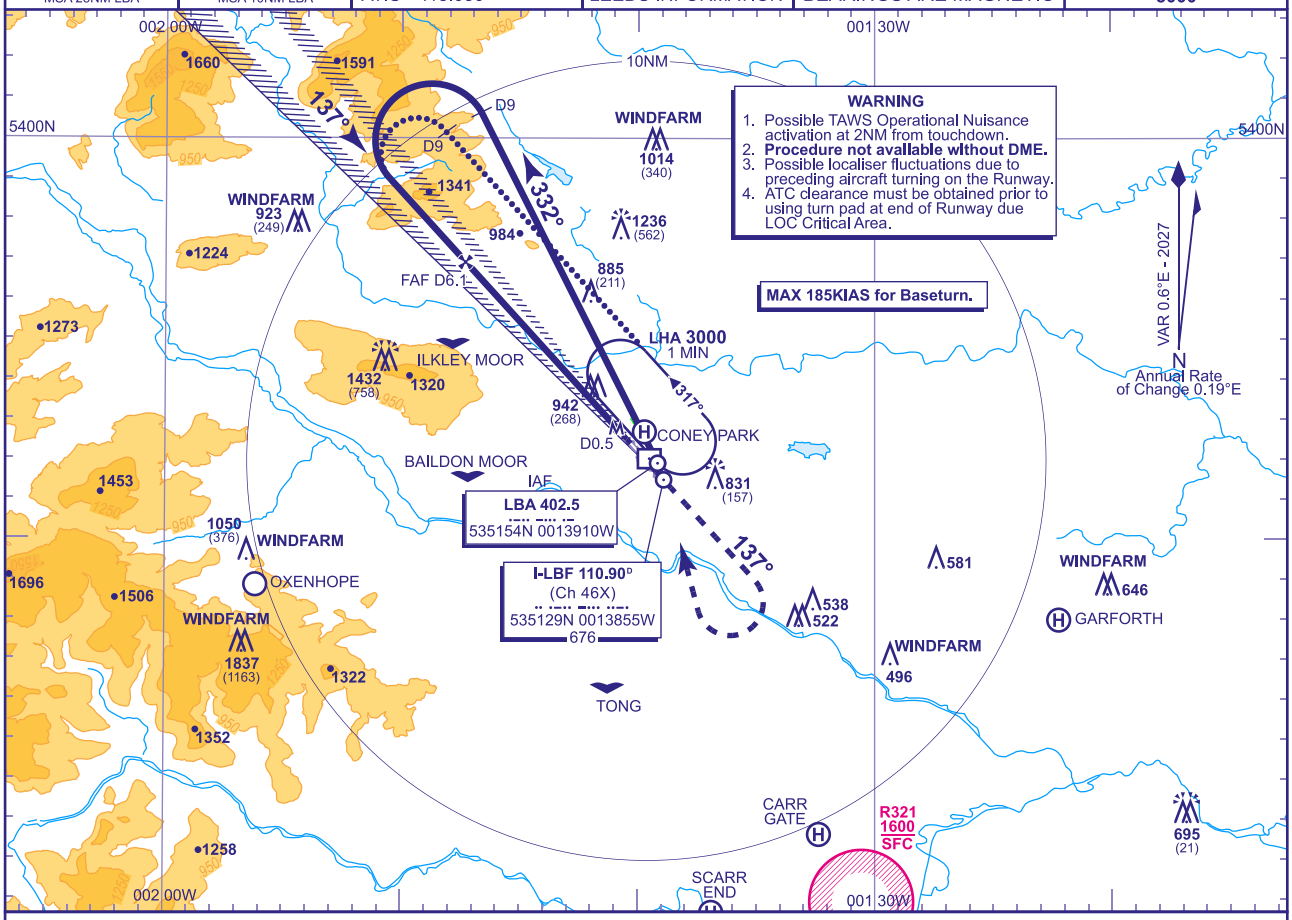
LEEDS BRADFORD
LOC/DME Z
RWY 14
(ACFT CAT C,D)



MSA 25NM LBA

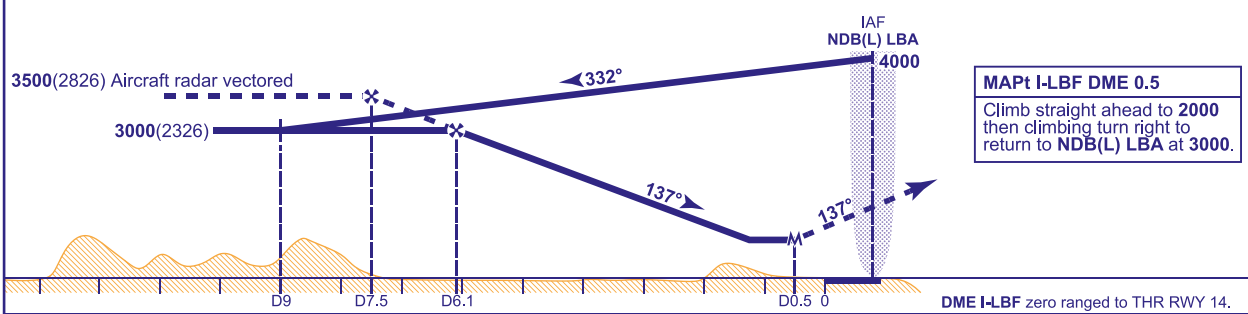
MSA 10NM LBA

APP	134.580	LEEDS APPROACH	AD ELEVATION	682	TRANSITION ALTITUDE 5000
TWR	120.305	LEEDS TOWER	THR ELEVATION	674	
RAD	134.580	LEEDS RADAR	OBSTACLE ELEVATION 1837 AMSL (1163) (ABOVE THR)		
	125.380	LEEDS DIRECTOR			
ATIS	118.030	LEEDS INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 6.1°, 370FT/NM

DME I-LBF	7	6	5	4	3	2
ALT(HGT)	**3320**(2646)	**2950**(2276)	**2580**(1906)	**2210**(1536)	**1840**(1166)	**1460**(786)



MAPt I-LBF DME 0.5
Climb straight ahead to **2000** then climbing turn right to return to **NDB(L) LBA** at **3000**.

Aircraft Category		C	D
OCA (OCH)	Procedure	**1200**(526)	**1200**(526)
VM(C)OCA (OCH AAL)	Total Area	**1420**(738)	**1650**(968)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	990	870	740	620	500

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **3000**(2326). At I-LBF DME 9 turn left to intercept the localiser. When established continue as Main Procedure.

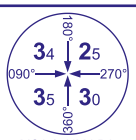
NOTES **1** Lowest altitude to commence procedure from hold is **3000**.
2 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

CHANGE (12/26): SPECIFICATION CHANGE.

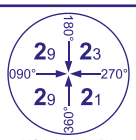
AERO INFO DATE 23 SEP 26 AD 2-EGNM-8-4

INSTRUMENT APPROACH CHART - ICAO

LEEDS BRADFORD
NDB(L)/DME Y
RWY 14
(ACFT CAT A,B)

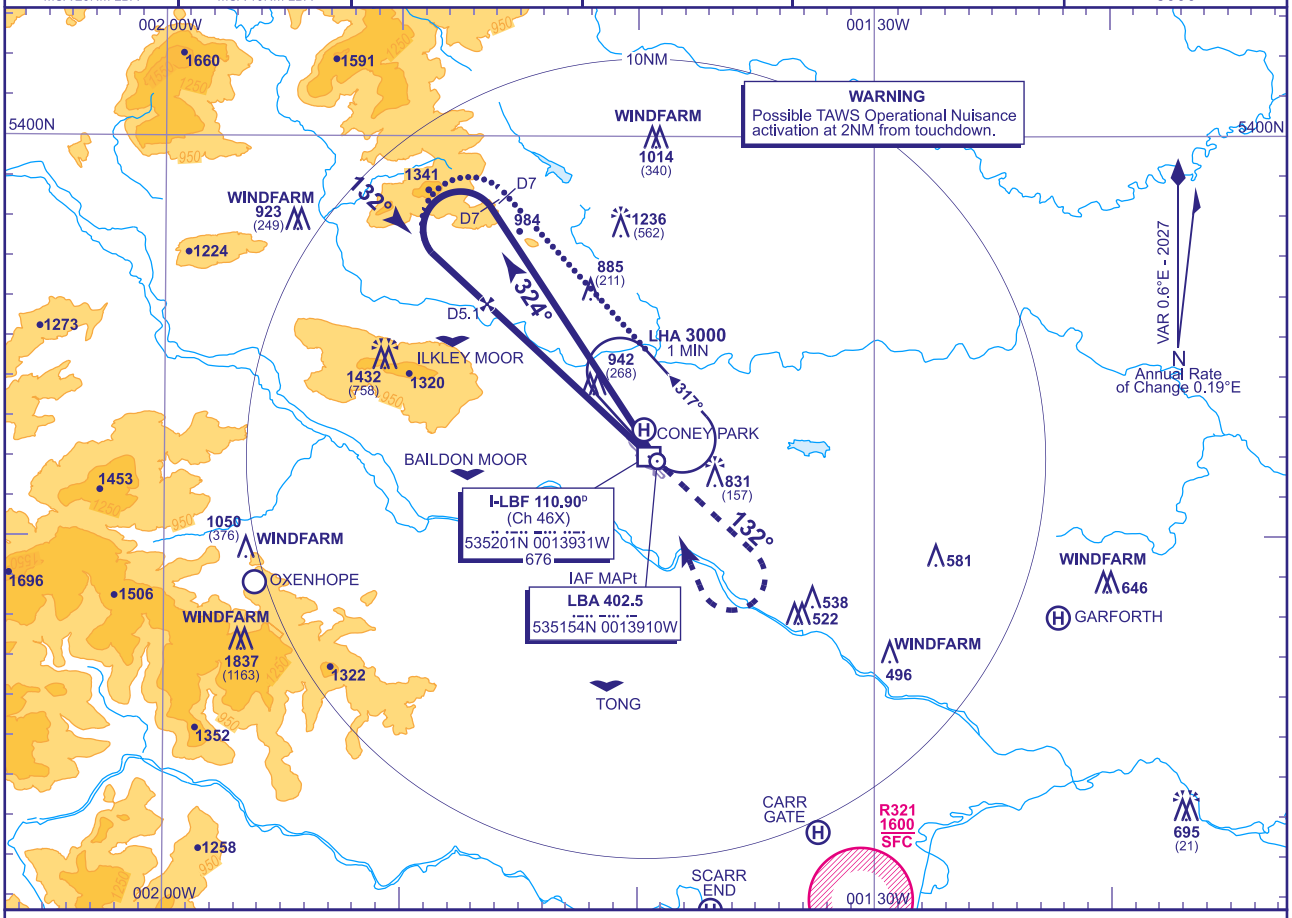


MSA 25NM LBA



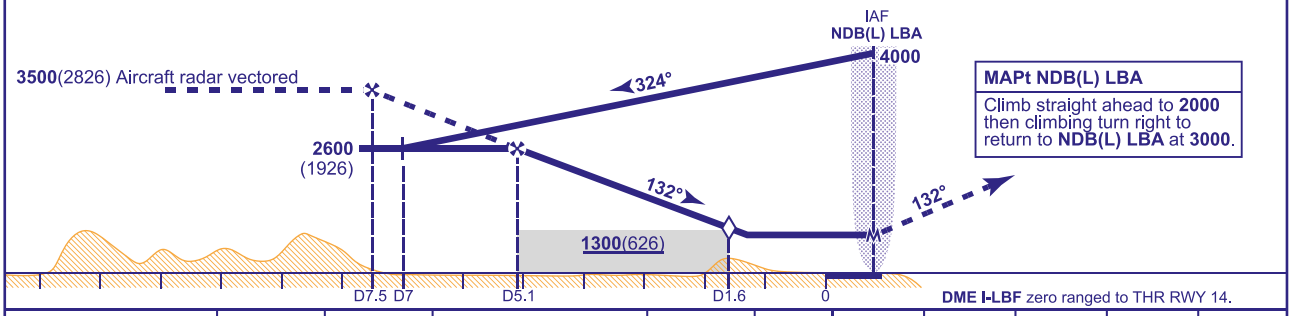
MSA 10NM LBA

APP	134.580	LEEDS APPROACH	AD ELEVATION	682	TRANSITION ALTITUDE 5000
TWR	120.305	LEEDS TOWER	THR ELEVATION	674	
RAD	134.580	LEEDS RADAR	OBSTACLE ELEVATION 1837 AMSL (1163) (ABOVE THR)		
	125.380	LEEDS DIRECTOR			
ATIS	118.030	LEEDS INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 6.1°, 370FT/NM

DME I-LBF	7	6	5	4	3	2	1.6(SDF)
ALT(HGT)	**3340**(2666)	**2960**(2286)	**2590**(1916)	**2220**(1546)	**1840**(1166)	**1470**(796)	**1300**(626)



Aircraft Category		A	B
OCA (OCH)	WITH DME	**1200**(526)	**1200**(526)
	NO DME	**1860**(1186)	**1860**(1186)
VM(C)OCA (OCH AAL)	Total Area	**1320**(638)	**1320**(638)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	990	870	750	620	500

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **2600**(1926). At I-LBF DME 7 turn left onto FAT. When established continue as Main Procedure.

ALTERNATIVE TIMED PROCEDURE AIRCRAFT CAT A,B ONLY
Fly procedures, substituting timing of 3MIN on outbound leg, when established inbound on extended FAT descend to MDH.

NOTES
1 FAT offset by 5° from RWY C/L.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

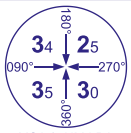
CHANGE (12/26): SPECIFICATION CHANGE.

AERO INFO DATE 23 SEP 26

AD 2-EGNM-8-5

INSTRUMENT APPROACH CHART - ICAO

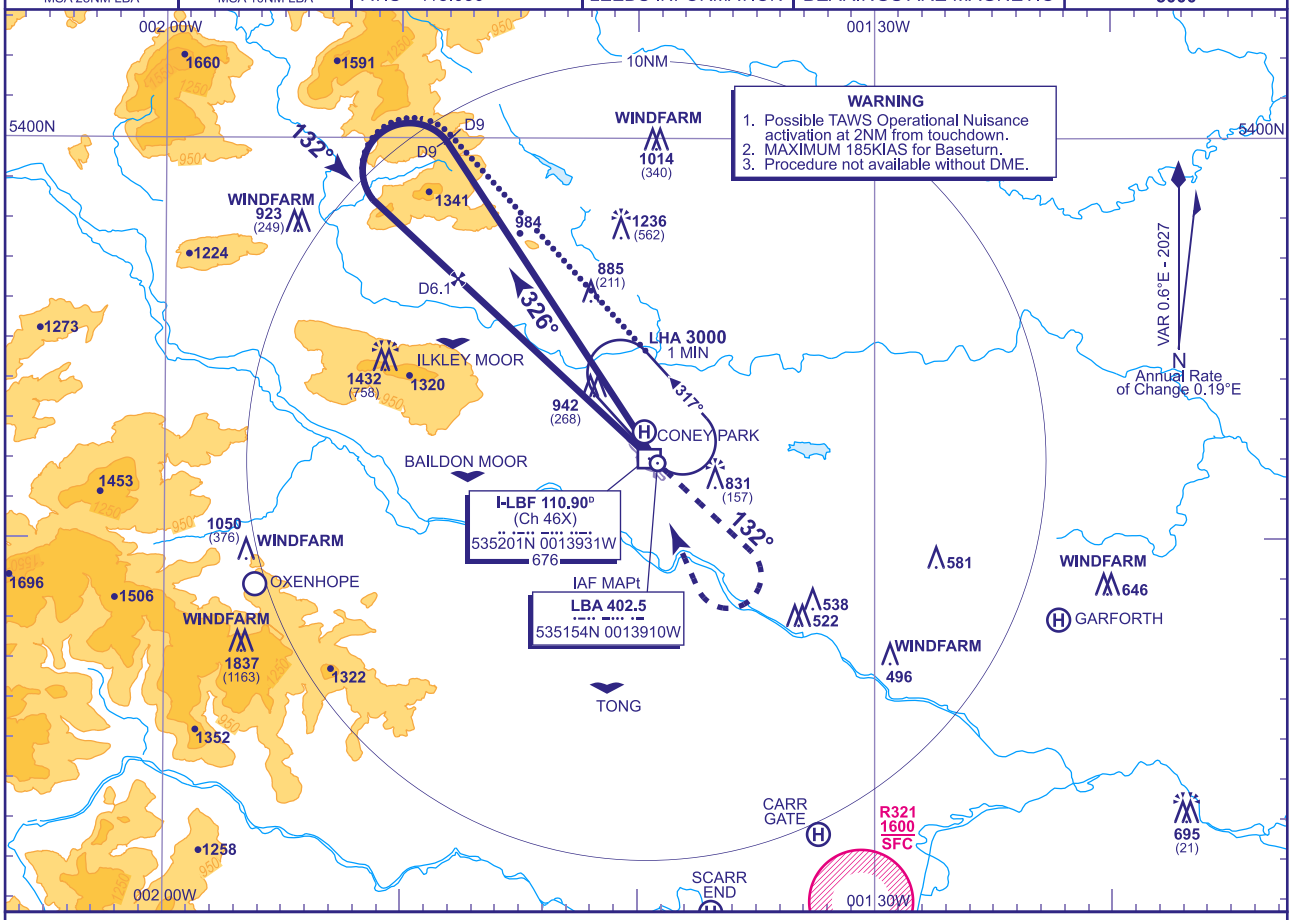
LEEDS BRADFORD
NDB(L)/DME Z
RWY 14
(ACFT CAT C,D)



MSA 25NM LBA

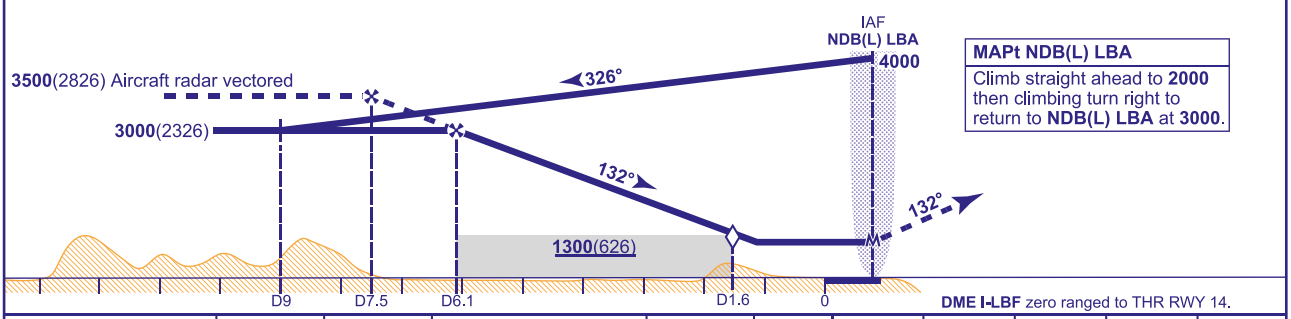
MSA 10NM LBA

APP	134.580	LEEDS APPROACH	AD ELEVATION	682	TRANSITION ALTITUDE
TWR	120.305	LEEDS TOWER	THR ELEVATION	674	5000
RAD	134.580	LEEDS RADAR	OBSTACLE ELEVATION		
	125.380	LEEDS DIRECTOR	1837 AMSL (1163) (ABOVE THR)		
ATIS	118.030	LEEDS INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 6.1°, 370FT/NM

DME I-LBF	7	6	5	4	3	2	1.6 (SDF)
ALT(HGT)	**3340**(2666)	**2960**(2286)	**2590**(1916)	**2220**(1546)	**1840**(1166)	**1470**(796)	**1300**(626)



MAPt NDB(L) LBA
Climb straight ahead to **2000** then climbing turn right to return to **NDB(L) LBA** at **3000**.

Aircraft Category		C	D
OCA (OCH)	Procedure	**1200**(526)	**1200**(526)
VM(C)OCA (OCH AAL)	Total Area	**1420**(738)	**1650**(968)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	990	870	750	620	500

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **3000**(2326). At I-LBF DME 9 turn left onto FAT. When established continue as Main Procedure.

NOTES
1 FAT offset by 5° from RWY C/L.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

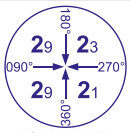
CHANGE (12/26): SPECIFICATION CHANGE.

AERO INFO DATE 23 SEP 26 AD 2-EGNM-8-6

INSTRUMENT APPROACH CHART - ICAO

LEEDS BRADFORD
ILS/DME/NDB(L) RWY 32
(ACFT CAT A,B,C,D)

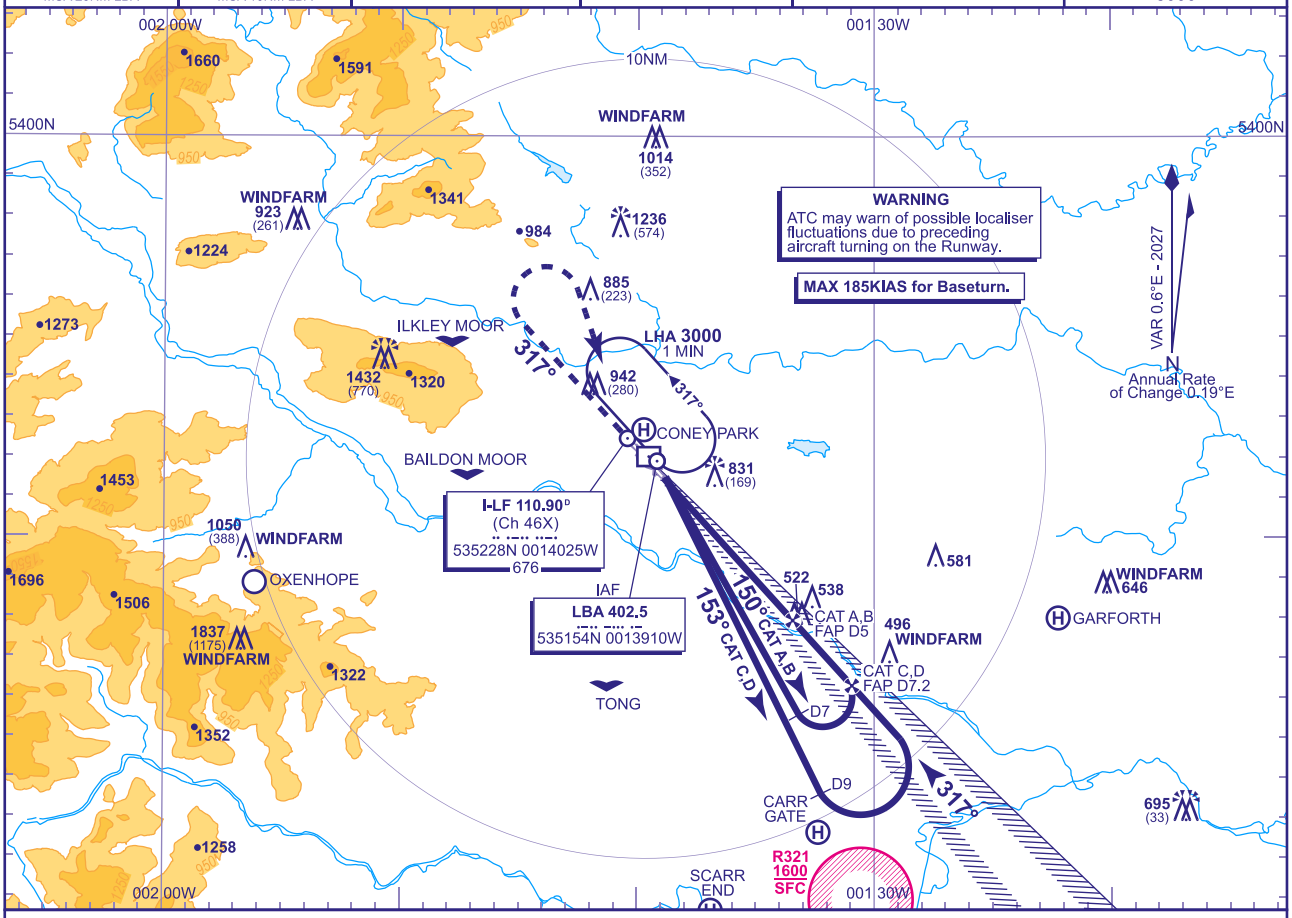
MSA 25NM LBA



MSA 10NM LBA

APP 134.580	LEEDS APPROACH	AD ELEVATION	682
TWR 120.305	LEEDS TOWER	THR ELEVATION	662
RAD 134.580	LEEDS RADAR	OBSTACLE ELEVATION	
125.380	LEEDS DIRECTOR	1837 AMSL (1175) (ABOVE THR)	
ATIS 118.030	LEEDS INFORMATION	BEARINGS ARE MAGNETIC	

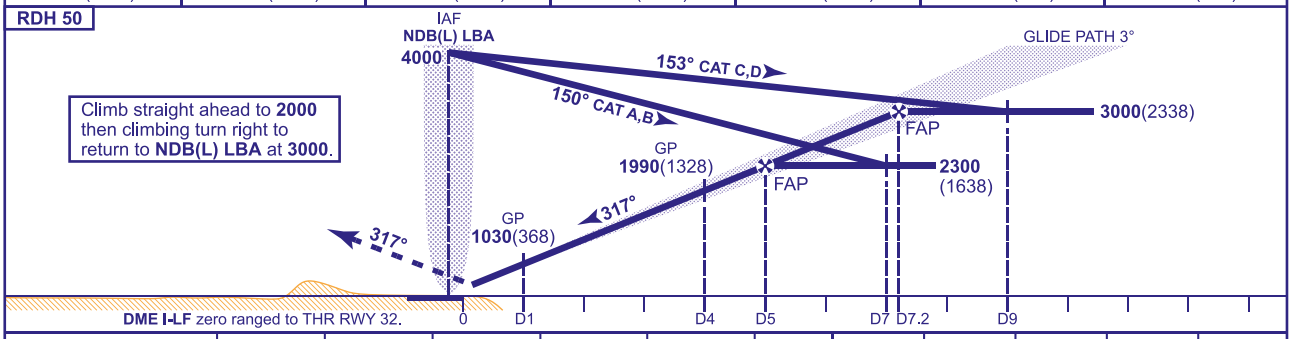
TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-LF	6	5	4	3	2	1
ALT(HGT)	**2620**(1958)	**2310**(1648)	**1990**(1328)	**1670**(1008)	**1350**(688)	**1030**(368)

RDH 50



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	**871**(209)	**881**(219)	**892**(230)	**901**(239)		FT/MIN	850	740	640	530	420
	CAT II	**724**(62)	**734**(72)	**748**(86)	**767**(105)							
VM(C)OCA (OCH AAL)	Total Area	**1320**(638)	**1320**(638)	**1420**(738)	**1650**(968)							

NOTES 1 Lowest altitude to commence procedure from hold is **3000**.
2 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

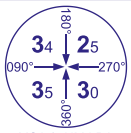
CHANGE (12/26): SPECIFICATION CHANGE.

AERO INFO DATE 21 SEP 26

AD 2-EGNM-8-7

INSTRUMENT APPROACH CHART - ICAO

LEEDS BRADFORD
LOC/DME/NDB(L)
RWY 32
(ACFT CAT A,B,C,D)

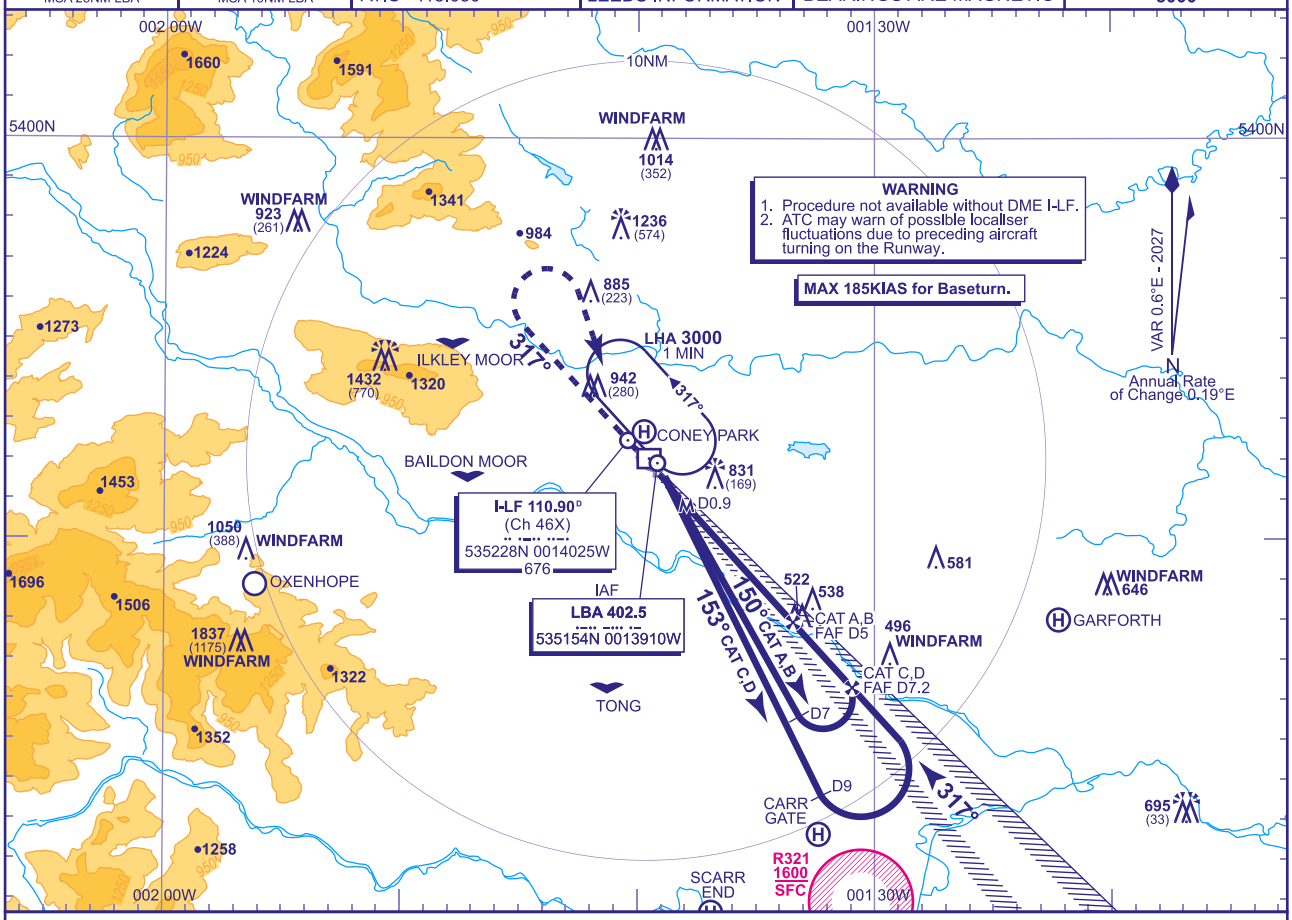


MSA 25NM LBA

MSA 10NM LBA

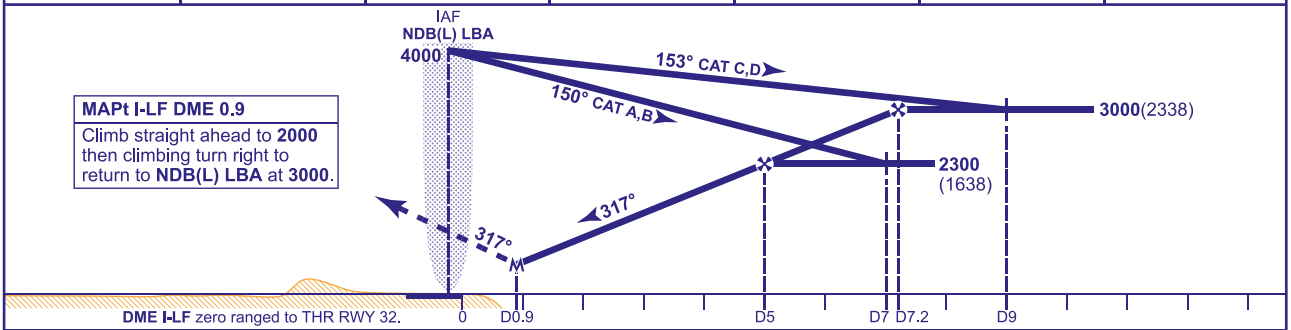
APP 134.580	LEEDS APPROACH	AD ELEVATION	682
TWR 120.305	LEEDS TOWER	THR ELEVATION	662
RAD 134.580	LEEDS RADAR	OBSTACLE ELEVATION	
125.380	LEEDS DIRECTOR	**1837 AMSL** (1175) (ABOVE THR)	
ATIS 118.030	LEEDS INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-LF	6	5	4	3	2	1
ALT(HGT)	**2620**(1958)	**2310**(1648)	**1990**(1328)	**1670**(1008)	**1350**(688)	**1030**(368)



MAPt I-LF DME 0.9
Climb straight ahead to **2000** then climbing turn right to return to **NDB(L) LBA** at **3000**.

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**1020**(358)	**1020**(358)	**1020**(358)	**1020**(358)
VM(C)OCA (OCH AAL)	**Total Area**	**1320**(638)	**1320**(638)	**1420**(738)	**1650**(968)

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

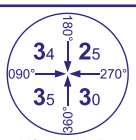
NOTES **1** Lowest altitude to commence procedure from hold is **3000**.
2 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

CHANGE (12/26): SPECIFICATION CHANGE.

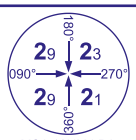
AERO INFO DATE 21 SEP 26 AD 2-EGNM-8-8

INSTRUMENT APPROACH CHART - ICAO

LEEDS BRADFORD
NDB(L) DME
RWY 32
(ACFT CAT A,B,C,D)

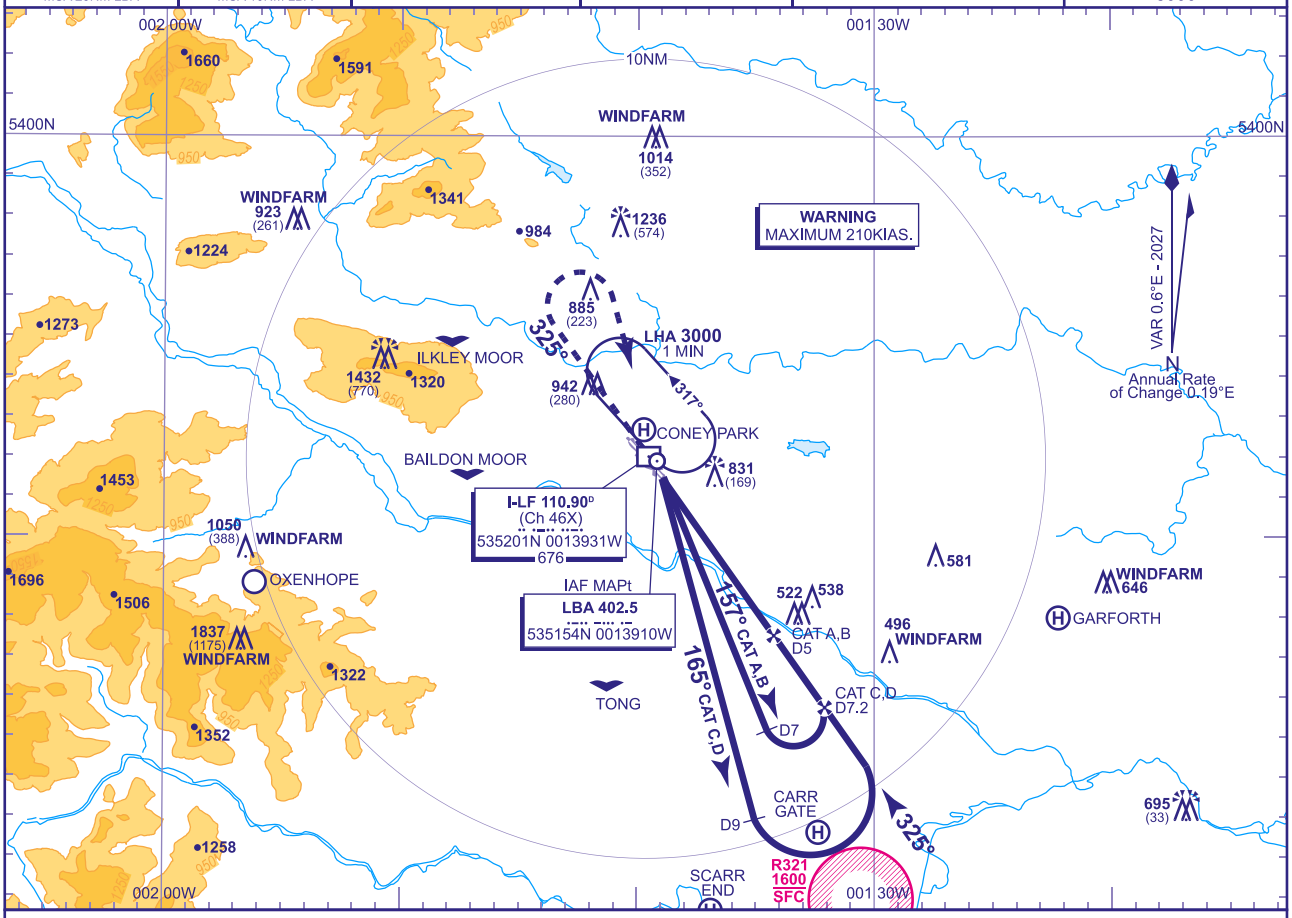


MSA 25NM LBA



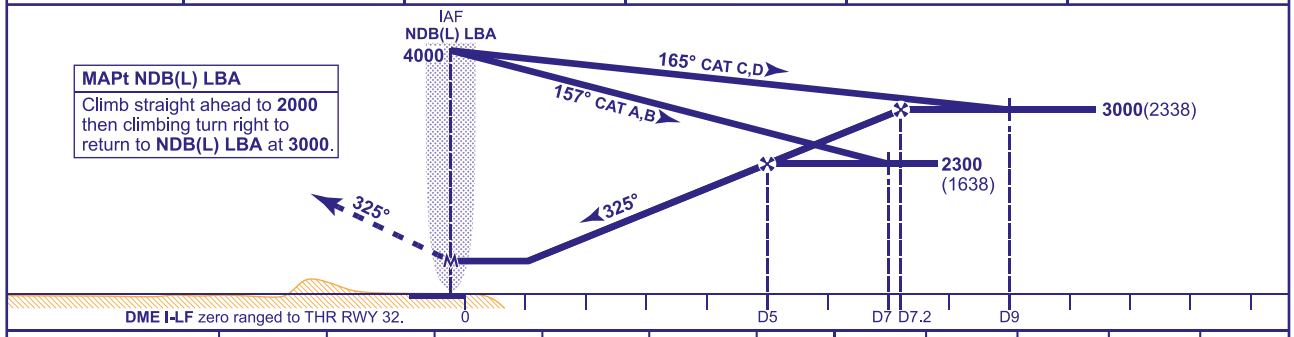
MSA 10NM LBA

APP	134.580	LEEDS APPROACH	AD ELEVATION	682	TRANSITION ALTITUDE 5000
TWR	120.305	LEEDS TOWER	THR ELEVATION	662	
RAD	134.580	LEEDS RADAR	OBSTACLE ELEVATION 1837 AMSL (1175) (ABOVE THR)		
	125.380	LEEDS DIRECTOR			
ATIS	118.030	LEEDS INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-LF	6	5	4	3	2
ALT(HGT)	**2620**(1958)	**2300**(1638)	**1990**(1328)	**1670**(1008)	**1350**(688)



MAPt NDB(L) LBA
Climb straight ahead to **2000** then climbing turn right to return to **NDB(L) LBA** at **3000**.

Aircraft Category		A	B	C	D
OCA (OCH)	WITH DME	**1050**(388)	**1050**(388)	**1080**(418)	**1100**(438)
	NO DME	**1100**(438)	**1100**(438)	N/A	N/A
VM(C)OCA (OCH AAL)	Total Area	**1320**(638)	**1320**(638)	**1420**(738)	**1650**(968)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	840	740	630	530	420

ALTERNATIVE TIMED PROCEDURE AIRCRAFT CAT A,B ONLY
Fly procedures, substituting timing of 3MIN on outbound leg, when established inbound on extended FAT descend to MDH.

NOTES
1 FAT offset by 7.7° from RWY C/L.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

CHANGE (12/26): SPECIFICATION CHANGE.

AERO INFO DATE 21 SEP 26

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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	Centre-line with five crossbars. 900 M Light intensity high	Green Light intensity high bi-directional with green wingbars.	PAPI Both/3° 57 FT 17.4 M	-	-	HI elevated bi-directional 30 M spacing with LI omni-directional component 90 M spacing. Light intensity high	Red	-	-

EGCM 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: 535003.00N 0011136.00W (Red obstruction light)
3	TWY edge and centre line lighting	EDGE: Blue edge lights on all taxiways.
4	Secondary power supply/switch-over time	Yes. Standby generator 10 seconds switching ability. Tower building UPS no break switching.
5	Remarks	Main Apron floodlighting.

EGCM 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	North Heli in between Taxiway Bravo & Main Runway. South Heli adjacent to disused Threshold 34. Pilots should communicate intensions taxing to and from the Heli reporting points.

EGCM 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 EAST ATZ 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: 2029 FT ALT Lower limit: SFC	G	FENTON RADIO English	3000 FT	0800-1800 (0700-1700); and by arrangement.	ATZ 2000 FT AAL.

EGCM 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	FENTON FIRE	121.600 Non-ATS Frequency	-	-	Available when fire vehicle attending aircraft on the ground in an emergency.	-
	FENTON RADIO	120.710 DOC 30 NM/6000 FT. A/G frequency.	-	-	0800-1800 (0700-1700). Extensions by arrangement.	

EGCM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGCM AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Not available to aircraft unable to communicate with Tower.
b) Aerobatic manoeuvres and low flypasts are prohibited unless prior approval has been given by the aerodrome operator.
c) Airport is PPR for all aircraft movements. The filing of a Flight Plan does not comply with the requirements to obtain PPR.

2 GROUND MOVEMENT

a) Caution, reduced wing tip clearance between taxiing and parked aircraft on Main Apron.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) The only signals are light signals.
b) Pilots are to join and depart via the aerodrome VRPs, joining the visual circuit from the crosswind, downwind, base or finals. No deadside or overhead joins due to the conjoined ATZ with Sherburn in Elmet airfield to the south.
c) Obstacle marking and lighting: Control Tower, hangars, flood light stands and anemometer north of Runway 24/06.
d) At both ends of 06/24, the pavement width is wider than the delineated runway width.

5 HELICOPTER OPERATIONS

a) In order to avoid noise sensitive areas surrounding the aerodrome, helicopters should conform to the normal helicopter circuit procedures.
b) 700 FT Circuit Height on QFE arrivals and departure.
c) Helicopters should conform to a Helicopter circuit of 700 FT QFE with a 24 LH (Left Hand) and 06 RH (Right hand).
d) Helicopters should arrive via the official reporting points and position to Heli North or Heli South avoiding Sherburn Airfield ATZ and Fix wing circuit.
e) During LVP operations minimum MET visibility 450 M.

6 USE OF RUNWAYS

a) 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 agreement.
b) The number of aircraft in the visual circuit will be determined by Tower, subject to the prevailing weather conditions and other commercial or corporate traffic.
c) Booking procedures for all circuit training flights may be introduced by Tower during busy periods.

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
15	149.20°	495 x 18 M	RWY surface: Asphalt -	523628.00N 0010202.00W -	THR 464.0 FT -	-
33	329.20°	495 x 18 M	RWY surface: Asphalt -	523614.00N 0010149.00W -	THR 463.0 FT -	-
16	149.90°	418 x 30 M	RWY surface: Grass -	523627.00N 0010159.00W -	THR 464.0 FT -	-
34	329.90°	418 x 30 M	RWY surface: Grass -	523615.00N 0010147.00W -	THR 463.0 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 04
-	-	-	-	-	-	RWY 22
-	-	-	-	-	-	RWY 06
-	-	-	-	-	-	RWY 24
-	-	-	-	-	-	RWY 10
-	-	-	-	-	-	RWY 28
-	-	-	-	-	-	RWY 15
-	-	-	-	-	-	RWY 33
-	-	-	-	-	-	RWY 16
-	-	-	-	-	-	RWY 34

EGBG AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
10	935 M	935 M	935 M	935 M	-
28	935 M	935 M	935 M	935 M	-
15	495 M	495 M	495 M	495 M	-
33	495 M	495 M	495 M	495 M	-
04	490 M	490 M	490 M	490 M	-
22	490 M	490 M	490 M	490 M	-
16	418 M	418 M	418 M	418 M	-
34	418 M	418 M	418 M	418 M	-
06	340 M	340 M	340 M	340 M	-
24	340 M	340 M	340 M	340 M	-

EGBG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
10	-	Light intensity high	APAPI Left/ 3.25° 22 FT	-	-	Bi-directional Light intensity high	-	-	-
28	-	Light intensity high	APAPI Left/ 3.25° 18 FT	-	-	Bi-directional Light intensity high	-	-	-

EGBG 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	EDGE: Blue edge lighting.
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGBG AD 2.16 HELICOPTER LANDING AREA

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EGBG 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
LEICESTER ATZ A circle, 2 NM radius, centred at 523628N 0010155W on longest notified runway (10/ 28)	Upper limit: 2469 FT ALT Lower limit: SFC	G	LEICESTER RADIO English	6000 FT	0800-1700 (0700-1600); and by arrangement.	ATZ 2000 FT AAL.

EGBG 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	LEICESTER RADIO	122.130 A/G frequency. DOC 10 NM/3000 FT.	-	-	0800-1700 (0700-1600); and by arrangement.	-

EGET AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
01	768 M	768 M	768 M	736 M	-
19	736 M	736 M	803 M	768 M	-

EGET AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	Omni-directional RAI at 500 M, 1000 M, 1500 M. - Light intensity medium	Light intensity low Green wingbars	APAPI Left/4° 18 FT	-	-	Elevated omni-directional White Light intensity low	Red	-	-
19	-	Light intensity low Green	APAPI Left/4° 18 FT	-	-	Elevated omni-directional White Light intensity low	Red	-	-

EGET AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 601132.71N 0011440.55W (LGTD).
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGET AD 2.16 HELICOPTER LANDING AREA

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EGET AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LERWICK/TINGWALL ATZ A circle, 2 NM radius, centred at 601131N 0011437W on longest notified runway (01/ 19)	Upper limit: 2046 FT ALT Lower limit: SFC	G	TINGWALL INFORMATION English	-	Mon-Fri: 0900-1700 (0800-1600) Mon (Feb-Oct): 0730-1700 (0630-1600) Sat (May-Oct): (1000-1230) Summer only; and by arrangement.	ATZ 2000 FT AAL.

EGET AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	TINGWALL INFORMATION	125.305 DOC 20 NM/5000 FT.	-	-	Mon-Fri: 0900-1700 (0800-1600) and by arrangement; Mon (Feb-Oct): 0730-1700 (0630-1600) and by arrangement; Sat (May-Oct): (1000-1230) Summer only and by arrangement.	-
OTHER	TINGWALL FIRE	121.605	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGET AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGET AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of Aerodrome is subject to Terms and Conditions of Use. Pilots intending to use Lerwick/Tingwall aerodrome must familiarise themselves and abide by the Terms and Conditions of use. Terms and Conditions can be found on Tingwall Airport website.
b) Prior Permission Required. Contact the Duty AFISO for further information.
c) Pilots must contact Tingwall Information to request engine start up.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Tingwall Airport has an ATZ, but all airspace is uncontrolled. Tingwall Airport is PPR, with a Flight Information Service only. Strong winds and turbulence may be expected at Tingwall Airport.
b) Pilots are advised to exercise caution with regards to wind shear emanating from the aerodrome and neighbouring buildings immediately to the west of the threshold on Runway 01, or on take-off from Runway 19. This is most evident when wind directions are approximately 220 degrees through 350 degrees.

c) Birds, including geese, gulls and corvids are common. The Visual Control Room has restricted visibility from approximately 210 degrees through 300 degrees, as such, FISOs may be unaware of any bird activity in this zone.
d) Five large wind turbines are sited to the southeast of Tingwall Airport, on Burradale Hill.
e) Hill of Linkster, 2300 M northwest of ARP at 276 FT AMSL.
f) Hill of Griesta, 1300 M southwest of Runway 01 Threshold at 368 FT AMSL.
g) Ward of Laxfirth, 1600 M northeast of Runway 19 Threshold at 317 FT AMSL.
h) Hill of Herrislea, 1700 M east and parallel to runway at 447 FT AMSL.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) Where the surface wind is at 90° to the runway, Runway 19 shall be reported as the runway in use (due to the enhanced Visual Control Room visibility).

7 TRAINING

Not applicable

EGET AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGET AD 2.22 FLIGHT PROCEDURES

Not applicable

EGET AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGET AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGET AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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2	Clearance priorities	Standard. See AD 1.2, Section 2.
3	Remarks	Latest information regarding snow state/clearance programme, Tel: 0151-907 1551 (Airport Operations Centre).

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

1	Apron surface and strength	MAIN APRON (WEST) Surface: Concrete PCR 800/R/B/W/U TANGO APRON (EAST) Surface: Concrete PCR 700/R/C/W/U
2	Taxiway width, surface and strength	Taxiway A: 23 M Surface: Asphalt PCR 650/F/C/W/U Taxiway C: 23 M Surface: Asphalt PCR 650/F/C/W/U Taxiway D: 23 M Surface: Asphalt PCR 580/F/C/W/U Taxiway E: 23 M Surface: Asphalt PCR 580/F/C/W/U Taxiway F: 23 M Surface: Asphalt PCR 580/F/C/W/U Taxiway G: 23 M Surface: Asphalt PCR 580/F/C/W/U Taxiway L: 23 M Surface: Asphalt PCR 257/F/C/W/U Taxiway LINK K: 10.5 M Surface: Asphalt Maximum Weight 5700 KG
3	Altimeter checkpoint location and elevation	Apron 77 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aerodrome Parking/Docking Chart at AD 2-EGGP-2-2.
6	Remarks	-

EGGP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Main Apron access is via Uniform/Victor/Whisky. Stands 1-14, 32-41 are taxi in/ push-back. On occasion aircraft can be parked for self-manoeuvring. Stand 34 has the facility for an aircraft to start its engines on stand and taxi straight through onto Taxiway Alpha under ATC instruction. Airfield operations will be contacted prior to taxi through to remove apron and taxiway retro-reflective markers abeam Stand 34 prior to utilisation of taxi through function. Stands 1-6 are fitted with AGNIS Visual Docking Guidance System (VDGS), all other stands on the Main Apron require the aircraft to be parked under the instruction of the Marshaller. Stand 14A is a self-manoeuvring stand for Code E aircraft. Individual airline operators are advised to contact the Airport Operations Centre (Tel: 0151-907 1551) to discuss the 'exit manoeuvring requirements' from the stand, which involves a nose wheel turning angle of 55°. Eastern Apron: Access is via Taxiway Tango. Stands 51-56 are fitted with AGNIS and PAPA VDGS. Stands 51 and 54 can accommodate Code C aircraft. Stands 52 and 55 can accommodate Code D aircraft. The activation of the AGNIS is an indication to the Captain that the stand has been inspected and is clear of FOD and any obstacles. If the AGNIS is not switched on, the aircraft should hold its position on the taxilane until the AGNIS has been activated, or a marshaller is present. For self-manoeuvring aircraft in any doubt aircraft captains should ask for Marshaller guidance.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway designation markings. Runway threshold markings and HI lighting. Runway 09 threshold permanently displaced. Runway aiming point and Touchdown zone markings. Runway 27 HI touch down zone lighting. Runway centre-line markings and HI lighting spaced for operations in RVR below 550 M. Runway edge markings and HI lighting. Runway End HI lighting. Stopway HI lighting. Taxiway marking aid(s): All runway holding positions have runway guard lights, stopbars and illuminated hold point signs. Enhanced taxiway centre-line markings are provided at A1, C, D, E, F and G. Taxiway centre-lines have markings and HI lighting spaced for operations in RVR below 550 M. Taxiway edge markings are provided only at certain locations eg: internal radii of acute taxiway junctions. Retro reflective blue markers are installed in similar locations and on taxiways T, U, V and W.
3	Stop bars and runway guard lights (if any)	At Holding Points A1, A2, C, D, E, F, G and W: HI uni-directional switchable Red. At Holding Points A3, A8, K, L, T, U and V: HI bi-directional switchable Red. Holding Points A2, A3, A8, K, L, T, U, V and W: illuminated only during Low Visibility Operations.
4	Other runway protection measures	-
5	Remarks	Intermediate apron holding positions on Taxiway Uniform (Uniform 2), Taxiway Victor (Victor 2) and Taxiway Whiskey (Whiskey 2), are provided to hold aircraft when necessary, prior to parking on stand. The taxiway strip to the east of Holding Point Kilo is limited to 42 M on the north side of the taxiway. Two WDI: 532003.08N 0025138.66W (LGTD) - 532006.79N 0025017.54W (LGTD).

EGGP AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGGP1519) 27/APPROACH 09/ TAKE-OFF	TREE	532007.60N 0024917.32W	114 FT	46 FT	No	-

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**
(EGGP1588)	WIND TURBINE	531828.55N 0024442.05W	426 FT	410 FT	No	-
(EGGP1584)	WIND TURBINE	531822.04N 0024453.45W	426 FT	410 FT	No	-
(EGGP1591)	WIND TURBINE	531810.06N 0024428.44W	426 FT	410 FT	No	-
(EGGP1587)	WIND TURBINE	531805.57N 0024443.27W	426 FT	410 FT	No	-
(EGGP1594)	WIND TURBINE	531757.91N 0024421.21W	426 FT	410 FT	No	-
(EGGP1586)	WIND TURBINE	531755.07N 0024445.20W	426 FT	410 FT	No	-
(EGGP1571)	WIND TURBINE	531745.91N 0024637.12W	426 FT	410 FT	No	-
(EGGP1569)	WIND TURBINE	531740.65N 0024649.55W	426 FT	410 FT	No	-
(EGGP1574)	WIND TURBINE	531735.71N 0024618.57W	426 FT	410 FT	No	-
(EGGP1566)	WIND TURBINE	531735.49N 0024702.42W	426 FT	410 FT	No	-
(EGGP1563)	WIND TURBINE	531730.77N 0024716.11W	426 FT	410 FT	No	-
(EGGP1572)	WIND TURBINE	531730.59N 0024634.03W	426 FT	410 FT	No	-
(EGGP1570)	WIND TURBINE	531723.97N 0024648.11W	426 FT	410 FT	No	-
(EGGP1561)	WIND TURBINE	531723.44N 0024724.13W	426 FT	410 FT	No	-
(EGGP1575)	WIND TURBINE	531720.00N 0024606.62W	426 FT	410 FT	No	-
(EGGP1573)	WIND TURBINE	531719.91N 0024625.14W	426 FT	410 FT	No	-
(EGGP1567)	WIND TURBINE	531718.12N 0024700.81W	426 FT	410 FT	No	-
(EGGP1564)	WIND TURBINE	531712.85N 0024715.08W	426 FT	410 FT	No	-
(EGGP1568)	WIND TURBINE	531707.48N 0024650.19W	426 FT	410 FT	No	-
(EGGP1251)	CHIMNEY	531635.31N 0025051.12W	414 FT	407 FT	No	-
(EGGP1276)	CHIMNEY	531623.15N 0025024.32W	394 FT	375 FT	No	-
(EGGP1256)	CHIMNEY	531622.84N 0025047.98W	418 FT	408 FT	No	-
(EGGP1298)	CHIMNEY	531619.87N 0025007.17W	436 FT	400 FT	No	-
(EGGP1283)	CHIMNEY	531614.60N 0025017.59W	526 FT	513 FT	No	-
(EGGP1274)	CHIMNEY	531604.97N 0025030.55W	490 FT	467 FT	No	-

EGGP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 Hours
4	Trend forecast Interval of issuance	Not available. -

5	Briefing/consultation provided	Self briefing / Liverpool ATIS Freq. 124.330 MHz. Met Office Weather Desk (H24) Tel: 01392-885 680. Met Office Website: www.metoffice.gov.uk.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Available on the Met Office Website, www.metoffice.gov.uk/aviation/ga-briefing-services.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	LIVERPOOL
10	Additional information (limitation of service, etc.)	Unverified AUTO METARs may be published in night periods.

EGGP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09	085.60°	2286 x 46 M	RWY surface: Asphalt, Grooved PCR 740/R/B/W/T	531958.39N 0025157.61W 171.0 FT	THR 59.6 FT TDZ 63.8 FT	RWY 09 0.25% Up RWY 27 0.25% Down
27	265.62°	2286 x 46 M	RWY surface: Asphalt, Grooved PCR 740/R/B/W/T SWY surface: Asphalt PCR 126/R/B/W/T	532003.90N 0024957.76W 170.8 FT	THR 77.8 FT TDZ 79.9 FT	RWY 09 0.25% Up RWY 27 0.25% Down

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	201 x 150 M	-	-	-	-	RWY 09 Landing threshold displaced by 61 M. Strip Dimensions: 2283 x 280 M OFZ: Yes.
7 x 46 M	1143 x 150 M	-	-	-	-	RWY 27 Strip Dimensions: 2412 x 280 M OFZ: Yes.

EGGP AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	2163 M	2364 M	2163 M	2102 M	-
27	2286 M	3429 M	2292 M	2286 M	-
09	1990 M	2191 M	1990 M	-	Take-off from Intersection with Hold Delta.
27	2066 M	3099 M	2072 M	-	Take-off from Intersection with Hold Golf.

AERODROME CHART - ICAO

ARP 532001N 0025059W | **AD ELEV 81 ft**

LIVERPOOL
EGGP

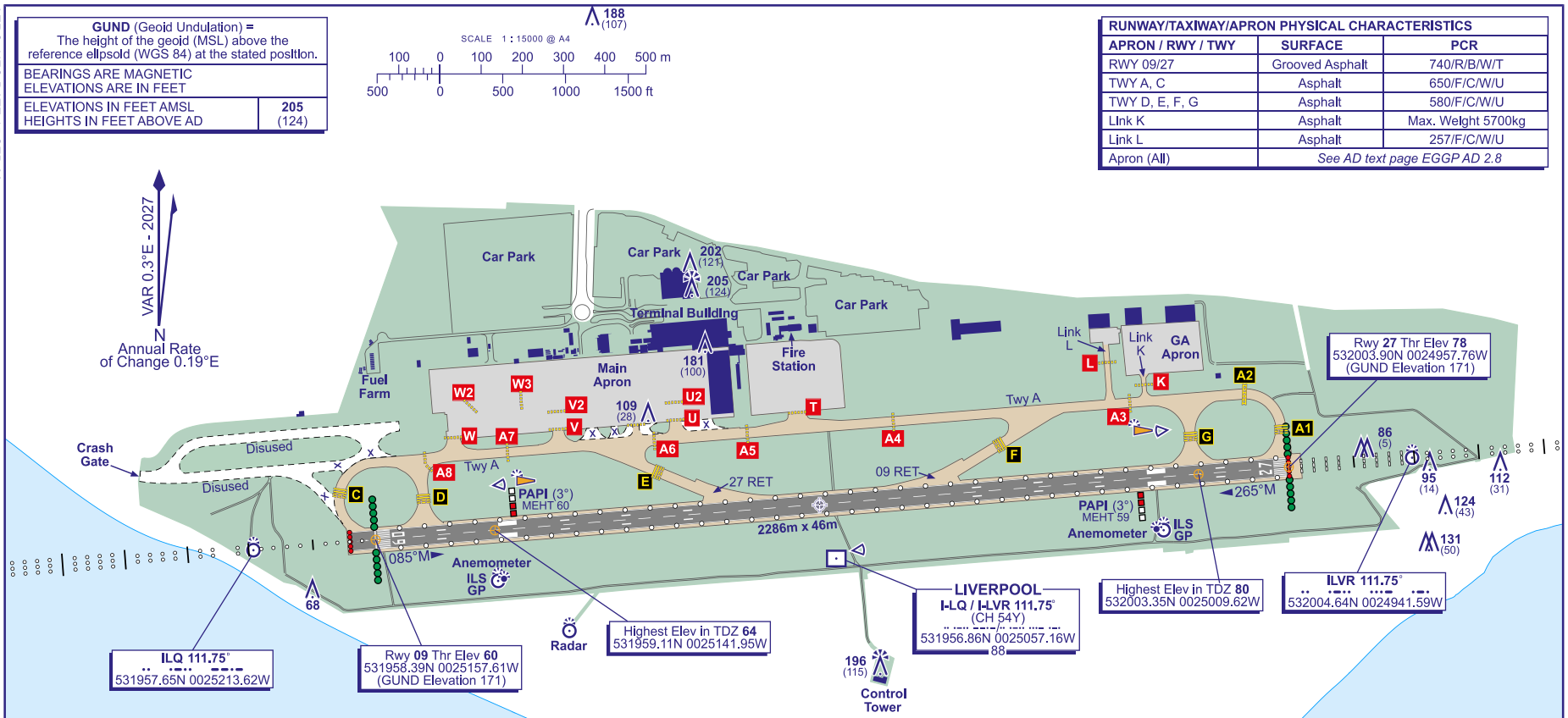
GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellpsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**205** (124)

SCALE 1 : 15000 @ A4

100 0 100 200 300 400 500 m

500 0 500 1000 1500 ft

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCR**
RWY 09/27	Grooved Asphalt	740/R/B/W/T
TWY A, C	Asphalt	650/F/C/W/U
TWY D, E, F, G	Asphalt	580/F/C/W/U
Link K	Asphalt	Max. Weight 5700kg
Link L	Asphalt	257/F/C/W/U
Apron (All)	*See AD text page EGGP AD 2.8*	



COM		
ATIS	124.330	LIVERPOOL INFORMATION
TWR	126.355	LIVERPOOL TOWER
	121.955	LIVERPOOL GROUND
	121.600	LIVERPOOL FIRE
LIGHTING		
APCH 09 APCH 27	HI 914 m coded C/L with 5 Bar. HI 914 m coded C/L with 5 Bar. Supplementary Inner 300 m.	
THR 09/27	HI green with green W bars.	
RWY 09/27	HI bi-d edge with LI omni-d component. HI bi-d colour coded C/L. HI red end lights. RWY 27: TDZ HI 915 m.	
TWY	HI green bi-d C/L TWY A, C, D, E, F, G, K, T, U, V & W. HI omni-d blue edge from Hold L to TWY A.	

CHANGE (12/26): PCR TABLE.

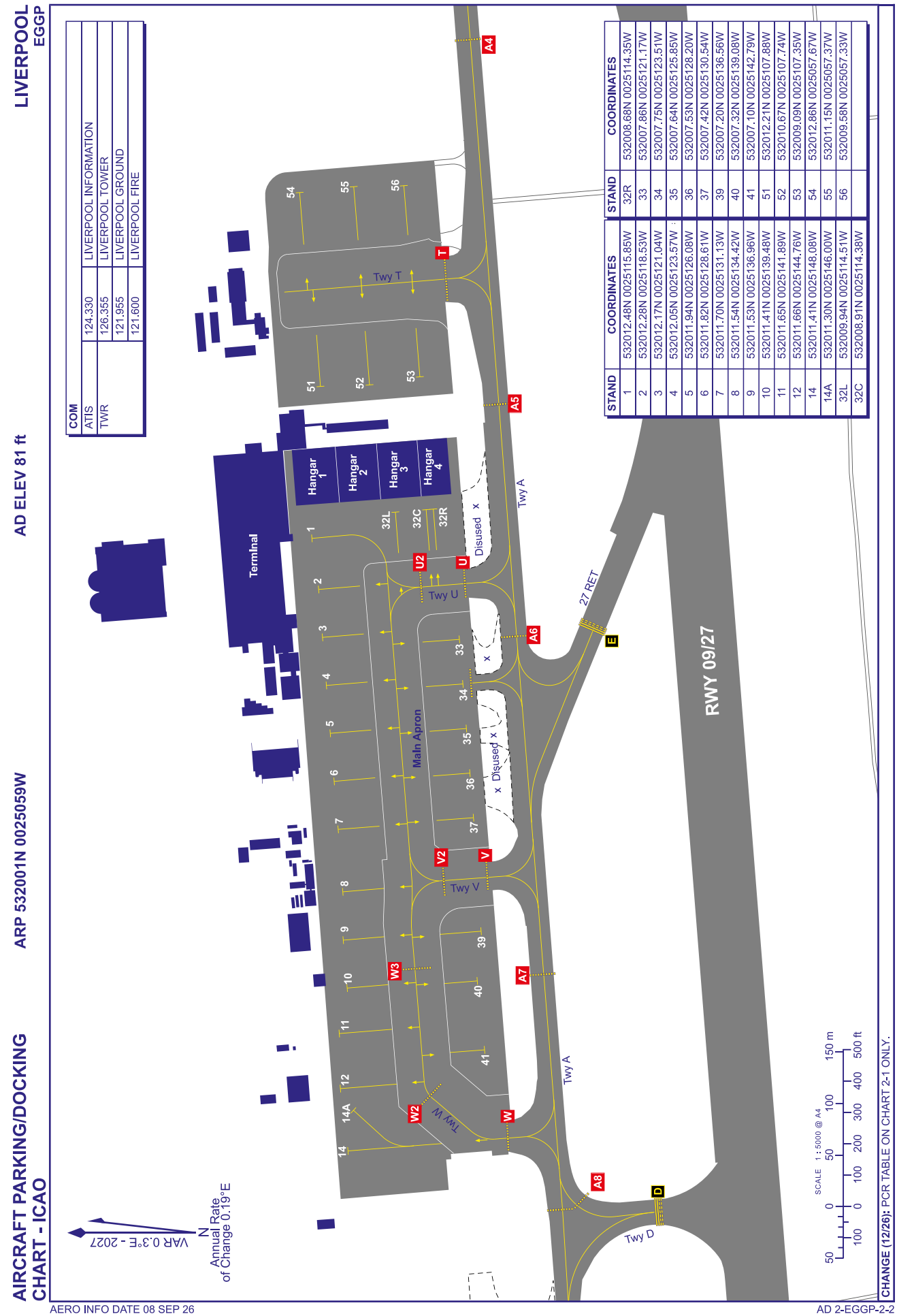
AIRCRAFT PARKING/DOCKING CHART - ICAO

LIVERPOOL
EGGP

AD ELEV 81 ft

ARP 532001N 0025059W

COM		
ATIS	124.330	LIVERPOOL INFORMATION
TWR	126.355	LIVERPOOL TOWER
	121.955	LIVERPOOL GROUND
	121.600	LIVERPOOL FIRE



STAND	COORDINATES	STAND	COORDINATES
1	532012.48N 0025115.85W	32R	532008.68N 0025114.35W
2	532012.28N 0025118.53W	33	532007.86N 0025121.17W
3	532012.17N 0025121.04W	34	532007.75N 0025123.51W
4	532012.05N 0025123.57W	35	532007.64N 0025125.85W
5	532011.94N 0025126.08W	36	532007.53N 0025128.20W
6	532011.82N 0025128.61W	37	532007.42N 0025130.54W
7	532011.70N 0025131.13W	39	532007.20N 0025136.56W
8	532011.54N 0025134.42W	40	532007.32N 0025139.08W
9	532011.53N 0025136.96W	41	532007.10N 0025142.79W
10	532011.41N 0025139.48W	51	532012.21N 0025107.88W
11	532011.65N 0025141.89W	52	532010.67N 0025107.74W
12	532011.66N 0025144.76W	53	532009.09N 0025107.35W
14	532011.41N 0025148.08W	54	532012.86N 0025057.67W
14A	532011.30N 0025146.00W	55	532011.15N 0025057.37W
32L	532009.94N 0025114.51W	56	532009.58N 0025057.33W
32C	532008.91N 0025114.38W		

CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

AERO INFO DATE 08 SEP 26

AD 2-EGGP-2-2

EGLC — LONDON CITY

EGLC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLC — LONDON CITY

EGLC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513019N Long: 0000319E Mid point of Runway 09/27.
2	Direction and distance from city	6 NM E of City of London.
3	Elevation / Reference temperature / Mean Low Temperature	20 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation / Annual Change	1.39°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax	LONDON CITY AIRPORT LTD Royal Docks, Silvertown, London E16 2PX. 01489-571177 (ATC) 020-7646 0000 (Administration) 020-7511 1040 (Administration) 020-7511 0248 (Ops/FBU)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC are recorded.

EGLC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0630-2200 (0530-2100); Sat 0630-1230 (0530-1130); Sun 1230-2200 (1130-2100); PH 0900-2200 (0800-2100).
2	Customs and immigration	Mon-Fri 0630-2230 (0530-2130); Sat 0630-1330 (0530-1230); Sun and PH 0900-2300 (0800-2200). Prior notice required by 1400 (1300) on previous day.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	As aerodrome hours.
7	ATS	As aerodrome hours. See also AD 2.18.
8	Fuelling	As aerodrome hours.
9	Handling	As aerodrome hours.
10	Security	As aerodrome hours.
11	De-icing	As aerodrome hours.
12	Remarks	Aerodrome Hours are maximum permitted for scheduling purposes. No static customs presence, contact Waterloo International Terminal: 020-7919 6710.

EGLC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET A-1
3	Fuelling facilities/capacity	Road Tanker up to 37,500 LT.
4	De-icing facilities	Available via handling agent.
5	Hangar space for visiting aircraft	None.
6	Repair facilities for visiting aircraft	Available by arrangement.
7	Remarks	A nominated handling agent is mandatory for all visiting aircraft. Handling for corporate and General Aviation by arrangement with London City Airport Jet Centre, Tel: 020-7646 0400; Fax: 020-7646 0450; SITA: LCYGAXH

EGLC AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity
2	Restaurants	Restaurant, buffet bar.
3	Transportation	Trains, buses, taxis, hire cars. Nearest railway station: London City Airport (Docklands Light Railway).
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	-
7	Remarks	-

EGLC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category A7 accepted under remission.
2	Rescue equipment	Water borne rescue equipment as per Aerodrome Manual.
3	Capability for removal of disabled aircraft	Limited facilities available
4	Remarks	RFFS available throughout aerodrome operating hours.

EGLC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard
3	Remarks	-

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

1	Apron surface and strength	EAST APRON Surface: Concrete - MAIN APRON (STAND 10) Surface: Concrete PCR 387/R/C/Y/U MAIN APRON (STANDS 3-9) Surface: Concrete PCR 285/R/C/Y/U
2	Taxiway width, surface and strength	Taxiway TANGO (BTN A-D): 15 M Surface: Concrete PCR 440/R/B/W/T Taxiway TANGO (BTN D-E): 22 M Surface: Concrete - Taxiway TANGO (BTN E-M): 18 M Surface: Concrete - Taxiway TANGO (BTN T1-A): 16 M Surface: Concrete PCR 285/R/C/Y/U
3	Altimeter checkpoint location and elevation	Apron 17 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	-

6 USE OF RUNWAYS

a) Minimum Runway Occupancy Time - Departing Aircraft.

i. The crew of departing aircraft must inform ATC if they are not ready for departure when instructed by ATC to line-up.
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.
iii. Pilots not able to comply with these requirements should notify City Tower as soon as possible.

b) Minimum Runway Occupancy Time - Arriving Aircraft.

i. Pilots are reminded that prompt 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. No taxiway to be used as a RET. Any aircraft that continues landing roll beyond TWY Kilo may infringe the ILS critical area.
iii. Pilots expecting to use the full runway length to stop (e.g. due aircraft weight/meteorological conditions) are requested to inform Thames Director on first contact.

c) The end of the Runway 09 477 M and Runway 27 475 M TDZ is marked with two pairs of white inset high intensity lights. This visual reference may be lost prior to landing depending on point of touchdown and attitude of the aircraft. If during final approach it is anticipated that the touchdown point will be outside this area, a missed approach procedure should be initiated.

7 TRAINING

a) Only training necessary for the operation of aircraft at the aerodrome will be permitted. All training is subject to the approval of the Airport Director.

EGLC AD 2.21 NOISE ABATEMENT PROCEDURES

a) Noise abatement procedures for aircraft departing London City and joining Controlled Airspace are included in the appropriate Standard Instrument Departure (SID) instructions.
b) Aircraft departing London City CTR/CTA into the FIR or departing on training flights within the London City CTR/CTA are to climb straight ahead to a minimum of 1000 FT AAL before turning on track unless otherwise instructed by ATC.
c) Aircraft making approaches to London City 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 glide path.
d) Pilots of aircraft carrying out visual approaches to Runway 09 and Runway 27 shall not fly below altitude 1600 FT and 1500 FT respectively until established on the final approach.
e) To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to keep the use of reverse thrust to the utmost minimum, while ensuring the safe operation of the aircraft.
f) To minimise disturbance in areas adjacent to the aerodrome, when landing on Runway 09, commanders of aircraft are requested to avoid extending landing gear before ODLEG, unless required to do so by operating conditions to maintain the safety of the aircraft.

EGLC AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) **Standard Arrival Routes - London City**

The standard routes for inbound aircraft are detailed in the Standard Arrival Routes (STAR) shown at AD 2-EGLC-7-STAR Charts.

b) **RNAV 1 IFR Arrivals from the ATS En-Route Structure via JACKO or GODLU**

Aircraft and crews equipped and approved for RNAV 1 operations can expect to be cleared to fly an RNAV1 Transition as detailed in AD 2-EGLC-7-RNAV 1 Charts.

c) **Inbound Speed Control**

ATC normally issue speed control instructions of 160 KT until 5 DME on Runway 09 and 160 KT until 6 DME on Runway 27. If necessary pilots may reduce speed 1.0 DME prior to these distances without reference to ATC. Speed reductions prior to this shall be advised to Thames Director on first contact.

2 DEPARTURES

a) All Standard Instrument Departures have stop altitudes of 3000 FT due to presence of London TMA traffic 1000 FT above.
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.

Note: *RNAV 1 Departures via SOQQA*

Pilots are to follow the RNAV 1 departure route as indicated in Chart AD 2-EGLC-6-4. However, crews should be aware that early climb instructions will be given by ATC to reach FL 70/80 by SODVU for integration with the RNAV1 Transition Arrival procedure; this will be followed by routine vectoring to join the ATS en-route network.

d) ATC may request a 7 DME NE London City position report from pilots upon departure from London City. When departing Runway 27, 7 DME NE London City is approximately equivalent to LON 25.5D, LCE04 or LCN06. When departing Runway 09, 7 DME NE London City is approximately equivalent to LON 27D, CLN 38D or LCE02.

3 RADIO COMMUNICATION FAILURE PROCEDURES

In the event of complete Radio Communication Failure (RCF) in an aircraft, the pilot is to adopt the appropriate procedure in ENR 1.1 paragraph 3.4 except where described below:

a) **Inbound RNAV 1 Aircraft via JACKO or GODLU**

i. **Via JACKO**

1. **RCF occurring prior to arrival at JACKO**. The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4 squawking Mode A 7600 when the RCF is detected. On leaving the JACKO hold, route BABKU direct RAVSA then continue on the appropriate arrival transition, complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.
2. **RCF occurring on the sequencing leg after JACKO**. Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE23, route to RAVSA, then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.
3. **RCF occurring having been cleared off the sequencing leg**. Squawk Mode A 7600. Fly direct to RAVSA, then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.

ii. **Via GODLU**

1. **RCF occurring prior to arrival at GODLU**. The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4, squawking Mode A 7600 when the RCF is detected. On leaving the GODLU hold, route ELMIV direct RAVSA then continue on the appropriate arrival transition, complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.
2. **RCF occurring on the sequencing leg after GODLU**. Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE13, route to RAVSA, then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.
3. **RCF occurring having been cleared off the sequencing leg**. Squawk Mode A 7600. Fly direct to RAVSA then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.

b) **Outbound Aircraft**

In the event of complete RCF in an aircraft, the pilot shall operate secondary radar transponder on Mode A code 7600 with Mode C and follow the procedure published on the SID and thereafter commencing climb to flight planned level after the last position where an altitude is specified in the communication failure procedure text box, with the exception of those listed below:

i. ODUKU 1A/1H

Pilots should follow the procedures shown at ENR 1.1, paragraph 3.4.

ii. SAXBI 1A/1H

Without descending from last assigned level, if higher, follow lateral track of coded procedure. Maintain 3000 FT ALT to SAXBI then route via N27 to HEN, climb to cross HEN at 5000 FT ALT. After HEN, climb to flight planned level.

iii. SOQQA 1A

Without descending from last assigned level, if higher, follow lateral track of coded procedure. Maintain 3000 FT ALT to LCN06. Climb to 4000 FT ALT to be level 4 NM before SOQQA and maintain. After SOQQA, climb to flight planned level.

iv. SOQQA 1H

Without descending from last assigned level, if higher, follow lateral track of coded procedure. Maintain 3000 FT ALT to LCE03. Climb to 4000 FT ALT to be level 3 NM before SOQQA and maintain. After SOQQA, climb to flight planned level.

4 PROCEDURES FOR TRANSIT AIRCRAFT

a) Aircraft wishing to transit the London City CTR/CTA (or the London CTR) shall contact 'Heathrow Radar' (H24).
b) Refer to EGLL AD 2.22 for VFR/SVFR flights within the London and London City CTRs.

5 AERODROME OPERATING MINIMA - NON-PUBLIC TRANSPORT FLIGHTS

a) Refer to AD 1.1 sub-section 4 before application.

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.

Note: *Refer also to VRPs in use at London Heathrow.*

7 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the London City CTR within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Thames Director frequency, 132.700 MHz, are encouraged to select SSR code 0012.

513630N 0001545E - 514111N 0001345W -
514027N 0003627W - 514015N 0005348W -
513444N 0005508W - 512335N 0005516W -
511422N 0003506W - 511957N 0001917E -
513630N 0001545E.

b) Selection of 0012 does not imply the receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the London City CTR at all times.
c) Whilst squawking 0012, pilots should be aware that Thames Director may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 0012 shall be deselected.

EGLC AD 2.23 ADDITIONAL INFORMATION

1 MODE S BAROMETRIC PRESSURE SETTING DATA

a) London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

2 REMOTE TOWER OPERATIONS

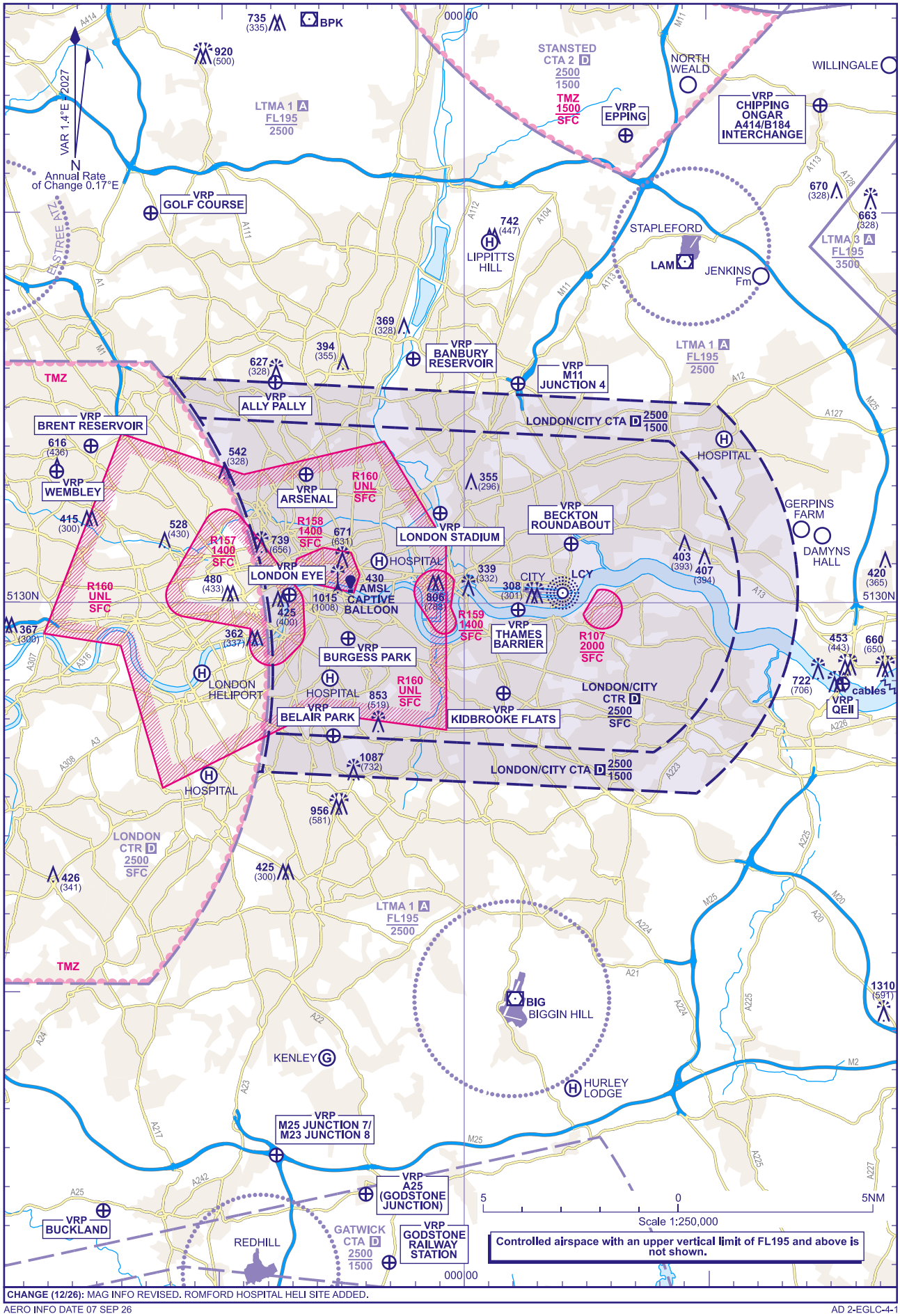
a) The Aerodrome Air Traffic Service is provided remotely from a Remote Tower Centre;
b) The signalling lamp is positioned at the Remote Tower Mast, on site at the airport (Lat: 513010.44N Long: 0000319.92E).

EGLC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGLC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGLC-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGLC-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGLC-5-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 SOQQA 1A 1H - ICAO
AD 2.EGLC-6-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 27 BPK 1A SAXBI 1A - ICAO
AD 2.EGLC-6-2
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09 BPK 1H SAXBI 1H - ICAO
AD 2.EGLC-6-3
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 ODUKU 1A 1H - ICAO

AD 2.EGLC-6-4
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 09 SOQQA 1H RWY 27 SOQQA 1A
AD 2.EGLC-6-5
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 27 BPK 1A SAXBI 1A
AD 2.EGLC-6-6
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 09 BPK 1H SAXBI 1H
AD 2.EGLC-6-7
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 09 ODUKU 1H RWY 27 ODUKU 1A
AD 2.EGLC-6-8
RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 SUMUM 1C XAMAN 1C - ICAO
AD 2.EGLC-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 SILVA 1C - ICAO
AD 2.EGLC-7-2
RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 KONAN 1C SOVAT 1C XAMAN 1X SUMUM 1X - ICAO
AD 2.EGLC-7-3
RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 HON 1C - ICAO
AD 2.EGLC-7-4
RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 LISTO 1C - ICAO
AD 2.EGLC-7-5
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 KATHY 1C SAM 1C - ICAO
AD 2.EGLC-7-6
RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 AVANT 1C NEVIL 1C - ICAO
AD 2.EGLC-7-7
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 SIRIC 1C - ICAO
AD 2.EGLC-7-8
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 SUMUM 1C XAMAN 1C SILVA 1C
AD 2.EGLC-7-9
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 KONAN 1C SOVAT 1C XAMAN 1X SUMUM 1X
AD 2.EGLC-7-10
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 HON 1C
AD 2.EGLC-7-11
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 LISTO 1C
AD 2.EGLC-7-12
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 KATHY 1C SAM 1C
AD 2.EGLC-7-13
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 AVANT 1C NEVIL 1C SIRIC 1C
AD 2.EGLC-7-14
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 27 LAVNO 1G 1J - ICAO
AD 2.EGLC-7-15
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 09 ODLEG 1G 1J - ICAO
AD 2.EGLC-7-16
APPROACH TRANSITIONS CODING TABLES RWY 27 LAVNO 1G 1J
AD 2.EGLC-7-17
APPROACH TRANSITIONS CODING TABLES RWY 09 ODLEG 1G 1J
AD 2.EGLC-7-18
RNAV HOLD CODING TABLES GODLU JACKO OKVAP ROPMU
AD 2.EGLC-7-19
INSTRUMENT APPROACH CHART ILS (5.5° GP)/DME/NDB(L) RWY 09 (CAT A,B,C) - ICAO
AD 2.EGLC-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 09 (CAT A,B,C) - ICAO
AD 2.EGLC-8-2
VISUAL APPROACH PROFILE RWY 09 (CAT A,B,C) - ICAO
AD 2.EGLC-8-3
INSTRUMENT APPROACH CHART ILS (5.5° GP)/DME/NDB(L) RWY 27 (CAT A,B,C) - ICAO
AD 2.EGLC-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 (CAT A,B,C) - ICAO
AD 2.EGLC-8-5
VISUAL APPROACH PROFILE RWY 27 (CAT A,B,C) - ICAO
AD 2.EGLC-8-6

CONTROL ZONE AND CONTROL AREA CHART — LONDON CITY



CHANGE (12/26): MAG INFO REVISED. ROMFORD HOSPITAL HELI SITE ADDED.

AERO INFO DATE 07 SEP 26

AD 2-EGLC-4-1

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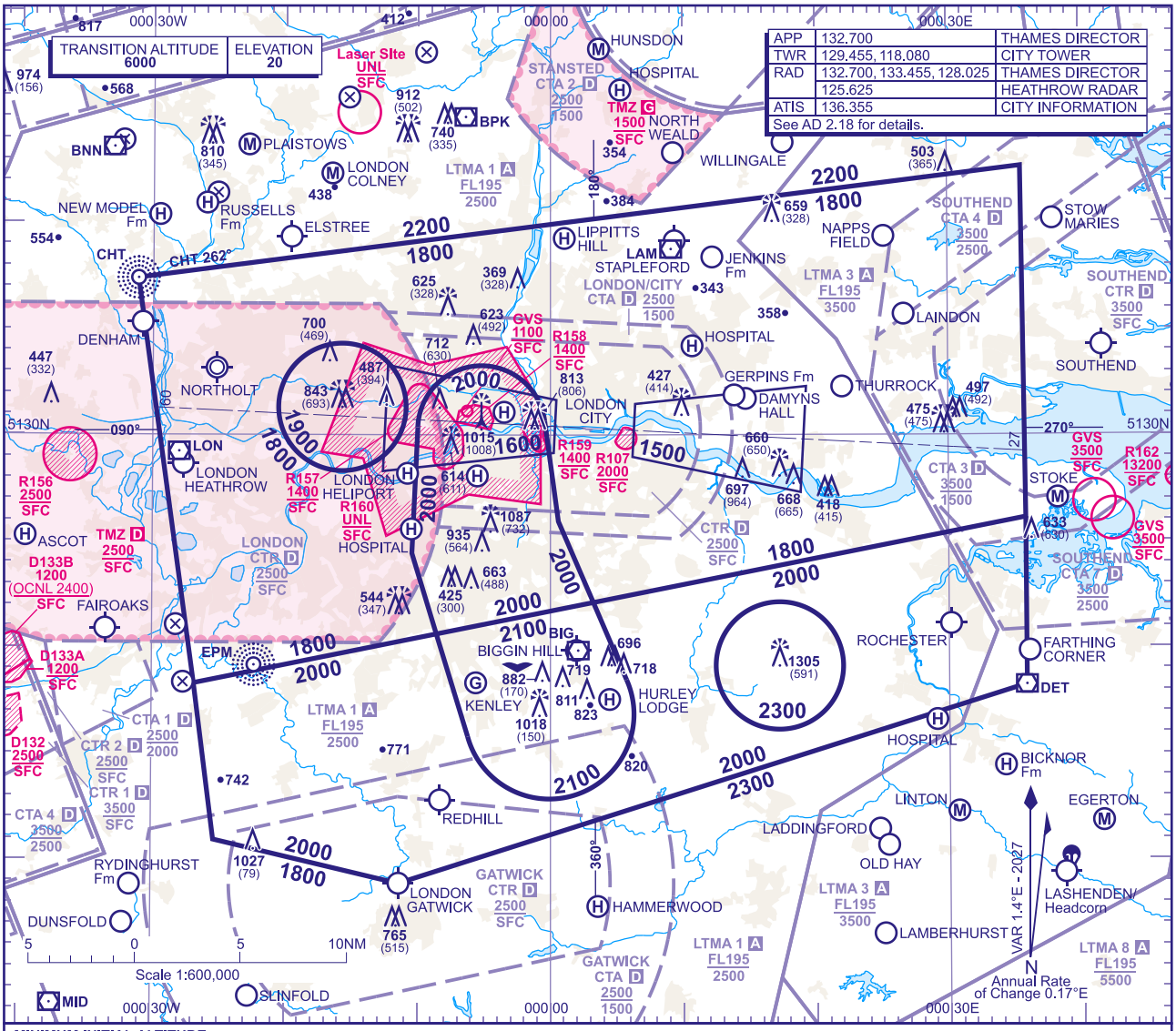
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1305
ELEVATIONS IN FEET AGL (591)

LONDON CITY



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2100** in the sector defined by the lateral limits; 512038N 0000835W - 512207N 0000314E - 511829N 0000545E thence clockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511548N 0000613W - 512038N 0000835W.

b) **2000** in the sector defined by the lateral limits; 513022N 0001000W thence clockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513040N 0000026W - 512556N 0000036E - 512207N 0000314E - 512038N 0000835W - 512426N 0001026W - 513022N 0001000W.

c) **2000** in the sector defined by the lateral limits; 511818N 0002650W - 512038N 0000835W - 511548N 0000613W thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511829N 0000545E - 512207N 0000314E - 512606N 0003549E - 511814N 0003550E - 510853N 0001125W - 511056N 0002519W - 511818N 0002650W, except within 3NM radius circle enclosing the Wrotham Mast (511914N 0001714E) where the minimum altitude is **2300**.

d) **1900** in the sector defined by the lateral limits; a circle radius 3NM centred on 513119N 0001542W.

e) **1800** in the sector defined by the lateral limits; 513723N 0003108W - 514239N 0003533E - 512606N 0003549E - 512207N 0000314E - 512556N 0000036E - 513040N 0000026W thence anticlockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513022N 0001000W - 512426N 0001026W - 512038N 0000835W - 511818N 0002650W - 513723N 0003108W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

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

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually (remaining outside the London CTR) or by means of an appropriate final approach aid. If not possible proceed at 2000FT, to **LCY NDB(L)**†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **LCY NDB(L)**†.

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

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an Intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to Intercept the final approach track.**
9. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
10. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (12/26): MAG INFO REVISED. HARLOW & ROMFORD HOSPITAL HELI SITES ADDED.

AERO INFO DATE 07 SEP 26

AD 2-EGLC-5-1

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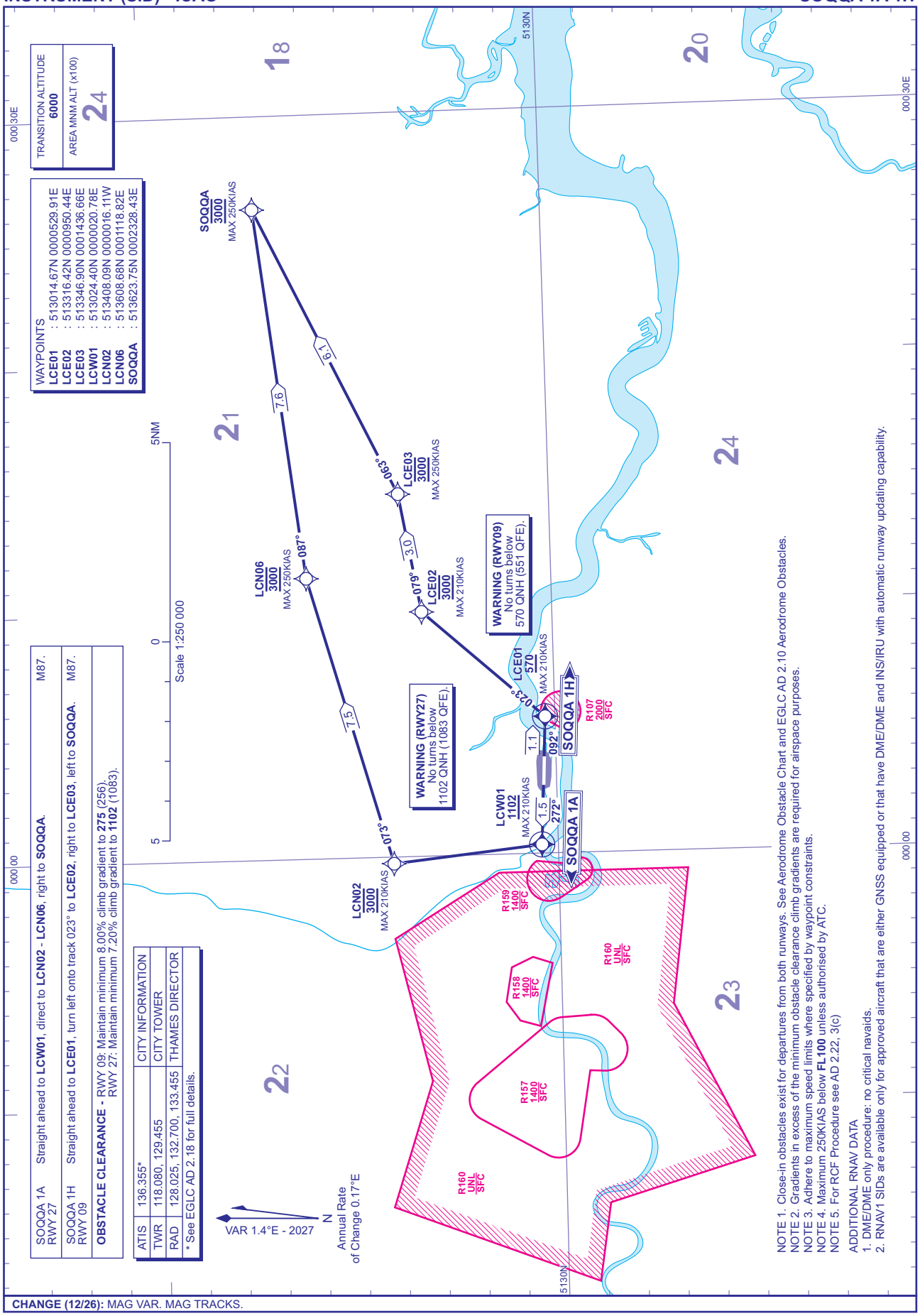
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON CITY
RWY 09/27
SOQQA 1A 1H



CHANGE (12/26): MAG VAR. MAG TRACKS.

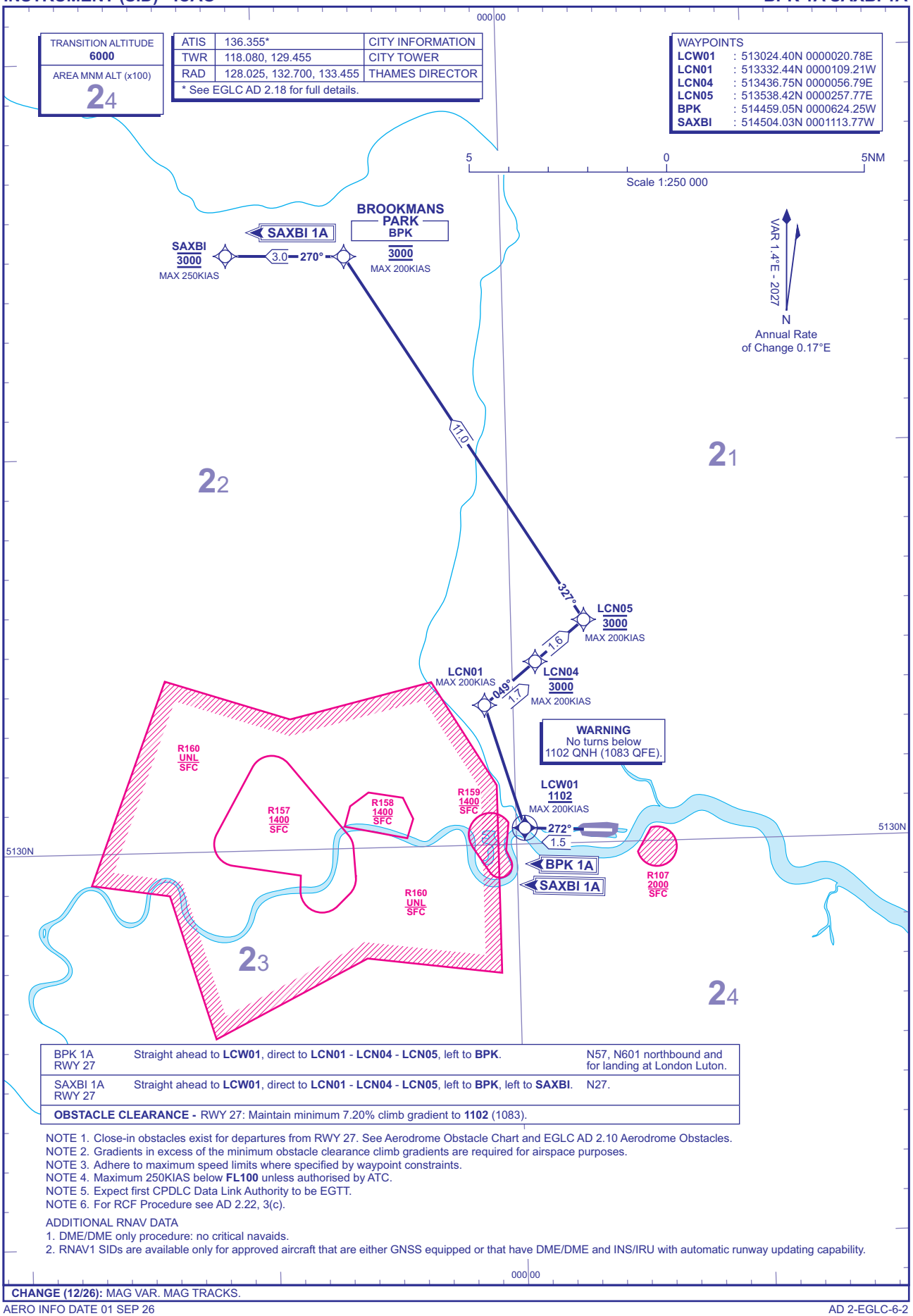
AERO INFO DATE 01 SEP 26

AD 2-EGLC-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

LONDON CITY
RWY 27
BPK 1A SAXBI 1A



BPK 1A RWY 27	Straight ahead to **LCW01**, direct to **LCN01** - **LCN04** - **LCN05**, left to **BPK**.	N57, N601 northbound and for landing at London Luton.
SAXBI 1A RWY 27	Straight ahead to **LCW01**, direct to **LCN01** - **LCN04** - **LCN05**, left to **BPK**, left to **SAXBI**.	N27.
OBSTACLE CLEARANCE - RWY 27: Maintain minimum 7.20% climb gradient to **1102** (1083).		

NOTE 1. Close-in obstacles exist for departures from RWY 27. See Aerodrome Obstacle Chart and EGLC AD 2.10 Aerodrome Obstacles.
NOTE 2. Gradients in excess of the minimum obstacle clearance climb gradients are required for airspace purposes.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.
NOTE 5. Expect first CPDLC Data Link Authority to be EGTT.
NOTE 6. For RCF Procedure see AD 2.22, 3(c).

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

000 00

CHANGE (12/26): MAG VAR. MAG TRACKS.

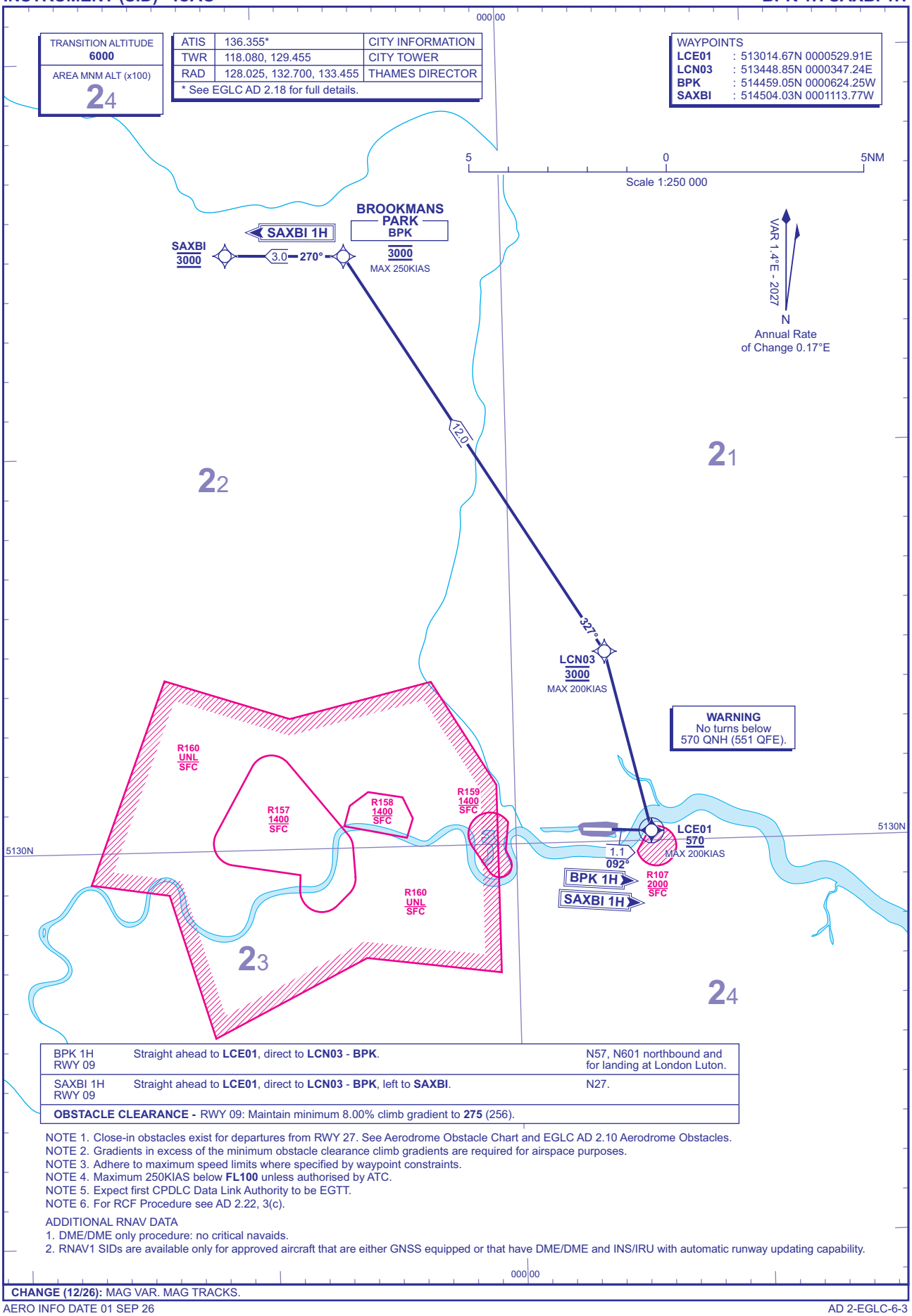
AERO INFO DATE 01 SEP 26

AD 2-EGLC-6-2

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

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

LONDON CITY
RWY 09
BPK 1H SAXBI 1H



BPK 1H RWY 09	Straight ahead to **LCE01**, direct to **LCN03** - **BPK**.	N57, N601 northbound and for landing at London Luton.
SAXBI 1H RWY 09	Straight ahead to **LCE01**, direct to **LCN03** - **BPK**, left to **SAXBI**.	N27.
OBSTACLE CLEARANCE - RWY 09: Maintain minimum 8.00% climb gradient to **275** (256).		

NOTE 1. Close-in obstacles exist for departures from RWY 27. See Aerodrome Obstacle Chart and EGLC AD 2.10 Aerodrome Obstacles.
NOTE 2. Gradients in excess of the minimum obstacle clearance climb gradients are required for airspace purposes.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.
NOTE 5. Expect first CPDLC Data Link Authority to be EGTT.
NOTE 6. For RCF Procedure see AD 2.22, 3(c).

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

CHANGE (12/26): MAG VAR. MAG TRACKS.

AERO INFO DATE 01 SEP 26

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

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

LONDON CITY
RWY 09/27
ODUKU 1A 1H

TRANSITION ALTITUDE	**6000**
AREA MNM ALT (x100)	**24**

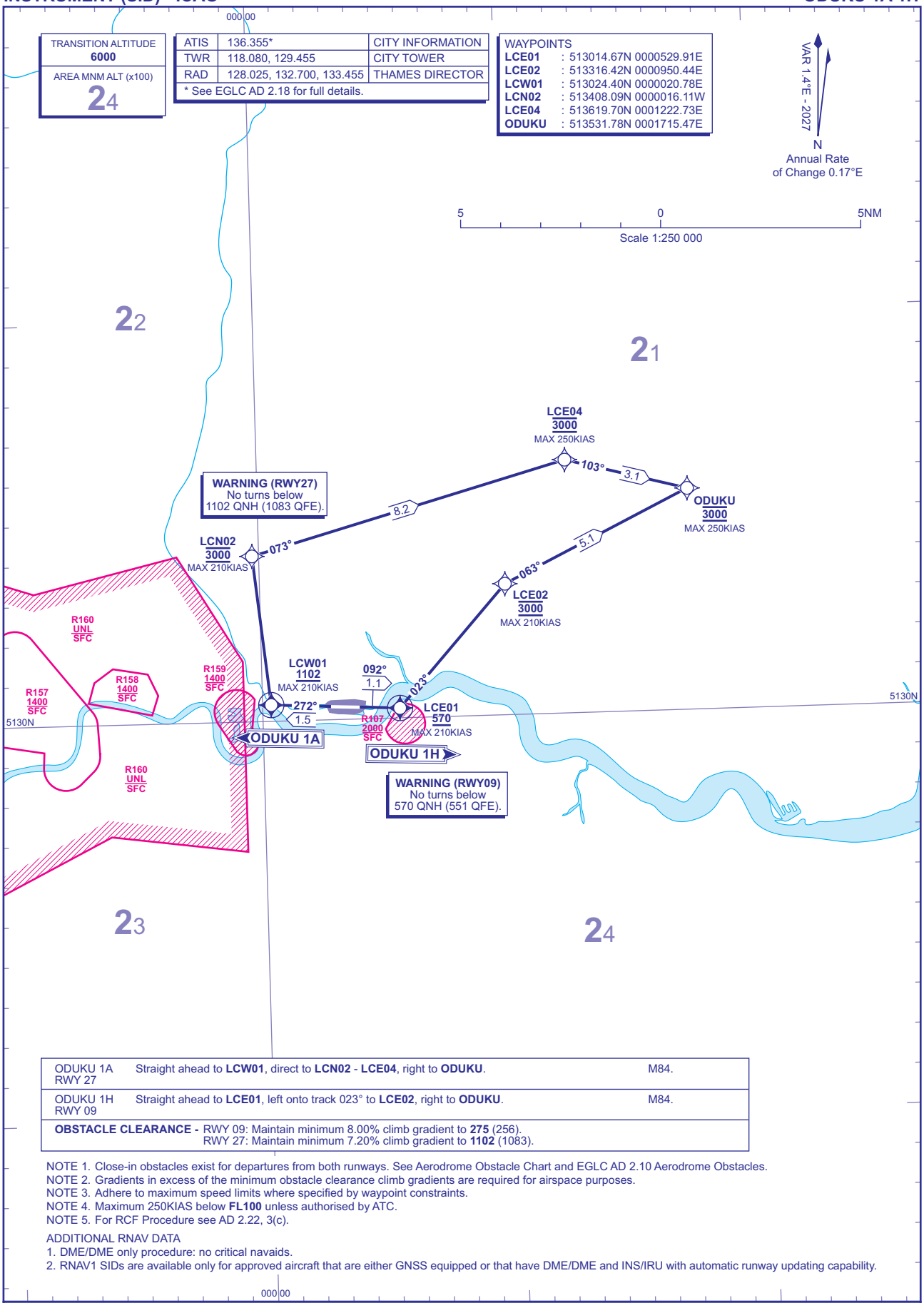
ATIS	136.355*	CITY INFORMATION
TWR	118.080, 129.455	CITY TOWER
RAD	128.025, 132.700, 133.455	THAMES DIRECTOR

* See EGLC AD 2.18 for full details.

WAYPOINTS
LCE01 : 513014.67N 0000529.91E
LCE02 : 513316.42N 0000950.44E
LCW01 : 513024.40N 0000020.78E
LCN02 : 513408.09N 0000016.11W
LCE04 : 513619.70N 0001222.73E
ODUKU : 513531.78N 0001715.47E

VAR 1.4°E - 2027
N
Annual Rate of Change 0.17°E

5 0 5NM
Scale 1:250 000



ODUKU 1A RWY 27	Straight ahead to **LCW01**, direct to **LCN02** - **LCE04**, right to **ODUKU**.	M84.
ODUKU 1H RWY 09	Straight ahead to **LCE01**, left onto track 023° to **LCE02**, right to **ODUKU**.	M84.
OBSTACLE CLEARANCE -	RWY 09: Maintain minimum 8.00% climb gradient to **275** (256). RWY 27: Maintain minimum 7.20% climb gradient to **1102** (1083).	

NOTE 1. Close-in obstacles exist for departures from both runways. See Aerodrome Obstacle Chart and EGLC AD 2.10 Aerodrome Obstacles.
NOTE 2. Gradients in excess of the minimum obstacle clearance climb gradients are required for airspace purposes.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.
NOTE 5. For RCF Procedure see AD 2.22, 3(c).

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

000 00

CHANGE (12/26): MAG VAR. MAG TRACKS.

AERO INFO DATE 01 SEP 26 AD 2-EGLC-6-4

Standard Instrument Departure Coding Tables

London City Runway 09 SOQQA 1H

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SOQQA 1H	001	CF	LCE01	513014.67N 0000529.91E	Y	092° (092.9°)	1.4	1.1	LEFT	+570	-210	RNAV1
SOQQA 1H	002	CF	LCE02	513316.42N 0000950.44E	N	023° (024.8°)	1.4	-	RIGHT	3000	-210	RNAV1
SOQQA 1H	003	TF	LCE03	513346.90N 0001436.66E	N	079° (080.3°)	1.4	3.0	LEFT	3000	-250	RNAV1
SOQQA 1H	004	TF	SOQQA	513623.75N 0002328.43E	N	063° (064.6°)	1.4	6.1	-	3000	-250	RNAV1

London City Runway 27 SOQQA 1A

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SOQQA 1A	001	CF	LCW01	513024.40N 0000020.78E	Y	272° (272.9°)	1.4	1.5	RIGHT	+1102	-210	RNAV1
SOQQA1A	002	DF	LCN02	513408.09N 0000016.11W	N	-	1.4	-	-	3000	-210	RNAV1
SOQQA 1A	003	TF	LCN06	513608.68N 0001118.82E	N	073° (074.4°)	1.4	7.5	RIGHT	3000	-250	RNAV1
SOQQA 1A	004	TF	SOQQA	513623.75N 0002328.43E	N	087° (088.0°)	1.4	7.6	-	3000	-250	RNAV1

CHANGE (12/26): MAG VAR. MAG TRACKS.
AERO INFO DATE 01 SEP 26

Standard Instrument Departure Coding Tables

London City Runway 27 BPK 1A

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BPK 1A	001	CF	LCW01	513024.40N 0000020.78E	Y	272° (272.9°)	1.4	1.5	RIGHT	+1102	-200	RNAV1
BPK 1A	002	DF	LCN01	513332.44N 0000109.21W	N	-	1.4	-	-	-	-200	RNAV1
BPK 1A	003	TF	LCN04	513436.75N 0000056.79E	N	049° (050.7°)	1.4	1.7	-	3000	-200	RNAV1
BPK 1A	004	TF	LCN05	513538.42N 0000257.77E	N	049° (050.7°)	1.4	1.6	LEFT	3000	-200	RNAV1
BPK 1A	005	TF	BPK	514459.05N 0000624.25W	N	327° (328.1°)	1.4	11.0	-	3000	-200	RNAV1

London City Runway 27 SAXBI 1A

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SAXBI 1A	001	CF	LCW01	513024.40N 0000020.78E	Y	272° (272.9°)	1.4	1.5	RIGHT	+1102	-200	RNAV1
SAXBI 1A	002	DF	LCN01	513332.44N 0000109.21W	N	-	1.4	-	-	-	-200	RNAV1
SAXBI 1A	003	TF	LCN04	513436.75N 0000056.79E	N	049° (050.7°)	1.4	1.7	-	3000	-200	RNAV1
SAXBI 1A	004	TF	LCN05	513538.42N 0000257.77E	N	049° (050.7°)	1.4	1.6	LEFT	3000	-200	RNAV1
SAXBI 1A	005	TF	BPK	514459.05N 0000624.25W	N	327° (328.1°)	1.4	11.0	LEFT	3000	-200	RNAV1
SAXBI 1A	006	TF	SAXBI	514504.03N 0001113.77W	N	270° (271.6°)	1.4	3.0	-	3000	-250	RNAV1

CHANGE (12/26): MAG VAR. MAG TRACKS.
AERO INFO DATE 01 SEP 26

Standard Instrument Departure Coding Tables

London City Runway 09 BPK 1H

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BPK 1H	001	CF	LCE01	513014.67N 0000529.91E	Y	092° (092.9°)	1.4	1.1	LEFT	+570	-200	RNAV1
BPK 1H	002	DF	LCN03	513448.85N 0000347.24E	N	-	1.4	-	-	3000	-200	RNAV1
BPK 1H	003	TF	BPK	514459.05N 0000624.25W	N	327° (328.1°)	1.4	12.0	-	3000	-250	RNAV1

London City Runway 09 SAXBI 1H

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SAXBI 1H	001	CF	LCE01	513014.67N 0000529.91E	Y	092° (092.9°)	1.4	1.1	LEFT	+570	-200	RNAV1
SAXBI 1H	002	DF	LCN03	513448.85N 0000347.24E	N	-	1.4	-	-	3000	-200	RNAV1
SAXBI 1H	003	TF	BPK	514459.05N 0000624.25W	N	327° (328.1°)	1.4	12.0	LEFT	3000	-250	RNAV1
SAXBI 1H	004	TF	SAXBI	514504.03N 0001113.77W	N	270° (271.6°)	1.4	3.0	-	3000	-	RNAV1

CHANGE (12/26): MAG VAR. MAG TRACKS.
AERO INFO DATE 01 SEP 26

Standard Instrument Departure Coding Tables

London City Runway 09 ODUKU 1H

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ODUKU 1H	001	CF	LCE01	513014.67N 0000529.91E	Y	092° (092.9°)	1.4	1.1	LEFT	+570	-210	RNAV1
ODUKU 1H	002	CF	LCE02	513316.42N 0000950.44E	N	023° (024.8°)	1.4	-	RIGHT	3000	-210	RNAV1
ODUKU 1H	003	TF	ODUKU	513531.78N 0001715.47E	N	063° (063.9°)	1.4	5.1	-	3000	-250	RNAV1

London City Runway 27 ODUKU 1A

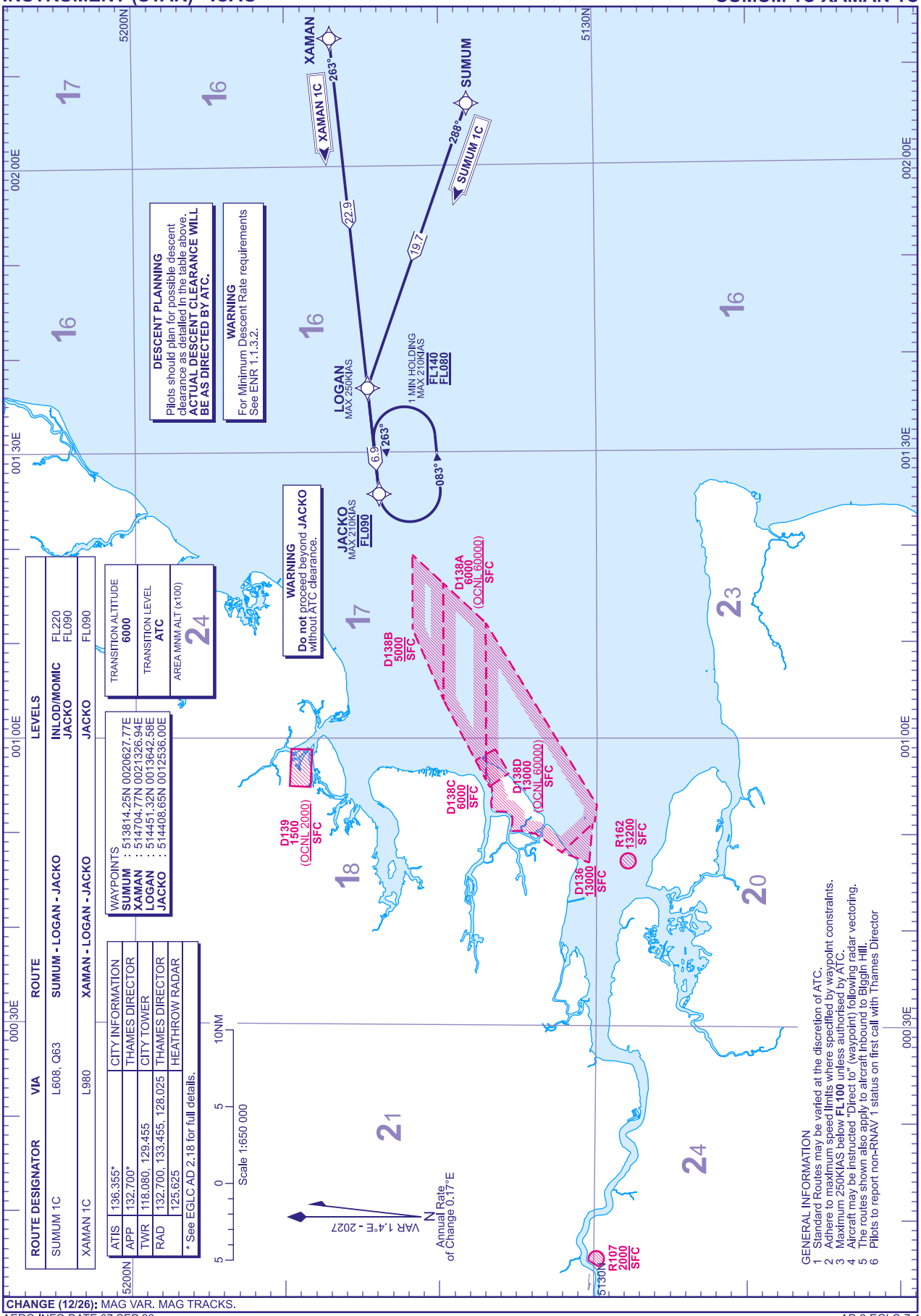
Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ODUKU 1A	001	CF	LCW01	513024.40N 0000020.78E	Y	272° (272.9°)	1.4	1.5	RIGHT	+1102	-210	RNAV1
ODUKU 1A	002	DF	LCN02	513408.09N 0000016.11W	N	-	1.4	-	-	3000	-210	RNAV1
ODUKU 1A	003	TF	LCE04	513619.70N 0001222.73E	N	073° (074.4°)	1.4	8.2	RIGHT	3000	-250	RNAV1
ODUKU 1A	004	TF	ODUKU	513531.78N 0001715.47E	N	103° (104.7°)	1.4	3.1	-	3000	-250	RNAV1

CHANGE (12/26): MAG VAR. MAG TRACKS.
AERO INFO DATE 01 SEP 26

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON CITY
RWY 09/27
SUMUM 1C XAMAN 1C



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
SUMUM 1C	L608, Q63	SUMUM - LOGAN - JACKO	INLOD/MOMIC FL220 JACKO FL090
XAMAN 1C	L980	XAMAN - LOGAN - JACKO	JACKO FL090

TRANSITION ALTITUDE 6000
TRANSITION LEVEL ATC
AREA MNM ALT (x100) 24

WAYPOINTS
SUMUM : 513814.25N 0020627.77E
XAMAN : 514704.77N 0021326.94E
LOGAN : 514451.32N 0013642.58E
JACKO : 514408.65N 0012536.00E

ATIS	136.355*	CITY INFORMATION
APP	132.700*	THAMES DIRECTOR
TWR	118.080, 129.455	CITY TOWER
RAD	132.700, 133.455, 128.025	THAMES DIRECTOR
	125.625	HEATHROW RADAR

* See EGLC AD 2.18 for full details.

CHANGE (12/26): MAG VAR. MAG TRACKS.

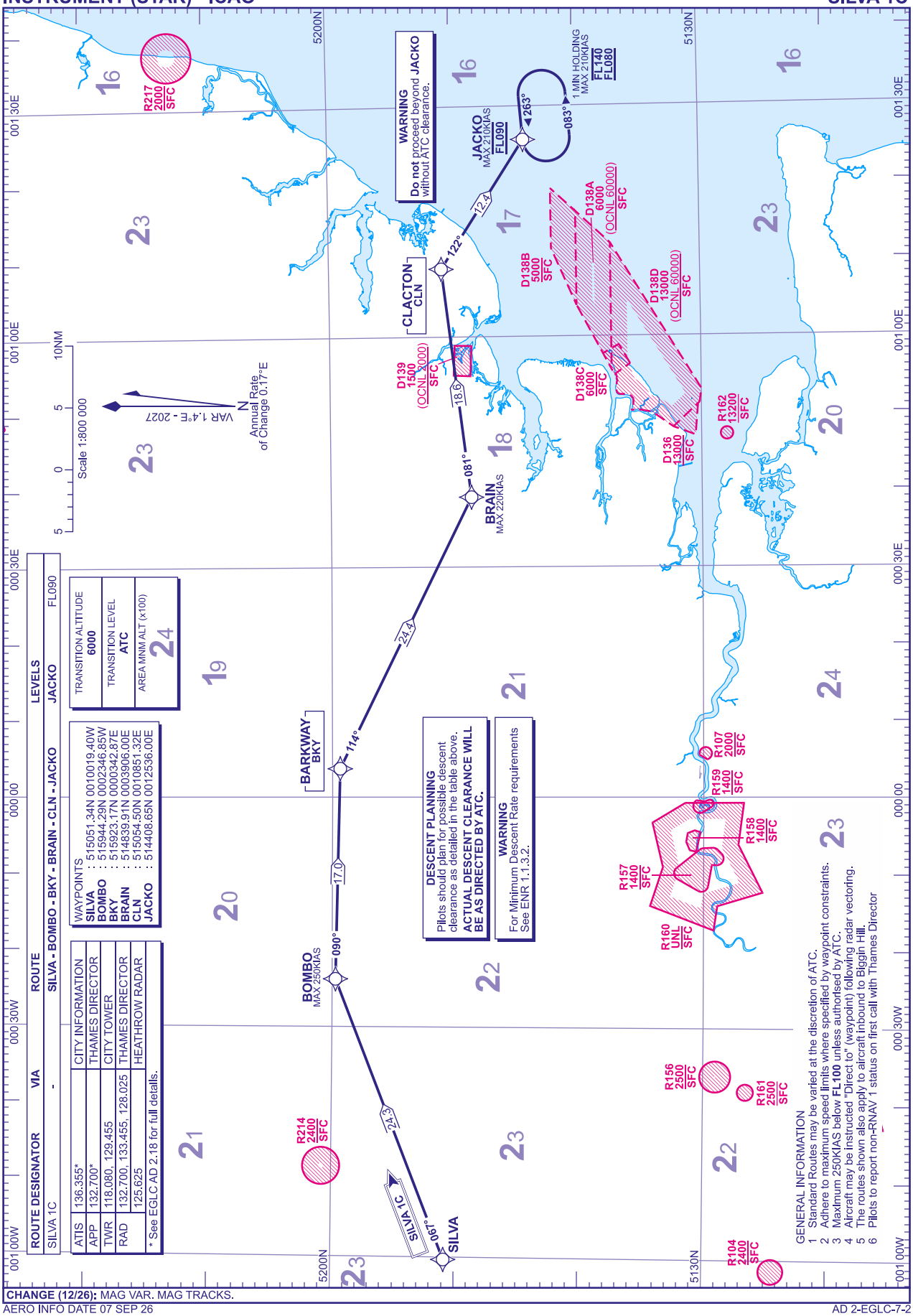
AERO INFO DATE 07 SEP 26

AD 2-EGLC-7-1

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

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

LONDON CITY
RWY 09/27
SILVA 1C



CHANGE (12/26): MAG VAR. MAG TRACKS.

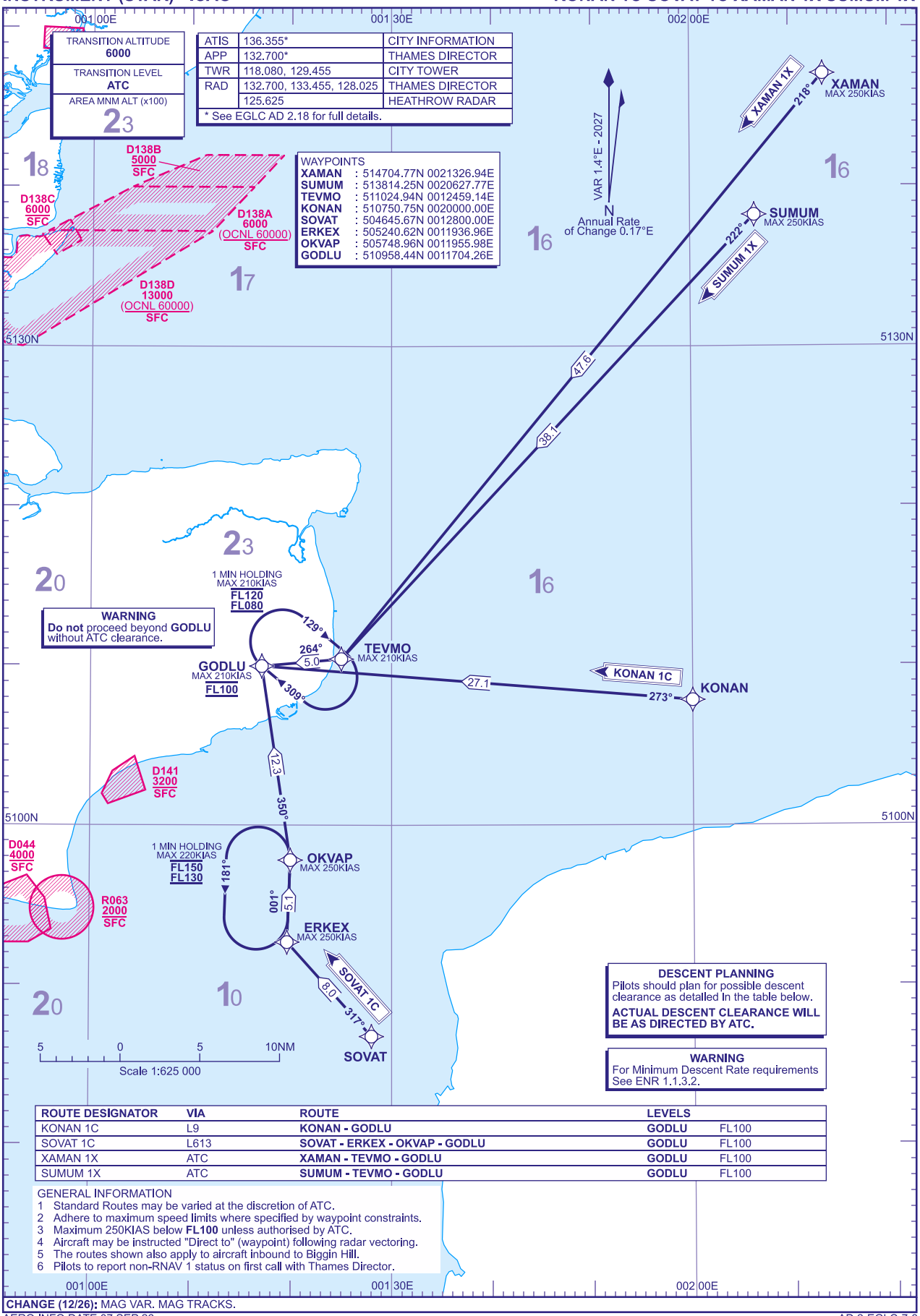
AERO INFO DATE 07 SEP 26

AD 2-EGLC-7-2

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON CITY
RWY 09/27
KONAN 1C SOVAT 1C XAMAN 1X SUMUM 1X



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
KONAN 1C	L9	KONAN - GODLU	GODLU	FL100
SOVAT 1C	L613	SOVAT - ERKEX - OKVAP - GODLU	GODLU	FL100
XAMAN 1X	ATC	XAMAN - TEVMO - GODLU	GODLU	FL100
SUMUM 1X	ATC	SUMUM - TEVMO - GODLU	GODLU	FL100

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below **FL100** unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 The routes shown also apply to aircraft inbound to Biggin Hill.
6 Pilots to report non-RNAV 1 status on first call with Thames Director.

CHANGE (12/26): MAG VAR. MAG TRACKS.

AERO INFO DATE 07 SEP 26

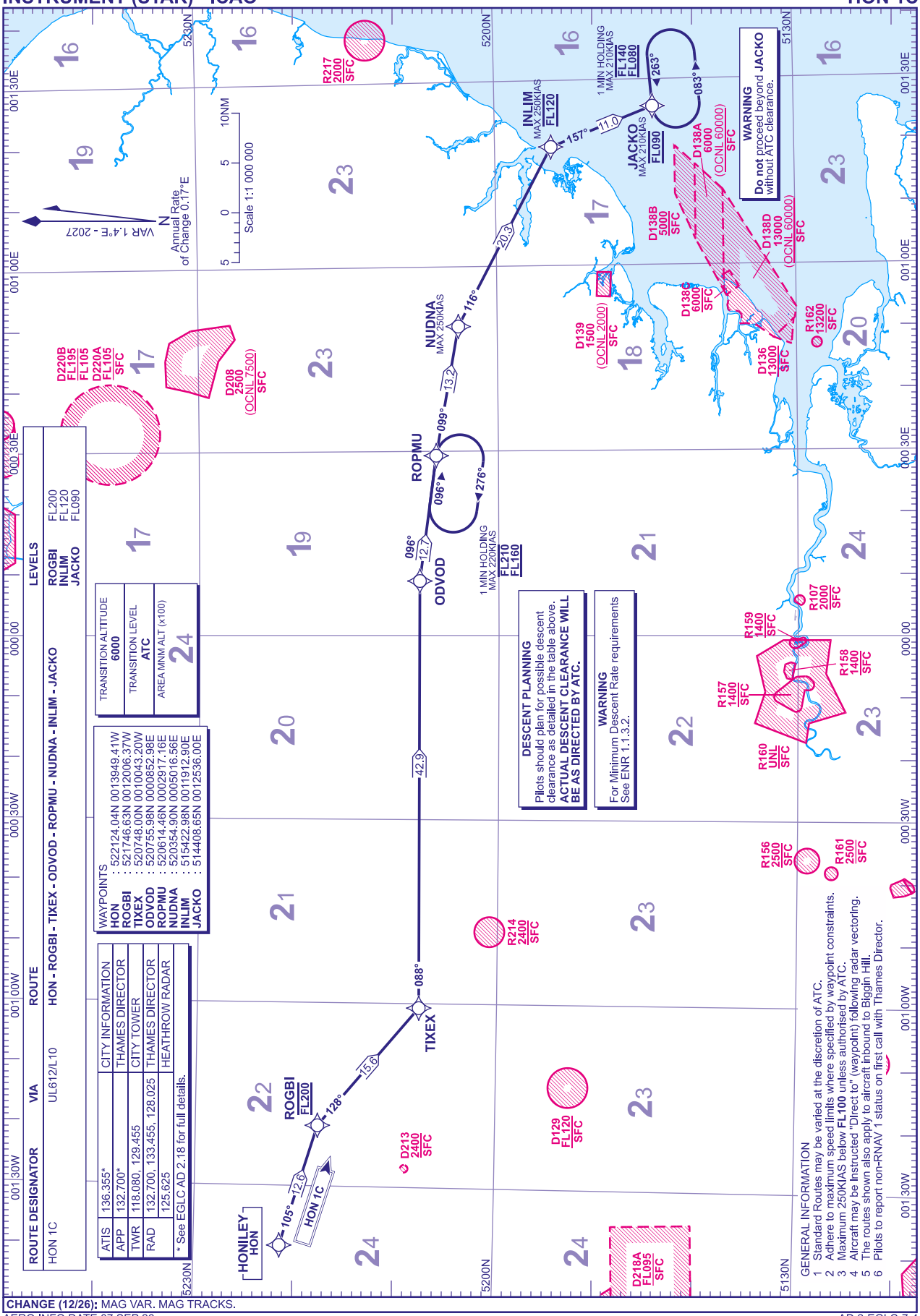
AD 2-EGLC-7-3

I

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

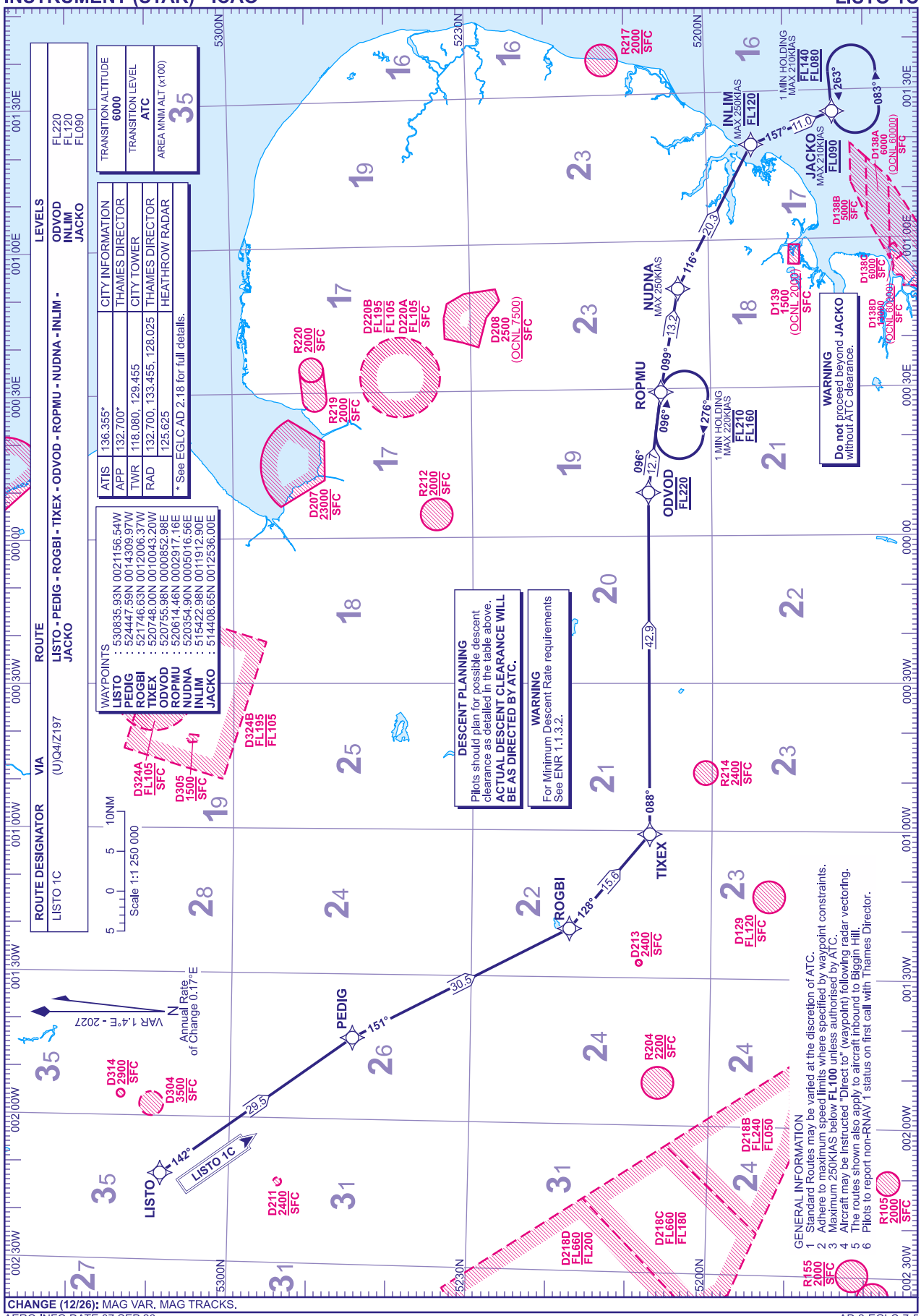
LONDON CITY
RWY 09/27
HON 1C



RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON CITY
RWY 09/27
LISTO 1C

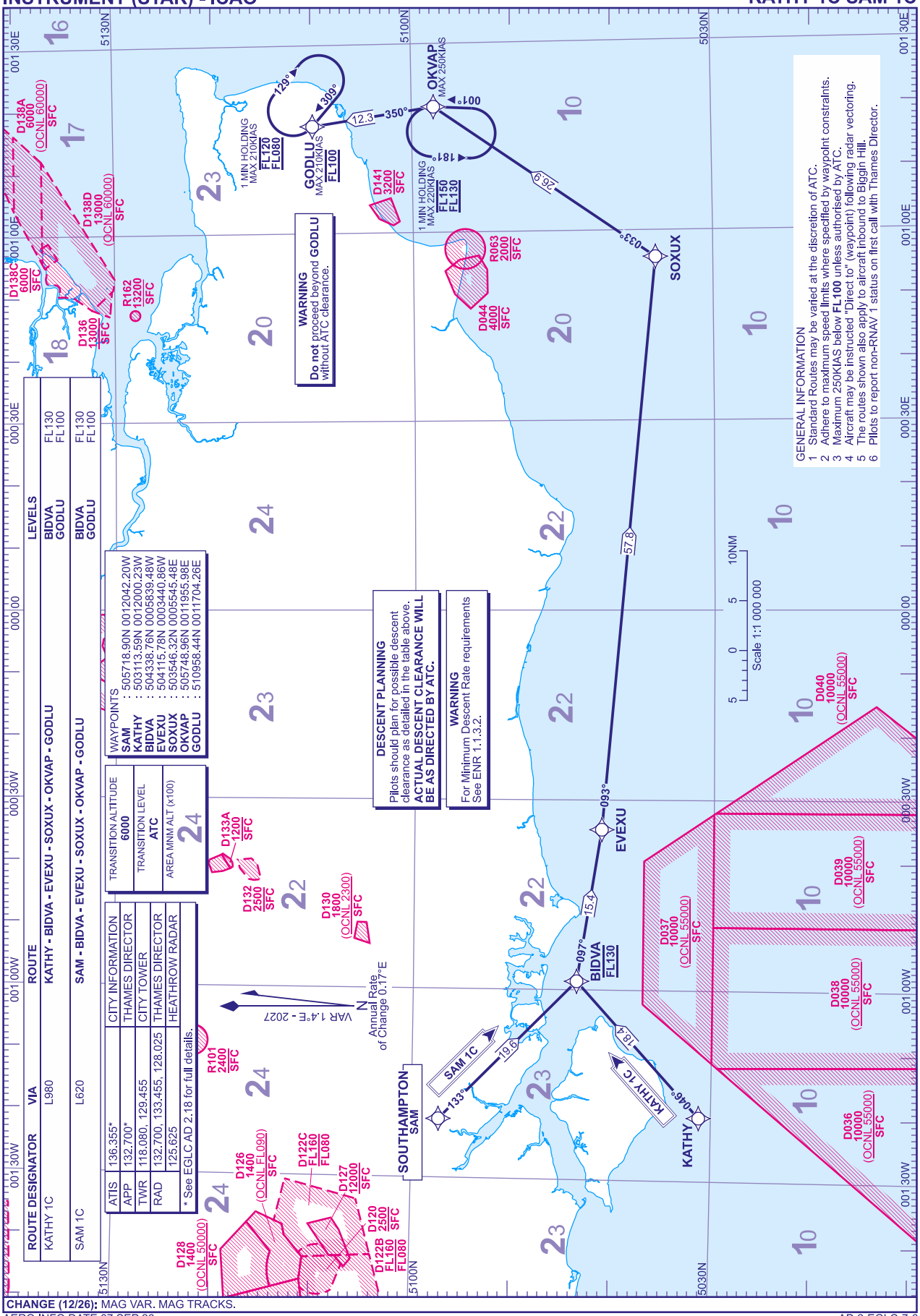


CHANGE (12/26): MAG VAR. MAG TRACKS.
AERO INFO DATE 07 SEP 26

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

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

LONDON CITY
RWY 09/27
KATHY 1C SAM 1C



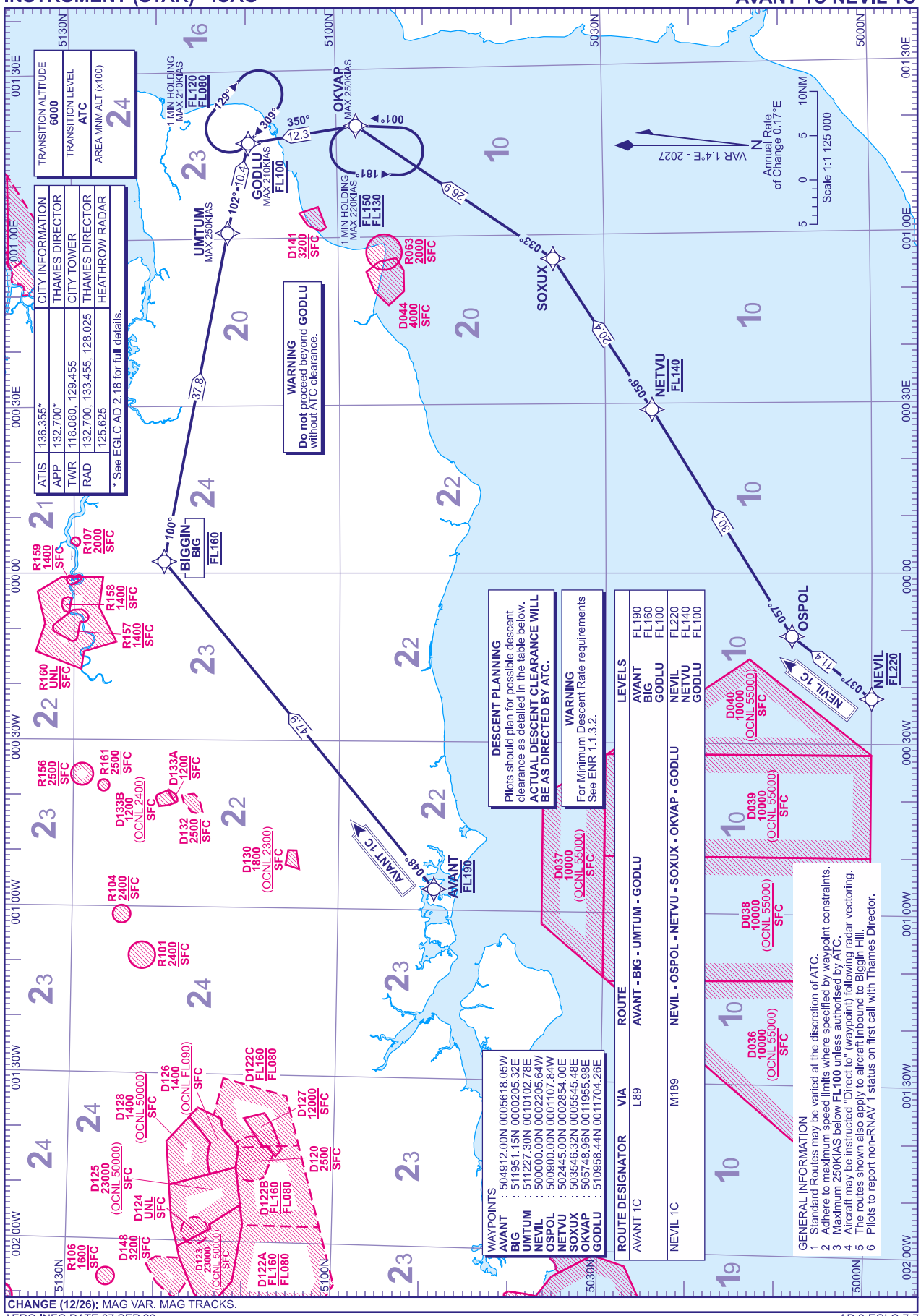
CHANGE (12/26): MAG VAR. MAG TRACKS.
AERO INFO DATE 07 SEP 26

AD 2-EGLC-7-6

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON CITY
RWY 09/27
AVANT 1C NEVIL 1C

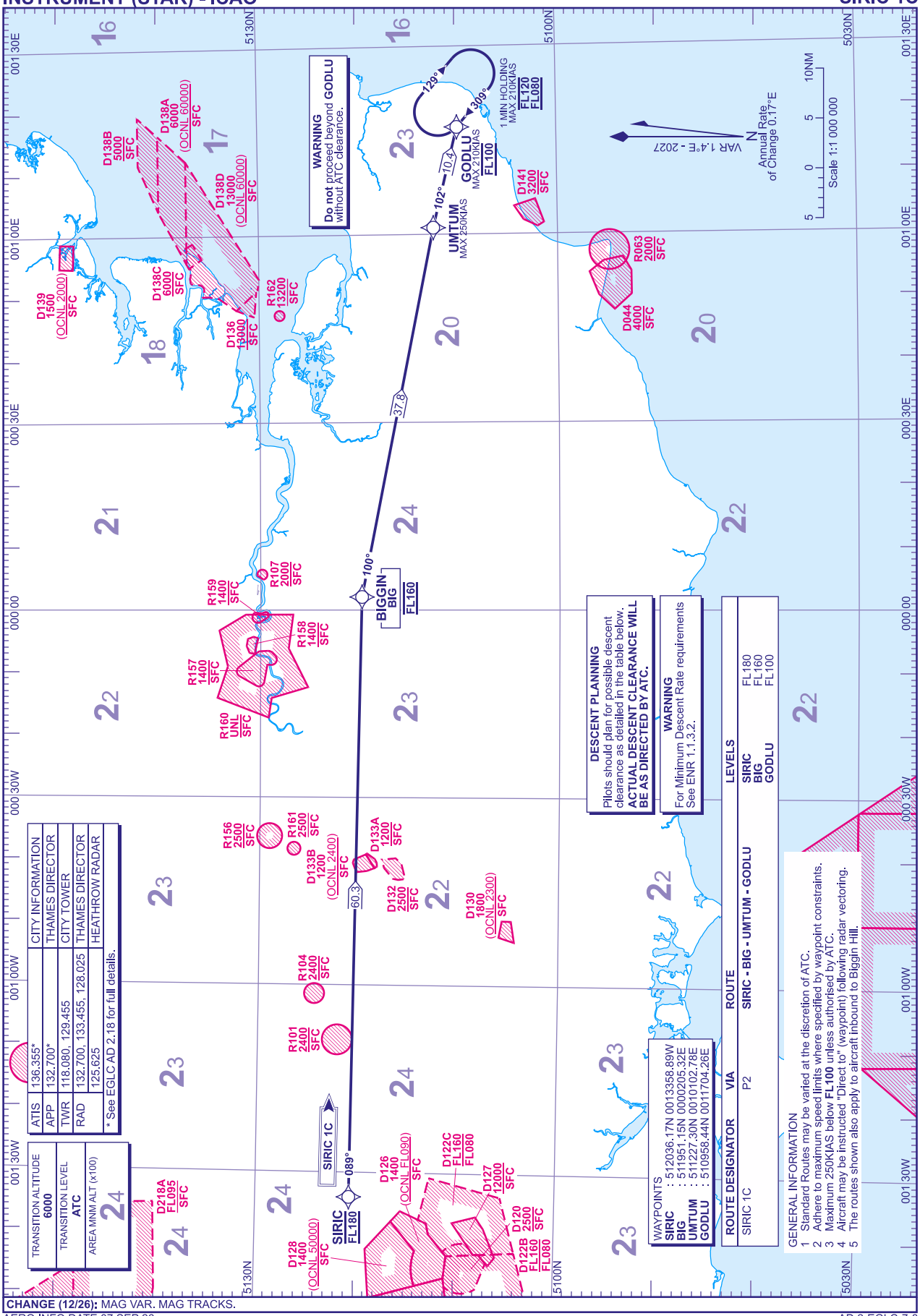


CHANGE (12/26): MAG VAR. MAG TRACKS.
AERO INFO DATE 07 SEP 26

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON CITY
RWY 09/27
SIRIC 1C



CHANGE (12/26): MAG VAR. MAG TRACKS.

AERO INFO DATE 07 SEP 26

AD 2-EGLC-7-8

Standard Instrument Arrival Coding Tables

LONDON CITY Runway 09/27 SUMUM 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SUMUM1C	001	IF	SUMUM	513814.25N 0020627.77E	N	-	-	-	-	-	-	RNAV5
SUMUM1C	002	TF	LOGAN	514451.32N 0013642.58E	N	288° (289.9°)	1.4	19.7	LEFT	-	-250	RNAV5
SUMUM1C	003	TF	JACKO	514408.65N 0012536.00E	N	263° (264.2°)	1.4	6.9	-	FL090	-210	RNAV5

LONDON CITY Runway 09/27 XAMAN 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
XAMAN1C	001	IF	XAMAN	514704.77N 0021326.94E	N	-	-	-	-	-	-	RNAV5
XAMAN1C	002	TF	LOGAN	514451.32N 0013642.58E	N	263° (264.7°)	1.4	22.9	-	-	-250	RNAV5
XAMAN1C	003	TF	JACKO	514408.65N 0012536.00E	N	263° (264.2°)	1.4	6.9	-	FL090	-210	RNAV5

LONDON CITY Runway 09/27 SILVA 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SILVA1C	001	IF	SILVA	515051.34N 0010019.40W	N	-	-	-	-	-	-	RNAV5
SILVA1C	002	TF	BOMBO	515944.29N 0002346.85W	N	067° (068.3°)	1.4	24.3	RIGHT	-	-250	RNAV5
SILVA1C	003	TF	BKY	515923.17N 0000342.87E	N	090° (091.0°)	1.4	17.0	RIGHT	-	-	RNAV5
SILVA1C	004	TF	BRAIN	514839.91N 0003906.00E	N	114° (115.9°)	1.4	24.4	LEFT	-	-220	RNAV5
SILVA1C	005	TF	CLN	515054.50N 0010851.32E	N	081° (082.9°)	1.4	18.6	RIGHT	-	-	RNAV5
SILVA1C	006	TF	JACKO	514408.65N 0012536.00E	N	122° (123.0°)	1.4	12.4	-	FL090	-210	RNAV5

CHANGE (12/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 07 AUG 26

Standard Instrument Arrival Coding Tables

LONDON CITY Runway 09/27 KONAN 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
KONAN1C	001	IF	KONAN	510750.75N 0020000.00E	N	-	-	-	-	-	-	RNAV5
KONAN1C	002	TF	GODLU	510958.44N 0011704.26E	N	273° (274.8°)	1.4	27.1	-	FL100	-210	RNAV5

LONDON CITY Runway 09/27 SOVAT 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SOVAT1C	001	IF	SOVAT	504645.67N 0012800.00E	N	-	-	-	-	-	-	RNAV5
SOVAT1C	002	TF	ERKEX	505240.62N 0011936.96E	N	317° (318.1°)	1.4	8.0	RIGHT	-	-250	RNAV5
SOVAT1C	003	TF	OKVAP	505748.96N 0011955.98E	N	001° (002.2°)	1.4	5.2	LEFT	-	-250	RNAV5
SOVAT1C	004	TF	GODLU	510958.44N 0011704.26E	N	350° (351.6°)	1.4	12.3	-	FL100	-210	RNAV5

LONDON CITY Runway 09/27 XAMAN 1X

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
XAMAN1X	001	IF	XAMAN	514704.77N 0021326.94E	N	-	-	-	-	-	-250	RNAV5
XAMAN1X	002	TF	TEVMO	511024.94N 0012459.14E	N	218° (219.9°)	1.4	47.6	RIGHT	-	-210	RNAV5
XAMAN1X	003	TF	GODLU	510958.44N 0011704.26E	N	264° (265.0°)	1.4	5.0	-	FL100	-210	RNAV5

LONDON CITY Runway 09/27 SUMUM 1X

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SUMUM1X	001	IF	SUMUM	513814.25N 0020627.77E	N	-	-	-	-	-	-250	RNAV5
SUMUM1X	002	TF	TEVMO	511024.94N 0012459.14E	N	222° (223.3°)	1.4	38.1	RIGHT	-	-210	RNAV5
SUMUM1X	003	TF	GODLU	510958.44N 0011704.26E	N	264° (265.0°)	1.4	5.0	-	FL100	-210	RNAV5

CHANGE (12/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 07 SEP 26

Standard Instrument Arrival Coding Tables

LONDON CITY Runway 09/27 HON 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
HON1C	001	IF	HON	522124.04N 0013949.41W	N	-	-	-	-	-	-	RNAV5
HON1C	002	TF	ROGBI	521746.63N 0012006.37W	N	105° (106.6°)	1.4	12.6	RIGHT	FL200	-	RNAV5
HON1C	003	TF	TIXEX	520748.00N 0010043.20W	N	128° (129.8°)	1.4	15.6	LEFT	-	-	RNAV5
HON1C	004	TF	ODVOD	520755.98N 0000852.98E	N	088° (089.4°)	1.4	42.9	RIGHT	-	-	RNAV5
HON1C	005	TF	ROPMU	520614.46N 0002917.16E	N	096° (097.5°)	1.4	12.7	-	-	-	RNAV5
HON1C	006	TF	NUDNA	520354.90N 0005016.56E	N	099° (100.1°)	1.4	13.2	RIGHT	-	-250	RNAV5
HON1C	007	TF	INLIM	515422.98N 0011912.90E	N	116° (117.9°)	1.4	20.3	RIGHT	FL120	-250	RNAV5
HON1C	008	TF	JACKO	514408.65N 0012536.00E	N	157° (158.8°)	1.4	11.0	-	FL090	-210	RNAV5

CHANGE (12/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 07 SEP 26

Standard Instrument Arrival Coding Tables

LONDON CITY Runway 09/27 LISTO 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LISTO1C	001	IF	LISTO	530835.93N 0021156.54W	N	-	-	-	-	-	-	RNAV5
LISTO1C	002	TF	PEDIG	524447.59N 0014309.97W	N	142° (143.7°)	1.4	29.5	RIGHT	-	-	RNAV5
LISTO1C	003	TF	ROGBI	521746.63N 0012006.37W	N	151° (152.3°)	1.4	30.5	LEFT	-	-	RNAV5
LISTO1C	004	TF	TIXEX	520748.00N 0010043.20W	N	128° (129.8°)	1.4	15.6	LEFT	-	-	RNAV5
LISTO1C	005	TF	ODVOD	520755.98N 0000852.98E	N	088° (089.4°)	1.4	42.9	RIGHT	FL220	-	RNAV5
LISTO1C	006	TF	ROPMU	520614.46N 0002917.16E	N	096° (097.5°)	1.4	12.7	-	-	-	RNAV5
LISTO1C	007	TF	NUDNA	520354.90N 0005016.56E	N	099° (100.1°)	1.4	13.2	RIGHT	-	-250	RNAV5
LISTO1C	008	TF	INLIM	515422.98N 0011912.90E	N	116° (117.9°)	1.4	20.3	RIGHT	FL120	-250	RNAV5
LISTO1C	009	TF	JACKO	514408.65N 0012536.00E	N	157° (158.8°)	1.4	11.0	-	FL090	-210	RNAV5

CHANGE (12/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 07 SEP 26

Standard Instrument Arrival Coding Tables

LONDON CITY Runway 09/27 KATHY 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
KATHY1C	001	IF	KATHY	503113.59N 0012000.23W	N	-	-	-	-	-	-	RNAV5
KATHY1C	002	TF	BIDVA	504338.76N 0005839.48W	N	046° (047.4°)	1.4	18.4	RIGHT	FL130	-	RNAV5
KATHY1C	003	TF	EVEXU	504115.78N 0003440.86W	N	097° (098.7°)	1.4	15.4	LEFT	-	-	RNAV5
KATHY1C	004	TF	SOXUX	503546.32N 0005545.48E	N	093° (094.9°)	1.4	57.8	LEFT	-	-	RNAV5
KATHY1C	005	TF	OKVAP	505748.96N 0011955.98E	N	033° (034.7°)	1.4	26.9	LEFT	-	-250	RNAV5
KATHY1C	006	TF	GODLU	510958.44N 0011704.26E	N	350° (351.6°)	1.4	12.3	-	FL100	-210	RNAV5

LONDON CITY Runway 09/27 SAM 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SAM1C	001	IF	SAM	505718.90N 0012042.20W	N	-	-	-	-	-	-	RNAV5
SAM1C	002	TF	BIDVA	504338.76N 0005839.48W	N	133° (134.3°)	1.4	19.6	LEFT	FL130	-	RNAV5
SAM1C	003	TF	EVEXU	504115.78N 0003440.86W	N	097° (098.7°)	1.4	15.4	LEFT	-	-	RNAV5
SAM1C	004	TF	SOXUX	503546.32N 0005545.48E	N	093° (094.9°)	1.4	57.8	LEFT	-	-	RNAV5
SAM1C	005	TF	OKVAP	505748.96N 0011955.98E	N	033° (034.7°)	1.4	26.9	LEFT	-	-250	RNAV5
SAM1C	006	TF	GODLU	510958.44N 0011704.26E	N	350° (351.6°)	1.4	12.3	-	FL100	-210	RNAV5

CHANGE (12/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 07 SEP 26

Standard Instrument Arrival Coding Tables

LONDON CITY Runway 09/27 AVANT 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
AVANT1C	001	IF	AVANT	504912.00N 0005618.05W	N	-	-	-	-	FL190	-	RNAV5
AVANT1C	002	TF	BIG	511951.15N 0000205.32E	N	048° (049.8°)	1.4	47.9	RIGHT	FL160	-	RNAV5
AVANT1C	003	TF	UMTUM	511227.30N 0010102.78E	N	100° (100.9°)	1.4	37.8	-	-	-250	RNAV5
AVANT1C	004	TF	GODLU	510958.44N 0011704.26E	N	102° (103.7°)	1.4	10.4	-	FL100	-210	RNAV5

LONDON CITY Runway 09/27 NEVIL 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
NEVIL1C	001	IF	NEVIL	500000.00N 0002205.64W	N	-	-	-	-	FL220	-	RNAV5
NEVIL1C	002	TF	OSPOL	500900.00N 0001107.84W	N	037° (038.0°)	1.4	11.4	RIGHT	-	-	RNAV5
NEVIL1C	003	TF	NETVU	502445.00N 0002854.00E	N	057° (058.2°)	1.4	30.1	-	FL140	-	RNAV5
NEVIL1C	004	TF	SOXUX	503546.32N 0005545.48E	N	056° (057.1°)	1.4	20.4	LEFT	-	-	RNAV5
NEVIL1C	005	TF	OKVAP	505748.96N 0011955.98E	N	033° (034.7°)	1.4	26.9	LEFT	-	-250	RNAV5
NEVIL1C	006	TF	GODLU	510958.44N 0011704.26E	N	350° (351.6°)	1.4	12.3	-	FL100	-210	RNAV5

LONDON CITY Runway 09/27 SIRIC 1C

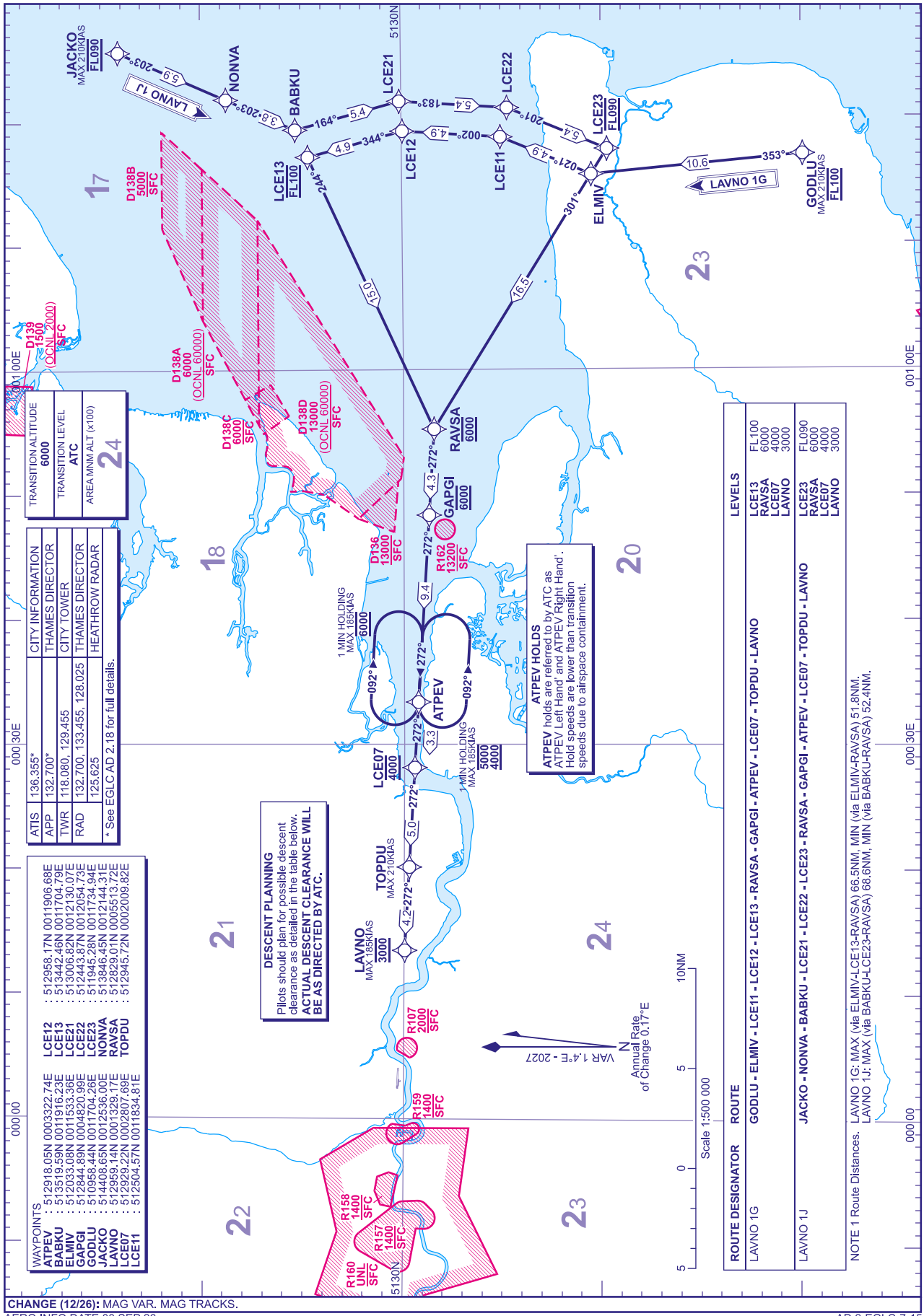
Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SIRIC1C	001	IF	SIRIC	512036.17N 0013358.89W	N	-	-	-	-	FL180	-	RNAV1
SIRIC1C	002	TF	BIG	511951.15N 0000205.32E	N	089° (090.1°)	1.4	60.3	RIGHT	FL160	-	RNAV1
SIRIC1C	003	TF	UMTUM	511227.30N 0010102.78E	N	100° (100.9°)	1.4	37.8	-	-	-250	RNAV1
SIRIC1C	004	TF	GODLU	510958.44N 0011704.26E	N	102° (103.7°)	1.4	10.4	-	FL100	-210	RNAV1

CHANGE (12/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 07 SEP 26

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

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

LONDON CITY
RWY 27
LAVNO 1G 1J



TRANSITION ALTITUDE	TRANSITION LEVEL	AREA MNM ALT (x100)
6000	ATC	24

ATIS	136.355*	CITY INFORMATION
APP	132.700*	THAMES DIRECTOR
TWR	118.080, 129.455	CITY TOWER
RAD	132.700, 133.455, 128.025	THAMES DIRECTOR
	125.625	HEATHROW RADAR

* See EGLC AD 2.18 for full details.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below. **ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

ATPEV HOLDS
ATPEV holds are referred to by ATC as ATPEV Left Hand' and ATPEV Right Hand'. Hold speeds are lower than transition speeds due to airspace containment.

WAYPOINTS			
ATPEV	512918.05N 0003322.74E	LCE12	512958.17N 0011906.68E
BABKU	513519.59N 0011916.23E	LCE13	513442.46N 0011704.79E
ELMIV	512033.08N 0011533.36E	LCE21	513006.82N 0012130.07E
GAPGI	512844.89N 0004820.99E	LCE22	512443.87N 0012054.73E
GODLU	510958.44N 0011704.26E	LCE23	511945.28N 0011734.94E
JACKO	514408.65N 0012536.00E	NONVA	513846.45N 0012144.31E
LAVNO	512959.14N 0001329.17E	RAVSA	512829.01N 0005513.72E
LCE07	512929.22N 0002807.69E	TOPDU	512945.72N 0002009.82E
LCE11	512504.57N 0011834.81E		

ROUTE DESIGNATOR	ROUTE	LEVELS	
LAVNO 1G	GODLU - ELMIV - LCE11 - LCE12 - LCE13 - RAVSA - GAPGI - ATPEV - LCE07 - TOPDU - LAVNO	LCE13	FL100
		RAVSA	6000
		LCE07	4000
		LAVNO	3000
LAVNO 1J	JACKO - NONVA - BABKU - LCE21 - LCE22 - LCE23 - RAVSA - GAPGI - ATPEV - LCE07 - TOPDU - LAVNO	LCE23	FL090
		RAVSA	6000
		LCE07	4000
		LAVNO	3000

NOTE 1 Route Distances. LAVNO 1G: MAX (via ELMIV-LCE13-RAVSA) 66.5NM, MIN (via ELMIV-RAVSA) 51.8NM.
LAVNO 1J: MAX (via BABKU-LCE23-RAVSA) 68.6NM, MIN (via BABKU-RAVSA) 52.4NM.

CHANGE (12/26): MAG VAR. MAG TRACKS.

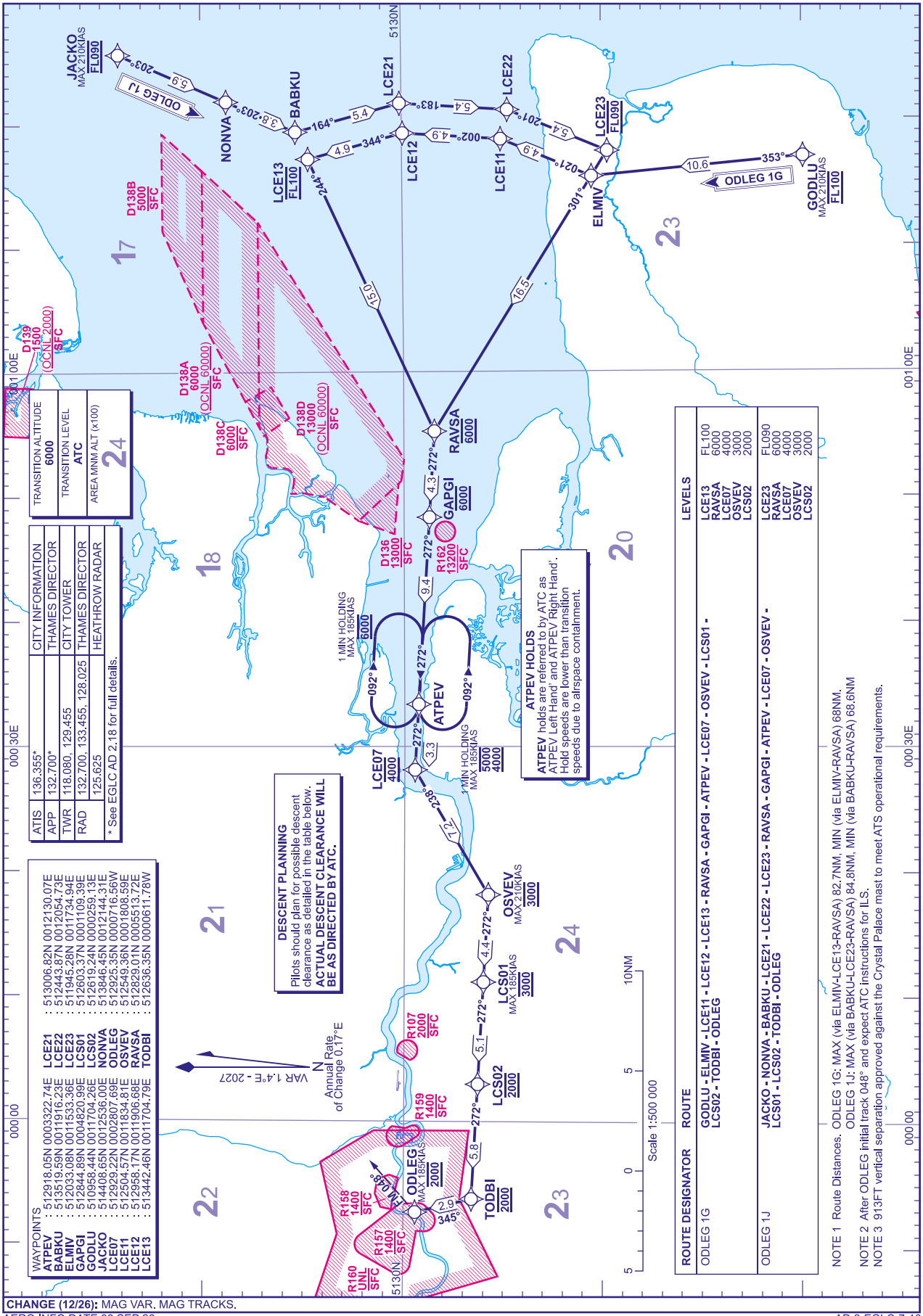
AERO INFO DATE 08 SEP 26

AD 2-EGLC-7-15

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

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

LONDON CITY
RWY 09
ODLEG 1G 1J



ATIS	136.355*	CITY INFORMATION
APP	132.700*	THAMES DIRECTOR
TWR	118.080, 129.455	CITY TOWER
RAD	132.700, 133.455, 128.025	THAMES DIRECTOR
	125.625	HEATHROW RADAR

* See EGLC AD 2.18 for full details.

TRANSITION ALTITUDE	TRANSITION LEVEL	AREA MNM ALT (x100)
6000	ATC	24

WAYPOINTS			
ATPEV	512918.05N 0003322.74E	LCE21	513006.82N 0012130.07E
BABKU	513519.59N 0011916.23E	LCE22	512443.87N 0012054.73E
ELMIV	512033.08N 0011533.36E	LCE23	511945.28N 0011734.94E
GAPGI	512844.89N 0004820.99E	LCS01	512603.37N 0001109.39E
GODLU	510958.44N 0011704.26E	LCS02	512619.24N 0000259.13E
JACKO	514408.65N 0012536.00E	NONVA	513846.45N 0012144.31E
LCE07	512929.22N 0002807.69E	ODLEG	512925.35N 0000716.56W
LCE11	512504.57N 0011834.81E	OSVEV	512549.36N 0001808.59E
LCE12	512958.17N 0011906.68E	RAVSA	512829.01N 0000513.72E
LCE13	513442.46N 0011704.79E	TODBI	512636.35N 0000611.78W

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ATPEV HOLDS
ATPEV holds are referred to by ATC as 'ATPEV Left Hand' and ATPEV Right Hand'. Hold speeds are lower than transition speeds due to airspace containment.

ROUTE DESIGNATOR	ROUTE	LEVELS	
ODLEG 1G	GODLU - ELMIV - LCE11 - LCE12 - LCE13 - RAVSA - GAPGI - ATPEV - LCE07 - OSVEV - LCS01 - LCS02 - TODBI - ODLEG	LCE13 RAVSA LCE07 OSVEV LCS02	FL100 6000 4000 3000 2000
ODLEG 1J	JACKO - NONVA - BABKU - LCE21 - LCE22 - LCE23 - RAVSA - GAPGI - ATPEV - LCE07 - OSVEV - LCS01 - LCS02 - TODBI - ODLEG	LCE23 RAVSA LCE07 OSVEV LCS02	FL090 6000 4000 3000 2000

NOTE 1 Route Distances. ODLEG 1G: MAX (via ELMIV-LCE13-RAVSA) 82.7NM, MIN (via ELMIV-RAVSA) 68NM.
ODLEG 1J: MAX (via BABKU-LCE23-RAVSA) 84.8NM, MIN (via BABKU-RAVSA) 68.6NM
NOTE 2 After ODLEG initial track 048° and expect ATC instructions for ILS.
NOTE 3 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.

CHANGE (12/26): MAG VAR. MAG TRACKS.
AERO INFO DATE 08 SEP 26

Approach Transitions Coding Tables

LONDON CITY Runway 27 LAVNO 1G

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LAVNO1G	001	IF	GODLU	510958.44N 0011704.26E	N	-	-	-	-	FL100	-210	RNAV1
LAVNO1G	002	TF	ELMIV	512033.08N 0011533.36E	N	353° (354.9°)	1.4	10.6	RIGHT	-	-	RNAV1
LAVNO1G	003	TF	LCE11	512504.57N 0011834.81E	N	021° (022.7°)	1.4	4.9	LEFT	-	-	RNAV1
LAVNO1G	004	TF	LCE12	512958.17N 0011906.68E	N	002° (003.9°)	1.4	4.9	LEFT	-	-	RNAV1
LAVNO1G	005	TF	LCE13	513442.46N 0011704.79E	N	344° (345.0°)	1.4	4.9	LEFT	FL100	-	RNAV1
LAVNO1G	006	TF	RAVSA	512829.01N 0005513.72E	N	244° (245.6°)	1.4	15.0	RIGHT	6000	-	RNAV1
LAVNO1G	007	TF	GAPGI	512844.89N 0004820.99E	N	272° (273.6°)	1.4	4.3	-	6000	-	RNAV1
LAVNO1G	008	TF	ATPEV	512918.05N 0003322.74E	N	272° (273.5°)	1.4	9.4	-	-	-	RNAV1
LAVNO1G	009	TF	LCE07	512929.22N 0002807.69E	N	272° (273.3°)	1.4	3.3	-	4000	-	RNAV1
LAVNO1G	010	TF	TOPDU	512945.72N 0002009.82E	N	272° (273.2°)	1.4	5.0	-	-	-210	RNAV1
LAVNO1G	011	TF	LAVNO	512959.14N 0001329.17E	N	272° (273.1°)	1.4	4.2	-	3000	-185	RNAV1

LONDON CITY Runway 27 LAVNO 1J

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LAVNO1J	001	IF	JACKO	514408.65N 0012536.00E	N	-	-	-	-	FL090	-210	RNAV1
LAVNO1J	002	TF	NONVA	513846.45N 0012144.31E	N	203° (204.1°)	1.4	5.9	-	-	-	RNAV1
LAVNO1J	003	TF	BABKU	513519.59N 0011916.23E	N	203° (204.0°)	1.4	3.8	LEFT	-	-	RNAV1
LAVNO1J	004	TF	LCE21	513006.82N 0012130.07E	N	164° (165.0°)	1.4	5.4	RIGHT	-	-	RNAV1
LAVNO1J	005	TF	LCE22	512443.87N 0012054.73E	N	183° (183.9°)	1.4	5.4	RIGHT	-	-	RNAV1
LAVNO1J	006	TF	LCE23	511945.28N 0011734.94E	N	201° (202.7°)	1.4	5.4	RIGHT	FL090	-	RNAV1
LAVNO1J	007	TF	RAVSA	512829.01N 0005513.72E	N	301° (302.1°)	1.4	16.5	LEFT	6000	-	RNAV1
LAVNO1J	008	TF	GAPGI	512844.89N 0004820.99E	N	272° (273.6°)	1.4	4.3	-	6000	-	RNAV1
LAVNO1J	009	TF	ATPEV	512918.05N 0003322.74E	N	272° (273.5°)	1.4	9.4	-	-	-	RNAV1
LAVNO1J	010	TF	LCE07	512929.22N 0002807.69E	N	272° (273.3°)	1.4	3.3	-	4000	-	RNAV1
LAVNO1J	011	TF	TOPDU	512945.72N 0002009.82E	N	272° (273.2°)	1.4	5.0	-	-	-210	RNAV1
LAVNO1J	012	TF	LAVNO	512959.14N 0001329.17E	N	272° (273.1°)	1.4	4.2	-	3000	-185	RNAV1

CHANGE (12/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 07 SEP 26

Approach Transitions Coding Tables

LONDON CITY Runway 09 ODLEG 1G

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ODLEG1G	001	IF	GODLU	510958.44N 0011704.26E	N	-	-	-	-	FL100	-210	RNAV1
ODLEG1G	002	TF	ELMIV	512033.08N 0011533.36E	N	353° (354.9°)	1.4	10.6	RIGHT	-	-	RNAV1
ODLEG1G	003	TF	LCE11	512504.57N 0011834.81E	N	021° (022.7°)	1.4	4.9	LEFT	-	-	RNAV1
ODLEG1G	004	TF	LCE12	512958.17N 0011906.68E	N	002° (003.9°)	1.4	4.9	LEFT	-	-	RNAV1
ODLEG1G	005	TF	LCE13	513442.46N 0011704.79E	N	344° (345.0°)	1.4	4.9	LEFT	FL100	-	RNAV1
ODLEG1G	006	TF	RAVSA	512829.01N 0005513.72E	N	244° (245.6°)	1.4	15.0	RIGHT	6000	-	RNAV1
ODLEG1G	007	TF	GAPGI	512844.89N 0004820.99E	N	272° (273.6°)	1.4	4.3	-	6000	-	RNAV1
ODLEG1G	008	TF	ATPEV	512918.05N 0003322.74E	N	272° (273.5°)	1.4	9.4	-	-	-	RNAV1
ODLEG1G	009	TF	LCE07	512929.22N 0002807.69E	N	272° (273.3°)	1.4	3.3	LEFT	4000	-	RNAV1
ODLEG1G	010	TF	OSVEV	512549.36N 0001808.59E	N	238° (239.6°)	1.4	7.2	RIGHT	3000	-210	RNAV1
ODLEG1G	011	TF	LCS01	512603.37N 0001109.39E	N	272° (273.1°)	1.4	4.4	-	3000	-185	RNAV1
ODLEG1G	012	TF	LCS02	512619.24N 0000259.13E	N	272° (273.0°)	1.4	5.1	-	2000	-	RNAV1
ODLEG1G	013	TF	TODBI	512636.35N 0000611.78W	N	272° (272.9°)	1.4	5.8	RIGHT	2000	-	RNAV1
ODLEG1G	014	TF	ODLEG	512925.35N 0000716.56W	N	345° (346.5°)	1.4	2.9	RIGHT	-	-	RNAV1
ODLEG1G	015	FM	ODLEG	512925.35N 0000716.56W	N	048° (048.9°)	1.4	0.0	-	2000	-185	RNAV1

LONDON CITY Runway 09 ODLEG 1J

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ODLEG1J	001	IF	JACKO	514408.65N 0012536.00E	N	-	-	-	-	FL090	-210	RNAV1
ODLEG1J	002	TF	NONVA	513846.45N 0012144.31E	N	203° (204.1°)	1.4	5.9	-	-	-	RNAV1
ODLEG1J	003	TF	BABKU	513519.59N 0011916.23E	N	203° (204.0°)	1.4	3.8	LEFT	-	-	RNAV1
ODLEG1J	004	TF	LCE21	513006.82N 0012130.07E	N	164° (165.0°)	1.4	5.4	RIGHT	-	-	RNAV1
ODLEG1J	005	TF	LCE22	512443.87N 0012054.73E	N	183° (183.9°)	1.4	5.4	RIGHT	-	-	RNAV1
ODLEG1J	006	TF	LCE23	511945.28N 0011734.94E	N	201° (202.7°)	1.4	5.4	RIGHT	FL090	-	RNAV1
ODLEG1J	007	TF	RAVSA	512829.01N 0005513.72E	N	301° (302.1°)	1.4	16.5	LEFT	6000	-	RNAV1
ODLEG1J	008	TF	GAPGI	512844.89N 0004820.99E	N	272° (273.6°)	1.4	4.3	-	6000	-	RNAV1
ODLEG1J	009	TF	ATPEV	512918.05N 0003322.74E	N	272° (273.5°)	1.4	9.4	-	-	-	RNAV1
ODLEG1J	010	TF	LCE07	512929.22N 0002807.69E	N	272° (273.3°)	1.4	3.3	LEFT	4000	-	RNAV1
ODLEG1J	011	TF	OSVEV	512549.36N 0001808.59E	N	238° (239.6°)	1.4	7.2	RIGHT	3000	-210	RNAV1
ODLEG1J	012	TF	LCS01	512603.37N 0001109.39E	N	272° (273.1°)	1.4	4.4	-	3000	-185	RNAV1
ODLEG1J	013	TF	LCS02	512619.24N 0000259.13E	N	272° (273.0°)	1.4	5.1	-	2000	-	RNAV1
ODLEG1J	014	TF	TODBI	512636.35N 0000611.78W	N	272° (272.9°)	1.4	5.8	RIGHT	2000	-	RNAV1
ODLEG1J	015	TF	ODLEG	512925.35N 0000716.56W	N	345° (346.5°)	1.4	2.9	RIGHT	-	-	RNAV1
ODLEG1J	016	FM	ODLEG	512925.35N 0000716.56W	N	048° (048.9°)	1.4	0.0	-	2000	-185	RNAV1

CHANGE (12/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 07 SEP 26

RNAV Hold Coding Tables

LONDON CITY GODLU Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
GODLU	-	-	GODLU	510958.44N 0011704.26E	Y	309° (310.0°)	1.4	1 MIN	RIGHT	-FL120 +FL080	-210	RNAV1/ RNAV5

LONDON CITY JACKO Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
JACKO	-	-	JACKO	514408.65N 0012536.00E	Y	263° (264.3°)	1.4	1 MIN	LEFT	-FL140 +FL080	-210	RNAV5

LONDON CITY OKVAP Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
OKVAP	-	-	OKVAP	505748.96N 0011955.98E	Y	001° (002.2°)	1.4	1 MIN	LEFT	-FL150 +FL130	-220	RNAV5

LONDON CITY ROPMU Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ROPMU	-	-	ROPMU	520614.46N 0002917.16E	Y	096° (097.5°)	1.4	1 MIN	RIGHT	-FL210 +FL160	-220	RNAV5

CHANGE (12/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 07 SEP 26

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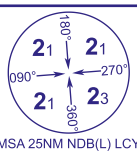
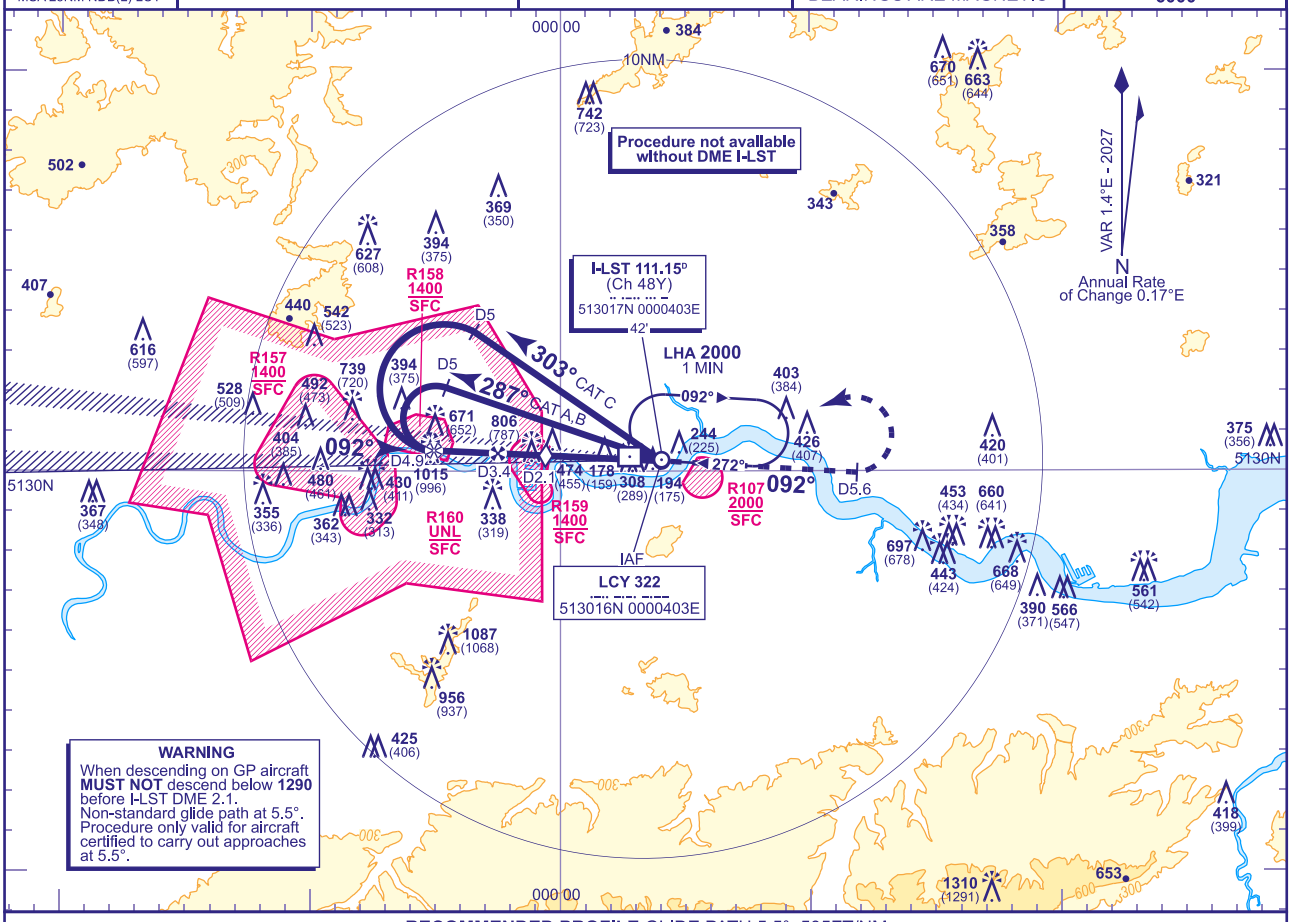
INSTRUMENT APPROACH CHART - ICAO

LONDON CITY
ILS(5.5°GP)/ DME/NDB(L) RWY 09
(ACFT CAT A,B,C)



MSA 25NM NDB(L) LCY

APP	132.700	THAMES DIRECTOR	AD ELEVATION	20	
TWR	118.080, 129.455	CITY TOWER	THR ELEVATION	19	
RAD	133.455, 128.025	THAMES DIRECTOR	OBSTACLE ELEVATION	1310 AMSL (1291) (ABOVE THR)	
ATIS	136.355	CITY INFORMATION	BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 6000

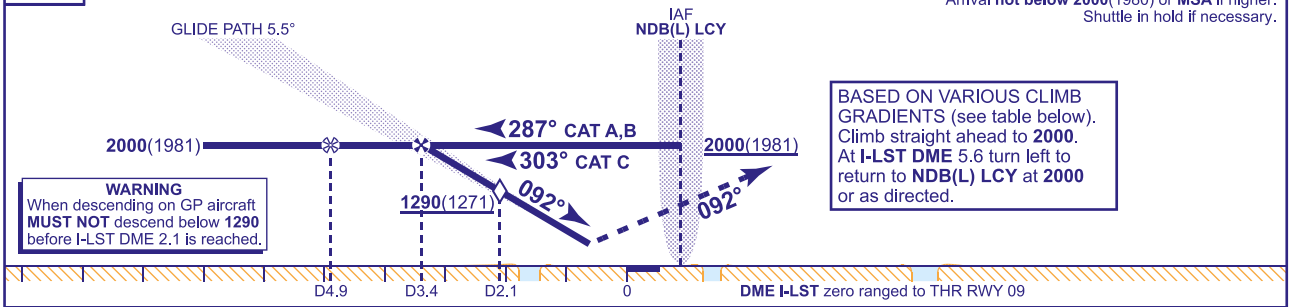


RECOMMENDED PROFILE GLIDE PATH 5.5°, 585FT/NM

DME I-LST	3.4	3.0	2.1 (SDF)	2.0	1.0
ALT(HGT)	2000(1981)	1810(1791)	1290(1271)	1230(1211)	640(621)

RDH 35

Arrival **not below 2000**(1980) or **MSA** if higher.
Shuttle in hold if necessary.



Aircraft Category		A	B	C	BAe 146
OCA (OCH)	CLIMB GRAD 2.5%	490(471)	520(501)	540(521)	460(441)
	CLIMB GRAD 3.0%	380(361)	410(391)	430(411)	350(331)
VM(C)OCA (OCH AAL)	NOT APPLICABLE				

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	1560	1365	1170	975	780

RADAR VECTORING/RNAV1 TRANSITION
Aircraft will normally be radar vectored/positioned to the LOC by Thames Director to be established on the LOC no later than I-LST DME 4.9.

CHANGE (12/26): MAG VAR. OUTBOUND MAG TRACKS.

AERO INFO DATE 09 SEP 26

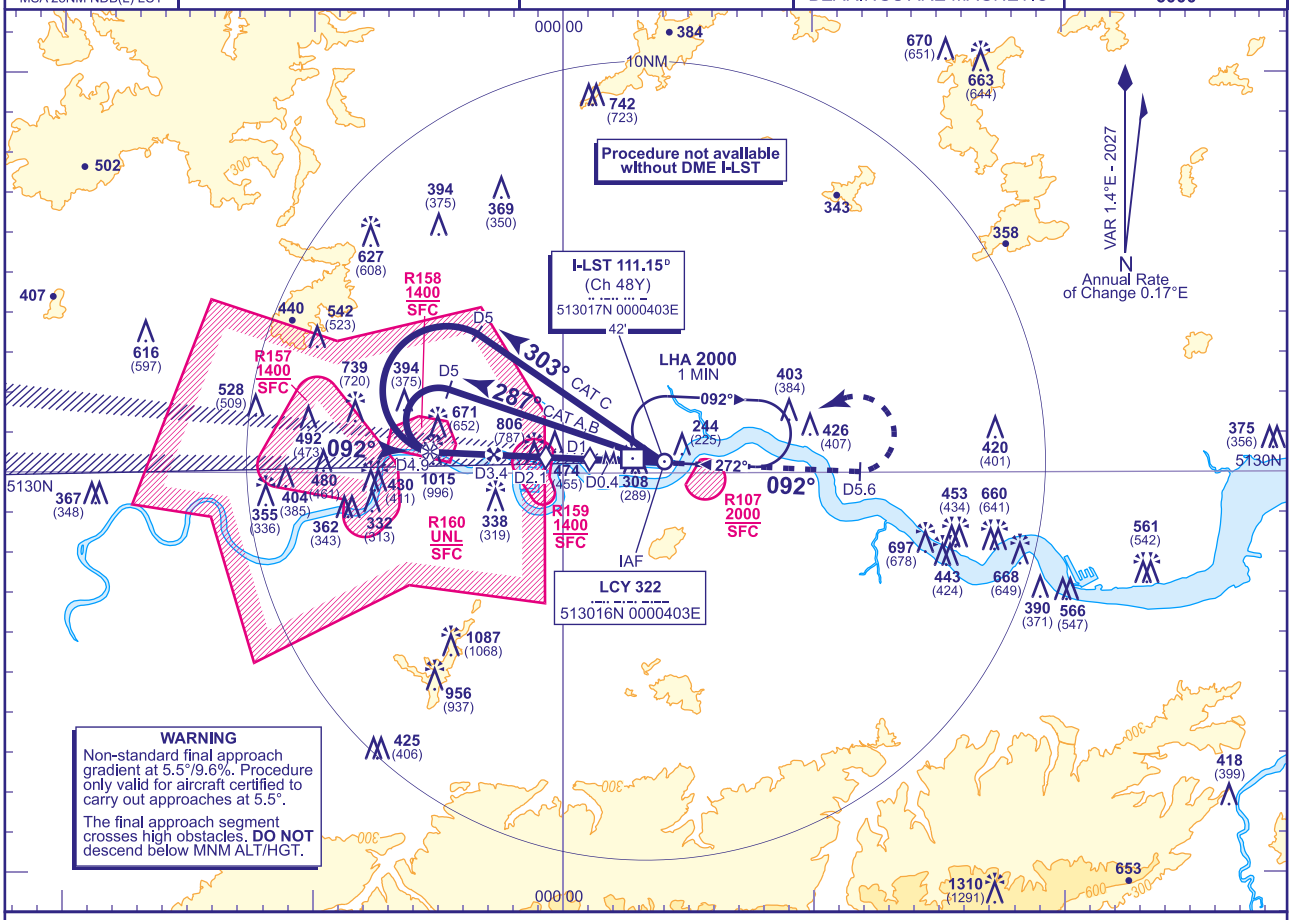
INSTRUMENT APPROACH CHART - ICAO

LONDON CITY
LOC/DME/NDB(L)
RWY 09
(ACFT CAT A,B,C)

APP 132.700	THAMES DIRECTOR	AD ELEVATION	20
TWR 118.080 129.455	CITY TOWER	THR ELEVATION	19
RAD 133.455, 128.025	THAMES DIRECTOR	OBSTACLE ELEVATION **1310 AMSL** (1291) (ABOVE THR)	
ATIS 136.355	CITY INFORMATION	BEARINGS ARE MAGNETIC	

MSA 25NM NDB(L) LCY

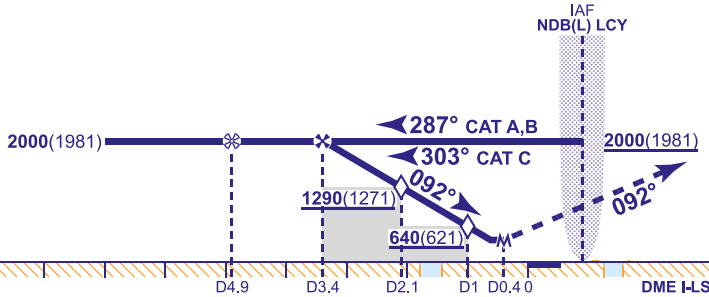
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 9.6%, 585FT/NM

DME I-LST	3.4	3.0	2.1 **(SDF)**	2.0	1.0 **(SDF)**
ALT(HGT)	**2000**(1981)	**1810**(1791)	**1290**(1271)	**1230**(1211)	**640**(621)

Arrival **not below 2000**(1980) or **MSA** if higher.
Shuttle in hold if necessary.



MAPt I-LST DME 0.4

BASED ON VARIOUS CLIMB GRADIENTS (see table below).
Climb straight ahead to **2000**.
At **I-LST DME** 5.6 turn left to return to **NDB(L) LCY** at **2000** or as directed.

Aircraft Category		**A**	**B**	**C**
OCA (OCH)	**CLIMB GRAD 2.5%**	**560**(541)	**560**(541)	**560**(541)
	CLIMB GRAD 3.0%	**490**(471)	**490**(471)	**490**(471)
VM(C)OCA (OCH AAL)	**NOT APPLICABLE**			

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	1560	1365	1170	975	780

RADAR VECTORING/RNAV1 TRANSITION
Aircraft will normally be radar vectored/positioned to the LOC by Thames Director to be established on the LOC no later than I-LST DME 4.9.

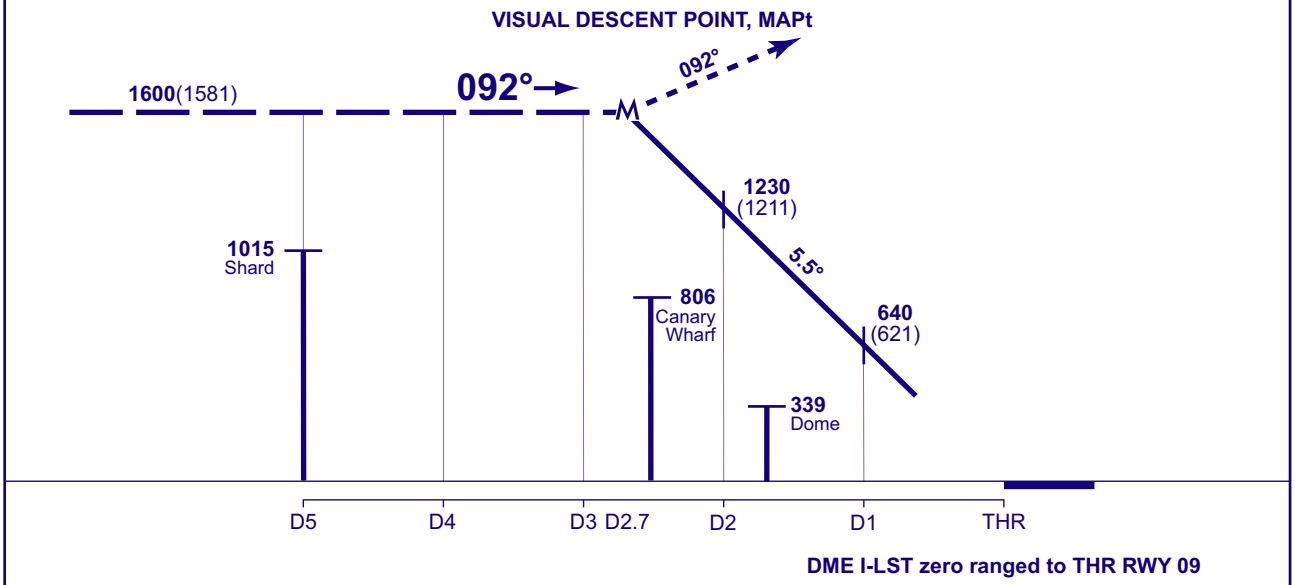
CHANGE (12/26): MAG VAR. OUTBOUND MAG TRACKS.

AERO INFO DATE 09 SEP 26

AD 2-EGLC-8-2

VISUAL APPROACH PROFILE — LONDON CITY

AIRCRAFT CAT	AD ELEV	THR ELEV	VAR	
A,B,C	**20FT**	**19FT**	**1.4°E**	**RWY 09**



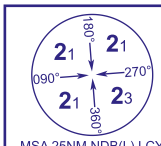
NOTE: Do not descend below **1600**(1581) without required visual references, PAPI acquisition and PAPI guidance.

BEARINGS ARE MAGNETIC

CHANGE (12/26): MAG VAR.
AERO INFO DATE 08 SEP 26

INSTRUMENT APPROACH CHART - ICAO

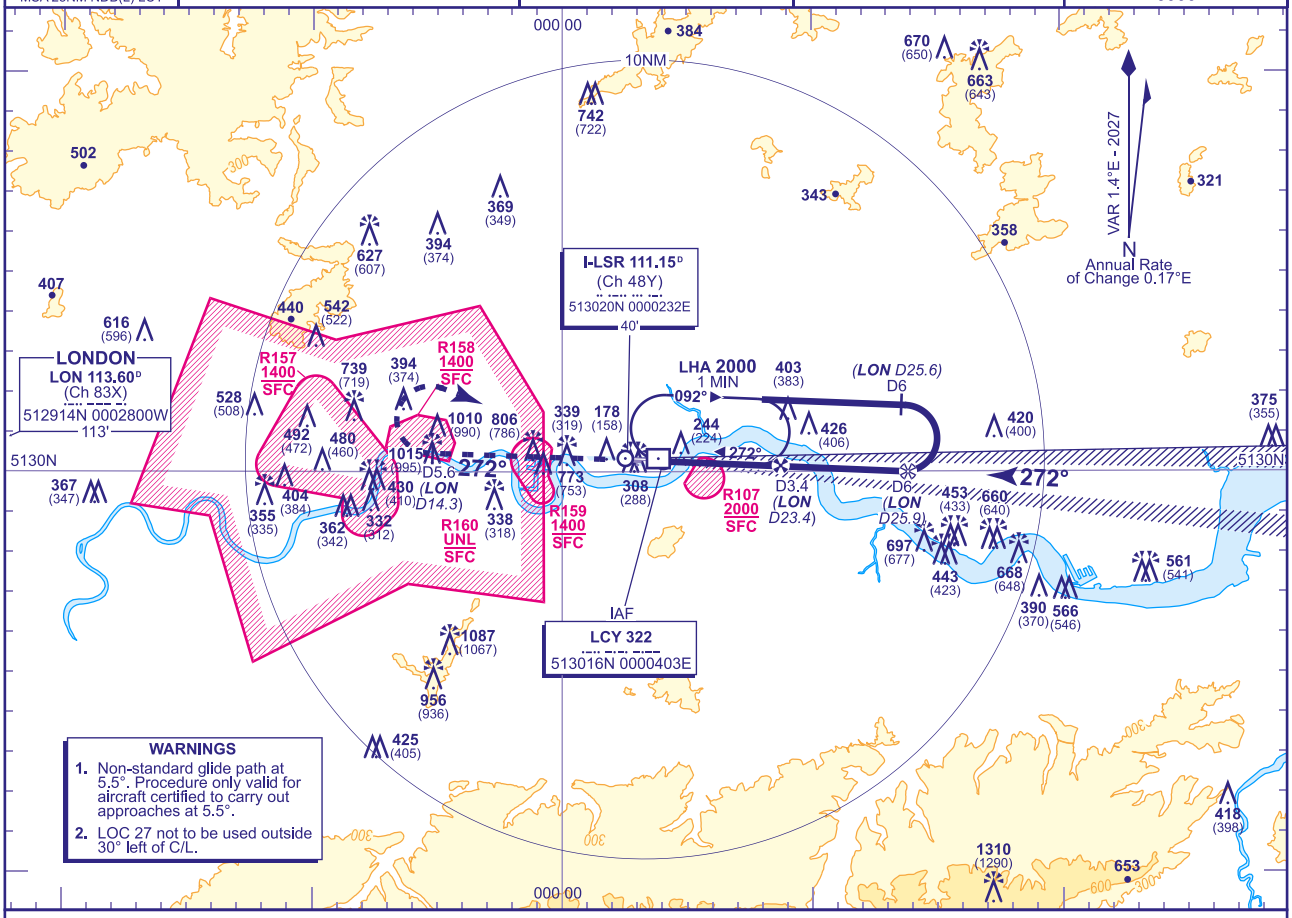
LONDON CITY
ILS(5.5°GP)/ DME/NDB(L) RWY 27
(ACFT CAT A,B,C)



MSA 25NM NDB(L) LCY

APP	132.700	THAMES DIRECTOR	AD ELEVATION	20	
TWR	118.080, 129.455	CITY TOWER	THR ELEVATION	20	
RAD	133.455, 128.025	THAMES DIRECTOR	OBSTACLE ELEVATION		
ATIS	136.355	CITY INFORMATION	**1310 AMSL** (1290) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**



WARNINGS
1. Non-standard glide path at 5.5°. Procedure only valid for aircraft certified to carry out approaches at 5.5°.
2. LOC 27 not to be used outside 30° left of C/L.

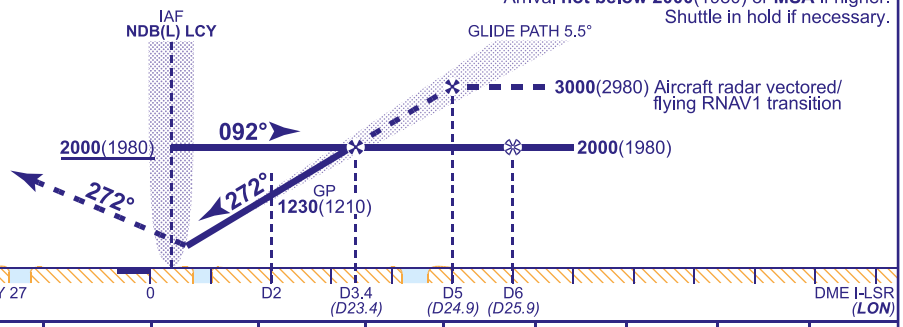
RECOMMENDED PROFILE GLIDE PATH 5.5°, 585FT/NM

DME I-LSR(LON)	3.4(23.4)	3.0(23.0)	2.5(22.5)	2.0(22.0)	1.0(21.0)
ALT(HGT)	**2000**(1980)	**1820**(1800)	**1520**(1500)	**1230**(1210)	**650**(630)

RDH 35

Arrival **not below 2000**(1980) or **MSA** if higher. Shuttle in hold if necessary.

BASED ON VARIOUS CLIMB GRADIENTS (see table below). Climb straight ahead to **2000.** At **I-LSR DME** 5.6 (LON DME 14.3) turn right to return to **NDB(L) LCY** at **2000** or as directed.



Aircraft Category		A	B	C	BAe 146
OCA (OCH)	CLIMB GRAD 2.5%	**570**(550)	**600**(580)	**630**(610)	**540**(520)
	CLIMB GRAD 3.0%	**510**(490)	**540**(520)	**570**(550)	**480**(460)
	CLIMB GRAD 4.0%	**490**(470)	**520**(500)	**540**(520)	**460**(440)
VM(C)OCA (OCH AAL)	NOT APPLICABLE				

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	1560	1365	1170	975	780

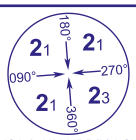
RADAR VECTORING/RNAV1 TRANSITION
Aircraft will normally be radar vectored/positioned to the LOC by Thames Director to be established on the LOC no later than I-LSR DME 6.

CHANGE (12/26): MAG VAR.

AERO INFO DATE 09 SEP 26 AD 2-EGLC-8-4

INSTRUMENT APPROACH CHART - ICAO

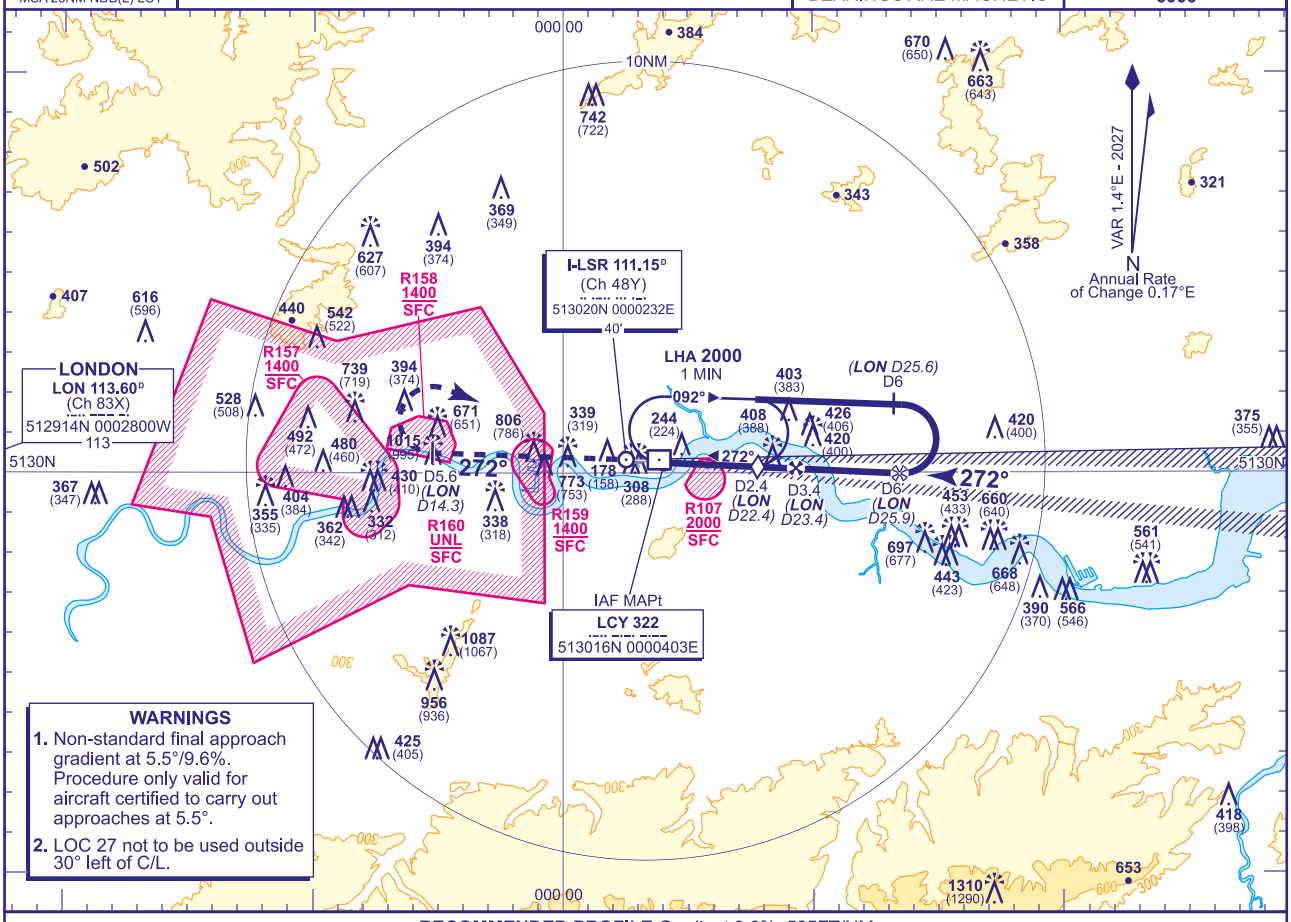
LONDON CITY
LOC/DME/NDB(L)
RWY 27
(ACFT CAT A,B,C)



MSA 25NM NDB(L) LCY

APP 132.700	THAMES DIRECTOR	AD ELEVATION	20
TWR 118.080, 129.455	CITY TOWER	THR ELEVATION	20
RAD 133.455, 128.025	THAMES DIRECTOR	OBSTACLE ELEVATION	1310 AMSL (1290) (ABOVE THR)
ATIS 136.355	CITY INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

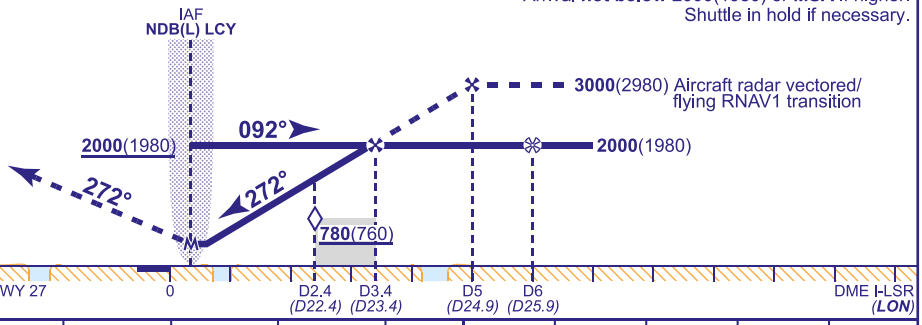


RECOMMENDED PROFILE Gradient 9.6%, 585FT/NM

DME I-LSR(LON)	3.4(23.4)	3.0(23.0)	2.4 **(SDF)** (22.4)	2.0(22.0)	1.0(21.0)
ALT(HGT)	**2000**(1980)	**1820**(1800)	**1460**(1440)	**1230**(1210)	**650**(630)

Arrival **not below 2000**(1980) or **MSA** if higher.
Shuttle in hold if necessary.

MAPt NDB(L) LCY
BASED ON VARIOUS CLIMB GRADIENTS (see table below). Climb straight ahead to **2000**. At **I-LSR DME** 5.6 (LON DME 14.3) turn right to return to **NDB(L) LCY** at **2000** or as directed.



Aircraft Category		A	B	C
OCA (OCH)	CLIMB GRAD 2.5%	**570**(550)	**600**(580)	**630**(610)
	CLIMB GRAD 4.0%	**500**(480)	**520**(500)	**540**(520)
VM(C)OCA (OCH AAL)	NOT APPLICABLE			

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	1560	1365	1170	975	780

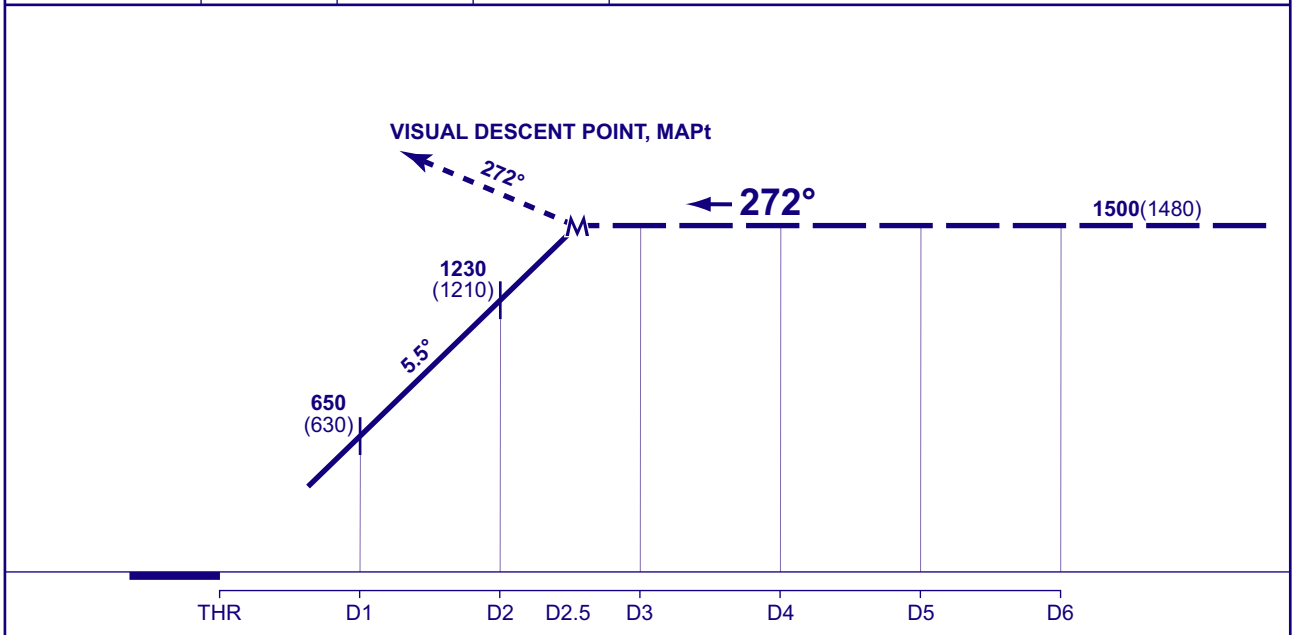
RADAR VECTORING/RNAV1 TRANSITION
Aircraft will normally be radar vectored/positioned to the LOC by Thames Director to be established on the LOC no later than I-LSR DME 6.

CHANGE (12/26): MAG VAR.

AERO INFO DATE 09 SEP 26

VISUAL APPROACH PROFILE — LONDON CITY

EGLC	AD ELEV	THR ELEV	VAR	
CAT A,B,C	**20FT**	**20FT**	**1.4°E**	**RWY 27**



DME I-LSR zero ranged to THR RWY 27

NOTE: Do not descend below **1500**(1480) without required visual references, PAPI acquisition and PAPI guidance.

BEARINGS ARE MAGNETIC

CHANGE (12/26): MAG VAR.
AERO INFO DATE 08 SEP 26

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) **Navaids**

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 Lmax 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 Lmax by night 2300-0700 (2200-0600) **and** that it will not cause more than 87 dBA Lmax 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

Description	Adjustment dBA
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:

      i. any propeller driven aircraft whose MTWA does not exceed 5700 KG; or
      ii. 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.

    a) 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.
    b) 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.

    a) 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
    b) 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
28 December 2023 **Department for Transport**

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

i. 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).
ii. 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.
iii. 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

i. 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

i. 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.
ii. When complete communications failure occurs in the aircraft before ETA, or before EAT when this has been received and acknowledged, the aircraft will:

1. fly to the appropriate holding point (TIMBA, WILLO or Mayfield);
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 (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:

i. hold at the last assigned level at TIMBA, WILLO or Mayfield until:

1. ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
2. EAT when this has been received and acknowledged.

ii. then commence descent for landing in accordance with the 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.

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 navaids associated with the RNAV 1 SIDs assuming the use of GNSS or INS/IRU for initial guidance up to an altitude of 2000 FT. RNAV 1 SIDs are detailed in AD 6 together with appropriate navigation database coding tabulation.
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) BARMI 1G TEBRA 2G KONAN 2G - ICAO
AD 2.EGKK-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MID 1X - ICAO
AD 2.EGKK-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) NEVIL 1G KUNAV 1G - ICAO
AD 2.EGKK-7-3
RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OTMET 1G VASUX 1G - ICAO
AD 2.EGKK-7-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AMDUT 1G ARNUN 1G - ICAO
AD 2.EGKK-7-5
RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TELTU 1G - ICAO
AD 2.EGKK-7-6
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DISIT 1G KIDLI 1G - ICAO
AD 2.EGKK-7-7
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ABSAV 1G GWC 1G - ICAO
AD 2.EGKK-7-8
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1G - ICAO
AD 2.EGKK-7-9
STANDARD INSTRUMENT ARRIVAL CODING TABLES BARMI 1G TEBRA 2G KONAN 2G
AD 2.EGKK-7-10
STANDARD INSTRUMENT ARRIVAL CODING TABLES MID 1X NEVIL 1G KUNAV 1G
AD 2.EGKK-7-11
STANDARD INSTRUMENT ARRIVAL CODING TABLES OTMET 1G VASUX 1G AMDUT 1G ARNUN 1G
AD 2.EGKK-7-12
STANDARD INSTRUMENT ARRIVAL CODING TABLES TELTU 1G DISIT 1G KIDLI 1G
AD 2.EGKK-7-13
STANDARD INSTRUMENT ARRIVAL CODING TABLES ABSAV 1G GWC 1G SIRIC 1G
AD 2.EGKK-7-14
RNAV HOLD CODING TABLES ADLOG AMDUT ARNUN BILNI DELBO DOMUT GOKTU
AD 2.EGKK-7-15
RNAV HOLD CODING TABLES GWC KATHY TIMBA WILLO
AD 2.EGKK-7-16
INITIAL APPROACH PROCEDURES ILS RWY 08R
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

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EGLL — LONDON HEATHROW

EGLL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLL — LONDON HEATHROW

EGLL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512839N Long: 0002741W Mid point of Runway 09L/27R
2	Direction and distance from city	12 NM W of London.
3	Elevation / Reference temperature / Mean Low Temperature	83 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.23°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax Telex	HEATHROW AIRPORT LIMITED The Compass Centre, Nelson Road, Heathrow Airport, Hounslow, TW2 2GW. 08700-000123 (HAL) 020-8750 2636 (NATS Ltd) 020-8745 4290 (HAL) 934892 (HAL)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to NATS Ltd operational areas may be recorded. Types of traffic permitted: IFR/VFR/SVFR.

EGLL 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)	H24
6	MET Briefing Office	-
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24 Refer to AD 2.20 item 1.
9	Handling	H24 Refer to AD 2.20 item 1.
10	Security	H24 Refer to AD 2.20 item 1.
11	De-icing	H24 Refer to AD 2.20 item 1.
12	Remarks	-

EGLL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full.
2	Fuel and oil types	AVTUR JET A-1 Oils: Various by arrangement with fuel companies.
3	Fuelling facilities/capacity	Hydrant refuelling. Very limited bowser capacity.
4	De-icing facilities	By arrangement with handling agent.
5	Hangar space for visiting aircraft	By arrangement with BA or Virgin Atlantic.
6	Repair facilities for visiting aircraft	Maintenance and repair (by arrangement).
7	Remarks	-

EGLL AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	Restaurant, buffet and bar.
3	Transportation	Underground and Express to Central London, Buses, Coaches, taxis and car hire.
4	Medical facilities	Occupational Health Department. Tel: 020-8745 7211/7047/7048.
5	Bank and Post Office	Post Office Second Floor, Departures Building, Terminal 3.
6	Tourist Office	-
7	Remarks	-

EGLL 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	By arrangement with nominated recovery company.
4	Remarks	-

EGLL AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing, Sanding/Gritting.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Braking action by ASFT and Grip Tester. Runways (09L/27R & 09R/27L) De-iced/Anti-iced with Ethylene glycol. Latest information from: Airfield Duty Manager (AfDM).

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

1	Apron surface and strength	APRON Surface: Concrete Stands 531-539, 541-548, 551-553, 566-568 PCR 1360/R/D/W/U Stands 564, 565 PCR 1360/R/D/W/T Stands 209-213, 235, 236 PCR 1020/R/A/W/T Stands 218, 221, 231-233, 237-239, 241-244, 246-249, 251-258, 318, 320, 322, 323, 327, 364, 365, 405, 406, 408, 409, 440, 441, 554-558, 561-563, 575, 576, 582, 583, 590-592, 594-596 PCR 820/R/A/W/T Stands 301, 303, 305, 307, 316, 317, 319, 321, 325, 329, 331, 332, 334-336, 340, 342, 357, 363, 401-403, 407, 410-412, 414, 422-425, 429, 449-458, 572, 573, 581, 607-609 PCR 790/R/A/W/U Stands 313, 326, 328, 330, 353 PCR 740/R/A/W/U Stands 501-503, 505-509, 511, 512, 519-527 PCR 710/R/D/W/U Stands 513-518 PCR 700/R/D/W/T Stands 216, 217, 219, 220, 223-226, 309, 311 PCR 640/R/A/W/T Stands 415-417, 419-421, 461, 601-606 PCR 620/R/A/W/U Stands 430-432 PCR 600/R/C/W/U Stands 614-616 PCR 540/R/A/W/U Stands 701, 702 PCR 300/R/B/W/U
2	Taxiway width, surface and strength	Taxiway A EAST: 25 M Surface: Concrete and asphalt PCR 980/R/A/W/T Taxiway A NORTH: 25 M Surface: Concrete and asphalt PCR 820/R/A/W/T Taxiway A SOUTH: 25 M Surface: Concrete and asphalt PCR 820/R/A/W/T Taxiway A WEST: 23 M Surface: Concrete PCR 1440/R/D/W/T Taxiway B EAST: 25 M Surface: Concrete and asphalt PCR 980/R/A/W/T Taxiway B NORTH: 25 M Surface: Concrete and asphalt PCR 920/R/A/W/T

		Taxiway B SOUTH: 25 M Surface: Concrete and asphalt PCR 820/R/A/W/T Taxiway B WEST: 23 M Surface: Concrete PCR 1440/R/D/W/T Taxiway C: 25 M Surface: Concrete PCR 1400/R/D/W/T Taxiway D: 25 M Surface: Concrete PCR 1400/R/D/W/T Taxiway E: 23 M Surface: Concrete PCR 880/R/A/W/T Taxiway F: 23 M Surface: Concrete PCR 840/R/A/W/T Taxiway G: 23 M Surface: Asphalt PCR 840/R/A/W/T Taxiway H: 23 M Surface: Concrete PCR 1020/R/A/W/T Taxiway K: 25 M Surface: Concrete PCR 1020/R/A/W/T Taxiway L: 25 M Surface: Concrete PCR 960/R/A/W/T Taxiway LINK 22: 25 M Surface: Concrete and asphalt PCR 787/R/A/W/U Taxiway LINK 23: 25 M Surface: Concrete and asphalt PCR 1020/R/A/W/T Taxiway LINK 28: 25 M Surface: Concrete PCR 980/R/A/W/T Taxiway LINK 42: 23 M Surface: Concrete PCR 787/R/A/W/U Taxiway LINK 43: 25 M Surface: Asphalt PCR 787/R/A/W/U Taxiway LINK 44: 23 M Surface: Asphalt PCR 787/R/A/W/U Taxiway LINK 56: 25 M Surface: Concrete PCR 1480/R/D/W/T Taxiway LINK 57: 25 M Surface: Concrete PCR 1480/R/D/W/T

		Taxiway M: 23 M Surface: Concrete and asphalt PCR 1260/R/B/W/T Taxiway R: 23 M Surface: Concrete PCR 736/R/A/W/U Taxiway S: 23 M Surface: Concrete and asphalt PCR 787/R/A/W/U Taxiway T: 25 M Surface: Concrete PCR 980/R/A/W/T Taxiway V: 23 M Surface: Asphalt PCR 1020/R/A/W/T Taxiway W: 23 M Surface: Concrete and asphalt PCR 787/R/A/W/U Taxiway Y: 18 M Surface: Concrete PCR 706/R/D/W/T Taxiway Z: 23 M Surface: Concrete PCR 527/R/A/W/U
3	Altimeter checkpoint location and elevation	Central Area 77 FT - Southern helicopter pad 75 FT - Cargo Centre Southside 76 FT.
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft/Parking Docking Charts
6	Remarks	-

EGLL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nose in parking is in operation throughout the airport. Heathrow Airport operates a variety of stand types and configurations such as Standard apron/stand, Multiple Aircraft Ramp System (MARS) and Multi Choice Apron (MCA). Standard Apron/stands will have a single yellow centre-line. Each stand will have an individual stand number. MARS stands consist of a main centre-line painted yellow and will have two subsidiary centre-lines either side of the main centre-line. These subsidiary centre-lines are painted yellow/white and are given the designation of the stand number with 'L' (Left) and 'R' (Right) added. Multi Choice Aprons use multiple centre-lines to allow the operation of a variety of different combinations of parked aircraft. The airline operative will select the assigned stand Advanced Visual Docking Guidance System (A-VDGS) to allow the aircraft to park, or a marshaller shall assist with the aircraft parking. Each stand will have an individual stand number. Illuminated stand number indicators are provided on most stands. The majority of stands are equipped with A-VDGS. A marshalling service will be provided for the minority of the remaining stands that do not have A-VDGS fitted. Flight crew must not attempt to self-park if the A-VDGS is not activated or calibrated for their aircraft type. In the event of there being no activated A-VDGS displayed upon approach to the stand, flight crews must: - Hold position on the taxiway centre-line. - Inform Ground Movement Control (GMC) they are awaiting stand entry guidance. - Contact company to arrange activation. Note: GMC may request aircraft to 'report parked' – this is not an instruction to self-park. In the event of a failure of the A-VDGS during parking, flight crews must: - Inform Ground Movement Control (GMC) of a stand entry guidance failure. - Contact company to arrange a marshaller.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09L/27R: Full ICAO runway designation, threshold, centre-line, aiming point and touchdown zone. Lead-offs from the runway are marked by a continuous yellow line from the centreline of the runway. 09R/27L: Full ICAO runway designation, threshold, centre-line, aiming point and touchdown zone. Lead-offs from the runway are marked by a continuous yellow line from the centreline of the runway. Runway light(s): Colour coded amber/green lights indicate the runway turn-offs routes to the CAT III stop bars. Refer to AD 2.14 for further details. Taxiway marking aid(s): Yellow centre-line. Enhanced centreline markings are in place.
3	Stop bars and runway guard lights (if any)	Illuminated red stop bars and runway guard lights are in operation at all runway entry points, H24.
4	Other runway protection measures	-
5	Remarks	Tug Crews, when towing aircraft under the guidance of a marshaller, must not park on stand unless guided to do so by the use of daylight-fluorescent wands, marshalling bats, marshalling gloves. Illuminated wands shall be used at night or in low visibility. LGTD WDI are located at the following positions: 512749.74N 0002838.40W, 512750.27N 0002631.90W, 512843.08N 0002622.52W & 512835.39N 0002848.34W.

EGLL 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.

EGLL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 30 Hours
4	Trend forecast Interval of issuance	TREND. 30 Minutes.
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	LONDON HEATHROW
10	Additional information (limitation of service, etc.)	-

EGLL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09L	089.67°	3901 x 50 M	RWY surface: Asphalt, Grooved PCR 1020/R/A/W/T	512839.00N 0002905.97W 150.9 FT	THR 78.6 FT TDZ 81.3 FT	-
27R	269.71°	3901 x 50 M	RWY surface: Asphalt, Grooved PCR 1020/R/A/W/T	512839.63N 0002559.82W 150.7 FT	THR 78.1 FT TDZ 79.3 FT	-
09R	089.68°	3658 x 50 M	RWY surface: Asphalt, Grooved PCR 820/R/A/W/T	512753.25N 0002856.33W 150.8 FT	THR 75.3 FT TDZ 76.2 FT	-
27L	269.72°	3658 x 50 M	RWY surface: Asphalt, Grooved PCR 820/R/A/W/T	512753.82N 0002602.76W 150.6 FT	THR 76.8 FT TDZ 77.8 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	4021 x 280 M	-	-	-	RWY 09L OFZ: Yes. Northern runway shoulders between A1 and A11 are 20.5 M and between A11 and A13 are 12.5 M.
-	78 x 150 M	4021 x 280 M	-	-	-	RWY 27R OFZ: Yes. Northern runway shoulders between A1 and A11 are 20.5 M and between A11 and A13 are 12.5 M.
-	-	3778 x 280 M	-	-	-	RWY 09R OFZ: Yes. Southern runway shoulders between N1 and N7 are 20.5 M and between N7 and N11 are 12.5 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
-	-	3778 x 280 M	-	-	-	RWY 27L OFZ: Yes. Southern runway shoulders between N1 and N7 are 20.5 M and between N7 and N11 are 12.5 M.

EGLL AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09L	3901 M	3901 M	3901 M	3592 M	LDA: 09L landing threshold is displaced by 309 M.
27R	3882 M	3960 M	3882 M	3882 M	-
09L	3362 M	3362 M	3362 M	-	Take-off from intersection with A12
09L	2838 M	2838 M	2838 M	-	Take-off from intersection with A11
09L	2661 M	2661 M	2661 M	-	Take-off from intersection with A10W
09L	2354 M	2354 M	2354 M	-	Take-off from intersection with A10E
09L	1992 M	1992 M	1992 M	-	Take-off from intersection with A9W
09L	1789 M	1789 M	1789 M	-	Take-off from intersection with A9E
27R	3539 M	3617 M	3539 M	-	Take-off from intersection with A4
27R	3136 M	3214 M	3136 M	-	Take-off from intersection with A5
27R	2862 M	2940 M	2862 M	-	Take-off from intersection with A6
27R	2617 M	2695 M	2617 M	-	Take-off from intersection with A7
27R	2414 M	2492 M	2414 M	-	Take-off from intersection with A8
27R	2142 M	2220 M	2142 M	-	Take-off from intersection with A9E
27R	1947 M	2025 M	1947 M	-	Take-off from intersection with A9W
09R	3658 M	3658 M	3658 M	3350 M	LDA: 09R landing threshold is displaced by 308 M
27L	3658 M	3658 M	3658 M	3658 M	-
09R	3528 M	3528 M	3528 M	-	Take-off from intersection with N10
09R	3351 M	3351 M	3351 M	-	Take-off from intersection with N8
09R	2853 M	2853 M	2853 M	-	Take-off from intersection with S7
09R	2852 M	2852 M	2852 M	-	Take-off from intersection with N7
09R	2325 M	2325 M	2325 M	-	Take-off from intersection with N6
09R	2244 M	2244 M	2244 M	-	Take-off from intersection with S6
09R	1704 M	1704 M	1704 M	-	Take-off from intersection with N5W
27L	3536 M	3536 M	3536 M	-	Take-off from intersection with N2E
27L	3380 M	3380 M	3380 M	-	Take-off from intersection with N2W
27L	3224 M	3224 M	3224 M	-	Take-off from intersection with N3
27L	3212 M	3212 M	3212 M	-	Take-off from intersection with S3
27L	2702 M	2702 M	2702 M	-	Take-off from intersection with N4E
27L	2606 M	2606 M	2606 M	-	Take-off from intersection with S4W
27L	2589 M	2589 M	2589 M	-	Take-off from intersection with S4E
27L	2441 M	2441 M	2441 M	-	Take-off from intersection with N4W
27L	2222 M	2222 M	2222 M	-	Take-off from intersection with S5E
27L	2091 M	2091 M	2091 M	-	Take-off from intersection with N5E
27L	2081 M	2081 M	2081 M	-	Take-off from intersection with S5W

EGLL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09L	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. LED 860 M Light intensity high	Green Light intensity high With HI green wingbars LED	PAPI -/3° 66 FT LED 417 M	White Light intensity high 900 M LED	Bi-directional colour coded white/red 15 M spacing 3901 M length LED Light intensity high	Bi-directional 60 M spacing 3901 M length LED White Light intensity high	LED Red Light intensity high	-	EDGE: On full length departures, the first 300 M of edge lights are red due to displaced threshold.
27R	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. LED 905 M Light intensity high	Green Light intensity high With HI green wingbars LED	PAPI -/3° 73 FT LED 469 M	White Light intensity high 901 M LED	Bi-directional colour coded white/red 15 M spacing 3884 M length LED Light intensity high	Bi-directional 60 M spacing 3884 M length LED White Light intensity high	LED Red Light intensity high	-	-
09R	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. LED 939 M Light intensity high	Green Light intensity high With HI green wingbars LED	PAPI -/3° 65 FT LED 420 M	White Light intensity high 899 M LED	Bi-directional colour coded white/red 15 M spacing 3660 M length LED Light intensity high	Bi-directional 60 M spacing 3660 M length LED White Light intensity high	LED Red Light intensity high	-	EDGE: On full length departures, the first 300 M of edge lights are red due to displaced threshold.
27L	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. LED 922 M Light intensity high	Green Light intensity high With HI green wingbars LED	PAPI -/3° 65 FT LED 420 M	White Light intensity high 901 M LED	Bi-directional colour coded white/red 15 M spacing 3660 M length LED Light intensity high	Bi-directional 60 M spacing 3660 M length LED White Light intensity high	LED Red Light intensity high	-	-

EGLL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 09L: 512842.70N 0002848.27W (LGTD) - 27R: 512843.28N 0002619.54W (LGTD) - 09R: 512749.15N 0002839.36W (LGTD) - 27L: 512749.69N 0002621.49W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lights with selective switching on all taxiway routes.
4	Secondary power supply/switch-over time	Yes - CAT I/II/III. 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGLL AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 512744.27N 0002704.97W, -
2	TLOF and/or FATO elevation	TLOF: 75.4 FT

3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: - TLOF surface: - - 18 M sided triangular aiming point. FATO: - x - FATO surface: - NIL
4	True BRG of FATO	FATO: DIR 27: 269.48°
5	Declared distance available	FATO: DIR 27:
6	APP and FATO lighting	FATO: DIR 27: Lighting: Aiming point No approach lighting. Helicopter aiming point is lit with 6 heliport low intensity omni-directional inset white lights.
7	RMK	Refer to AD 2.20 paragraph 5 for Helicopter Operations at Heathrow and AD 2-EGLL-4-1 for the Helicopter Crossing Operations chart. Refer to AD 2.22 paragraph 10 for VFR/Special VFR helicopter flights in the London CTR and paragraph 12 for Helicopter Routes in the London CTR.

EGLL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
LONDON CTR 513611N 0004133W - 513611N 0001253W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512013N 0001255W - 512013N 0003800W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513611N 0004133W	Upper limit: 2500 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT	-	See EGLL AD2.22, Flight Procedures, item 8 for details of Local Flying Areas. Hours: See AD 2.18. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
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.

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 114º to 289º. 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:

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**

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 be 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.

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 Vacation 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:

(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 Lmax 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 Lmax by night (from 2300 to 0700 hours local time) **and** that it will not cause more than 87 dBA Lmax 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:

(windspeed x cosine (runway heading minus wind direction)) x – 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:

i. to any propeller driven aircraft whose MTWA does not exceed 5700 KG; or
ii. 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:

a) 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.
b) 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.
c) 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.
d) 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).

J Hotchkiss
Divisional Manager
Aviation Environmental Division
7 April 2010 **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.

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 Routeing.

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.

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:

i. Light aircraft that wish to proceed to or from an aerodrome/landing site within the CTR or to transit the CTR;
ii. 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;
iii. 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

i. 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. All VFR & SVFR flights, regardless of type, operating within EGR160, shall comply with the weather minima specified in ENR 5.1 (EGR160).
ii. VFR and Special VFR helicopters must remain clear of cloud with the surface in sight. All VFR & SVFR flights, regardless of type, operating within EGR160, shall comply with the weather minima specified in ENR 5.1 (EGR160).
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.

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		1000 FT	
∆ Barrowhills	SU 990 662 512312.42N 0003440.56W	Kitsmead Lane Bridge over M3	1500 FT	700 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.*

Note 3: *All VFR & SVFR flights, regardless of type, operating within EGR160, shall comply with the weather minima specified in ENR 5.1 (EGR160).*

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
H4							
▲ Isle-of-Dogs	TQ 381 781 512902N 0000042W	Specified Area Boundary crossing River Thames - north abeam Cutty Sark					Note 2 Note 5
∆ London Bridge	TQ 330 805 513027N 0000504W	London Bridge (road bridge)	2000 FT	1000 FT		1500 FT	Note 3 Note 4
▲ Vauxhall Bridge	TQ 302 782 512915N 0000736W	CTR Boundary crossing River Thames					
▲ Chelsea Bridge	TQ 286 778 512902N 0000900W	Chelsea Road Bridge	1500 FT				
▲ London Heliport	TQ 266 762 512812N 0001046W	London Heliport			H		Note 1 Note 5

Note 1: *There are no Holding Points on H4 east of London Heliport. The nearest Holding Point is at Greenwich Marshes, outside the 'Specified Area' (EGR160).*

Note 2: *Cable car crosses River Thames at 513009N 0000042E approximately 1 NM east/downstream of Isle of Dogs. Supporting towers (289 FT and 285 FT AMSL) equipped with aviation warning lights; cable between towers unlit.*

Note 3: *Ferris Wheel: The London Eye Ferris Wheel (464 FT AMSL) lies within the boundary of H4 at Jubilee Gardens (513012N 0000711W) between London Bridge and Vauxhall Bridge.*

Note 4: *No helicopters to hold on that portion of H4 that lies between Vauxhall and Westminster Bridges. This does not apply to traffic operating under Flight Priority Category A or B.*

Note 5: *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.*

Note 6: *All VFR & SVFR flights, regardless of type, operating within EGR160, shall comply with the weather minima specified in ENR 5.1 (EGR160).*

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
H5							
▲ Northwood	TQ 071 906 513612N 0002719W	Zone Boundary midway between Harefield and Northwood	2000 FT	800 FT	H	1500 FT	Note 1
∆ Uxbridge Common	TQ 062 855 513332N 0002813W	Roundabout on A40 road north of Uxbridge Common			H		

Note 1: *Pilots may be required to communicate with Northolt Approach (126.450 MHz).*

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
H7							
▲ Banstead	TQ 243 614 512014N 0001301W	Golf course northwest of town	2000 FT	800 FT	H	1500 FT	

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
H7							
∆ Morden	TQ 229 672 512327N 0001407W	Cemetery northeast of Gas Works	1500 FT	650 FT		1000 FT	
∆ Caesar's Camp	TQ 220 711 512532N 0001446W	Golf course southwest corner of Wimbledon Common			H		
∆ Roehampton	TQ 215 746 512728.04N 0001506.76W	Golf course east of Roehampton Gate, H7/H3 join		600 FT			
▲ Barnes	TQ 234 765 512827N 0001325W	River Thames at Barn Elms Park and Craven Cottage Football Ground		1000 FT			Note 1
▲ London Heliport	TQ 266 762 512812N 0001046W	London Heliport			H		Note 1

Note 1: *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.*

Note 2: *All VFR & SVFR flights, regardless of type, operating within EGR160, shall comply with the weather minima specified in ENR 5.1 (EGR160).*

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
H9							
▲ Oxshott West	TQ 101 609 512014N 0002512W	Intersection of London Control Zone/A3 Trunk Road - north abeam large supermarket	2000 FT	700 FT	H	1500 FT	Note 4
∆ Esher Common	TQ 136 621 512051N 0002210W	A3 Trunk Road West of A3/A244 intersection	1500 FT				
OR							
▲ Oxshott East	TQ 160 611 512014N 0002006W	Prince's Coverts	2000 FT	700 FT	H	1500 FT	Note 4
∆ Arbrook	TQ 149 624 512058N 0002100W	Intersection of A3 Trunk Road / Railway Line					
∆ Esher Common	TQ 136 621 512051N 0002210W	A3 Trunk Road West of A3/A244 intersection	1500 FT				
THEN							
∆ Hersham	TQ 121 654 512236.71N 0002323.38W	Railway Station	1200 FT	600 FT		1000 FT	
▲ Sunbury Lock	TQ 112 683 512409N 0002416W	Midway between Sunbury Lock and the middle of Knight reservoir	800 FT		H	800 FT	
∆ Feltham	TQ 095 726 512630N 0002533W	Open space south of Railway Line			H		
∆ Bedfont	TQ 088 745 512732N 0002610W	East of Terminal Four, South of the A30			H		Note 3 Note 4

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
H9							
HEATHROW CROSSING			1000 FT			1000 FT	Note 5
∆ Sipson	TQ 076 772 512900N 0002706W	Hotel Complex northeast of the junction Motorway Spur and Main Road A4 at north perimeter of London Heathrow			H		
▲ Airport Spur	TQ 075 786 512944N 0002715W	Junction of M4 Motorway and Motorway Spur to London Heathrow		650 FT	H		Note 1
∆ Hayes	TQ 082 804 513042N 0002636W	Stockley Park Business Centre	2000 FT	700 FT	H	1500 FT	
∆ Gutteridge	TQ 097 845 513254N 0002507W	A40, south of Northolt Aerodrome Runway Intersection		800 FT	H		Note 2
▲ Northwood	TQ 071 906 513612N 0002719W	Zone Boundary midway between Harefield and Northwood			H		

Note 1: *Between Northwood and Airport Spur, pilots may be required to communicate with Northolt Approach (126.450 MHz).*

Note 2: *The holding manoeuvre is to be carried out to the south of the Northolt Aerodrome Boundary.*

Note 3: *Helicopters will be held at Bedfont during daylight hours when the reported weather conditions are equal to or better than 5 KM visibility and 1500 FT reported cloud ceiling and will be held at Feltham at all other times.*

Note 4: *Due to environmental restrictions, H9 south of London Heathrow Airport is not normally available to SVFR helicopter traffic between 2100-0800 (2000-0700) when London Heathrow Runways 09L/09R are in use.*

Note 5: *Refer to EGLL AD 2.20 LOCAL AERODROME REGULATIONS - 5 Helicopter Operations.*

Warning: Runway 27L missed approach procedure requires a left turn at 1000 FT AAL. Pilots holding at Bedfont must remain in visual contact with aircraft on final approach to Runway 27L.

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
H10							
		CTR Boundary	2000 FT	600 FT		1500 FT	
▲ Cookham	SU 898 857 513345N 0004222W	Bridge over River Thames north of Cookham		800 FT	H		
∆ Pumpkin Hill	SU 943 845 513310.04N 0003831.21W	Golf Course west of Farnham Common					
∆ Stoke Poges	SU 990 835 513233.01N 0003423.36W	War memorial in Stoke Poges Village	1500 FT	700 FT			
∆ Iver	TQ 035 826 513157N 0003031W	Delaford Park			H		Note 2
∆ Uxbridge Common	TQ 062 855 513332N 0002813W	Roundabout on A40 road north of Uxbridge Common			H		

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
H10							
∆ Gutteridge	TQ 097 845 513254N 0002507W	A40, south of Northolt Aerodrome Runway Intersection			H		Note 3 Note 4
∆ Target	TQ 125 839 513234.71N 0002240.08W	Target Roundabout A40		650 FT		1200 FT	
∆ Hanger Lane	TQ 184 826 513149.24N 0001737.66W	Hanger Lane Junction Station		1200 FT			Note 1 Note 5
∆ Brentford	TQ 186 791 512951N 0001731W	Gunnersbury Park north of Chiswick Fly-over	1200 FT	800 FT	H	800 FT	Note 1
∆ Kew Bridge	TQ 190 778 512914N 0001716W	Bridge across River Thames at northeast corner of Gardens and Common	1000 FT		H		Note 1 Note 4
∆ Chiswick Bridge	TQ 202 763 512822.96N 0001611.64W	Chiswick Bridge		700 FT			
∆ Hammersmith Bridge	TQ 229 781 512918.39N 0001349.01W	Hammersmith Bridge	1500 FT	550 FT		1000 FT	
▲Barnes	TQ 234 765 512827N 0001325W	River Thames at Barn Elms Park and Craven Cottage Football Ground		1000 FT			Note 6
▲ London Heliport	TQ 266 762 512812N 0001046W	London Heliport			H		Note 6

Note 1: *Between Hanger Lane and Chiswick Bridge, pilots must fly at the published maximum altitude when operating SVFR.*

Note 2: *Between Iver and Hanger Lane, pilots may be required to communicate with Northolt Approach (126.450 MHz).*

Note 3: *The holding manoeuvre is to be carried out to the south of the Northolt Aerodrome Boundary.*

Note 4: *When Heathrow Runways 09L/09R are in use, Route H10 between Gutteridge and Kew Bridge is subject to delays 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 5: *Between Target and Brentford the route alignment turns from the A40 to the A406 at the Hanger Lane intersection (Hanger Lane). Pilots should ensure correct visual identification of the turn point due to the interaction with Heathrow Runway 27R final approach track.*

Note 6: *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.*

Note 7: *All VFR & SVFR flights, regardless of type, operating within EGR160, shall comply with the weather minima specified in ENR 5.1 (EGR160).*

13 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.

Note: *Refer also to VRPs in use at London City.*

14 LONDON CTR TRANSPONDER MANDATORY ZONE (TMZ)

a) The London CTR is notified as a Mode S Elementary Transponder Mandatory Zone (TMZ) as detailed at GEN 1.5, paragraph 5.3.
b) The London CTR TMZ has the same vertical and lateral dimensions as the London CTR, see EGLL AD 2.17.
c) TMZ exceptions are detailed in GEN 1.5 paragraph 5.3.4, AD-2 EGLD, AD-2 EGTF, AD-2 EGLM and for Brooklands see EGLL AD 2.22 paragraph 9.

15 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the London CTR within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Thames Director frequency, 132.700 MHz, are encouraged to select SSR code 0012.

513630N 0001545E - 514111N 0001345W -
514027N 0003627W - 514015N 0005348W -
513444N 0005508W - 512335N 0005516W -
511422N 0003506W - 511957N 0001917E -
513630N 0001545E.

b) Selection of 0012 does not imply the receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the London CTR at all times.
c) Whilst squawking 0012, pilots should be aware that Thames Director may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 0012 shall be deselected.

EGLL AD 2.23 ADDITIONAL INFORMATION

1 MODE S BAROMETRIC PRESSURE SETTING DATA

a) London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

2 TIME BASED SEPARATION (TBS) FOR FINAL APPROACH

a) Time based separation minima are in permanent use for wake turbulence separation in place of UK fixed distance minima. These are based on the RECAT EU PWS minima.
b) In stronger headwinds, a moderate reduction in separation distances between lead and follower aircraft may be observed in comparison to RECAT EU PWS distanced based wake turbulence minima.
c) Requests for RNAV (GNSS) approaches may be refused by Heathrow Director to ensure runway efficiency is maintained.

3 AERODROME SAFETY REPORTING

a) Aircraft operators are required to share with Heathrow any occurrence reports for reportable incidents which occur on the ground at Heathrow, or during the initial (take-off) or final (approach and landing) phases of flight to or from Heathrow.
b) Copies of Air Safety Reports or Mandatory Occurrence Reports filed by aircraft operators must be sent to the Aerodrome Safety and Assurance team at airside_safety@heathrow.com. Heathrow also encourages voluntary safety reports and observations as these may help to improve safety. Any such reports or observations should also be sent to the aforementioned address.

EGLL AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGLL-2-1
AIRCRAFT GROUND MOVEMENT/ALL TAXIWAYS CHART - ICAO
AD 2.EGLL-2-2
AERODROME CHART A380 GROUND MOVEMENT - ICAO
AD 2.EGLL-2-3
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 5 CHART - ICAO
AD 2.EGLL-2-4
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 4 CHART - ICAO
AD 2.EGLL-2-5
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 3 CHART - ICAO
AD 2.EGLL-2-6
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 1 and 2 CHART - ICAO
AD 2.EGLL-2-7
AIRCRAFT GROUND MOVEMENT/REMOTE DE-ICING AREAS LOCATION CHART - ICAO
AD 2.EGLL-2-8
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 27R - ICAO
AD 2.EGLL-2-9
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 27L - ICAO

AD 2.EGLL-2-10
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 09L - ICAO
AD 2.EGLL-2-11
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 09R - ICAO
AD 2.EGLL-2-12
LONDON CTR LOCAL FLYING AND ENTRY/EXIT PROCEDURES
AD 2.EGLL-3-1
HELICOPTER ROUTES in the LONDON CTR and LONDON/CITY CTR
AD 2.EGLL-3-2
HELICOPTER CROSSING OPERATIONS
AD 2.EGLL-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGLL-5-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART TEXT
AD 2.EGLL-5-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L CPT 5J 4K 3F 3G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L MODMI 1J 1K MAXIT 1F 1G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L BPK 6J 5K 7F 7G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L ULTIB 1J 1K UMLAT 1F 1G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L DET 1J 1K 2F 2G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L GASGU 2J 2K GOGSI 2F 2G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-6
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OTMET 1H ROXOG 1H - ICAO
AD 2.EGLL-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ALESO 1H LAM 1X TANET 1Z - ICAO
AD 2.EGLL-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OCK 1Z - ICAO
AD 2.EGLL-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) NUGRA 2H LAM 1Z - ICAO
AD 2.EGLL-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) HON 2H - ICAO
AD 2.EGLL-7-5
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BARMI 1H LOGAN 2H - ICAO
AD 2.EGLL-7-6
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TOBID 1X - ICAO
AD 2.EGLL-7-7
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) HAZEL 1H - ICAO
AD 2.EGLL-7-8
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BIG 1Z LAM 1Y - ICAO
AD 2.EGLL-7-9
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FITBO 2H - ICAO
AD 2.EGLL-7-10
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1H - ICAO
AD 2.EGLL-7-11
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1Z - ICAO
AD 2.EGLL-7-12
STANDARD INSTRUMENT ARRIVAL CODING TABLES OTMET 1H ROXOG 1H ALESO 1H LAM 1X
AD 2.EGLL-7-13
STANDARD INSTRUMENT ARRIVAL CODING TABLES TANET 1Z OCK 1Z NUGRA 2H LAM 1Z
AD 2.EGLL-7-14
STANDARD INSTRUMENT ARRIVAL CODING TABLES HON 2H BARMI 1H LOGAN 2H TOBID 1X
AD 2.EGLL-7-15
STANDARD INSTRUMENT ARRIVAL CODING TABLES HAZEL 1H BIG 1Z LAM 1Y FITBO 2H
AD 2.EGLL-7-16
STANDARD INSTRUMENT ARRIVAL CODING TABLES SIRIC 1H SIRIC 1Z

AD 2.EGLL-7-17
RNAV HOLD CODING TABLES BIG BNN BRASO FITBO HON LAM LOGAN
AD 2.EGLL-7-18
RNAV HOLD CODING TABLES OCK ORZEB SABER TIGER WEZKO
AD 2.EGLL-7-19
INITIAL APPROACH PROCEDURES ILS RWY 09L/R via BIG and OCK (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-20
INITIAL APPROACH PROCEDURES ILS RWY 09L/R via BNN and LAM (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-21
INITIAL APPROACH PROCEDURES ILS RWY 27L/R via BIG (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-22
INITIAL APPROACH PROCEDURES ILS RWY 27L/R via OCK (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-23
INITIAL APPROACH PROCEDURES ILS RWY 27L/R via BNN and LAM (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-24
INITIAL APPROACH PROCEDURES ILS RWY 09L/R via CHT and EPM (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-25
INITIAL APPROACH PROCEDURES ILS RWY 27L/R via CHT and EPM (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-26
INSTRUMENT APPROACH CHART ILS/DME I-AA RWY 09L - ICAO
AD 2.EGLL-8-1
INSTRUMENT APPROACH CHART LOC/DME I-AA RWY 09L - ICAO
AD 2.EGLL-8-2
INSTRUMENT APPROACH CHART RNP RWY 09L - ICAO
AD 2.EGLL-8-3
INSTRUMENT APPROACH CHART ILS/DME I-BB RWY 09R - ICAO
AD 2.EGLL-8-4
INSTRUMENT APPROACH CHART LOC/DME I-BB RWY 09R - ICAO
AD 2.EGLL-8-5
INSTRUMENT APPROACH CHART RNP RWY 09R - ICAO
AD 2.EGLL-8-6
INSTRUMENT APPROACH CHART ILS/DME I-LL RWY 27L - ICAO
AD 2.EGLL-8-7
INSTRUMENT APPROACH CHART LOC/DME I-LL RWY 27L - ICAO
AD 2.EGLL-8-8
INSTRUMENT APPROACH CHART RNP RWY 27L - ICAO
AD 2.EGLL-8-9
INSTRUMENT APPROACH CHART ILS/DME I-RR RWY 27R - ICAO
AD 2.EGLL-8-10
INSTRUMENT APPROACH CHART LOC/DME I-RR RWY 27R - ICAO
AD 2.EGLL-8-11
INSTRUMENT APPROACH CHART RNP RWY 27R - ICAO
AD 2.EGLL-8-12
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09L/R and 27L/R
AD 2.EGLL-8-13

EGLL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

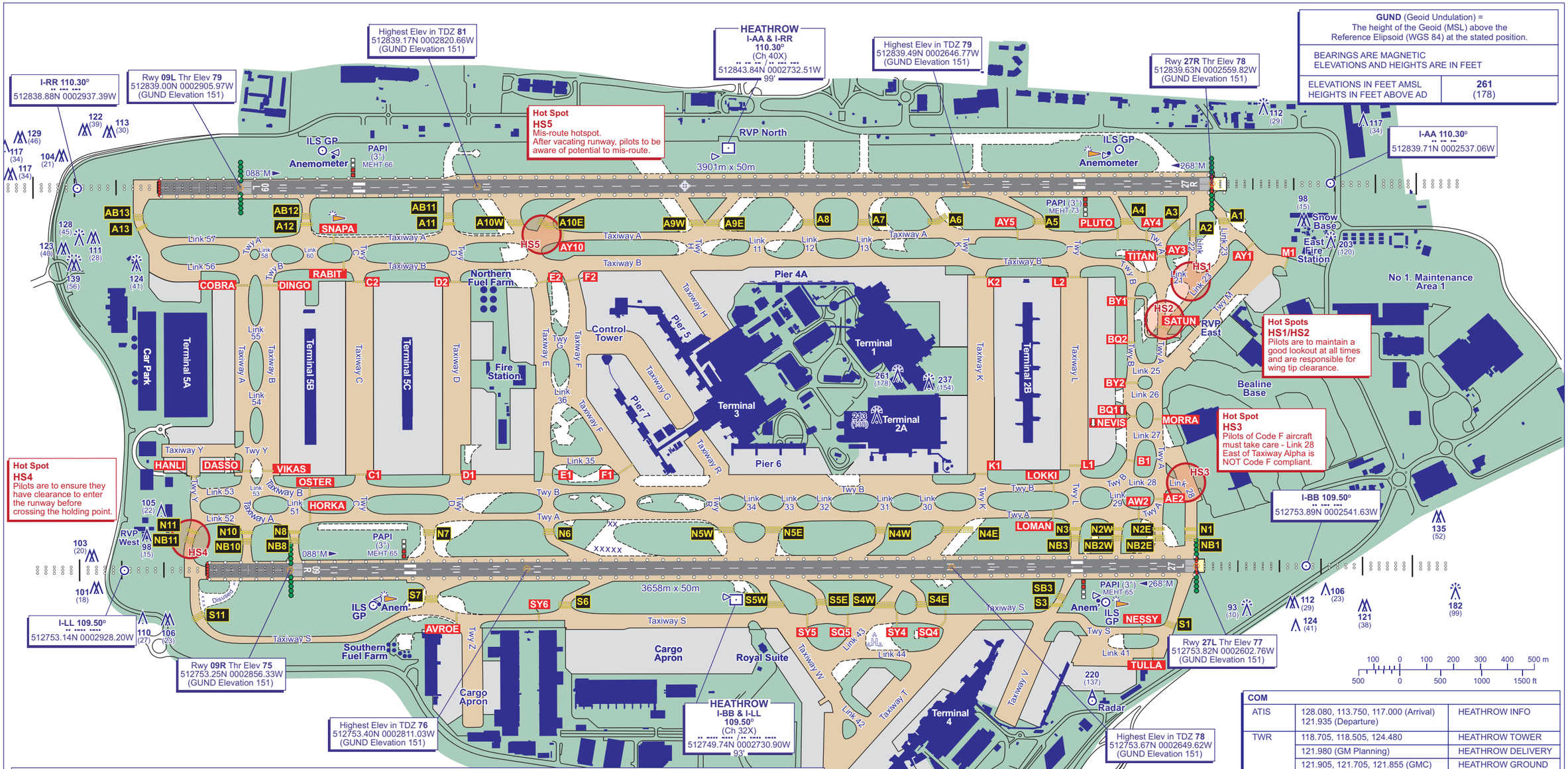
Not applicable

AERODROME CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



COM		
ATIS	128.080, 113.750, 117.000 (Arrival) 121.935 (Departure)	HEATHROW INFO
TWR	118.705, 118.505, 124.480	HEATHROW TOWER
	121.980 (GM Planning)	HEATHROW DELIVERY
	121.905, 121.705, 121.855 (GMC)	HEATHROW GROUND
	121.605	HEATHROW FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

RWY / TWY / APRON	SURFACE	PCR	RWY / TWY / APRON	SURFACE	PCR	RWY / TWY / APRON	SURFACE	PCR
RWY 09L/27R	Grooved Asphalt	1020 R/A/W/T	TWY G	Asphalt	840 R/A/W/T	TWY Link 28	Concrete	980 R/A/W/T
RWY 09R/27L	Grooved Asphalt	820 R/A/W/T	TWY H & K	Concrete	1020 R/A/W/T	TWY Link 42	Concrete	787 R/A/W/U
TWY A (North/South)	Concrete/Asphalt	820 R/A/W/T	TWY L	Concrete	960/R/A/W/T	TWY Link 43 & 44	Asphast	787 R/A/W/U
TWY A (East)	Concrete/Asphalt	980 R/A/W/T	TWY M	Concrete/Asphalt	1260 R/B/W/T	TWY Link 56 & 57	Concrete	1480 R/D/W/T
TWY A (West)	Concrete	1440 R/D/W/T	TWY R	Concrete	736 R/A/W/U	RWY Link A1, A6, A8, A11	-	820/R/A/W/T
TWY B (North)	Concrete/Asphalt	920 R/A/W/T	TWY S & W	Concrete/Asphalt	787 R/A/W/U	RWY Link A2-A5, A7, A9E/W	-	1020/R/A/W/T
TWY B (South)	Concrete/Asphalt	820 R/A/W/T	TWY T	Concrete	980 R/A/W/T	RWY Link A10E/W, A12, A13	-	1020/R/A/W/T
TWY B (East)	Concrete/Asphalt	980 R/A/W/T	TWY V	Asphalt	1020/R/A/W/T	RWY Link N1-N7, N10, N11	-	820/R/A/W/T
TWY B (West)	Concrete	1440 R/D/W/T	TWY Y	Concrete	706 R/D/W/T	RWY Link S1, S3-S7, S11	-	820/R/A/W/T
TWY C & D	Concrete	1400 R/D/W/T	TWY Z	Concrete	527 R/A/W/U	Aprons (All)	*See AD text page EGLL AD 2.8*	
TWY E	Concrete	880 R/A/W/T	TWY Link 22	Concrete/Asphalt	787 R/A/W/U			
TWY F	Concrete	840 R/A/W/T	TWY Link 23	Concrete/Asphalt	1020 R/A/W/T			

LIGHTING	
THR 09L 09R THR 27L 27R	HI Green with HI W bars. HI Green with HI W bars.
RWY 09L	HI bi-d colour coded C/L. TDZ 900 m. HI bi-d white edge (first 300 m red). End lights red.
RWY 27R	HI bi-d colour coded C/L. TDZ 901 m. HI bi-d white edge. End lights red.
RWY 09R	HI bi-d colour coded C/L. TDZ 899 m. HI bi-d white edge (first 300 m red). End lights red.
RWY 27L	HI bi-d colour coded C/L. TDZ 901 m. HI bi-d white edge. End lights red.
TWY	Green C/L. Stop bars and Guard lights at all runway entry points.

CHANGE (12/26): PCR TABLE EDITORIAL. LIGHTING TABLE EDITORIAL WITH STOPBARS & GUARD LIGHTS.

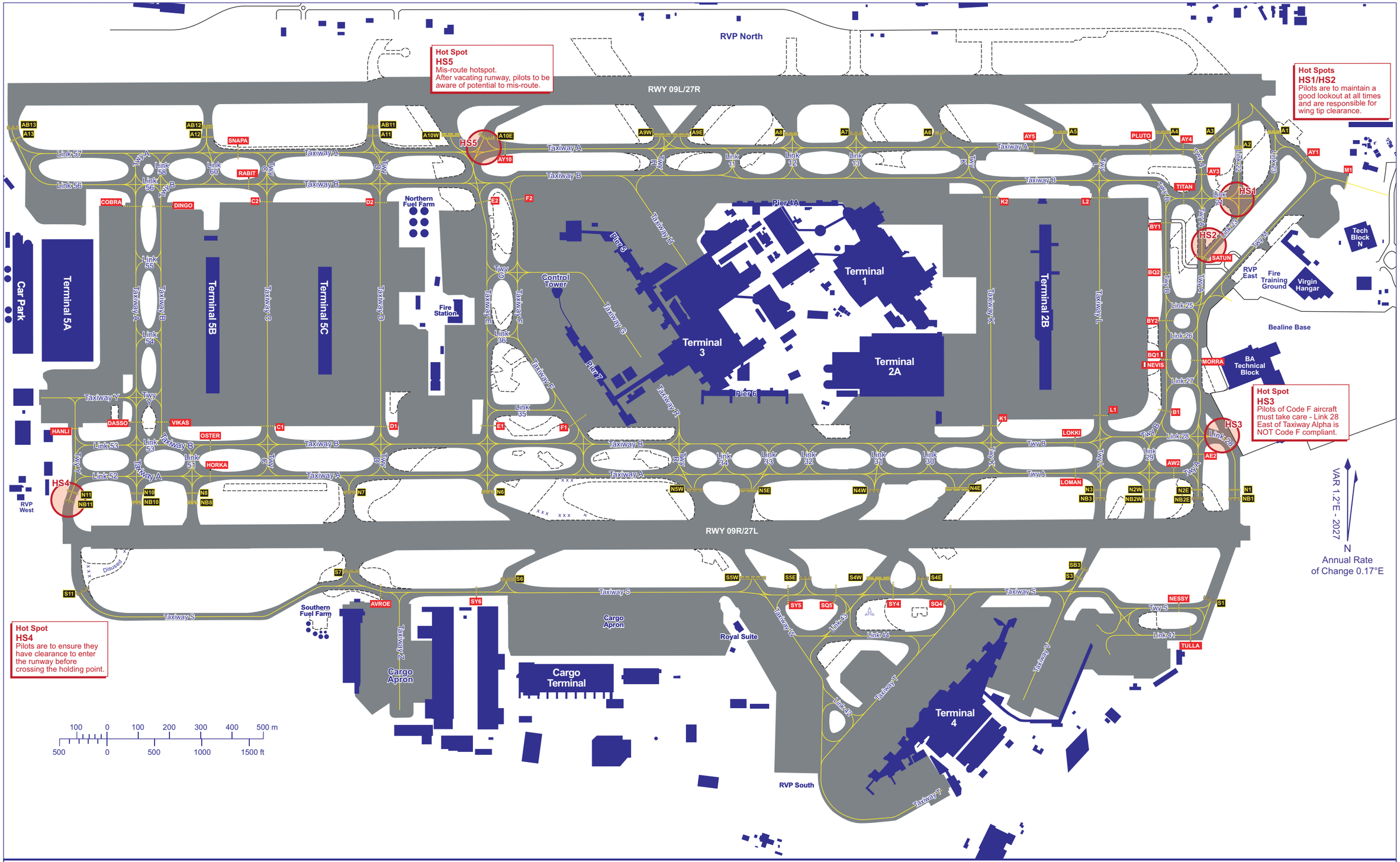
AERO INFO DATE 02 SEP 26

AIRCRAFT GROUND MOVEMENT/ALL TAXIWAYS CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



CHANGE (13/25): MAG INFO REVISED.

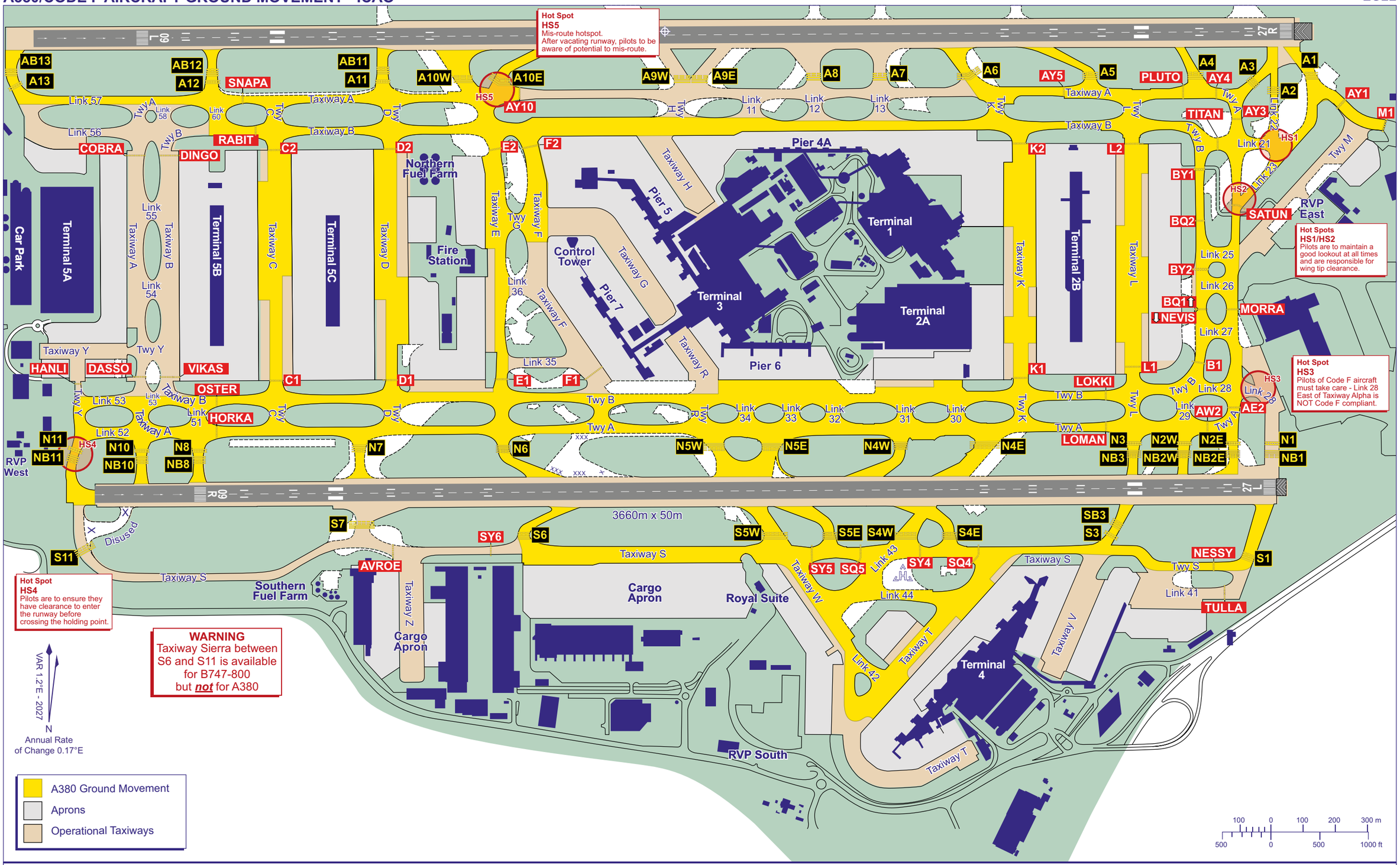
AERO INFO DATE 01 OCT 25

AERODROME CHART
A380/CODE F AIRCRAFT GROUND MOVEMENT - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



CHANGE (6/26): TAXIWAY LINK 25 CODE F COMPLIANT.

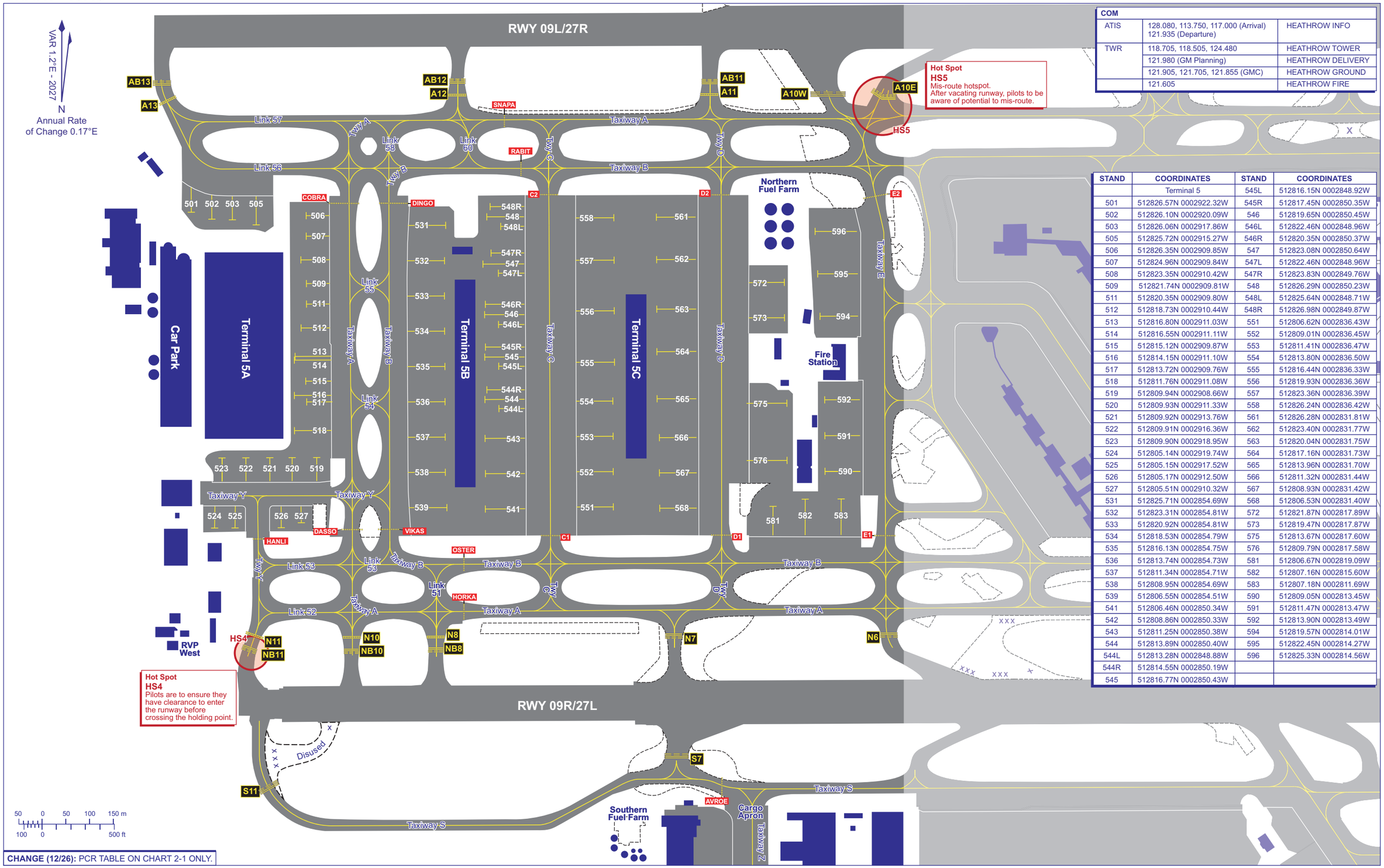
AERO INFO DATE 15 MAR 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 5 CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



COM		
ATIS	128.080, 113.750, 117.000 (Arrival) 121.935 (Departure)	HEATHROW INFO
TWR	118.705, 118.505, 124.480	HEATHROW TOWER
	121.980 (GM Planning)	HEATHROW DELIVERY
	121.905, 121.705, 121.855 (GMC)	HEATHROW GROUND
	121.605	HEATHROW FIRE

STAND	COORDINATES	STAND	COORDINATES
	Terminal 5	545L	512816.15N 0002848.92W
501	512826.57N 0002922.32W	545R	512817.45N 0002850.35W
502	512826.10N 0002920.09W	546	512819.65N 0002850.45W
503	512826.06N 0002917.86W	546L	512822.46N 0002848.96W
505	512825.72N 0002915.27W	546R	512820.35N 0002850.37W
506	512826.35N 0002909.85W	547	512823.08N 0002850.64W
507	512824.96N 0002909.84W	547L	512822.46N 0002848.96W
508	512823.35N 0002910.42W	547R	512823.83N 0002849.76W
509	512821.74N 0002909.81W	548	512826.29N 0002850.23W
511	512820.35N 0002909.80W	548L	512825.64N 0002848.71W
512	512818.73N 0002910.44W	548R	512826.98N 0002849.87W
513	512816.80N 0002911.03W	551	512806.62N 0002836.43W
514	512816.55N 0002911.11W	552	512809.01N 0002836.45W
515	512815.12N 0002909.87W	553	512811.41N 0002836.47W
516	512814.15N 0002911.10W	554	512813.80N 0002836.50W
517	512813.72N 0002909.76W	555	512816.44N 0002836.33W
518	512811.76N 0002911.08W	556	512819.93N 0002836.36W
519	512809.94N 0002908.66W	557	512823.36N 0002836.39W
520	512809.93N 0002911.33W	558	512826.24N 0002836.42W
521	512809.92N 0002913.76W	561	512826.28N 0002831.81W
522	512809.91N 0002916.36W	562	512823.40N 0002831.77W
523	512809.90N 0002918.95W	563	512820.04N 0002831.75W
524	512805.14N 0002919.74W	564	512817.16N 0002831.73W
525	512805.15N 0002917.52W	565	512813.96N 0002831.70W
526	512805.17N 0002912.50W	566	512811.32N 0002831.44W
527	512805.51N 0002910.32W	567	512808.93N 0002831.42W
531	512825.71N 0002854.69W	568	512806.53N 0002831.40W
532	512823.31N 0002854.81W	572	512821.87N 0002817.89W
533	512820.92N 0002854.81W	573	512819.47N 0002817.87W
534	512818.53N 0002854.79W	575	512813.67N 0002817.60W
535	512816.13N 0002854.75W	576	512809.79N 0002817.58W
536	512813.74N 0002854.73W	581	512806.67N 0002819.09W
537	512811.34N 0002854.71W	582	512807.16N 0002815.60W
538	512808.95N 0002854.69W	583	512807.18N 0002811.69W
539	512806.55N 0002854.51W	590	512809.05N 0002813.45W
541	512806.46N 0002850.34W	591	512811.47N 0002813.47W
542	512808.86N 0002850.33W	592	512813.90N 0002813.49W
543	512811.25N 0002850.38W	594	512819.57N 0002814.01W
544	512813.89N 0002850.40W	595	512822.45N 0002814.27W
544L	512813.28N 0002848.88W	596	512825.33N 0002814.56W
544R	512814.55N 0002850.19W		
545	512816.77N 0002850.43W		

CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

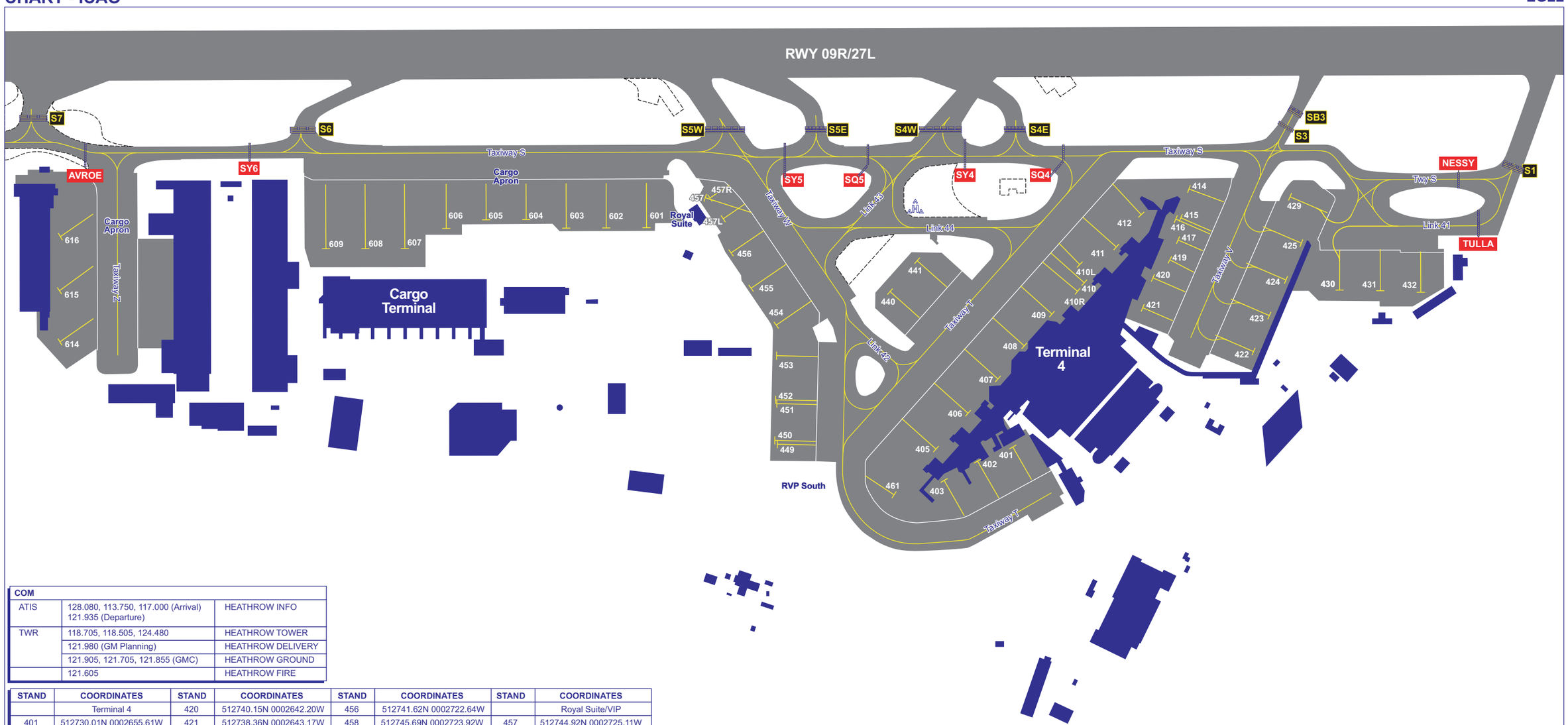
AERO INFO DATE 02 SEP 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 4 CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



COM		
ATIS	128.080, 113.750, 117.000 (Arrival) 121.935 (Departure)	HEATHROW INFO
TWR	118.705, 118.505, 124.480	HEATHROW TOWER
	121.980 (GM Planning)	HEATHROW DELIVERY
	121.905, 121.705, 121.855 (GMC)	HEATHROW GROUND
	121.605	HEATHROW FIRE

STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES
	Terminal 4	420	512740.15N 0002642.20W	456	512741.62N 0002722.64W		Royal Suite/VIP
401	512730.01N 0002655.61W	421	512738.36N 0002643.17W	458	512745.69N 0002723.92W	457	512744.92N 0002725.11W
402	512729.16N 0002658.98W	422	512735.74N 0002632.54W	461	512727.15N 0002706.98W	457L	512743.67N 0002723.40W
403	512728.01N 0002702.19W	423	512737.90N 0002631.03W			457R	512744.90N 0002724.67W
405	512729.89N 0002702.97W	424	512740.03N 0002629.44W		Cargo Apron		
406	512732.03N 0002659.91W	425	512742.24N 0002627.97W	601	512743.12N 0002730.74W	Hel aim pt	512744.27N 0002704.97W
407	512734.09N 0002657.04W	429	512745.02N 0002629.06W	602	512743.11N 0002734.60W		
408	512736.07N 0002654.52W	430	512739.43N 0002624.30W	603	512743.09N 0002738.43W		
409	512737.98N 0002651.87W	431	512739.39N 0002620.41W	604	512743.60N 0002742.27W		
410	512739.85N 0002648.78W	432	512739.31N 0002616.52W	605	512743.58N 0002746.11W		
410L	512740.95N 0002649.21W	440	512739.37N 0002707.48W	606	512743.06N 0002749.93W		
410R	512739.34N 0002649.41W	441	512741.19N 0002704.87W	607	512741.85N 0002753.90W		
411	512742.00N 0002645.70W	449	512730.17N 0002718.18W	608	512741.84N 0002757.68W		
412	512743.94N 0002643.33W	450	512730.39N 0002718.42W	609	512741.83N 0002801.46W		
414	512745.47N 0002638.75W	451	512732.60N 0002718.22W	614	512736.24N 0002826.93W		
415	512743.75N 0002639.52W	452	512732.82N 0002718.35W	615	512739.30N 0002827.00W		
416	512743.67N 0002640.01W	453	512735.47N 0002718.26W	616	512742.54N 0002826.93W		
417	512742.42N 0002639.79W	454	512737.30N 0002718.30W				
419	512741.23N 0002640.56W	455	512739.50N 0002720.71W				

VAR 1.2°E - 2027

N

Annual Rate of Change 0.17°E

50 0 50 100 150 m

100 0 500 ft

CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

AERO INFO DATE 02 SEP 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 3 CHART - ICAO

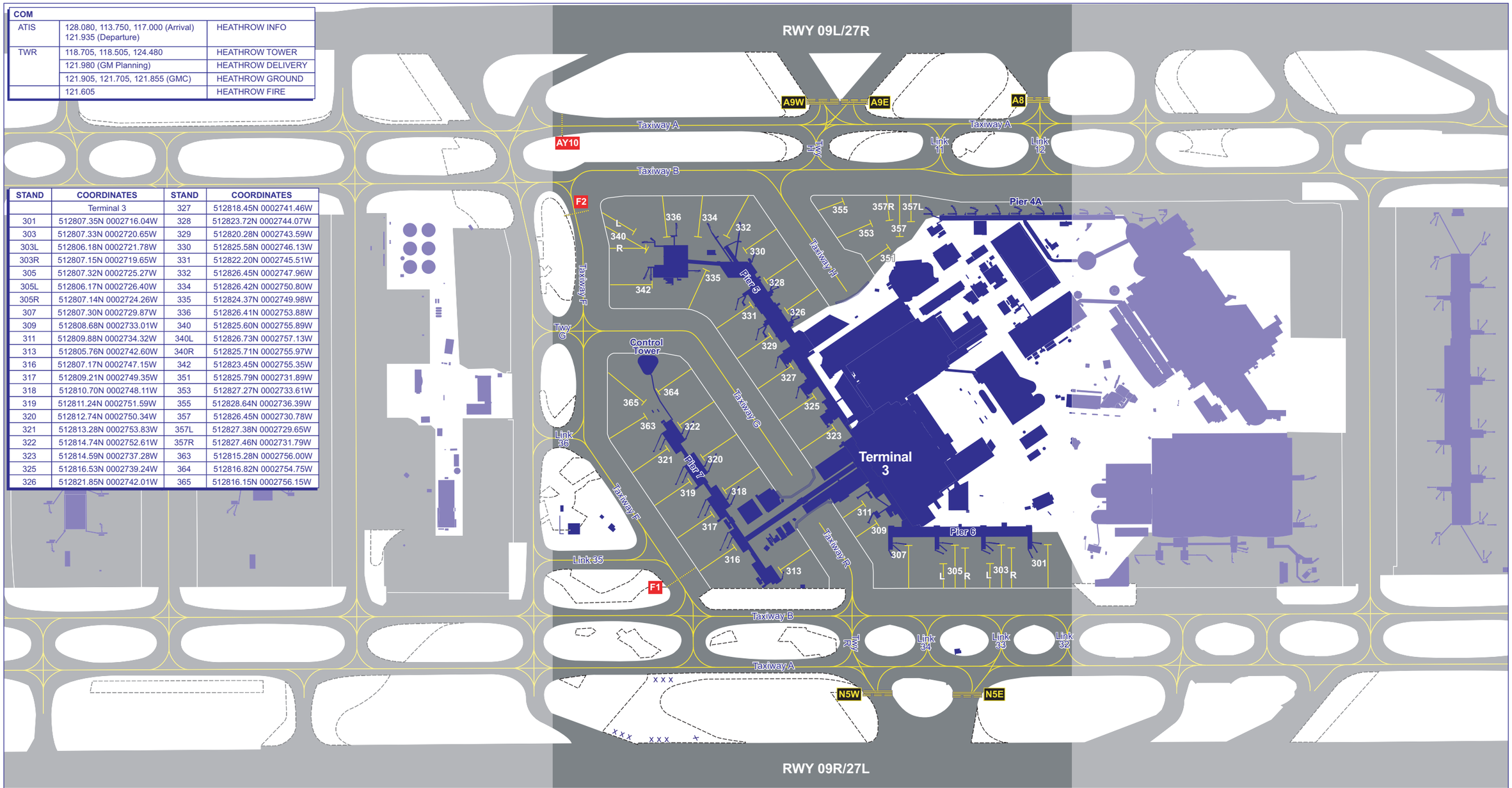
ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL

COM		
ATIS	128.080, 113.750, 117.000 (Arrival) 121.935 (Departure)	HEATHROW INFO
TWR	118.705, 118.505, 124.480	HEATHROW TOWER
	121.980 (GM Planning)	HEATHROW DELIVERY
	121.905, 121.705, 121.855 (GMC)	HEATHROW GROUND
	121.605	HEATHROW FIRE

STAND	COORDINATES	STAND	COORDINATES
	Terminal 3	327	512818.45N 0002741.46W
301	512807.35N 0002716.04W	328	512823.72N 0002744.07W
303	512807.33N 0002720.65W	329	512820.28N 0002743.59W
303L	512806.18N 0002721.78W	330	512825.58N 0002746.13W
303R	512807.15N 0002719.65W	331	512822.20N 0002745.51W
305	512807.32N 0002725.27W	332	512826.45N 0002747.96W
305L	512806.17N 0002726.40W	334	512826.42N 0002750.80W
305R	512807.14N 0002724.26W	335	512824.37N 0002749.98W
307	512807.30N 0002729.87W	336	512826.41N 0002753.88W
309	512808.68N 0002733.01W	340	512825.60N 0002755.89W
311	512809.88N 0002734.32W	340L	512826.73N 0002757.13W
313	512805.76N 0002742.60W	340R	512825.71N 0002755.97W
316	512807.17N 0002747.15W	342	512823.45N 0002755.35W
317	512809.21N 0002749.35W	351	512825.79N 0002731.89W
318	512810.70N 0002748.11W	353	512827.27N 0002733.61W
319	512811.24N 0002751.59W	355	512828.64N 0002736.39W
320	512812.74N 0002750.34W	357	512826.45N 0002730.78W
321	512813.28N 0002753.83W	357L	512827.38N 0002729.65W
322	512814.74N 0002752.61W	357R	512827.46N 0002731.79W
323	512814.59N 0002737.28W	363	512815.28N 0002756.00W
325	512816.53N 0002739.24W	364	512816.82N 0002754.75W
326	512821.85N 0002742.01W	365	512816.15N 0002756.15W



CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

AERO INFO DATE 02 SEP 26

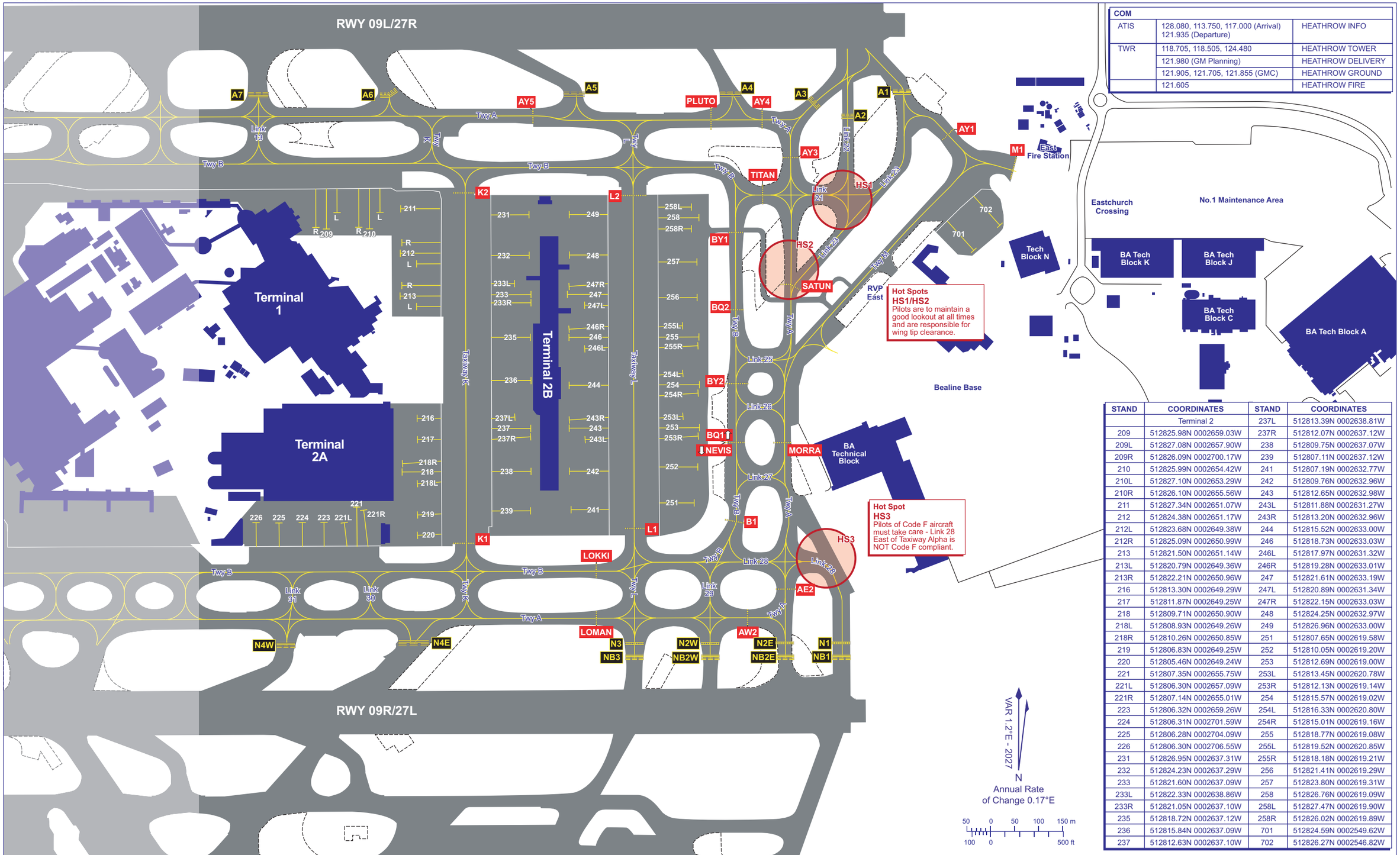
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 1 & 2
CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL

COM		
ATIS	128.080, 113.750, 117.000 (Arrival) 121.935 (Departure)	HEATHROW INFO
TWR	118.705, 118.505, 124.480	HEATHROW TOWER
	121.980 (GM Planning)	HEATHROW DELIVERY
	121.905, 121.705, 121.855 (GMC)	HEATHROW GROUND
	121.605	HEATHROW FIRE



STAND	COORDINATES	STAND	COORDINATES
	Terminal 2	237L	512813.39N 0002638.81W
209	512825.98N 0002659.03W	237R	512812.07N 0002637.12W
209L	512827.08N 0002657.90W	238	512809.75N 0002637.07W
209R	512826.09N 0002700.17W	239	512807.11N 0002637.12W
210	512825.99N 0002654.42W	241	512807.19N 0002632.77W
210L	512827.10N 0002653.29W	242	512809.76N 0002632.96W
210R	512826.10N 0002655.56W	243	512812.65N 0002632.98W
211	512827.34N 0002651.07W	243L	512811.88N 0002631.27W
212	512824.38N 0002651.17W	243R	512813.20N 0002632.96W
212L	512823.68N 0002649.38W	244	512815.52N 0002633.00W
212R	512825.09N 0002650.99W	246	512818.73N 0002633.03W
213	512821.50N 0002651.14W	246L	512817.97N 0002631.32W
213L	512820.79N 0002649.36W	246R	512819.28N 0002633.01W
213R	512822.21N 0002650.96W	247	512821.61N 0002633.19W
216	512813.30N 0002649.29W	247L	512820.89N 0002631.34W
217	512811.87N 0002649.25W	247R	512822.15N 0002633.03W
218	512809.71N 0002650.90W	248	512824.25N 0002632.97W
218L	512808.93N 0002649.26W	249	512826.96N 0002633.00W
218R	512810.26N 0002650.85W	251	512807.65N 0002619.58W
219	512806.83N 0002649.25W	252	512810.05N 0002619.20W
220	512805.46N 0002649.24W	253	512812.69N 0002619.00W
221	512807.35N 0002655.75W	253L	512813.45N 0002620.78W
221L	512806.30N 0002657.09W	253R	512812.13N 0002619.14W
221R	512807.14N 0002655.01W	254	512815.57N 0002619.02W
223	512806.32N 0002659.26W	254L	512816.33N 0002620.80W
224	512806.31N 0002701.59W	254R	512815.01N 0002619.16W
225	512806.28N 0002704.09W	255	512818.77N 0002619.08W
226	512806.30N 0002706.55W	255L	512819.52N 0002620.85W
231	512826.95N 0002637.31W	255R	512818.18N 0002619.21W
232	512824.23N 0002637.29W	256	512821.41N 0002619.29W
233	512821.60N 0002637.09W	257	512823.80N 0002619.31W
233L	512822.33N 0002638.86W	258	512826.76N 0002619.09W
233R	512821.05N 0002637.10W	258L	512827.47N 0002619.90W
235	512818.72N 0002637.12W	258R	512826.02N 0002619.89W
236	512815.84N 0002637.09W	701	512824.59N 0002549.62W
237	512812.63N 0002637.10W	702	512826.27N 0002546.82W

CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

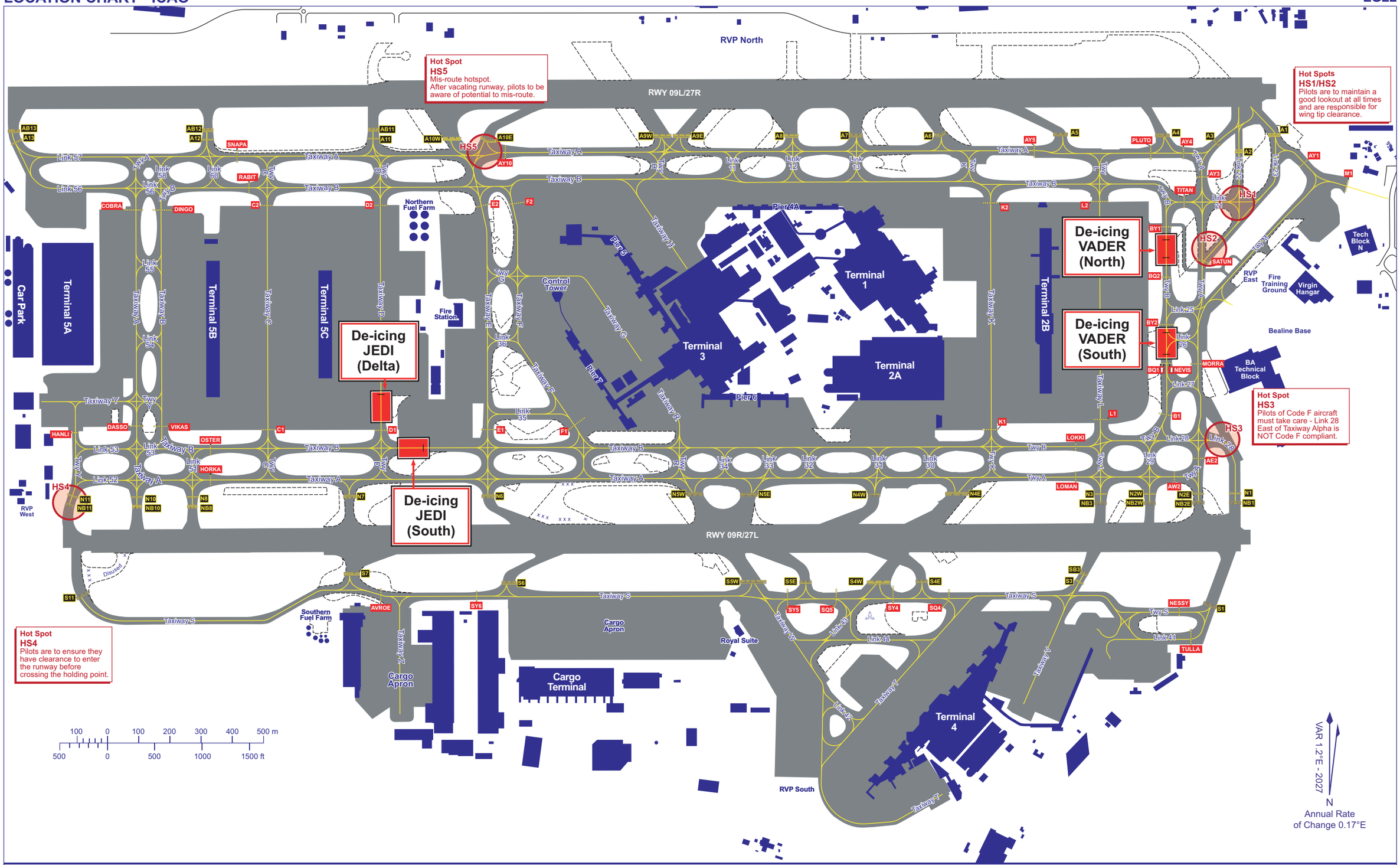
AERO INFO DATE 02 SEP 26

AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



CHANGE (13/25): MAG INFO REVISED.

AERO INFO DATE 01 OCT 25

EGGW — LONDON LUTON

EGGW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGGW — LONDON LUTON

EGGW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 515229N Long: 0002206W Mid point of Runway 07/25.
2	Direction and distance from city	1.5 NM E of Luton. 30.5 NM N of London.
3	Elevation / Reference temperature / Mean Low Temperature	527 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	152 FT
5	Magnetic Variation / Annual Change	1.23°E (2027) / 0.17°E
6	AD Administration Address Telephone	LONDON LUTON AIRPORT OPERATIONS LTD Percival House, Percival Way, Luton, Bedfordshire LU2 9NU. 01582-395229 (NATS Ltd) 01582-395029 (NATS Ltd - ATC Watch Manager) 01582-395451 (Airport Manager) 01582-395525 (Operations) 01582-405100 (Switchboard)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to ATC are recorded.

EGGW AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	-
4	AIS Briefing Office	Unattended Briefing System.
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	Unattended Briefing System.
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Refer to AD 2.20 item 1.

EGGW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Yes. Nearest railway siding: Luton 2.5 NM
2	Fuel and oil types	AVTUR JET A-1 100, W80, W100.
3	Fuelling facilities/capacity	Bowser
4	De-icing facilities	By arrangement with handling companies
5	Hangar space for visiting aircraft	By arrangement with based companies.
6	Repair facilities for visiting aircraft	Yes. By arrangement with local companies.

7	Remarks	Oxygen and related servicing: By arrangement with Luton based airlines. Fuel: Subject to surcharge. Out of hours contact: 01582-722244 (Shell UK Ltd). A nominated handling agent is Mandatory for all visiting aircraft. Any aircraft operator or aircrew requiring an aircraft and/or passenger handling service can obtain details from the following companies: Harrods Business Aviation 01582-589317; Frequency 131.450 MHz. Signature Flight Support: Terminal 1 01582-724182; Frequency 130.175 MHz; Terminal 2 01582-692330; Frequency 130.650 MHz. Swissport 01582-700900; Frequency 130.600 MHz. Menzies 07985-891605; Frequency 131.400 MHz. GH London 01582-395291; Frequency 131.935 MHz.

EGGW AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel at the Airport and other hotels in Luton.
2	Restaurants	Yes.
3	Transportation	Nearest railway station: Automated Guided People Mover (DART) to/from Luton Airport Parkway. Buses and Taxis.
4	Medical facilities	Limited first aid treatment and emergency services response.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	-
7	Remarks	-

EGGW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Category 8 and 9 by prior arrangement. RFF Category 9 provided with RFF Category 8 under remission.
2	Rescue equipment	In accordance with UK (EU) Regulation 139/2014, as per Aerodrome Manual.
3	Capability for removal of disabled aircraft	Limited recovery available. Contact 01582-395451.
4	Remarks	National airlines and/or larger independent airlines should plan to fly in appropriate salvage equipment and should be part of the airline pooling arrangement or have recovery procedures in place.

EGGW AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing, Sanding/Gritting.
2	Clearance priorities	Standard. See AD 1.2.2
3	Remarks	-

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

1	Apron surface and strength	APRON Surface: . Stand 54: Concrete Stand 56: Concrete Stand 58 (Central portion): Concrete Stand 58 (Outer portion): Concrete Stand 80-81: Concrete Stand 62: Concrete Stand 71: Concrete Stand 71: Asphalt. Stand 54: PCR 460/R/C/W/U Stand 56: PCR 360/R/C/W/U Stand 58 (Central portion): PCR 1270/R/D/W/T Stand 58 (Outer portion): PCR 750/R/D/W/T Stand 80-81: PCR 360/R/C/W/U Stand 62: PCR 360/R/C/W/U Stand 71: PCR 360/R/C/W/U Stand 71: PCR 350/F/C/X/U CARGO APRON Surface: Concrete PCR 705/R/C/W/U DELTA APRON Surface: Concrete Stands 90-93: PCR 645/R/A/W/T EAST APRON Surface: Concrete Stands 43L-49: PCR 690/R/C/W/U ERUB APRON Surface: Concrete Stands 101-102: PCR 440/R/C/W/T Stand 103: PCR 780/R/B/W/T MAIN APRON Surface: . Stand 1R: Concrete/Asphalt Stand 1: Concrete/Asphalt/Block Paving Stand 2: Asphalt/Block Paving Stand 3: Asphalt/Block Paving Stand 4: Asphalt/Block Paving Stand 5: Asphalt/Block Paving Stand 6: Concrete/Asphalt/Block Paving Stand 7: Concrete/Asphalt/Block Paving Stand 8: Concrete/Asphalt/Block Paving Stand 9: Concrete/Asphalt/Block Paving Stand 9L: Concrete/Asphalt Stand 60: Concrete Stands 10R-15L: Concrete/Asphalt Stands 16-19: Block Paving. Stand 1R: PCR 170/R/C/W/T Stand 1: PCR 205/R/C/X/T Stand 2: PCR 525/R/C/X/T Stand 3: PCR 450/R/C/X/T Stand 4: PCR 430/R/C/X/T Stand 5: PCR 205/R/C/X/T Stand 6: PCR 650/R/C/X/T Stand 7: PCR 625/R/C/X/T Stand 8: PCR 205/R/C/X/T Stand 9: PCR 685/R/C/W/T Stand 9L: PCR 685/R/C/W/T Stand 60: PCR 490/R/C/W/U Stands 10R-15L: PCR 100/R/A/W/T Stands 16-19: PCR 400/F/C/X/U NORTH APRON Surface: Concrete Stand 61: PCR 490/R/C/W/U Stands 72-76: PCR 690/R/C/W/U Stands 77-78: PCR 940/R/D/W/T Stand 79: PCR 740/R/D/W/T SOUTH APRON Surface: Concrete Stands 20-23: PCR 690/R/C/W/U

2	Taxiway width, surface and strength	Taxiway A: 23 M Surface: . RWY - Hold A1: Asphalt Holds A1-A3: Concrete Holds A3-A8: Asphalt. RWY to Hold A1: PCR 1070/F/D/X/T Hold A1-A3: PCR 1069/R/D/W/T Hold A3-A8: PCR 760/F/C/X/T Taxiway B: 23 M Surface: Asphalt RWY to Hold B6: PCR 945/F/D/X/T Hold B6-B8: PCR 575/F/C/X/U Hold B8-E1 (Main Apron): PCR 570/F/C/X/T Taxiway C: 23 M Surface: Asphalt PCR: 760/F/C/X/T Taxiway D: 23 M Surface: Asphalt PCR: 760/F/C/X/T Taxiway E: 19 M Surface: Concrete Hold E1-E2: PCR 725/R/C/W/T Hold E2-E3: PCR 910/R/C/W/T Taxiway F: 23 M Surface: Concrete PCR: 960/R/C/W/T Taxiway G: 23 M Surface: Asphalt PCR 760/F/C/X/T Taxiway H: 23 M Surface: Asphalt PCR: 575/F/C/X/U Taxiway K: 23 M Surface: Asphalt PCR 830/R/C/W/T
3	Altimeter checkpoint location and elevation	South Apron 516 FT Cargo Apron 501 FT East Apron 499 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Longitudinal slopes: Taxiway Echo exceeds 1.5% slope (1.7%) Transverse slopes: Alpha A4 to A6 1.52% to 1.59% Golf 1 to A4 1.52% to 1.59% Bravo 1.53% to 1.63% Between Charlie 1 and RWY 1.53% Delta 1.51% to 1.65%

EGGW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	All stands are marked for nose in parking, with the exception of stands 54, 56, 58, 62, 71, 80 and 81. London Luton Airport operates a combination of stand configurations such as Standard Apron/Stand, and Multiple Aircraft Ramp System (MARS). All stands will have a single yellow centre-line. Each stand has an individual stand number. MARS stands consist of a main centre-line and have two subsidiary centre-lines either side of the main centre-line. These subsidiary centre-lines are given the designation of the stand number with L (Left) and R (Right) added. Aircraft parking on all stands is by marshallers' instructions, pilots must hold on the taxiway centreline until signalled to enter their designated stand by a marshaller. The presence of a marshaller should indicate a safety check of the stand has been made by the handling agent prior to aircraft arrival and indicates it is safe to enter the stand. No aircraft is permitted to enter the stand without a marshaller present. Aircraft may be instructed to park on Taxiway Foxtrot at holding points F1, F2, F3 and F4 under their own power without the guidance of a marshaller. Main Apron stands: Transverse slopes 1 = 1.08%, 2 = 1.31%, 3-4 = 1.45% Longitudinal Slopes 5 = 1.45% to 1.30%, 6 = 1.08% to 1.63%, 7 = 1.24% to 1.45%, 8 = 1.38% to 1.49% Delta Apron stands: Transverse slopes 90 = 1.01% to 1.19%, 91 = 1.04% to 1.13%, 92 = 1.01% to 1.23% North Apron stands: Transverse slopes 77 = 1.3%, 78 = 1.4%, 79 = 1.1% Longitudinal slopes. Stand 79 = 1.5% ERUB stands: Transverse slopes 101 = 1.23%, 102 = 1.03% Cargo Apron stands: On Stand 31 the transverse slope at the rear of stand is 1.67% to 1.97% and the longitudinal is 1.10%.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Runway designation, runway threshold, runway centre-line and touchdown zone markings. Lead-offs from the runway are marked by a continuous yellow line from the centre-line of the runway. Runway light(s): Threshold - HI green lights. Edge - HI white lights. Centreline - HI colour coded white/red lights. Touchdown zone - HI white lights. Stop end - HI red lights. Colour coded amber/green lights indicate the runway turn-off routes to the CAT III stop bars. Taxiway marking aid(s): Enhanced centre-line and Runway Ahead Markings at A1, G1, B1, C1 & H1. 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 PCR 820/F/C/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 PCR 820/F/C/X/T SWY surface: Asphalt, Non grooved -	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.
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	
		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.
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.
VOR/DME 1.32°E (2027) 1.2°E (2025)	BPK	122X 117.500 MHz	H24	514459.05N 0000624.25W	392 FT	VOR DOC: 20 NM/50,000 FT (40 NM/50,000 FT in Sector R254-074 and 65 NM/50,000 FT in Sector R314-349). DME DOC: 40 NM/50,000 FT (80 NM/50,000 FT in Sector R284-359).

EGGW AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Luton CTR.
b) All flights operating at London Luton Airport require a slot allocation by Airport Coordination Ltd (ACL). Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 0208-564 0614; or Fax: 0208-564 0691 or at all other times to London Luton Airport Operations Control Centre: 01582-395525. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.
c) Aircraft operators are required to have made prior arrangements for ground handling with an Airline or Ground Handling Agent based at London Luton Airport. This includes diversion events, however nothing in this procedure shall prevent an aircraft that has declared an emergency from landing.
d) Aircraft operating at London Luton Airport without the required acceptance from Airport Co-ordination Ltd and/or without prior arrangement for ground handling services will incur a financial penalty payable to the Airport Authority prior to the aircraft leaving London Luton.

e) Aircraft using London Luton Airport do so in accordance with London Luton Airport's Conditions of Use document available on request from London Luton Airport Operations Ltd. http://www.london-luton.co.uk/en/content/8/1259/operations.html.
f) The airport is available only to pilots holding a current licence. The minimum required is a Private Pilot Licence.
g) Aircraft unable to communicate with ATC by radio will not be accepted.
h) London Luton Airport is not equipped to handle radioactive materials and therefore aircraft carrying such material will not be accepted. In the event that an aircraft carrying radioactive materials has no alternative but to divert to Luton, the pilot must inform Luton ATC on first contact.
i) VFR aircraft operating into or out of Luton Airport should file a flight plan in advance. In exceptional circumstances 'booking out' may be made with ATC by telephone on 01582-395029; 'booking out' of flights by RTF will not be accepted.
j) Cross-bleed engine starts are not permitted on any stand. All such engine starts must be undertaken on the adjacent taxiway or apron taxiway centre-line and approval must be obtained from ATC in advance. Cross-bleed engine starts on the East Apron must only be undertaken with the approval of ATC, at the entrance to the apron.
k) Fixed-wing aircraft except when in the service of a police authority and authorised by ATC, must not operate over any apron below a height of 1000 FT.
l) 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.
m) 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

a) 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.
b) 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.
c) 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.
d) Engine start-up and pushback from stands must not take place until positive clearance to do so has been received from ATC.
e) 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.
f) It is the aircraft Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.
g) Aircraft pushing-back from stands 43L, 44L, 44R, 45R, 46, 47, 48 and 49 must not infringe Taxiway Delta without specific clearance from ATC.
h) 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 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-manoeuvering 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.

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 215º 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 (WICEK) 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)
	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 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 (OSWAH) from Bovingdon VOR.*

Note 4: *The crossing points and altitudes are detailed at AD 2-EGGW-6-1 to 6-6 charts of the Standard Instrument Departure procedures for aircraft departing the airport via the Airways System. The Standard Departure Route procedures for aircraft departing outside the Airways System are detailed at AD 2-EGGW-6-7 to 6-9.*

6 GROUND RUNNING AND TESTING OF AIRCRAFT ENGINES

a) The ground running and testing of the engines of any aircraft other than at ground idle power setting shall be carried out only in the designated areas.
b) The aircraft shall be positioned in such a manner that the jet blast will not impinge on any runway, taxiway, aircraft, equipment installation, or other property of the airport or third party.
c) ATC shall be notified by radio at the commencement and cessation of each run and the following information should be provided:

   i. The aircraft's registration number or letters;
   ii. The aircraft's position on the airport;
   iii. The percentage power setting anticipated; and
   iv. The expected duration of the engine run.

d) A single engine run at ground idle power settings may be undertaken provided that:

   i. the aircraft is positioned so as to cause no damage or inconvenience to persons or property;
   ii. the engine run does not exceed 10 minutes;
   iii. a person is at all times in attendance outside the aircraft to ensure the safety of persons and property during the engine run;
   iv. Continuous radio contact is maintained with air traffic control, from whom permission to start the engine(s) must be obtained and to whom notification must be given when the engine run is completed.

e) Engine ground running and testing will normally be permitted within the following periods:

   i. Weekdays: between 0600-2300 (0500-2200)
   ii. Saturdays, Sundays and Public Holidays: between 0700-2300 (0600-2200);
   iii. In exceptional circumstances, operators can apply to Airport Operations for permission to operate outside this period.

7 NIGHT NOISE RESTRICTIONS

a) Chapter 2 aircraft are not permitted to operate during the periods of 2300-0700 (2200-0600);
b) The aircraft with a QC value of greater than 1 must not operate during the night period.
c) All departure flights recording a level above 78 dB, 6.5 KM from 'start of roll' during the night period will be subject to a nominal fine, as defined in LLA's Charges and Conditions of Use.

d) Aircraft scheduled (SIBT) to arrive during the early morning shoulder period 0610-0705 (0510-0605), will not be accepted earlier than 0600 (0500).
e) Aircraft scheduled (SIBT) to arrive during the day period 0710-2300 (0610-2200) will not be accepted earlier than 0700 (0600).

8 NOISE ABATEMENT PROCEDURES FOR HELICOPTERS

a) Fixed-wing aircraft and helicopters operating under VFR or SVFR to the south of Luton Airport should endeavour to avoid overflying built-up areas and isolated properties south of the boundary.

EGGW AD 2.22 FLIGHT PROCEDURES

1 THE ARRIVAL CODE OF PRACTICE (ACOP) AND DEPARTURE CODE OF PRACTICE (DCOP)

The voluntary Code of Practice has been compiled by Flight Operations and Air Traffic Control to give advice on the operational techniques aimed at improving the environmental impacts of aircraft operations through operational best practice. The Arrival Code of Practice (ACOP) and Departure Code of Practice (DCOP) can be found on the LLA website - https://www.london-luton.co.uk/corporate/lla-publications/operations. Nothing in this Code shall take precedence over the requirement for safe operation and control of aircraft at all times. For the avoidance of doubts, all recommendations are to be read as being subject to the requirements of safety and manufacturer/aircraft flight manual limits.

2 PROCEDURES FOR INBOUND AIRCRAFT UNDER IFR

a) Inbound via the ATS Route Network

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;
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 ENR1.1 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.

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 2500FT 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 MATCH 3C DET 8C - 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 2B 2C - ICAO
AD 2.EGGW-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 OLNEY 3B - ICAO
AD 2.EGGW-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 07 OLNEY 3C - 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
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

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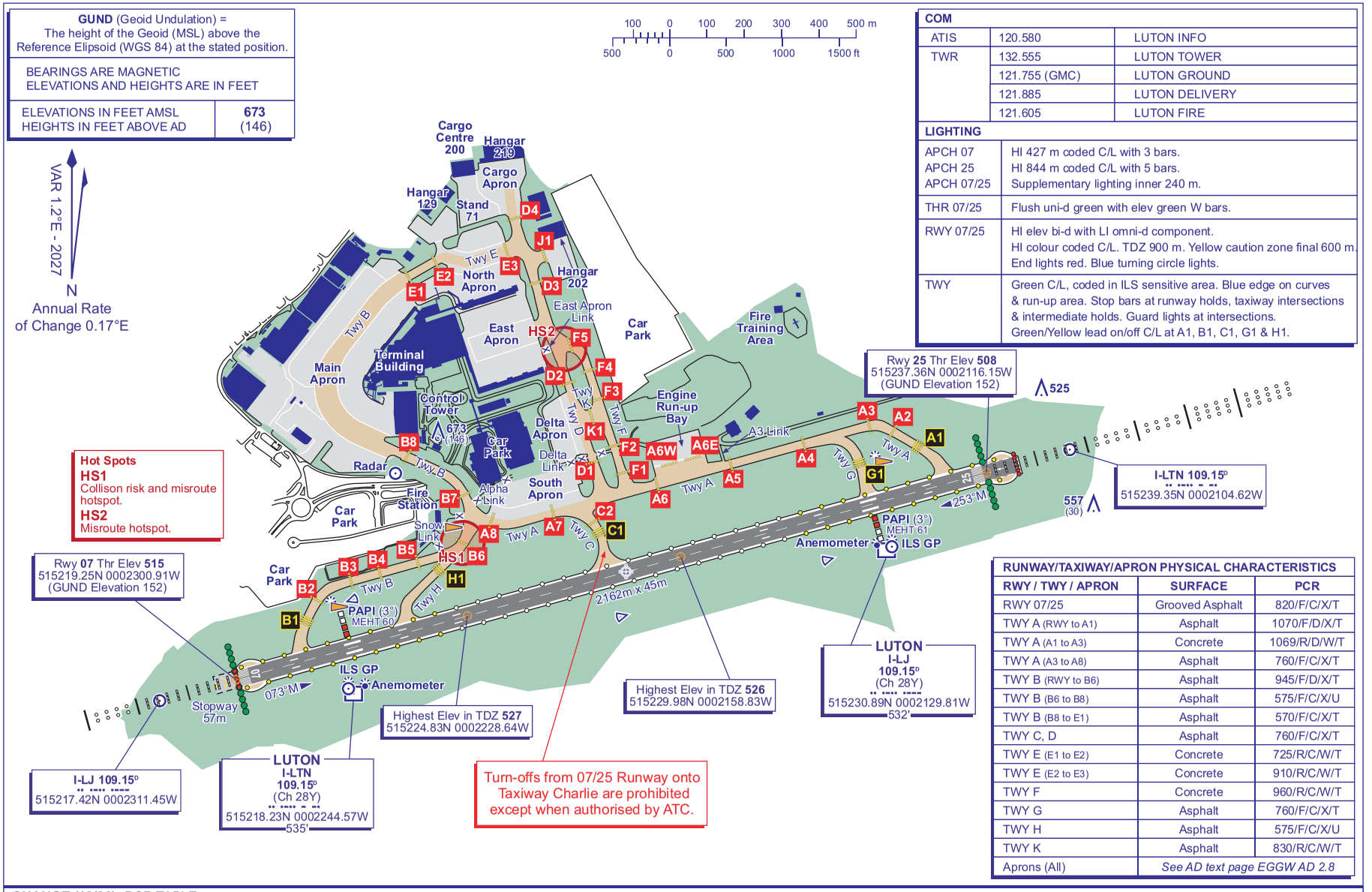
AERODROME CHART - ICAO

ARP 515229N 0002206W

AD ELEV 527FT

LONDON LUTON
EGGW

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL — **673** HEIGHTS IN FEET ABOVE AD — (146)



Hot Spots

HS1
Collison risk and misroute hotspot.

HS2
Misroute hotspot.

COM		
ATIS	120.580	LUTON INFO
TWR	132.555	LUTON TOWER
	121.755 (GMC)	LUTON GROUND
	121.885	LUTON DELIVERY
	121.605	LUTON FIRE

LIGHTING	
APCH 07 APCH 25 APCH 07/25	HI 427 m coded C/L with 3 bars. HI 844 m coded C/L with 5 bars. Supplementary lighting inner 240 m.
THR 07/25	Flush uni-d green with elev green W bars.
RWY 07/25	HI elev bi-d with LI omni-d component. HI colour coded C/L. TDZ 900 m. Yellow caution zone final 600 m. End lights red. Blue turning circle lights.
TWY	Green C/L, coded in ILS sensitive area. Blue edge on curves & run-up area. Stop bars at runway holds, taxiway intersections & intermediate holds. Guard lights at intersections. Green/Yellow lead on/off C/L at A1, B1, C1, G1 & H1.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCR**
RWY 07/25	Grooved Asphalt	820/F/C/X/T
TWY A (RWY to A1)	Asphalt	1070/F/D/X/T
TWY A (A1 to A3)	Concrete	1069/R/D/W/T
TWY A (A3 to A8)	Asphalt	760/F/C/X/T
TWY B (RWY to B6)	Asphalt	945/F/D/X/T
TWY B (B6 to B8)	Asphalt	575/F/C/X/U
TWY B (B8 to E1)	Asphalt	570/F/C/X/T
TWY C, D	Asphalt	760/F/C/X/T
TWY E (E1 to E2)	Concrete	725/R/C/W/T
TWY E (E2 to E3)	Concrete	910/R/C/W/T
TWY F	Concrete	960/R/C/W/T
TWY G	Asphalt	760/F/C/X/T
TWY H	Asphalt	575/F/C/X/U
TWY K	Asphalt	830/R/C/W/T
Aprons (All)	*See AD text page EGGW AD 2.8*	

CHANGE (12/26): PCR TABLE.

AIRCRAFT PARKING/DOCKING CHART - ICAO

LONDON LUTON EGGW

AD ELEV 527FT

ARP 515229N 0002206W

COM		
ATIS	120.580	LUTON INFO
TWR	132.555	LUTON TOWER
	121.755 (GMC)	LUTON GROUND
	121.885	LUTON DELIVERY
	121.605	LUTON FIRE

STAND	COORDINATES	STAND	COORDINATES
1	515242.66N 0002241.91W	43L	515250.77N 0002228.17W
1R	515242.05N 0002239.81W	44L	515250.91N 0002225.91W
2	515243.26N 0002243.55W	44R	515251.63N 0002223.95W
3	515244.15N 0002244.43W	45R	515251.77N 0002221.68W
4	515245.28N 0002244.49W	46	515245.66N 0002225.46W
5	515246.26N 0002243.90W	47	515246.08N 0002223.35W
6	515247.42N 0002242.67W	48	515246.51N 0002221.25W
7	515248.53N 0002241.28W	49	515246.94N 0002219.14W
8	515249.70N 0002239.81W	56	515243.18N 0002256.08W
9	515250.78N 0002238.38W	58	515247.21N 0002258.82W
9L	515251.55N 0002237.12W	60	515252.72N 0002233.73W
10R	515254.38N 0002242.94W	61	515253.29N 0002232.35W
11L	515252.17N 0002245.74W	72	515254.10N 0002222.81W
11R	515253.27N 0002244.34W	73	515253.40N 0002225.23W
12R	515251.03N 0002247.18W	74	515253.67N 0002224.92W
13L	515248.83N 0002249.98W	75	515253.25N 0002227.03W
13R	515249.93N 0002248.58W	76	515252.81N 0002229.14W
14L	515247.72N 0002251.37W	77	515258.38N 0002225.22W
15	515246.78N 0002252.49W	78	515257.95N 0002227.33W
15L	515246.62N 0002252.77W	79	515257.65N 0002228.97W
16	515238.95N 0002247.43W	80	515257.00N 0002232.94W
17	515237.71N 0002246.19W	81	515255.44N 0002240.20W
18	515237.54N 0002243.08W	90	515238.60N 0002215.69W
19	515237.37N 0002241.31W	91	515239.89N 0002216.44W
20	515235.72N 0002224.51W	92	515241.21N 0002217.07W
21	515236.25N 0002222.15W	93	515242.39N 0002217.61W
21L	515235.66N 0002222.67W	101	515239.33N 0002201.96W
21R	515236.34N 0002220.67W	102	515239.63N 0002159.79W
22	515236.86N 0002218.60W	103	515240.06N 0002157.68W
23L	515237.08N 0002216.39W	Hold F1	515237.18N 0002206.98W
23R	515237.56N 0002214.30W	Hold F2	515239.56N 0002208.25W
30	515303.47N 0002226.31W	Hold F3	515243.57N 0002210.38W
31	515303.85N 0002221.68W	Hold F4	515246.02N 0002211.68W

Tug Release Point with a/c taxi orientation. TRP

Hot Spots
HS1 Collison risk and misroute hotspot.
HS2 Misroute hotspot.

Turn-offs from 07/25 Runway onto Taxiway Charlie are prohibited except when authorised by ATC.

VAR 1.2°E - 2027
Annual Rate of Change 0.17°E

50 0 50 100 150 m
100 0 500 ft

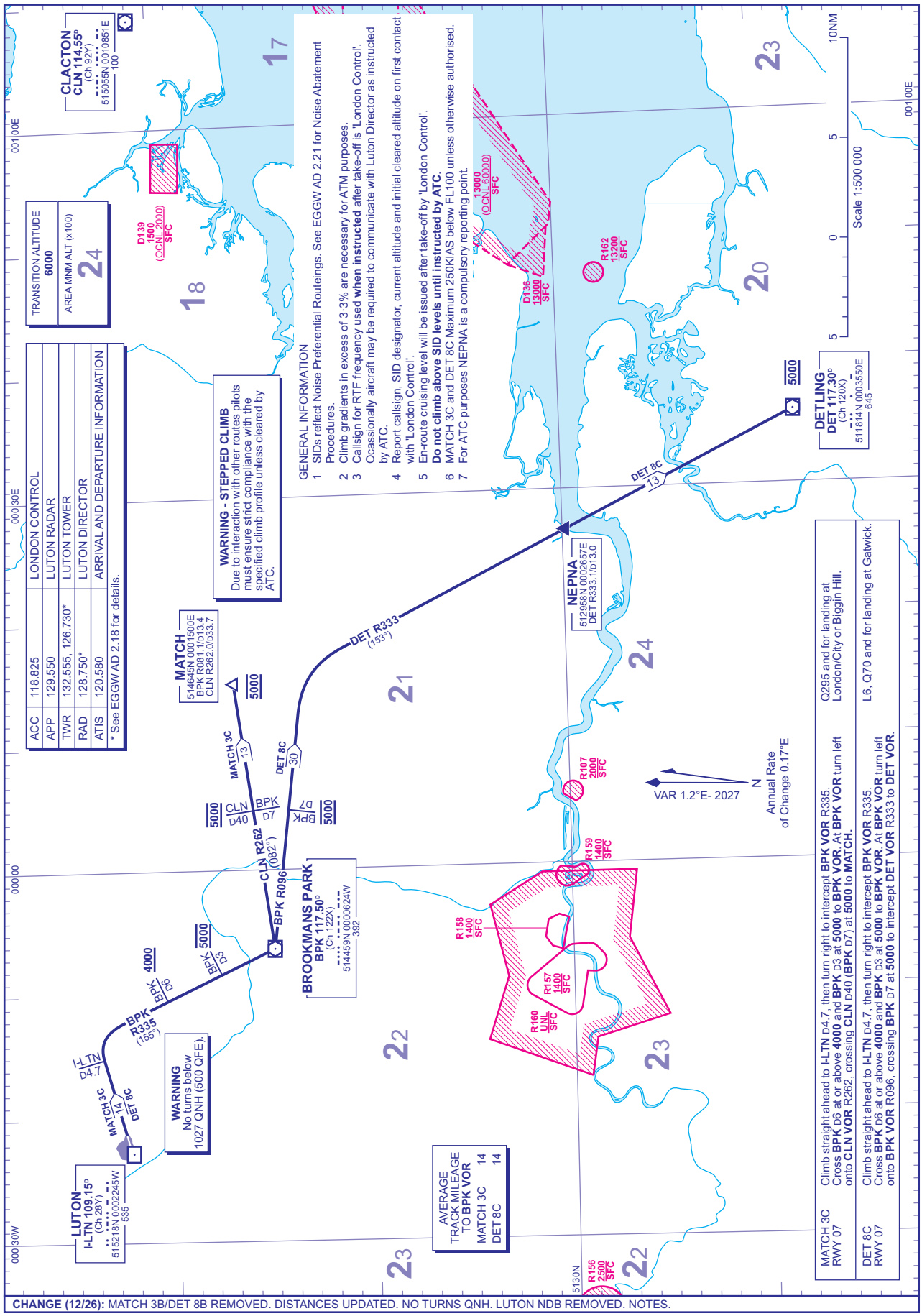
CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

AERO INFO DATE 02 SEP 26

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON LUTON
RWY 07
MATCH 3C DET 8C



CHANGE (12/26): MATCH 3B/DET 8B REMOVED. DISTANCES UPDATED. NO TURNS QNH. LUTON NDB REMOVED. NOTES.

AERO INFO DATE 22 SEP 26

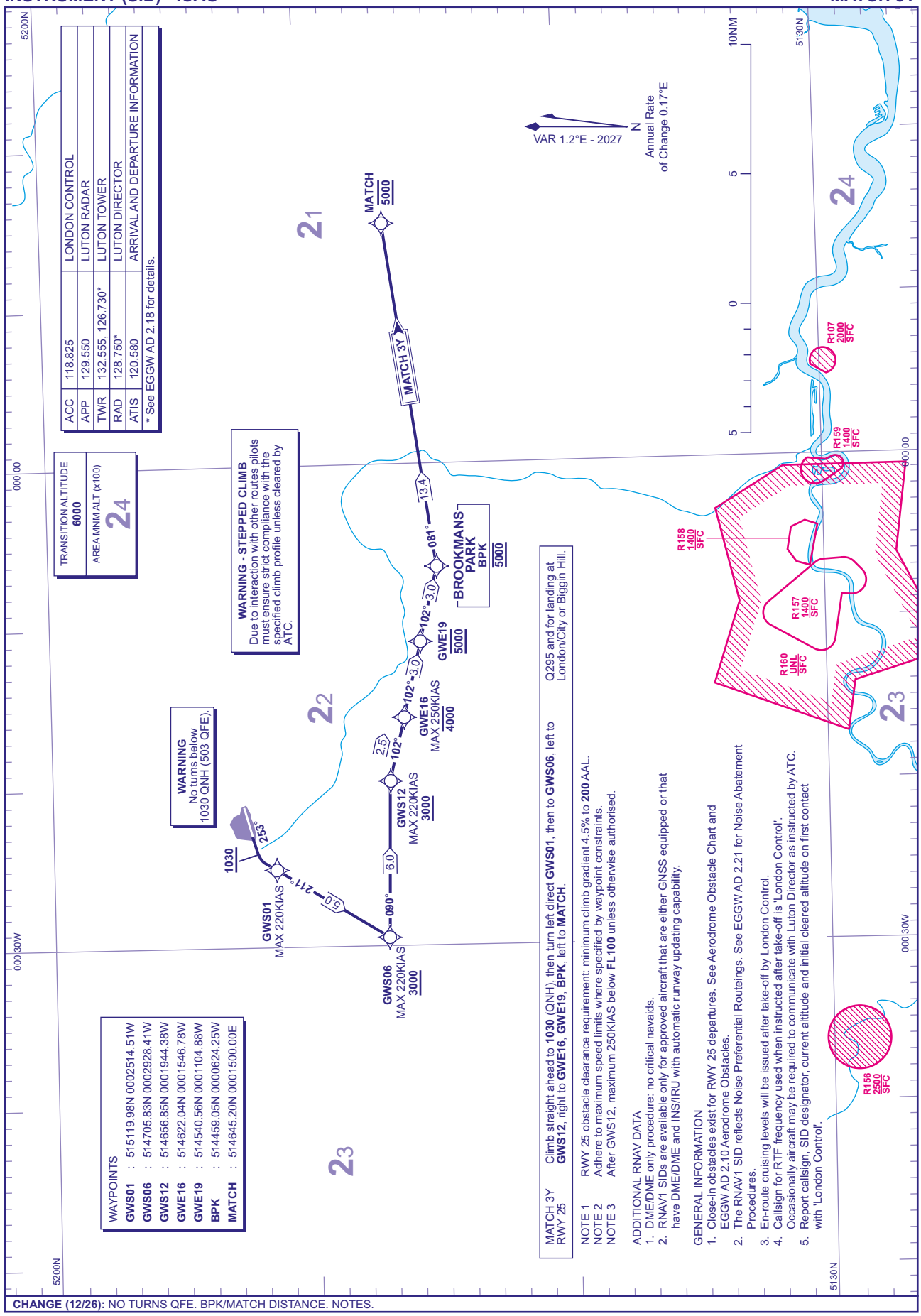
AD 2-EGGW-6-1

I

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

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

LONDON LUTON
RWY 25
MATCH 3Y



CHANGE (12/26): NO TURNS QFE. BPK/MATCH DISTANCE. NOTES.

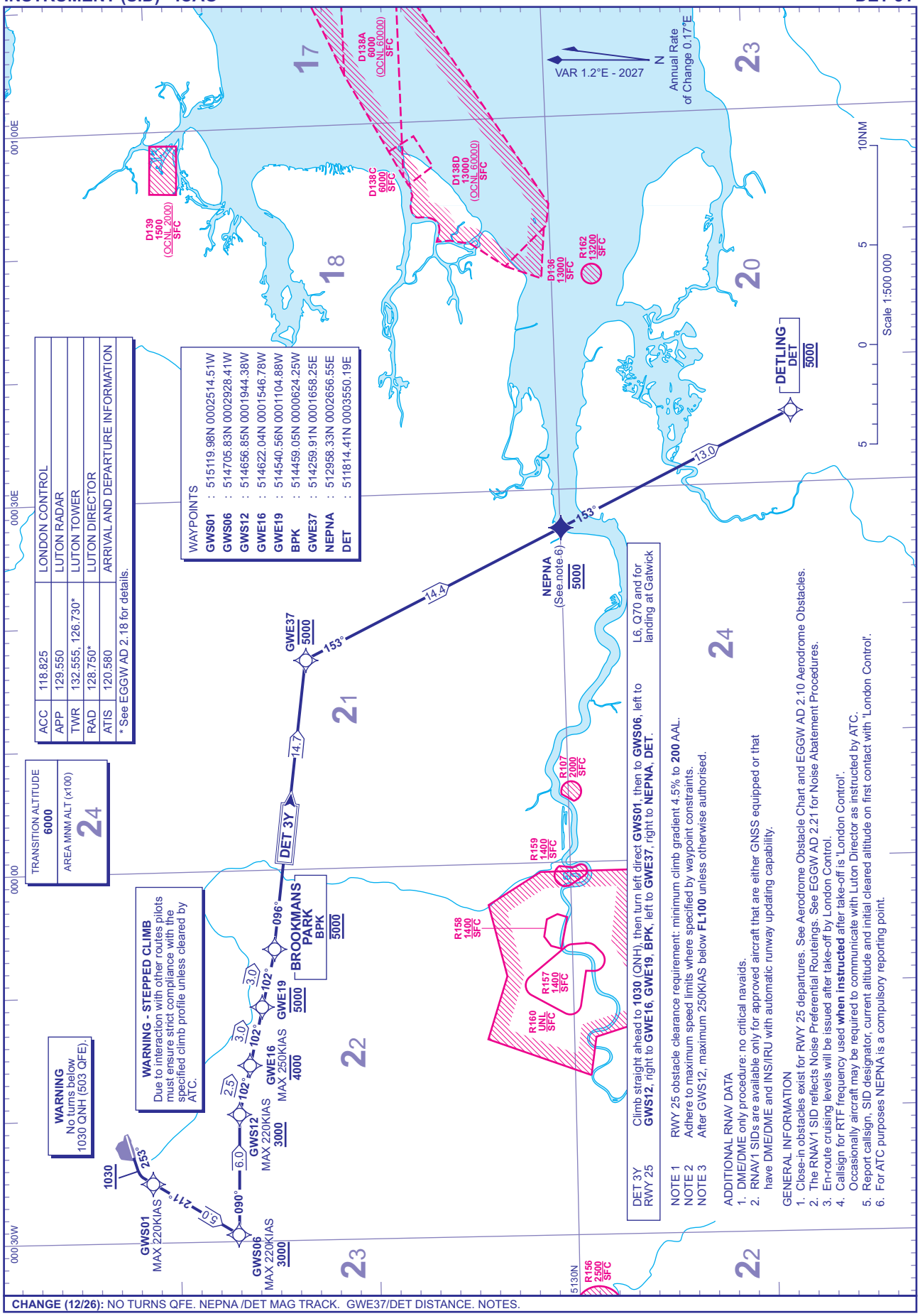
AERO INFO DATE 03 SEP 26

AD 2-EGGW-6-2

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

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

LONDON LUTON
RWY 25
DET 3Y



CHANGE (12/26): NO TURNS QFE. NEPNA /DET MAG TRACK. GWE37/DET DISTANCE. NOTES.

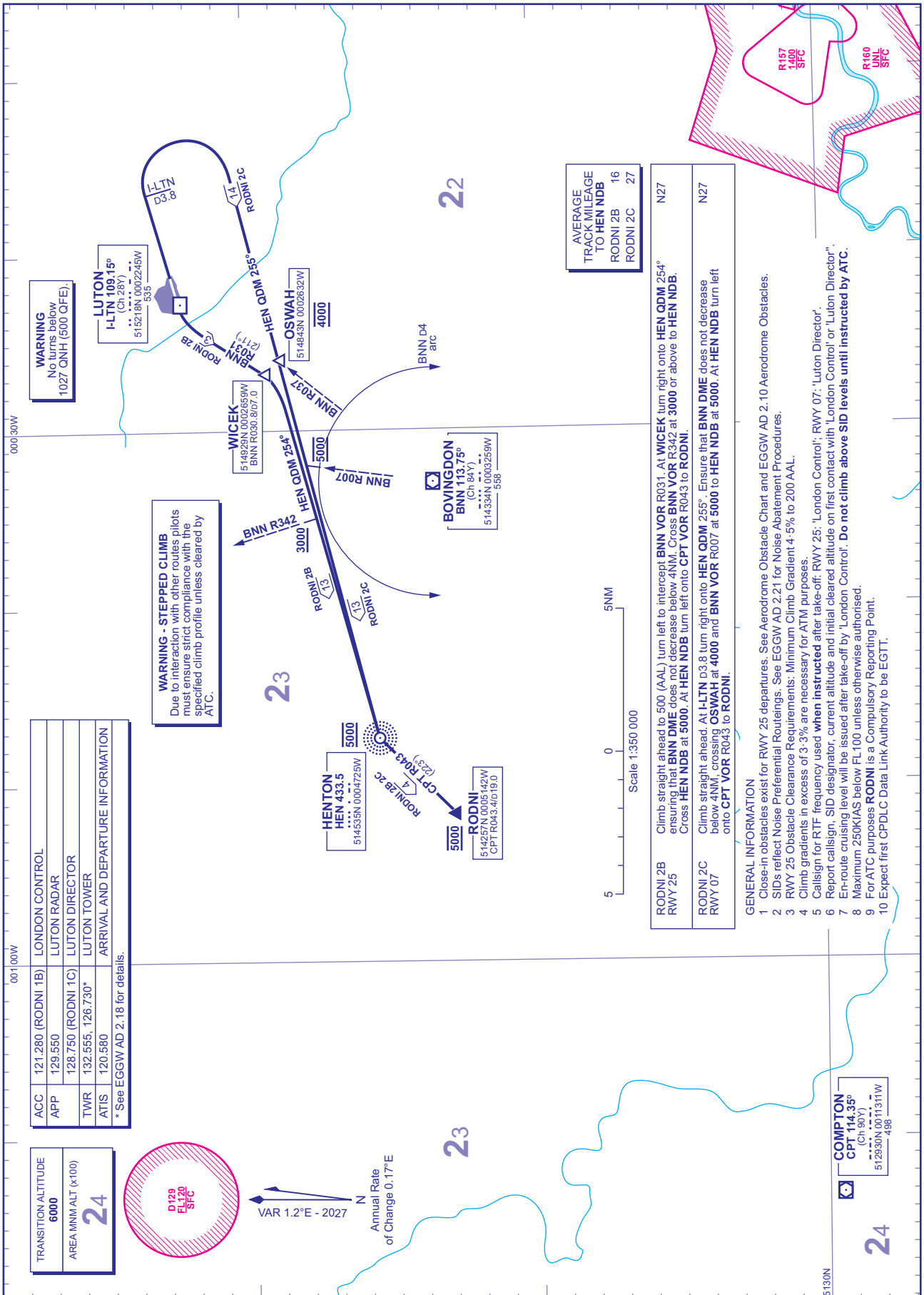
AERO INFO DATE 14 SEP 26

AD 2-EGGW-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON LUTON
RWY 07 25
RODNI 2B 2C



CHANGE (12/26): WICEK AND OSWAH POINTS ADDED TO ROUTES AND REDESIGNATED RODNI 2B/2C. DISTANCES UPDATED. NO TURNS QNH. NOTES.

AERO INFO DATE 17 SEP 26

AD 2-EGGW-6-4

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

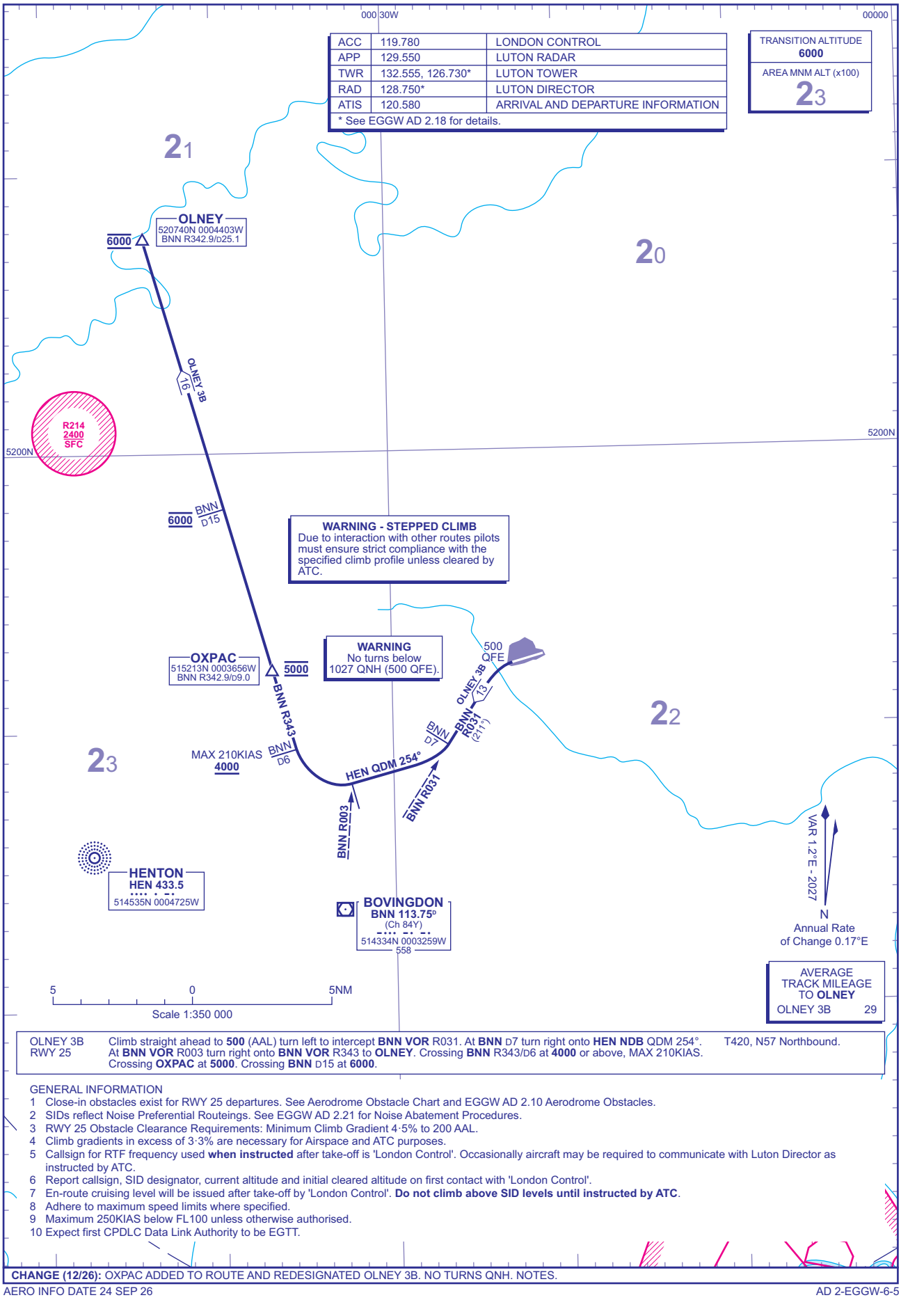
LONDON LUTON
RWY 25
OLNEY 3B

ACC	119.780	LONDON CONTROL
APP	129.550	LUTON RADAR
TWR	132.555, 126.730*	LUTON TOWER
RAD	128.750*	LUTON DIRECTOR
ATIS	120.580	ARRIVAL AND DEPARTURE INFORMATION

* See EGGW AD 2.18 for details.

TRANSITION ALTITUDE
6000

AREA MNM ALT (x100)
23



AVERAGE TRACK MILEAGE TO **OLNEY**
OLNEY 3B 29

OLNEY 3B RWY 25	Climb straight ahead to **500** (AAL) turn left to intercept **BNN VOR** R031. At **BNN** D7 turn right onto **HEN NDB** QDM 254°. At **BNN VOR** R003 turn right onto **BNN VOR** R343 to **OLNEY**. Crossing **BNN** R343/D6 at **4000** or above, MAX 210KIAS. Crossing **OXPAC** at **5000**. Crossing **BNN** D15 at **6000**.	T420, N57 Northbound.

GENERAL INFORMATION
1 Close-in obstacles exist for RWY 25 departures. See Aerodrome Obstacle Chart and EGGW AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGGW AD 2.21 for Noise Abatement Procedures.
3 RWY 25 Obstacle Clearance Requirements: Minimum Climb Gradient 4·5% to 200 AAL.
4 Climb gradients in excess of 3·3% are necessary for Airspace and ATC purposes.
5 Callsign for RTF frequency used **when instructed** after take-off is 'London Control'. Occasionally aircraft may be required to communicate with Luton Director as instructed by ATC.
6 Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
7 En-route cruising level will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC**.
8 Adhere to maximum speed limits where specified.
9 Maximum 250KIAS below FL100 unless otherwise authorised.
10 Expect first CPDLC Data Link Authority to be EGTT.

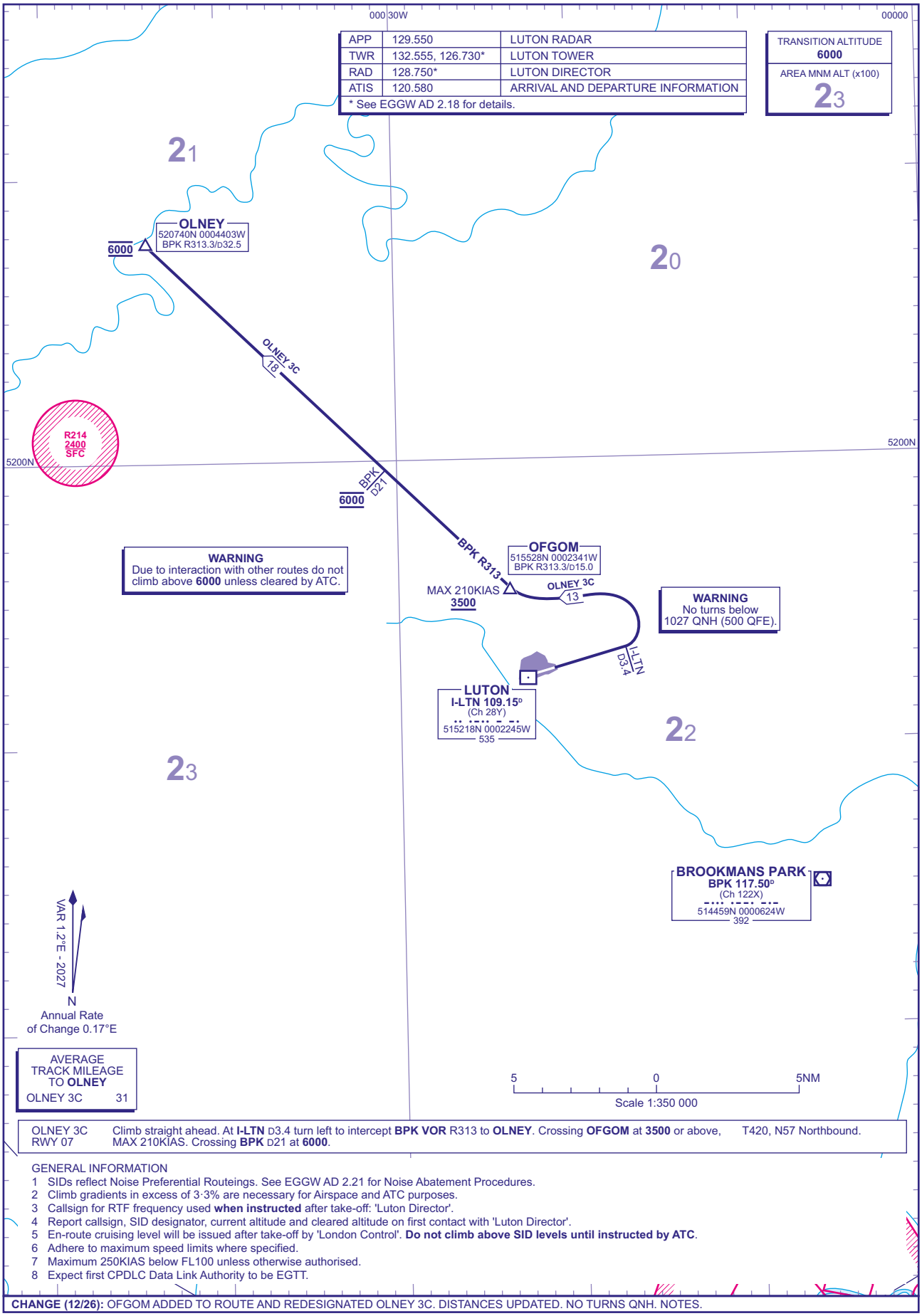
CHANGE (12/26): OXPAC ADDED TO ROUTE AND REDESIGNATED OLNEY 3B. NO TURNS QNH. NOTES.

AERO INFO DATE 24 SEP 26

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON LUTON
RWY 07
OLNEY 3C



OLNEY 3C RWY 07	Climb straight ahead. At **I-LTN** D3.4 turn left to intercept **BPK VOR** R313 to **OLNEY**. Crossing **OFGOM** at **3500** or above, MAX 210KIAS. Crossing **BPK** D21 at **6000**.
	T420, N57 Northbound.

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGGW AD 2.21 for Noise Abatement Procedures.
2 Climb gradients in excess of 3·3% are necessary for Airspace and ATC purposes.
3 Callsign for RTF frequency used **when instructed** after take-off: 'Luton Director'.
4 Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Luton Director'.
5 En-route cruising level will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC**.
6 Adhere to maximum speed limits where specified.
7 Maximum 250KIAS below FL100 unless otherwise authorised.
8 Expect first CPDLC Data Link Authority to be EGTT.

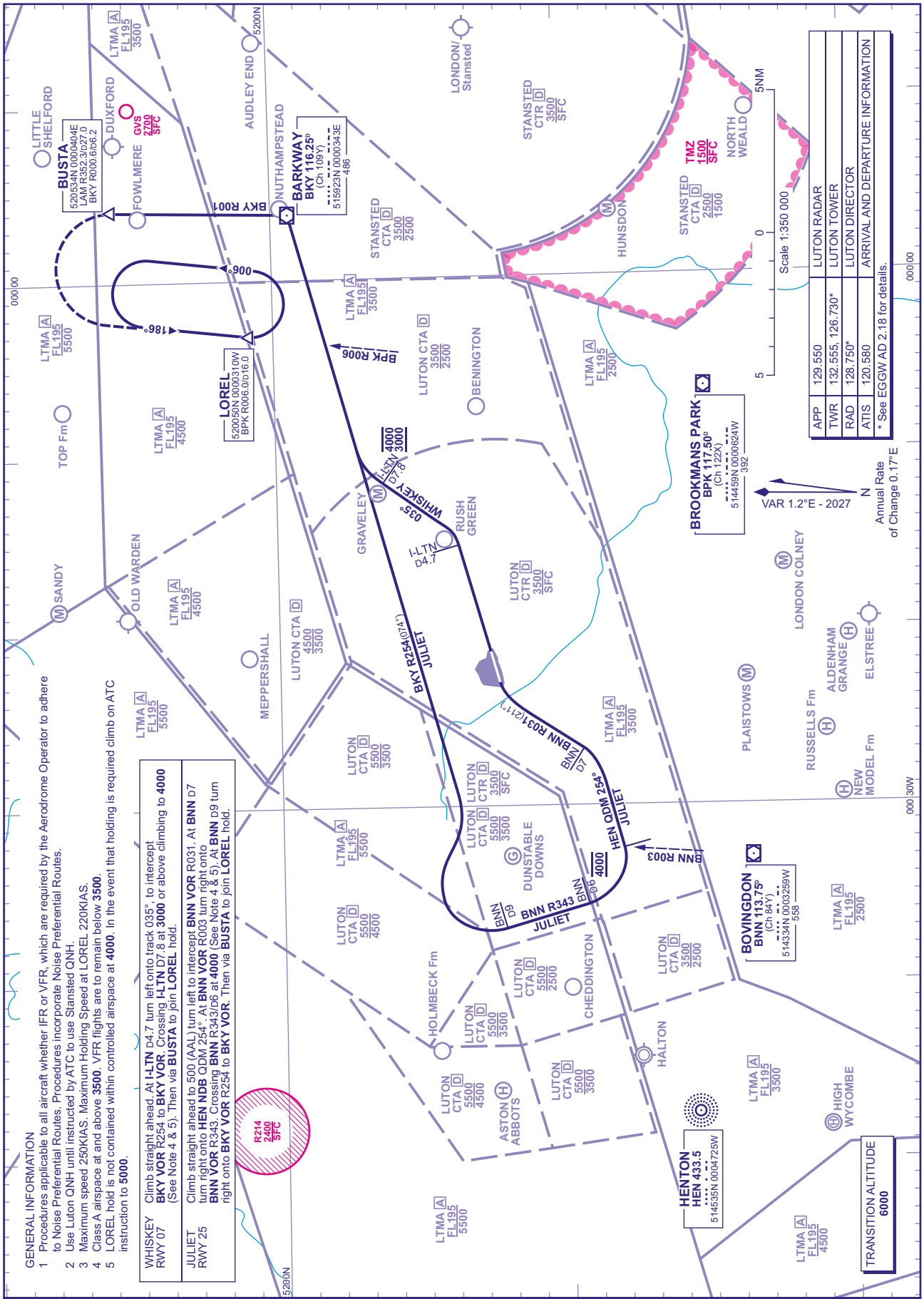
CHANGE (12/26): OFGOM ADDED TO ROUTE AND REDESIGNATED OLNEY 3C. DISTANCES UPDATED. NO TURNS QNH. NOTES.

AERO INFO DATE 17 SEP 26

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON LUTON
NON-AIRWAY DEPARTURES
to Stansted



GENERAL INFORMATION

1 Procedures applicable to all aircraft whether IFR or VFR, which are required by the Aerodrome Operator to adhere to Noise Preferential Routes. Procedures incorporate Noise Preferential Routes.
2 Use Luton QNH until instructed by ATC to use Stansted QNH.
3 Maximum speed 250KIAS. Maximum Holding Speed at LOREL 220KIAS.
4 Class A airspace at and above **3500**. VFR flights are to remain below **3500**.
5 LOREL hold is not contained within controlled airspace at **4000**. In the event that holding is required climb on ATC instruction to **5000**.

WHISKEY RWY 07	Climb straight ahead. At **I-LTN** D4.7 turn left onto track 035°, to intercept **BKY VOR** R254 to **BKY VOR**. Crossing **I-LTN** D7.8 at **3000** or above climbing to **4000** (See Note 4 & 5). Then via **BUSTA** to join **LOREL** hold.
JULIET RWY 25	Climb straight ahead to 500 (AAL) turn left to intercept **BNN VOR** R031. At **BNN** D7 turn right onto **HEN NDB** QDM 254°. At **BNN VOR** R003 turn right onto **BNN VOR** R343. Crossing **BNN** R343/D6 at **4000** (See Note 4 & 5). At **BNN** D9 turn right onto **BKY VOR** R254 to **BKY VOR**. Then via **BUSTA** to join **LOREL** hold.

CHANGE (1/26): MAG VAR, MAG TRACKS UPDATED. BKY VOR RECALIBRATED. BUSTA BKY RADIAL. BNN VOR RECALIBRATED. RADIAL.

AERO INFO DATE 13 NOV 25

Standard Instrument Departure Coding Tables

London Luton Runway 25 MATCH 3Y

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint (KT)	Navigation Performance
MATCH 3Y	001	CA	-	-	-	253° (254.4°)	1.2	-	LEFT	+1030	-	RNAV1
MATCH 3Y	002	DF	GWS01	515119.98N 0002514.51W	N	-	-	-	-	-	-220	RNAV1
MATCH 3Y	003	TF	GWS06	514705.83N 0002928.41W	N	211° (211.8°)	1.2	5.0	LEFT	+3000	-220	RNAV1
MATCH 3Y	004	TF	GWS12	514656.85N 0001944.38W	N	090° (091.4°)	1.2	6.0	RIGHT	+3000	-220	RNAV1
MATCH 3Y	005	TF	GWE16	514622.04N 0001546.78W	N	102° (103.3°)	1.2	2.5	-	-4000	-250	RNAV1
MATCH 3Y	006	TF	GWE19	514540.56N 0001104.88W	N	102° (103.3°)	1.2	3.0	-	5000	-	RNAV1
MATCH 3Y	007	TF	BPK	514459.05N 0000624.25W	N	102° (103.4°)	1.2	3.0	LEFT	5000	-	RNAV1
MATCH 3Y	008	TF	MATCH	514645.20N 0001500.00E	N	081° (082.3°)	1.2	13.4	-	5000	-	RNAV1

CHANGE (12/26): BPK TO MATCH DISTANCE UPDATED.
AERO INFO DATE 07 SEP 26

Standard Instrument Departure Coding Tables

London Luton Runway 25 DET 3Y

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint (KT)	Navigation Performance
DET 3Y	001	CA	-	-	-	253° (254.4°)	1.2	-	LEFT	+1030	-	RNAV1
DET 3Y	002	DF	GWS01	515119.98N 0002514.51W	N	-	-	-	-	-	-220	RNAV1
DET 3Y	003	TF	GWS06	514705.83N 0002928.41W	N	211° (211.8°)	1.2	5.0	LEFT	+3000	-220	RNAV1
DET 3Y	004	TF	GWS12	514656.85N 0001944.38W	N	090° (091.4°)	1.2	6.0	RIGHT	+3000	-220	RNAV1
DET 3Y	005	TF	GWE16	514622.04N 0001546.78W	N	102° (103.3°)	1.2	2.5	-	-4000	-250	RNAV1
DET 3Y	006	TF	GWE19	514540.56N 0001104.88W	N	102° (103.3°)	1.2	3.0	-	5000	-	RNAV1
DET 3Y	007	TF	BPK	514459.05N 0000624.25W	N	102° (103.4°)	1.2	3.0	LEFT	5000	-	RNAV1
DET 3Y	008	TF	GWE37	514259.91N 0001658.25E	N	096° (097.6°)	1.2	14.7	RIGHT	5000	-	RNAV1
DET 3Y	009	TF	NEPNA	512958.33N 0002656.55E	N	153° (154.5°)	1.2	14.4	-	5000	-	RNAV1
DET 3Y	010	TF	DET	511814.41N 0003550.19E	N	153° (154.6°)	1.2	13.0	-	5000	-	RNAV1

CHANGE (12/26): GWE37 TO NEPNA DISTANCE AND NEPNA TO DET TRACK UPDATED.
AERO INFO DATE 07 SEP 26

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

1	Apron surface and strength	ALPHA Surface: Concrete PCR 757/R/A/W/U BRAVO Surface: Concrete PCR 674/R/A/W/U CHARLIE Surface: Concrete PCR 873/R/C/W/U DELTA Surface: Concrete PCR 790/R/C/W/T ECHO Surface: Concrete PCR 920/R/A/W/T ZULU Surface: Concrete PCR 1400/R/C/W/T
2	Taxiway width, surface and strength	Taxiway FOXTROT: 23 M Surface: Asphalt PCR 1031/R/D/W/U Taxiway FOXTROT ALPHA: 18 M Surface: Concrete PCR 704/R/D/W/U Taxiway GOLF: 27 M Surface: . BTN G1 & F1: Concrete BTN F1 & U: Asphalt. BTN G1 & F1: PCR 1900/R/D/W/T BTN F1 & U: PCR 690/R/A/W/T Taxiway HOTEL: 23 M Surface: Concrete BTN H1 & Link D: PCR 970/R/B/W/U BTN Link D & Link E: PCR 660/R/B/W/T Taxiway JULIET: 23 M Surface: Concrete PCR 970/R/B/W/U Taxiway LINKS: NIL Surface: . All Links: Concrete, except Link U: Asphalt. Link A: PCR 757/R/A/W/U Link B: PCR 970/R/B/W/U Link C: PCR 756/R/A/W/U Link D: PCR 756/R/A/W/U Link E: PCR 970/R/B/W/U Link K: PCR 1530/R/D/W/T Link L: PCR 1940/R/B/W/T Link LR: PCR 1940/R/B/W/T Link M: PCR 970/R/B/W/U Link N: PCR 1159/R/D/W/U Link NR: PCR 2710/F/D/X/T Link P: PCR 1620/F/A/X/T Link PR: PCR 1620/F/B/X/T Link Q: PCR 1620/R/B/W/T Link QR: PCR 1560/R/D/W/T Link R: PCR 1280/R/B/W/T Link S: PCR 890/R/B/W/T Link U: PCR 980/R/B/W/T Link V: PCR 976/R/C/W/U Link Y: PCR 1520/R/A/W/T
3	Altimeter checkpoint location and elevation	500 Apron 329 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking Chart.

6	Remarks	-

EGSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Azimuth and stopping guidance is provided as follows: AGNIS/Double stop arrows. Stands D72L, D72R, D73L, D73R, Z204R, Z204L, Z205R, Z205L, Z213L, Z213R, Z214L, Z214R, 520. Safedock: A1, A1L, A1R, A2, A3, A4, A5, A6, A7, A8, A9L, A9C, A9R, A10, A11, A11L, A11R, A12L, A12C, A12R, A13L, A13C, A13R, A15L, A15C, A15R, B20, B21, B22, B23L, B23C, B23R, B24L, B24C, B24R, B30, B31, B32L, B32R, B33L, B33R, B34L, B34R, C40, C41, C42L, C43L, C43R, C44L, C44R, C50L, C50R, C51L, C51R, C52L, C52R, C53L, C53R, D61R, D62L, D62R, D63L, D63R, D64L, D64R, E81L, E81R, E82L, E82R, E83L, E83R, E84L, E84R, E90L, E90R, E91L, E91R, E92L, E92R, E93L, E93R, J25L, J25R, J45R, J65L, J65R, J85L, J85R, Z204, Z205, Z213, Z214. Marshaller instructions: B32C, B33C, B34C, C42C, C42R, C43C, C44C, D70L, D71L, D71C, D71R, D72C, D73C, D74, E81, E82, E90, E91, E92, E93, J45L, Z204F. Painted Stop Arrows and centre-line Stands: H03L, H03C, H03R, 501, 503, 504, 505L, 505R, 506, 507, 509. Stand Number indicator board provided on all stands except E81, E82, E90, E91, E92, E93, 501, 502, 507 and 509. East and West centre-lines in Alpha, Bravo, Charlie, Echo and Zulu Cul-de-Sacs available for H24 and limited to aircraft with a maximum wingspan of 36 M. Taxi-lanes Link Delta restricted to aircraft with a maximum wingspan of 51.9 M.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 04/22: Runway designation, runway threshold, (04/22) runway centre-line and touchdown zone markings and runway edge markings. Runway light(s): Lights are LED. Taxiway light(s): Green centre-line lighting with selective route switching is provided on Taxiways Golf, Juliet and Hotel. Blue edge lighting is available on Taxiway Foxtrot, Taxilane Foxtrot Alpha and the Western Apron. Illuminated lead-on/off routes are provided at: Golf, Uniform, Victor, Whiskey, Hotel, Kilo, Lima, Lima Romeo, November Romeo, Papa Romeo, Papa, Quebec Romeo, Quebec, Romeo and Sierra holding points. Green Lead-on/off lighting is suppressed when red hold bars are illuminated. Guard lights at all runway entry points. Lights are LED.
3	Stop bars and runway guard lights (if any)	At all CAT I and CAT II/III runway holding points. Hotel and Juliet have stop bars along their length and within all cul-de-sacs. No stop bars on Taxiways Foxtrot and Golf. Stop bars at runway holding points are in operation H24.
4	Other runway protection measures	-

5	Remarks	The main aprons are marked for nose-in parking only. All operators should ensure that their handling agents can supply tractor push-back facilities. Taxiway Juliet: An Airside Operations marshaller is required for aircraft under their own power with a maximum wingspan greater than 51.9 M when routing behind stands J25L/R, J45L/R, J65L/R and J85L/R. Western Apron: Is restricted to aircraft with a maximum wingspan of 36 M. Delta Cul-de-Sac wingspan restriction of 38.10 M. Painted taxiway intermediate holding points to be used at ATC's discretion are located on Taxiways Foxtrot and Golf and are designated: F1, FA1 and G4. For marshaller contact, Tel: 01279-662478. Pilots should not enter an aircraft stand unless Stand Entry Guidance is illuminated or a marshaller has signalled clearance to proceed. In the event of there being no activated SEG displayed upon approach to the stand, flight crews should inform Ground Movement Control (GMC) and contact their handling agent. Aircrew must not attempt to self-park if the SEG is not illuminated or calibrated for their aircraft type. Safedock Advanced Visual Docking Guidance System The safedock advanced visual docking guidance system (A-VDGS), provides both pilots with guidance for manoeuvring the aircraft into the gate to the correct centre-line and stop position under all operational conditions. Alpha Middle line has blue paint markings to assist decision making when entering the Alpha Cul-de-Sac. Note: In case of malfunction in the docking guidance system stop taxiing and contact Stansted Ground/Tower and request assistance. 3x WDI: 515318.58N 0001405.52E - 515336.99N 0001503.18E (LGTD) - 515235.91N 0001333.68E (LGTD).

EGSS AD 2.10 AERODROME OBSTACLES

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.

EGSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 30 hours
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	LONDON STANSTED
10	Additional information (limitation of service, etc.)	Surface wind data (2 minute average) is available for both ends of the runway. Normally, only touchdown surface wind will be passed. Stopend surface wind and instantaneous surface wind available on request for both ends. AUTO METARs are provided over the 24 hour period and verified by a certificated Met Observer.

EGSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
04	042.87°	3049 x 46 M	RWY surface: Asphalt, Grooved PCR 1317/F/D/X/U	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 PCR 1317/F/D/X/U	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).
-	-	-	-	-	-	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	-

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
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. Supplementary 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. Supplementary 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).

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
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.
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.	
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	
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.

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 1.42°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 callsigns used by ATC on the Ground Frequency. Although the RTF channel is shared by aircraft and vehicular traffic, pilots may not hear the transmissions of vehicle drivers, only the responses from ATC.
e) H24, subject to the prior approval of the Chief Executive Officer (CEO), Stansted Airport Ltd.
f) All flights operating at Stansted require a slot allocation by the airport co-ordinator, (ACL). Operators are advised to review current Stansted Directors Notices on ad-hoc slot allocations and Night restrictions which reflect the airports co-ordinated status.
g) Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0900-1700 (0800-1600) by telephone: 020-8564 0600 or outside of these times to Stansted Airside Operations, by telephone: 01279-662478. Operators are advised that the availability of ad-hoc slots during peak periods is likely to be extremely limited.
h) Fixed Based Operators are normally available 0600-2200 (0500-2100), and may be available outside of these times with prior arrangement with those handling agents listed at EGSS AD 2.4, Section 7. Customs and Immigration are routinely available 0730-2130 (0630-2030). Control Authority coverage outside of these times may be arranged through the nominated handling agent. Additional charges may apply.
i) Planned Diversion Procedure - airline and other operators are advised that before selecting Stansted as an alternate, prior arrangements for ground handling, maintenance and aircraft recovery should be in place. Nothing in this procedure shall, however, prevent an aircraft that has a declared emergency from landing.

j) Fixed Electrical Ground Power (FEGP) must be used whenever available and serviceable. Use of aircraft Auxiliary Power Units (APUs), and diesel Ground Power Units is subject to strict controls as set out in published airport regulations. Between the hours 0600-2330 (0500-2230), APUs should be shut down as soon as practicable following arrival and not restarted until 10 minutes prior to departure, except when the outside air temperature (as promulgated by ATC) is below +5°C or above +20°C. Between 2331-0559 (2231-0459), except when immediately prior to departure, APUs may not be run without notification to Stansted Airside Operations Tel: +44(0)1279-662478.

k) Aircraft engine testing is permitted subject to the restrictions detailed in the Aerodrome Manual, contact Stansted Airside Operations, Tel: +44(0)1279-662478 for further advice.

2 GROUND MOVEMENT

a) General

i. All requests for clearance, start-up and taxi should be made directly with ATC. Directions issued by ATC should be followed precisely. RTF transmissions must be brief, concise and kept to a minimum.
ii. Within the manoeuvring area pilots will be cleared to and from the stands under general direction from GMC and are reminded of the importance of maintaining a good lookout at all times.
iii. Departing aircraft, on first contact with Stansted ATC, must state aircraft type, stand number, ATIS code letter, QNH received, and then maintain a listening watch at all times.
iv. Clearance is available for departing aircraft approximately 22 minutes before departure on the Delivery frequency (when open-status broadcast on ATIS), otherwise Ground, and must be obtained at least 10 minutes before start up to allow data to be processed - failure to do may incur delays.
v. Pre-departure clearance by datalink is available at Stansted for suitably equipped aircraft. For further information contact ATC Operations, Tel: +44 (0)1279-669302.
vi. Stansted Airport is equipped with an advanced surface movement radar utilising Mode-S.

1. Aircraft operators intending to use London Stansted Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
2. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:

(aa) From the request for push back or taxi, whichever is earlier.
(bb) After landing, continuously until the aircraft is fully parked on stand.

3. After parking the Mode-A code 2000 must be set before selecting OFF or STDBY.
4. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

b) Aprons

i. Pilots should only request push back (with tug attached) when they are actually ready to do so.
ii. Within the Alpha, Bravo, Charlie, Echo and Zulu cul-de-sacs aircraft should take care to use the taxilane as directed by the GMC controller (ie: East, West or middle). Pilots are responsible for ensuring they do not accept a clearance to use a taxilane centre-line which is not approved for their aircraft type.
iii. Caution, Western Apron is uncontrolled.

c) De-icing Pad Operations

i. Remote de-icing operations will occur when snow is falling and accumulating and shall be promulgated by Stansted Airport Ltd Airside Operations.
ii. Remote de-icing is only available to operators who have a pre-agreement with Stansted Airport Ltd.
iii. Remote de-icing – Operation

1. Flight crew shall notify ATC that remote de-icing will be required prior to aircraft pushback via datalink where available.
2. Flight crew shall simultaneously contact their respective handling agent to request remote de-icing.
3. Flight crew shall request push and start as per normal. ATC shall direct the aircraft to the de-icing pad.
4. Upon entering the pad, flight crew shall park the aircraft in line with the respective Painted Stop Arrow and Omni-directional Red Lights.
5. Once parked the flight crew shall contact the pad controller via the appropriate frequency, and confirm that the parking brake is set, engines are at idle power and the de-icing required.
6. The pad controller shall confirm the de-icing requirements, and shall authorise the de-icing vehicles to approach the aircraft and begin de-icing operations. The pad controller shall park their vehicle in front of the aircraft, in line-of-sight of the flight crew to manage de-icing operations.
7. On completion of de-icing operations, the pad controller shall confirm that all de-icing operations have been completed, that vehicles have vacated the manoeuvring area, advise the anti-icing code, the litreage used and areas treated. Once this has been acknowledged by the flight crew the pad controller shall vacate the manoeuvring area. Flight crew shall contact ATC for further taxi.

iv. Remote de-icing – Emergency Procedures

1. Should an aircraft emergency develop during de-icing pad operations, flight crews are to select all nose landing lighting and contact ATC. Upon seeing the illuminated lights, all de-icing vehicles shall vacate manoeuvring area.

d) **It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.**
e) Pilots are reminded that RTF contact must be maintained with ATC whilst engaged in compass swings on the Compass Base or engine runs in the Ground Run Pen.
f) Runway 04 during CAT II/III operations, aircraft on Golf taxiway with wingspan greater than 36 M may be required to cross the runway at Victor for departure.
g) Aircraft are not to stop on any runway exit awaiting instructions from Ground Movement Control. If a landing aircraft cannot contact GMC due to RTF congestion the pilot should fully vacate the runway and taxi into the first available taxiway block. The pilot should then hold position until contact with GMC can be established.
h) 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-cing into A-CDM. It is important to note that pre-boarding de-icing is not relevant to A-CDM and so does not need to be captured. Post-boarding aircraft de-icing time is not included in the TOBT calculation. i.e. this de-icing takes place after TOBT.
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 vacation will be assessed as being when the aircraft has passed the last of the alternate yellow and green centre-line lights. These lights denote the extent of the ILS Localizer sensitive area. Surface Movement Radar (SMR) is available to monitor pilot 'runway vacated' reports.
e) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an impact on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

IRVR (M)	Expected Landing Rate
Greater than 1000	24
Between 1000 and 600	20
Between 550 and 350	15
Less than 300	12 or less

f) Runways 04 and 22 are suitable for Lower than Standard Category I operations subject to the ILS radiating at CAT III and LVPs being declared in force by ATC, by Operators whose minima have been accepted by the Civil Aviation Authority. Crews wishing to conduct this approach should inform Stansted Radar on first contact.
g) Runway 04 during CAT II/III operations, aircraft on Golf taxiway with wingspan greater than 36 M may be required to cross the runway at Victor for departure.

4 WARNINGS

a) Extensive instrument flying takes place in vicinity of airport.
b) Trees in 22 Approach/04 Take-off relate to highest in large wooded area.
c) Due to runway undulation and line of site issues on Runway 04, aircraft may lose two way communication with ATC. Should this occur when on the runway, pilots should consider aligning with Kilo 1 on the runway.
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

i. Pilots are reminded that rapid exit from the runway will enable ATC to apply minimum spacing on final approach and will minimise the risk of ‘go-arounds’.
ii. Commensurate with safety, pilots should expedite their landing roll to vacate via the first available RET at the design exit speed.
iii. Where possible, pilots should exit at PR during Runway 04 operations. Tactical extension to the landing roll of any distance is prohibited unless authorised by ATC.
iv. Aircraft expecting to park on the north side of the airfield may be required to vacate via a RET to the south side during high intensity operations. ATC will advise the pilot accordingly on final approach.
v. Alternative vacating preferences may only be given at the discretion of ATC.

g) Runway Vacation Guidelines

i. Due to high intensity Runway Operations at Stansted it is necessary to ensure pilots adhere to the following guidelines:

Aircraft are not to stop on any runway exit awaiting instructions from Ground Movement Control. If a landing aircraft cannot contact GMC due to RTF congestion the pilot should fully vacate the runway and runway exit, and then hold position until contact with GMC can be established. Pilots should not anticipate a particular taxiway on vacating as there are no standard routeings at Stansted. On Runway 22, pilots should not assume Taxiway Juliet will be available.

ii. Taxiway November is not available as an entry/exit point from the runway for landing or departing fixed wing aircraft.

h) Runway Crossing Procedure

i. Aircraft and vehicles which are required to cross active runways will be issued instructions by the Ground Movement Controller, which will include a holding point as a clearance limit, at which the aircraft or vehicle will be required to hold short of the active runway.
ii. When reaching the clearance limit specified in the taxiing instructions, the aircraft or vehicle will be instructed to change frequency to that of the Air Controller of the appropriate runway.
iii. After crossing the runway and having reported 'Runway Vacated' with the Air Controller, the aircraft or vehicle will be instructed to contact the GMC frequency for further clearance. In the absence of further clearance it is essential that the aircraft or vehicle HOLD position when clear of the runway.

7 REDUCED DISTANCE OPERATIONS

a) 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.
b) 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.
c) Threshold Naming and IAPs available

The maintenance runway thresholds are designated with a 'C' suffix to distinguish them from the normal thresholds:

i. THR 04 (RW04) is the normal threshold for Runway 04 and RNP Z RWY 04 IAP.
ii. THR 04C (RW04C) is the maintenance threshold for Runway 04C and RNP Y RWY 04C IAP.
iii. THR 22 (RW22) is the normal threshold for Runway 22 and RNP Z RWY 22 IAP.
iv. 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

i. Runways 04C & 22C have maintenance thresholds with reduced distances available and will only be used by reason of planned pre-notified runway maintenance.
ii. 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°.
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, Broxted	TL 5743 2767	-15 M	*515531N	0001718E
Site 10: Goodacres, Broxted	TL 5760 2696	9 M	*515508N	0001725E
Site 8: Anglian Water, Broxted	TL 5775 2651	-16 M	*515453N	0001732E
Site 9: Moor End Farm, Broxted	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, Broxted	minus 1.3
Site 10: Goodacres, Broxted	plus 0.2
Site 8: Anglian Water, Broxted	minus 0.6
Site 9: Moor End Farm, Broxted	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:

(windspeed x cosine (runway heading minus wind direction)) x – 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)

ATC CLEARANCE	PROCEDURE
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
01 February 2022 **Department for Transport**

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.

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 Routeing.

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 (nonspeed 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

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

i. 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.

ii. 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.

iii. 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.

iv. 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
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

AERODROME CHART - ICAO

ARP 515306N 0001406E

AD ELEV 348FT

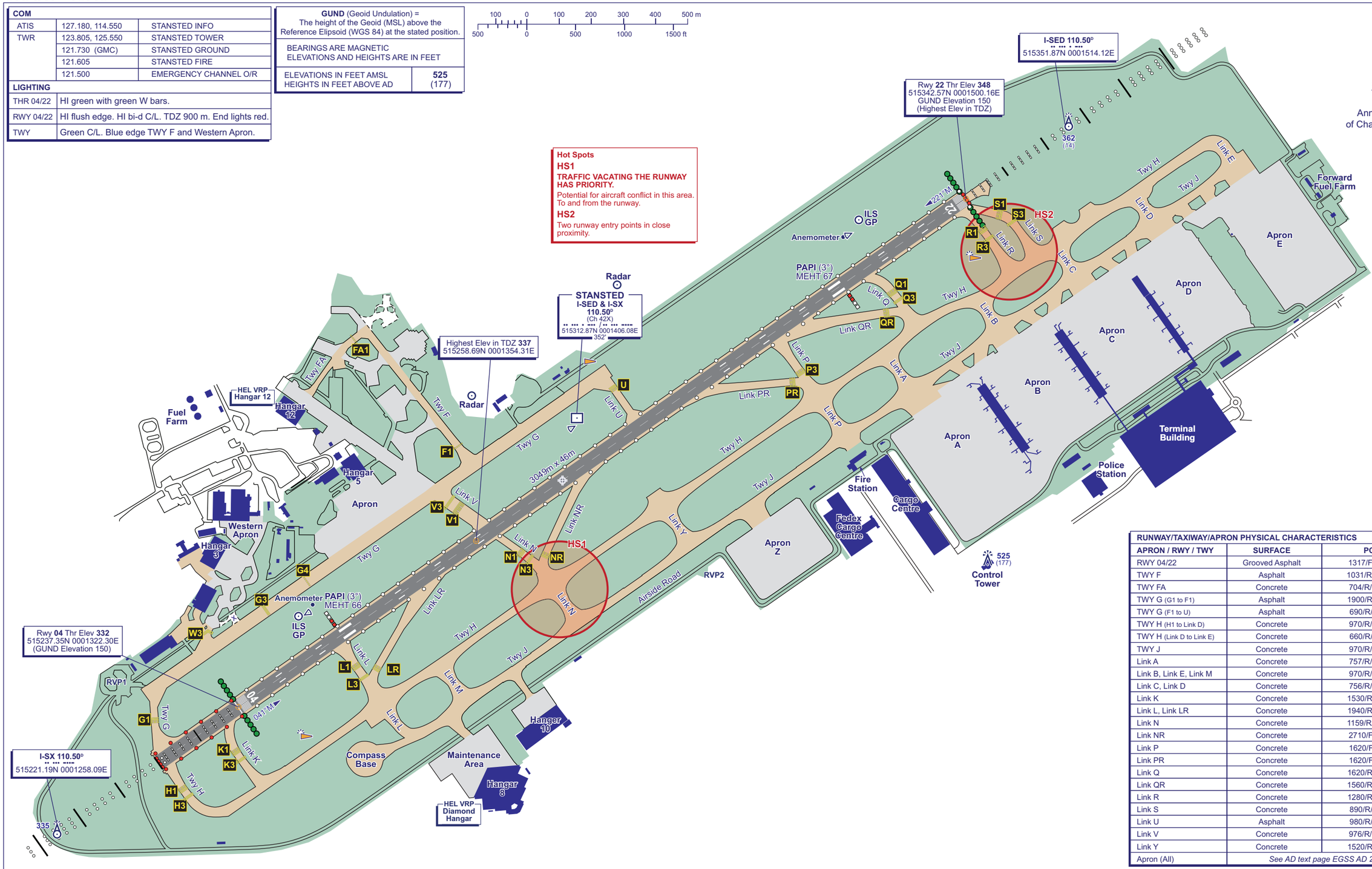
LONDON STANSTED
EGSS

COM		
ATIS	127.180, 114.550	STANSTED INFO
TWR	123.805, 125.550	STANSTED TOWER
	121.730 (GMC)	STANSTED GROUND
	121.605	STANSTED FIRE
	121.500	EMERGENCY CHANNEL O/R
LIGHTING		
THR 04/22	HI green with green W bars.	
RWY 04/22	HI flush edge. HI bi-d C/L. TDZ 900 m. End lights red.	
TWY	Green C/L. Blue edge TWY F and Western Apron.	

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**525** (177)



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCR**
RWY 04/22	Grooved Asphalt	1317/F/D/X/U
TWY F	Asphalt	1031/R/D/W/U
TWY FA	Concrete	704/R/D/W/U
TWY G (G1 to F1)	Asphalt	1900/R/D/W/T
TWY G (F1 to U)	Asphalt	690/R/A/W/T
TWY H (H1 to Link D)	Concrete	970/R/B/W/U
TWY H (Link D to Link E)	Concrete	660/R/B/W/T
TWY J	Concrete	970/R/B/W/U
Link A	Concrete	757/R/A/W/U
Link B, Link E, Link M	Concrete	970/R/B/W/U
Link C, Link D	Concrete	756/R/A/W/U
Link K	Concrete	1530/R/D/W/T
Link L, Link LR	Concrete	1940/R/B/W/T
Link N	Concrete	1159/R/D/W/U
Link NR	Concrete	2710/F/D/X/T
Link P	Concrete	1620/F/A/X/T
Link PR	Concrete	1620/F/B/X/T
Link Q	Concrete	1620/R/B/W/T
Link QR	Concrete	1560/R/D/W/T
Link R	Concrete	1280/R/B/W/T
Link S	Concrete	890/R/B/W/T
Link U	Asphalt	980/R/B/W/T
Link V	Concrete	976/R/C/W/U
Link Y	Concrete	1520/R/A/W/T
Apron (All)	*See AD text page EGSS AD 2.8*	

CHANGE (12/26): PCR TABLE. TAXIWAY LINK LABELLING EDITORIAL.

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

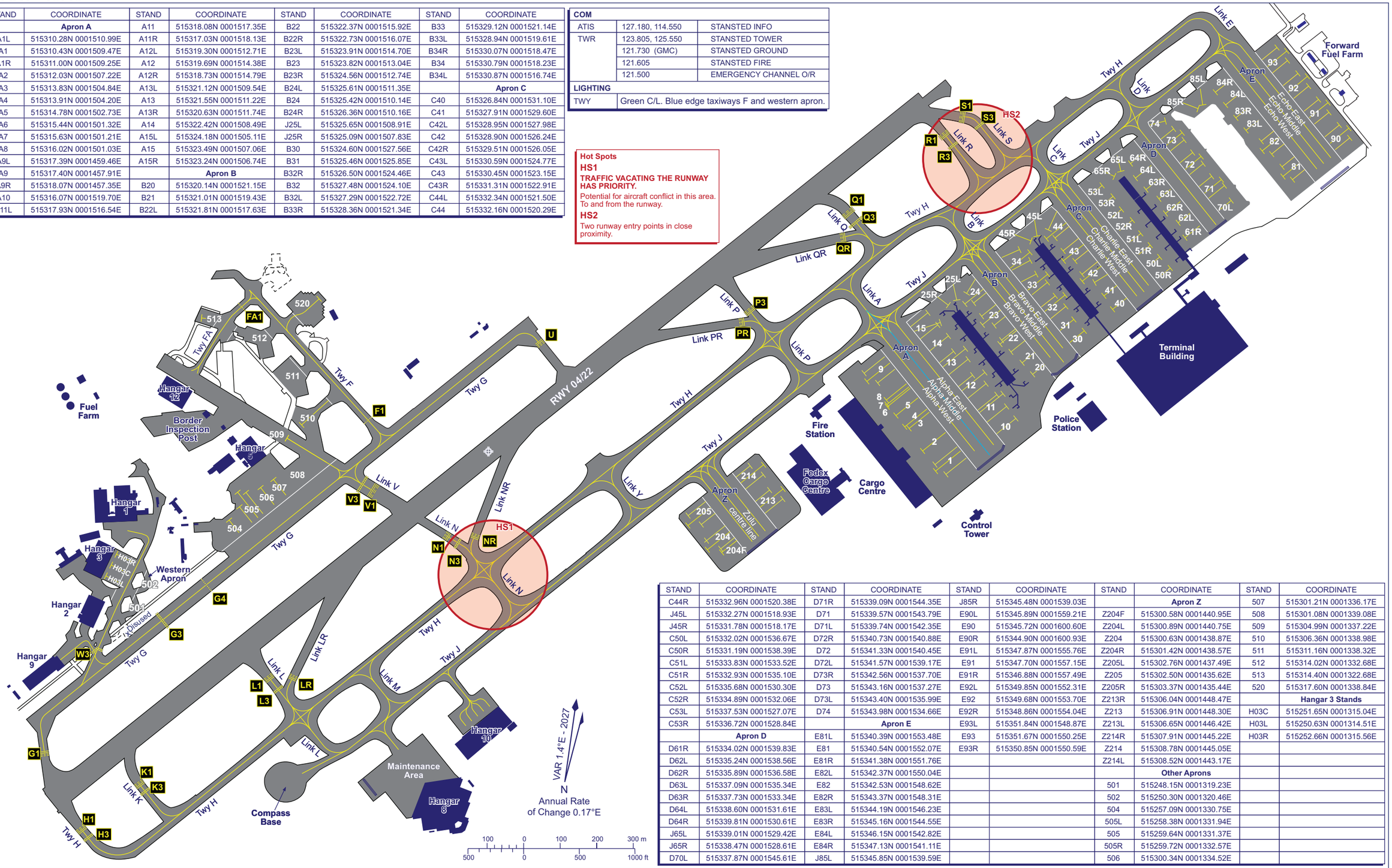
HS1

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.



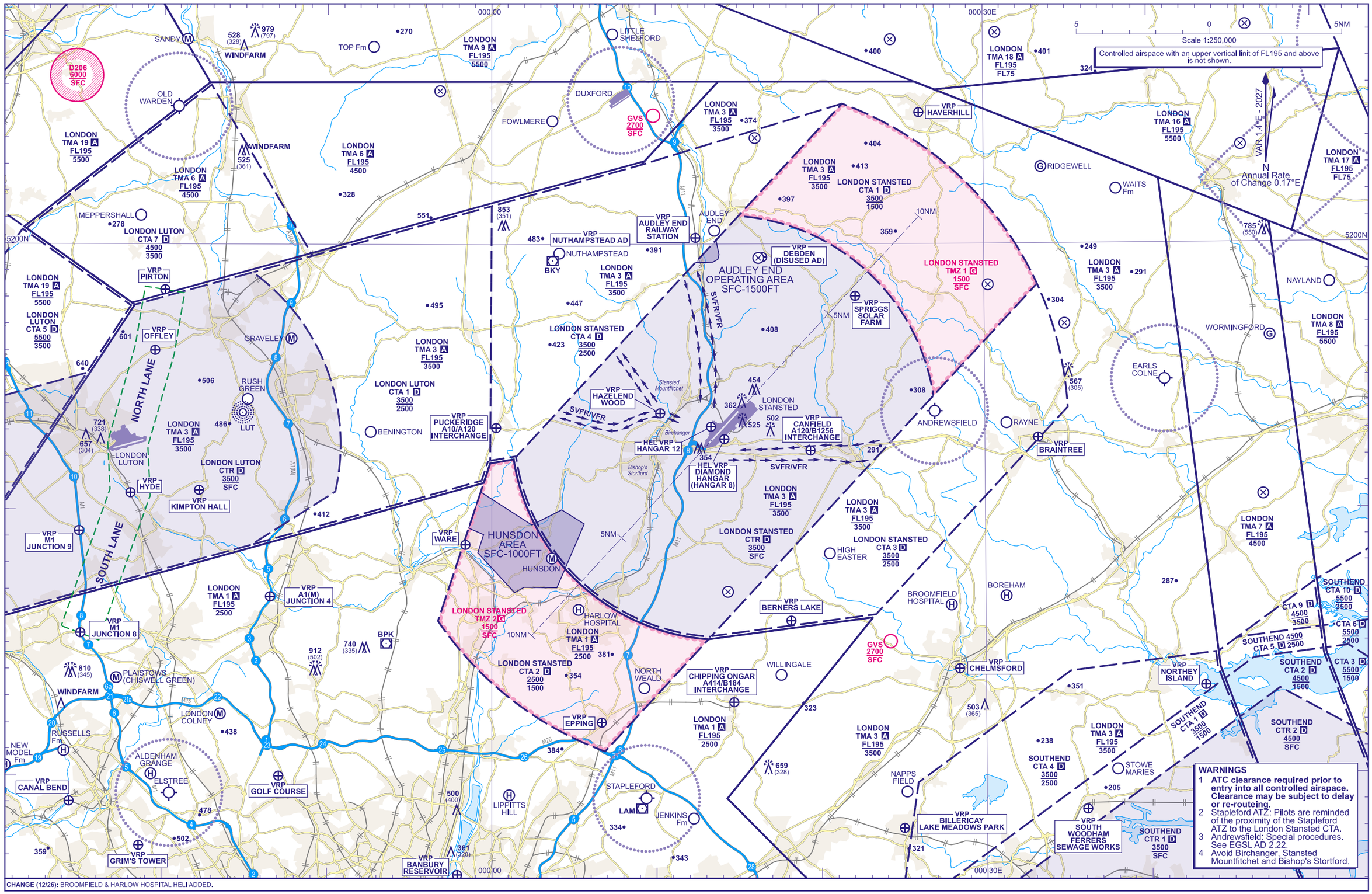
STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE
C44R	515332.96N 0001520.38E	D71R	515339.09N 0001544.35E	J85R	515345.48N 0001539.03E		**Apron Z**	507	515301.21N 0001336.17E
J45L	515332.27N 0001518.93E	D71	515339.57N 0001543.79E	E90L	515345.89N 0001559.21E	Z204F	515300.58N 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 (12/26): PCR TABLE ON CHART 2-1 ONLY. TAXIWAY LINK LABEL EDITORIAL.

AERO INFO DATE 02 SEP 26

CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs - TRANSPONDER MANDATORY ZONES

LONDON STANSTED



CHANGE (12/26): BROOMFIELD & HARLOW HOSPITAL HELI ADDED.

AERO INFO DATE 27 AUG 26

AD 2-EGSS-4-1

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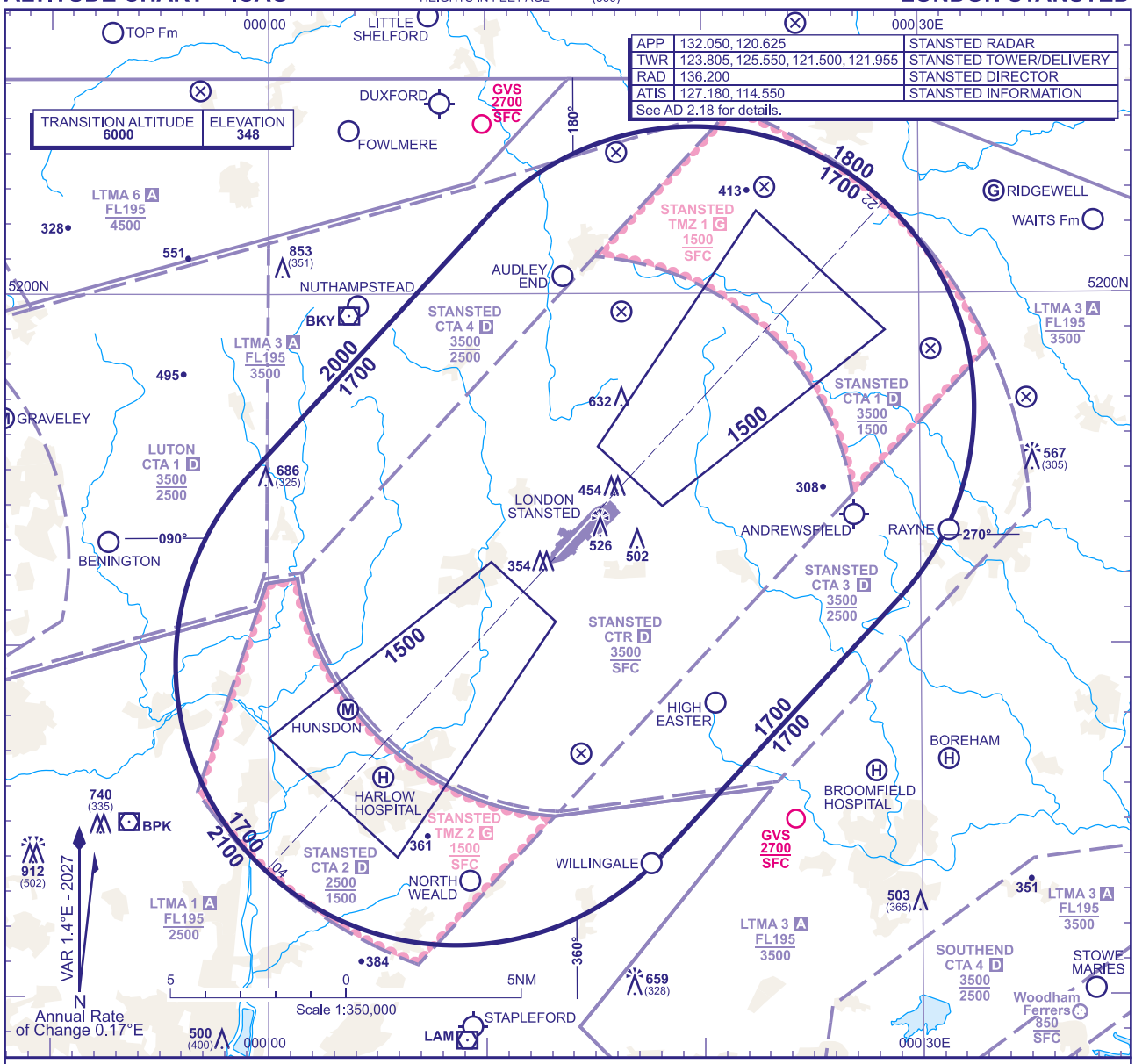
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 920
HEIGHTS IN FEET AGL (500)

LONDON STANSTED



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1700** in the sector defined by the lateral limits; 515452N 0000052W - 520212N 0001006E thence clockwise by an arc of a circle radius 8NM centred on 515646N 0001935E to 515119N 0002902E - 514401N 0001803E thence clockwise by an arc of a circle radius 8NM centred on 514927N 0000837E to 515452N 0000052W.

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

LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher, to **BKY VOR** and adopt the procedure detailed at EGSS AD 2.22.
Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure and then proceed to **BKY VOR** at **3000** and continue in accordance with the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (12/26): BROOMFIELD & HARLOW HOSPITAL HELI ADDED.

AERO INFO DATE 27 AUG 26
AD 2-EGSS-5-1

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EGAE — LONDONDERRY/EGLINTON

EGAE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAE — LONDONDERRY/EGLINTON

EGAE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 550234N Long: 0070943W Mid-point of Runway 08/26.
2	Direction and distance from city	7 NM ENE of Londonderry.
3	Elevation / Reference temperature / Mean Low Temperature	23 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	188 FT
5	Magnetic Variation / Annual Change	1.61°W (2027) / 0.21°E
6	AD Administration Address Telephone E-mail address	CITY OF DERRY AIRPORT OPERATIONS LTD. City of Derry Airport, Airport Road, Co Londonderry, BT47 3GY. 028-7181 0784 Ext 201 (Airport Switchboard) 028-7181 3300 (Administration) 028-7181 3322 (Security) 028-7181 3336 (Ground Handling) 028-7181 3314 (ATC) 028-7181 3338 (Fuel) corporate.aviation@cityofderryairport.com ground.handling@cityofderryairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGAE AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon 0625-1900 (0525-1800), 2000-2200 (1900-2100); Tue-Thu 0625-0730 (0525-0630), 0830-1900 (0730-1800), 2000-2200 (1900-2100); Fri 0625-1900 (0525-1800), 2000-2200 (1900-2100); Sat 0625-0730 (0525-0630), 0900-1600 (0800-1500), 1700-1800 (1600-1700); Sun 0855-0930 (0755-0830), 1200-1845 (1100-1745), 1930-2200 (1830-2100); See Remarks.
2	Customs and immigration	Customs: By arrangement. 0700-2200 (0600-2100). Immigration: By arrangement. 0700-2200 (0600-2100).
3	Health and sanitation	Port Health on call.
4	AIS Briefing Office	As AD hours. Self Briefing.
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	Via ATC.
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	Mon 0530-1815 (0430-1715); Tue-Fri 0530-1800 (0430-1700); Sat 0530-1545 (0430-1445); Sun 0800-2045 (0700-1945); and by arrangement. Times may change at short notice and will be based around scheduled and pre-booked refuels. (Tel 028-71813338 / 028-71813336).
9	Handling	As AD hours.
10	Security	H24 DOT. List B Airport.
11	De-icing	As AD hours.
12	Remarks	This aerodrome is PPR. To obtain permission telephone Ground Handling on 028-7181 3336. AD hours are also the times at which the airspace and ATC services will become available. Operators should take this into consideration when planning arrival times.

EGAE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Up to 10 tonnes.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL W80, W100.
3	Fuelling facilities/capacity	76,000 LT AVTUR JET A-1 stored in bulk tanks/36,000 LT in mobile bowsers. 20,000 LT AVGAS 100LL stored in a bulk tank/2,000 LT in a mobile bowser.
4	De-icing facilities	Mobile aircraft de-icing rig. Available from City of Derry Ground Handling.
5	Hangar space for visiting aircraft	Available.
6	Repair facilities for visiting aircraft	Light aircraft by arrangement. Troughton Engineering: 07752-142696.
7	Remarks	City Of Derry Airport Corporate Aviation handle all GA and Corporate flights. Tel: 028-7181 0784, Ext 456; SITA: LDYAPXH; Freq: 131.505 MHz; Callsign: EGLINTON HANDLING. AVTUR JET A-1 arranged through Ground Handling, Tel: 028-7181 0784, Ext 456.

EGAE AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity
2	Restaurants	In Terminal buildings.
3	Transportation	Taxis, car hire and buses.
4	Medical facilities	First aid facilities.
5	Bank and Post Office	-
6	Tourist Office	Yes.
7	Remarks	-

EGAE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 6 is limited to operators using Category 6 aircraft with seating capacity up to 50 passengers. Category 6 aircraft with greater than 50 passenger seat capacity, or increase to Category 7, on request. Reductions to the promulgated category occur where there is no impact on scheduled or other agreed traffic.
2	Rescue equipment	N/A See AD 2.20 For Details.
3	Capability for removal of disabled aircraft	N/A See AD 2.20 For Details.
4	Remarks	As AD hours. To ensure that the rescue and fire fighting services are maintained for 15 minutes after departures, aircraft are required to be airborne 15 minutes prior to the published AD closing time unless otherwise arranged.

EGAE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	3 snow ploughs. 5 snow brushes. 2 surface de-icing rigs. 1 snow blower. Runway De-icer Fluid used ISOMEX type III and GLYCOMEX. Runway De-icer Solid used Cryotech NACC.
2	Clearance priorities	Runway 08/26. Apron. Taxiway B.
3	Remarks	Latest information from ATC Tel: 028-7181 3314.

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

1	Apron surface and strength	MAIN APRON Surface: Concrete PCR 547/R/D/W/U WEST APRON Surface: Concrete and asphalt PCR 92/R/B/W/U

2	Taxiway width, surface and strength	Taxiway B: 23 M Surface: Asphalt PCR 499/F/D/W/U Taxiway D: 15 M Surface: Asphalt PCR 97/F/D/W/U Taxiway E: 15 M Surface: Asphalt PCR 97/F/D/W/U
3	Altimeter checkpoint location and elevation	Main Apron 11 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	Taxiway D is restricted to aircraft MTOW 20,000 KG or less. Taxiway E is restricted to aircraft MTOW 15,000 KG or less.

EGAE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Surface marking of taxi route across apron. Stands 1-4: Nose-in parking with pushback. Stand 4A: Westerly facing with self-manoeuvering off stand using minimal power. Marshalling is provided for all docking/parking guidance system of aircraft stands. A marshaller is present at the head of the stand or stopping position. This procedure allows a foreign object check to take place and ensures that aircraft are correctly parked and the taxiways not obstructed.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08/26: Displaced threshold markings on Runway 08. Runway designators and centre-line markings, edge lines. TDZ markings and aiming point markings on Runway 08/26. Yellow lead-off/on lines to all runways. Runway guard lights positioned at Holding Points B, D, E and G and at the disused Runway 02/20 intersection with Runway 08/26.
3	Stop bars and runway guard lights (if any)	At B, D and E holding points.
4	Other runway protection measures	-
5	Remarks	WDIs (LGTD): 550236.78N 0070904.09W and 550225.02N 0071011.67W.

EGAE AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGAE11592) 08/APPROACH 26/ TAKE-OFF	BUILDING CHIMNEY	550226.65N 0071059.20W	55 FT	29 FT	No	-
(EGAE5509) 08/APPROACH 26/ TAKE-OFF	HOUSE	550220.75N 0071117.81W	60 FT	30 FT	No	-
(EGAE5559) 08/APPROACH 26/ TAKE-OFF	CHIMNEY	550213.85N 0071055.92W	55 FT	27 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGAE10221)	HV PYLON	550251.87N 0071516.11W	317 FT	302 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGAE10222)	HV PYLON	550238.28N 0071503.86W	317 FT	301 FT	No	-
(EGAE5670)	WATER TANK	550237.34N 0070854.56W	18 FT	9 FT	No	-
(EGAE4941)	OBS LIGHT	550223.45N 0071007.85W	49 FT	25 FT	Yes Red	-
(EGAE10586)	MAST	550106.55N 0070831.68W	644 FT	50 FT	No	-

EGAE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	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 PCR 404/F/B/W/U	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 PCR 404/F/B/W/U	550242.87N 0070850.06W 187.8 FT	THR 10.5 FT TDZ 10.7 FT	-

SWY Dimensions	**Clearway Dimensions**	**Strip Dimensions**	**RESA Dimensions, Overshoot / Undershoot**	**Location/ description of arresting system**	**OFZ**	**Remarks**
8	**9**	**10**	**11**	**12**	**13**	**14**
-	966 x 150 M	2089 x 300 M	125 x 90 M -	-	-	RWY 08 Threshold displaced by 85 M. OFZ: Yes.
-	298 x 150 M	2089 x 300 M	238 x 210 M 89 x 90 M	-	-	RWY 26 OFZ: Yes.

EGAE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	1932 M	2898 M	1932 M	1847 M	-
26	1969 M	2267 M	1969 M	1969 M	-
08	1510 M	2265 M	1510 M	-	Take-off from intersection with Taxiway Echo.
08	1260 M	1890 M	1260 M	-	Take-off from intersection with Taxiway Delta.
08	804 M	1206 M	804 M	-	Take-off from intersection with Taxiway Bravo.
26	1151 M	1449 M	1151 M	-	Take-off from intersection with Taxiway Bravo.

EGAE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	Centre-line with two crossbars. 420 M Light intensity high	Green Inset uni-directional With green wingbars	PAPI Left/3° 50 FT 407 M	-	Bidirectional Colour coded centreline 30 M spacing White/Red Light intensity high	Elevated HI bi-directional with LI omni-directional component Light intensity high	Red Light intensity high	-	-
26	Centre-line with two crossbars. 420 M Light intensity high	Green Inset uni-directional With elevated green wingbars	PAPI Left/3° 50 FT 359 M	-	Bidirectional Colour coded centreline 30 M spacing White/Red Light intensity high	Elevated HI bi-directional with LI omni-directional component Light intensity high	Red Light intensity high	-	-

EGAE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 550223.39N 0070921.16W White Strobe on Control Tower. During operational hours at night.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 550231.90N 0071014.69W (LGTD) - 550229.79N 0070921.61W (LGTD) - 550243.15N 0070908.98W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line on Taxiways D and E. EDGE: Blue edge lights on Taxiway B.
4	Secondary power supply/switch-over time	Standby generator / 14 seconds.
5	Remarks	Apron Floodlighting/Blue edge lights. Obstacle lighting.

EGAE AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGAE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDONDERRY/EGLINTON ATZ A circle, 2.5 NM radius, centred at 550234N 0070943W on longest notified runway (08/26)	Upper limit: 2023 FT ALT Lower limit: SFC	G	EGLINTON APPROACH English	3000 FT	Mon: 0625-1900 (0525-1800), 2000-2200 (1900-2100); Tue-Thu: 0625-0730 (0525-0630), 0830-1900 (0730-1800), 2000-2200 (1900-2100); Fri: 0625-1900 (0525-1800), 2000-2200 (1900-2100); Sat 0625-0730 (0525-0630), 0900-1600 (0800-1500), 1700-1800 (1600-1700); Sun: 0855-0930 (0755-0830), 1200-1845 (1100-1745), 1930-2200 (1830-2100); and by arrangement.	As AD hours and by arrangement. ATZ 2000 FT AAL.

EGAE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	EGLINTON APPROACH	123.630 DOC 25 NM/10000 FT	-	-	As AD hours and by arrangement.	VDF 550243.50N 0070916.09W
TWR	EGLINTON TOWER	134.155 DOC 25 NM/4000 FT.	-	-	As AD hours and by arrangement.	-
ATIS	EGLINTON INFORMATION	119.380 DOC 60 NM/ 20,000 FT.	-	-	As AD hours and by arrangement.	ATIS available by telephone: 028-7125 3131.
OTHER	EGLINTON EMERGENCY	121.500 Emergency Frequency	-	-	O/R	-
OTHER	EGLINTON FIRE	121.605 Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGAE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 1.61°W (2027)	IEGN	108.300 MHz	H24	550243.29N 0070909.60W		(RWY 08) Offset ILS. 2.68° south of centre-line. ILS usable during ATC hours only.

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	IEGN	334.100 MHz	H24	550231.90N 0071014.74W		3° ILS Ref Datum Hgt 60 FT. ILS/GP usable during ATC hours only.
ILS/LOC I 1.62°W (2027)	IEGT	108.300 MHz	H24	550221.57N 0071052.31W		(RWY 26) LOC flags may occur when outside 28 left of the centre-line. ILS usable during ATC hours only.
ILS/GP	IEGT	334.100 MHz	H24	550243.17N 0070908.94W		3° ILS Ref Datum Hgt 50 FT. ILS/GP usable during ATC hours only.
DME	IEGN	20X 108.300 MHz	H24	550239.16N 0070943.52W	34 FT	(RWY 08) On AD. Freq paired with LOC I-EGN and I-EGT. Zero range is indicated at THR of Runway 08 and 26. Due to terrain effects the DME is unusable below 3500 FT between 140 and 185 MAG.
DME	IEGT	20X 108.300 MHz	H24	550239.16N 0070943.52W	34 FT	(RWY 26) On AD. Freq paired with LOC I-EGN and I-EGT. Zero range is indicated at THR of Runway 26 and 08. Due to terrain effects the DME is unusable below 3500 FT between 140 and 185 MAG.
NDB (L) 1.61°W (2027)	EGT	328.500 kHz	H24	550243.96N 0070921.71W		On AD. Range 25 NM.

EGAE AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All aircraft using this aerodrome or its facilities are required to have third party liability insurance cover in the sum of £1,000,000. Proof of this insurance should be available for inspection.
b) This aerodrome may only be used whilst ATC and RFFS facilities are being provided.
c) Aircraft unable to communicate by radio are subject to ATC approval.
d) The use of this aerodrome is subject to the published terms and conditions of use and Airport Byelaws, a copy of which is available on request.
e) Aircraft departing and arriving from and to destinations outside of Northern Ireland are required to use the main terminal building for Customs, Immigration and Special Branch clearances, as appropriate.
f) Flight crews are reminded that the apron is a 24 hour mandatory high visibility clothing area. All flight crews are to wear high visibility clothing for all apron activities (including aircraft walk-arounds).
g) Nose-in parking is the preferred method of parking all aircraft of more than 5700 KG MTOW. Requests for into wind parking should be made to ATC.
h) It is a requirement that all airlines using Londonderry Aerodrome must have local orders compatible with Londonderry Aerodrome - Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and must have appropriate arrangements in place before commencing flying operations into the aerodrome. Londonderry Aerodrome will act as the co-ordinating body throughout the recovery operation and has only very limited equipment supplied by a 3rd Party which might be used to salvage disabled aircraft.
i) Departing and arriving aircraft, on first contact with Eglinton ATC must state, ATIS code letter, QNH received and maintain a listening watch.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) No ground signals except light signals.
b) Aerodrome habitat work takes place on the grass areas periodically throughout the year.

c) Pilots are warned of the presence of large congregations of sea-birds in the approach area to Runway 26 (take-off area for Runway 08). There is a constant bird hazard on the surrounding terrain and tidal mud flats adjacent to the aerodrome, which can increase at short notice as concentrations of migratory birds move through the area. During the months of October to April pilots are advised of the presence of large species Whooper Swans in the vicinity of the aerodrome mainly flying at an altitude of approx 25-100 FT AGL. On aerodrome bird dispersal including use of pyrotechnics is in operation throughout the aerodrome operational hours.
d) Pilots are reminded of the close proximity of Ballykelly disused aerodrome 5 NM to the east-north-east of this aerodrome. Pilots of aircraft en-route and in the circuit should positively identify Londonderry/Eglinton before committing the aircraft to landing.
e) Single-engined aircraft should avoid overflying a chemical plant 2 to 3 NM west of the aerodrome below 1500 FT.
f) A single-track railway line passes through the overrun RESA for Runway 08, and approach RESA for Runway 26. An ATC operated railway signal system is used to stop trains under normal conditions as follows:

i. Landing Aircraft

1. Public transport aircraft landing on Runway 26 or Runway 08 priority is given to the aircraft and trains are stopped.
2. General aviation aircraft landing on Runway 26 or Runway 08 priority is given to the train. Aircraft will be delayed for up to 5 minutes.

ii. Departing Aircraft

1. For all departures from Runway 08 or Runway 26 priority is given to the passing train ATC will sequence movements accordingly, delays of up to 5 minutes may be experienced.

g) High ground 120°T to 240°T south of aerodrome rising to 1300 FT AMSL 142°T, 4.4 NM from ARP.

5 HELICOPTER OPERATIONS

Not applicable

6 Use of Runways

a) In calm wind conditions Runway 08 is the preferred departure runway and Runway 26 is the preferred arrival runway.
b) Landing on Runways 08 and 26

i. Runway 08 – Aircraft that are unable to turn off at Taxiway Bravo will be required to turn on the runway and back track to Taxiway Bravo. To avoid surface damage B737, A320 or larger aircraft must slow to taxi speed before moving fully to the left or right of the centre-line and then using the maximum available width of the runway to make a slow 180° turn to the opposite side of the runway before returning to the centre-line avoiding wheel locks or excess engine power consistent with good aviation practice.
ii. Runway 26 – To avoid surface damage B737, A320 or larger aircraft will be required to continue to the end of the runway and turn on Runway 08 threshold turnpad unless instructed otherwise by ATC. Turning pad designed for right hand turns.

c) Except where an AOC holder has less restrictive state authorised take-off minima, departures in RVR conditions of less than 400 M are not permitted.
d) In winter conditions, runway ant-icing and snow clearance operations will take priority over all other operations at the discretion of the airport authority. ATC will inform pilots of expected delays.

7 TRAINING

a) Use of the aerodrome for training purposes is subject to the following:

i. Training is not permitted between 0000-0700 (2300-0600);
ii. Circuit and instrument approach training is only available by prior arrangement with ATC. Operators must submit a request by telephone (028-7181-3314) or email (atc@cityofderryairport.com) no later than 1600 (1500) on the preceding day. Requests for all other local general aviation movements must be submitted at least one hour prior to the proposed movement;
iii. Filing of a flight plan does not constitute a booking and failure to make a booking may result in the aircraft being refused use of the facilities;
iv. Operators are to inform ATC of booking cancellations;
v. Circuit direction for all training aircraft will be varied by ATC for air traffic and noise nuisance avoidance purposes.

EGAE AD 2.21 NOISE ABATEMENT PROCEDURES

The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

1 NOISE ABATEMENT PROCEDURES - ALL AIRCRAFT

a) Operators of all aircraft using the airport are to ensure that their operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
b) Where the surface wind is calm, jet movements, when possible, should use Runway 26 for arrivals and Runway 08 for departures, particularly at night.
c) At night the circuit heights will be increased to 1500 FT AAL.

d) The use of Runway 08/26 for circuit training at night is prohibited between 0000-0700 (2300-0600).
e) Aircraft shall not execute inflight turns within the Airport Boundary unless otherwise instructed by ATC.

2 NOISE ABATEMENT PROCEDURES - AIRCRAFT OF 5700 KG MTOW OR LESS

a) All pilots should arrange their flight so as to minimise noise disturbance. Pilots should not carry out manoeuvres which attract attention to their aircraft;
b) landing aircraft shall follow a descent path that will not result in it being below the visual approach path as indicated by the PAPI.

3 NOISE ABATEMENT PROCEDURES - AIRCRAFT OF MORE THAN 5700 KG MTOW

a) **Arrivals:**

i. Jet aircraft must not join the FAT to any runway at a height less of than 1500 FT (QFE), except that jet aircraft carrying out visual circuit training may descend from circuit height on base leg and join the FAT not less than 1000 FT (QFE)
ii. Propeller driven aircraft of more than 5700 KG MTOW must not join the FAT to any runway at a height of less than 1000 (QFE).
iii. Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the heights specified above before intercepting the glidepath nor thereafter fly below it. Aircraft approaching without assistance from ILS 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.

b) **Departures:**

i. Runway 26. Departing aircraft maintain the runway centre-line until passing altitude 3100 FT;
ii. Runway 08. Departing aircraft maintain the runway centre-line until passing altitude 3100 FT.

EGAE AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome within the Scottish FIR are established outside controlled airspace. See ENR 1.5, paragraph 6.
b) Instrument Approach Procedures (IAP) for this aerodrome within the Shannon FIR are established within controlled airspace (Eglinton CTA areas) - see ENR 2.2 paragraph 1.9.2 and AD 2.17. Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.
c) There are three Holds established for use with the Londonderry/Eglinton Direct Arrivals as shown below:

i. COLRE - 550659N 0064402W;
ii. DUNGV - 545344N 0064724W;
iii. LUNEX - 545036N 0071531W.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Following completion of the noise abatement procedure Runway 26 departing aircraft are permitted to enter the Eglinton CTA West under the control of Eglinton ATC.

3 NORTH ATLANTIC DEPARTURES

a) Due to the proximity of the Shanwick Oceanic boundary to Londonderry/Eglinton, pilots must consider timescales for submitting an ’RCL’. Refer to ENR 2.2, paragraph 3.8.2 for details.

4 CIRCUIT DIRECTIONS AND HEIGHTS

a) Runway 08; 1000 FT for LH and 1200 FT for RH. Runway 26; 1200 FT for LH and 1000 FT for RH.

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.

Note: *Flights using Londonderry Eglinton Airport under VFR must be prepared to route via VRPs and to route clear of instrument approaches if so instructed by ATC. ATC may request that inbound and outbound aircraft follow the following visual routes:*

a) Dungiven - Claudy Crossroads - Londonderry/Eglinton.
b) Moville Quay - Carrowkeel - Londonderry/Eglinton.

EGAE AD 2.23 ADDITIONAL INFORMATION

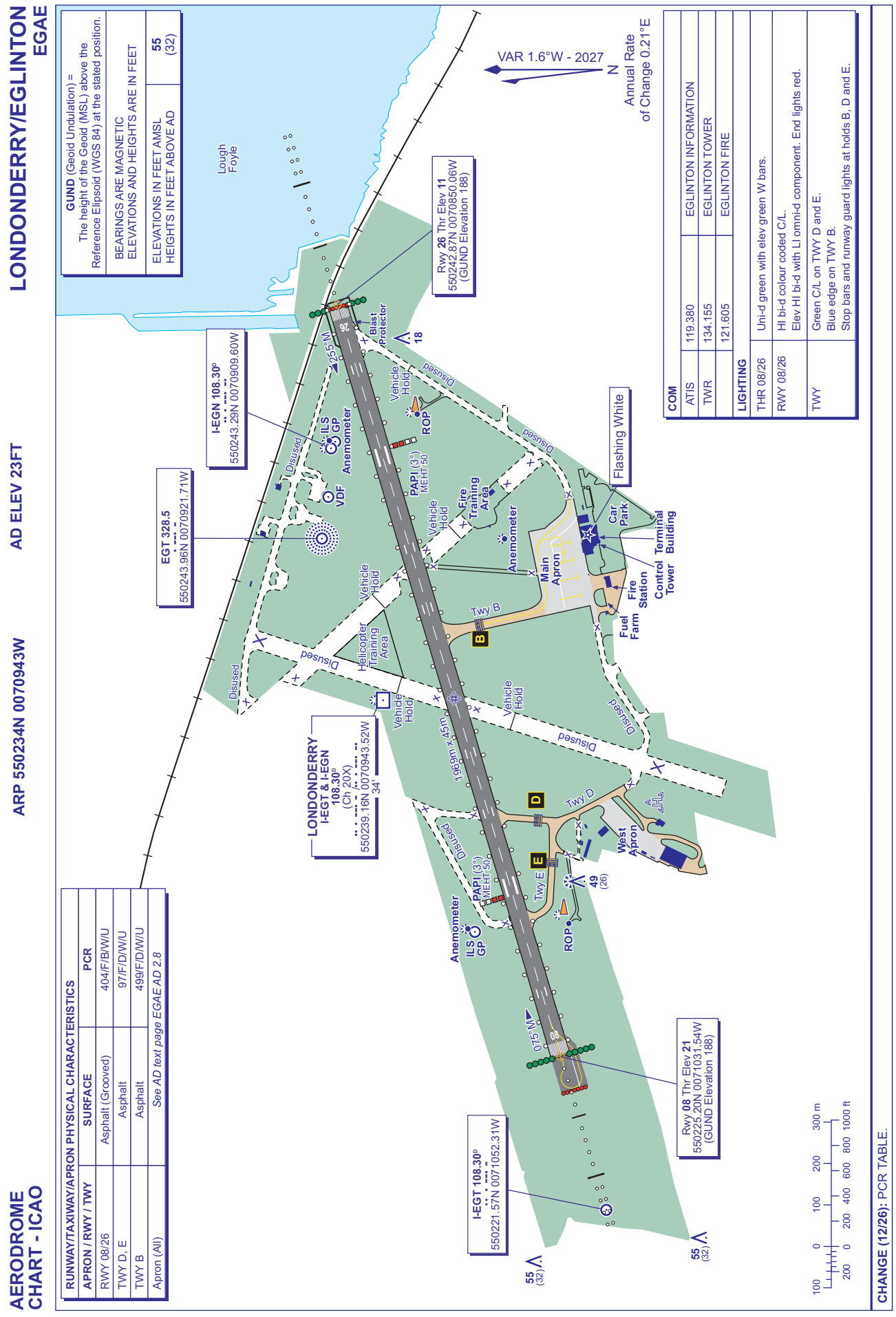
Not applicable

EGAE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGAE-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGAE-2-2
CONTROL AREA CHART - VRPS
AD 2.EGAE-4-1
INSTRUMENT APPROACH CHART ILS/DME Z (OFFSET LOC) RWY 08 - ICAO
AD 2.EGAE-8-1
INSTRUMENT APPROACH CHART ILS/DME Y (OFFSET LOC) RWY 08 (CAT A,B) - ICAO
AD 2.EGAE-8-2
INSTRUMENT APPROACH CHART LOC/DME Z (OFFSET LOC) RWY 08 - ICAO
AD 2.EGAE-8-3
INSTRUMENT APPROACH CHART LOC/DME Y (OFFSET LOC) RWY 08 (CAT A,B) - ICAO
AD 2.EGAE-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO
AD 2.EGAE-8-5
INSTRUMENT APPROACH CHART DIRECT ARRIVALS RWY 08 - ICAO
AD 2.EGAE-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 26 - ICAO
AD 2.EGAE-8-7
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 26 - ICAO
AD 2.EGAE-8-8
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO
AD 2.EGAE-8-9
INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/DME/NDB(L) RWY 26 - ICAO
AD 2.EGAE-8-10
INSTRUMENT APPROACH CHART DIRECT ARRIVALS NDB(L)/DME RWY 26 - ICAO
AD 2.EGAE-8-11

EGAE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

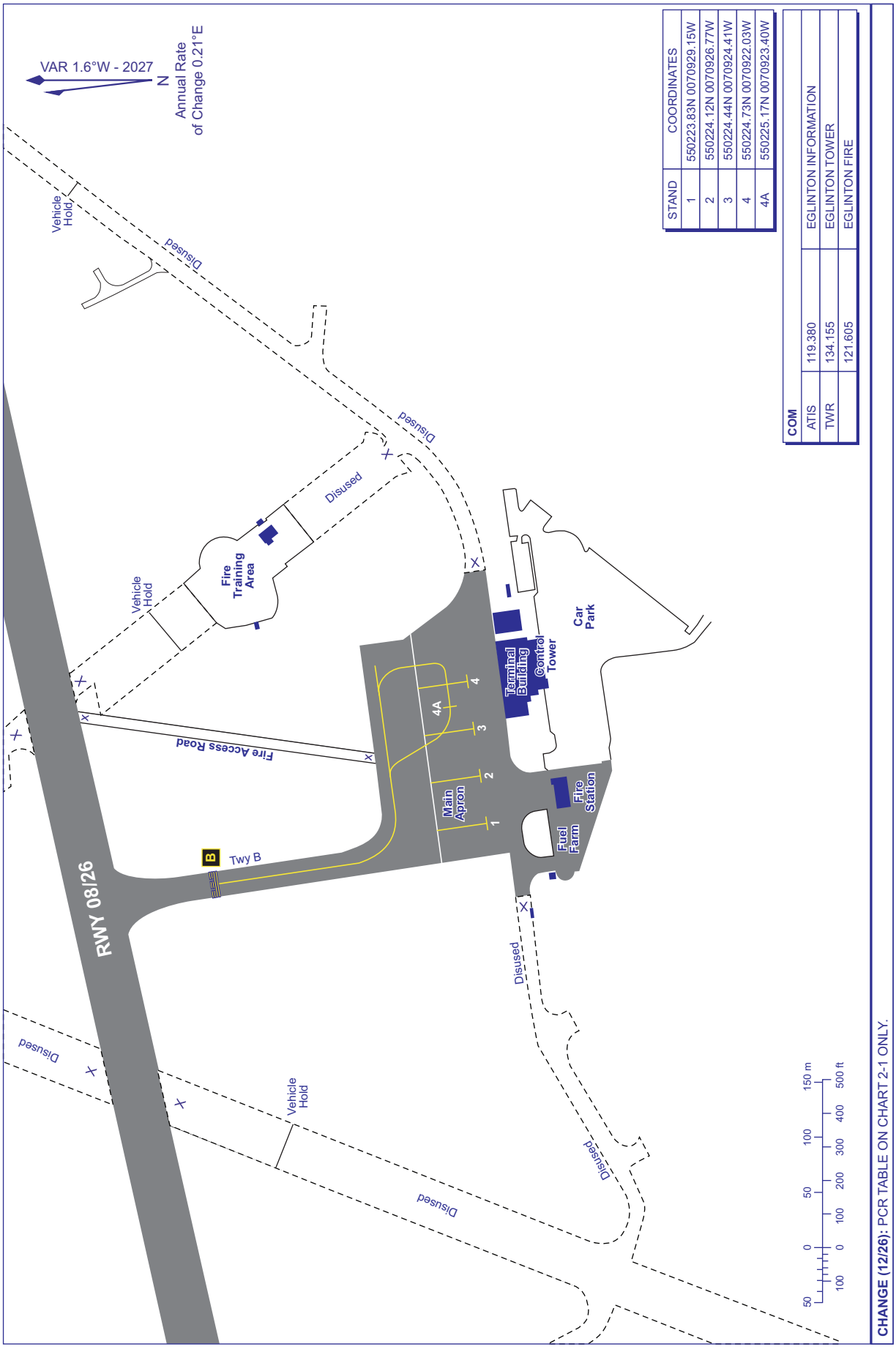

LONDONDERRY/EGLINTON
EGAE
AERODROME CHART - ICAO
ARP 550234N 0070943W
AD ELEV 23FT
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
55 (32)
VAR 1.6°W - 2027
Annual Rate of Change 0.21°E
Lough Foyle
Rwy 26 Thr Elev 11
550242.87N 0070850.06W
(GUND Elevation 188)
I-EGN 108.30°
550243.29N 0070909.60W
EGT 328.5
550243.96N 0070921.71W
LONDONDERRY
I-EGT & I-EGN
108.30°
(Ch 20X)
550239.16N 0070943.52W
34'
I-EGT 108.30°
550221.57N 0071052.31W
Rwy 08 Thr Elev 21
550225.20N 0071031.54W
(GUND Elevation 188)
1969m x 45m
255°M
075°M
ILS GP
Anemometer
VDF
PAPI (3°) MEHT 50
ROP
Blast Protector
Vehicle Hold
Disused
Fire Training Area
Helicopter Training Area
Main Apron
West Apron
Car Park
Terminal Building
Control Tower
Fire Station
Fuel Farm
Twy B
Twy D
Twy E
Flashing White
COM
ATIS 119.380 EGLINTON INFORMATION
TWR 134.155 EGLINTON TOWER
121.605 EGLINTON FIRE
LIGHTING
THR 08/26 Uni-d green with elev green W bars.
RWY 08/26 Hl bi-d colour coded C/L.
Elev Hl bi-d with Ll omni-d component. End lights red.
TWY Green C/L on TWY D and E.
Blue edge on TWY B.
Stop bars and runway guard lights at holds B, D and E.
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | PCR
RWY 08/26 | Asphalt (Grooved) | 404/F/B/W/U
TWY D, E | Asphalt | 97/F/D/W/U
TWY B | Asphalt | 499/F/D/W/U
Apron (All) | See AD text page EGAE AD 2.8
CHANGE (12/26): PCR TABLE.
100 0 100 200 300 m
200 0 200 400 600 800 1000 ft

LONDONDERRY/EGLINTON EGAE

AD ELEV 23FT

ARP 550234N 0070943W

AIRCRAFT PARKING/DOCKING CHART - ICAO



STAND	COORDINATES
1	550223.83N 0070929.15W
2	550224.12N 0070926.77W
3	550224.44N 0070924.41W
4	550224.73N 0070922.03W
4A	550225.17N 0070923.40W

COM		
ATIS	119.380	EGLINTON INFORMATION
TWR	134.155	EGLINTON TOWER
	121.605	EGLINTON FIRE

CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

AERO INFO DATE 10 SEP 26

AD 2-EGAE-2-2

EGMD — LYDD

EGMD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGMD — LYDD

EGMD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505722N Long: 0005620E Mid-point of Runway 03/21
2	Direction and distance from city	1.2 NM NE of Lydd; 12 NM south of Ashford.
3	Elevation / Reference temperature / Mean Low Temperature	13 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	146 FT
5	Magnetic Variation / Annual Change	1.70°E (2027) / 0.16°E
6	AD Administration Address Telephone Telefax AFS E-mail address Web address	LONDON ASHFORD AIRPORT LTD. Lydd Airport, Lydd, Romney Marsh, Kent, TN29 9QL. 01797-322400 (Airport Switchboard) 01797-320881 (ATC) 01797-322422 (MET) 528-2528 (ATOTN) 01797-322419 (Administration) EGMDZTZX info@lydd-airport.co.uk www.lydd-airport.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGMD AD 2.3 OPERATIONAL HOURS

1	AD Administration	0830-1900 (0730-1800); extensions by arrangement.
2	Customs and immigration	As AD hours.
3	Health and sanitation	As AD hours.
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	As AD hours.
7	ATS	As AD hours. See also AD 2.18
8	Fuelling	Available up to 15 minutes before closing.
9	Handling	Available by arrangement through FAL Aviation.
10	Security	H24
11	De-icing	By arrangement through FAL Aviation.
12	Remarks	All movements strictly PPR by telephone to ATC. Caution SAR helicopter and UAS operations may take place when AD is closed. Electronic General Aviation Report may be processed via the Pilot Information section of the Lydd Airport website.

EGMD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with FAL Aviation 01797-322400. Nearest railway siding: Appledore, 6 NM.
2	Fuel and oil types	AVTUR JET A-1 F35 (does not contain AL48), AVTUR JET A-1 F34 (FSII), AVGAS 100LL Castrol AD 80, AD100, S80, S100, Mulitgrade.
3	Fuelling facilities/capacity	AVTUR JET A-1 F34/F35 54,000 LT, mobile capacity 36,000 LT. AVGAS 100LL 54,000 LT, mobile capacity 13,000 LT. No aircraft defuelling services available.
4	De-icing facilities	By arrangement with handling agent.
5	Hangar space for visiting aircraft	By arrangement.
6	Repair facilities for visiting aircraft	Limited - by arrangement.

7	Remarks	Fuel Type: FSII additive available separately on request. Handling is mandatory for aircraft larger than 4000 KG MTOW. Training or military aircraft may be exempted from this requirement. Handling provided by: FAL Aviation Ltd. Tel: 01797-322400, Fax: 01797-322419 Email: FAL@lydd-airport.co.uk Website: www.lydd-airport.co.uk Ops Frequency: 131.705 MHz, callsign FAL Operations.

EGMD AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity. By arrangement through FAL Aviation.
2	Restaurants	Light refreshments available from Customer Services. VIP/Executive catering by arrangement through FAL Aviation.
3	Transportation	Trains, buses, taxis, limousines and car hire. Nearest railway stations: Ashford International and Appledore.
4	Medical facilities	First aid, oxygen therapy, defibrillator, entonox analgesic gas.
5	Bank and Post Office	Post box in terminal.
6	Tourist Office	Local information available in terminal.
7	Remarks	Executive lounge in FAL terminal building.

EGMD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3, 4 or 5 available by arrangement. The aircraft operator shall accept responsibility for ensuring that the Fire Category is appropriate to their particular operation. Occasionally Category 2 may be provided for Category 3 under remission.
2	Rescue equipment	Standard equipment for Category 1 to Category 5.
3	Capability for removal of disabled aircraft	By arrangement with local removal company.
4	Remarks	-

EGMD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from: ATC Tel: 01797-320881.

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

1	Apron surface and strength	B Surface: Asphalt PCR 101/F/C/X/U C Surface: Asphalt NIL
2	Taxiway width, surface and strength	Taxiway A AND D: 10.5 M Surface: Asphalt NIL Taxiway B AND C: 18 M Surface: Asphalt PCR 101/F/C/X/U
3	Altimeter checkpoint location and elevation	Apron 10 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking Charts
6	Remarks	-

EGMD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Apron Bravo has 6 self-manoeuvring stands for aircraft up to B737-800 dimensions. Apron Charlie is available to GA aircraft, with apron taxilanes marking out 3 rows. Apron Delta is available to light aircraft as directed by ATC. Marshalling assistance available if required.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 03/21: Runway designation, displaced threshold 21, centre-line, TDZ, fixed distance markings, edge stripes. Taxiway marking aid(s): Yellow centre-line, hatched edge line on Taxiways Bravo and Charlie, holding point markings and boards. Taxiway light(s): Illuminated holding point signs on Taxiways Bravo and Charlie.
3	Stop bars and runway guard lights (if any)	Guard lights at holds Bravo and Charlie.
4	Other runway protection measures	-
5	Remarks	WDIs adjacent to touchdown zone for Runways 03 and 21: 505710.54N 0005601.51E (LGTD) - 505735.93N 0005627.55E (LGTD).

EGMD AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGMD6647) 21/APPROACH 03/ TAKE-OFF	CCTV MAST	505748.24N 0005646.77E	22 FT	13 FT	No	-
(EGMD6646) 21/APPROACH 03/ TAKE-OFF	CCTV MAST	505744.87N 0005632.91E	26 FT	17 FT	No	-
(EGMD3098) 03/APPROACH 21/ TAKE-OFF	SIGN	505656.57N 0005554.45E	18 FT	9 FT	No	-
(EGMD3156) 03/APPROACH 21/ TAKE-OFF	FENCE	505655.35N 0005557.51E	16 FT	8 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGMD3121)	PYLON	505804.98N 0005335.56E	167 FT	161 FT	No	-
(EGMD3006)	WATER_TOWER	505637.48N 0005633.36E	125 FT	112 FT	No	-
(EGMD3131)	PYLON	505636.77N 0005348.65E	198 FT	191 FT	No	-
(EGMD3133)	PYLON	505633.96N 0005333.72E	207 FT	192 FT	No	-
(EGMD3035)	PYLON	505623.80N 0005403.05E	200 FT	184 FT	No	-
(EGMD3050)	PYLON	505512.59N 0005557.24E	206 FT	195 FT	No	-
(EGMD3024)	POWER STATION	505448.65N 0005732.88E	267 FT	249 FT	No	-

EGMD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW

2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	214 Spot winds, 215 low level wx.
8	Supplementary equipment available for providing information	Internet access in Flight Briefing. ATIS 129.230 MHz or 01797-322422.
9	ATS units provided with information	LYDD
10	Additional information (limitation of service, etc.)	RVR by human observer method. AUTOMETAR produced outside aerodrome opening hours.

EGMD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
03	032.71°	1505 x 32 M	RWY surface: Asphalt, Grooved PCR 101/F/C/X/U	505701.75N 0005600.11E 146.0 FT	THR 9.9 FT TDZ 12.4 FT	-
21	212.72°	1505 x 32 M	RWY surface: Asphalt, Grooved PCR 101/F/C/X/U	505741.75N 0005640.79E 146.0 FT	THR 12.4 FT TDZ 13.2 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	329 x 180 M	1591 x 280 M	90 x 64 M -	-	-	RWY 03
-	176 x 180 M	1591 x 280 M	240 x 64 M -	-	-	RWY 21 Threshold displaced by 35 M to allow for full RESA. OFZ: Yes.

EGMD AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	1470 M	1799 M	1470 M	1470 M	-
21	1505 M	1681 M	1505 M	1470 M	-

EGMD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	Centre-line with one crossbar at 305 M. 427 M Light intensity high	Green Light intensity high Elevated uni-directional	PAPI Left/3° 48 FT 273 M	-	-	Elev HI white bi-directional with LI omni-directional component	Red Light intensity high	-	-
21	Coded centre-line with two crossbars at 150 M and 300 M. 430 M Light intensity high	Green Light intensity high Uni-directional with elev HI wingbars	PAPI Left/3.5° 60 FT 322 M	-	-	Elev HI white bi-directional with LI omni-directional component Yellow caution zone	Red Light intensity high	-	-

EGMD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 505715.76N 0005602.99E Flashing White - On terminal roof.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 505735.99N 0005628.25E (LGTD) - 505710.04N 0005601.81E (LGTD) - 505710.54N 0005601.51E.
3	TWY edge and centre line lighting	EDGE: Blue lights on Taxiways Bravo and Charlie.
4	Secondary power supply/switch-over time	Yes / 15 seconds. Battery back-up. In Low Visibility Procedures switch-over time is 1 second.
5	Remarks	Apron floodlighting. Blue edge lights on Apron Bravo. Obstacle lighting.

EGMD AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	-
2	TLOF and/or FATO elevation	-
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO: - x - FATO surface: - -
4	True BRG of FATO	FATO:
5	Declared distance available	FATO:
6	APP and FATO lighting	-
7	RMK	Small helicopters, ie: R22/44, Hu30, AS55, BH06 will be air taxied to park on Apron Bravo. Larger helicopters, ie: SK76, Puma, CH47 will make an approach to the runway in use and ground taxi (if possible) to Apron Bravo.

EGMD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LYDD ATZ A circle, 2 NM radius, centred at 505722N 0005620E on longest notified runway (03/ 21)	Upper limit: 2013 FT ALT Lower limit: SFC	G	LYDD APPROACH English	6000 FT	0830-1900 (0730-1800).	ATZ 2000 FT AAL.

EGMD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	LYDD APPROACH	120.705 DOC 25 NM/ 10,000 FT.	-	-	0830-1900 (0730-1800); extensions by arrangement.	VDF 505731.18N 0005620.77E
		121.500 Emergency frequency O/R.	-	-	0830-1900 (0730-1800); extensions by arrangement.	
TWR	LYDD TOWER	119.380 DOC 25 NM/4,000 FT.	-	-	When directed by ATC.	-
		121.500 Emergency frequency O/R.	-	-	When directed by ATC.	
ATIS	LYDD INFORMATION	129.230 DOC 45 NM/ 20,000 FT.	-	-	0830-1900 (0730-1800); extensions by arrangement.	-
OTHER	LYDD FIRE	121.600 Non-ATS Frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGMD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 1.70°E (2027)	ILDY	108.150 MHz	0830-1900 (0730-1800); extensions by arrangement.	505714.15N 0005622.37E		(RWY 21) 5 degree offset - See procedure chart. Training approaches using autocoupled LOC/GP not to be continued below 200 FT.
ILS/GP	ILDY	334.550 MHz	0830-1900 (0730-1800); extensions by arrangement.	505736.04N 0005628.28E		3.5° ILS Ref Datum Hgt 47 FT.
NDB (L) 1.70°E (2027)	LZD	397.000 kHz	H24	505731.71N 0005621.44E		On AD. Range 20 NM.

AERODROME CHART - ICAO

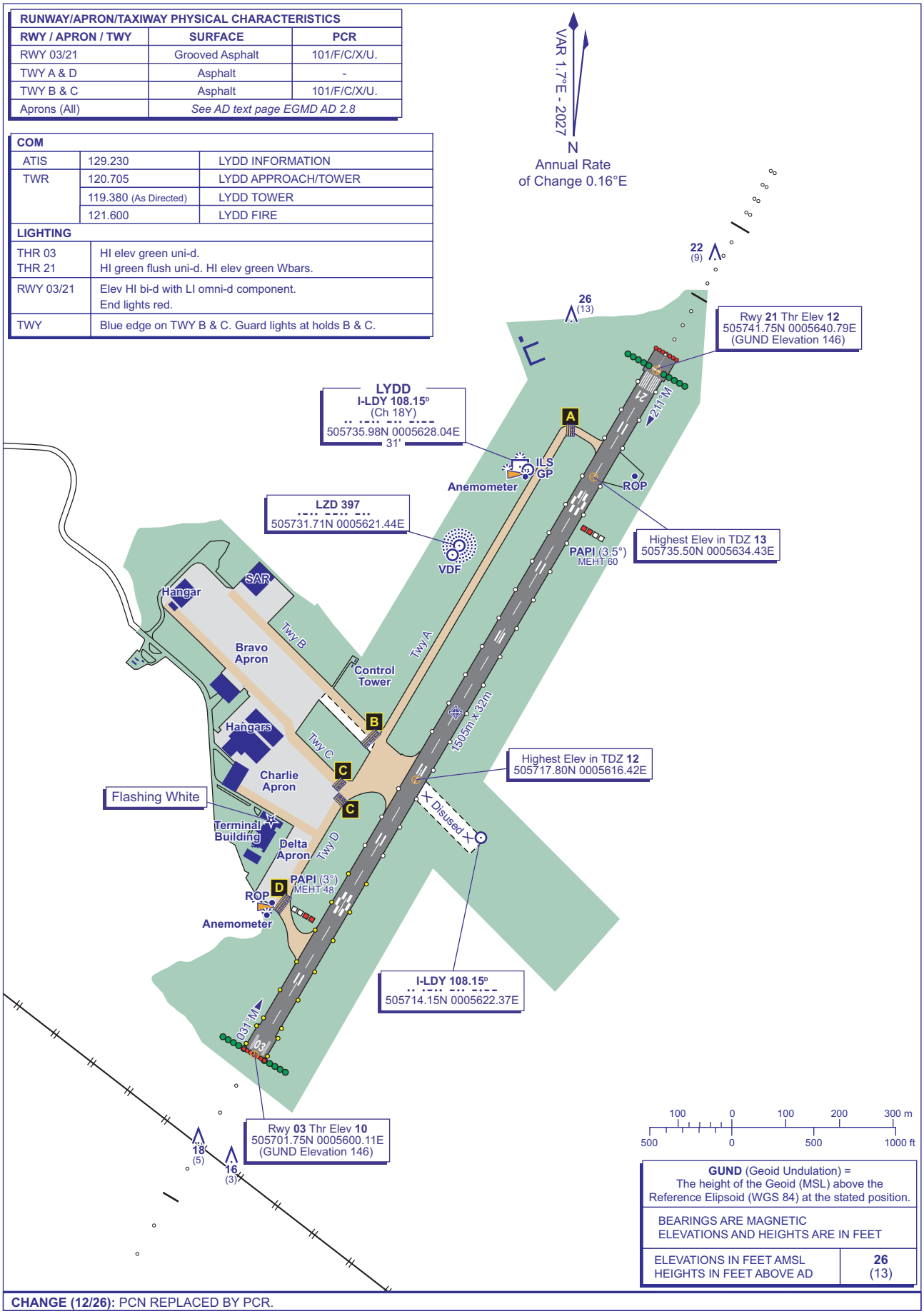
ARP 505722N 0005620E **AD ELEV 13FT**

LYDD
EGMD

RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS		
RWY / APRON / TWY	**SURFACE**	**PCR**
RWY 03/21	Grooved Asphalt	101/F/C/X/U.
TWY A & D	Asphalt	-
TWY B & C	Asphalt	101/F/C/X/U.
Aprons (All)	*See AD text page EGMD AD 2.8*	

COM		
ATIS	129.230	LYDD INFORMATION
TWR	120.705	LYDD APPROACH/TOWER
	119.380 (As Directed)	LYDD TOWER
	121.600	LYDD FIRE

LIGHTING	
THR 03 THR 21	HI elev green uni-d. HI green flush uni-d. HI elev green Wbars.
RWY 03/21	Elev HI bi-d with LI omni-d component. End lights red.
TWY	Blue edge on TWY B & C. Guard lights at holds B & C.



CHANGE (12/26): PCN REPLACED BY PCR.

AERO INFO DATE 10 SEP 26

AD 2-EGMD-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 505722N 0005620E

AD ELEV 13FT

LYDD
EGMD

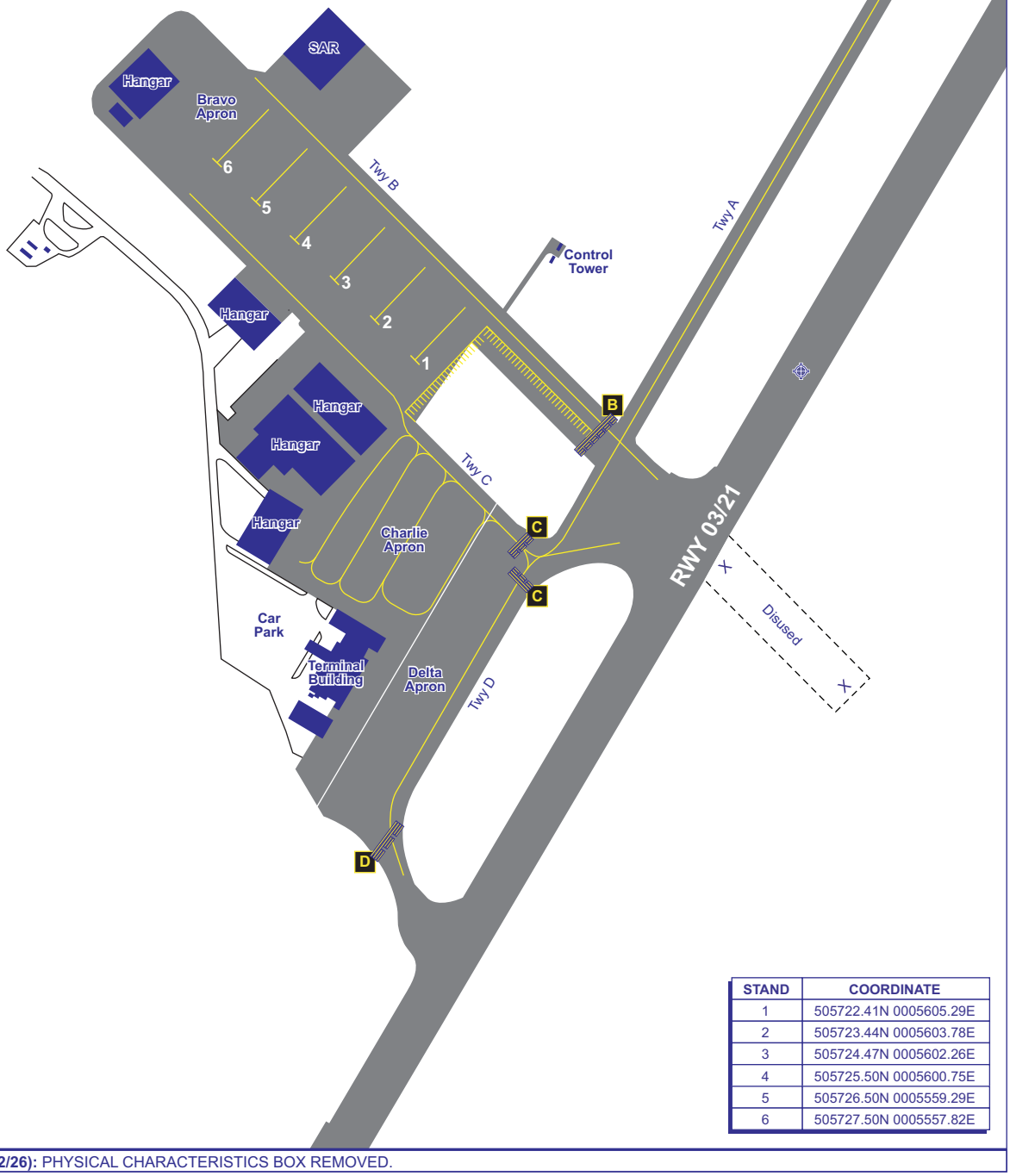
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**46** (33)

50 0 50 100 150m
100 0 100 200 300 400 500ft

VAR 1.7°E - 2027
N
Annual Rate of Change 0.16°E

COM		
ATIS	129.230	LYDD INFORMATION
TWR	120.705	LYDD APPROACH/TOWER
	119.380(As Directed)	LYDD TOWER
	121.600	LYDD FIRE

LIGHTING	
THR 03 THR 21	HI elev green uni-d. HI green flush uni-d. HI elev green Wbars.
RWY 03/21	Elev HI bi-d with LI omni-d component. End lights red.
TWY	Blue edge on Taxiways B & C. Guard lights at holds B & C.



STAND	COORDINATE
1	505722.41N 0005605.29E
2	505723.44N 0005603.78E
3	505724.47N 0005602.26E
4	505725.50N 0005600.75E
5	505726.50N 0005559.29E
6	505727.50N 0005557.82E

CHANGE (12/26): PHYSICAL CHARACTERISTICS BOX REMOVED.

AERO INFO DATE 10 SEP 26

AD 2-EGMD-2-2

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 SNOCLO 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 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 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 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	-

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. 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

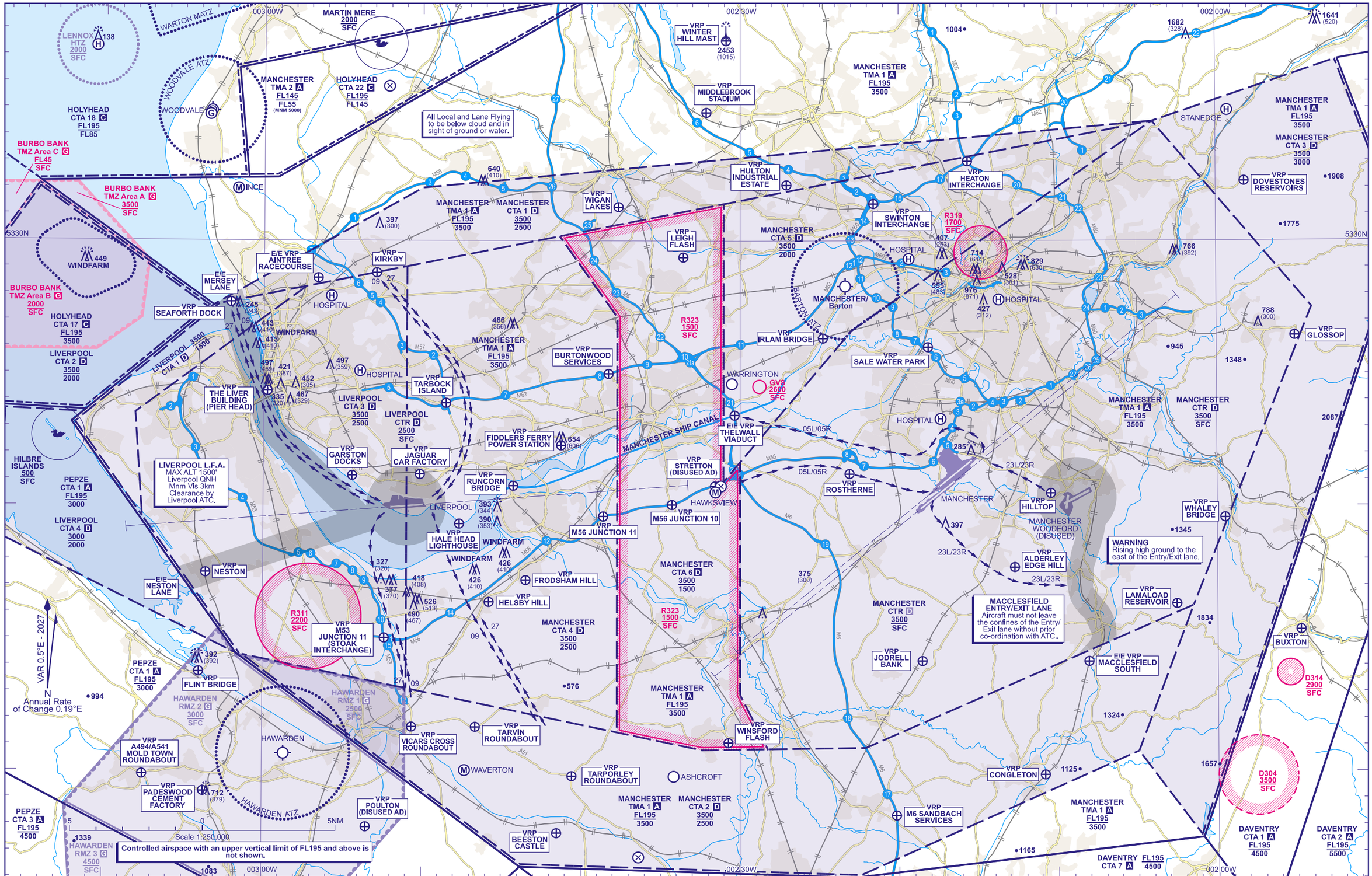
1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 23R - 532130.48N 0021544.16W (LGTD), 23L - 532043.10N 0021648.99W (LGTD), 05L - 532054.33N 0021659.67W (LGTD), 05R - 531959.29N 0021819.60W.
3	TWY edge and centre line 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 -

CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs

MANCHESTER



CHANGE (12/26): HOSPITAL HELI ADDED.

AERO INFO DATE 27 AUG 26

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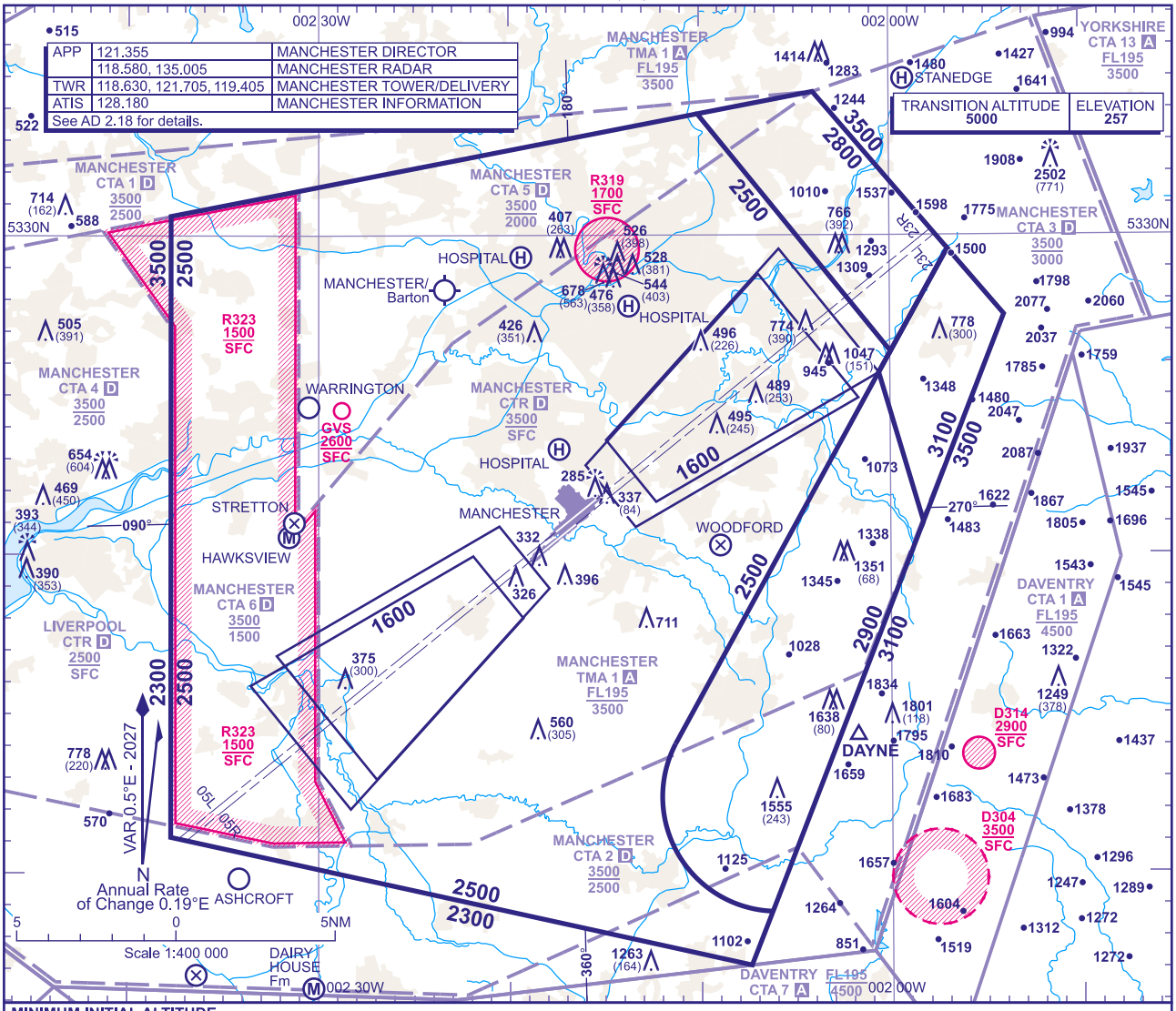
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **2502**
HEIGHTS IN FEET AGL (771)

MANCHESTER



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2500** in the sector defined by the lateral limits; 533037N 0023746W - 533349N 0021004W - 532621N 0015958W - 531403N 0021120W - thence anti-clockwise by an arc of a circle radius 3.6NM centred on 531222.49N 0020602.21W to 530847N 0020617W - 530706N 0020723W - 531108N 0023744W - 533037N 0023746W.

b) **2800** in the sector defined by the lateral limits; 533349N 0021004W - 533430N 0020400W - 532934N 0015657W - 532621N 0015958W - 533349N 0021004W.

c) **2900** in the sector defined by the lateral limits; 532541N 0020035W - 532100N 0015817W - 530847N 0020617W thence clockwise by an arc of a circle radius 3.6NM centred on 531222.49N 0020602.21W to 531403N 0021120W - 532541N 0020035W.

d) **3100** in the sector defined by the lateral limits; 532541N 0020035W - 532934N 0015657W - 532730N 0015400W - 532100N 0015817W - 532541N 0020035W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

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

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

In the event of radio communication failure flight crews should plan to land on the landing runway last acknowledged from Manchester Radar or as promulgated by ATIS. If this is not possible, flight crews should plan to land on runway 23R/05L. Should runway 23R/05L not be available, this will be indicated by means of ATC extinguishing the approach lights for 23R/05L and illuminating the approach lights for landing on runway 23L/05R. 'Blind' ATC communications will also be transmitted.

Initial Approach

Proceed at **FL70**, or last assigned level if higher, to **DAYNE**, **MIRSI** or **ROSUN**, hold as appropriate and then continue visually or by means of an appropriate final approach aid. If this is not possible, from the hold route direct and self-position to a 10D/12D Final as appropriate, complying with all published MSAs.†

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid and land.

If landing is not possible, follow the Missed Approach Procedure to **DAYNE** or **ROSUN** hold climbing to **FL70**. From **DAYNE/ROSUN** proceed direct to a 10D/12D Final as appropriate, complying with all published MSAs.†

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

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less and is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (12/26): HOSPITAL HELI ADDED.

AERO INFO DATE 27 AUG 26

AD 2-EGCC-5-1

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EGCB 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	014.61°	518 x 32 M	RWY surface: Grass -	532812.07N 0022322.47W 168.1 FT	THR 68.0 FT -	RWY 02 1:489 RWY 20 -1:489
20	194.61°	518 x 32 M	RWY surface: Grass -	532826.13N 0022316.32W 168.1 FT	THR 71.5 FT -	RWY 02 1:489 RWY 20 -1:489
08L	082.81°	641 x 30 M	RWY surface: Grass -	532817.13N 0022343.35W 168.1 FT	THR 68.8 FT -	RWY 08L -1:4381 RWY 26R 1:4381
26R	262.82°	641 x 30 M	RWY surface: Grass -	532819.73N 0022308.86W 168.1 FT	THR 69.4 FT -	RWY 08L -1:4381 RWY 26R 1:4381
08R	082.83°	626 x 32 M	RWY surface: Grass -	532816.40N 0022339.81W 168.1 FT	THR 68.2 FT -	RWY 08R 1:978 RWY 26L -1:978
26L	262.84°	626 x 32 M	RWY surface: Grass -	532818.92N 0022306.16W 168.1 FT	THR 70.3 FT -	RWY 08R 1:978 RWY 26L -1:978
13	134.18°	398 x 32 M	RWY surface: Grass -	532825.19N 0022320.42W 168.1 FT	THR 72.6 FT -	RWY 13 -1:311 RWY 31 1:311
31	314.19°	398 x 32 M	RWY surface: Grass -	532816.22N 0022304.95W 168.1 FT	THR 68.4 FT -	RWY 13 -1:311 RWY 31 1:311

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	578 x 60 M	-	-	-	RWY 02 Threshold displaced by 69 M.
-	-	578 x 60 M	-	-	-	RWY 20
-	-	701 x 60 M	-	-	-	RWY 08L
-	-	701 x 60 M	-	-	-	RWY 26R
-	-	686 x 60 M	-	-	-	RWY 08R
-	-	686 x 60 M	-	-	-	RWY 26L
-	-	458 x 60 M	-	-	-	RWY 13
-	-	458 x 60 M	-	-	-	RWY 31

EGCB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08L	641 M	641 M	641 M	641 M	-
26R	641 M	641 M	641 M	641 M	-
08R	626 M	626 M	626 M	626 M	-
26L	626 M	626 M	626 M	626 M	-
02	518 M	518 M	518 M	449 M	-
20	518 M	518 M	518 M	518 M	-
13	398 M	398 M	398 M	398 M	-
31	398 M	398 M	398 M	398 M	-

EGCB AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGCB 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: 532814.95N 0022313.66W, 532814.92N 0022313.76W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	8 lights mark a helictoper night landing area on the 08L & 08R thresholds.

EGCB AD 2.16 HELICOPTER LANDING AREA

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EGCB 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/BARTON ATZ 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: 2073 FT ALT Lower limit: SFC	G	BARTON INFORMATION English	5000 FT	Mon-Thu 0900-1800 (0800-1700) or SS, whichever is earlier; Fri-Sun 0900-1900 (0800-1800) or SS, whichever is earlier; and by arrangement.	Note: Airspace Classification within Manchester CTA class D. ATZ 2000 FT AAL.

EGCB 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	BARTON INFORMATION	120.255 DOC 10 NM/3000 FT.	-	-	Mon-Thu 0900-1800 (0800-1700) or SS, whichever is earlier; Fri-Sun 0900-1900 (0800-1800) or SS, whichever is earlier; and by arrangement.	-

EGCB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGCB AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Fixed wing twin engine aircraft and fixed wing aircraft over 1500 KG MTOW must obtain briefing via telephone with ATS prior to flight.
b) During adverse weather conditions, the AD and associated services may be withdrawn, the aerodrome becoming unavailable during these times.
c) High visibility jackets recommended whilst airside.
d) A full copy of the Aerodrome Rules and Procedures (Pilot Handbook) is available on the aerodrome website.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Pilots should exercise caution as runway and taxiway surfaces undulate in places and may not be suitable for all aircraft types/weights. Surface may become soft during prolonged periods of wet weather. Further information may be sought by contacting the ATS.
b) There are 35 FT high lamp standards on the A57 road to the Southeast and Southwest of the aerodrome.
c) Red/White Marker boards or non-standard markings (cones) may be used to indicate areas of soft ground. Pilots must exercise extreme caution as not all soft areas may be indicated.
d) Bird Hazard: Herons regularly flying across the aerodrome at heights between 100 and 500 feet. Additionally, Bird activity (Gulls and Pigeons) increases during periods of wet weather and grass seeding. All Bird Strikes must be reported.
e) Windshear and Turbulence can be expected on approaches to all runways. In particular, conditions may be more prominent during the following conditions:

    i. Runway 26L/26R Approach and 08L/08R Climbout - Additional turbulence/windshear during strong winds (any direction) and/or high temperatures.
    ii. Runway 20 Approach - Additional turbulence/windshear particularly during southeast to south winds.
    iii. Runway 31 Approach - Additional turbulence /windshear during strong winds (any direction) and when crossing dual carriageway (A57) prior to the threshold.
    iv. Runway 02 Approach - Additional turbulence/windshear particularly when crossing dual carriageway (A57) prior to the threshold.

f) Taxilane adjacent to AVGAS fuel installation has a reduced clearance of 10 M (from taxilane centre-line to fuel pumps).
g) Aerodrome is used unlicensed by helicopters H24.
h) Category A Police and Air Ambulance helicopter flights take place H24 from the Aerodrome.
i) Paramotors operate non-radio from a site approximately 2.5 NM West of the airfield during daylight hours.
j) Runway 08R/26L transitional surface is impinged by Control Tower building by 0.72 M.

5 HELICOPTER OPERATIONS

a) Helicopter circuit height 500 FT.
b) Helicopter circuit training is flown in accordance with the chart on page EGCB 4-1.
c) Helicopters must not fly above 500 FT as shown on page EGCB-4-1 unless practicing emergency procedures and only once ATS has been informed.
d) Helicopters are to arrive via the specific entry/exit point as displayed on page EGCB 4-1, reporting prior to reaching and at the appropriate point. Pilots must inform ATS if performing a non-standard join prior to entering the ATZ.
e) Helicopters must ensure that they give adequate safety clearance (minimum 50 M) with consideration for downwash when operating in the hover close to runways, taxilanes and parked aircraft.
f) Helicopter Fuelling

    i. JET A1 – Aerodrome facility – A mobile tanker is available for gravity-fed and pressurised fuelling:

        1. A landing pad is available next to the main apron.
        2. Fuelling may take place on the East Apron.

    ii. AVGAS – Helicopters should position on pads 1-3 as directed by ATS ensuring safe separation from adjacent helicopters. Caution is advised when manoeuvring in this area close to parked aircraft.

g) Manchester Heliport

    i. A dedicated heliport facility known as Manchester Heliport is located on the SW corner of the Aerodrome.
    ii. The heliport is not available for flights that require the use of a licensed aerodrome.
    iii. Use of the heliport is subject to PPR. Terms and conditions available on request.
    iv. JET A1 Heliport facility – A landing apron with two marked pads and a remote third pad are adjacent to the fuel facility. The hose length allows for the fuelling of helicopters parked on all three pads.

1. The marked pads act as a visual guide to ensure adequate hose reach only.
2. The marked pads do not guarantee any clearance from helicopters parked adjacent. The pilot remains responsible for ensuring safe operation from adjacent helicopters.

h) Helicopter Operations During Darkness

i. 8 low intensity white lights mark a night landing area FOR HELICOPTER USE ONLY on 08L/08R, these are operated using PTT clicks on VHF channel 131.580. 3 clicks for low, 5 clicks for medium and 7 clicks for high intensity. The lights will remain active for 15 minutes before switching off automatically unless operated again.
ii. Delta taxiway is marked with green reflective markers.
iii. The heliport apron is floodlit.
iv. The fence line of the adjacent ASU displays obstacle lighting.
v. Heliport briefing document available on request - contact operations.

6 USE OF RUNWAYS

a) Computer ATIS.

i. A Computer ATIS Display is provided. This provides the following information via https://www.egcbatis.co.uk:

Runway in use — QFE / QNH — Unofficial Weather — Met Warnings — Runway State — Briefing Notes.

ii. Prior to departure, pilots should obtain the current aerodrome information from the Computer ATIS Display.
iii. On initial RTF call, pilots should advise the information received and the appropriate pressure (QFE/QNH).

b) Runway availability subject to suitable surface conditions as determined by Duty FISO. Information available from the ATS.

7 TRAINING

Not applicable

EGCB AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots are to avoid overflying the cemetery to the Northeast of the aerodrome.
b) Helicopters should avoid overflying the built up areas South and East of the aerodrome, indicated at AD 2.24.
c) Climbing turns after take off should not normally be commenced below a height of 500 FT AGL except as indicated at c(i). Should pilots wish to make an early turn below 500 FT AGL on take-off, this may be permitted for safety reasons only. In this case, the ATS should be informed prior to commencement of the take-off roll.

i. To minimise local noise disturbance when departing from Runway 20 and when safe to do so, upon reaching the Manchester Ship Canal aircraft should commence a right turn onto crosswind to avoid overflying the residential areas of Flixton and Irlam.

EGCB AD 2.22 FLIGHT PROCEDURES

1 COMMUNICATIONS AND SSR

a) Aircraft in communication with Barton ATS may be allocated a conspicuity squawk of 7365. Aircraft **must not** select this squawk unless instructed to do so by ATS.
b) Allocation of this conspicuity squawk does not constitute any radar service.
c) Non radio aircraft not accepted.
d) Aircraft operating VFR or Special VFR in the Manchester CTR inbound to Barton 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.

2 FIXED WINGED

a) Fixed winged circuit height is 1000 FT (Barton QFE).
b) Fixed winged standard join is overhead at 1700 FT Barton QFE. Pilots must inform ATS if performing a non-standard join prior to entering the ATZ.
c) Variations on circuit direction are permitted for training, weather or operational requirements providing the ATS is informed of the pilots intentions.
d) Circuit directions: Runways 13, 20, 26L, 26R - RH; Runways 02, 08L, 08R and 31 - LH.
e) Orbits within the circuit are not permitted unless required for safety reasons.
f) Visitors can expect to be parked on the yellow parking "T"s north of the control tower.
g) Go-Arounds

i. Approaches to runways must not be continued below 300 FT AAL if:

1. The approach ahead or runway is occupied or obstructed by aircraft, vehicles or personnel.

h) Go-Around Procedure (at or above 300 FT AAL)

i. To initiate the go-around, manoeuvre the aircraft to the dead side of the runway, climb parallel to the runway in use, and climb to circuit height (1000 FT AAL) before turning crosswind.
ii. Do not climb initially above 600 FT AAL until you have passed the upwind end of the runway in use. This ensures separation between you and the aircraft joining overhead, flying crosswind at circuit height.
iii. Exercise caution when low flying in the go-around over aircraft on the ground, including helicopters, personnel, vehicles and control line model flying.
iv. Ensure aircraft ahead are kept in sight.
v. Caution, helicopter operations up to a maximum of 500 FT AAL are permitted on both the live and dead side.

i) Pilots must not carry out 'run and break' manoeuvres within the circuit.
j) As part of our noise abatement and bird avoidance procedures, long low, or fast intentional go-arounds/fly-bys along the runway must not be carried out. Pilots having to go-around because of runway occupation must not fly low over landing aircraft.
k) IFR Procedures

i. The aerodrome does not have any instrument or approach/navigational aids. All arrivals and departures must operate under VFR / VMC only.
ii. Pilots flying IFR should plan routings that avoid controlled airspace and for arrivals must plan a suitable alternative in the event that flight conditions preclude flight in VMC on arrival.

3 HELICOPTER PROCEDURES

a) **Helicopter Arrival Procedures** - Refer to page EGCB-4-1

i. Astley or Worsley: Pilots should enter the published helicopter circuit (not above 500 FT AGL) or as requested by ATS.
ii. Irlam Bridge: Pilots should route along the Manchester Ship Canal (not above 500 FT AGL within 1 NM of the aerodrome) and follow the published procedure on page EGCB-4-1 or as requested by ATS.

Note: *Subject to circuit traffic and to aid traffic separation ATS may request an alternative routing.*

iii. M60/Junc 9: Pilots should route from M60/Junc 9 (not above 500 FT AGL once within 1 mile of the aerodrome), and then proceed to Runway 02, 31 or 26 threshold as requested by ATS.

b) **Helicopter Departure Procedures** (Refer to page EGCB-4-1)

i. Helicopters must request rotor start from ATS.
ii. Helicopters must not lift until positive instruction has been obtained.
iii. Helicopters should conform to the published helicopter circuit on departure.
iv. Subject to traffic, helicopters may be requested to depart direct or via a specified runway.
v. Helicopters must not overfly the Southwest corner of the aerodrome below 200 FT due to Control Line Model Flying which takes place.
vi. South East Departures via M60/Junc 9: Pilots should request clearance to enter the Manchester CTR from ATS prior to departure. Pilots should remain on 120.255 MHz until 1 mile South East of the aerodrome (not above 500 FT AGL).

c) **Helicopter Hover Training**

i. Two Helicopter Training Areas (HTA North and HTA West) are established for the purposes of helicopter hover training. Refer to EGCB-2-1.
ii. Helicopters must not leave the confines of any HTA without approval from ATS.

d) **Helicopter Aiming Points**

i. Two helicopter aiming points are established named ‘Heli West’ and Heli East’. These points are marked by a white triangle and are intended for use by helicopters conducting hover training and/or transition manoeuvres to aid separation between multiple helicopters conducting similar exercises.
ii. A hover square is established for specific hover training. This point is not to be used as an aiming point.
iii. Helicopters shall announce their intention to ATS to operate at one of the helicopter aiming points and must only leave the aiming point when in receipt of a positive taxi instruction.
iv. Helicopters engaged in auto-rotations should conduct the manoeuvre into a vacant aiming point, advising ATS on each occasion prior to climbing and prior to commencement.
v. Approaches to Runway 31 threshold are not permitted whilst the threshold of Runway 31 is used for aircraft parking.

e) **Arrivals and Departures**

i. All arrivals and departures should be made using procedures outlined in paragraphs a and b above.
ii. Helicopters positioning to/from the Heliport Apron should route via D1 Hold, following the Air-Taxiway to the Heliport. The Air-Taxiway is marked by green/yellow linlaners and is not suitable for ground taxi.

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.

EGCB AD 2.23 ADDITIONAL INFORMATION

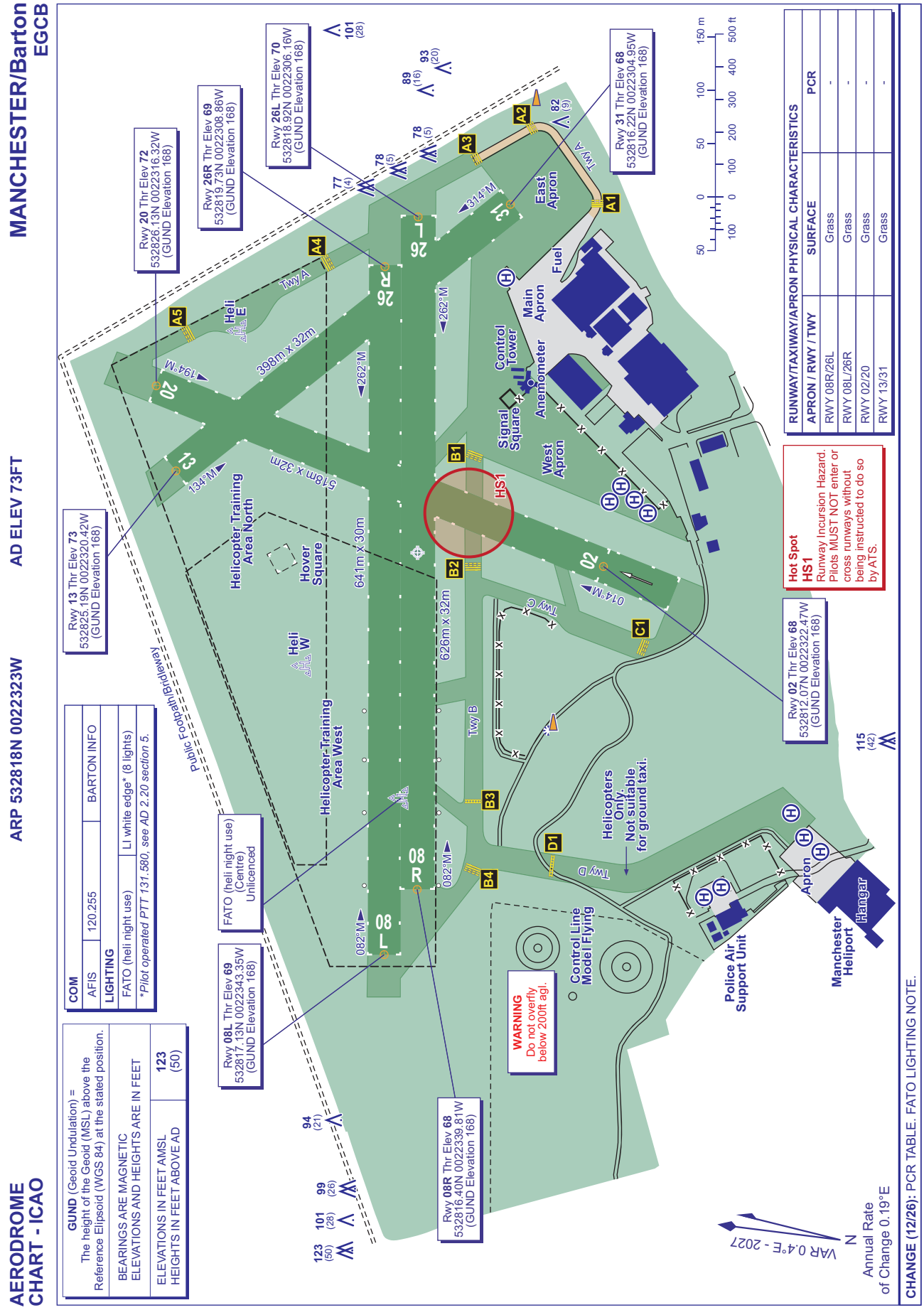
Not applicable

EGCB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCB-2-1
MANCHESTER BARTON ATZ, HELICOPTER ENTRY/EXIT POINTS and CIRCUITS
AD 2.EGCB-4-1

EGCB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable



AERO INFO DATE 14 SEP 26

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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	Tue-Sun 0930-1630 (0830-1530) or SS whichever is the earlier; and by arrangement.	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.	-

EGNF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
12	1940 M	2240 M	1940 M	-	Take-off from Intersection with Taxiway Bravo 1.
12	1823 M	2123 M	1823 M	-	Take-off from Intersection with Taxiway Golf.
12	1272 M	1572 M	1272 M	-	Take-off from Intersection with Taxiway Charlie 1.
12	1247 M	1547 M	1247 M	-	Take-off from Intersection with Taxiway Echo 1.
30	1441 M	1741 M	1441 M	-	Take-off from Intersection with Taxiway Echo 1.
30	1417 M	1717 M	1417 M	-	Take-off from Intersection with Taxiway Charlie 1.
30	873 M	1173 M	873 M	-	Take-off from Intersection with Taxiway Golf.
30	726 M	1026 M	726 M	-	Take-off from Intersection with Taxiway Bravo 1.
30	693 M	993 M	693 M	-	Take-off from Intersection with Taxiway Hotel.

EGHQ 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	Centre-line with five crossbars. 817 M Light intensity high	Green Light intensity high Uni-directional with HI green wingbars	PAPI Left/3° 58 FT 313 M	-	Full length 15 M spacing Colour coded Light intensity high	Elev HI bi-directional colour coded with LI omni-directional component 60 M spacing	Elev uni-directional Light intensity high	-	-
30	Coded centre-line with five crossbars. Supplementary lighting inner 275 M. 847 M Light intensity high	Green Light intensity high Uni-directional with HI green elev wingbars	PAPI Left/3° 51 FT 384 M	900 M	Full length 15 M spacing Colour coded Light intensity high	Elev HI bi-directional colour coded with LI omni-directional component 60 M spacing	Elev uni-directional Light intensity high	-	-

EGHQ 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: LGTD - Runway 12: 502646.48N 0050023.69W; Runway 12/30 (midpoint): 502634.99N 0045951.92W; Runway 30: 502611.76N 0045917.72W.
3	TWY edge and centre line lighting	CL: Green, and green and amber centre-line lighting, 15 M spacing, on Taxiways A, B, C and E. 30 M spacing on Taxiways D, G and H. EDGE: Blue edge lighting on apron.
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Floodlighting Alpha, Echo and Hotel Aprons. GA Apron floodlighting by prior arrangement.

EGHQ AD 2.16 HELICOPTER LANDING AREA

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EGHQ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
NEWQUAY ATZ A circle, 2.5 NM radius, centred at 502627N 0045943W on longest notified runway (12/30)	Upper limit: 2390 FT ALT Lower limit: SFC	G	NEWQUAY APPROACH English	3000 FT	Mon-Sun 0700-1930 (0545-2030); and by arrangement.	ATZ 2000 FT AAL.

EGHQ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	NEWQUAY APPROACH	133.405 DOC 60 NM/ 20,000 FT.	-	-	Mon-Sun 0700-1930 (0545-2030). All other times by arrangement.	-
TWR	NEWQUAY GROUND	121.955	-	-	Only when directed by ATC or by prior arrangement.	-
	NEWQUAY TOWER	134.380 DOC 40 NM/ 10,000 FT.	-	-	Mon-Sun 0700-1930 (0545-2030). All other times by arrangement.	
RADAR	NEWQUAY RADAR	127.930 DOC 60 NM/ 20,000 FT.	-	-	Only when directed by ATC or by prior arrangement.	-
ATIS	NEWQUAY INFORMATION	127.405 DOC 60 NM/ 24,500 FT.	-	-	As directed by ATC and by arrangement.	-
OTHER	NEWQUAY EMERGENCY	121.500 Emergency frequency.	-	-	O/R Not continuously monitored.	-
OTHER	NEWQUAY FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGHQ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.19°W (2027)	INEW	110.500 MHz	HO	502601.05N 0045835.04W		(RWY 12) ILS not to be used without clearance from Newquay ATC.
ILS/GP	INEW	329.600 MHz	HO	502648.14N 0050028.11W		3° ILS Ref Datum Hgt 58 FT.
ILS/LOC III 0.21°W (2027)	INWQ	110.500 MHz	HO	502658.38N 0050107.29W		(RWY 30) ILS not to be used without clearance from Newquay ATC.
ILS/GP	INWQ	329.600 MHz	HO	502610.55N 0045914.18W		3° ILS Ref Datum Hgt 51 FT.
NDB (L) 0.20°W (2027)	NQY	347.000 kHz	HO	502633.16N 0045948.03W		Range 50 NM.

EGAD 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/4.5° 18 FT	-	-	White Light intensity low	Red	-	-
21	-	Light intensity low Green wingbars	PAPI Left/4.5° 18 FT	-	-	White Light intensity low	Red	-	-
15	-	Green Light intensity low	PAPI Right/ 4.5° 18 FT	-	-	White Light intensity low	Red	-	-
33	-	Green Light intensity low	PAPI Left/4.5° 18 FT	-	-	White Light intensity low	Red	-	-

EGAD 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: 543505.83N 0054107.46W - 543504.02N 0054102.78W.
3	TWY edge and centre line lighting	EDGE: LI blue edge lights on Taxiway A. LI blue edge lights forming triangular taxiway between intersections of all three asphalt runways.
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGAD AD 2.16 HELICOPTER LANDING AREA

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EGAD 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
NEWTOWNARDS ATZ A circle, 2 NM radius, centred at 543452N 0054131W on longest notified runway (03/ 21)	Upper limit: 2007 FT ALT Lower limit: SFC	D G	NEWTOWNARDS RADIO English	3000 FT	0900-1700 (0800-1600); and by arrangement.	Note: Partly within Belfast/City CTR and CTA 3. ATZ 2000 FT AAL.

EGAD 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	NEWTOWNARDS RADIO	128.305 A/G frequency.	-	-	0900–1700 (0800–1600) and by arrangement.	-

EGAD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGAD AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Aircraft (including microlight aircraft) using Newtownards Aerodrome are to carry third party liability insurance cover meeting or exceeding the appropriate European Directive requirements.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) There is high ground and a lighted obstruction (Scrabo Tower) that infringes the protected surface of the 26 climb-out. There are near-in lamp standards on the Comber Road that may present an obstruction in the event of a late decision to commence a missed approach. Turbulence may be experienced during a missed approach.

   Advice: Pilots of aircraft carrying out an approach to Runway 26 should satisfy themselves at or above 300 FT that they can safely land and stop on the runway. In the event of any doubt pilots are advised to commence a missed approach and make an early left turn to avoid the high ground. The pilot of an aircraft attempting to make a landing on Runway 26, who has not established wheels firmly on the ground before crossing the intersection with Runway 21, is advised to commence a missed approach. Once established in the climb an early left turn should be made away from the rising ground.

b) Pilots landing on Runway 33 should exercise caution on the approach to avoid possible pedestrian and vehicular traffic on the sea wall. Turbulence and windshear may be experienced on approach to Runway 33 in conditions of strong winds.
c) The aerodrome is frequently used outside the published hours of operation.
d) Pilots to exercise cautions as different heights and sizes of circuits may be in use simultaneously.

   i. Pilots of Microlight aircraft using the 700 FT circuit to exercise caution when turning base due to potential conflict with aircraft on final.
   ii. Pilots of aircraft flying the 1000 FT circuit to exercise caution due to potential conflict with aircraft operating in the 700 FT circuit.

e) Public road runs at right angles to the approach and under Runway 15 approach path beyond the aerodrome boundary.
f) Lamp standards (Lgtd with red warning lights and painted with red and white bands) approximately 5 M from aerodrome boundary, 26 FT AMSL, 140 M from Runway 15 threshold.
g) Vehicles on public road 150 M from Runway 15 threshold.
h) Model aircraft activity on the aerodrome located at the western hangars. All model flyers will have radio contact on 128.305 MHz and will not operate on active runways.

5 HELICOPTER OPERATIONS

In order to minimise the impact of noise on local residents ALL helicopters operating into or from Newtownards shall obey the following restrictions.

a) **Approaches**

   i. Helicopters shall not approach the aerodrome through the sector of the aerodrome traffic zone between the extended centre-line of Runway 21 and the extended centre-line of Runway 26, and helicopters shall not make any approaches to Runway 08. If approaching the aerodrome from the west they shall either route to the north of Scrabo Hill or join the extended centre-line of Runway 03 before the ATZ boundary and thereafter remain to the right of the runway centre-line.

b) **Departures**

   i. Helicopters departing from Runway 21 shall ensure that they do not fly west of the extended 21 centre-line until outside the ATZ.
   ii. Helicopters shall not depart from Runway 26.

c) **Hovering on the Aerodrome**

EGSH — NORWICH

EGSH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSH — NORWICH

EGSH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 524033N Long: 0011658E Mid-point of Runway 09/27.
2	Direction and distance from city	2.8 NM N of Norwich City Centre.
3	Elevation / Reference temperature / Mean Low Temperature	118 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	147 FT
5	Magnetic Variation / Annual Change	1.72°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax E-mail address	NORWICH AIRPORT LIMITED. Amsterdam Way, Norwich NR6 6JA. 01603-411923 (Administration) 01603-420658 (Operations) 07921-055373 (Terminal Services Manager) 01603-420675 (Customer Services) 01603-420641 (ATC) 01603-487523 (Administration) 01603-414927 (Operations) 01603-420636 (Customer Services) ops@norwichairport.co.uk (Operations)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Use of this airport by aircraft not able to communicate with ATC by radio subject to prior permission. Aircraft towing banners, or non-powered gliders, may not land at or depart from the airport.

EGSH AD 2.3 OPERATIONAL HOURS

1	AD Administration	0600-2130 (0500-2030). Outside of these hours see remarks.
2	Customs and immigration	As AD Hours
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours.
8	Fuelling	As AD hours and by arrangement.
9	Handling	As AD hours and on request.
10	Security	As AD hours.
11	De-icing	October to April during AD hours on request to Operations.
12	Remarks	01 May - 31 Oct: Mon to Thu, Sat 0600-2230 (0500-2130); Fri and Sun 0600-2300 (0500-2200). 01 Nov - 30 Apr: Sun to Fri 0600-2130; Sat 0600-2000. This aerodrome is strictly PPR. All movements outside published operating hours incur an extra charge. All requests to be made via Operations. Any changes to operating hours will be notified by NOTAM action.

EGSH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Nearest railway siding: Norwich.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL.
3	Fuelling facilities/capacity	Above ground storage: JET A-1 225,000 L; AVGAS 30,000 L.
4	De-icing facilities	On request to Operations during AD hours.
5	Hangar space for visiting aircraft	None.

6	Repair facilities for visiting aircraft	None.
7	Remarks	All aircraft operating for hire or reward from/to Norwich will be required to be handled by Norwich Airport Ltd. Handling should be requested by telephoning Operations on 01603-420658; Fax: 01603-414927 or e-mail: ops@norwichairport.co.uk or telephone the Terminal Services Manager on 01603-420645; Fax: 01603-420646. Norwich Handling Frequency 131.855 MHz. For fuel contact Fuel Services, Tel: 01603-402042. E-mail: fuel@norwichairport.co.uk or via Norwich Airport Phone: 01603-420658 (Operations). SaxonAir are the preferred handling agents for GA and Business aviation. Handling by and use of the SaxonAir Apron is subject to Prior Permission from SaxonAir Operations. Tel: 01603-518111; Fax: 01603-488879; e-mail: handling@saxonair.com; website: www.saxonair.com

EGSH AD 2.5 PASSENGER FACILITIES

1	Hotels	Airport Hotel. Hotels in vicinity.
2	Restaurants	Restaurant and Licensed bar.
3	Transportation	Taxis and car hire, Limited bus service. Motor coaches by arrangement. Nearest railway station: Norwich.
4	Medical facilities	First Aid available during AD hours. Doctors and ambulance on call.
5	Bank and Post Office	Cash dispenser.
6	Tourist Office	Limited tourist information available from the airport information desk.
7	Remarks	-

EGSH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 7 and 8 by arrangement. RFF Category 7 operations at remission level manning.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Norwich Airport Ltd has an agreement with a local recovery company which holds resources capable of recovering aircraft up to 160,000 kg. Contact Air Ops: 07872-376275
4	Remarks	-

EGSH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing. Runways and Taxiways anti-iced and de-iced with KAC fluid, supplemented with NAAC de-icing granules as required.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Norwich airport policy on clearing a contaminated runway will always be to clear back to blacktop. Therefore braking action readings derived from the use of a Grip tester friction meter, or any other source will not be available. Estimated braking action in accordance with CAP 1168, may be available. If the runway is open, standard operating procedures will be to pass flight crews the amount, depth and type of contamination only. Latest information from ATC, Tel: 01603-420641.

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

1	Apron surface and strength	EASTERN APRON Surface: Concrete PCR 555/R/D/X/U SAXONAIR APRON Surface: Concrete PCR 265/R/D/W/U TERMINAL APRON Surface: Concrete PCR 555/R/D/X/U WESTERN APRON Surface: Concrete PCR 100/R/D/X/U
2	Taxiway width, surface and strength	Taxiway A: 15 M Surface: Concrete and asphalt PCR 139/F/D/W/U Taxiway B: 15 M Surface: Asphalt PCR 139/F/D/Y/U Taxiway C: 18 M Surface: Asphalt PCR 539/F/D/X/U Taxiway D: 17.5 M Surface: Asphalt PCR 295/F/D/Y/U Taxiway E: 15 M Surface: Asphalt PCR 164/F/D/Y/U Taxiway N: 15 M Surface: Concrete and asphalt - Taxiway TAXILANE LINK E: 8.5 M Surface: Concrete PCR 100/R/D/W/U
3	Altimeter checkpoint location and elevation	Apron 101 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking Chart
6	Remarks	Transverse surface gradients on Stands 4, 5 and 6 fall marginally outside the CAA/ICAO recommended criteria. Operators should be aware that localised gradients of 1 in 65 (1.54%) maximum have been confirmed within the above stand centre-line areas Western Apron is from E1 to E3.

EGSH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Apron Stands numbered 1 to 6 are located in front of the Terminal. These stands have stand number, yellow centre-line and ground stop marking and are designed for nose-in parking. Stand 7 is located on an area north of the terminal. Visiting aircraft may be required to park on Stand 9, located on the Eastern Apron in front of Hangar 8. There are no Stand Entry Guidance or Visual Docking Guidance Systems. All aircraft are required to be marshalled onto all stands. Transport will be provided for access to and from Stands 7 and 9.

2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway 27 - Runway designation, runway centre-line, fixed distance, touchdown and threshold markings. Side strip. Stop and guard lights at runway/ taxiway intersections. Green turning circle. Runway 27 turning circle is marked by yellow line and alternate amber/green lighting with blue taxiway edge lights. Runway 09 - Runway designation, runway centre-line and threshold markings. Side strip. Stop and guard lights at runway/taxiway intersections. Runway 09 turning circle has yellow line and blue taxiway edge lighting only. Taxiway marking aid(s): Yellow lines.
3	Stop bars and runway guard lights (if any)	All runway holding points.
4	Other runway protection measures	-
5	Remarks	WDIs: 524041.84N 0011650.67E, 524024.19N 0011713.85E. Two WDIs 200 M from Runway 09 and Runway 27 thresholds: 524029.00N 0011623.29E (LGTD) and 524029.34N 0011733.90E (LGTD).

EGSH AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGSH1063) 09/APPROACH	TREES	524039.97N 0011543.04E	181 FT	68 FT	No	-
(EGSH1059) 09/APPROACH	TREES	524039.88N 0011540.47E	183 FT	70 FT	No	-
(EGSH1066) 09/APPROACH	TREES	524037.72N 0011546.26E	163 FT	47 FT	No	-
(EGSH1250) 27/APPROACH 09/ TAKE-OFF	FENCE	524037.47N 0011749.70E	112 FT	8 FT	No	-
(EGSH1303) 09/APPROACH 27/ TAKE-OFF	TREES	524037.47N 0011520.88E	182 FT	69 FT	No	-
(EGSH1310) 09/APPROACH 27/ TAKE-OFF	TREES	524037.23N 0011545.07E	164 FT	51 FT	No	-
(EGSH1312) 09/APPROACH 27/ TAKE-OFF	TREES	524036.53N 0011545.29E	151 FT	38 FT	No	-
(EGSH1302) 09/APPROACH 27/ TAKE-OFF	TREES	524036.42N 0011520.47E	171 FT	58 FT	No	-
(EGSH1313) 09/APPROACH 27/ TAKE-OFF	TREES	524035.12N 0011546.55E	141 FT	28 FT	No	-
(EGSH1309) 09/APPROACH 27/ TAKE-OFF	TREES	524035.09N 0011542.35E	152 FT	39 FT	No	-
(EGSH1311) 09/APPROACH 27/ TAKE-OFF	TREES	524034.90N 0011544.99E	146 FT	33 FT	No	-
(EGSH1308) 09/APPROACH 27/ TAKE-OFF	TREES	524034.77N 0011539.64E	154 FT	41 FT	No	-
(EGSH1307) 09/APPROACH 27/ TAKE-OFF	TREES	524034.30N 0011535.85E	158 FT	45 FT	No	-
(EGSH1070) 27/TAKE-OFF	ROAD 4 8M	524033.37N 0011549.89E	135 FT	17 FT	No	-
(EGSH1268) 27/APPROACH 09/ TAKE-OFF	TREE	524033.34N 0011816.14E	144 FT	38 FT	No	-
(EGSH1305) 09/APPROACH 27/ TAKE-OFF	TREES	524033.04N 0011525.31E	161 FT	48 FT	No	-
(EGSH1071) 27/TAKE-OFF	FENCE	524032.87N 0011550.60E	127 FT	9 FT	No	-
(EGSH1264) 09/TAKE-OFF	TREES	524032.79N 0011811.22E	122 FT	14 FT	No	-
(EGSH1076) 27/TAKE-OFF	LLZ 27 OBS LT	524032.49N 0011553.88E	125 FT	9 FT	Yes Red	-
(EGSH1256) 27/APPROACH 09/ TAKE-OFF	ROAD 4 8M	524032.40N 0011759.79E	118 FT	15 FT	No	-

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**
(EGSH1048) 27/TAKE-OFF	TREE	524030.88N 0011526.65E	161 FT	40 FT	No	-
(EGSH1266) 09/TAKE-OFF	TREES	524029.83N 0011811.31E	130 FT	22 FT	No	-
(EGSH1049) 27/TAKE-OFF	TREES	524028.42N 0011528.10E	150 FT	27 FT	No	-
(EGSH1080) 09/APPROACH	TREE	524025.26N 0011555.31E	158 FT	44 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
EGSH_TEMP_001_DRAYTON	CRANES	524105.93N 0011320.99E	243 FT	132 FT	Yes Red	Operating until 31 December 2026.
EGSH_TEMP_002_TAVERHAM	CRANE	524101.19N 0011054.90E	256 FT	125 FT	Yes Red	-
EGSH_TEMP_003_C0024A	CRANE	524059.23N 0011328.70E	244 FT	131 FT	Yes Red	Drayton. Expected until December 2028.
(EGSH1190)	FLOODLIGHT	524020.37N 0011704.79E	223 FT	120 FT	Yes Red	-
(EGSH1106)	FLATS	523901.39N 0011614.39E	202 FT	113 FT	No	-
(EGSH1276)	AERIAL	523857.83N 0011941.21E	271 FT	156 FT	Yes Red	-
(EGSH1046)	CHIMNEY	523849.28N 0011517.83E	206 FT	137 FT	Yes Red	-
(EGSH1281)	AERIAL	523809.42N 0012013.46E	312 FT	168 FT	No	-
(EGSH1269)	CATHEDRAL	523755.13N 0011804.76E	339 FT	318 FT	No	-

EGSH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 hours
4	Trend forecast Interval of issuance	30 minutes -
5	Briefing/consultation provided	Self-briefing/telephone.
6	Flight documentation Language(s) used	TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	Email.
9	ATS units provided with information	NORWICH
10	Additional information (limitation of service, etc.)	-

EGSH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09	089.28°	1842 x 45 M	RWY surface: Concrete and asphalt PCR 447/F/C/W/U	524032.99N 0011608.60E 146.5 FT	THR 117.0 FT TDZ 117.5 FT	-
27	269.30°	1842 x 45 M	RWY surface: Concrete and asphalt PCR 447/F/C/W/U	524033.72N 0011746.58E 146.4 FT	THR 105.6 FT TDZ 109.0 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	152 x 150 M	1962 x 300 M	92 x 90 M -	-	-	RWY 09 Instrument Non-Precision Approach. Water patches greater than 9 MM deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred.
-	271 x 150 M	1962 x 300 M	211 x 90 M -	-	-	RWY 27 Instrument Precision Approach. Water patches greater than 9 MM deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred.

EGSH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1842 M	1993 M	1842 M	1842 M	-
27	1842 M	2112 M	1842 M	1842 M	-
09	1656 M	1808 M	1656 M	-	Departure from intersection with Taxiway Delta.
09	850 M	1002 M	850 M	-	Departure from intersection with Taxiway Charlie.
09	535 M	687 M	535 M	-	Departure from intersection with Taxiway Bravo.
27	1326 M	1597 M	1326 M	-	Departure from intersection with Taxiway Bravo.
27	1014 M	1285 M	1014 M	-	Departure from intersection with Taxiway Charlie.
27	205 M	475 M	205 M	-	Departure from intersection with Taxiway Delta.

EGSH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Centre-line with one crossbar. 427 M Light intensity high	Green Light intensity high	PAPI Left/3° 45 FT 281 M	-	15 M Colour coded Light intensity high	Bi-directional with omni-directional component Light intensity high	Red	-	-
27	Coded centre-line with five crossbars. 953 M Light intensity high	Green Light intensity high	PAPI Left/3° 57 FT 344 M	-	15 M Colour coded Light intensity high	Bi-directional with omni-directional component Light intensity high	Red	-	-

EGSH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 524041.97N 0011646.79E (LGTD). Runway 27: 524029.57N 0011732.85E (LGTD). Runway 09: 524029.11N 0011622.45E (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lighting on Taxiway C. EDGE: Blue edge lighting on Taxiways A, B, D and E. All blue taxiway edge lights north of Runway 09/27 unserviceable.
4	Secondary power supply/switch-over time	Yes. Less than 15 seconds. In IRVR of 1500 M or less, less than 1 second.
5	Remarks	Terminal apron floodlighting. Obstacle lighting.

EGSH AD 2.16 HELICOPTER LANDING AREA

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EGSH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
NORWICH CTR 524530N 0011035E - 524536N 0012308E thence clockwise by the arc of a circle radius 6 NM centred on 524034N 0011747E to 523537N 0012319E - 523531N 0011049E thence clockwise by the arc of a circle radius 6 NM centred on 524033N 0011609E to 524530N 0011035E	Upper limit: 4000 FT ALT Lower limit: SFC	D	NORWICH APPROACH English	5000 FT	-	-
NORWICH ATZ A circle, 2.5 NM radius, centred at 524033N 0011658E on longest notified runway (09/27)	Upper limit: 2118 FT ALT Lower limit: SFC	D	NORWICH APPROACH English	5000 FT	0600-2130 (0500-2030); and by arrangement.	ATZ 2000 FT AAL.

EGSH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	NORWICH APPROACH	119.355 DOC 40 NM/ 25,000 FT.	-	-	As per AD hours and by arrangement.	CTR/CTA hours coincident with AD hours.
TWR	NORWICH TOWER	124.255 DOC 20 NM/5000 FT.	-	-	As per AD hours and by arrangement.	-
RADAR	NORWICH DIRECTOR	128.330 Not continuously monitored.	-	-	When Instructed by ATC	LARS is provided during Radar opening hours to a range of 30 NM.
	NORWICH RADAR	119.355 DOC 40 NM/ 25,000 FT.	-	-	As per AD hours and by arrangement.	
ATIS	NORWICH INFORMATION	128.630 DOC 60 NM/ 20,000 FT.	-	-	As per AD hours and by arrangement.	Arrivals ATIS. Auto METAR when AD closed.
OTHER	NORWICH FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGSH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 1.71°E (2027)	INH	110.900 MHz	HO	524032.87N 0011554.01E		(RWY 27) ILS, LOC and GP may be tactically withdrawn for routine maintenance.
ILS/GP	INH	330.800 MHz	HO	524038.13N 0011731.26E		3° ILS Ref Datum Hgt 50 FT.
DME	INH	46X 110.900 MHz	HO	524026.99N 0011658.94E	129 FT	(RWY 27) On AD. DME freq paired with ILS I-NH. Zero range indicated at THR of Runway 27 and 09.
NDB (L) 1.72°E (2027)	NWI	342.500 kHz	HO	524039.15N 0011729.41E		On AD. DOC 50 NM.

EGSH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Booking out details should be passed by telephone: 01603-420641. Calls on RTF may result in delays.
b) All aircraft using Norwich aerodrome or its facilities, are required to have third party liability insurance cover in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Norwich aerodrome.
c) Extension charges apply after published AD HR.
d) All persons on the manoeuvring and apron areas at Norwich Airport must wear high visibility clothing as it is designed to be worn, at all times.
e) Pilots/Crew wearing high visibility clothing are permitted to escort passengers not wearing the required clothing. Apart from when carrying out aircraft walk round inspections, pilots/crew must keep to designated walkways and pedestrian crossings when on the terminal apron for their own safety. This also applies to passengers under pilot/crew escort. No pedestrian movement is permitted between the terminal and stand 7 parking area. Transport will be provided upon request.
f) Norwich Airport is PPR for all visiting aircraft movements. PPR can be obtained directly from Norwich Airport ATC on 01603-420641 or your Norwich based handling agent. PPR is required a minimum of 60 minutes prior to ETA. Scheduled flights are not affected by this requirement.

2 GROUND MOVEMENT

a) Push-backs: Jet powered aircraft over 45,000 KG AUW on Stands 4, 5 or 6 will be pushed-back and pulled forward as part of the pre-taxi manoeuvre. Due to jet blast safety distances, engine start is not to commence until instructed by the ground crew. This will normally be during the pull forward phase of the procedure.
b) Code D aircraft shall expect to use Taxiway Charlie only.
c) Large aircraft are to use the turning circles at either end as appropriate.
d) The Western Apron is only to be used by resident operators and their authorised visitors. Visiting aircraft shall park under marshaller's instruction. There are 5 helicopter parking stands on the Western Apron. Stands 20 and 21 on the western half at the northern end of the Western Apron for use by the Air Ambulance only, D value maximum of 13.63 M. Stand 22 on the western half in the middle of the Western Apron is a taxi-through helicopter stand. Stands 23 and 24 on the eastern half at the southern end of the Western Apron, D value maximum of 16.66 M.
e) All visiting aircraft to Hangars 2 and 3 via the Eastern Apron should be aware there is a gate with limiting dimensions on exiting the Eastern Apron towards Hangars 2 and 3. Operators should contact the host tenant company for further details and dimensions. The gate is removable provided sufficient notice of an aircraft movement is received by the host Tenant company.
f) Eastern Apron Gate - Aircraft access to non-airside tenant companies. With access gate in situ and fully open the measured clearance distances are:

- 19.75 M with no obstacle between the gates;
- from centre-line to EAST, 9.8 M; first obstacle is gate height 1.2 M;
- from centre-line to WEST, 9.95 M; first obstacle is gate height 1.0 M.

g) Commanders of visiting Code B aircraft to the SaxonAir apron will be marshalled if entry is via E1 and the Code A Echo taxilane.
h) Aircraft when operating on and off aprons and taxiing to/from hold point Papa, shall use MINIMUM thrust/idle power to avoid jet blast risk in the vicinity.
i) All Visiting Aircraft: Engine Start shall only be conducted when a qualified start crew are in attendance. All engine starts must be in compliance with current Norwich Airport Procedures. Note: Aircraft starting on Stand 7 require a Norwich Airport start crew.
j) Low Visibility Operations in force when MET visibility is 1500 M or less. If the IRVR is 400 M or less, entry to the runway will be via A2 and C2 only. For all other departures, a 'Follow-Me' vehicle will be provided.
k) Blue Taxiway edge lights between Holding Point B1 and Runway 09/27 edge unserviceable. Holding Point B1 closed during night and low visibility operations.

3 WARNINGS

a) Flying takes place by light aircraft and microlights from Felthorpe aerodrome (4 NM NW of ARP at *524200N 0011200E) occasionally throughout the year with increased activity during the summer months.
b) At both ends of Runway 09/27 its width is twice that of the associated edge lights due to extra pavement at one side. Aircraft backtracking the runway and conducting a 180 degree turn, shall ensure on completion of the turn, correct alignment with the runway centre-line.
c) During Low Visibility Procedures, one fire engine is positioned west of Hold Bravo 1 and another fire engine is positioned west of Hold Delta 1.
d) The following bird hazards have been identified within 4 KM of the airfield:

i. Around the aerodrome at dawn and dusk birds are observed transiting the airspace to various feeding/roosting locations.
ii. 2.5 KM N at St. Faiths, 2.5 KM NE at Spixworth and 4 KM E at Rackheath; these locations are pig farms which attract a variety of birds up to an estimated 1500 FT AGL.
iii. Perimeter of aerodrome up to 2 KM S, nesting gulls on building roofs presents bird activity during the day, predominantly April – September, and are known to overfly the aerodrome on a north/south track below 500 FT AGL.
iv. 1.5 KM N at St. Faiths, rooks are known to transit between this rookery and the aerodrome to feed/roost.
v. 1 KM SW at Hellesdon, racing pigeons flying low level during the day are on occasions observed crossing the runway/flight path.

e) Numerous flocks of birds have been observed crossing the approaches to Runway 09/27 at dawn and dusk within 1.5 NM of touchdown.
f) Helicopter winch training is conducted on the north side of the AD.
g) If a ground taxiing aircraft requires a brake test, this shall take place only on that portion of concrete Taxiway A parallel to Runway 27/09 between Holding Point B1 and A2.
h) Wind Shear and turbulence can occur on final approach to Runway 27 during periods of strong southerly or south westerly winds.
i) Unlit crane 150 M south of the terminal, up to 215 FT AGL.
j) Eastern Apron: 10 floodlight stanchions up to 115 FT AGL.
k) Caution - Helicopter activity takes place outside of AD published hours.
l) Surface wind observations for Runway 09 operations derived from the mid point anemometer.
m) Caution - Bright flood lighting at sports ground 1.5 NM final Runway 27.
n) Care should be exercised when arriving at EGSH from the south, to ensure alignment with the specified runway; Taxiway C is no longer a runway but is now an active taxiway.
o) All taxiway edge lights north of Runway 09/27 unserviceable.

4 HELICOPTER OPERATIONS

a) Light helicopters are not required to use the runways but arrivals and departures should be operated in such a way as to avoid overflying of, and to minimise the disturbance to, local residential areas.
b) Air taxiing on the main apron is not permitted except with the approval of ATC and under the guidance of a Marshaller.
c) Departures direct from the SaxonAir Apron and associated stands are prohibited.
d) Daily Helimed Operations take place outside of AD operating hours.

5 USE OF RUNWAYS

a) Variable circuits in operation.
b) Normally no overhead joins are permitted.

6 TRAINING

a) Circuit and Instrument training is only available by prior arrangement with ATC and subject to local traffic and the runway in use. Normal circuit heights are 1000 FT QFE for aircraft up to 5700 KG and 1500 FT QFE for aircraft over 5700 KG.
b) Due to the number of aircraft using the airport for instrument training a booking system is in operation. Training periods can be booked by application to ATC Tel: 01603-420641. The filing of a flight plan does not constitute a booking to carry out instrument training at the airport. Failure to make a booking may result in the aircraft being refused use of the facilities. Pilots unable to make the booked time must inform ATC either to cancel the slot or to re-book.
c) Aircraft wishing to make training approaches (non-landing) are to contact the preferred handling agents, SaxonAir on 01603-510111 to book in. There is no requirement to call ATC.

EGSH AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

a) Operators of all aircraft using Norwich Aerodrome are to ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome.
b) Where operationally possible, pilots should endeavour to avoid overflight of the town of Taverham situated 2 miles west of the airport.
c) When taking off, aircraft shall climb as steeply as minimum engine noise settings allow and when approaching to land, without the assistance of ILS, shall follow a descent path which will not result in their being at any time lower than the normal 3° GP.

2 ARRIVALS

a) Pilots of arriving jet aircraft and turbo-prop aircraft and aircraft in excess of 5700 KG should arrange their flights to be established on final approach to a runway not below 1500 FT AAL.

3 DEPARTURES

All aircraft other than IFR helicopters to the Southern North Sea (see below):

a) On departure from any runway, all aircraft are to climb straight ahead to 1000 FT AAL before turning, unless instructed otherwise by ATC.
b) Departure aircraft less than 5700 KG AUW - may be permitted to make a turn to the north of the aerodrome at 500 FT AAL.

EGSH AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Departures overflying the EHAA FIR via the UK North Sea are to flight plan via BODSO - L17 - MOLIX and then appropriate routes for destination.

2 AIR TESTS

a) Any aircraft requiring an air test which will be climbing to FL 190 or higher must have each individual flight approved by London Military. Pre-notification to London Military is required 24 hours prior to the flight taking place and it is the responsibility of the aircraft operator to ensure compliance with this requirement. London Military can be contacted on Tel: 01489-612408. If pre-notification is not completed start clearance may be delayed or withheld. All air tests must have a correctly filed flight plan which clearly and unambiguously states the nature and requirements of the flight and must include London Military as one of the addressees. A GAT Flight Plan into and routing along airways for the sole purpose of a flight test IS NOT acceptable. Norwich ATC can provide further information if required.

3 VISUAL REFERENCE POINTS (VRP)

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

4 SPECIAL VFR FLIGHT

a) Clearance may be requested for Special VFR flight within the Norwich Control Zone and will be given whenever the traffic situation permits.
b) Special VFR clearance may include routing and maximum altitude instructions.
c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.

5 VFR FLIGHTS

a) VFR flights in the CTR/CTAs may be given routing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate routing instructions in relation to the Visual Reference Points (VRPs) detailed in paragraph 3.
c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to advise ATC if at any time they are unable to comply with the clearances as issued.

6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Norwich controlled airspace within a 20 NM radius of the airport and maintaining a listening watch only on Norwich Radar frequency, 119.355 MHz, are encouraged to select SSR code 7350.
b) Selection of 7350 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Norwich controlled airspace at all times.
c) Whilst squawking 7350, pilots should be aware that Norwich 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 7350 shall be deselected.

EGSH AD 2.23 ADDITIONAL INFORMATION

a) IFR departures will receive departure clearance on taxi. Pilots are requested not to ask for departure instructions prior to taxiing.

EGSH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSH-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGSH-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGSH-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGSH-5-1
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 - ICAO
AD 2.EGSH-8-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 - ICAO
AD 2.EGSH-8-2
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 - ICAO
AD 2.EGSH-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 - ICAO
AD 2.EGSH-8-4

EGSH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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AERODROME CHART - ICAO

ARP 524033N 0011658E

AD ELEV 118FT

NORWICH
EGSH

AERO INFO DATE 15 SEP 26

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCR
RWY 09/27	Asphalt/Concrete	447/F/C/W/U
TWY A	Asphalt/Concrete	139/F/D/W/U
TWY B	Asphalt	139/F/D/Y/U
TWY C	Asphalt	539/F/D/X/U
TWY D	Asphalt	295/F/D/Y/U
TWY E	Asphalt	164/F/D/Y/U
TWY N	Asphalt/Concrete	-
TXL Link E	Concrete	100/R/D/W/U
Aprons (All)	*See AD text page EGSH AD 2.8*	

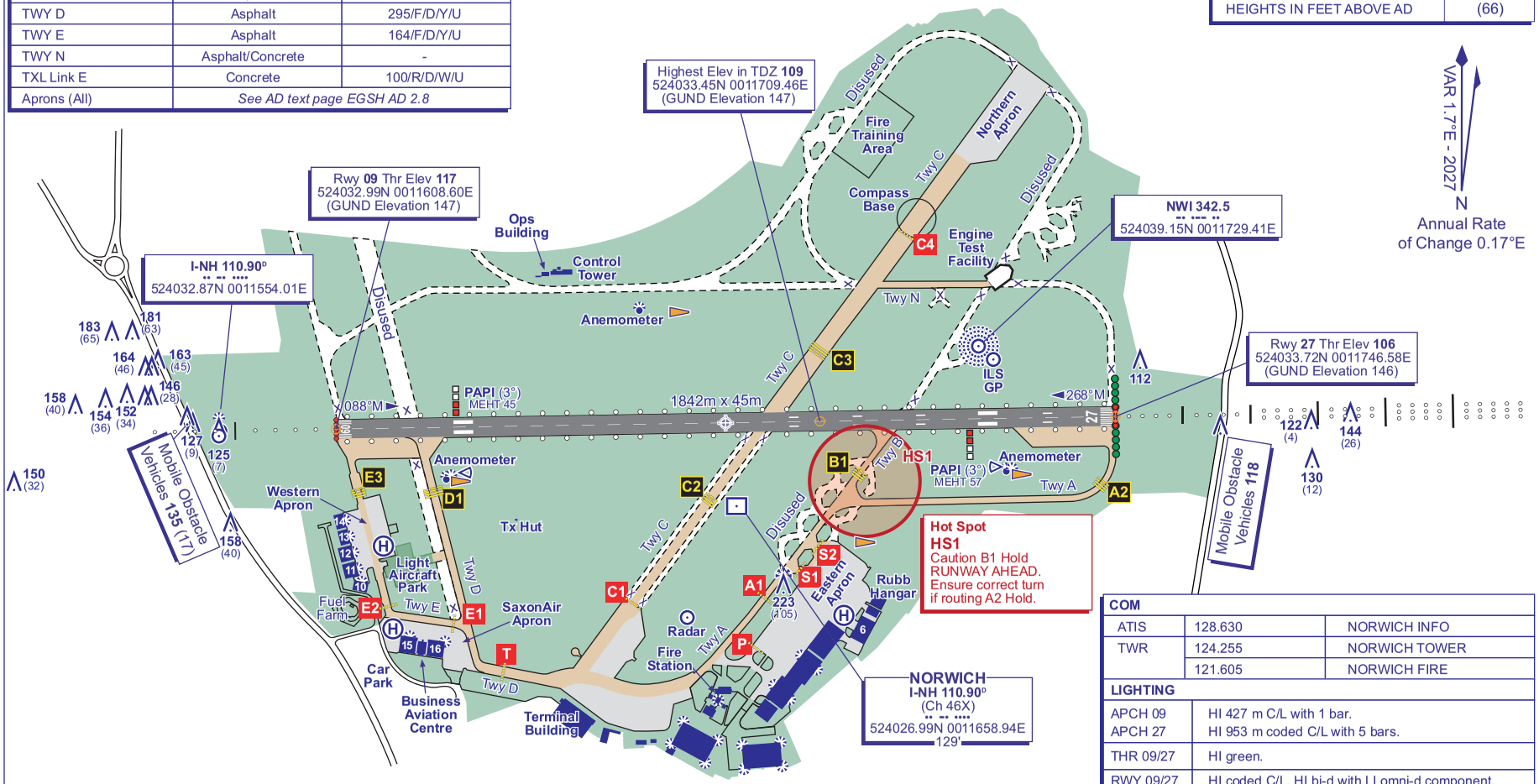
100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**183** (66)

VAR 1.7°E - 2027
N
Annual Rate of Change 0.17°E



COM		
ATIS	128.630	NORWICH INFO
TWR	124.255	NORWICH TOWER
	121.605	NORWICH FIRE

LIGHTING	
APCH 09 APCH 27	HI 427 m C/L with 1 bar. HI 953 m coded C/L with 5 bars.
THR 09/27	HI green.
RWY 09/27	HI coded C/L. HI bi-d with LI omni-d component. End lights red.
TWY	Green C/L lighting on TWY C. Blue edge lighting on TWY A, B, D & E.

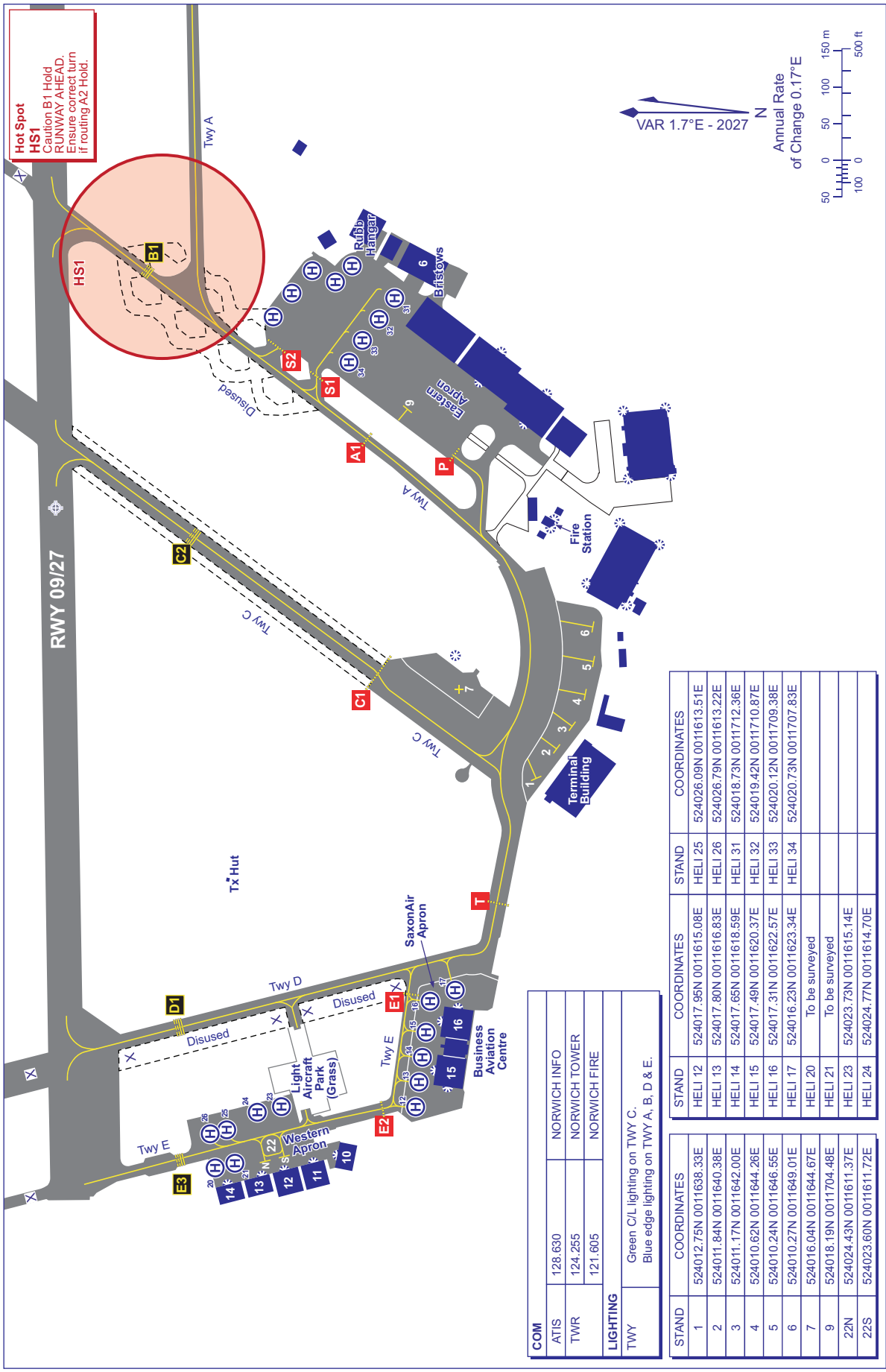
CHANGE (12/26): PCR TABLE.

NORWICH EGSH

AD ELEV 118FT

ARP 524033N 0011658E

AIRCRAFT PARKING/DOCKING CHART - ICAO



COM		
ATIS	128.630	NORWICH INFO
TWR	124.255	NORWICH TOWER
	121.605	NORWICH FIRE

LIGHTING

TWY — Green C/L lighting on TWY C.
Blue edge lighting on TWY A, B, D & E.

STAND	COORDINATES
1	524012.75N 0011638.33E
2	524011.84N 0011640.38E
3	524011.17N 0011642.00E
4	524010.62N 0011644.26E
5	524010.24N 0011646.55E
6	524010.27N 0011649.01E
7	524016.04N 0011644.67E
9	524018.19N 0011704.48E
22N	524024.43N 0011611.37E
22S	524023.60N 0011611.72E

STAND	COORDINATES
HELI 12	524017.95N 0011615.08E
HELI 13	524017.80N 0011616.83E
HELI 14	524017.65N 0011618.59E
HELI 15	524017.49N 0011620.37E
HELI 16	524017.31N 0011622.57E
HELI 17	524016.23N 0011623.34E
HELI 20	To be surveyed
HELI 21	To be surveyed
HELI 23	524023.73N 0011615.14E
HELI 24	524024.77N 0011614.70E

STAND	COORDINATES
HELI 25	524026.09N 0011613.51E
HELI 26	524026.79N 0011613.22E
HELI 31	524018.73N 0011712.36E
HELI 32	524019.42N 0011710.87E
HELI 33	524020.12N 0011709.38E
HELI 34	524020.73N 0011707.83E

CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

EGEO — OBAN

EGEO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEO — OBAN

EGEO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 562749N Long: 0052400W Mid point Runway 01/19.
2	Direction and distance from city	5 NM NE of Oban.
3	Elevation / Reference temperature / Mean Low Temperature	24 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	180 FT
5	Magnetic Variation / Annual Change	1.12°W (2027) / 0.21°E
6	AD Administration Address Telephone E-mail address Web address	ARGYLL AND BUTE COUNCIL. Oban Airport, North Connel, Oban, Argyll, PA37 1SW. 01631-572910 (General Enquiries/PPR) obanairport@argyll-bute.gov.uk www.obanandtheislesairports.com
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	Prior Permission Required. Telephone calls to Oban will be recorded.

EGEO AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon 0900-1600 (0800-1515) or SS if required; Tue 0900-1600 (0800-1515) or SS if required; Wed 0830-1600 (0715-1615) or SS if required; Thu 0815-1615 (0715-1615) or SS if required; Fri 1015-1600 (0720-1645) or SS if required; Sat 0845-1445 (0745-1615) and by arrangement with the Aerodrome Operator (Argyll and Bute Council); Sun 1015-1615 (0900-1645) or SS if required.
2	Customs and immigration	By arrangement. 24 hours notice required.
3	Health and sanitation	-
4	AIS Briefing Office	Internet access during operational hours.
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	Internet access during operational hours.
7	ATS	See AD 2.18.
8	Fuelling	Self-fuel and by arrangement with Oban Airport.
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	This aerodrome is PPR.

EGEO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVGAS 100LL. By arrangement with Oban Airport.
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	-

EGEO AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.

2	Restaurants	Cafes and restaurants in vicinity.
3	Transportation	Taxis, buses with car hire by prior arrangement.
4	Medical facilities	First aid facilities.
5	Bank and Post Office	Most major banks and Po st Office in Oban. Most major banks and Post Office in Oban.
6	Tourist Office	Area Tourist Office in Oban. Tel: 01631-563122
7	Remarks	-

EGEO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category A3 available under remission.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	-

EGEO AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical.
2	Clearance priorities	No Formal Snow Clearing Plan exists at the aerodrome however attempts will be made to make all surfaces available for the movement of Aircraft with the limited resources available.
3	Remarks	Latest information on 01631-572910.

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

1	Apron surface and strength	HELIPAD Surface: Asphalt NIL LIGHT AIRCRAFT APRON Surface: Asphalt NIL MAIN APRON Surface: . Block Pavers. NIL
2	Taxiway width, surface and strength	Taxiway A: 15 M Surface: Asphalt NIL Taxiway B: 15 M Surface: Asphalt NIL Taxiway C: 15 M Surface: Asphalt NIL Taxiway E: 10.5 M Surface: Concrete and asphalt NIL Taxiway F: 10.5 M Surface: Concrete and asphalt NIL Taxiway G: 15 M Surface: . Bitumen/Sand. NIL
3	Altimeter checkpoint location and elevation	Hold B and C 25 FT H1/H2 25 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGEO AD 2.9 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 parking. Marshaller on request.
2	Runway and taxiway markings and lighting	Taxiway marking aid(s): Yellow centre-line markings. Taxiway light(s): Blue edge lights on Taxiway C and main apron. Runway Guard lights Hold C.
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	Runway: Centre-line, edge, threshold markings. Runway edge lights, threshold lights, end lights and stopway lights. LGTD WDI: 562744.04N 0052406.18W - 562730.50N 0052412.04W.

EGEO 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**
(EGEO4573) 19/APPROACH 01/ TAKE-OFF	TERRAIN	562913.14N 0052349.02W	647 FT	NIL	No	-
(EGEO4578) 19/APPROACH 01/ TAKE-OFF	TREE	562911.29N 0052357.65W	538 FT	NIL	No	-
(EGEO4517) 19/APPROACH 01/ TAKE-OFF	TREE	562910.08N 0052358.68W	514 FT	NIL	No	-
(EGEO6234) 19/APPROACH 01/ TAKE-OFF	TREE	562906.72N 0052336.65W	745 FT	NIL	No	-
(EGEO1141) 19/APPROACH 01/ TAKE-OFF	HILL	562853.46N 0052352.18W	307 FT	NIL	No	-
(EGEO6323) 01/APPROACH 19/ TAKE-OFF	TREE	562659.15N 0052405.42W	181 FT	NIL	No	-
(EGEO6105) 01/APPROACH 19/ TAKE-OFF	TREE	562658.89N 0052405.92W	176 FT	NIL	No	-
(EGEO2408) 01/APPROACH 19/ TAKE-OFF	TERRAIN	562649.08N 0052403.51W	219 FT	NIL	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**
(EGEO1052)	HILL	562908.55N 0052312.02W	767 FT	NIL	No	-
(EGEO5237)	TERRAIN	562907.48N 0052327.04W	724 FT	NIL	No	-
(EGEO5241)	TERRAIN	562906.47N 0052258.68W	936 FT	NIL	No	-
(EGEO1051)	HILL	562904.75N 0052310.17W	779 FT	NIL	No	-
(EGEO6233)	TREE	562904.59N 0052339.20W	714 FT	NIL	No	-
(EGEO3104)	TERRAIN	562904.17N 0052253.31W	999 FT	NIL	No	-
(EGEO3108)	TERRAIN	562900.44N 0052312.64W	738 FT	NIL	No	-
(EGEO6522)	TREE	562859.34N 0052346.94W	615 FT	NIL	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**
(EGEO3105)	TERRAIN	562858.33N 0052246.09W	924 FT	NIL	No	-
(EGEO3106)	TERRAIN	562855.48N 0052234.06W	903 FT	NIL	No	-
(EGEO2406)	TERRAIN	562649.73N 0052359.12W	257 FT	NIL	No	-
(EGEO5036)	WINDTURBINE	562533.08N 0052515.92W	544 FT	NIL	Yes Red	-
(EGEO4774)	WINDTURBINE	562529.38N 0052506.53W	504 FT	NIL	Yes Red	-

EGEO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 Hours
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	English. -
7	Charts and other information available for briefing or consultation	215 Low Level SIG WX. 214 Spot Winds.
8	Supplementary equipment available for providing information	Internet access to MET Office.
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	-

EGEO 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	005.58°	1264 x 30 M	RWY surface: Asphalt NIL SWY surface: Asphalt NIL	562732.99N 0052402.41W 179.9 FT	THR 22.7 FT -	-
19	185.58°	1264 x 30 M	RWY surface: Asphalt NIL SWY surface: Asphalt NIL	562803.30N 0052357.06W 179.9 FT	THR 23.3 FT -	-

SWY Dimensions	**Clearway Dimensions**	**Strip Dimensions**	**RESA Dimensions, Overshoot / Undershoot**	**Location/ description of arresting system**	**OFZ**	**Remarks**
8	**9**	**10**	**11**	**12**	**13**	**14**
135 x 30 M	-	- x 80 M	-	-	-	RWY 01 Runway 01 threshold displaced by 122 M.
51 x 30 M	-	- x 80 M	-	-	-	RWY 19 Runway 19 threshold displaced by 200 M.

EGEO AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
01	1064 M	1064 M	1199 M	1110 M	-
19	1142 M	1142 M	1193 M	993 M	-

EGEO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	-	Green wingbars	PAPI Left/4.5° 29 FT 115 M	-	-	Bi-directional with LI omni-directional component 1263 M 60 M spacing White Light intensity high	Red	-	-
19	One crossbar. 540 M Light intensity high	Green wingbars	-	-	-	Bi-directional with LI omni-directional component 1263 M 60 M spacing White Light intensity high	Red	-	-

EGEO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 562740.04N 0052407.55W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Standby generator/15 seconds.
5	Remarks	-

EGEO AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF H1: 562752.53N 0052354.43W, 179.9 FT TLOF H2: 562751.01N 0052354.67W, 179.9 FT TLOF H3: 562735.45N 0052416.37W, 179.9 FT TLOF H4: 562737.25N 0052414.74W, 179.9 FT
2	TLOF and/or FATO elevation	TLOF H1: 24.9 FT TLOF H2: 25.0 FT TLOF H3: 17.2 FT TLOF H4: 17.7 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF H1: - TLOF surface: - NIL

		TLOF H2: - TLOF surface: - NIL TLOF H3: - TLOF surface: - NIL TLOF H4: - TLOF surface: - NIL
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGEO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
OBAN ATZ A circle, 2 NM radius, centred at 562749N 0052400W on longest notified runway (01/ 19)	Upper limit: 2024 FT ALT Lower limit: SFC	G	OBAN INFORMATION English	3000 FT	-	ATZ 2000 FT AAL.

EGEO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	OBAN INFORMATION	118.055 DOC 10 NM/3000 FT.	-	-	Mon 0900-1600 (0800-1515) or SS if required; Tue 0900-1600 (0800-1515) or SS if required; Wed 0830-1600 (0715-1615) or SS if required; Thu 0815-1615 (0715-1615) or SS if required; Fri 1015-1600 (0720-1645) or SS if required; Sat 0845-1445 (0745-1615) and by arrangement with the Aerodrome Operator (Argyll and Bute Council); Sun 1015-1615 (0900-1645) or SS if required.	ATZ hours co-incident with AFIS hours.

EGEO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	OBA	42Y 110.550 MHz	HO	562739.42N 0052407.73W	36 FT	On AD. DOC 25 NM/10,000 FT. Normally radiates H24.
NDB 1.12°W (2027)	OBN	404.000 kHz	HO	562738.47N 0052407.92W		On AD. Normally radiates H24.

AERODROME CHART - ICAO

ARP 562749N 0052400W

AD ELEV 24FT

OBAN
EGEO

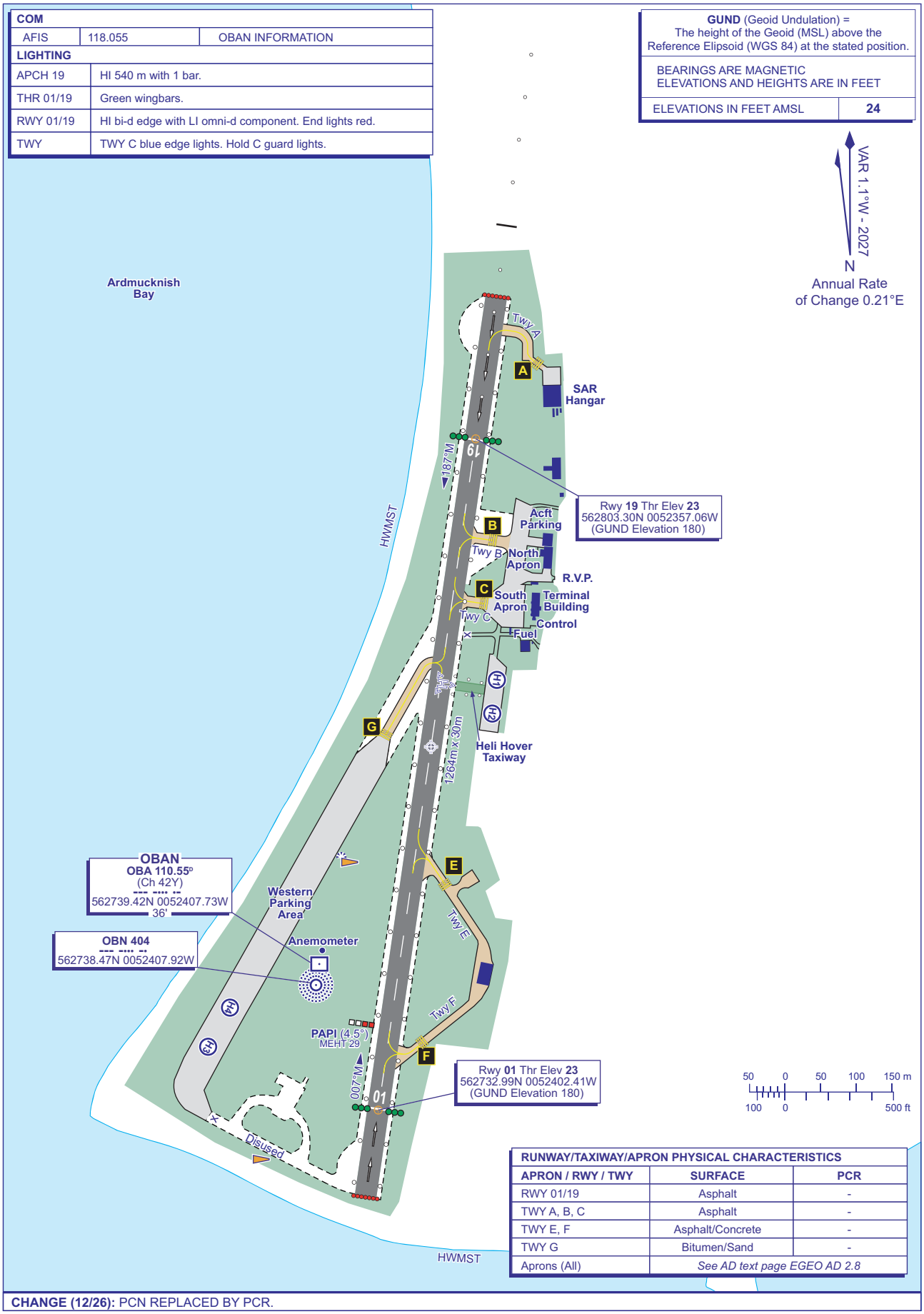
COM		
AFIS	118.055	OBAN INFORMATION
LIGHTING		
APCH 19	HI 540 m with 1 bar.	
THR 01/19	Green wingbars.	
RWY 01/19	HI bi-d edge with LI omni-d component. End lights red.	
TWY	TWY C blue edge lights. Hold C guard lights.	

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL **24**

VAR 1.1°W - 2027
N
Annual Rate of Change 0.21°E



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCR**
RWY 01/19	Asphalt	-
TWY A, B, C	Asphalt	-
TWY E, F	Asphalt/Concrete	-
TWY G	Bitumen/Sand	-
Aprons (All)	*See AD text page EGEO AD 2.8*	

CHANGE (12/26): PCN REPLACED BY PCR.

AERO INFO DATE 08 SEP 26

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In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGSV1107)	MAST	523107.58N 0010818.56E	884 FT	674 FT	Yes Solid Red	-

EGSV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGSV 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	019.87°	428 x 18 M	RWY surface: Grass - SWY surface: - -	522953.07N 0010304.40E 147.9 FT	THR 176.9 FT -	-
20	199.87°	428 x 18 M	RWY surface: Grass -	523004.33N 0010311.06E 147.9 FT	THR 181.3 FT -	-
07	064.56°	798 x 18 M	RWY surface: Asphalt -	522945.75N 0010248.22E 147.9 FT	THR 155.1 FT -	-
25	244.57°	798 x 18 M	RWY surface: Asphalt -	522956.83N 0010326.39E 147.9 FT	THR 194.8 FT -	-
07L	064.48°	407 x 23 M	RWY surface: Grass -	522952.36N 0010303.88E 147.9 FT	THR 176.0 FT -	-
25R	244.48°	407 x 23 M	RWY surface: Grass -	522958.04N 0010323.37E 147.9 FT	THR 192.1 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	**9**	**10**	**11**	**12**	**13**	**14**
58 x 18 M	-	488 x 60 M	-	-	-	RWY 02
-	-	488 x 60 M	-	-	-	RWY 20 Threshold displaced by 58 M.
-	-	858 x 60 M	-	-	-	RWY 07
-	-	858 x 60 M	-	-	-	RWY 25
-	-	-	-	-	-	RWY 07L Strip Dimensions: 467 x 60 M.
-	-	-	-	-	-	RWY 25R Strip Dimensions: 529 x 60 M. 62 M starter extension.

EGSV AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	798 M	798 M	798 M	798 M	-
25	798 M	798 M	798 M	798 M	-
07L	407 M	407 M	407 M	407 M	-
25R	469 M	469 M	469 M	407 M	-
02	370 M	370 M	428 M	428 M	-
20	428 M	428 M	428 M	370 M	-

EGSV AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGSV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGSV AD 2.16 HELICOPTER LANDING AREA

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EGSV 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 BUCKENHAM ATZ A circle, 2 NM radius, centred at 522951N 0010307E on longest notified runway (07/25)	Upper limit: 2195 FT ALT Lower limit: SFC	G	BUCKENHAM RADIO English	-	Thu-Sun: 0930-1630 (0830-1530) or SS, whichever is earlier; and by arrangement.	ATZ 2000 FT AAL.

EGSV 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	BUCKENHAM RADIO	124.405 A/G Frequency	-	-	Thu-Sun 0930-1630 (0830-1530) or SS, whichever is earlier, other times by arrangement.	-

EGSV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGTK AD 2.16 HELICOPTER LANDING AREA

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EGTK 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
OXFORD ATZ A circle, 2 NM radius, centred at 515013N 0011912W on longest notified runway (01/ 19)	Upper limit: 2263 FT ALT Lower limit: SFC	G	OXFORD APPROACH English	6000 FT	0630-2230 (0530-2130); and by arrangement.	ATZ 2000 FT AAL.

EGTK 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	OXFORD APPROACH	125.090 DOC 40 NM/ 10,000 FT.	-	-	0630-2230 (0530-2130).	-
TWR	OXFORD GROUND	121.955	-	-	Open only when notified by ATIS or when directed by ATC. Not continuously monitored.	-
	OXFORD TOWER	133.430 DOC 25 NM/4,000 FT. TWR may be provided by APP, refer to ATIS.	-	-	0630-2230 (0530-2130).	
RADAR	OXFORD DIRECTOR	119.980 DOC 40 NM/ 10,000 FT.	-	-	When Directed by ATC. Not continuously monitored.	-
	OXFORD RADAR	125.090 DOC 40 NM/ 10,000 FT.	-	-	0730-2000 (0630-1900).	
ATIS	OXFORD ATIS	136.230 DOC 50 NM/ 20,000 FT.	-	-	0630-2230 (0530-2130).	-
OTHER	OXFORD FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
OTHER	OXFORD EMERGENCY	121.500 Emergency Frequency	-	-	O/R	-

EGTK 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 0.92°E (2027)	IOXF	108.350 MHz	0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM.	514945.19N 0011920.29W		(RWY 19)
ILS/GP	IOXF	333.950 MHz	0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM.	515027.34N 0011912.81W		3° ILS Ref Datum Hgt 41 FT. ILS glidepath is not suitable for auto-coupled approaches.
DME	IOXF	20Y 108.350 MHz	0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM.	515013.84N 0011918.58W	283 FT	(RWY 19) Zero range is indicated at THR of Runway 01 and 19. DME frequency paired with ILS I-OXF.
NDB 0.92°E (2027)	OX	367.500 kHz	0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM.	515000.28N 0011924.45W		On AD. Range 25 NM.

EGTK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

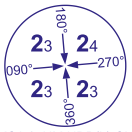
a) Aircraft operators must obtain, accept and operate in accordance with the London Oxford Airport 'Terms and Conditions of Use', available at www.oxfordairport.co.uk.
b) Non-radio aircraft must contact ATC to obtain prior permission and joining/departure briefing. Tel: 01865-290650.
c) Passenger embarkation or disembarkation with engines running is prohibited.
d) High visibility clothing must be worn on all aprons, except for escorted passengers.
e) When the RVR is below 400 M departures are not permitted unless AOC holders have less restrictive State authorised take-off minima. Take-off will not be permitted if the RVR is less than 350 M.

2 GROUND MOVEMENT

a) Maintenance areas have restricted access (specified in terms and conditions of use). Operators must liaise with Oxford Operations to arrange parking, hangarage, if taxiing is permitted or towing required. Maintenance areas are not visible to ATC. Pilots of aircraft taxiing in these areas are solely responsible for the avoidance of collisions with aircraft, vehicles and other obstructions.
b) Compass swing bay, Class 1, Located at the end of Delta taxiway.
c) Data Link service available via ARINC.
d) Due to their tactical nature, departure instructions are not normally available until after the aircraft has taxied.
e) Jet Aircraft operating under their own power, larger than code B, are not permitted to use the taxiway link at Juliet to MA 1 or MA 2. Aircraft are to be parked on the main apron and towed as required.
f) Only single and twin piston aircraft are permitted to taxi under their own power beyond holding point Kilo at their discretion provided their wingspan does not exceed 15 M. All other aircraft will be towed to/from the main apron.

INSTRUMENT APPROACH CHART - ICAO

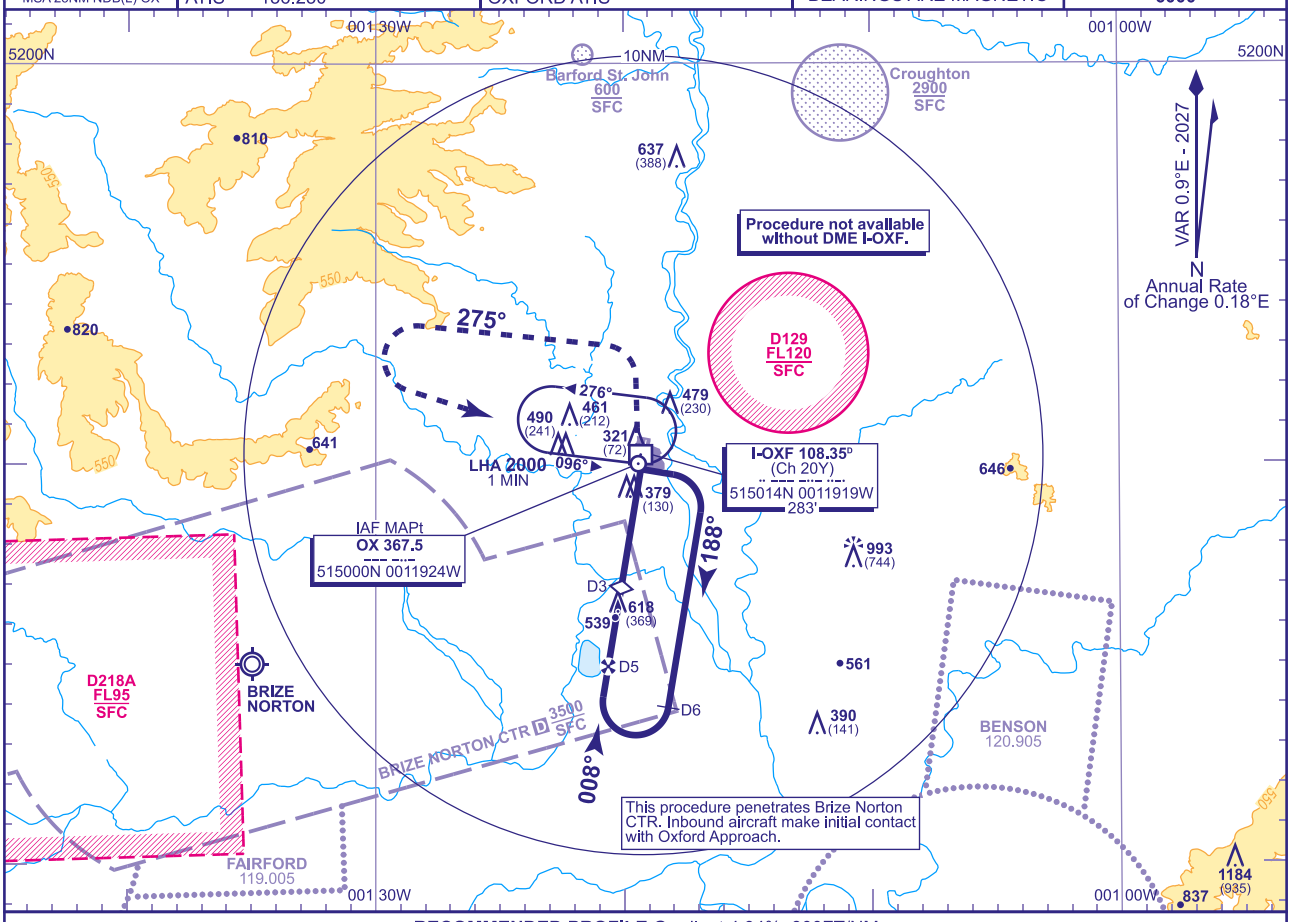
OXFORD NDB(L) RWY 01
(ACFT CAT A,B,C)



MSA 25NM NDB(L) OX

APP	125.090	OXFORD APPROACH
TWR	133.430	OXFORD TOWER
RAD	125.090	OXFORD RADAR
	119.980	OXFORD DIRECTOR (see note 3)
	121.955	OXFORD GROUND (see note 3)
ATIS	136.230	OXFORD ATIS

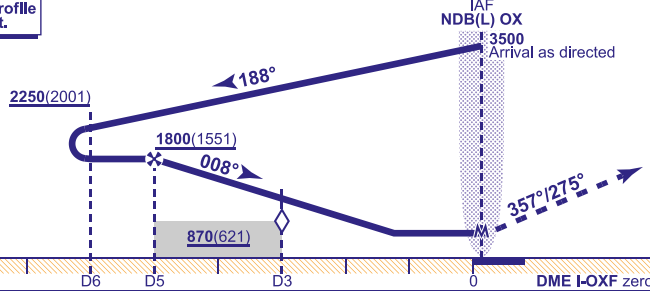
AD ELEVATION	263
THR ELEVATION	249
OBSTACLE ELEVATION	1184 AMSL (935) (ABOVE THR)
BEARINGS ARE MAGNETIC	
TRANSITION ALTITUDE	6000



RECOMMENDED PROFILE Gradient 4.94%, 300FT/NM

DME I-OXF	5	4	3(SDF)	2
ALT(HGT)	1800(1551)	1480(1231)	1180(931)	880(631)

All aircraft should not descend below the recommended profile due to noise abatement.



MAPt NDB(L) OX

Climb on track 357° to **1000** then climbing turn left onto track 275° to **2500** then turn left to **NDB(L) OX** to join hold at **2500**, or as directed.

Aircraft Category		A	B	C
OCA (OCH)	Procedure	700(451)	700(451)	700(451)
VM(C)OCA (OCH AAL)	Total Area	800(537)	800(537)	1100(837)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	800	700	600	500	400

NOTE 1 Aircraft will normally be required to hold not lower than **3500** or equivalent FL.
2 Entry into racetrack procedure restricted to Sector 3 entry from inbound leg (096°M) of holding pattern.
3 Only when directed by ATC

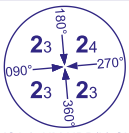
WARNING 1 The established NDB hold is impacted by EGD129 activity. ATC Oxford will co-ordinate the use of the hold in association with the instrument procedures with regard to promulgated activity in EGD129.

CHANGE (12/26): BENSON MATZ FREQUENCY REVISED.

AERO INFO DATE 14 SEP 26

INSTRUMENT APPROACH CHART - ICAO

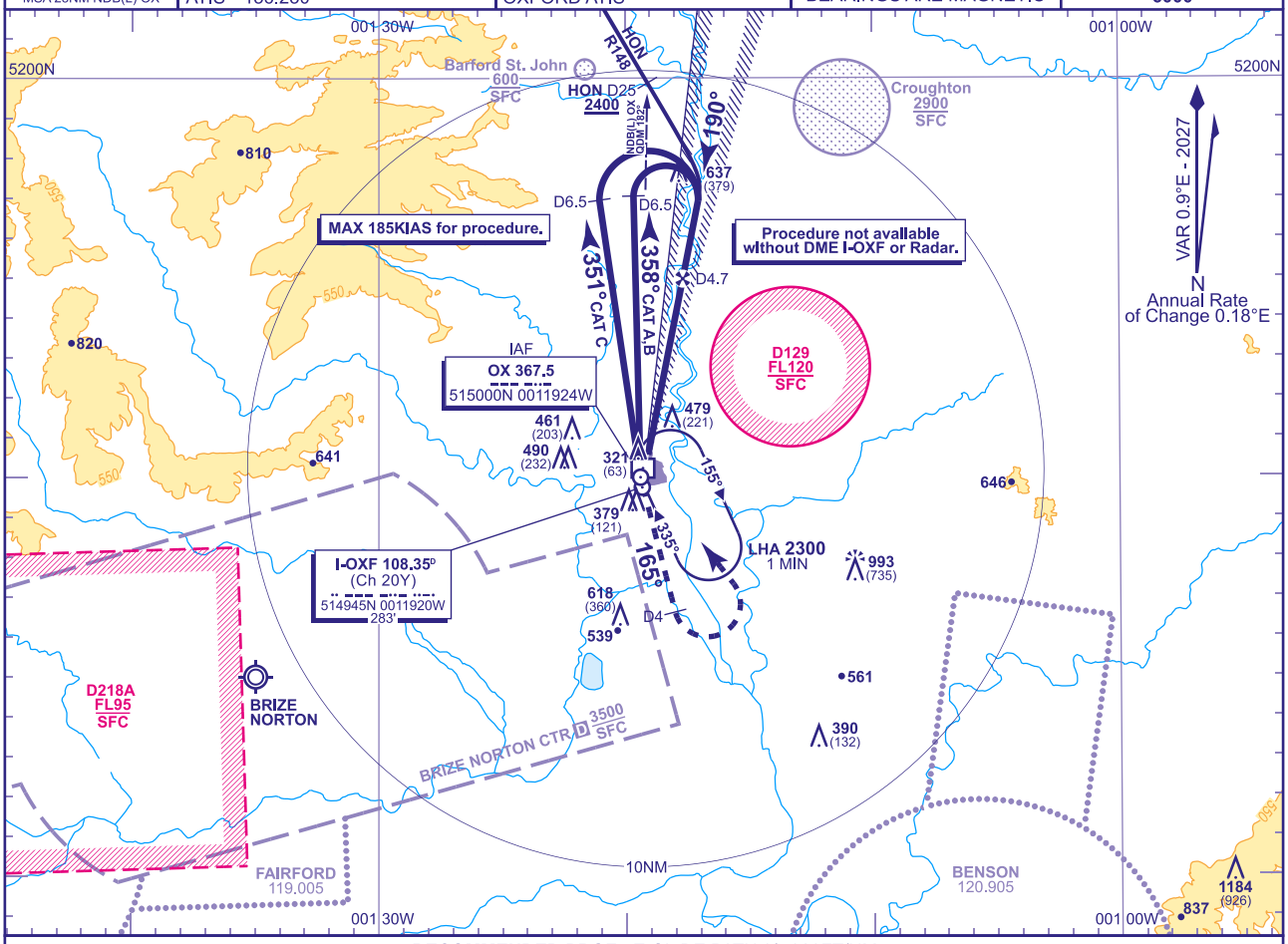
OXFORD
ILS/DME/NDB(L)
RWY 19
(ACFT CAT A,B,C)



MSA 25NM NDB(L) OX

APP 125.090	OXFORD APPROACH	AD ELEVATION 263
TWR 133.430	OXFORD TOWER	THR ELEVATION 258
RAD 125.090	OXFORD RADAR	OBSTACLE ELEVATION 1184 AMSL (926) (ABOVE THR)
119.980	OXFORD DIRECTOR (see note 2)	
121.955	OXFORD GROUND (see note 2)	
ATIS 136.230	OXFORD ATIS	BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE **6000**

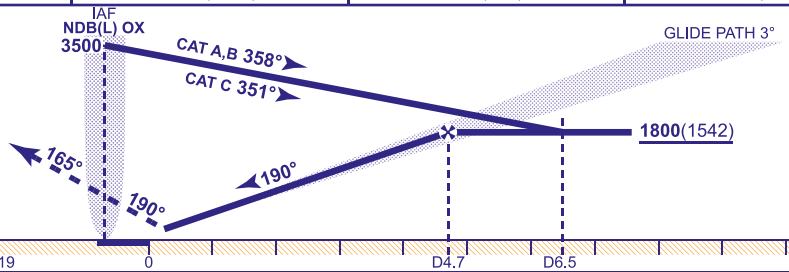


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-OXF	4	3	2	1
ALT(HGT)	**1580**(1322)	**1260**(1002)	**940**(682)	**620**(362)

RDH 39

Climb straight ahead to **NDB(L) OX**, on passing **NDB(L) OX** continue climb on QDR 165°. At **I-OXF** DME 4 turn left to hold at **2500**, or as directed.



Aircraft Category		A	B	C
OCA (OCH)	Procedure	**563**(305)	**573**(315)	**583**(325)
VM(C)OCA (OCH AAL)	Total Area	**800**(537)	**800**(537)	**1100**(837)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	430

DIRECT ARRIVAL VIA VOR HON R148
Intercept and follow VOR HON R148 **not below MSA**. At lead NDB(L) OX QDM 182° (HON DME 25) turn right to establish on localiser. When established descend to cross FAP (I-OXF DME 4.7) at **1800**(1542), then continue as for main procedure.

NOTE
1 Aircraft will normally be required to hold not lower than **3500** or equivalent FL.
2 Only when directed by ATC.
3 ILS/DME is available without NDB if aircraft is radar vectored to final approach.
4 **AIRCRAFT UNABLE TO RECEIVE DME I-OXF**. Advise ATC and continue as for normal procedure. Radar ranges will be provided at D6.5 outbound and at D5 inbound.

WARNING
1 The established NDB hold is impacted by EGD129 activity. ATC Oxford will co-ordinate the use of the hold in association with the instrument procedures with regard to promulgated activity in EGD129.
2 Auto-coupled approaches are not approved.
3 Pilots may experience glidepath fluctuations within I-OXF DME 1.

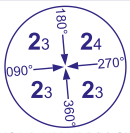
CHANGE (12/26): BENSON MATZ FREQUENCY REVISED.

AERO INFO DATE 14 SEP 26

AD 2-EGTK-8-2

INSTRUMENT APPROACH CHART - ICAO

OXFORD
LOC/DME/NDB(L)
RWY 19
(ACFT CAT A,B,C)

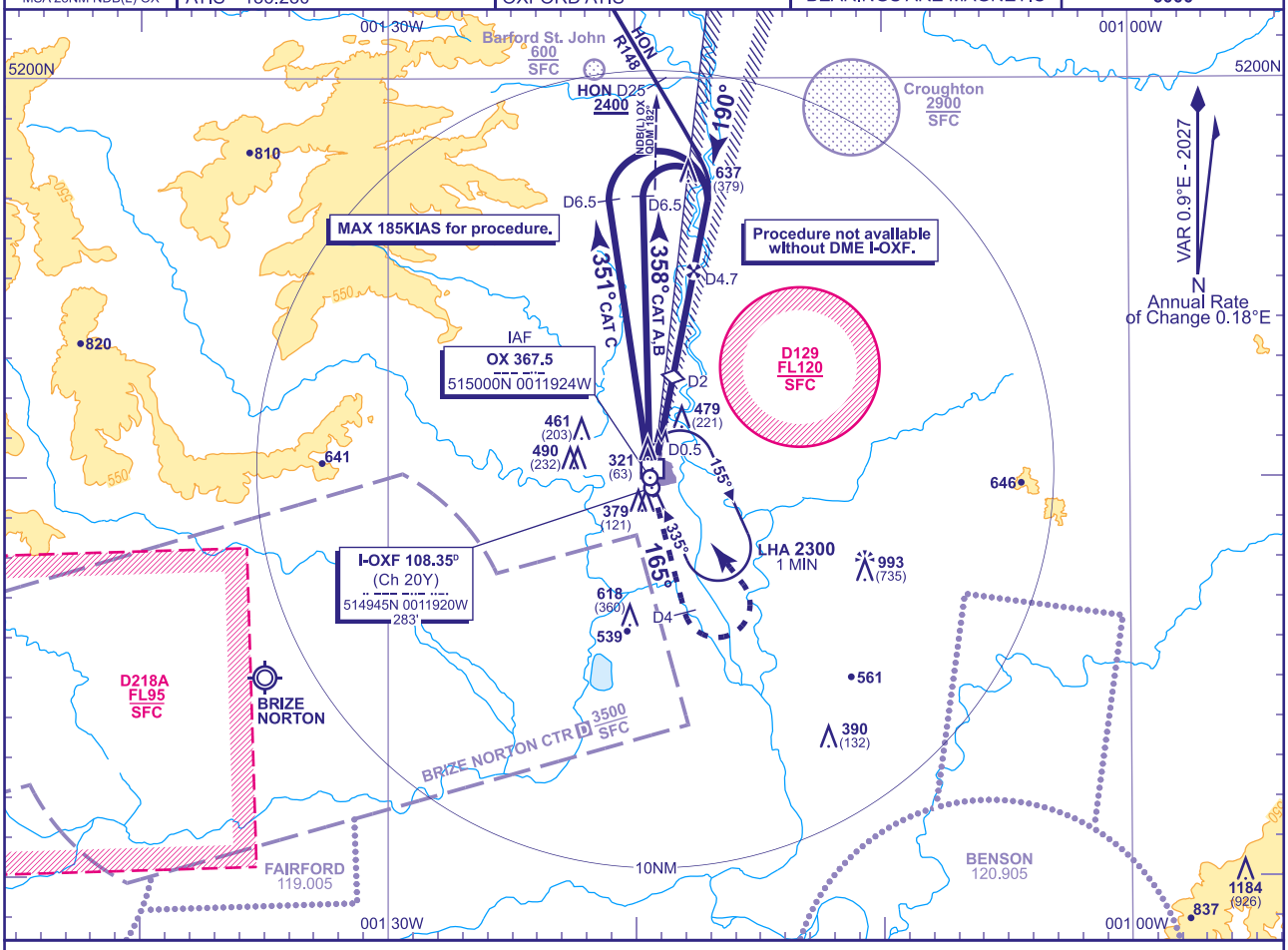


MSA 25NM NDB(L) OX

APP	125.090	OXFORD APPROACH
TWR	133.430	OXFORD TOWER
RAD	125.090	OXFORD RADAR
	119.980	OXFORD DIRECTOR (see note 2)
	121.955	OXFORD GROUND (see note 2)
ATIS	136.230	OXFORD ATIS

AD ELEVATION	263
THR ELEVATION	258
OBSTACLE ELEVATION	1184 AMSL (926) (ABOVE THR)
BEARINGS ARE MAGNETIC	

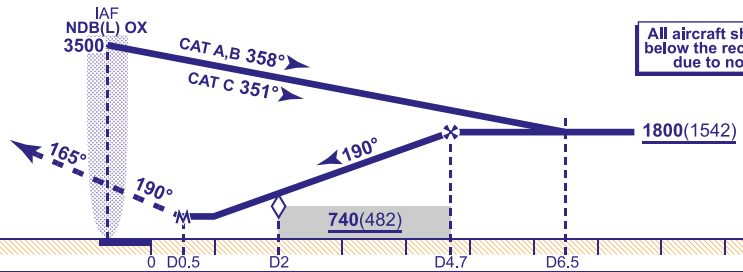
TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-OXF	4	3	2 (SDF)
ALT(HGT)	1580(1322)	1260(1002)	940(682)

MAPt I-OXF DME 0.5
Climb straight ahead to **NDB(L) OX**, on passing **NDB(L) OX** continue climb on QDR 165°. At **I-OXF** DME 4 turn left to hold at **2500**, or as directed.



All aircraft should not descend below the recommended profile due to noise abatement.

Aircraft Category		A	B	C
OCA (OCH)	Procedure	610(352)	610(352)	610(352)
VM(C)OCA (OCH AAL)	Total Area	800(537)	800(537)	1100(837)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	430

DIRECT ARRIVAL VIA VOR HON R148
Intercept and follow VOR HON R148 **not below MSA**. At lead NDB(L) OX QDM 182° (HON DME 25) turn right to establish on localiser. When established descend to cross FAF (I-OXF DME 4.7) at **1800**(1542), then continue as for main procedure.

NOTE **1** Aircraft will normally be required to hold not lower than **3500** or equivalent FL.
2 Only when directed by ATC.

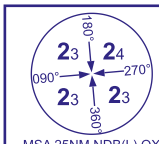
WARNING The established NDB hold is impacted by EGD129 activity. ATC Oxford will co-ordinate the use of the hold in association with the instrument procedures with regard to promulgated activity in EGD129.

CHANGE (12/26): BENSON MATZ FREQUENCY REVISED.

AERO INFO DATE 14 SEP 26
AD 2-EGTK-8-3

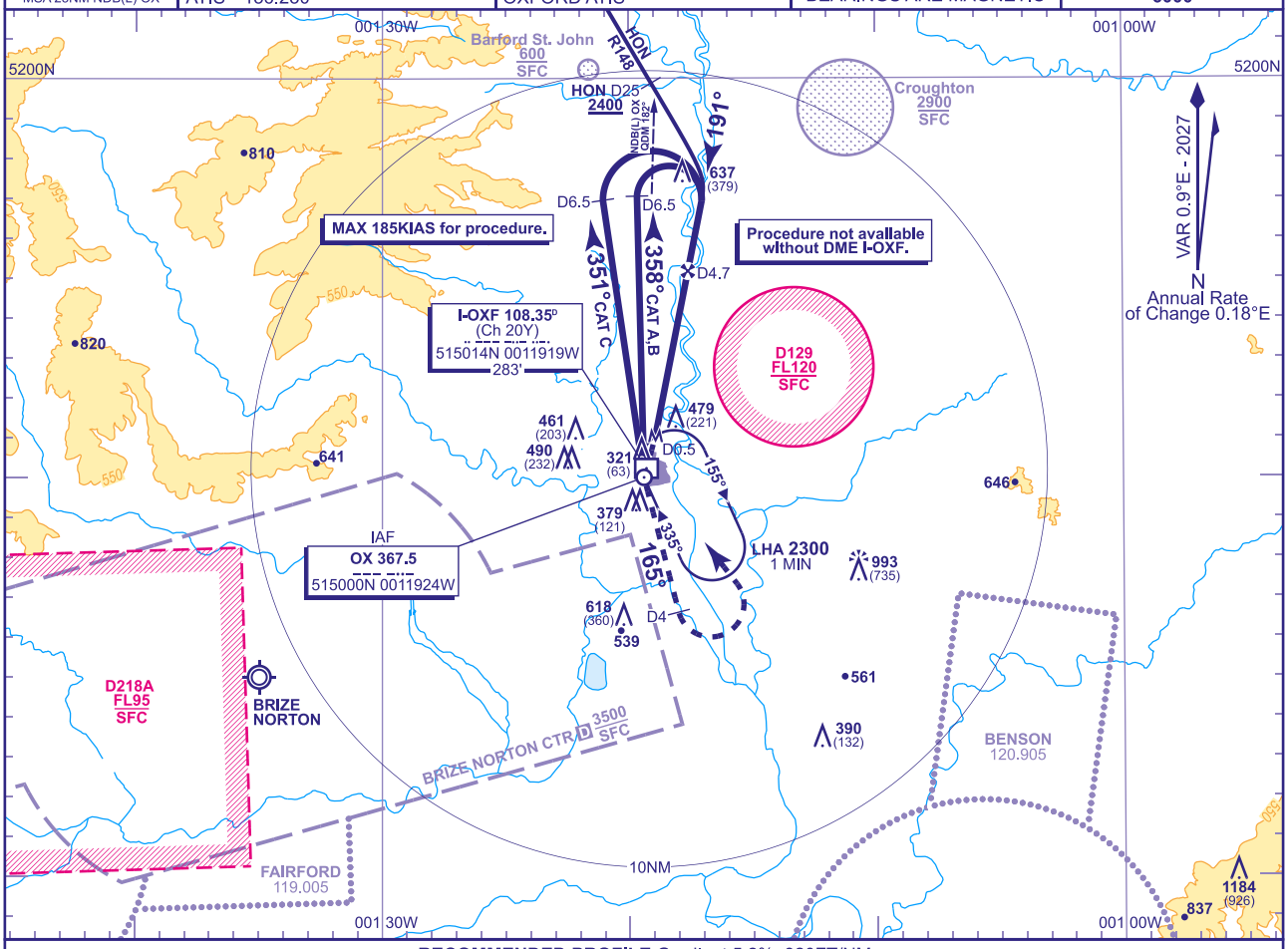
INSTRUMENT APPROACH CHART - ICAO

OXFORD NDB(L) RWY 19
(ACFT CAT A,B,C)



MSA 25NM NDB(L) OX

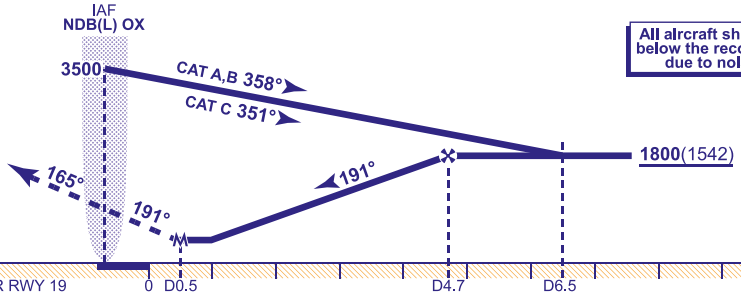
APP	125.090	OXFORD APPROACH	AD ELEVATION	263	TRANSITION ALTITUDE 6000
TWR	133.430	OXFORD TOWER	THR ELEVATION	258	
RAD	125.090	OXFORD RADAR	OBSTACLE ELEVATION 1184 AMSL (926) (ABOVE THR)		
	119.980	OXFORD DIRECTOR (see note 2)			
	121.955	OXFORD GROUND (see note 2)			
ATIS	136.230	OXFORD ATIS	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-OXF	4	3	2 (SDF)
ALT(HGT)	**1580**(1322)	**1260**(1002)	**940**(682)

MAPt I-OXF DME 0.5
Climb straight ahead to **NDB(L) OX**, on passing **NDB(L) OX** continue climb on QDR 165°. At **I-OXF** DME 4 turn left to NDB(L) OX climbing as necessary to hold at **2500**, or as directed.



All aircraft should not descend below the recommended profile due to noise abatement.

Aircraft Category		A	B	C
OCA (OCH)	Procedure	**750**(492)	**750**(492)	**750**(492)
VM(C)OCA (OCH AAL)	Total Area	**800**(537)	**800**(537)	**1100**(837)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	430

DIRECT ARRIVAL VIA VOR HON R148
Intercept and follow VOR HON R148 **not below MSA**. At lead NDB(L) OX QDM 182° (HON DME 25) turn right to establish on extended FAT (NDB(L) OX QDM 191°). When established descend to cross FAF (I-OXF DME 4.7) at **1800**(1542), then continue as for main procedure.

NOTE **1** Aircraft will normally be required to hold not lower than **3500** or equivalent FL.
2 Only when directed by ATC.

WARNING The established NDB hold is impacted by EGD129 activity. ATC Oxford will co-ordinate the use of the hold in association with the instrument procedures with regard to promulgated activity in EGD129.

CHANGE (12/26): BENSON MATZ FREQUENCY REVISED.

AERO INFO DATE 14 SEP 26 AD 2-EGTK-8-4

EGPK — PRESTWICK

EGPK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPK — PRESTWICK

EGPK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 553034N Long: 0043540W Mid point of Runway 12/30.
2	Direction and distance from city	1 NM NE of Prestwick.
3	Elevation / Reference temperature / Mean Low Temperature	65 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	179 FT
5	Magnetic Variation / Annual Change	0.67°W (2027) / 0.20°E
6	AD Administration Address Telephone Web address	GLASGOW PRESTWICK AIRPORT LTD. Aviation House, Prestwick, Scotland KA9 2PL. 01292-511107 (ATC Operations) 01292-511108 (AFS) 0871-2230700 (Switchboard) 01292-511190 (Airfield Ops) www.glasgowprestwick.com/corporate/drone-and-crane-use (UAS requests).
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGPK AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	Available via handling agent.
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	Available via handling agent.
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Additionally, for all aircraft inbound to HMS Gannet: Tel: 01292-674217. Unmanned UNICOM Gannet Ops 375.7 MHz. PPR is mandatory. Minimum of 72 hours in advance. Office open and manned Mon-Fri 0800-1600 (0700-1500).

EGPK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full mechanical facilities. (Single piece 30 tonnes, heavier loads by arrangement). Bonded storage facilities available.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL Available
3	Fuelling facilities/capacity	1400 LT per minute - AVTUR JET A-1, 2.1 million LT. AVGAS, 54,000 LT.
4	De-icing facilities	KILFROST ABC K+ Type 2 with 75/25 mix.
5	Hangar space for visiting aircraft	Limited. Prior notification required.
6	Repair facilities for visiting aircraft	Limited. Prior notification required.

7	Remarks	Handling is mandatory for all aircraft. Handling agent/Fixed Base Operator is: Prestwick Aviation Services: Tel: 01292-511333; SITA: PIKOWXH/PIKAPXH; e-mail: pikops@glasgowprestwick.com; Frequency: 129.700 MHz; Available H24.

EGPK AD 2.5 PASSENGER FACILITIES

1	Hotels	Available locally.
2	Restaurants	Restaurants and bars in the town of Prestwick.
3	Transportation	Buses and taxis. Nearest railway station: Prestwick International.
4	Medical facilities	First Aid Treatment.
5	Bank and Post Office	Cash dispenser in terminal building.
6	Tourist Office	Ayr.
7	Remarks	Full disabled facilities for passenger handling.

EGPK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 For higher categories contact ATC Operations, Tel: 01292-511107. RFF Category 8 and 9 available at short notice.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	-

EGPK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical and anti-icing.
2	Clearance priorities	Runway 12/30, Taxiways, Aprons, Runway 02/20.
3	Remarks	Latest information from Clearance Programme Tel: 01292-511107.

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

1	Apron surface and strength	A Surface: Concrete and asphalt PCR 1139/R/C/W/U B Surface: Concrete and asphalt PCR 1139/R/C/W/U C Surface: Concrete and asphalt PCR 602/R/A/X/U F Surface: Concrete and asphalt PCR 507/R/A/X/U G Surface: Concrete and asphalt PCR 306/R/B/X/U H Surface: Concrete and asphalt PCR 957/R/C/W/U
2	Taxiway width, surface and strength	Taxiway JULIETT: 23 M Surface: Concrete and asphalt PCR 756/F/A/W/U

		Taxiway ROMEO: 23 M Surface: Concrete and asphalt PCR 1140/R/C/W/U Taxiway SIERRA: 23 M Surface: Asphalt PCR 410/F/B/X/U
3	Altimeter checkpoint location and elevation	Apron 30 FT amsl
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	-

EGPK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	All parking on aprons A and B is under marshaller's guidance. Aircrews are to note that the Stand Entry Guidance (SEG) is activated by Airline and Handling Agent staff. Aircrew should not enter the stand unless the AGNIS is illuminated or if advised that it is unserviceable, under marshaller's guidance only. An emergency stop sign has also been installed on all SEG equipped stands. When activated an electronic flashing 'STOP' warning sign is illuminated. Aircraft must not enter the stand under any circumstances until the sign has been switched off.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 02/20: Runway 02: Runway designation, runway threshold, runway centre-line and strip markings. Runway 20: Runway designation, runway threshold, runway centre-line and strip markings. Revised ICAO aiming point and touchdown zone markings. 12/30: Runway designation, runway threshold, runway centre-line and strip markings. Revised ICAO aiming point and touchdown zone markings. Runway light(s): 02: Runway guard lights, runway edge, threshold and wing bars, runway end. 20: Runway guard lights, runway edge, threshold and wing bars, runway end, stopway. 12/30: Runway guard lights (LED), colour coded runway centre-line, runway edge, threshold and wing bars, runway end (LED). Taxiway marking aid(s): Yellow taxiway centre-line, taxiway holding position, runway ahead markings. Enhanced taxiway centre-line markings approaching Romeo 1. Taxiway light(s): Green centre-line LED lights, blue edge lights on turns, blue retro/reflective edge markings/studs.
3	Stop bars and runway guard lights (if any)	At Holds; J, K, Q (LED), R1 (LED), S, W and Y.
4	Other runway protection measures	-
5	Remarks	WDI (LGTD): 553038.45N 0043505.08W; 553056.94N 0043632.72W; 552919.19N 0043507.01W; 553006.29N 0043445.98W. Standard apron markings.

EGPK 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**
(EGPK3286) 20/APPROACH 02/ TAKE-OFF	TREE	553144.66N 0043255.07W	317 FT	63 FT	No	-
(EGPK3209) 20/APPROACH 02/ TAKE-OFF	TREE	553132.14N 0043313.78W	298 FT	49 FT	No	-
(EGPK3231) 20/APPROACH 02/ TAKE-OFF	TREE	553129.96N 0043309.63W	318 FT	48 FT	No	-
(EGPK1424) 30/TAKE-OFF	ROAD SIGN	553059.12N 0043704.17W	45 FT	15 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**
(EGPK2670) 20/APPROACH 02/ TAKE-OFF	TREE	553057.76N 0043410.21W	181 FT	61 FT	No	-
(EGPK2757) 20/APPROACH 02/ TAKE-OFF	TREE	553038.28N 0043403.87W	154 FT	50 FT	No	-
(EGPK2623) 20/APPROACH 02/ TAKE-OFF	TREE	553034.79N 0043411.13W	134 FT	62 FT	No	-
(EGPK2469) 20/APPROACH 02/ TAKE-OFF	TREE	553034.07N 0043422.75W	112 FT	51 FT	No	-
(EGPK2439) 20/APPROACH 02/ TAKE-OFF	FENCE	553017.74N 0043423.77W	76 FT	9 FT	No	-
(EGPK2395) 20/APPROACH 02/ TAKE-OFF	FENCE	553015.09N 0043425.81W	77 FT	8 FT	No	-
(EGPK2378) 20/APPROACH 02/ TAKE-OFF	FENCE	553014.05N 0043426.60W	77 FT	8 FT	No	-
(EGPK3055) 30/APPROACH	TREE	553001.89N 0043340.01W	137 FT	24 FT	No	-
(EGPK2391) 30/APPROACH	TREE	553001.86N 0043425.19W	99 FT	38 FT	No	-
(EGPK2449) 30/APPROACH	TREE	553000.44N 0043422.10W	106 FT	49 FT	No	-
(EGPK3047) 30/APPROACH 12/ TAKE-OFF	SILO	552948.76N 0043339.97W	141 FT	42 FT	No	-
(EGPK3392) 30/APPROACH 12/ TAKE-OFF	BUILDING	552938.28N 0043221.48W	231 FT	23 FT	No	-
(EGPK3293) 30/APPROACH 12/ TAKE-OFF	BUILDING	552927.89N 0043244.13W	232 FT	25 FT	No	-
(EGPK1811) 20/TAKE-OFF	TREE	552851.69N 0043541.72W	106 FT	41 FT	No	-
(EGPK1887) 20/TAKE-OFF	TREE	552850.56N 0043536.45W	111 FT	43 FT	No	-
(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	-

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**
(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
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 PCR 1139/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 PCR 1139/F/C/X/U SWY surface: - -	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 PCR 1139/R/C/W/U	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 PCR 1139/R/C/W/U	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 aerials. 553051.63N 0043621.16W, 553018.27N 0043441.90W (LTGD).
3	TWY edge and centre line lighting	CL: Green centre-line lights on Taxiway Romeo. EDGE: Blue edge lights on Taxiway Sierra.
4	Secondary power supply/switch-over time	During LVP operations changeover from standby power to mains takes place in less than 1 second. During visual or non-precision operations changeover from mains to standby generator takes maximum 15 seconds in event of full mains failure.
5	Remarks	Floodlights on Aprons A and B, mobile floodlighting available on request. Obstacle lighting.

EGPK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	-
2	TLOF and/or FATO elevation	-
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	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.
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

a) Pilots are to 'book-out' by telephoning ATC.
b) Traffic flow management of inbound, outbound and local aircraft may be applied without notice.
c) Aircraft with tail skids will not be permitted to use the aerodrome without first having been fitted with some form of wheel to prevent surface damage.
d) The wearing of high visibility clothing is mandatory by all personnel working on airside areas.
e) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
f) Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to UK Border Force. Transport to and from the UK Border should be arranged with the Handling Agent.
g) Aprons A & B are subject to security restrictions and searches.

2 GROUND MOVEMENT

a) Holding positions are indicated at night by a row of red lights across the taxiway. Aircraft are not permitted to proceed on to the runway unless these lights have been extinguished or permission has been given by ATC.
b) To prevent soil erosion by jet blast, an area contiguous with the beginning of Runway 30 has been concreted. This area is not load bearing and aircraft should not be taxied across it during line up for take-off. A hatched area separates this area from the runway.
c) ATC taxiing instructions should be strictly observed.
d) Link November has a reduced width of 16 M and is only available for aircraft up to and including Code B size.
e) Only marked taxiways to be used.
f) The arrangement of the Terminal apron, piers, stand numbers, nose wheel guide lines and alignment bars are shown at AD 2-EGPK-2-2.
g) The taxiway Route to/from Spirit Aero systems and HMS Gannet is via Link Tango.
h) Holding Point M is available to aircraft up to code F. During hours of darkness and low visibility all aircraft must use a follow me vehicle.
i) The first 100 M of paved surface from Runway 30 threshold has been marked to provide 50 M width for large aircraft turning. All turns must be executed in a clockwise direction. Concrete outside the runway edge markings is unfit for the movement of aircraft. Any pilot who may require marshaller assistance is to advise ATC before taxi.
j) Commanders of wide-bodied aircraft are reminded that minimum power only should be applied on Taxiway Juliet, particularly when entering the runway via holding point Juliet.
k) Aircraft that require starting by manual swinging of propellers are only permitted to undertake engine starting as a two person operation. An assistant familiar with manual swinging of propellers must be present in addition to the pilot in command and both persons must carry out the operation in a safe manner.
l) Link R1 is a dual holding point. Aircraft will be held parallel to Runway 30, when instructed by ATC access is via Runway 20.
m) Due to limited line of sight of certain parts of the manoeuvring area, such as Aprons A, B, G & H and the Southwestern section of Taxiway S south of holding point W, ATC may request additional position reports. Pilots should maintain a good lookout in these areas.
n) Taxiway R east of holding point R1 to holding point R2 has reduced separation of 167 M from Runway 12/30 centreline. ATC will hold aircraft at holding point R2 as required in accordance with local procedures.

3 CAT II/III OPERATIONS

Not Applicable

4 WARNINGS

a) Except for light signals, ground signals are not displayed.
b) Aircraft carrying out circuits on Runway 02/20 are warned of rising ground to the Northeast.
c) Pilots are advised that bird numbers have been assessed as ‘severe’ during migratory periods (Oct/Nov and Mar/Apr). During Spring and Autumn, bird concentrations may be present on surrounding agricultural land. Active dispersal methods are employed within the Airport's boundaries. This will be the subject of a NOTAM.
d) Because of the extreme width of the concrete/asphalt surface forming Runway 12/30 (92 M) paved shoulders extend 23 M beyond each side of the runway. In certain conditions (poor visibility and at night) the edge lights may be mistaken for the centre-line (albeit the edge lights are raised and the centre-line lights are flush mounted). Pilots of departing aircraft should exercise extreme caution when lining up on the centre-line of the runway in such circumstances.
e) When visibility is less than 800 M, Low Visibility Procedures will be applied. Pilots will be informed by RTF or ATIS. Pilots are advised that these procedures can cause delays for inbound and outbound traffic.
f) When RVR is less than 600 M, only one aircraft movement is permitted at a time on the manoeuvring area.
g) The maximum reportable RVR value for Runway 30 is 1400 M.
h) Caution Runway Incursion Prevention. Dual runway hold at Runway 02/20. Pilots are to adhere to ATC instructions / information and relevant ground markings at all times. See Aerodrome charts for hotspot location.
i) Grass Cutting - Consequent upon the implementation of the long grass programme relating to the control of birds, the following will be introduced:

   Grass cutting may take place on a daily basis between April and October inclusive within the strip enclosing Runways 12/30 and 02/20.

j) Deer hazard, aircrews to report any sightings to ATC.
k) Low level mechanical turbulence due to terrain and the presence of buildings on short final for all runways can affect the wind, resulting in the reported wind speed sometimes being lower than that experienced by pilots.

5 HELICOPTER OPERATIONS

a) Civil helicopters operating to Prestwick will normally be allocated to Apron G or H. Such helicopters are to operate to/from Aprons G and H by approaching to/from the aiming point marked on Runway 12/30 between Links M and N.
b) Military helicopters may operate directly to and from Apron C, subject to ATC permission.
c) At ATC discretion, the thresholds of Runways 12/30 and 02/20 may also be used as aiming points.
d) Helicopters may ‘air’ or ‘ground’ taxi between the aiming point and the designated parking area, including the military parking circles. Due to the surface condition of Apron C, only marked designated taxiway routes should be used.

6 USE OF RUNWAYS

a) 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.
e) All airline crew training circuits shall be flown at a height of at least 1500 FT AAL. In other respects training aircraft shall comply with the procedures and routeings detailed in this notice together with procedures laid down by GPA Ltd with regard to training circuits.
f) Noise from ground running of aircraft engines is controlled in accordance with instructions issued by GPA Ltd.

2 NOISE PREFERENTIAL ROUTES

a) The Noise Preferential Routes (NPR) specified below are compatible with ATC requirements and shall apply in both IMC and VMC.
b) The tracks are to be flown by all departing jet aircraft and by all other aircraft of more than 12,500 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

Departure Runway	NPR
12	Climb straight ahead until passing DME I-PP or I-KK 4, or until passing 3000 FT ALT.
30	Climb straight ahead and after passing DME I-PP or I-KK 1.0 turn left onto track not North of 288°M until passing 3000 FT ALT.

c) The following NPR's will apply to circuit training as follows:

Departure Runway	NPR
12	Climb straight ahead until 1500 FT HGT / 1600 FT ALT before turning left or right into the circuit.
30	Climb straight ahead and after passing DME I-PP or I-KK 1.0 turn left onto track 288°M until 1500 FT HGT or 1600 FT ALT before turning left or right into the circuit.

3 VISUAL CIRCUITS

a) Aircraft carrying out right hand visual circuits on Runway 30 should avoid overflying Troon.

EGPK AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) The Standard Arrival Routes for arrivals from the ATS route system are as follows, and are detailed at AD 2-EGPK-7-1

Approach from	Via	Route
Southeast and South	N601/UN601, UN590	ASLIB - ENIPI - direct TRN For Runway 30 arrivals, tactical routing to SUMIN may be given.
Southwest	P600	BLACA - P600 - TRN

b) Arrival routes from all other directions are as follows:

Approach from	Via	Route
North and Northeast	P600	Direct to TRN or SUMIN REP by Scottish ACC, or transferred to Glasgow Approach for transit of the Glasgow CTR/CTA and/or Scottish TMA.
East	Y96	Tactical routing to TRN or SUMIN by Scottish ACC.
West and Northwest	N562	Routed direct to TRN by Scottish ACC.

c) Inbound aircraft other than from the Airways Route Structure:

i. Aircraft wishing to enter the CTR or CTA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace.
ii. Pilots inbound to Prestwick under VFR must contact Prestwick Approach Control and request clearance to enter the Prestwick CTR/CTA at least 10 minutes before reaching the CTR/CTA boundary. VFR and Special VFR aircraft will usually be instructed to route either via one of the designated VFR routes or via Visual Reference Points (see paragraphs 5 to 8).

d) Aircraft routing inbound from other Scottish TMA airfields will be cleared the PIK NDB not below the MSA.
e) Approach Procedures with Radar Control

i. When Prestwick inbound traffic is being sequenced by radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
ii. Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point if so required.
iii. When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit.
iv. Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
v. Speed Control may be applied on a tactical basis to aircraft whilst radar sequencing is in progress. Aircraft unable to comply with requested speeds should inform the radar controller immediately and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
vi. In the event of a radar failure, new instructions will be issued to aircraft under Radar Control and the procedures as defined for approach without Radar Control will be put in effect.

f) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by radar, aircraft will normally be cleared to either TRN VOR, SUMIN REP or PIK NDB in order to carry out an Instrument Approach Procedure appropriate to the landing direction.

2 RADIO COMMUNICATIONS FAILURE PROCEDURES

a) In the event of complete radio communication failure, pilots are to adopt the appropriate national basic procedures notified at ENR 1.1.3.
b) When leaving the CTR in accordance with national basic procedures, aircraft are to track 180° TRUE from the PIK NDB at 4000 FT ALT until clear of the Prestwick CTR Boundary.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Standard Instrument Departures from Prestwick are as follows (see AD 2-EGPK-6-1/2):

- P600 via TRN
- N560 via TRN to GOW
- L602 via TRN to GOW
- UL612 North via TRN to GOW
- T256/UT256 departing Runway 30, LUCCO Z248 OSMEG T256 DCS
- T256/UT256 departing Runway 12, SUDBY Z249 OSMEG T256 DCS
- Y96 departing Runway 30, LUCCO Z250 HAVEN
- Y96 departing Runway 12, SUMIN Z250 HAVEN
- N562 departing Runway 30, DAUNT Z246 HERON
- N562 departing Runway 12, AKODA Z247 HERON

b) North Atlantic Departures.

i. Due to the proximity of the Shanwick Oceanic boundary to Prestwick, pilots of jet aircraft planned to enter Shanwick airspace at GOMUP and ETILO should contact Shanwick CDO prior to departure. On all other oceanic routes an 'RCL' can be submitted after the aircraft is airborne. ENR 2.2, paragraph 3.8.2 refers.
ii. When TRA 008 (ENR 5.2 and ENR 6-13) is active, aircraft entering Shanwick/Reykjavik airspace at ETILO, ERAKA, ADODO, BALIX, ORTAV, ATSIX, LUSEN or RATSU should file via TRN GOW.

4 SPEED LIMIT

a) A speed limitation of 250 KT applies to all departures whilst flying below FL 100 except when a request has been approved and exceptional circumstances require its removal.

5 VFR FLIGHTS

a) VFR flights in the Control Zone will be given routing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate routing instructions via the routes detailed in paragraph 7 or the Visual Reference Points detailed in paragraph 9.
c) Pilots of VFR flights are required to remain in VMC at all times and to comply with the relevant Rules of the Air Regulations 2015, and must advise ATC if at any times they are unable to comply with the instructions given.

6 SPECIAL VFR FLIGHTS

a) Clearance may be requested for Special VFR flight in IMC or at night within the Prestwick Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general provisions laid down for Special VFR flights.
b) Special VFR clearances will include routing and maximum altitude instructions and may not necessarily be confined to the entry/exit lanes detailed at paragraph 7. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4-6 note 4, which may require them to request routing via the notified Entry/Exit Lanes.
c) Pilots are reminded that they must at all times, when operating on a Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Prestwick Airport, radar vectoring will not normally be applied to aircraft operating in accordance with a Special VFR clearance.
d) Pilots are reminded that a Special VFR clearance applies only to flight within the Prestwick Control Zone and does not extend to flight within the surrounding airspace of the Prestwick Control Area or Scottish Terminal Control Area.
e) Special VFR clearances will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 KG MTWA.

7 ENTRY/EXIT LANES

a) The following entry/exit lanes are notified for the purposes of Schedule 7 of the Air Navigation Order 2009, Part A, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) to permit aircraft to operate to and from Prestwick Airport in IMC under the conditions stated, as follows:

i.
1. A lane 3 NM wide, with centre-line from Irvine Harbour VRP (a point on the northern Prestwick CTR boundary), thence southeast along the coast to Barassie, then along the railway line to the point at which it joins the Prestwick Aerodrome Traffic Zone;
2. A lane 3 NM wide, with centre-line from Doonfoot (Millennium Bridge) VRP (a point on the southern Prestwick CTR boundary), thence northeast along the coast to the point at which it joins the Prestwick Aerodrome Traffic Zone.

ii. Use of the lanes is subject to clearance by Prestwick ATC and the carriage of the Prestwick Approach Control frequency.
iii. Aircraft using the lanes must remain clear of cloud and in sight of the surface, not above 3000 FT (Prestwick QNH), and in flight visibility of not less than 3 KM.
iv. An aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned.
v. Pilots of aircraft are responsible for maintaining adequate clearance from the surface or other obstacles.

b) Additionally, to permit the effective integration of traffic, flights operating under VFR may be required by ATC to follow these routes as detailed in paragraph 5.

8 MICROLIGHT AND MODEL AIRCRAFT OPERATIONS IN THE PRESTWICK CONTROL ZONE

a) Model aircraft operations take place at Auchens, 553453N 0043653W, up to 1000 FT AGL during daylight hours. Operations at Auchens above 400 FT AGL will be advised by ATC. For further information on operations at Auchens, contact 07828-160896.
b) Weight shift/flex wing microlights are not allowed to use the aerodrome unless in emergency. Limited numbers of three-axis microlights may be permitted with prior permission from the aerodrome operator.

9 VISUAL REFERENCE POINTS (VRP)

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

10 OMNI-DIRECTIONAL DEPARTURES

Omni-directional Departures		
Runway	**Description**	**Restrictions**
12	Climb straight ahead MAG track 124° to 740 FT then turn on track climbing to enroute safety altitude/MSA. PDG 3.8% to 740 FT then 3.3% after turn.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require additional manoeuvres once above the initial altitude and climbing. See EGPK AD 2.21 for Noise Abatement Procedures.

Omni-directional Departures		
Runway	**Description**	**Restrictions**
20	Climb straight ahead MAG track 206° to 1350 FT then turn on track climbing to enroute safety altitude/MSA. PDG 3.7% to 1350 FT then 3.3% after turn.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles.
30	Climb straight ahead MAG track 304° to 570 FT then turn on track climbing to enroute safety altitude/MSA. PDG 3.3%.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require additional manoeuvres once above the initial altitude and climbing. See EGPK AD 2.21 for Noise Abatement Procedures.

EGPK AD 2.23 ADDITIONAL INFORMATION

a) All permissions for Remotely Piloted Aircraft Systems (RPAS) flights within the Glasgow Prestwick Airport (GPA) Flight Restricted Zone (FRZ) should be made via the airport's website, at www.glasgowprestwick.com/corporate/drone-and-crane-use.

EGPK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPK-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGPK-2-2
PRESTWICK CONTROL ZONE AND CONTROL AREA CHART
AD 2.EGPK-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPK-5-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) LUCCO 1K SUDBY 1L SUMIN 1L - ICAO
AD 2.EGPK-6-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) TRN 2K 2L DAUNT 1K AKODA 1L - ICAO
AD 2.EGPK-6-2
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 30 LUCCO 1K RWY 12 SUDBY 1L SUMIN 1L
AD 2.EGPK-6-3
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 30 TRN 2K DAUNT 1K RWY 12 TRN 2L AKODA 1L
AD 2.EGPK-6-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BLACA 1P - ICAO
AD 2.EGPK-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ASLIB 1P - ICAO
AD 2.EGPK-7-2
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 12 TRN 2Q – ICAO
AD 2.EGPK-7-3
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 20 TRN 3S SUMIN 3S – ICAO
AD 2.EGPK-7-4
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 30 TRN 2R SUMIN 2R – ICAO
AD 2.EGPK-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES BLACA 1P ASLIB 1P
AD 2.EGPK-7-6
TRANSITION CODING TABLES RWY 12 TRN 2Q RWY 20 TRN 3S SUMIN 3S RWY 30 TRN 2R SUMIN 2R
AD 2.EGPK-7-7
RNAV HOLD CODING TABLE TRN SUMIN
AD 2.EGPK-7-8
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 12 - ICAO
AD 2.EGPK-8-1
INSTRUMENT APPROACH CHART – LOC/DME/NDB(L) RWY 12 – ICAO
AD 2.EGPK-8-2
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 12 - ICAO
AD 2.EGPK-8-3
INSTRUMENT APPROACH CHART RNP RWY 12 - ICAO
AD 2.EGPK-8-4

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 12 - ICAO
AD 2.EGPK-8-5
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 20 - ICAO
AD 2.EGPK-8-6
INSTRUMENT APPROACH CHART RNP RWY 20 - ICAO
AD 2.EGPK-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 - ICAO
AD 2.EGPK-8-8
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) Z RWY 30 - ICAO
AD 2.EGPK-8-9
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) Y RWY 30 (CAT A,B) – ICAO
AD 2.EGPK-8-10
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) Z RWY 30 – ICAO
AD 2.EGPK-8-11
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) Y RWY 30 (CAT A,B) – ICAO
AD 2.EGPK-8-12
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 30 – ICAO
AD 2.EGPK-8-13
INSTRUMENT APPROACH CHART RNP RWY 30 – ICAO
AD 2.EGPK-8-14
INSTRUMENT APPROACH CHART NDB(L)/DME Y RWY 30 (CAT A,B) – ICAO
AD 2.EGPK-8-15
INSTRUMENT APPROACH CHART NDB(L)/DME Z RWY 30 (CAT C,D) – ICAO
AD 2.EGPK-8-16
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 12
AD 2.EGPK-8-17
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 20
AD 2.EGPK-8-18
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 30
AD 2.EGPK-8-19

EGPK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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AERODROME CHART - ICAO

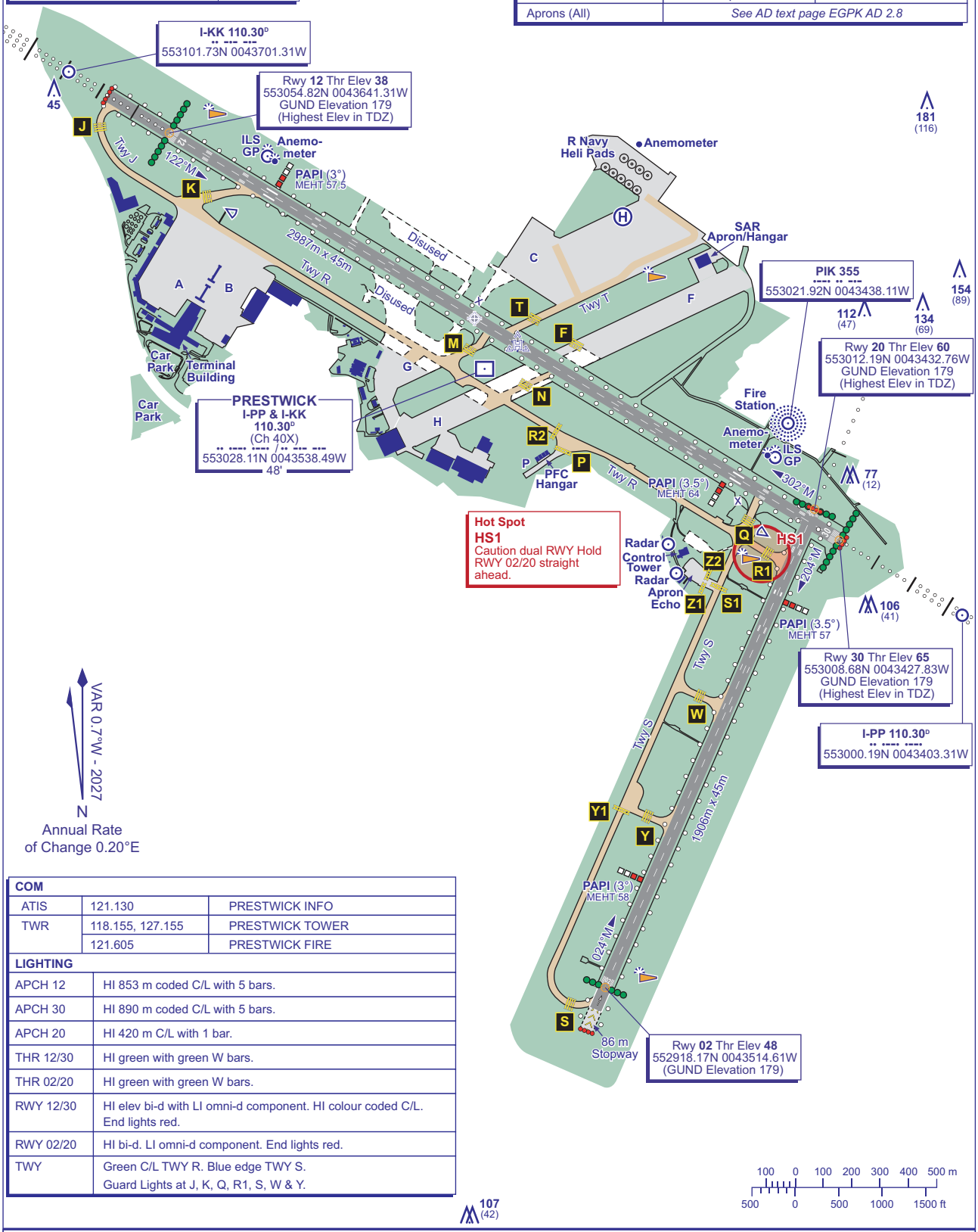
ARP 553034N 0043540W

AD ELEV 65FT

PRESTWICK
EGPK

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	181 (116)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCR
RWY 12/30	Concrete/Asphalt	1139/R/C/W/U
RWY 02/20	Asphalt	1139/F/C/X/U
TWY R	Concrete/Asphalt	1140/R/C/W/U
TWY J	Asphalt	756/F/A/W/U
TWY S	Asphalt	410/F/B/X/U
Aprons (All)	*See AD text page EGPK AD 2.8*	



COM		
ATIS	121.130	PRESTWICK INFO
TWR	118.155, 127.155	PRESTWICK TOWER
	121.605	PRESTWICK FIRE

LIGHTING	
APCH 12	HI 853 m coded C/L with 5 bars.
APCH 30	HI 890 m coded C/L with 5 bars.
APCH 20	HI 420 m C/L with 1 bar.
THR 12/30	HI green with green W bars.
THR 02/20	HI green with green W bars.
RWY 12/30	HI elev bi-d with LI omni-d component. HI colour coded C/L. End lights red.
RWY 02/20	HI bi-d. LI omni-d component. End lights red.
TWY	Green C/L TWY R. Blue edge TWY S. Guard Lights at J, K, Q, R1, S, W & Y.

CHANGE (12/26): PCR TABLE.

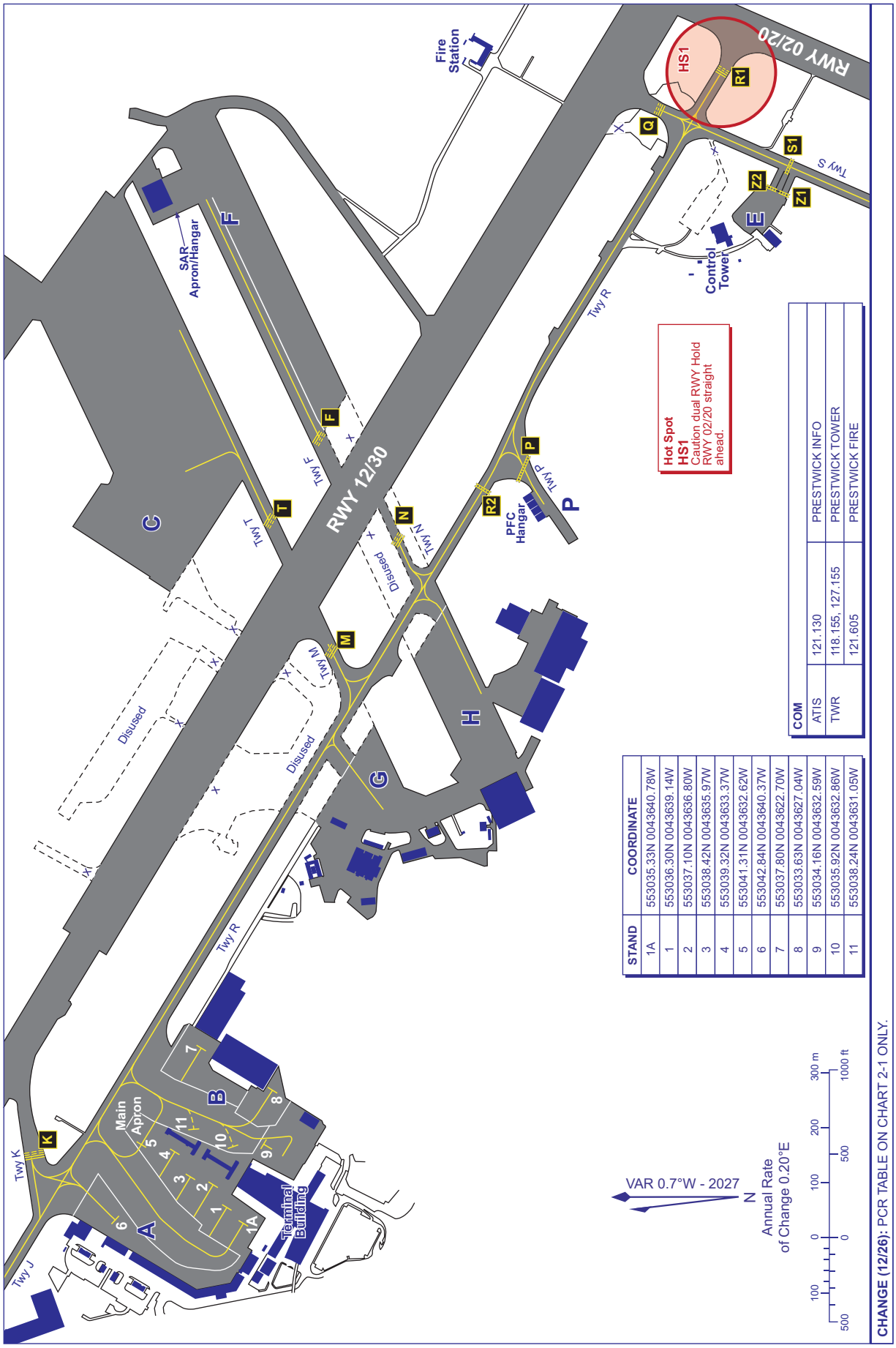
AERO INFO DATE 15 SEP 26

PRESTWICK EGPK

AD ELEV 65FT

ARP 553034N 0043540W

AIRCRAFT PARKING/DOCKING CHART - ICAO



STAND	COORDINATE
1A	553035.33N 0043640.78W
1	553036.30N 0043639.14W
2	553037.10N 0043636.80W
3	553038.42N 0043635.97W
4	553039.32N 0043633.37W
5	553041.31N 0043632.62W
6	553042.84N 0043640.37W
7	553037.80N 0043622.70W
8	553033.63N 0043627.04W
9	553034.16N 0043632.59W
10	553035.92N 0043632.86W
11	553038.24N 0043631.05W

COM		
ATIS	121.130	PRESTWICK INFO
TWR	118.155, 127.155	PRESTWICK TOWER
	121.605	PRESTWICK FIRE

CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

AERO INFO DATE 09 SEP 26

AD 2-EGPK-2-2

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
20	-	Green LED inset	APAPI Left/3.5° 26 FT	-	-	LED White Light intensity high	LED Red	-	THR: Green Threshold lights at both runway ends are coincident with the declared distance of 1199 M. EDGE: Edge lights include omni component. Amber LED cautionary inset runway edge lighting on the last 200 M in both directions. END: Red Stop End lights at both runway ends are coincident with the declared distance of 1199 M.

EGNE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGNE AD 2.16 HELICOPTER LANDING AREA

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EGNE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
RETFORD/GAMSTON ATZ A circle, 2 NM radius, centred at 531650N 0005705W on longest notified Runway (02/ 20)	Upper limit: 2087 FT ALT Lower limit: SFC	G	GAMSTON RADIO English	5000 FT	Mon-Fri: 0800-1800 (0700-1700); Sat, Sun and PH 0900-1800 (0800-1700); and by arrangement.	ATZ 2000 FT AAL.

EGNE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	GAMSTON RADIO	130.480 A/G frequency. DOC 25 NM/ 4000FT.	-	-	Mon-Fri 0800-1800 (0700-1700); Sat, Sun and PH 0900-1800 (0800-1700). On request: Mon-Fri 0600-0759 (0500-0659), 1801-2300 (1701-2200); Sat, Sun and PH 0800-0859 (0700-0759), 1801-2100 (1701-2000).	-

EGNE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	GAM	75X 112.800 MHz	H24	531653.28N 0005649.79W	115 FT	DME DOC: 80 NM/25,000 FT.

EGNE AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) AD not available to aircraft unable to communicate by radio with A/G station unless specifically arranged.
b) Pilots, other aircrew, engineers and those working in airside areas are required to wear a high visibility vest or jacket at all times whilst accessing the ramp, apron and hangars. Passengers and visitors accessing these areas are required to be escorted at all times by a competent individual wearing a high visibility vest or jacket.
c) Engine testing or high power engine runs by turbine or jet aircraft must only be carried out in the space provided near holding point C. Aircraft conducting engine testing or high power engine runs must maintain radio communication with Gamston Radio on 130.480 MHz for the duration of testing.
d) Large turboprop and jet aircraft may join downwind left-hand for Runway 20 and downwind right-hand for Runway 02, when there is traffic to affect in the established circuit, for separation purposes. Gamston Radio can advise on reported traffic.
e) The airport is strictly PPR for all non-based aircraft. PPR can be obtained via telephone or via the website. Aircraft must obtain confirmation that PPR has been accepted before departing for the AD. Airborne PPRs aren't accepted.

2 GROUND MOVEMENT

a) Access to and from Runway 02/20 is via points A, B, C and D only.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Runway 02 APAPI is positioned to the right-hand side of the runway.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGNE AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

a) All aircraft inbound and outbound from this airport are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger:

   i. Every operator of aircraft using the airport shall always ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
   ii. Aircraft operators should conform to the aerodrome circuit and avoid noise sensitive areas as published on the airport website https://retfordairport.co.uk/fly-in.html.
   iii. Aircraft must utilise the full declared distances when departing in order to minimise noise in the areas surrounding the airport.

EGKA — SHOREHAM

EGKA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKA — SHOREHAM

EGKA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505008N Long: 0001750W Mid-point of Runway 02/20.
2	Direction and distance from city	1 NM W of Shoreham-by-Sea.
3	Elevation / Reference temperature / Mean Low Temperature	7 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	148 FT
5	Magnetic Variation / Annual Change	1.32°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address Web address	BRIGHTON CITY AIRPORT LTD. Shoreham Airport, Shoreham-by-Sea, West Sussex, BN43 5FF. 01273-467377 (ATS) reception@flybrighton.com airtraffic@flybrighton.com www.flybrighton.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGKA AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0800-2000 (0700-1900); Sat 0900-2000 (0800-1900); Sun 0900-1900 (0800-1800).
2	Customs and immigration	Available on request. Complete and submit GAR forms (available on web site) prior to departure. Do not send to ATC. Phone, Fax and e-mail details for submitting GAR forms available on web site. Immigration, 3 hours notice required. Special Branch 12 hours prior notice required.
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	Normally available 30 minutes after opening until 30 minutes prior to close.
9	Handling	Available by arrangement.
10	Security	At night and on request.
11	De-icing	As AD hours.
12	Remarks	All visiting aircraft PPR. IFR training (visitors and based) PPR. Micro-lights and all gliders PPR. Visiting student pilots on qualifying cross-country flights strictly PPR. Flights (visitors and based) during notified periods of A/G strictly PPR. Movements outside notified operational hours are prohibited except by pre-arranged extension.

EGKA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET A-1, AVTUR JET FSII F34, AVGAS 100LL 100, 80, W80, W100, 15/50.
3	Fuelling facilities/capacity	AVTUR JET A1 50,000 LT, AVTUR JET FSII F34 18,000 LT, AVGAS 50,000 LT.
4	De-icing facilities	Through maintenance organisations.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	By local maintenance organisations on the aerodrome.
7	Remarks	Oxygen and related servicing: Through maintenance organisation. To arrange refuelling at specific times, contact 01273-467395. Handling: Contact handling@flybrighton.com

EGKA AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	Restaurant and bar.
3	Transportation	Taxis. Nearest railway station: Shoreham-by-Sea 2 NM.
4	Medical facilities	Limited first aid.
5	Bank and Post Office	-
6	Tourist Office	-
7	Remarks	-

EGKA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3 accepted under remission.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	MTWA 5080 KG. Contact 01273-467395.
4	Remarks	-

EGKA AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt NIL
2	Taxiway width, surface and strength	Taxiway A: 11 M Surface: Asphalt NIL Taxiway B: 7.5 M Surface: Asphalt NIL Taxiway F: 10 M Surface: Grass NIL Taxiway J: 10 M Surface: Grass NIL Taxiway K: 7.5 M Surface: Asphalt NIL Taxiway L: 10 M Surface: Grass NIL
3	Altimeter checkpoint location and elevation	Apron 6 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGKA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-

2	Runway and taxiway markings and lighting	Runway marking aid(s): 02/20: Displaced threshold markings and designators on Runway 02/20. Centre marking Runway 02/20. 02G/20G: Threshold markings, designators, and white edge markings. 06/24: Displaced threshold markings and designators on Runways 06 and 24. 13/31: Displaced threshold markings and designators on Runway 31. Threshold markings and designators on Runway 13. Taxiway marking aid(s): Taxiway holding point markers. Grass taxiways Foxtrot, Juliet and Lima have white edge markings. Hard Taxiways have centre-line marking. Taxiway light(s): Blue edge lights and reflective markers except grass taxiways Foxtrot, Juliet and Lima.
3	Stop bars and runway guard lights (if any)	Runway Guard Lights at A1, B1 and K1.
4	Other runway protection measures	-
5	Remarks	3 WDI: 505017.26N 0001750.56W, 505012.81N 0001722.43W, 504956.16N 0001751.70W (LGTD). Runway 02/20 and associated taxiway widths meet minimum requirements. Pilots should exercise caution when manoeuvring on hard surfaces.

EGKA 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**
(EGKA1049) 20/APPROACH	PYLON	505217.70N 0001621.79W	610 FT	NIL	No	-
(EGKA3061) 20/APPROACH 02/ TAKE-OFF	TRIG PILLAR	505127.45N 0001648.26W	346 FT	NIL	No	-
(EGKA3036) 20/APPROACH	TREE	505118.32N 0001649.32W	336 FT	NIL	No	-
(EGKA5926) 02/TAKE-OFF	TREE	505032.82N 0001734.63W	54 FT	NIL	No	-
(EGKA5927) 20/APPROACH	TREE	505032.79N 0001734.76W	55 FT	NIL	No	-
(EGKA5953) 20/APPROACH	TREE	505031.71N 0001737.73W	51 FT	NIL	No	-
(EGKA5990) 20/APPROACH	TREE	505030.28N 0001740.96W	44 FT	NIL	No	-
(EGKA5984) 02/TAKE-OFF	TREE	505029.85N 0001739.69W	41 FT	NIL	No	-
(EGKA5996) 20/APPROACH	TREE	505029.38N 0001742.04W	57 FT	NIL	No	-
(EGKA2321) 20/APPROACH 02/ TAKE-OFF	MOBILE OBST	505028.28N 0001739.55W	28 FT	NIL	No	-
(EGKA6075) 02/TAKE-OFF	TREE	505028.16N 0001741.95W	28 FT	NIL	No	-
(EGKA4425) 02/APPROACH	RAILWAY 4 0M	504952.26N 0001755.64W	25 FT	NIL	No	-
(EGKA4435) 20/TAKE-OFF	RAILWAY 4 0M	504951.47N 0001800.27W	24 FT	NIL	No	-
(EGKA6164) 02/APPROACH	TREE	504949.71N 0001806.55W	61 FT	NIL	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**
(EGKA4336)	SPOTHEIGHT	505319.41N 0002151.25W	689 FT	NIL	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**
(EGKA4320)	MAST	505302.28N 0001536.00W	854 FT	NIL	Yes	-
(EGKA3044)	PYLON	505216.79N 0001528.14W	560 FT	NIL	No	-
(EGKA1050)	CHIMNEY	505153.15N 0001739.83W	310 FT	NIL	No	-
(EGKA1005)	ROOF	505048.04N 0001810.09W	253 FT	NIL	No	-
(EGKA1001)	TREE	505046.56N 0001929.29W	418 FT	NIL	No	-
(EGKA1043)	SPIRE	505026.91N 0001708.15W	82 FT	NIL	No	-
(EGKA2425)	NDB	505007.84N 0001743.39W	55 FT	NIL	No	-
KA10/2024	CRANE	504959.41N 0001605.30W	296 FT	292 FT	Yes	-
(EGKA3149)	MAST	504956.26N 0001457.00W	289 FT	NIL	Yes	-
(EGKA3146)	CHIMNEY	504947.80N 0001356.08W	348 FT	NIL	Yes	-
KA07-2025	CRANE	504838N 0002209W	303 FT	299 FT	Yes	Marine Place, Worthing. Until July 2026.

EGKA 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 via computer terminal/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	Free wi-fi available in Terminal.
9	ATS units provided with information	SHOREHAM
10	Additional information (limitation of service, etc.)	01273-467372 (ATIS)

EGKA 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	021.61°	1031 x 18 M	RWY surface: Asphalt NIL SWY surface: - NIL	504957.90N 0001756.61W 147.7 FT	THR 6.7 FT -	-
20	201.61°	1031 x 18 M	RWY surface: Asphalt NIL	505020.68N 0001742.36W 147.7 FT	THR 7.2 FT -	-
02G	021.49°	602 x 23 M	RWY surface: Grass NIL	505002.00N 0001751.15W 147.7 FT	THR 5.6 FT -	-

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
20G	201.49°	602 x 23 M	RWY surface: Grass NIL	505020.14N 0001739.87W 147.7 FT	THR 6.4 FT -	-
06	063.35°	548 x 25 M	RWY surface: Grass NIL	505003.46N 0001742.77W 147.7 FT	THR 6.4 FT -	-
24	243.36°	548 x 25 M	RWY surface: Grass NIL	505009.34N 0001724.26W 147.7 FT	THR 6.3 FT -	-
13	124.82°	536 x 18 M	RWY surface: Grass NIL	505018.02N 0001740.28W 147.7 FT	THR 6.4 FT -	-
31	304.82°	536 x 18 M	RWY surface: Grass NIL	505010.44N 0001723.07W 147.7 FT	THR 6.2 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
-	-	-	90 x 36 M -	-	-	RWY 02
-	-	-	90 x 36 M -	-	-	RWY 20
-	-	-	-	-	-	THR 02G
-	-	-	-	-	-	THR 20G
-	-	-	-	-	-	RWY 06 Threshold displaced by 59 M.
-	-	-	-	-	-	RWY 24 Threshold displaced by 84 M.
-	-	-	-	-	-	RWY 13
-	-	-	-	-	-	RWY 31

EGKA AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
02	1002 M	1031 M	1001 M	838 M	-
02	872 M	901 M	872 M	-	Take off from abeam holding point A1.
20	908 M	971 M	908 M	798 M	-
02G	602 M	602 M	602 M	602 M	-
20G	602 M	602 M	602 M	602 M	-
06	405 M	405 M	489 M	489 M	-
24	548 M	548 M	548 M	465 M	-
13	410 M	410 M	410 M	410 M	-
31	536 M	536 M	536 M	410 M	TORA, TODA, ASDA include 126 M pre-threshold runway.

EGKA 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	PAPI Left/3.5° 16 FT 90 M	-	-	Omni-directional Light intensity low	Red	Red	-
20	-	Green	PAPI Right/ 4.5° 21 FT 90 M	-	-	Omni-directional Light intensity low	Red	-	-

EGKA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 505009.69N 0001736.44W Flashing Green 'SH'.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 505009.97N 0001736.58W
3	TWY edge and centre line lighting	EDGE: Blue edge lights.
4	Secondary power supply/switch-over time	Standby power. Automatic cut in, 10 seconds. Preset to 30% setting. Taxiway K lighting not available.
5	Remarks	Apron floodlights. Obstacle lighting.

EGKA AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF H2: 505002.20N 0001732.99W, - TLOF H3: 505001.96N 0001734.49W, -
2	TLOF and/or FATO elevation	TLOF H2: 6.2 FT TLOF H3: 6.2 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF H2: - TLOF surface: - NIL TLOF H3: - TLOF surface: - NIL
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	TLOF H2 Lighting: Entry / Blue Entry to helipad H2 from Taxiway Alpha marked with blue lights. TLOF H3 Lighting: Entry / Blue Entry to helipad H3 from Taxiway Alpha marked with blue lights.
7	RMK	-

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); and by arrangement.	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:

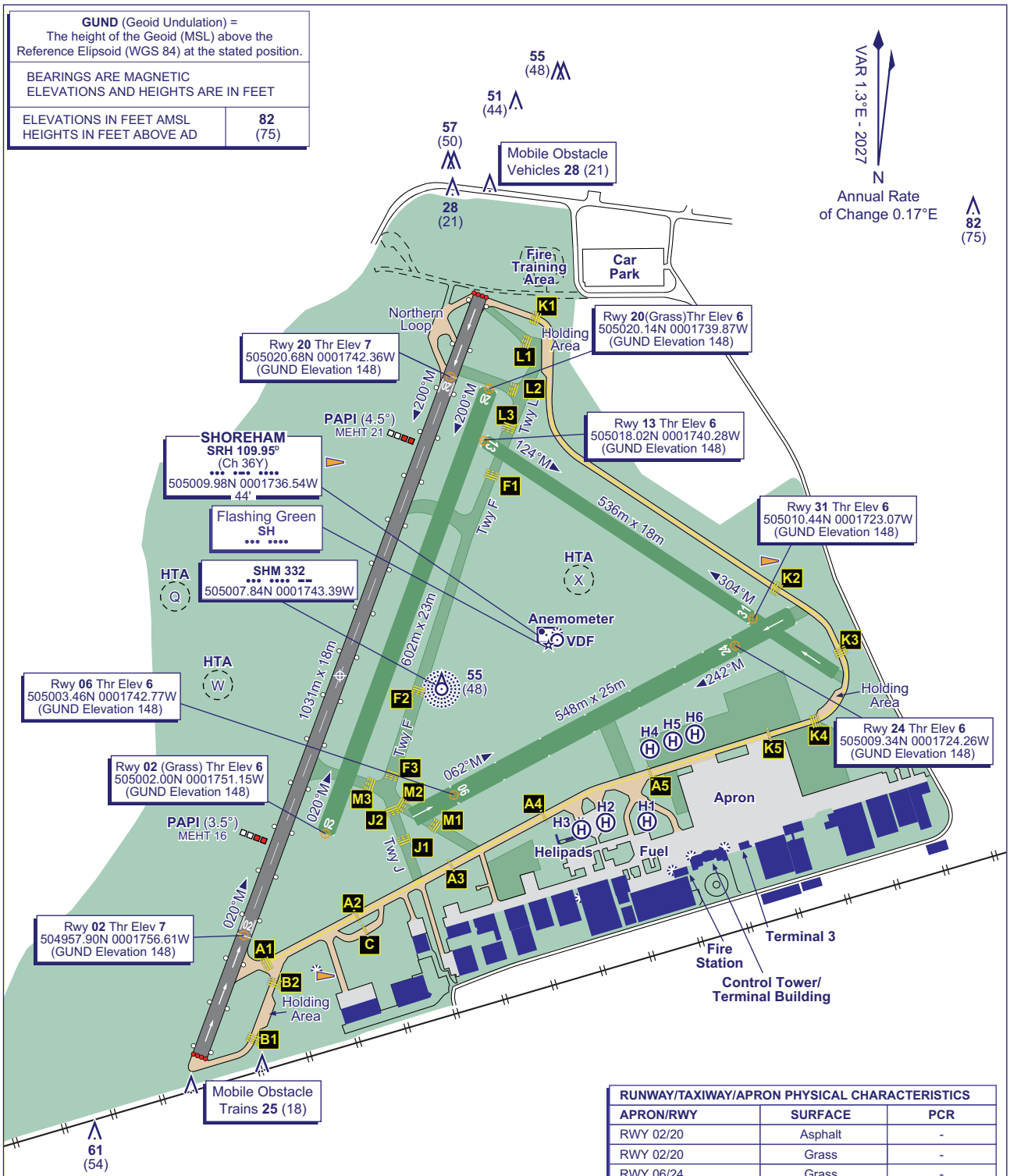
   i. HTA 'W' - Runway 02 in use - Left hand circuit, remain west of 02/20 runway strip. Climb to the north-east to 600 FT QNH. On turning south on the downwind leg climb to 800 FT QNH to be level before crossing the A27. When passing over the football ground descend to 600 FT QNH and continue to the coast 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’.

AERODROME CHART - ICAO

ARP 505008N 0001750W

AD ELEV 7FT

SHOREHAM
EGKA



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON/RWY	SURFACE	PCR
RWY 02/20	Asphalt	-
RWY 02/20	Grass	-
RWY 06/24	Grass	-
RWY 13/31	Grass	-
Aprons (All)	*See AD text page EGKA AD 2.8*	

COM		
ATIS	130.980	SHOREHAM INFO
TWR	123.155, 125.405	SHOREHAM TOWER
LIGHTING		
THR 02/20	Green.	
RWY 02/20	LI omni-d. End lights red.	
TWY	Blue edge. RWY guard lights at A1, B1 & K1.	

CHANGE (12/26): PCN REPLACED BY PCR.

AERO INFO DATE 08 SEP 26

AD 2-EGKA-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 505008N 0001750W

AD ELEV 7FT

SHOREHAM
EGKA

COM		
ATIS	130.980	SHOREHAM INFO
TWR	123.155, 125.405	SHOREHAM TOWER
LIGHTING		
TWY	Blue edge. RWY guard lights at A1, B1 & K1.	

CHANGE (12/26): PHYSICAL CHARACTERISTICS BOX REMOVED.

AERO INFO DATE 08 SEP 26

AD 2-EGKA-2-2

EGCV — SLEAP

EGCV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCV — SLEAP

EGCV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 525002N Long: 0024618W Mid point of Runway 05/23
2	Direction and distance from city	10 NM N of Shrewsbury.
3	Elevation / Reference temperature / Mean Low Temperature	275 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	170 FT
5	Magnetic Variation / Annual Change	0.33°E (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address Web address	SHROPSHIRE AERO CLUB LTD Sleap Aerodrome, Harmer Hill, Shrewsbury, Shropshire, SY4 3HE 01939-232882 (Airfield Operations Office) info@shropshireaeroclub.co.uk www.shropshireaeroclub.com
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	Aerodrome is available to aircraft needing use of a licensed airfield. PPR by phone or online. Ext 1 - PPR Ext 3 - Aerodrome Ops Ext 6 - Rotors Running Refuel

EGCV AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Wed: 0830-1630 (0730-1700); Thu: 0830-2130 (0730-1700); Fri-Sun: 0830-1630 (0730-1700).
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 facility in flight office.
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	Self-briefing facility in flight office.
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	H24 Self-service.
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	-

EGCV AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL, F-34 W15W50, W80, W100, S80, S100, Sport Plus 4.
3	Fuelling facilities/capacity	JET-A1 and F34 rotors running refuels available 24hrs. Contact 01939-232882, Ext 6 or www.shropshireaeroclub.com/heli.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Available.
6	Repair facilities for visiting aircraft	On airfield M3 licenced engineering facility, Shropshire Light Aviation, Tel: 01939-290861.
7	Remarks	-

EGCV AD 2.5 PASSENGER FACILITIES

1	Hotels	Premier Inn at Harmer Hill 4 miles from airfield.
2	Restaurants	Bistro cafe on airfield.
3	Transportation	Taxi service available.
4	Medical facilities	Basic first aid trained Initial Emergency Response personnel and defibrillator on site.
5	Bank and Post Office	-
6	Tourist Office	-
7	Remarks	-

EGCV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF category special Wednesday to Sunday as per ops hours.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	On site company resources.
4	Remarks	-

EGCV AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	HELI EAST Surface: Concrete - MAIN APRON Surface: Grass -
2	Taxiway width, surface and strength	-
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	The MAIN APRON is grass but remains well-drained. HELI EAST consists of three 45 M x 45 M helipads on the eastern side of the disused runway, each marked by a white 'H'. It is designated for training, parking, and rotors running refuels. The MAIN APRON may also be utilised for small helicopter parking.

EGCV 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: 525002.92N 0024602.04W, 525006.38N 0024624.95W.

EGCV AD 2.10 AERODROME OBSTACLES

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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**
(EGCV1851)	WINDTURBINE	524957.22N 0024600.72W	341 FT	NIL	No	-

EGCV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGCV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
05	045.18°	798 x 31 M	RWY surface: Asphalt -	524953.58N 0024632.43W -	THR 271.4 FT -	-
23	225.18°	798 x 31 M	RWY surface: Asphalt -	525011.78N 0024602.20W -	THR 274.7 FT -	-
18	178.61°	770 x 18 M	RWY surface: Asphalt -	525011.31N 0024613.26W -	THR 273.3 FT -	-
36	358.61°	770 x 18 M	RWY surface: Asphalt -	524946.39N 0024612.26W -	THR 270.9 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	**9**	**10**	**11**	**12**	**13**	**14**
-	-	-	-	-	-	RWY 05
-	-	-	-	-	-	RWY 23
-	-	-	-	-	-	RWY 18
-	-	-	-	-	-	RWY 36

EGCV AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	**2**	**3**	**4**	**5**	**6**
05	798 M	798 M	798 M	798 M	-
23	798 M	798 M	798 M	798 M	-
18	770 M	770 M	770 M	770 M	-
36	770 M	770 M	770 M	770 M	-

EGCV 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	-	Light intensity low	OTHER -/3.5° 13 FT LITAS	-	-	Light intensity low	-	-	-
23	-	Light intensity low	OTHER -/3.5° 12 FT LITAS	-	-	Light intensity low	-	-	-

EGCV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 525006.41N 0024625.04W Flashing Green
2	LDI location and lighting Anemometer location and lighting	-
3	TWY edge and centre line lighting	EDGE: Taxiway Alpha and Bravo have blue edge lighting.
4	Secondary power supply/switch-over time	Yes. Less than 10 seconds.
5	Remarks	-

EGCV AD 2.16 HELICOPTER LANDING AREA

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EGCV 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
SLEAP ATZ A circle, 2 NM radius, centred at 525002N 0024618W on longest notified runway (05/ 23)	Upper limit: 2275 FT ALT Lower limit: SFC	G	SLEAP RADIO English	-	Mon-Wed: 0830-1630 (0730-1700); Thu: 0830-2130 (0730-1700); Fri-Sun: 0830-1630 (0730-1700); and by arrangement.	Sleap ATZ is close to RAF Shawbury ATZ and partially overlaps Shawbury MATZ. ATZ 2000 FT AAL.

EGCV 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	SLEAP RADIO	122.455 A/G frequency.	-	-	Mon-Wed: 0830-1630 (0730-1700); Thu: 0830-2130 (0730-1700); Fri-Sun: 0830-1630 (0730-1700).	-

EGCV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGCV AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) RAF Shawbury is 4.5 NM south-east with identical runway headings and can be mistaken for Sleap. During RAF Shawbury's published MATZ operating hours Mon-Fri 0845-1700 (0745-1600); pilots should initially contact Shawbury Zone (133.155). Shawbury's ATZ is operational Mon-Sun H24 and must be avoided. RAF Shawbury provides an excellent Flight Information Service.
b) An east-west entry and exit lane for helicopters from RAF Shawbury sits on the southern edge of Sleap's ATZ boundary at 1000 FT to 1500 FT. This should be avoided when possible.

2 GROUND MOVEMENT

a) **KEEP CLEAR AREA**: Aircraft should not be left on the fuel bay.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) **Gliders**

i. At Sleap, aero-tow gliding may be operational at any time.
ii. At RAF Shawbury, during weekends and bank holidays, aero-tow gliding is operational.

b) **Aeromodels**

i. Remote controlled model aircraft may be operating at Sleap up to 400 FT QFE on the western end of disused Runway 28.

c) **Military Helicopters**

i. Aircraft should avoid RAF Shawbury's military helicopter entry and exit lane that runs east-west close to the south boundary of the Sleap ATZ at 1000 FT to 1500 FT QFE. Military helicopters using the lane do not monitor Sleap's A/G radio frequency.
ii. Military helicopter training may occur at Sleap. Military helicopters will always operate to the WEST of the active runway. Sufficient clearance of 75 M is to be given to landing and departing civil aircraft.

d) **CAA Low Flying Display Practice Authorisation**

i. The airfield operator holds an aerobatic and low flying exemption from the CAA permitting practice display flying below 500 FT QFE. Pilots of arriving and departing traffic will be informed by Sleap Air/Ground radio when practices are taking place. These flights will normally last only for a short duration and will be conducted only when prevailing traffic conditions suit.

e) **Wake Turbulence**

i. Sleap is often used by large and heavy Military Helicopters and produce Wake Turbulence. The wake turbulence requirements for light aircraft is an absolute minimum of a 4 mile separation. The A/G team will advise if there is large Military traffic in the circuit. If operating a large helicopter, please be mindful of wake in the vicinity of light aircraft.

f) **Out Of Hours Airfield Use**

i. Aircraft based at Sleap operate outside of published airfield operating hours, or by visitors on request.

5 HELICOPTER OPERATIONS

a) **Helicopter Arrival**

i. Helicopters inbound to Sleap can join on direct track at 600 FT QFE, without crossing the active runway. Give way to fixed wing traffic on finals and military helicopter traffic.
ii. Alternatively, helicopters may join the fixed-wing circuit.
iii. Helicopters requiring fuel should liaise with the ops staff regarding best parking and shut down location. Fuel hoses are 20 M (60 FT) long, so there is no need to park too close to the pump.
iv. Helicopters parking should consider downwash and tail rotor safety, clear of fixed-wing aircraft and access to taxiways and grass aprons.

v. Rotors running refuels on request via 01939-232882, Ext 6.
vi. For all helicopter procedures visit www.shropshireaeroclub.com/heli.

b) **Helicopter Departure**

i. Departure should be at 600 FT QFE on track until 2 NM radius away from Sleap, or departing in accordance with the active runway and fixed-wing circuit.

6 USE OF RUNWAYS

Not applicable.

7 TRAINING

a) Shropshire Aero Club operates a designated training organisation for ab-initio flying training, night ratings and aerobatics. There is an approved training organisation for commercial pilot's licences, multi engine piston and instrument rating training.

EGCV AD 2.21 NOISE ABATEMENT PROCEDURES

a) Adjust circuit to avoid over flying local villages and towns, particularly Wem, Clive, Loppington, Noneley, Burlton and Ruewood.
b) On departure from Runway 36 turn right 10 degrees to avoid houses in Noneley village.

EGCV AD 2.22 FLIGHT PROCEDURES

1 ARRIVAL PROCEDURES

a) PPR is required by phone or online (shropshireaeroclub.com/fly-in).
b) When RAF Shawbury is operating, contact Shawbury Zone (133.155) before contacting Sleap. Once within visual with the airfield, or Shawbury Zone advises, contact Sleap Radio for airfield data and traffic information. Aircraft inbound to Sleap will normally be requested by Shawbury Zone to fly not below 2500 FT QNH to keep above busy helicopter traffic.
c) It is advised to join from the south via the Montford Bridge (Disused AD) VRP, or from the north via the Ellesmere Lake VRP.
d) Join the circuits from the overhead where possible, remaining inside the ATZ.
e) When display flying practice or aerobatics is operational, arriving traffic must not fly overhead the airfield within a 2 NM radius. Instead, arriving aircraft should join the circuit downwind at 1000 FT QFE.
f) Gyroplane pilots are required to read the specific gyro procedures before their arrival. For more details, please visit www.shropshireaeroclub.com/fly-in or call 01939-232882, extension 1.

2 DEPARTURE PROCEDURES

a) When RAF Shawbury is operating, aircraft should contact Shawbury Zone on 133.155 after leaving Sleap's ATZ.
b) Aircraft **must** always avoid RAF Shawbury's ATZ unless they are in two-way communication and have been given clearance by Shawbury Zone (133.155).

3 CIRCUITS

a) Circuit height is 1000 FT QFE for fixed-wing powered aircraft.
b) Circuit height is 800 FT QFE for gyrocopters and flown inside of fixed-wing circuit.
c) Civil helicopters should fly at 600 FT QFE within Sleap's ATZ, or join the fixed-wing circuit.
d) Monday to Friday, all circuits flown by fixed-wing powered aircraft shall be EAST of the airfield meaning left hand on Runways 18 and 23 and right hand on Runways 36 and 05.
e) On Saturdays, Sundays and Bank Holidays, the direction flown by fixed-wing powered and gyrocopter aircraft shall be left hand circuit.
f) On Saturdays, Sundays and Bank Holidays, gliders shall fly right hand circuit.

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.

EGCV AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGCV AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGCV AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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EGHI — SOUTHAMPTON

EGHI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHI — SOUTHAMPTON

EGHI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505701N Long: 0012124W Mid point of Runway 02/20.
2	Direction and distance from city	3.5 NM NNE of Southampton. 1 NM SE of Eastleigh.
3	Elevation / Reference temperature / Mean Low Temperature	44 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	152 FT
5	Magnetic Variation / Annual Change	0.97°E (2027) / 0.17°E
6	AD Administration Address Telephone AFS	SOUTHAMPTON INTERNATIONAL AIRPORT LTD. Southampton Airport, Southampton SO18 2NL. 023-80627102 (Airport Control Centre) EGHIZPZX.
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Aerodrome not normally available to aircraft unable to communicate with ATC by radio.

EGHI AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200).
2	Customs and immigration	As AD hours.
3	Health and sanitation	-
4	AIS Briefing Office	As AD hours. Self briefing.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	As AIS Briefing hours.
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	Mandatory by arrangement with handling agents.
10	Security	H24
11	De-icing	By arrangement with Swissport Handling.
12	Remarks	Operational Hours: Hours subject to change, consult latest NOTAM. Aerodrome/ATC hours may be extended by arrangement. Requests for extension of aerodrome hours must be made to the Airside Duty Manager, Tel: 023-80627113. Air Ambulance operations are based adjacent to the airport Alpha Taxiway and will operate outside of published aerodrome hours. These out of hours operations will use a dedicated FATO and TLOF facility not associated with the normal airport operations. Refer to AD 2.20 item 1.

EGHI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Facilities available for handling weights up to 4 tonnes by prior arrangement with handling agent. Nearest railway siding, Eastleigh, Hants, 1 NM
2	Fuel and oil types	AVTUR JET A-1 Shell 750 turbine grades.
3	Fuelling facilities/capacity	Bowser. maximum delivery rate (JET A-1) 6.5 lts per second.
4	De-icing facilities	By arrangement with Swissport Handling.
5	Hangar space for visiting aircraft	Prior arrangement with Signature Flight Support, Tel: 0330-0271276, and JetWorks, Tel: 023-81290777.
6	Repair facilities for visiting aircraft	-

7	Remarks	Handling Agencies are: Signature Aviation, Tel: 023-80616600, SITA: SOUGFCR. Swissport, Tel: 023-80627272 or 023-80627147 or 07815-147809. SITA: SOUOOXH.

EGHI AD 2.5 PASSENGER FACILITIES

1	Hotels	Unlimited within 4 NM of the aerodrome. Limited adjacent to the aerodrome.
2	Restaurants	Restaurant and bar. In terminal building.
3	Transportation	Buses, taxis, car hire, trains. Nearest railway station, Southampton Airport (Parkway), 100 M from terminal building.
4	Medical facilities	Limited first aid treatment provided by aerodrome operator, requests for assistance to Airport Fire Service, Tel: 023-80627222.
5	Bank and Post Office	-
6	Tourist Office	-
7	Remarks	-

EGHI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 6 available Mon-Sat 0610-0630 (0510-0530); Sun 0655-0730 (0555-0630). Aircraft to call on Tower frequency for emergency response only. RFF Category 7 available by arrangement with the Airport Duty Manager. (2 hours notice normally required).
2	Rescue equipment	As required for RFF Category 7.
3	Capability for removal of disabled aircraft	Aircraft lifting capability available with 3 hours notice. Contact Airport Duty Manager, Tel: 023-80627113.
4	Remarks	-

EGHI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Snow ploughs, brushes and movement area de-icing equipment.
2	Clearance priorities	Runway 02/20, Taxiway A, Taxiway B, Apron and airside roads.
3	Remarks	Braking action assessment by Grip Tester. Latest information from Airside Operations Tel: 023-80627102.

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

1	Apron surface and strength	STAND 5 Surface: Concrete NIL STANDS 2 TO 4 Surface: Brick, Block paving NIL STANDS 6 TO 14 Surface: Brick, Block paving NIL
2	Taxiway width, surface and strength	Taxiway A: 18 M Surface: Concrete and asphalt NIL Taxiway B: 18 M Surface: Concrete and asphalt NIL
3	Altimeter checkpoint location and elevation	Apron Stands 2-12, 38 FT AMSL.
4	VOR checkpoints	-

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 NIL	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 NIL	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: - NIL
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	Mon-Sat: 0630-2200 (0530-2100), Sun: 0730-2200 (0630-2100); and by arrangement.	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.
	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 I 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.
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

a) 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.

b) 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.

c) Non Chapter 3 aircraft are not permitted to use the aerodrome.

d) 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.

e) 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.

f) 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.

g) 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

a) Southampton Airport is not equipped for CAT II/III operations, however Low Visibility Procedures are used to protect CAT 1 operations.

b) Low Visibility Procedures will commence when RVR/Met visibility falls to 1000 M or less.

4 WARNINGS

a) 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.

b) Terrain induced turbulence is possible on approach to Runway 02, within 2 NM from touchdown, particularly when strong easterly winds occur.

c) Buildings induced turbulence is possible on approach to Runway 20, within 2 NM from touchdown, when strong surface winds occur.

d) Significant differences may occur between surface wind velocity reported by ATC and actual wind at approximately 200 FT AAL and above.

5 HELICOPTER OPERATIONS

a) All helicopters must land and take-off on the runway.

b) 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

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.

Main Stacks	Holding
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

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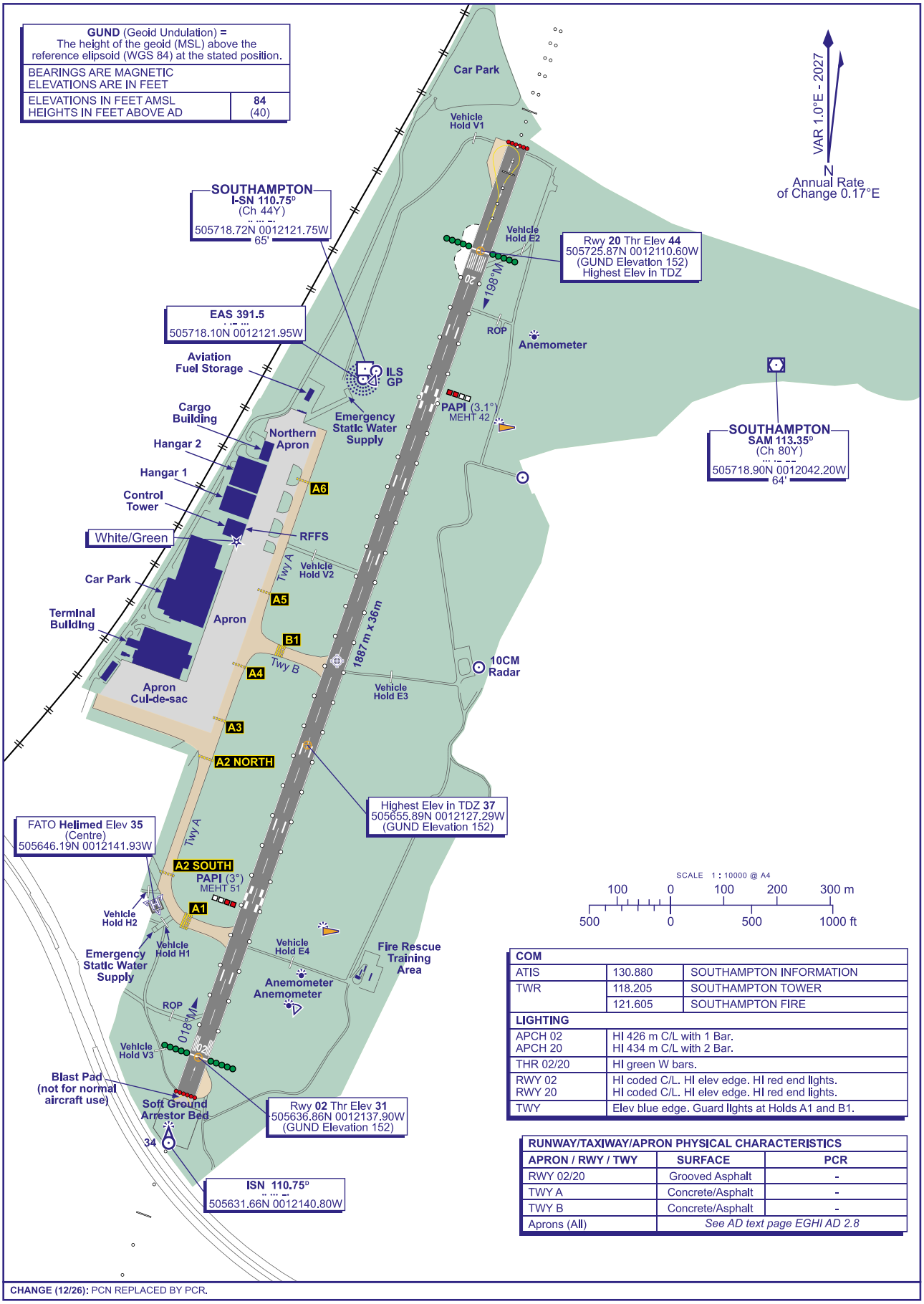
AERODROME CHART - ICAO

ARP 505701N 0012124W

AD ELEV 44 ft

SOUTHAMPTON
EGHI



COM		
ATIS	130.880	SOUTHAMPTON INFORMATION
TWR	118.205	SOUTHAMPTON TOWER
	121.605	SOUTHAMPTON FIRE
LIGHTING		
APCH 02 APCH 20	HI 426 m C/L with 1 Bar. HI 434 m C/L with 2 Bar.	
THR 02/20	HI green W bars.	
RWY 02 RWY 20	HI coded C/L. HI elev edge. HI red end lights. HI coded C/L. HI elev edge. HI red end lights.	
TWY	Elev blue edge. Guard lights at Holds A1 and B1.	

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCR**
RWY 02/20	Grooved Asphalt	-
TWY A	Concrete/Asphalt	-
TWY B	Concrete/Asphalt	-
Aprons (All)	*See AD text page EGHI AD 2.8*	

CHANGE (12/26): PCN REPLACED BY PCR.

AERO INFO DATE 08 SEP 26

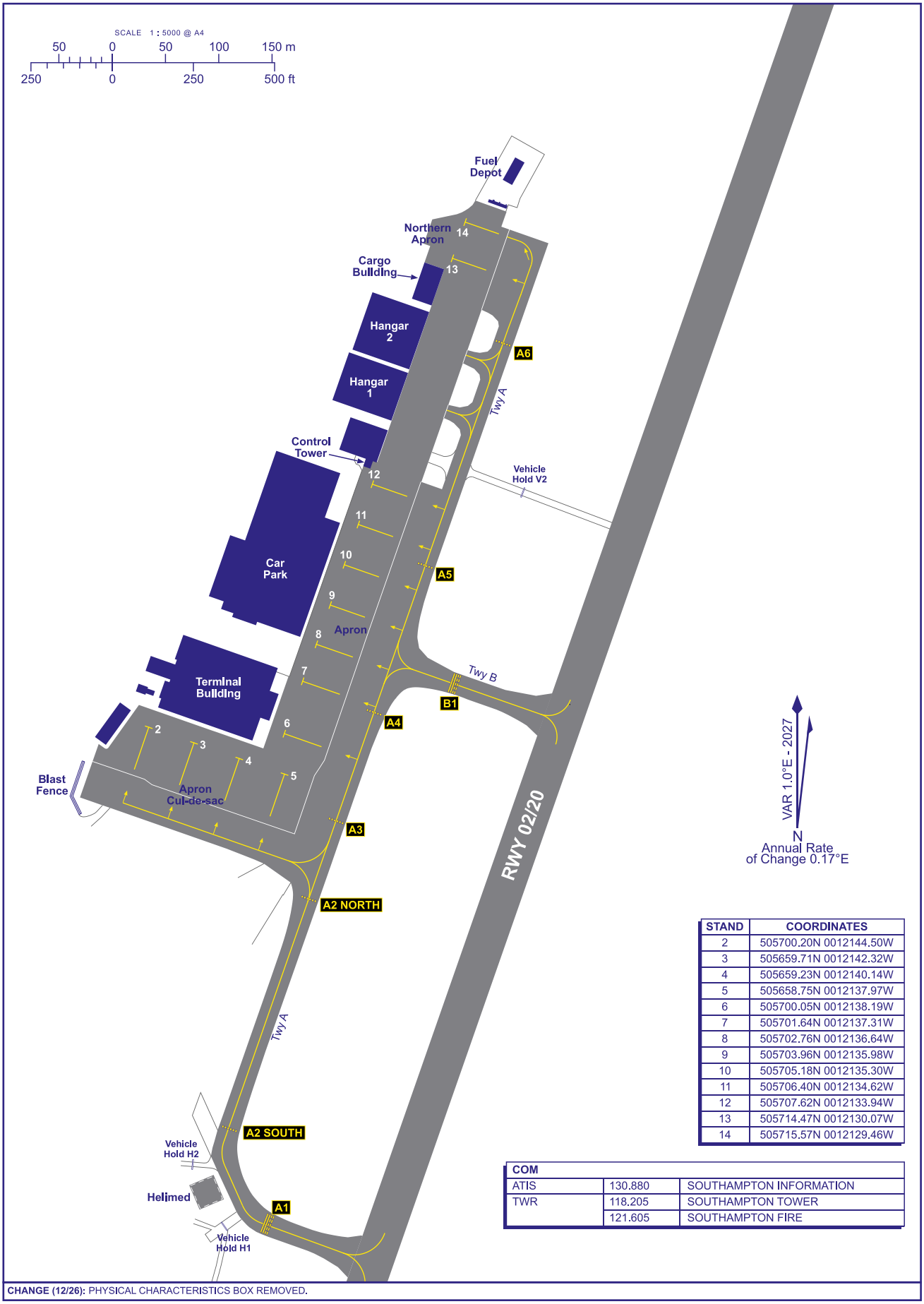
AD 2-EGHI-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 505701N 0012124W

AD ELEV 44 ft

SOUTHAMPTON
EGHI



STAND	COORDINATES
2	505700.20N 0012144.50W
3	505659.71N 0012142.32W
4	505659.23N 0012140.14W
5	505658.75N 0012137.97W
6	505700.05N 0012138.19W
7	505701.64N 0012137.31W
8	505702.76N 0012136.64W
9	505703.96N 0012135.98W
10	505705.18N 0012135.30W
11	505706.40N 0012134.62W
12	505707.62N 0012133.94W
13	505714.47N 0012130.07W
14	505715.57N 0012129.46W

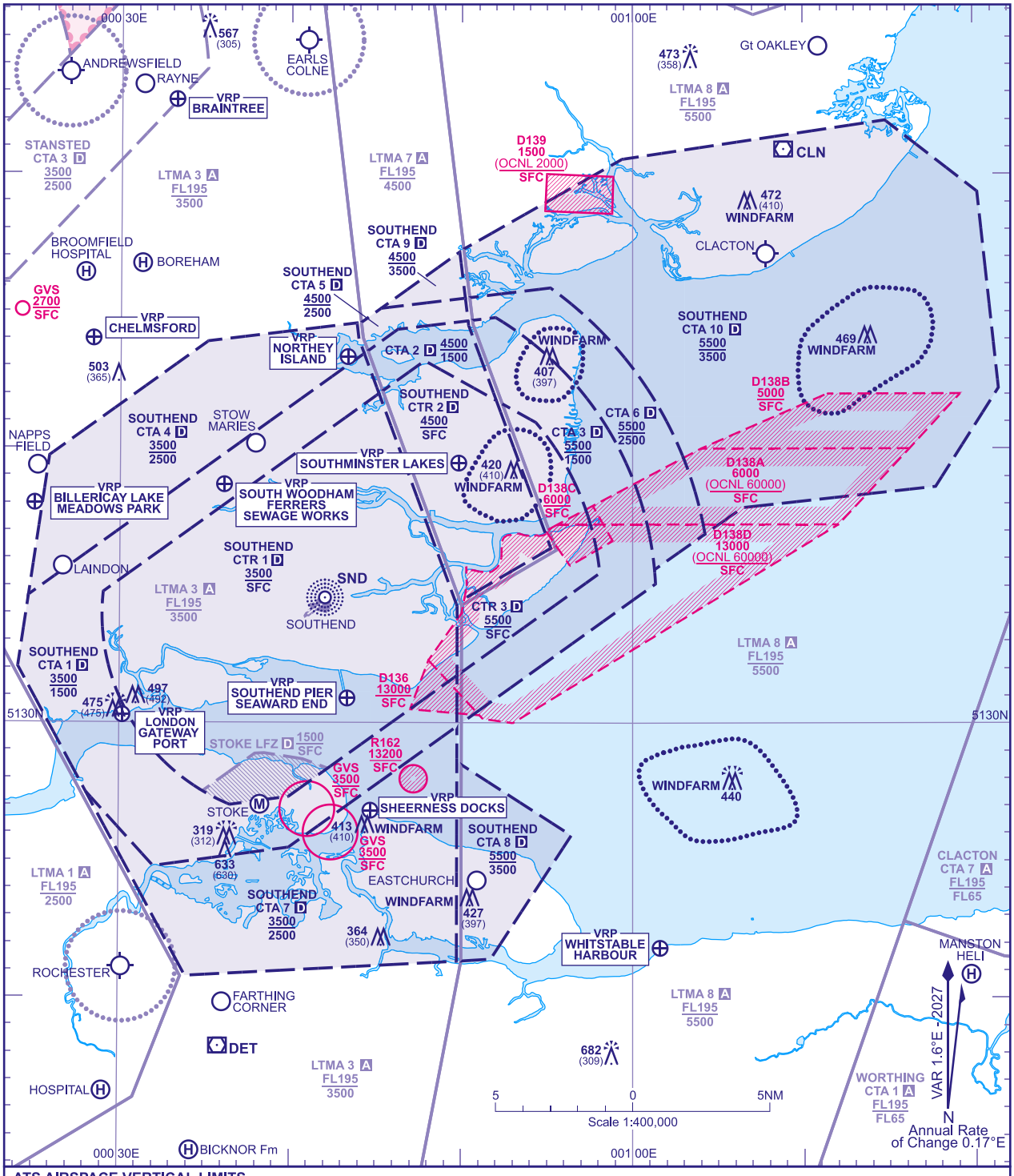
COM		
ATIS	130.880	SOUTHAMPTON INFORMATION
TWR	118.205	SOUTHAMPTON TOWER
	121.605	SOUTHAMPTON FIRE

CHANGE (12/26): PHYSICAL CHARACTERISTICS BOX REMOVED.

AERO INFO DATE 08 SEP 26

AD 2-EGHI-2-2

CONTROL ZONE AND CONTROL AREA CHART — SOUTHEND



ATS AIRSPACE VERTICAL LIMITS
Controlled airspace with an upper vertical limit of FL195 and above is not shown.

LATERAL LIMITS
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

CHANGE (12/26): BROOMFIELD HOSPITAL HELI ADDED.

AERO INFO DATE 27 AUG 26

AD 2-EGMC-4-1

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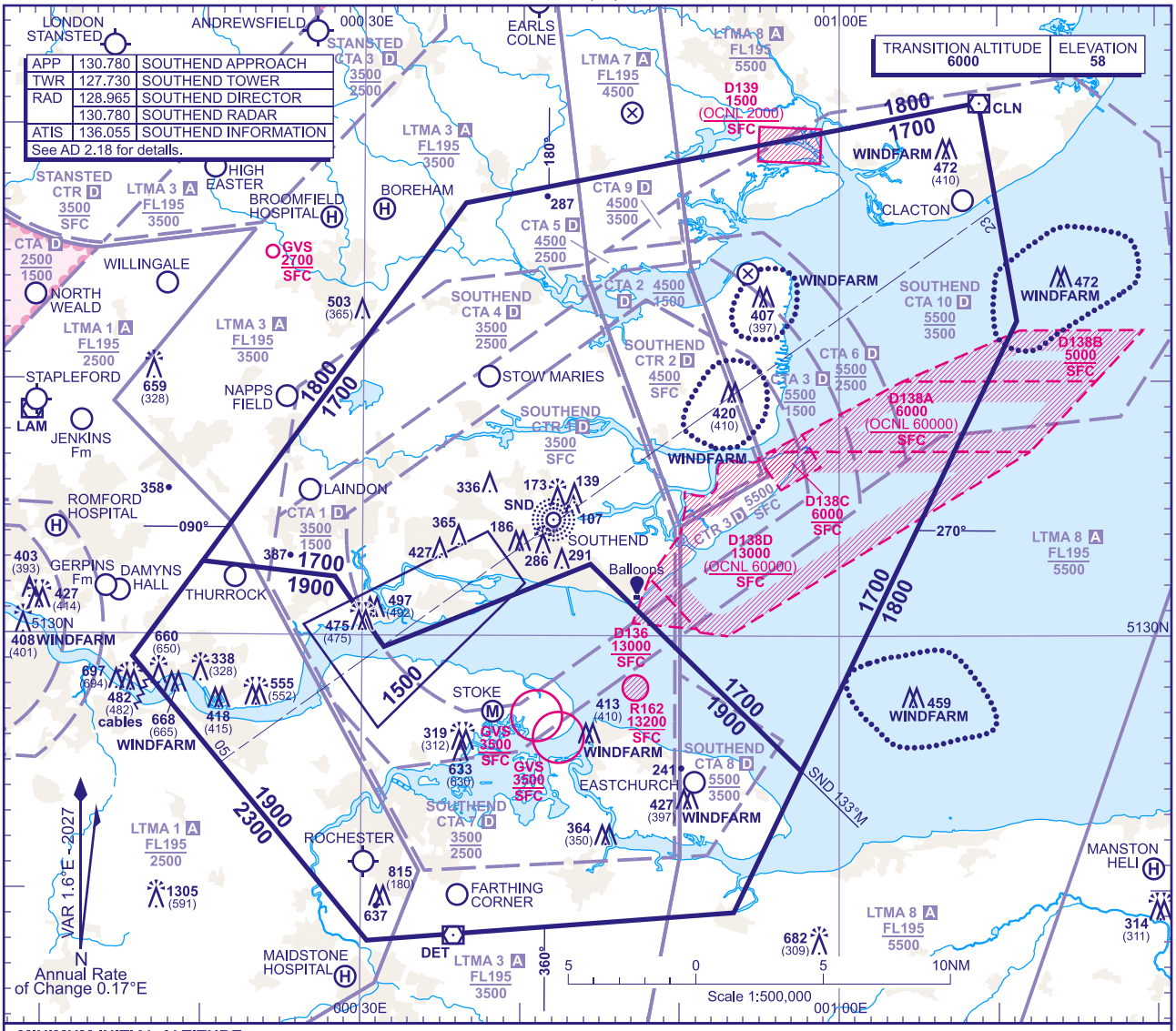
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1305
HEIGHTS IN FEET AGL (591)

SOUTHEND



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **1700** in the sector defined by the lateral limits; 513252N 0001957E - 514659N 0003625E - 515056N 0010848E - 514222N 0011113E - 512442N 0005738E - 513249N 0004421E - 512933N 0003123E - 513218N 0002817E - 513252N 0001957E.

b) **1900** in the sector defined by the lateral limits; 512907N 0001535E - 513252N 0001957E - 513218N 0002817E - 512933N 0003123E - 513249N 0004421E - 512442N 0005738E - 511909N 0005324E - 511801N 0003025E - 512907N 0001535E.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft, and

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

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **NDB(L) SND**†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) SND**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of NDB SND.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

CHANGE (12/26): BROOMFIELD & ROMFORD HOSPITAL HELI ADDED.

AERO INFO DATE 27 AUG 26

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		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: - -	512410.54N 0032643.16W 169.1 FT	THR 160.9 FT TDZ 163.7 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: - -	512427.19N 0032515.81W 169.0 FT	THR 133.3 FT TDZ 146.9 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	2041 x 150 M	90 x 86 M -	-	-	RWY 07 Threshold displaced by 51 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	2041 x 150 M	90 x 86 M -	-	-	RWY 25 Threshold displaced by 13 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	1845 M	1873 M	1777 M	-
25	1828 M	1840 M	1876 M	1815 M	-
07	1343 M	1360 M	1388 M	-	Take-off from intersection with Taxiway Charlie.
07	1322 M	1340 M	1367 M	-	Take-off from intersection with Taxiway Delta.

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
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: 512417.75N 0032628.28W (LGTD); 512402.13N 0032641.19W (LGTD); 512401.98N 0032642.12W (LGTD).
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

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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.

EGSY 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 0.24°E (2027)	ISAT	111.150 MHz	HO	512407.66N 0032658.28W		(RWY 25) There is no hold associated with a Missed Approach (MAP) from the ILS at St Athan. In the event of a normal MAP the aircraft will climb ahead to 4000 FT or as directed by Radar and contact Cardiff approach on 119.155 MHz and either be vectored for a further ILS approach at St Athan or diverted to the aircraft captain's nominated diversion aerodrome. An aircraft may not fly an ILS at St Athan if the runway at Cardiff is closed or the Cardiff NDB has failed or unavailable. Runway Closure or NDB failure will be NOTAM'ed, notified on the Cardiff ATIS or passed to the aircraft by the controller.
ILS/GP	ISAT	331.550 MHz	HO	512421.80N 0032530.07W		(RWY 25) Pilots may not receive full fly up indications when left of centreline below glidepath.
DME	ISAT	48Y 111.150 MHz	HO	512421.85N 0032530.27W	146 FT	Frequency paired with ILS ISAT.

EGSY AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Cardiff CTR and Cardiff Airport.
b) Terms and Conditions of use of aerodrome available from Airport Operations.
c) PPR. Visiting civil aircraft must book in with the aerodrome based operator who is acting as their sponsor.
d) Ground running of aircraft engines for test or maintenance purposes is permitted between the hours of 0800-2000 (0700-1900) only. ATC require prior notification and additionally ATC prior approval required if conducted outside an operator's demised area. Operators should advise whether, during airfield operating hours, attendance of the Aerodrome Fire Service is required for the duration of the engine run. Outside airfield opening hours, no later than 2000 daily, unless it is an urgent operational requirement, prior permission of the Airfield Manager/Deputy Airfield Manager must be sought by calling 07436-803400 or 07776-649158. In either case, if a full engine ground run is to be conducted on maintenance area northside, or Point Charlie utilising the Jet Blast Efflux Deflector Barrier an email must be sent to the Aerodrome operator (including AML) by the maintenance organisation at least 2 hours prior to EGR taking place to inform them of the anticipated times. Engine Ground Runs (EGR) must be conducted in accordance with company risk assessments and a safety assessment by the Airfield Authority. Risk assessments must be made available to the airfield operator.
e) Non-radio aircraft not permitted.
f) High-visibility clothing MUST be worn airside.
g) Aerodrome not available when MET visibility is less than 1500 M, other than for emergency service helicopters.

2 GROUND MOVEMENT

a) Departing aircraft, on first contact with St Athan ATC, must state aircraft location, type and the code letter of the latest ATIS received. Pilots of departing aircraft are reminded to contact St Athan Tower for clearance 10 minutes before start up.
b) Aircraft larger than B757-200 series and A321 series will be pushed back onto the departure runway threshold prior to departure and towed off the runway after landing.
c) Commanders of aircraft that cannot backtrack on the runway and if unable to vacate at the taxiway Echo turn off on landing, should advise ATC and their sponsor organisation prior to arrival.
d) Wheel to taxiway edge clearances not assured on entrances to southside hangars from Taxiway 'A'.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) St Athan is located 3 NM West of Cardiff Airport within the Cardiff CTR. By arrangement with Cardiff ATC during St Athan ATC hours of operation, and subject to conditions detailed in EGSY AD 2.22 Flight Procedures, flights by St Athan based aircraft may take place in VMC without reference to Cardiff ATC within a Local Flying Zone (LFZ).
b) Helicopter activity (SAR and Police) conducted H24.
c) Uncontrolled vehicular traffic may be encountered on the airfield outside ATC operational hours.
d) Runway 25 in strong north westerly winds, turbulence may be encountered on short finals.

5 HELICOPTER OPERATIONS

a) SAR and Police helicopters operate H24. Aircrew are to make Callsign 'Blind RT calls' on 122.865 MHz when taxiing, departing and arriving out of airfield operating hours.
b) Helicopter traffic arriving and departing outside ATC operational hours are to contact Cardiff Tower on 133.105 MHz to obtain clearance into Controlled Airspace and make 'blind calls' in accordance with paragraph 5(a).
c) Two Helicopter Training Areas (HTAs) delineated by white markers at the corners of the HTAs are established for the use of SAR and Police helicopters.
d) Visiting helicopters are to arrive and depart to/from the runway.

6 USE OF RUNWAYS

a) Aircraft taxiing from the north of the runway can expect to back track on the runway when so cleared by ATC.
b) Aircraft larger than B757-200 require push back off the runway after landing if the landing roll is beyond intersection with Taxiways E and F. This may result in delays until the runway is vacated.

7 TRAINING

a) Visiting aircraft wishing to conduct circuit training at St Athan require an airspace brief by Air Traffic Control before commencing any circuit training details.
b) All aircraft wishing to carry out instrument training within the Cardiff Zone, must have a functioning transponder with Mode C.
c) All IFR training in Cardiff CTR/CTA subject to PPR from Cardiff Approach. Operators wishing to conduct radar vectored ILS approaches to St Athan should do so utilising the web booking form ensuring they specify St Athan https://instrumenttraining.as.me/.
d) Operators must also apply for PPR as well as completing the booking form. For PPR email stathan.ops@cwl.aero or ring 01446-243901/02.

EGSY AD 2.21 NOISE ABATEMENT PROCEDURES

a) Avoid overflight of St Athan village south east of the aerodrome below 1500 FT or 1700 FT QNH.

EGSY AD 2.22 FLIGHT PROCEDURES

1 GENERAL INFORMATION

a) Attention is drawn to the close proximity of Cardiff Airport (3 miles east of St Athan).
b) Approach Radar services are provided by Cardiff Airport ATC.
c) Military operators wishing to conduct unusual air activity on the aerodrome (e.g. TALO, fast roping) should request prior permission from the Aerodrome Manager Contact Tel: 01446-243901.

2 CIRCUIT DIRECTION

a) Runway 07 Right hand circuits.
b) Runway 25 Left hand circuits.

3 CIRCUIT HEIGHTS

a) Light piston aircraft: 800 FT QFE.
b) All other types (Fast Jets, large multi-engine turbine and piston): 1300 FT QFE.
c) Glide Circuit height: 1500 FT QFE.
d) Low level circuit height: 500 FT QFE.
e) No RT/Total electrical failure: 600 FT QFE.
f) When circuit flying is taking place involving mixed military and civil aircraft, civil circuits are to be flown.

4 ST ATHAN LOCAL FLYING ZONE

a) A portion of Cardiff CTR is delegated to St Athan ATC during certain VMC weather criteria to enable St Athan to operate autonomously within the St Athan Local Flying Zone (LFZ), (see EGSY AD 2.17 ATS Airspace) provided:

AERODROME CHART - ICAO

ARP 512417N 0032609W

AD ELEV 164FT

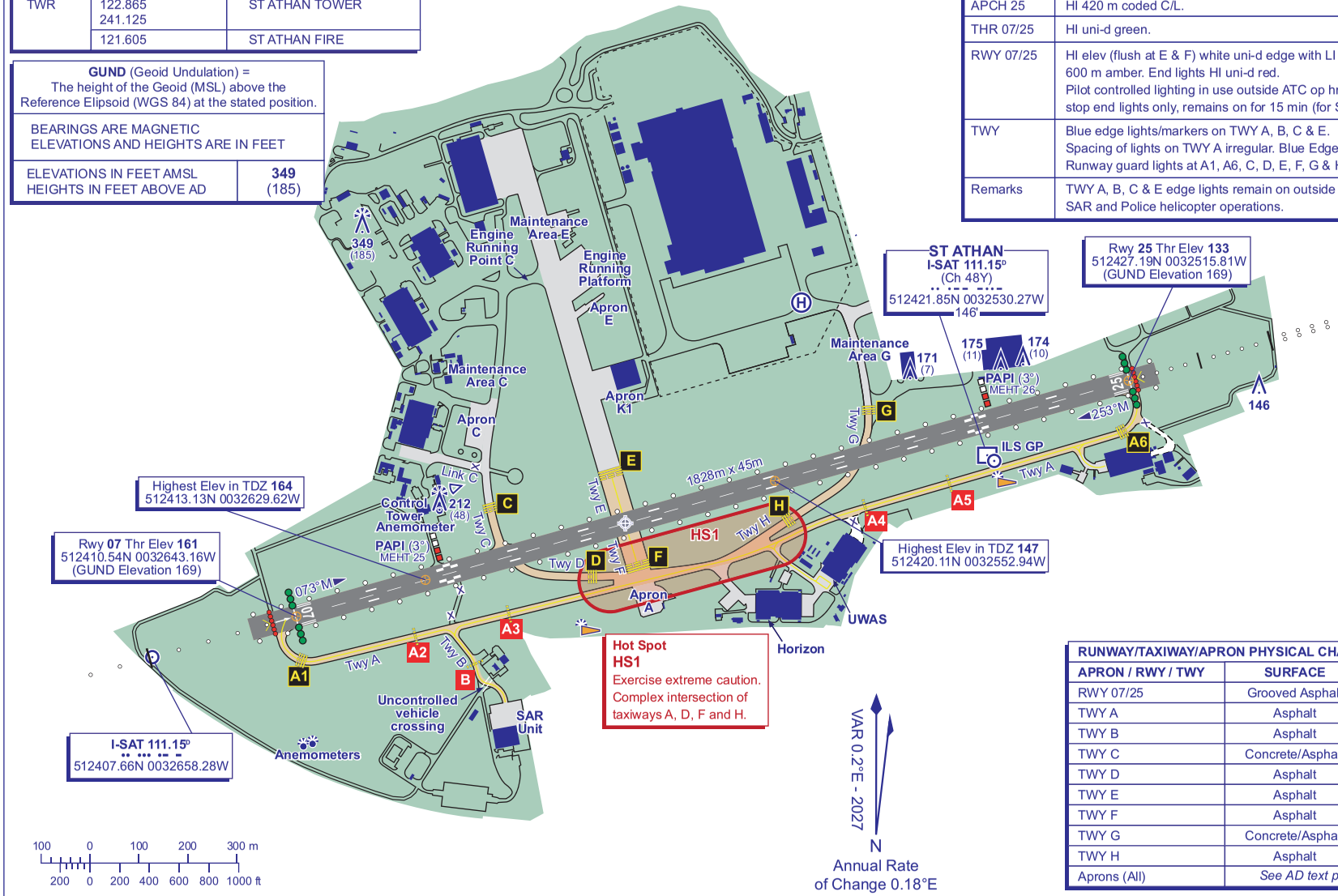
St. ATHAN
EGSY

AERO INFO DATE 16 SEP 26

COM		
ATIS	130.560	ST ATHAN INFORMATION
TWR	122.865 241.125	ST ATHAN TOWER
	121.605	ST ATHAN FIRE

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**349** (185)

LIGHTING	
APCH 07 APCH 25	HI 430 m coded C/L. 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.



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCR**
RWY 07/25	Grooved Asphalt	343/F/C/W/U
TWY A	Asphalt	99/F/A/X/U
TWY B	Asphalt	119/F/B/X/U
TWY C	Concrete/Asphalt	290/R/B/W/U
TWY D	Asphalt	143/F/C/Y/U
TWY E	Asphalt	343/F/C/X/U
TWY F	Asphalt	253/F/A/X/U
TWY G	Concrete/Asphalt	213/F/B/Y/U
TWY H	Asphalt	143/F/C/Y/U
Aprons (All)	*See AD text page EGSY AD 2.8*	

CHANGE (12/26): HOLD A5 REPOSITIONED. ANEMOMETERS. RWY 07/25 THRESHOLD COORDINATES. TDZE ELEVATIONS ADDED. LOC I-SAT COORDINATES. EDITORIAL.

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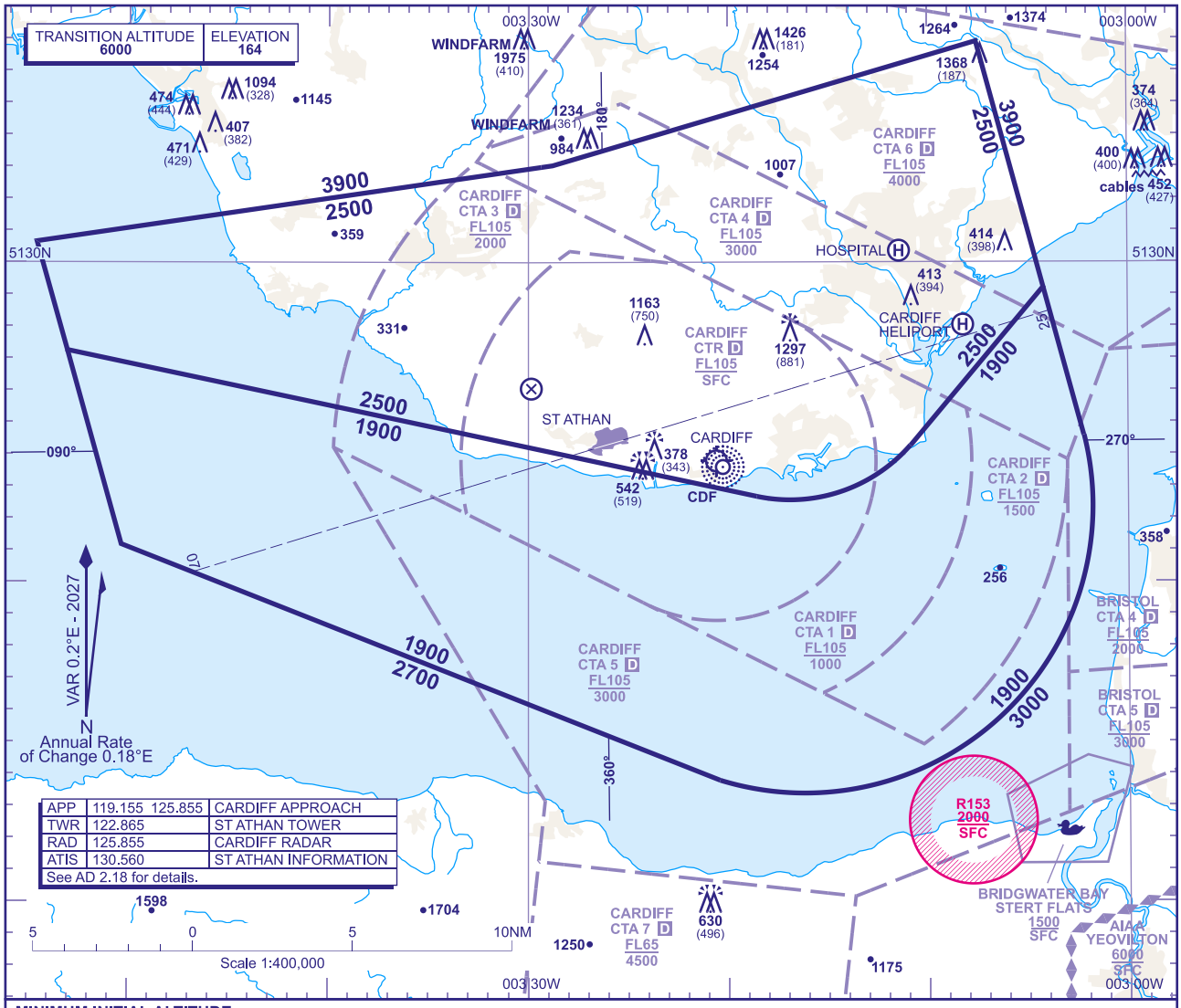
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **1975**
HEIGHTS IN FEET AGL (410)

ST ATHAN



APP	119.155 125.855	CARDIFF APPROACH
TWR	122.865	ST ATHAN TOWER
RAD	125.855	CARDIFF RADAR
ATIS	130.560	ST ATHAN INFORMATION
See AD 2.18 for details.		

MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2500** in the sector defined by the lateral limits; 513039N 0035438W - 513302N 0032847W - 513655N 0030733W - 512913N 0030413W - 512416N 0031053W thence clockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512241N 0031835W - 512715N 0035305W - 513039N 0035438W.

b) **1900** in the sector defined by the lateral limits; 512715N 0035305W - 512241N 0031835W thence anticlockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512416N 0031053W - 512913N 0030413W - 512435N 0030213W thence clockwise by an arc of a circle radius 9NM centred on 512224N 0031610W to 511348N 0032026W - 512111N 0035021W - 512715N 0035305W.

NOTE: Radar headings will be allocated so as to avoid Danger Area D119 when active.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

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

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible, continue on last assigned heading until reaching **5000** then turn to enter the hold at **NDB(L) CDF**†.

Intermediate and Final Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible follow the RCF Procedure to **NDB(L) CDF**†.

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

GENERAL INFORMATION

1. Radar vectoring for initial approach to St Athan is provided by CARDIFF APPROACH.
2. Levels shown are based on QNH.
3. Only significant obstacles and dominant spot heights are shown.
4. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
5. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
6. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
7. **Thls chart should only be used for the cross-checklng of asslgned altltudes whllst ln recelpt of an ATC Surveillance servlce.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at Cardiff Airport see EGFF AD 2.17.

CHANGE (12/26): CARDIFF HELIPORT REVISED

AERO INFO DATE 15 SEP 26

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EGPO — STORNOWAY

EGPO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPO — STORNOWAY

EGPO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 581256N Long: 0061952W
2	Direction and distance from city	2 NM E of Stornoway.
3	Elevation / Reference temperature / Mean Low Temperature	26 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	184 FT
5	Magnetic Variation / Annual Change	1.79°W (2027) / 0.22°E
6	AD Administration Address Telephone	HIAL Stornoway Aerodrome, Isle of Lewis, HS2 0BN. 01851-702256 (Airport Switchboard) 01851-707444 (ATIS) 01851-703026 (Fuel - North Air) 01851-707406 (Admin)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGPO AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).
2	Customs and immigration	Departures direct to an EU destination, no notice required. Arrivals direct from EU, 4 hours notice required. Departures and arrivals from Channel Islands, 12 hours notice required. Departures and arrivals from all other non EU Airports, 48 hours notice.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	See AD 2.18.
8	Fuelling	By arrangement with North Air.
9	Handling	By arrangement with HIAL, Tel: 01851-702256; e-mail: Stornatc@hial.co.uk; or Loganair, Tel: 01851-703673.
10	Security	As AD hours.
11	De-icing	Operational hours.
12	Remarks	This aerodrome is PPR. Filing of a Flight Plan does NOT constitute PPR. To cover the possibility of an aircraft which departs within 15 minutes of normal closing time having to return, the Aerodrome will normally retain sufficient services and equipment for 15 minutes after the time of actual departure. For PPR visit www.hial.co.uk.

EGPO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with Loganair, Tel: 01851-703673
2	Fuel and oil types	AVGAS JET A-1, AVGAS 100LL.
3	Fuelling facilities/capacity	Bowser delivery. Limited stocks of AVGAS 100LL.
4	De-icing facilities	By arrangement with Loganair, Tel: 01851-703673, e-mail: syycs@loganair.co.uk.
5	Hangar space for visiting aircraft	Yes by arrangement with AD operator (HIAL).
6	Repair facilities for visiting aircraft	-
7	Remarks	By arrangement with Loganair, Tel: 01851-703673, e-mail: syycs@loganair.co.uk. Basic handling available from HIAL, Tel: 01851-707415, e-mail: stornatc@hial.co.uk. Electronic motorised tug is available on request to HIAL.

EGPO AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels and B & B in vicinity.
2	Restaurants	Café available during terminal opening times.
3	Transportation	Taxis, Car hire and Buses.
4	Medical facilities	Limited first aid. Medical services contactable.
5	Bank and Post Office	-
6	Tourist Office	-
7	Remarks	Ambulift and wheelchair facilities are available upon request.

EGPO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A5 RFF Category 6 accepted on request by prior arrangement.
2	Rescue equipment	Limited water rescue facilities are available for Runways 18/36 and 06/24 during published opening hours and special/on call openings, subject to serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations.
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	-

EGPO AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and chemical de-icing. Surfaces de-iced/anti-iced with KAC/EG and/or NAAC.
2	Clearance priorities	Runway in use. Designated Taxi Routes. Main Apron and SAR Apron.
3	Remarks	For latest information telephone ATC.

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

1	Apron surface and strength	LOWER APRON Surface: Concrete PCR 26/R/B/X/U MAIN APRON Surface: Brick PCR 115/F/B/X/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Asphalt PCR 95/F/A/X/U Taxiway APRON: 15 M Surface: Concrete PCR 135/F/C/W/U Taxiway BRAVO: 15 M Surface: Asphalt PCR 115/F/B/Y/U Taxiway CHARLIE: 15 M Surface: Concrete NIL
3	Altimeter checkpoint location and elevation	Main Apron 22 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

7	Charts and other information available for briefing or consultation	Available on request from ATC.
8	Supplementary equipment available for providing information	Tel: ATIS (01851-707444 – H24).
9	ATS units provided with information	STORNOWAY
10	Additional information (limitation of service, etc.)	Outside aerodrome hours unverified automatic observations via ATIS on the telephone (see item 8).

EGPO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
06	059.87°	1000 x 23 M	RWY surface: Asphalt PCR 24/F/B/Y/U	581242.81N 0062012.82W 184.4 FT	THR 25.6 FT -	-
24	239.88°	1000 x 23 M	RWY surface: Asphalt PCR 24/F/B/Y/U	581259.02N 0061919.88W 184.4 FT	THR 21.3 FT -	-
18	174.27°	2088 x 45 M	RWY surface: Asphalt, Grooved PCR 95/F/A/W/U	581327.77N 0061957.85W 184.3 FT	THR 16.3 FT -	-
36	354.28°	2088 x 45 M	RWY surface: Asphalt, Grooved PCR 95/F/A/W/U	581220.65N 0061945.10W 184.4 FT	THR 15.2 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	150 x 80 M	1120 x 80 M	-	-	-	RWY 06
-	150 x 80 M	1120 x 80 M	-	-	-	RWY 24
-	142 x 150 M	2208 x 280 M	-	-	-	RWY 18 The 120 M of asphalt north of Runway 18 threshold is unfit for use by aircraft.
-	141 x 140 M	2208 x 280 M	-	-	-	RWY 36 The 120 M of asphalt south of Runway 36 threshold is unfit for use by aircraft.

EGPO AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
18	2088 M	2230 M	2088 M	2088 M	-
36	2088 M	2229 M	2088 M	2088 M	-
18	1829 M	1972 M	1829 M	-	Take-off from Intersection with A1.
18	923 M	1065 M	923 M	-	Take-off from Intersection with RWY 06/24.
36	1715 M	1856 M	1715 M	-	Take-off from Intersection with C1.
36	1189 M	1330 M	1189 M	-	Take-off from Intersection with RWY 06/24.
06	1000 M	1150 M	1000 M	1000 M	-
24	1000 M	1150 M	1000 M	1000 M	-

EGPO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	-	Green Light intensity low Portable electric green wingbars. Portable LI electric lights are available for use on Runway 06/24 as edge, threshold wingbar and stop end lighting. Minimum 30 minutes prior notification required in order to deploy lighting.	APAPI Left/4° 25 FT 134.5 M	-	-	Portable electric gauge 24 M Light intensity low	Portable electric Red Light intensity low	-	-
24	-	Green Light intensity low Portable electric green wingbars. Portable LI electric lights are available for use on Runway 06/24 as edge, threshold wingbar and stop end lighting. Minimum 30 minutes prior notification required in order to deploy lighting.	APAPI Left/3.5° 20 FT 135.5 M	-	-	Portable electric gauge 24 M Light intensity low	Portable electric Red Light intensity low	-	-
18	Centre-line with one crossbar. LED 150 M Light intensity high	Light intensity high Green wingbars. LED	PAPI Left/3° 64 FT 396 M	-	-	Gauge 54 M. White with final 600 M yellow. LED Light intensity high	Red	-	-
36	Centre-line with four crossbars. LED 750 M Light intensity high	Light intensity high Green wingbars. LED	PAPI Left/3° 38 FT 240 M	-	-	Gauge 54 M. White with final 600 M yellow. LED Light intensity high	Red	-	-

EGPO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 18 - 581315.67N 0061947.29W, Runway 36 - 581232.16N 0061940.25W.
3	TWY edge and centre line lighting	EDGE: Blue edge Apron/Taxiway Alpha, Bravo and Charlie. Temporary raised taxiway edge lights on parts of Taxiways Bravo and Charlie replacing U/S flush lights.
4	Secondary power supply/switch-over time	Standby generator/15 seconds.
5	Remarks	Apron Floodlighting. Obstacle lighting.

EGPO AD 2.16 HELICOPTER LANDING AREA

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EGPO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
STORNOWAY ATZ A circle, 2.5 NM radius, centred at 581256N 0061952W on longest notified runway (18/36)	Upper limit: 2026 FT ALT Lower limit: SFC	G	STORNOWAY APPROACH English	3000 FT	Mon-Fri: 0700-1945 (0600-1845), Sat: 0700-1530 (0600-1430), Sun 1245-1745 (1145-1645); and by arrangement.	ATZ may be re-activated at short notice, at any time, for air ambulance, SAR or emergency traffic. ATZ 2000 FT AAL.

EGPO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	STORNOWAY APPROACH	119.480 DOC 50 NM/ 15,000 FT.	-	-	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	VDF 581247.95N 0061936.04W
TWR	STORNOWAY TOWER	119.480	-	-	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	VDF 581247.95N 0061936.04W
AFIS	STORNOWAY INFORMATION	119.480	-	-	By arrangement outside hours of ATC - Normally only available for SAR and Ambulance flights and aircraft in an emergency	VDF 581247.95N 0061936.04W Due to AFISO training and maintenance of currency, AFISO phraseology may be in use during ATC published hours, with ATC in attendance. ATC service will remain available at all times. Pilots will be advised of periods of AFISO training, normally via ATIS.
ATIS	STORNOWAY INFORMATION	115.100 Frequency shared with VOR STN.	-	-	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	-

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

EGPO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

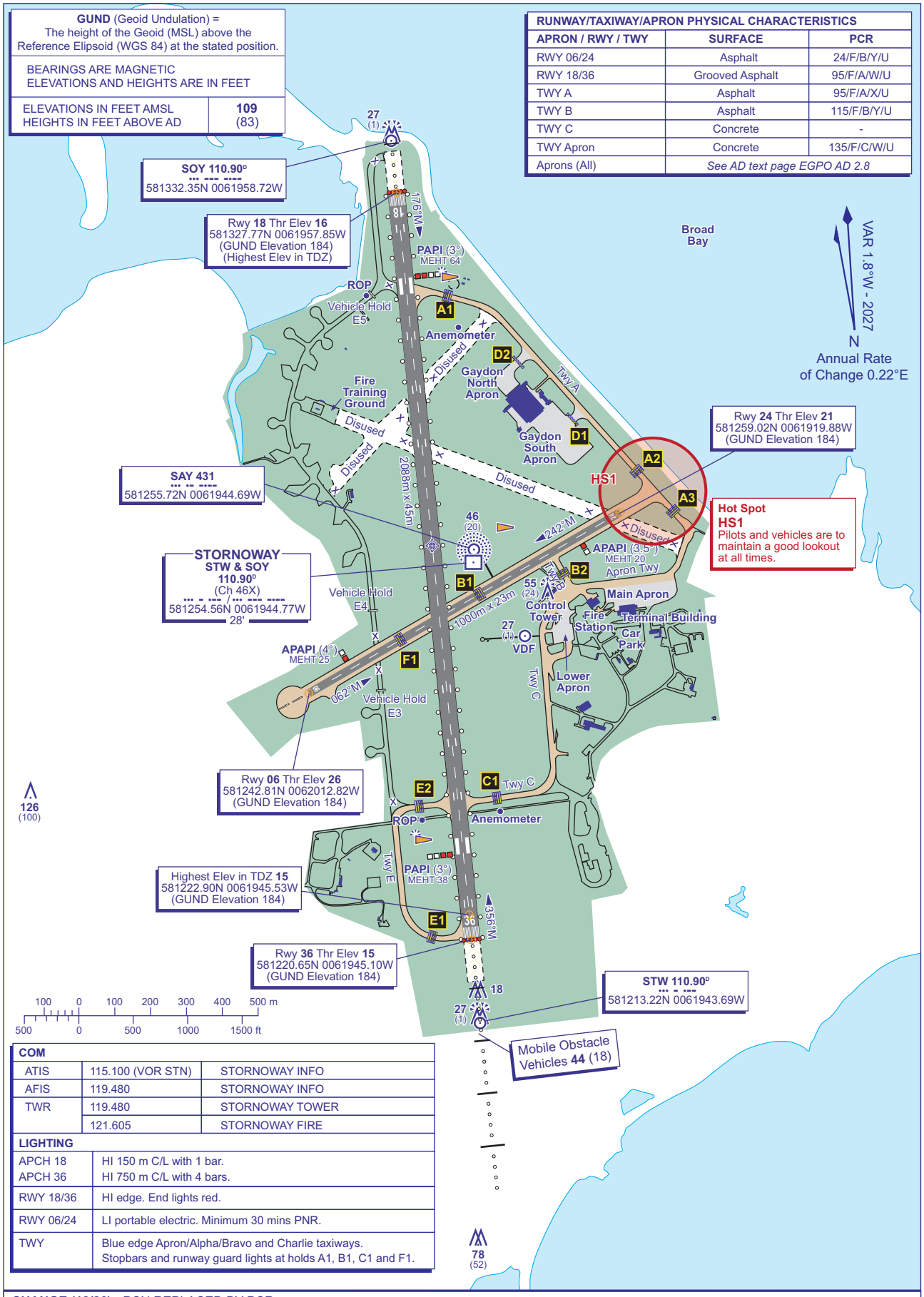
Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC - 1.79°W (2027)	STW	110.900 MHz	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	581213.22N 0061943.69W		(RWY 18) LOC only. Hours of Operation as APP/TWR. See latest NOTAM for details.
ILS/LOC - 1.79°W (2027)	SOY	110.900 MHz	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	581332.35N 0061958.72W		(RWY 36) LOC only.
VOR/DME 1.72°W (2027) 2.2°W (2022)	STN	98X 115.100 MHz	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	581225.02N 0061058.97W	299 FT	VOR/DME DOC: 105 NM/50,000 FT (200 NM/50,000 FT in Sector R167-107). L and VOR/DME available for approach and landing purposes only during the hours of APP.
NDB (L) 1.79°W (2027)	SAY	431.000 kHz	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	581255.72N 0061944.69W		On AD. Range 40 NM. Co-located at DME. Normally radiates H24. L and VOR/DME available for approach and landing purposes only during the hours of APP.
DME	SOY	46X 110.900 MHz	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	581254.56N 0061944.77W	28 FT	(RWY 36) On AD. DOC 25 NM/10,000 FT. DME frequency paired with LOC STW and SOY. Zero range is indicated at THR of Runway 18 and 36.

AERODROME CHART - ICAO

ARP 581256N 0061952W

AD ELEV 26FT

STORNOWAY
EGPO



COM		
ATIS	115.100 (VOR STN)	STORNOWAY INFO
AFIS	119.480	STORNOWAY INFO
TWR	119.480	STORNOWAY TOWER
	121.605	STORNOWAY FIRE

LIGHTING	
APCH 18 APCH 36	HI 150 m C/L with 1 bar. HI 750 m C/L with 4 bars.
RWY 18/36	HI edge. End lights red.
RWY 06/24	LI portable electric. Minimum 30 mins PNR.
TWY	Blue edge Apron/Alpha/Bravo and Charlie taxiways. Stopbars and runway guard lights at holds A1, B1, C1 and F1.

CHANGE (12/26): PCN REPLACED BY PCR.

AERO INFO DATE 16 SEP 26

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EGPB — SUMBURGH

EGPB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPB — SUMBURGH

EGPB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 595253N Long: 0011738W Mid-point of 09/27.
2	Direction and distance from city	17 NM S of Lerwick.
3	Elevation / Reference temperature / Mean Low Temperature	24 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	161 FT
5	Magnetic Variation / Annual Change	0.18°E (2027) / 0.22°E
6	AD Administration	HIGHLANDS AND ISLANDS AIRPORTS LTD.
	Address	Sumburgh Airport, Virkie Shetland, ZE3 9JP.
	Telephone	01950-461000 (HIAL) 01950-461008 (ATC)
	Telefax	01950-460218 (HIAL) 01950-460718 (ATC)
	E-mail address	sumbatc@hial.co.uk
	Web address	www.hial.co.uk/sumburgh-airport/
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGPB AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0730-2000 (0630-1900); Sat 0745-1545 (0645-1445); Sun 1130-1945 (1030-1845).
2	Customs and immigration	By arrangement with ATC or by request from Loganair.
3	Health and sanitation	On request.
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	As AD hours.
7	ATS	Mon-Fri 0715-2015 (0615-1915); Sat 0730-1600 (0630-1500); Sun 1115-2000 (1015-1900).
8	Fuelling	Mon-Fri 0730-2000 (0630-1900); Sat 0745-1545 (0645-1445); Sun 1130-1945 (1030-1845).
9	Handling	By arrangement. See AD 2.4 Remarks.
10	Security	Mon-Fri 0630-2015 (0530-1915); Sat 0630-1615 (0530-1515); Sun 1015-2015 (0915-1915).
11	De-icing	By arrangement with Loganair.
12	Remarks	Request for extension of hours should be made to Sumburgh ATC 01950-461008.

EGPB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	-
4	De-icing facilities	Available through Loganair.
5	Hangar space for visiting aircraft	Limited and only by arrangement with HIAL.
6	Repair facilities for visiting aircraft	-

7	Remarks	Pilots not using a resident handling agent must ensure that all relevant airport documentation is completed upon initial arrival. Such documentation may be obtained from security or HIAL administration staff. Fuel supplied by North Air. Tel: 01950-460367; E-Mail: LSIOPS@north-air.co.uk. Hook-up fee and minimum fuel charge on cash sales. No credit card facilities available. Payment by Air BP Card, Fuel Release or cash only. Contact North Air for further information.

EGPB AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Sumburgh and Lerwick.
2	Restaurants	Buffet, bar.
3	Transportation	Buses, Taxis and Car Hire.
4	Medical facilities	Limited first aid.
5	Bank and Post Office	Bank - Lerwick. Post Office - Mainland's Shop, Boddam.
6	Tourist Office	-
7	Remarks	-

EGPB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A5 RFF Category A6 available under remission. 24 hours notice period required.
2	Rescue equipment	Water rescue facilities are available for Runway 09/27 and Helicopter Runway 06/24 during published opening hours. Special and on call openings subject to serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations.
3	Capability for removal of disabled aircraft	Nil at Airport. MTWA: 30,000 kg using external sources available on the main island.
4	Remarks	-

EGPB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and chemical de-icing. Surfaces de-iced/anti-iced with KFOR/ NAFO.
2	Clearance priorities	Runways, taxiways, Aprons.
3	Remarks	Latest information from: ATC 01950-461008.

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

1	Apron surface and strength	TERMINAL EAST Surface: Concrete PCR 200/R/B/W/U TERMINAL WEST Surface: Concrete PCR 143/R/B/W/U
2	Taxiway width, surface and strength	Taxiway CHARLIE: 18 M Surface: Asphalt PCR 161/F/B/X/U Taxiway EAST: 15 M Surface: Concrete PCR 200/R/B/W/U Taxiway NORTH: 18 M Surface: Asphalt PCR 161/F/B/X/U Taxiway SOUTH: 15 M Surface: Concrete and asphalt PCR 200/R/B/X/U

4	Trend forecast Interval of issuance	TREND 30 minutes.
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. English.
7	Charts and other information available for briefing or consultation	Available on request from ATC.
8	Supplementary equipment available for providing information	Automated recording telephone 01950-461037.
9	ATS units provided with information	SUMBURGH
10	Additional information (limitation of service, etc.)	Outside aerodrome hours unverified automatic observation via ATIS is available on 01950-461037.

EGPB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09	083.55°	1498 x 44 M	RWY surface: Asphalt, Grooved PCR 161/F/B/W/U	595250.98N 0011819.03W 161.0 FT	THR 20.5 FT -	-
27	263.57°	1498 x 44 M	RWY surface: Asphalt, Grooved PCR 161/F/B/W/U	595255.71N 0011655.59W 160.9 FT	THR 20.6 FT TDZ 20.6 FT	-
15	143.41°	1424 x 43 M	RWY surface: Asphalt, Grooved PCR 161/F/B/X/U	595249.88N 0011754.57W 161.0 FT	THR 7.1 FT -	-
33	323.42°	1424 x 43 M	RWY surface: Asphalt, Grooved PCR 161/F/B/X/U	595222.60N 0011714.28W 161.0 FT	THR 8.2 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	1618 x 280 M	90 x 92 M -	-	-	RWY 09 Landing threshold displaced by 104 M.
-	-	1618 x 280 M	90 x 92 M -	-	-	RWY 27 Landing threshold displaced by 89 M.
-	-	1544 x 150 M	-	-	-	RWY 15 Landing threshold displaced by 184 M. Terrain infringes the runway strip to the south, south east by 3.5 M at 135 M to 142 M from centre-line.
-	-	1544 x 150 M	-	-	-	RWY 33 Landing threshold displaced by 189 M. Terrain infringes the runway strip to the south, south east by 3.5 M at 135 M to 142 M from centre-line.

EGPB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
15	1424 M	1424 M	1424 M	1240 M	-

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
33	1424 M	1424 M	1424 M	1235 M	-
09	1319 M	1319 M	1319 M	1245 M	-
27	1319 M	1319 M	1319 M	1260 M	-
06	-	H - 544 M	-	H - 544 M	-
24	-	H - 544 M	-	H - 544 M	-

EGPB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	One flush inset crossbar plus four double flush inset lamps. 110 M Light intensity high	Green Light intensity high Green wingbars	PAPI Left/3° 20 FT 155 M	-	-	HI elevated bi-directional and coded LI omni-directional	Red	-	-
27	One flush inset crossbar plus four double flush inset lamps. 90 M Light intensity high	Light intensity high Elevated Green wingbars	PAPI Left/3° 56 FT 411 M	-	-	HI elevated bi-directional and coded LI omni-directional	Red	-	-
15	-	Light intensity high Elevated Green wingbars	APAPI Left/4° 46 FT 210 M	-	-	HI elevated bi-directional and coded LI omni-directional	Red	-	-
33	-	Light intensity high Elevated Green wingbars	-	-	-	HI elevated bi-directional and coded LI omni-directional	Red	-	-

EGPB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 595254.28N 0011807.91W (LGTD) - 595232.66N 0011735.66W (LGTD)
3	TWY edge and centre line lighting	CL: Green centre-line lighting to stop bars. EDGE: Blue edge lighting between stop bars and runway edge.
4	Secondary power supply/switch-over time	Yes. 10 seconds.
5	Remarks	Obstacle lights.

EGPB AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF H06: 595229.16N 0011725.70W, - TLOF H24: 595239.63N 0011657.58W, -
2	TLOF and/or FATO elevation	TLOF H06: 8.2 FT TLOF H24: 19.5 FT

3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF H06: - TLOF surface: Asphalt PCR 42/F/B/X/U TLOF H24: - TLOF surface: Asphalt PCR 42/F/B/X/U FATO 06/24: 544 M x 44 M FATO surface: Asphalt PCR 42/F/B/X/U
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.

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

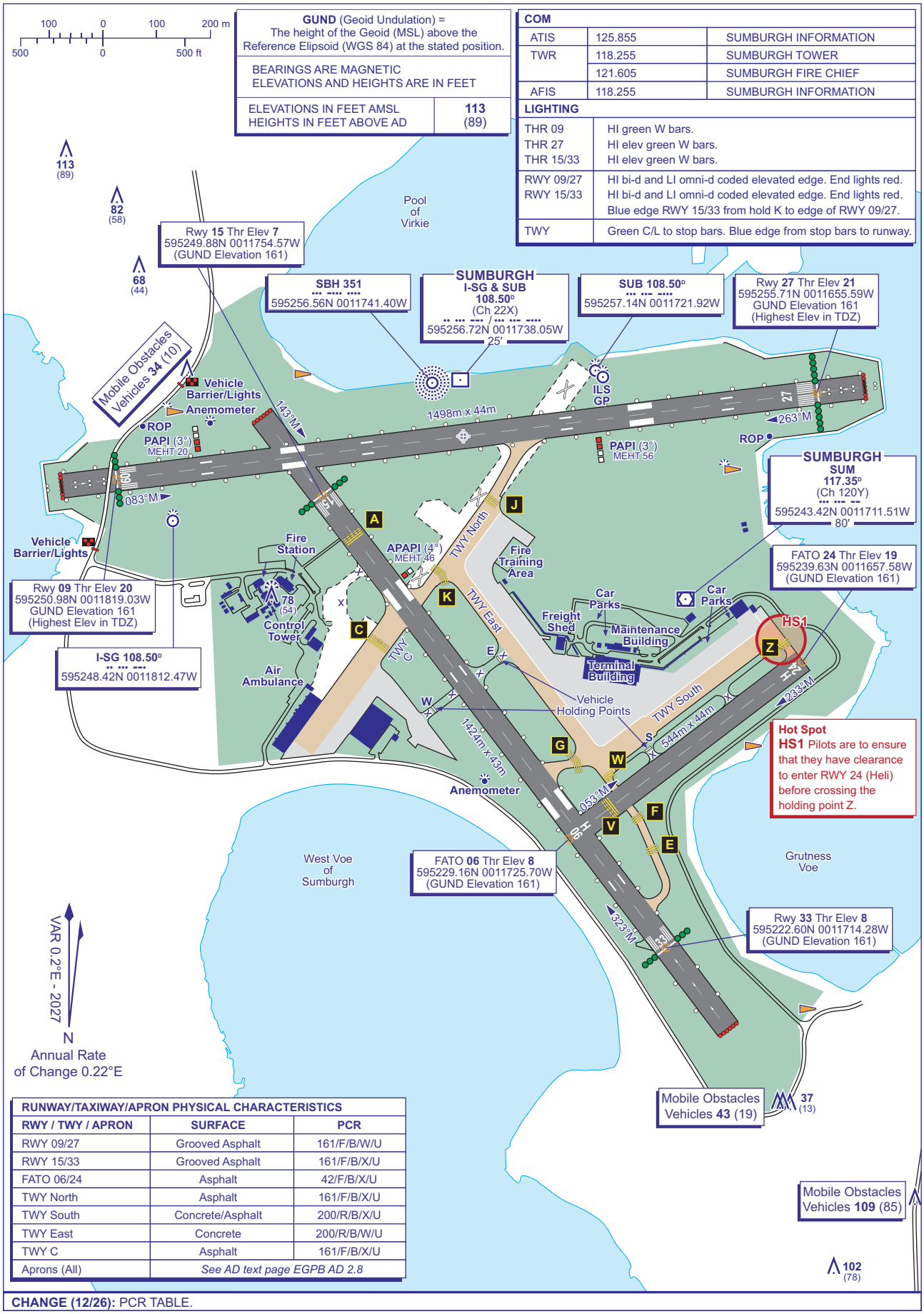
Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC OTHER:NOCAT 0.18°E (2027)	SUB	108.500 MHz	HO	595257.14N 0011721.92W		(RWY 09) Ignore any glidepath indications 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



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	SURFACE	PCR
RWY 09/27	Grooved Asphalt	161/F/B/W/U
RWY 15/33	Grooved Asphalt	161/F/B/X/U
FATO 06/24	Asphalt	42/F/B/X/U
TWY North	Asphalt	161/F/B/X/U
TWY South	Concrete/Asphalt	200/R/B/X/U
TWY East	Concrete	200/R/B/W/U
TWY C	Asphalt	161/F/B/X/U
Aprons (All)	*See AD text page EGPB AD 2.8*	

CHANGE (12/26): PCR TABLE.

AERO INFO DATE 07 SEP 26

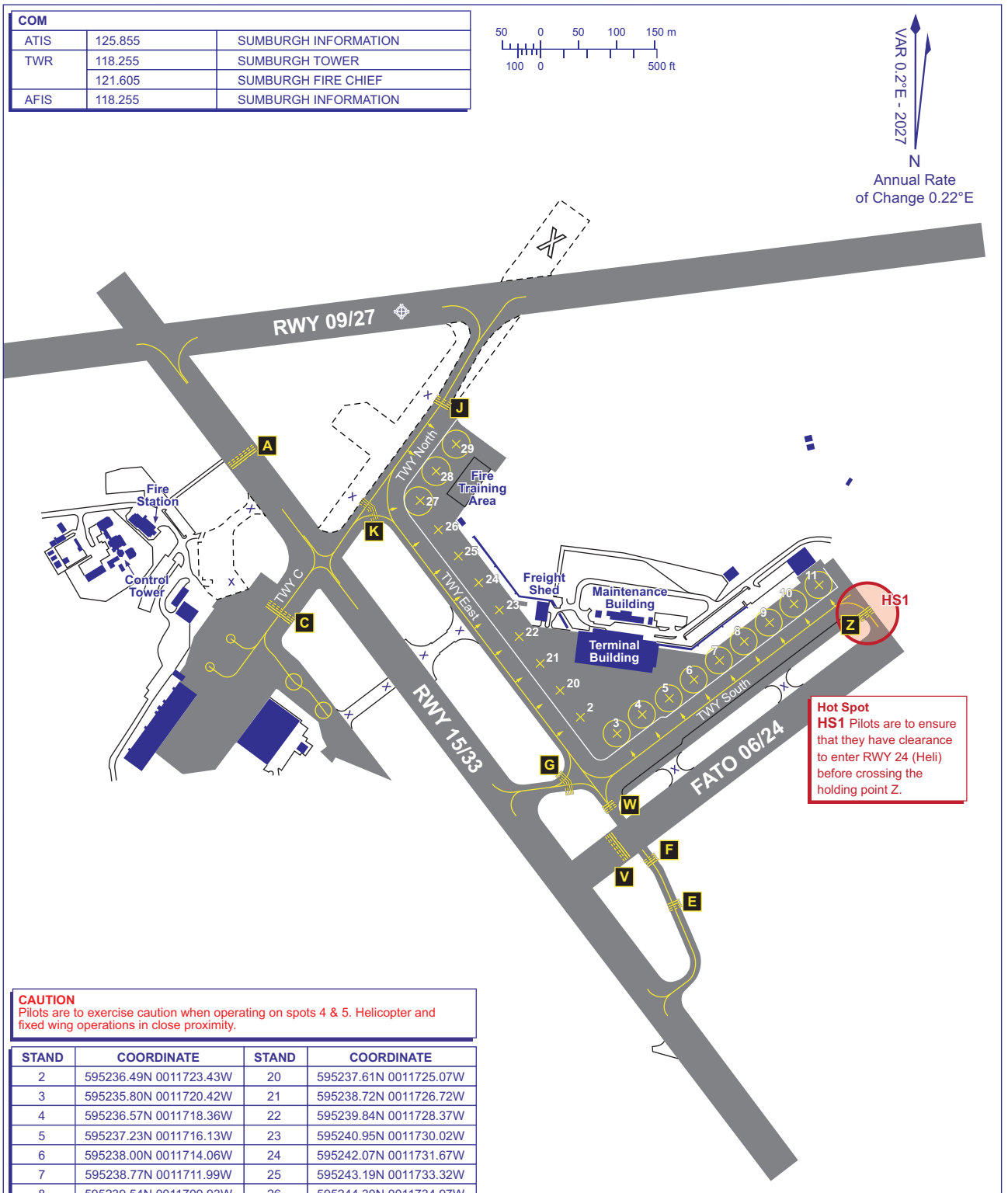
AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 595253N 0011738W

AD ELEV 24FT

SUMBURGH
EGPB

COM		
ATIS	125.855	SUMBURGH INFORMATION
TWR	118.255	SUMBURGH TOWER
	121.605	SUMBURGH FIRE CHIEF
AFIS	118.255	SUMBURGH INFORMATION



Hot Spot
HS1 Pilots are to ensure that they have clearance to enter RWY 24 (Heli) before crossing the holding point Z.

CAUTION
Pilots are to exercise caution when operating on spots 4 & 5. Helicopter and fixed wing operations in close proximity.

STAND	COORDINATE	STAND	COORDINATE
2	595236.49N 0011723.43W	20	595237.61N 0011725.07W
3	595235.80N 0011720.42W	21	595238.72N 0011726.72W
4	595236.57N 0011718.36W	22	595239.84N 0011728.37W
5	595237.23N 0011716.13W	23	595240.95N 0011730.02W
6	595238.00N 0011714.06W	24	595242.07N 0011731.67W
7	595238.77N 0011711.99W	25	595243.19N 0011733.32W
8	595239.54N 0011709.93W	26	595244.30N 0011734.97W
9	595240.31N 0011707.86W	27	595245.49N 0011736.42W
10	595241.08N 0011705.80W	28	595246.71N 0011735.05W
11	595241.85N 0011703.74W	29	595247.82N 0011733.40W

CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY.

AERO INFO DATE 07 SEP 26

EGFH — SWANSEA

EGFH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFH — SWANSEA

EGFH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513618N Long: 0040405W Midpoint of Runway 04/22.
2	Direction and distance from city	5 NM WSW of Swansea.
3	Elevation / Reference temperature / Mean Low Temperature	298 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	174 FT
5	Magnetic Variation / Annual Change	0° (2027) / 0.18°E
6	AD Administration Address Telephone	SWANSEA AIRPORT STAKEHOLDER ALLIANCE. Swansea Airport, Fairwood Common, Swansea,SA2 7JU. 01792-687042 (ATC and Admin)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	-

EGFH AD 2.3 OPERATIONAL HOURS

1	AD Administration	Aerodrome is available for aircraft requiring a licensed aerodrome, Fri-Sun 0900-1600 (0800-1700). Out of hours on request.
2	Customs and immigration	By arrangement.
3	Health and sanitation	Limited.
4	AIS Briefing Office	No briefing facilities available.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	Not available.
7	ATS	See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	-
12	Remarks	Use of aerodrome PPR by website www.swansea-airport.wales or same day by telephone on 01792-687042. Permission to use aerodrome may be withdrawn during times that adverse weather conditions prevail. Flying by local aircraft and emergency service helicopters may occur outside published hours. Aerodrome is available for aircraft requiring a licensed aerodrome, Fri-Sun 0900-1600 (0800-1600). Out of hours on request.

EGFH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited, by prior arrangement.
2	Fuel and oil types	Jet A-1, AVGAS, UL
3	Fuelling facilities/capacity	AVGAS 9000 LT Tank, Jet A-1 17,000 LT Bowser, UL 4500 LT Bowser.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Limited, by arrangement.
6	Repair facilities for visiting aircraft	Limited.
7	Remarks	Rotor Running Refuels available PPR.

EGFH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	On aerodrome. Cafe in terminal building.
3	Transportation	Taxis, Car hire.
4	Medical facilities	Limited First Aid.
5	Bank and Post Office	-
6	Tourist Office	Limited during aerodrome hours.
7	Remarks	-

EGFH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 Fri-Sun 0900-1600 (0800-1700).
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGFH AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON 1 Surface: Asphalt NIL APRON 2 Surface: Concrete NIL
2	Taxiway width, surface and strength	Taxiway A: 10 M Surface: Asphalt NIL Taxiway B: 19 M Surface: Asphalt NIL Taxiway C: 10 M Surface: Asphalt NIL Taxiway D: 5 M Surface: Asphalt NIL
3	Altimeter checkpoint location and elevation	Hold B1 275 FT - Hold B2 267 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	The concrete section of the apron slopes from NW to SE up to a maximum gradient of 2.93%. Taxiway adjoining the eastern edge of the apron is provided for access to Hangar 1 only, and is not available to aircraft that require use of a licensed aerodrome.

EGFH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiway guidelines and visual docking. Yellow taxiway centre-line - no visual docking. Parking Guidance System. Marshaller available on request.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 04/22: Runway markings, TDZ markings, Threshold, designators, displaced threshold arrows. Taxiway marking aid(s): Yellow centre-line and holding positions.
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	Three WDI 513601.07N 0040420.33W; 513609.36N 0040352.96W; 513623.35N 0040352.25W.

EGFH AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGFH3499) 22/APPROACH 04/ TAKE-OFF	BUSH	513643.11N 0040339.85W	328 FT	NIL	No	-
(EGFH3456) 22/APPROACH 04/ TAKE-OFF	FENCE	513638.77N 0040343.73W	308 FT	NIL	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGFH3455)	FENCE	513638.91N 0040344.09W	309 FT	NIL	No	-

EGFH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EGFH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
04	036.31°	1351 x 30 M	RWY surface: Concrete NIL	513601.13N 0040425.26W 173.7 FT	THR 261.1 FT -	-
22	216.32°	1351 x 30 M	RWY surface: Concrete NIL	513633.98N 0040346.49W 173.7 FT	THR 295.1 FT -	-
10	096.32°	857 x 18 M	RWY surface: Asphalt NIL	513604.22N 0040432.85W 173.7 FT	THR 255.8 FT -	-
28	276.33°	857 x 18 M	RWY surface: Asphalt NIL	513601.39N 0040351.84W 173.7 FT	THR 254.9 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	- x 86 M	90 x 92 M -	-	-	RWY 04 Runways 04/22 and 10/28 have undulating surface.
-	-	- x 86 M	90 x 92 M -	-	-	RWY 22 Threshold displaced by 91 M.
-	-	- x 60 M	90 x 36 M -	-	-	RWY 10 Unlicensed runway. Threshold displaced by 33 M.
-	-	- x 60 M	90 x 36 M -	-	-	RWY 28 Unlicensed runway. Threshold displaced by 30 M.

EGFH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	1199 M	1199 M	1199 M	1200 M	-
22	1199 M	1199 M	1199 M	1200 M	-
10	799 M	799 M	799 M	824 M	-
28	799 M	799 M	799 M	794 M	-

EGFH AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGFH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 513623.37N 0040353.04W.

3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGFH AD 2.16 HELICOPTER LANDING AREA

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EGFH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SWANSEA ATZ A circle, 2 NM radius, centred at 513619N 0040404W on longest notified runway (04/ 22)	Upper limit: 2298 FT ALT Lower limit: SFC	G	SWANSEA RADIO English	3000 FT	0900-1800 (0800-1700); and by arrangement.	ATZ 2000 FT AAL.

EGFH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	SWANSEA RADIO	119.705 A/G frequency.	-	-	Mon-Sun 0900-1800 (0800-1700).	-

EGFH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGFH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of the aerodrome is subject to the provisions of a document entitled Swansea Airport Stakeholders Alliance, Conditions of Use. A copy of this document may be obtained on request to the Airport Manager, at the address specified at AD 2.2.
b) Aerodrome available to aircraft unable to communicate via radio with the A/G station by PPR.
c) Information and/or instructions from the Airport Manager may be relayed via A/G. Such messages will be prefixed 'Message from the aerodrome authority...'. Compliance with any relayed instruction is mandatory.
d) Permission to use the aerodrome either to land or depart, may be withdrawn without notice. Withdrawal of permission may occur due to prevailing weather conditions, if it is considered that the requirements of the airport's Safety Management System cannot be met.

2 GROUND MOVEMENT

a) Helicopters are to call for start when parachute operations are in progress.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) The carriage of Dangerous Goods, as specified by the Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Airport Manager or nominated deputy.
b) Each aircraft commander is responsible for the safety of his/her passengers and other crew members. To ensure the safety of passengers and crew members, the aircraft commander or other competent crew member is to supervise and escort passengers whilst airside.
c) Smoking and use of mobile phones whilst airside is strictly prohibited.

d) Windshear can occur on the final approach to Runway 10 in strong easterly winds.

5 HELICOPTER OPERATIONS

a) Helicopter landing spots situated on Apron 1 and adjacent to Holding Point B1.

6 USE OF RUNWAYS

a) Runways 04/22 and 10/28 are restricted to aircraft with MTOW 5700 KG or less.

7 TRAINING

a) Use of the aerodrome by training flights is subject to approval, which may be withdrawn without prior notice. Issue of approval is conditional upon training flights not causing delays to other aircraft and not causing movement area or airspace congestion.

EGFH AD 2.21 NOISE ABATEMENT PROCEDURES

a) Aircraft are to be operated in a manner to cause least disturbance in areas surrounding the aerodrome.

EGFH AD 2.22 FLIGHT PROCEDURES

1 RADIO COMMUNICATION FAILURE PROCEDURES

a) If radio communications failure is experienced after establishment of RTF contact do not fly in the overhead or 'dead' side to avoid conflict with parachuting operations. If RTF contact has not been established, unless an emergency is experienced which requires immediate landing, the ATZ is not to be entered, and diversion made to a suitable alternate aerodrome.

2 CIRCUITS

a) Unless notified by A/G that parachute descents are not in progress aircraft must not fly in the overhead and deadside. However, a straight-in approach to the notified runway in use may be flown if 'Swansea Radio' notify that there is no reported traffic to affect this course of action.
b) Unless otherwise notified by 'Swansea Radio' standard circuit directions are as follows: Runway 10 and 22 - Right Hand; Runway 28 and 04 - Left Hand.

3 FREE-FALL PARACHUTING PROCEDURES

a) Free-fall parachuting takes place overhead the aerodrome. ENR 5.5 refers. A/G will notify when parachute descents are taking place.
b) Subject to the notified runway in use, one of two parachute landing areas will be used. When Runway 04/22 is in use, the Southern Parachute Landing Area (PLA), located in the south eastern corner of the aerodrome, south of Runway 28 threshold, will be used. When Runway 10/28 is in use, the Northern PLA, located in the northeast corner of the aerodrome, north of Taxiway A, will be used.
c) Arriving aircraft that have not entered the ATZ are advised to remain outside until notified by A/G that all parachutes have landed. Any aircraft within the ATZ on final approach, requiring to go around, should climb straight ahead and then conform to the notified circuit direction.

EGFH AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGFH AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGFH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

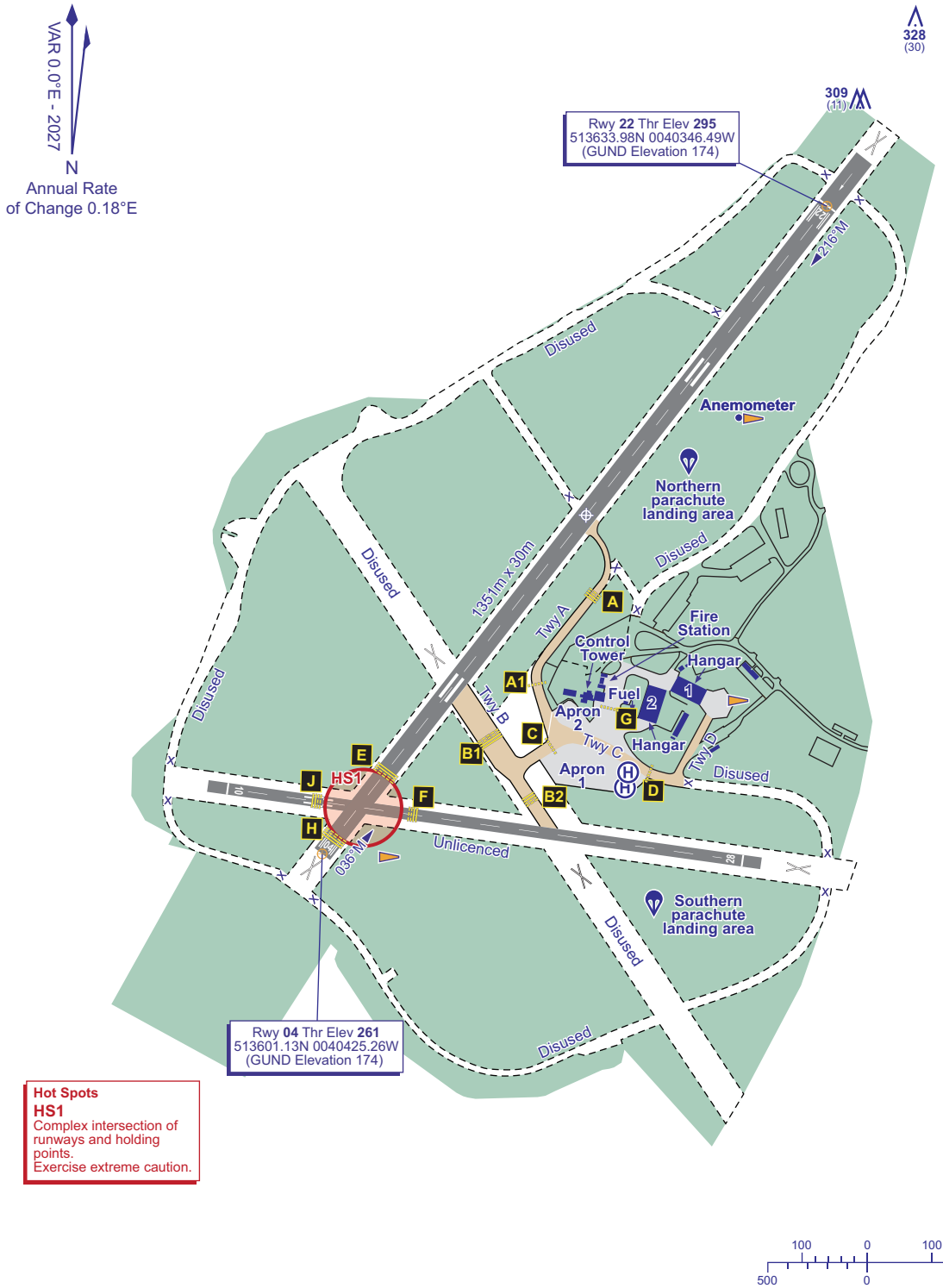
ARP 513618N 0040405W

AD ELEV 298FT

SWANSEA
EGFH

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**328** (29)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCR**
RWY 04/22	Concrete	-
TWY A, B, C, D	Asphalt	-
Apron (All)	*See AD text page EGFH AD 2.8*	



COM		
A/G	119.705	SWANSEA RADIO

CHANGE (12/26): PCN REPLACED BY PCR.

AERO INFO DATE 08 SEP 26

AD 2-EGFH-2-1

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EGBM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
03	-	630 x 18 M	RWY surface: Asphalt -	-	-	-
21	-	630 x 18 M	RWY surface: Asphalt -	-	-	-
08	073.39°	1190 x 28 M	RWY surface: Asphalt -	524845.13N 0014623.55W -	THR 412.0 FT -	-
26	253.41°	1190 x 28 M	RWY surface: Asphalt -	524856.10N 0014522.81W -	THR 438.0 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	-	-	-	-	RWY 03 Unlicensed.
-	-	-	-	-	-	RWY 21 Unlicensed.
-	-	-	-	-	-	RWY 08 Threshold displaced by more than 120 M. A significant portion of the runway is not visible from the thresholds of Runways 26 or 08. The grass taxiway is normally only available during the summer.
-	-	-	-	-	-	RWY 26 Threshold displaced by 60 M. A significant portion of the runway is not visible from the thresholds of Runways 26 or 08. The grass taxiway is normally only available during the summer.

EGBM AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	1190 M	1190 M	1190 M	1190 M	-
26	1190 M	1190 M	1190 M	1190 M	-

EGBM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
26	Runway lighting available by special arrangement only. -	-	APAPI Left/3.5° 21 FT 93 M	-	-	-	-	-	-

EGBM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGBM AD 2.16 HELICOPTER LANDING AREA

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EGBM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
TATENHILL ATZ A circle, 2 NM radius, centred at 524851N 0014553W on longest notified runway (08/ 26)	Upper limit: 2439 FT ALT Lower limit: SFC	G	TATENHILL RADIO English	6000 FT	0900-1700 (0800-1600); and by arrangement.	ATZ 2000 FT AAL.

EGBM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	TATENHILL RADIO	124.080 A/G frequency.	-	-	0900-1700 (0800-1600).	-

EGBM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGNV — TEESSIDE INTERNATIONAL

EGNV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNV — TEESSIDE INTERNATIONAL

EGNV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 543033N Long: 0012546W Mid point of Runway 05/23.
2	Direction and distance from city	4.7 NM SE of Darlington
3	Elevation / Reference temperature / Mean Low Temperature	120 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	161 FT
5	Magnetic Variation / Annual Change	0.65°E (2027) / 0.19°E
6	AD Administration Address Telephone Telefax	TEESSIDE INTERNATIONAL AIRPORT LTD Teesside International Airport Ltd, Darlington, Co Durham DL2 1LU. 01325-332811 01325-332810
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGNV AD 2.3 OPERATIONAL HOURS

1	AD Administration	Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100).
2	Customs and immigration	Selective attendance. No hours notified.
3	Health and sanitation	Port Health Authority on request from handling agents
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	As AD hours.
12	Remarks	Extensions available as per landing fees and charges via the Airport Duty Manager, Tel: 01325-331008.

EGNV AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Available. Nearest railway siding, Dinsdale 1.3 NM
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	500,000 LT, AVTUR JET A-1. 30,000 LT, AVGAS 100LL.
4	De-icing facilities	By arrangement with Teesside International Airport, 01325-331008.
5	Hangar space for visiting aircraft	By arrangement with the Airport Duty Manager
6	Repair facilities for visiting aircraft	By arrangement. Draken 01325-332322.
7	Remarks	Available during normal hours or by arrangement. JET A-1 and AVGAS supplied by Teesside International Airport Ltd on behalf of PHILLIPS 66. All visiting aircraft are subject to mandatory handling and PPR. Operators are requested to contact one of the two handling agents: Teesside International Airport: Tel: 01325-331008; Email: dutymanagers@teessideinternational.com. Jet Centre: Tel: 0330-4407700; Email: jetcentre@willisaviation.com.

EGNV AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels within 5 NM.
2	Restaurants	Cafe.

3	Transportation	Buses, taxis and trains. Nearest railway station, Darlington train station (6.5 miles).
4	Medical facilities	Limited first aid. First aid room in terminal.
5	Bank and Post Office	-
6	Tourist Office	-
7	Remarks	-

EGNV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 6 is for scheduled operators utilising aircraft with seating capacity of up to 100 seats. Aircraft operating above 100 seats capacity will require prior approval. Fire cover up to and including Category 8 available with prior notice.
2	Rescue equipment	Cutting and lifting equipment available.
3	Capability for removal of disabled aircraft	MTWA 203,600 KG. Contact 01325-331008.
4	Remarks	-

EGNV AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing, Sanding/Gritting.
2	Clearance priorities	Runway 05/23. Central axis taxiway. Main apron. Other taxiways.
3	Remarks	Winter operations and surface updates contact Airport Duty Manager 01325-331008.

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

1	Apron surface and strength	EASTERN Surface: Concrete PCR 69/R/D/W/U MAIN Surface: Concrete PCR 1001/R/D/W/U WESTERN Surface: Asphalt PCR 237/F/D/X/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Concrete and asphalt PCR 447/F/C/X/U Taxiway BRAVO: 23 M Surface: Concrete and asphalt PCR 878/F/D/X/U Taxiway CHARLIE: 15 M Surface: Concrete and asphalt PCR 507/F/D/X/U Taxiway DELTA: 15 M Surface: Concrete and asphalt PCR 507/F/D/X/U
3	Altimeter checkpoint location and elevation	Terminal Apron 120 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGNV 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 1L, 1, 1R, 2, 3, 4, 5 and 5R are marshalled nose-in parking. Follow yellow painted guide lines onto stand. On occasion, non-standard parking may apply, follow marshaller guidance.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Runway designator, threshold, centre-line and touchdown zone markings. Runway light(s): Runway edge, lead off/on centre-line, at Bravo, Charlie and Delta, threshold and wingbar lighting. Taxiway marking aid(s): Yellow centre-line marking on all taxiways and in certain location supplemented with green reflective studs. Taxiway light(s): Green centre-line lighting is provided on all taxiways. Runway guard lights at all taxiway entrances to the runway and illuminated runway and taxiway holding position signs. Apron Floodlighting.
3	Stop bars and runway guard lights (if any)	Alpha 1, Bravo, Charlie, Delta 2.
4	Other runway protection measures	-
5	Remarks	WDI (LGTD) - 543017.93N 0012623.52W, 543047.66N 0012506.09W.

EGNV 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.

EGNV 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	H24.
8	Supplementary equipment available for providing information	Fax.
9	ATS units provided with information	TEESSIDE INTERNATIONAL
10	Additional information (limitation of service, etc.)	ATIS Telephone number: 01325-331054. AUTO METAR produced outside aerodrome opening hours.

EGNV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
05	047.44°	2291 x 45 M	RWY surface: Asphalt PCR 717/F/C/W/U	543008.03N 0012632.74W 160.9 FT	THR 114.9 FT TDZ 120.1 FT	1: 7516
23	227.46°	2291 x 45 M	RWY surface: Asphalt PCR 717/F/C/W/U	543058.10N 0012459.01W 160.7 FT	THR 116.3 FT TDZ 117.0 FT	1: 7516

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	285 x 150 M	-	-	-	-	RWY 05 Strip Dimensions: 2411 x 280 M. OFZ: Yes.
-	197 x 150 M	-	-	-	-	RWY 23 Strip Dimensions: 2530 x 280 M. OFZ: Yes.

EGNV AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	2291 M	2576 M	2291 M	2291 M	-
23	2291 M	2488 M	2291 M	2290 M	-
05	1770 M	2055 M	1770 M	-	Take-off from intersection with Hold Charlie.
05	997 M	1282 M	997 M	-	Take-off from intersection with Hold Bravo.
23	1355 M	1552 M	1355 M	-	Take-off from intersection with Hold Bravo.

EGNV 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 four crossbars. 605 M Light intensity high	Green	PAPI Left/3° 53 FT 312 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.

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.

AERODROME CHART - ICAO

ARP 543033N 0012546W

AD ELEV 120FT

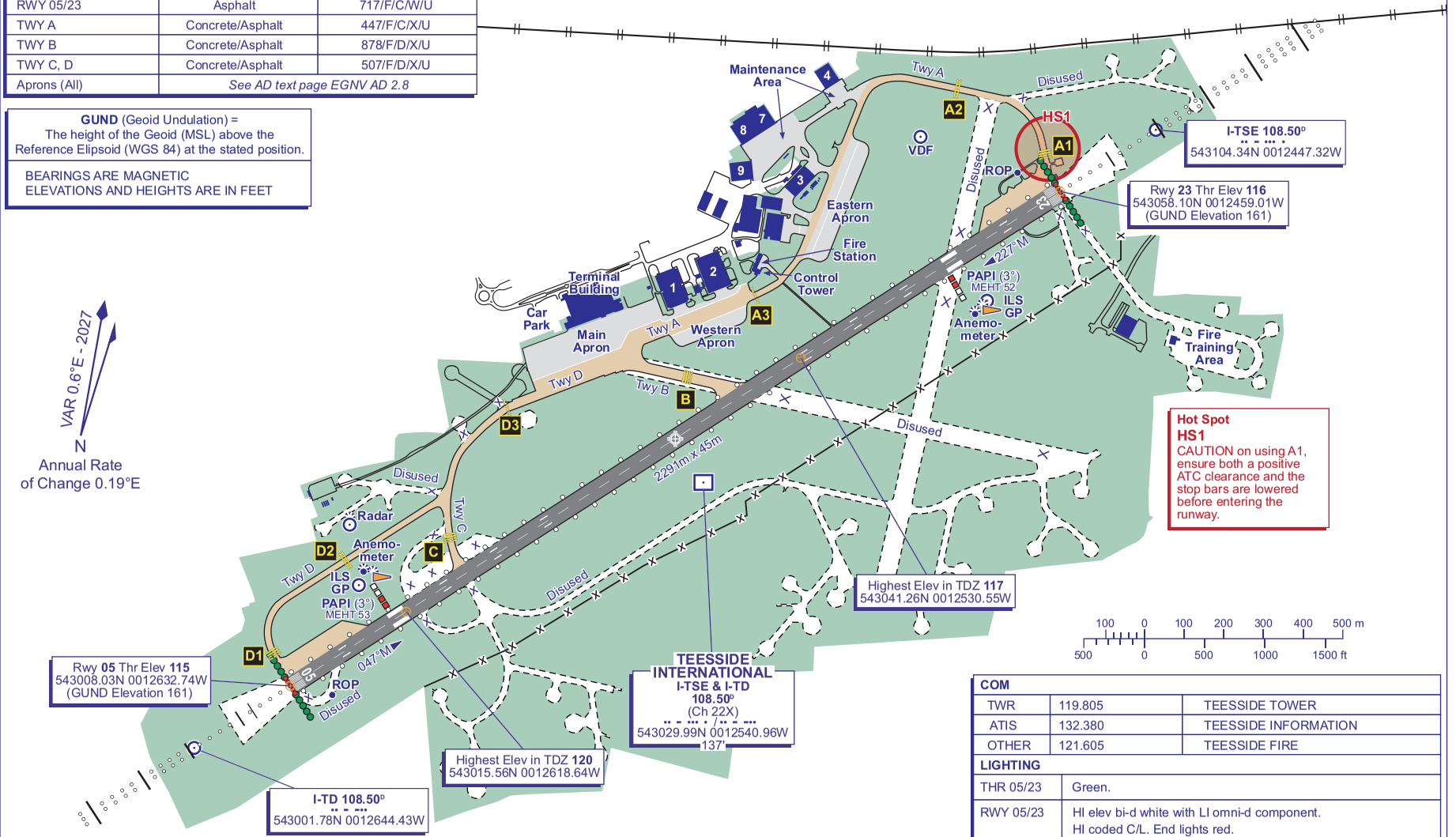
TEESSIDE INTERNATIONAL
EGNV

AERO INFO DATE 02 SEP 26

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	SURFACE	PCR
RWY 05/23	Asphalt	717/F/C/W/U
TWY A	Concrete/Asphalt	447/F/C/X/U
TWY B	Concrete/Asphalt	878/F/D/X/U
TWY C, D	Concrete/Asphalt	507/F/D/X/U
Aprons (All)	*See AD text page EGNV AD 2.8*	

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET



COM		
TWR	119.805	TEESSIDE TOWER
ATIS	132.380	TEESSIDE INFORMATION
OTHER	121.605	TEESSIDE FIRE

LIGHTING	
THR 05/23	Green.
RWY 05/23	HI elev bi-d white with LI omni-d component. HI coded C/L. End lights red.
TWY	Green C/L. Guard lights at all runway hold entrances.

CHANGE (12/26): PCR TABLE. NEW BUILDING NEAR MAINTENANCE AREA. AD BOUNDARY.

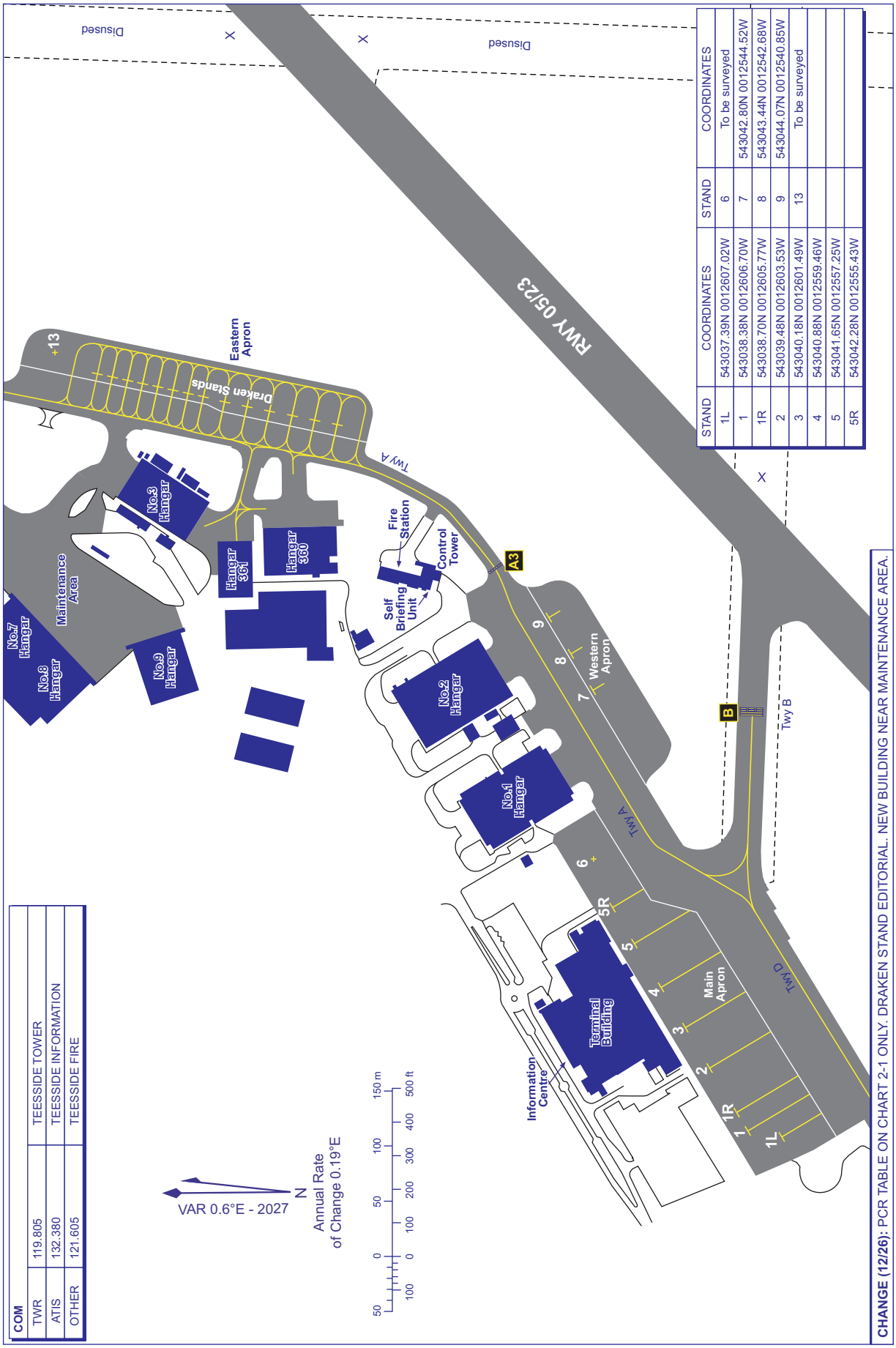
I

TEESSIDE INTERNATIONAL EGNV

AD ELEV 120FT

ARP 543033N 0012546W

AIRCRAFT PARKING/DOCKING CHART - ICAO



STAND	COORDINATES	STAND	COORDINATES
1L	543037.39N 0012607.02W	6	To be surveyed
1	543038.38N 0012606.70W	7	543042.80N 0012544.52W
1R	543038.70N 0012605.77W	8	543043.44N 0012542.68W
2	543039.48N 0012603.53W	9	543044.07N 0012540.85W
3	543040.18N 0012601.49W	13	To be surveyed
4	543040.88N 0012559.46W		
5	543041.65N 0012557.25W		
5R	543042.28N 0012555.43W		

COM		
TWR	119.805	TEESSIDE TOWER
ATIS	132.380	TEESSIDE INFORMATION
OTHER	121.605	TEESSIDE FIRE

CHANGE (12/26): PCR TABLE ON CHART 2-1 ONLY. DRAKEN STAND EDITORIAL. NEW BUILDING NEAR MAINTENANCE AREA.

EGPU — TIREE

EGPU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPU — TIREE

EGPU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 562957N Long: 0065209W Mid point of Runway 05/23.
2	Direction and distance from city	2.5 NM NNE Balemartine.
3	Elevation / Reference temperature / Mean Low Temperature	38 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	186 FT
5	Magnetic Variation / Annual Change	1.73°W (2027) / 0.21°E
6	AD Administration Address Telephone Telefax	HIAL Tiree Aerodrome, Isle of Tiree, Argyll, PA77 6UW. 01879-220456 01879-220714
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGPU AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Thu 0930-1815 (0830-1715); Fri 0930-1145 (0830-1045), 1600-1815 (1500-1715); Sat 0930-1515 (0830-1415); Sun 1415-1530 (1315-1430) 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	As AD hours. See also AD 2.18
8	Fuelling	Not applicable.
9	Handling	By arrangement with HIAL
10	Security	-
11	De-icing	-
12	Remarks	This aerodrome is strictly PPR and arrival/departure times may be allocated.

EGPU AD 2.4 HANDLING SERVICES AND FACILITIES

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EGPU AD 2.5 PASSENGER FACILITIES

1	Hotels	-
2	Restaurants	-
3	Transportation	-
4	Medical facilities	Limited first aid available.
5	Bank and Post Office	-
6	Tourist Office	-
7	Remarks	Disabled passenger handling and wheelchair facilities available during AD hours.

EGPU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A3 RFF Category 3 will on occasions be provided with RFF Category 2 under remission. RFF Category 4 by PPR arrangement.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Limited
4	Remarks	-

EGPU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, chemical de-icing.
2	Clearance priorities	R/W's, Taxiway, Apron, Airport Domestic Area.
3	Remarks	Latest Information from: 01879-220456.

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

1	Apron surface and strength	MAIN APRON Surface: Asphalt -
2	Taxiway width, surface and strength	Taxiway A: 13 M Surface: Asphalt -
3	Altimeter checkpoint location and elevation	Apron 34 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGPU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Runway designators and centre-line markings.
3	Stop bars and runway guard lights (if any)	A, B1.
4	Other runway protection measures	-
5	Remarks	WDIs (LGTD) - Runway 05: 562949.25N 0065230.58W; Runway 23: 563006.24N 0065158.04W; Runway 11: 563007.34N 0065227.00W.

EGPU 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**
(EGPU9552) 05/APPROACH 23/ TAKE-OFF	BUILDING	562933.43N 0065259.60W	59 FT	16 FT	No	-
(EGPU9551) 05/APPROACH 23/ TAKE-OFF	BUILDING	562933.36N 0065259.54W	59 FT	16 FT	No	-
(EGPU9549) 05/APPROACH 23/ TAKE-OFF	BUILDING CHIMNEY	562933.23N 0065259.53W	61 FT	18 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**
(EGPU1207)	BUILDING	563028.46N 0064917.76W	133 FT	16 FT	No	-
(EGPU9509)	MAST	563013.94N 0065751.48W	444 FT	101 FT	No	-
(EGPU9181)	MAST	562959.61N 0064825.43W	137 FT	110 FT	No	-
(EGPU9937)	RADOME	562719.88N 0065522.88W	539 FT	81 FT	No	-

EGPU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 hours.
4	Trend forecast Interval of issuance	TREND 30 minutes. -
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	TAF/METAR. English.
7	Charts and other information available for briefing or consultation	Available on request from ATS.
8	Supplementary equipment available for providing information	Internet.
9	ATS units provided with information	TIREE
10	Additional information (limitation of service, etc.)	During airport opening hours only.

EGPU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	047.10°	1481 x 30 M	RWY surface: Asphalt, Grooved PCR 24/F/B/Y/U	562940.96N 0065240.33W 186.5 FT	THR 30.5 FT -	-
23	227.11°	1481 x 30 M	RWY surface: Asphalt, Grooved PCR 24/F/B/Y/U	563010.89N 0065142.10W 186.4 FT	THR 19.7 FT -	-
11	107.06°	799 x 19 M	RWY surface: Asphalt PCR 24/F/B/Y/U	563007.76N 0065245.47W 186.5 FT	THR 38.1 FT -	-
29	287.07°	799 x 19 M	RWY surface: Asphalt PCR 24/F/B/Y/U	563000.09N 0065200.30W 186.5 FT	THR 24.6 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**
-	69 x 150 M	1531 x 280 M	-	-	-	RWY 05
-	71 x 150 M	1531 x 280 M	-	-	-	RWY 23 Threshold displaced by 120 M to provide 1:50 over boundary fence.

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 60 M	-	-	-	RWY 11
-	-	859 x 60 M	-	-	-	RWY 29

EGPU AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	1411 M	1481 M	1411 M	1411 M	-
23	1410 M	1481 M	1481 M	1361 M	-
11	799 M	799 M	799 M	799 M	-
29	799 M	799 M	799 M	799 M	-

EGPU 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 Light intensity low LED	APAPI Left/3° - LED	-	-	60 M spacing bi-directional with omni-directional component. LED. White Light intensity low	LED Red Light intensity low	-	-
23	-	Green Light intensity low LED	APAPI Right/3° - LED	-	-	60 M spacing bi-directional with omni-directional component. LED White Light intensity low	LED Red Light intensity low	-	-
11	-	Green Light intensity low LED	APAPI Right/3° - LED	-	-	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 Right/3° - LED	-	-	60 M spacing bi-directional with omni-directional component. LED White Light intensity low	LED Red Light intensity low	-	-

EGPU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 562953.92N 0065243.14W Flashing White
2	LDI location and lighting Anemometer location and lighting	Anemometer: Taxiway A Mast: 563001.47N 0065241.07W (LGTD); Runway 23 Mast: 563013.00N 0065147.43W (LGTD); Runway 05 Mast: 562945.20N 0065241.49W (LGTD).
3	TWY edge and centre line lighting	EDGE: Taxiway A blue edge.
4	Secondary power supply/switch-over time	Standby Generator/22 seconds.
5	Remarks	Obstacle light on VCR.

EGPU AD 2.16 HELICOPTER LANDING AREA

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EGPU 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
TIREE ATZ A circle, 2 NM radius, centred at 562957N 0065209W on longest notified runway (05/ 23)	Upper limit: 2038 FT ALT Lower limit: SFC	G	TIREE INFORMATION English	3000 FT	Mon-Thu: 0930-1815 (0830-1715), Fri: 0930-1145 (0830-1045), 1600-1815 (1500-1715), Sat: 0930-1515 (0830-1415), Sun: 1415-1530 (1315-1430).	ATZ 2000 FT AAL.

EGPU 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	TIREE INFORMATION	122.705 DOC 25 NM/6000 FT	-	-	Mon-Thu 0930-1815 (0830-1715); Fri 0930-1145 (0830-1045), 1600-1815 (1500-1715); Sat 0930-1515 (0830-1415); Sun 1415-1530 (1315-1430) and by arrangement with AD operator (HIAL).	-
OTHER	TIREE FIRE CHIEF	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGPU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 1.73°W (2027) 1.7°W (2024)	TIR	124X 117.700 MHz	H24	562935.61N 0065232.27W	51 FT	VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R227-317).

EGPU AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

i. **Runways 05/23 and 11/29**. 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) Use of Tiree aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) No ground signals except light signals.
b) All taxiways are closed except between the threshold of Runway 11, the parking apron, south of Runway 11/29. Unserviceable sections of Runway are fenced off and marked with white crosses.
c) 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.
d) Large flocks of geese are prevalent in the vicinity of the aerodrome all year round, with increased activity between October and March.
e) Windsurfing and kite surfing may take place on beaches near the aerodrome.
f) Paramotor activity by non-radio aircraft takes place occasionally throughout the year on the Isle of Tiree.
g) Wind Turbine, 563208N 0064528W, 4.4 NM/59°T from ARP, 262 FT AGL.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGPU AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGPU AD 2.22 FLIGHT PROCEDURES

1 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.

EGPU AD 2.23 ADDITIONAL INFORMATION

Not applicable

TIREE EGPU

AERODROME CHART - ICAO

ARP 562957N 0065209W

AD ELEV 38FT

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCR
RWY 05/23	Grooved Asphalt	24/F/B/Y/U
RWY 11/29	Asphalt	24/F/B/Y/U
TWY A	Asphalt	-
Apron (All)	*See AD text page EGPU AD 2.8*	

VAR 1.7°W - 2027

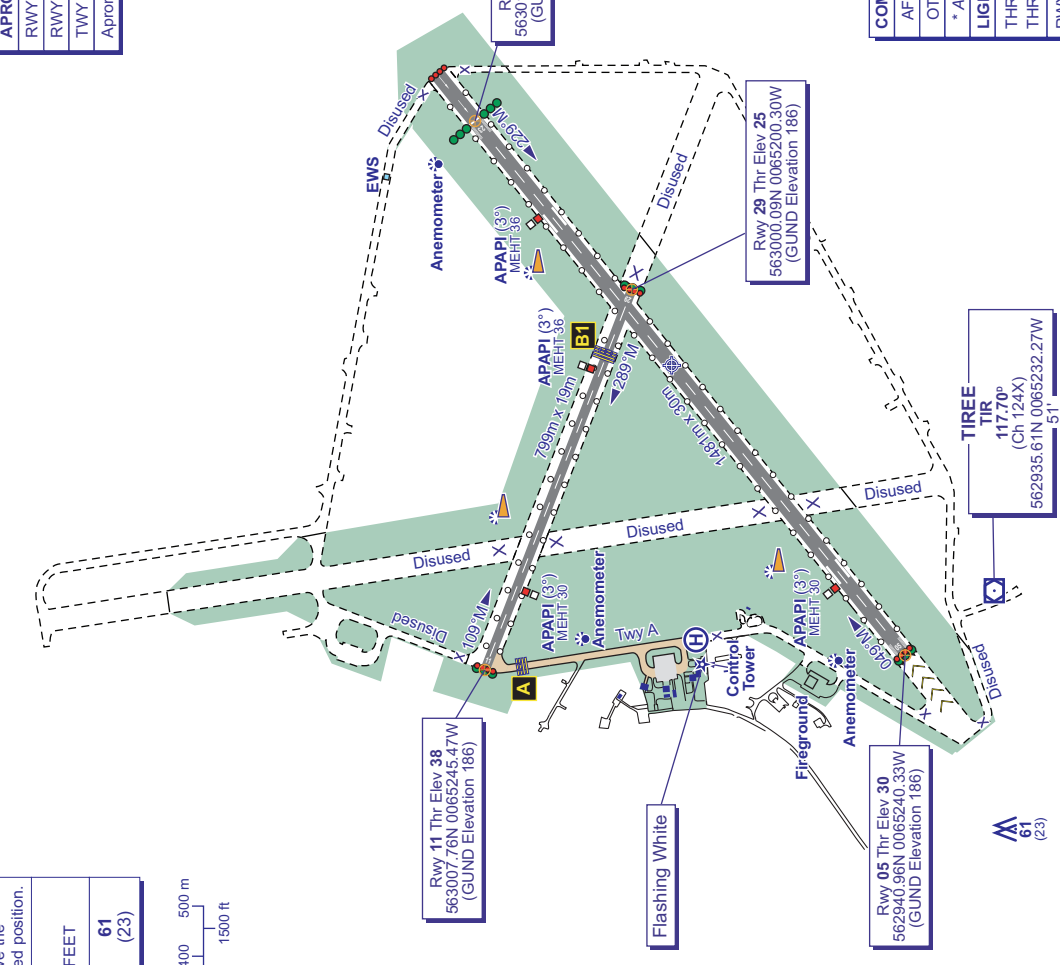
N

Annual Rate of Change 0.21°E

COM		
AFIS	122.705	TIREE INFORMATION
OTHER	121.605*	TIREE FIRE CHIEF

** Availability see EGPU AD 2.18*

LIGHTING	
THR 05/23	Ll green.
THR 11/29	Ll green.
RWY 05/23	Edge Ll bi-d with omni-d component. Ll end lights red.
RWY 11/29	Edge Ll bi-d with omni-d component. Ll end lights red.
TWY	TWY A edge blue.



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 — 61
HEIGHTS IN FEET ABOVE AD — (23)

100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft

CHANGE (12/26): RWY PCR ADDED.

AERO INFO DATE 07 SEP 26

AD 2-EGPU-2-1

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EGNL — WALNEY

EGNL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNL — WALNEY

EGNL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 540743N Long: 0031603W Mid point of Runway 17/35.
2	Direction and distance from city	1.5 NM NW of Barrow-in-Furness.
3	Elevation / Reference temperature / Mean Low Temperature	44 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	173 FT
5	Magnetic Variation / Annual Change	0.01°E (2027) / 0.19°E
6	AD Administration Address Telephone AFS Web address	BAE SYSTEMS MARINE LTD MARITIME - SUBMARINES Walney Aerodrome, Barrow-in-Furness, Cumbria LA14 3TD. +44 (0)1229-474087 (ATS/Flight Operations) EGNLZTZX https://app.airportal.aero (Drone/Crane requests)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATS are recorded.

EGNL AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise. All movements strictly PPR. All UAS movement requests in ATZ/FRZ/RPZ (non-emergency services) minimum 7 days.
2	Customs and immigration	-
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	Mon-Thu 0730-1900 (0630-1800); Fri 0830-1700 (0730-1600).
9	Handling	-
10	Security	H24
11	De-icing	-
12	Remarks	AD may close earlier than published if no company traffic expected. Visiting aircraft not accepted, unless by arrangement with AD authority.

EGNL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET A-1 (FSII additive not included).
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	No de-fuelling facilities available.

EGNL AD 2.5 PASSENGER FACILITIES

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EGNL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 1 (For BAE Systems Marine Ltd aircraft). RFF Category 1 (Approved flights only).
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGNL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	MAIN APRON Surface: Concrete NIL
2	Taxiway width, surface and strength	Taxiway ALPHA: 14 M Surface: Concrete NIL Taxiway BRAVO: 14 M Surface: Asphalt NIL Taxiway CHARLIE: 22 M Surface: Asphalt NIL
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	Taxiway C is subject to limited/restricted use or closure. Orange and white boards across the taxiway indicate the taxiway is closed. ATS will advise if the taxiway is available.

EGNL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Runway designation, runway centre-line. 17/35: 17: Runway designation, runway centre-line. 35: Runway designation, runway centre-line, fixed distance, touchdown zone and runway threshold markings.
3	Stop bars and runway guard lights (if any)	Runway guard lights at holding points A and B.
4	Other runway protection measures	-
5	Remarks	At night-time, taxiways with reflective markers may be used by aircraft which have a serviceable taxi or landing light which must be illuminated. It is the pilot's responsibility to refuse taxi clearance via these routes at night if not so equipped. Taxiways without powered lighting will not be used in either visibility or RVR of 1500 M or less at night. Holding point indicator signs. WDI near threshold of Runways 05 and 35 - 540731.23N 0031546.48W (LGTD).

EGNL 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**
(EGNL3109) 23/APPROACH 05/ TAKE-OFF	WIND TURBINE	541014.70N 0031115.37W	540 FT	144 FT	No	-
(EGNL3301) 23/APPROACH 05/ TAKE-OFF	MAST	541014.56N 0031122.37W	498 FT	94 FT	No	-
(EGNL3063) 23/APPROACH 05/ TAKE-OFF	MAST	540940.44N 0031050.90W	387 FT	159 FT	No	-
(EGNL1007) 23/APPROACH 05/ TAKE-OFF	PYLON	540813.46N 0031416.71W	148 FT	99 FT	No	-
(EGNL1483) 17/APPROACH 35/ TAKE-OFF	LLZ HUT	540804.69N 0031611.70W	43 FT	8 FT	No	-
(EGNL3889) 17/APPROACH 35/ TAKE-OFF	LLZ OBS	540804.51N 0031612.63W	45 FT	11 FT	Yes Red	-
(EGNL3800) 23/APPROACH 05/ TAKE-OFF	TERRAIN	540803.36N 0031435.14W	71 FT	-	No	-
(EGNL3905) 35/APPROACH 17/ TAKE-OFF	FENCE	540721.35N 0031553.09W	49 FT	3 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**
(EGNL3669)	WIND TURBINE	541240.09N 0030933.64W	1173 FT	208 FT	No	-
(EGNL3073)	WIND TURBINE	541124.08N 0031042.40W	731 FT	209 FT	No	-
(EGNL3072)	WIND TURBINE	541121.27N 0031053.64W	618 FT	210 FT	No	-
(EGNL3074)	WIND TURBINE	541119.47N 0031030.33W	756 FT	199 FT	No	-
(EGNL3071)	MAST	541119.41N 0031048.61W	577 FT	138 FT	No	-
(EGNL3070)	WIND TURBINE	541117.81N 0031045.28W	659 FT	202 FT	No	-
(EGNL3069)	WIND TURBINE	541113.74N 0031032.42W	720 FT	197 FT	No	-
(EGNL3068)	WIND TURBINE	541107.41N 0031034.06W	683 FT	200 FT	No	-
(EGNL3067)	PYLON	541102.82N 0031034.10W	536 FT	84 FT	No	-
(EGNL3066)	WIND TURBINE	541059.81N 0031034.60W	634 FT	208 FT	No	-
(EGNL3201)	WIND TURBINE	541052.59N 0031005.02W	556 FT	114 FT	Yes Red	-
(EGNL1296)	PYLON	541043.18N 0030958.50W	535 FT	97 FT	No	-
(EGNL1294)	PYLON	541035.98N 0030945.49W	523 FT	94 FT	No	-
(EGNL3203)	WIND TURBINE	541033.55N 0030952.93W	560 FT	115 FT	Yes Red	-
(EGNL1297)	PYLON	541031.96N 0030955.49W	534 FT	104 FT	No	-
(EGNL3464)	INDUSTRIAL CHIMNEY	540910.09N 0031319.02W	209 FT	91 FT	No	-
(EGNL3884)	MAST	540906.16N 0031327.75W	184 FT	75 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**
(EGNL3440)	HV PYLON	540858.90N 0031349.68W	173 FT	97 FT	No	-
(EGNL3608)	FLOODLIGHT	540834.41N 0031303.49W	284 FT	53 FT	No	-
(EGNL1243)	FLOODLIGHT	540834.16N 0031307.18W	290 FT	53 FT	No	-
(EGNL1242)	FLOODLIGHT	540831.91N 0031306.93W	290 FT	53 FT	No	-
(EGNL4100)	INDUSTRIAL CHIMNEY	540831.15N 0031358.13W	219 FT	150 FT	Yes Red	-
(EGNL1511)	CHIMNEY	540807.10N 0031231.79W	249 FT	85 FT	No	-
(EGNL1201)	CHURCH	540755.74N 0031335.75W	250 FT	60 FT	No	-
(EGNL3870)	MAST	540748.55N 0031329.86W	263 FT	57 FT	No	-
(EGNL3984)	HV PYLON	540738.03N 0031406.29W	228 FT	161 FT	No	-
(EGNL1222)	CHURCH	540718.72N 0031308.76W	183 FT	103 FT	No	-
(EGNL3045)	CHURCH	540708.65N 0031400.50W	237 FT	163 FT	No	-
(EGNL3093)	CHIMNEY	540614.12N 0031414.29W	266 FT	228 FT	Yes Red	-

EGNL 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 phone.
8	Supplementary equipment available for providing information	Standby systems available.
9	ATS units provided with information	WALNEY
10	Additional information (limitation of service, etc.)	Walney provides unofficial Met observations half-hourly during aerodrome operating hours.

EGNL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	-	-	RWY surface: - NIL	-	THR 37.0 FT -	-
23	-	-	RWY surface: - NIL	-	THR 25.6 FT -	-
17	166.10°	1011 x 44 M	RWY surface: Asphalt NIL	540759.25N 0031609.47W 173.4 FT	THR 33.0 FT -	-

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
35	346.11°	1011 x 44 M	RWY surface: Asphalt NIL	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.	-

AERODROME CHART - ICAO

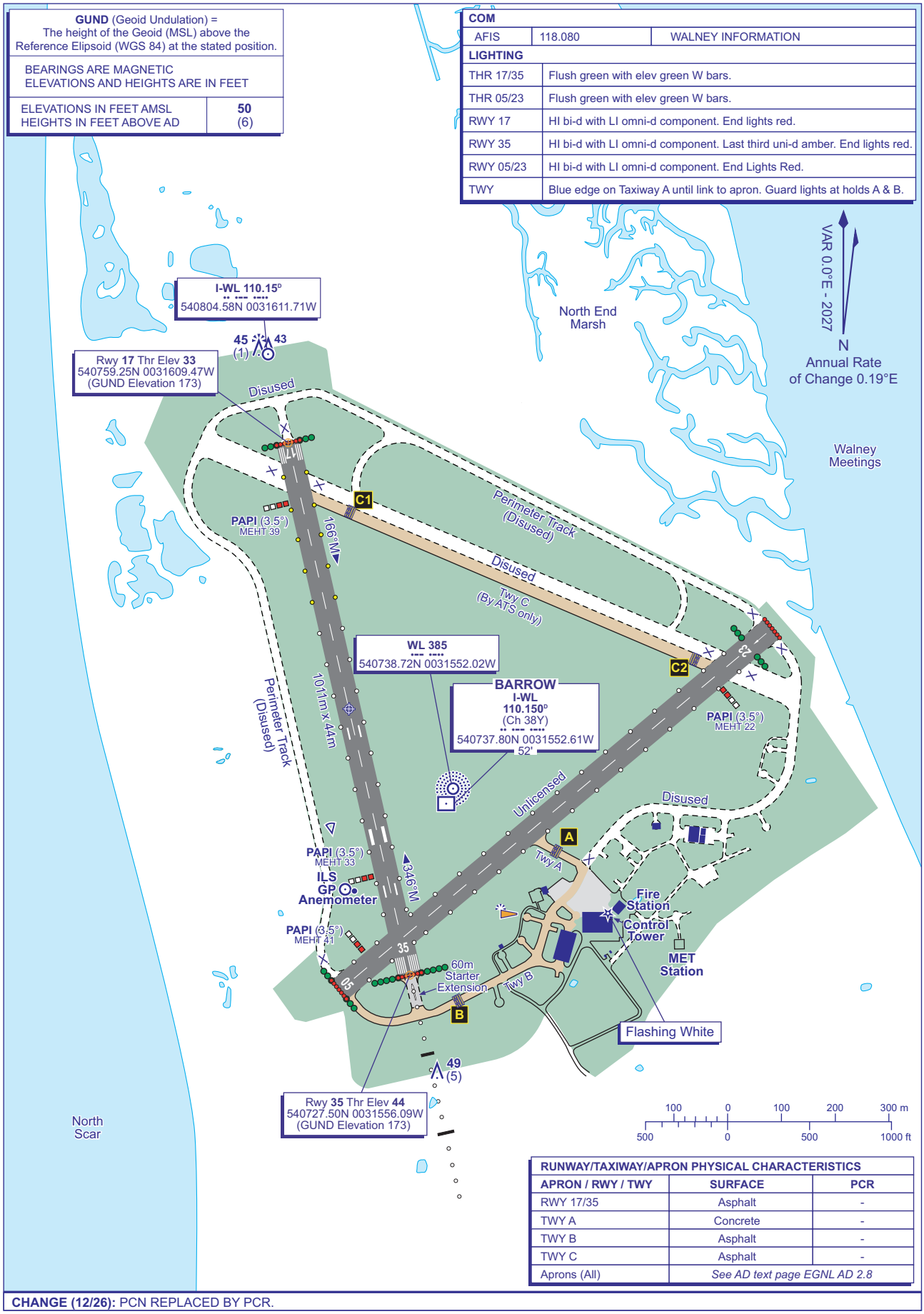
ARP 540743N 0031603W

AD ELEV 44FT

WALNEY
EGNL

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL 50 HEIGHTS IN FEET ABOVE AD (6)

COM		
AFIS	118.080	WALNEY INFORMATION
LIGHTING		
THR 17/35	Flush green with elev green W bars.	
THR 05/23	Flush green with elev green W bars.	
RWY 17	HI bi-d with LI omni-d component. End lights red.	
RWY 35	HI bi-d with LI omni-d component. Last third uni-d amber. End lights red.	
RWY 05/23	HI bi-d with LI omni-d component. End Lights Red.	
TWY	Blue edge on Taxiway A until link to apron. Guard lights at holds A & B.	



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCR**
RWY 17/35	Asphalt	-
TWY A	Concrete	-
TWY B	Asphalt	-
TWY C	Asphalt	-
Aprons (All)	*See AD text page EGNL AD 2.8*	

CHANGE (12/26): PCN REPLACED BY PCR.

AERO INFO DATE 08 SEP 26

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EGNO — WARTON

EGNO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNO — WARTON

EGNO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 534442N Long: 0025300W Mid point of Runway 07/25
2	Direction and distance from city	6 NM W of Preston.
3	Elevation / Reference temperature / Mean Low Temperature	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. 01772-852374 (ATC) 01772-856470 (Aerodrome Ops & 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 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600). 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

EGNO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	CL2B. Irregular spacing. See AD 2.20 para 3. 1030 M White Light intensity high	Green Light intensity high Wingbars only.	PAPI Both/3° 32 FT 230 M	-	-	Elevated HI full length at 60 M spacing. 600 M Yellow caution zone.	23 M central gap Red Light intensity high	-	EDGE: Runway edge lighting inset at RHAG, see AD 2.20 para 3. Blue edge lighting is not provided for the runway end turning circle.
25	CL5B. Irregular spacing. Supplemented by LI Omni-directional red T for circling guidance. See AD 2.20 para 3. 879 M White Light intensity high	Green Light intensity high 23 M central gap and HI Wingbars.	PAPI Both/3° 34 FT 364 M Spacing between PAPI lights reduced due to topography.	-	-	Elevated HI full length at 60 M spacing. 600 M Yellow caution zone.	23 M central gap Red Light intensity high	-	EDGE: Runway edge lighting inset at RHAG, see AD 2.20 para 3. Blue edge lighting is not provided for the runway end turning circle.

EGNO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 534421.90N 0025250.18W Flashing Green 'WQ' H24
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 07 (LGTD): 534436.69N 0025345.94W; Runway 25: 534448.14N 0025215.47W.
3	TWY edge and centre line lighting	CL: Taxiway A alternate green/yellow centreline solar studs (lead off only). Taxiway B green centreline solar studs between aprons and B1 hold. Taxiway C alternate green/yellow centreline solar studs (lead off only) and green centreline solar studs between aprons and C2 hold. EDGE: Taxiways A, B, D & E blue edge lighting. Taxiway D edge lights are 8 M outside marked edge of taxiway. Taxiway C blue reflective edge markers.
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Runway guard lights, apron floodlighting, obstacle lighting.

EGNO AD 2.16 HELICOPTER LANDING AREA

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EGNO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
WARTON ATZ A circle, 2.5 NM radius, centred at 534442N 0025300W (ARP)	Upper limit: 2055 FT ALT Lower limit: SFC	G	WARTON RADAR English	3000 FT	-	The ATZ is notified, for the purposes of Rule 11, as being active H24. For entry into the ATZ see AD 2.22 Flight Procedures. A non-standard MATZ is established as detailed at ENR 2.2 para 2.4 and displayed pictorially at AD 2-EGNO-4-1. Warning: The northern sector of the ATZ is not wholly contained within the MATZ. ATZ 2000 FT AAL.

EGNO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	WARTON TOWER	130.805 DOC 15 NM/ 10,000 FT.	-	-	Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600).	Aircraft may operate outside of these times with the prior approval of the Aerodrome Operator.
RADAR	WARTON RADAR	129.530 DOC 40 NM/ 25,000 FT. Provides SRA RTR 2 NM.	-	-	Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600).	VDF 534422.32N 0025320.79W On AD.
	WARTON TALKDOWN	129.730 DOC 40 NM/ 25,000 FT. Provides SRA RTR 2 NM.	-	-	Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600).	
ATIS	WARTON AIRFIELD INFORMATION	121.730 DOC 2 NM/GND.	-	-	Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600).	ATIS also available via telephone 01772-856060.
OTHER	WARTON FIRE	121.605 Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGNO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.19°E (2027)	IWQ	109.900 MHz	Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600).	534426.10N 0025419.37W		(RWY 25)

2	LDI location and lighting Anemometer location and lighting	-
3	TWY edge and centre line lighting	EDGE: Taxiway edge lighting available at the runway 18/36 intersections only.
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGBW AD 2.16 HELICOPTER LANDING AREA

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EGBW 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
WELLESBOURNE MOUNTFORD ATZ A circle, 2 NM radius, centred at 521132N 0013652W on longest notified runway (18/36)	Upper limit: 2159 FT ALT Lower limit: SFC	G	WELLESBOURNE INFORMATION English	6000 FT	0900-1700 (0800-1600); or SS+30, whichever is earlier; and by arrangement.	ATZ 2000 FT AAL.

EGBW 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	WELLESBOURNE INFORMATION	124.030 DOC 10 NM/3000 FT	-	-	0900-1700 (0800-1600); or SS+30, whichever is earlier (and by arrangement).	-

EGBW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGBW AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Aerodrome is not available to aircraft unable to communicate by radio.

2 GROUND MOVEMENT

a) Runway 05/23 is not available from Fri 1600 (1500) - Sun 0900 (0800), or Tue 0900 (0800) following a PH, due to market.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) The aerodrome is situated 3 nm from the southern boundary of the Birmingham CTA (base 1500 FT) and below the CTA (base 3500 FT). Aircraft within the vicinity of Birmingham CTA are advised to Squawk 0010 and listen out on Birmingham radar 123.980 MHz.
b) Pilots are warned that departure from the marked manoeuvring area can be hazardous.
c) Buildings to the east of the aerodrome can cause turbulance and windshear.
d) Runway edge lights are located at the outer shoulders of the runway and not at the edges of the area declared for use as the runway.
e) Aircraft should avoid overflying Stratford upon Avon Gliding Club situated 4 NM North West of Wellesbourne. Gliders winch launched to 2400 FT AMSL.

f) Grass areas, including grass Runway 18/36 are subject to restricted use or closure due to water logging and subsequent soak away, during and following periods of wet weather.
g) Reduced wingtip clearance in front of main buildings. Aircraft with a wingspan in excess of 15 M to exercise caution.

5 HELICOPTER OPERATIONS

a) Helicopter arrivals and departures to remain not above 600 FT QFE within the ATZ.

6 USE OF RUNWAYS

a) Runways 18/36 (grass) is unlicensed and can only be used if available and by prior arrangement. For details including dimensions/ declared distances contact the aerodrome.
b) Prior to any pilot using the grass strip they must receive a briefing from the FISO/Airport Manager and familiarise themselves with the runway condition including the location of the high intensity runway lighting positioned on the tarmac runway edge and the crops located on the western side of the grass.
c) Simultaneous operations on Runway 18/36 tarmac and 18/36 grass are not permitted.

7 TRAINING

a) Aerodrome does not meet criteria for training outside published hours of operation.
b) Only one non-based aircraft at a time is permitted to operate in the circuit for approaches, booking is essential.

EGBW AD 2.21 NOISE ABATEMENT PROCEDURES

a) Runway 36 departures: After departure turn right onto a track of 030° to 1000 FT QFE before turning crosswind.
b) Do not overfly Loxley (1.5 NM southwest) or Charlecote/Hampton Lucy (1 NM north) on departure.

EGBW AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Circuit directions variable. Circuit height 1000 FT QFE. Helicopters 600 FT QFE.
b) Helicopter aiming points Whiskey and Echo for circuits, arrivals and departures. (Echo not available Saturdays and Bank Holidays)
c) No touch-and-go's allowed outside of published hours.

2 ARRIVALS

a) Overhead joins preferred.

3 RADIO COMMUNICATION FAILURE PROCEDURES

a) Standard radio failure procedures apply at Wellesbourne ENR section 1.1, paragraph 3.4.2 refers.
b) Fixed wing aircraft will join from the overhead at 2000 FT QFE, letting down to circuit height on the dead side, then join downwind at 1000 FT QFE observing any light signals displayed.
c) Rotary aircraft should arrive from the west and join midpoint downwind at 600 FT AGL for either runway 18RH or runway 36LH and aim for Heli 'W', remaining clear of all runways and final approach paths observing any light signals displayed. From 'W' air taxi to suitable parking away from any fixed-wing aircraft.

EGBW AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBW AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGBW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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**
(EGCW1054)	TREE	523722.75N 0031111.61W	788 FT	-	No	-

EGCW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGCW 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	035.11°	1020 x 18 M	RWY surface: Asphalt -	523732.18N 0030924.36W 173.7 FT	THR 233.7 FT -	-
22	215.11°	1020 x 18 M	RWY surface: Asphalt -	523753.59N 0030859.62W 173.7 FT	THR 233.1 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	**9**	**10**	**11**	**12**	**13**	**14**
-	-	-	-	-	-	RWY 04 Threshold displaced by 100 M. End of runway strip infringed by a hedge.
-	-	-	-	-	-	RWY 22 Threshold displaced by 111 M. End of runway strip infringed by fences.

EGCW AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	**2**	**3**	**4**	**5**	**6**
04	799 M	799 M	799 M	902 M	-
22	799 M	799 M	799 M	879 M	-

EGCW 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	-	Green wingbars	APAPI Other/3° 14 FT 92 M	-	-	White Light intensity low	Red Light intensity low	-	-
22	-	Green wingbars	APAPI Other/3° 16 FT 100 M	-	-	White Light intensity low	Red Light intensity low	-	THR: Runway 22 displaced threshold green wingbar lights are approximately 13 M beyond the mark threshold location.

EGCW 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	-

EGCW AD 2.16 HELICOPTER LANDING AREA

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EGCW 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
WELSHPOOL ATZ A circle, 2 NM radius, centred at 523743N 0030912W on longest notified runway (04/ 22)	Upper limit: 2235 FT ALT Lower limit: SFC	G	WELSHPOOL RADIO English	-	0900-1700 (0800-1600); or SS+30, whichever is earlier.	ATZ 2000 FT AAL.

EGCW 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	WELSHPOOL RADIO	128.005 A/G frequency.	-	-	0900-1700 (0800-1600); or SS+30, whichever is earlier (and by arrangement).	-

EGFA — WEST WALES/ABERPORTH

EGFA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFA — WEST WALES/ABERPORTH

EGFA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 520653N Long: 0043334W Mid point of Runway 07/25.
2	Direction and distance from city	4 NM east of Cardigan.
3	Elevation / Reference temperature / Mean Low Temperature	428 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	178 FT
5	Magnetic Variation / Annual Change	0.23°W (2027) / 0.19°E
6	AD Administration Address Telephone E-mail address Web address	WEST WALES AIRPORT LTD. West Wales Airport, Blaenannerch, Aberporth, Ceredigion, SA43 2DZ. 01239-811100 wwaops@flyuav.co.uk http://www.flyuav.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	-

EGFA AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri, except PH 0900-1630 (0800-1530); or SS, whichever is earlier.
2	Customs and immigration	By arrangement
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	By arrangement.
9	Handling	-
10	Security	H24
11	De-icing	-
12	Remarks	Visiting aircraft not accepted, unless by arrangement with AD authority. AD may close earlier than published if no traffic is expected. All UAS movement requests in FRZ/RPZ (non-emergency) minimum 2 working days notice.

EGFA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET A-1 (FSII additive included), AVGAS 100LL
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Limited, requires pre-booking.
6	Repair facilities for visiting aircraft	No facilities available.
7	Remarks	No de-fuelling facilities available.

EGFA AD 2.5 PASSENGER FACILITIES

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EGFA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 2 under remission.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGFA AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	ALPHA APRON Surface: Asphalt NIL
2	Taxiway width, surface and strength	Taxiway A: 16 M Surface: Asphalt NIL Taxiway B: 10 M Surface: Asphalt NIL
3	Altimeter checkpoint location and elevation	Apron 424 FT - Taxiway A holding point 423 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGFA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	-
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	WDI: 520650.68N 0043332.51W.

EGFA AD 2.10 AERODROME OBSTACLES

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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**
(EGFA3655)	MAST	520726.72N 0043358.84W	538 FT	NIL	No	-
(EGFA2803)	MAST	520656.90N 0042944.01W	775 FT	NIL	No	-
(EGFA2628)	TELEGRAPH POLE	520600.72N 0043241.78W	621 FT	NIL	No	-
(EGFA2400)	TELEGRAPH POLE	520559.48N 0043300.58W	610 FT	NIL	No	-

EGFA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	- -
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	Charts abbreviated, plain language text. English.
7	Charts and other information available for briefing or consultation	Self briefing by telephone.
8	Supplementary equipment available for providing information	Standby systems available.
9	ATS units provided with information	WEST WALES/ABERPORTH
10	Additional information (limitation of service, etc.)	Unofficial MET reports for the aerodrome available on the website listed at AD 2.2.

EGFA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	072.45°	1257 x 30 M	RWY surface: Asphalt NIL	520647.17N 0043403.72W 177.9 FT	THR 406.2 FT -	-
25	252.46°	1257 x 30 M	RWY surface: Asphalt NIL	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

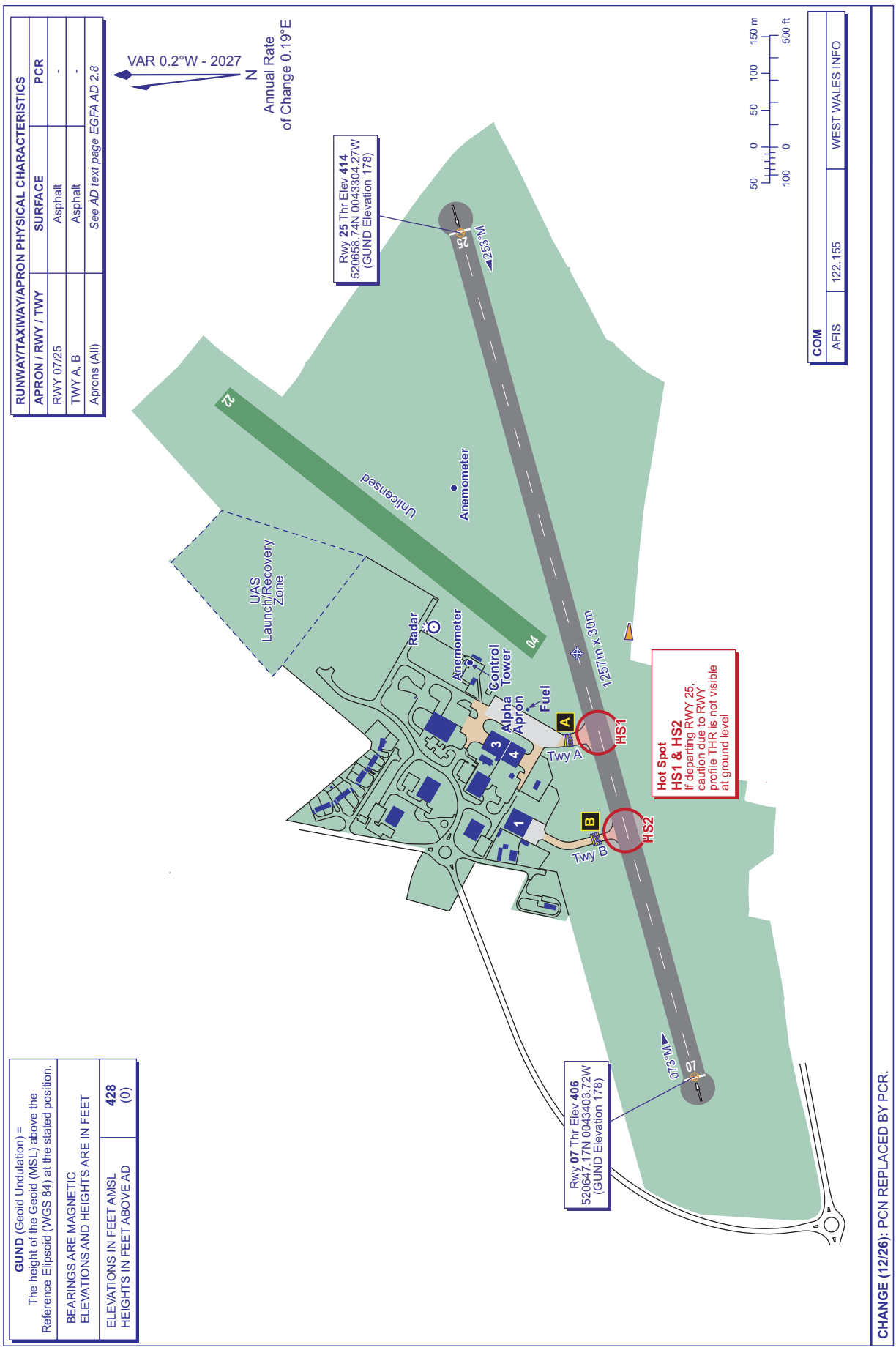
a) Runway incursion Hot Spots HS1 and HS2 shown on Aerodrome Chart at AD 2-EGFA-2-1.

WEST WALES/ABERPORTH EGFA

AERODROME CHART - ICAO

ARP 520653N 0043334W

AD ELEV 428FT



AERO INFO DATE 15 SEP 26

AD 2-EGFA-2-1

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EGLM AD 2.16 HELICOPTER LANDING AREA

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EGLM 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
WHITE WALTHAM ATZ A circle, 2 NM radius, centred at 513002N 0004629W on longest notified runway (07L/ 25R)	Upper limit: 2133 FT ALT Lower limit: SFC	D G	WALTHAM RADIO English	6000 FT	0800-1630 (0700-1830); or SS+30, whichever is earlier.	Local Flying Area see EGLM AD 2.22 paragraph (3). Note: Partly within London CTR. ATZ 2000 FT AAL.

EGLM 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	WALTHAM RADIO	122.605 A/G frequency.	-	-	0800-1630 (0700-1830); or SS+30, whichever is earlier; and by arrangement.	Closing times may be earlier if weather conditions are considered unsuitable for flying training.

EGLM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGLM AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Users of the aerodrome should be familiar with the West London Aero Club Operations Manual which is available at the aerodrome or on the internet at **https://www.wlac.co.uk**

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) The aerodrome is located immediately to the west of the London CTR and part of the White Waltham ATZ to the east lies within the London CTR.
b) The aerodrome surface is rough and undulating.
c) Vehicular traffic, not under the control of the aerodrome operator, uses the perimeter track which bounds the manoeuvring area to the west and north of the aerodrome and pilots are cautioned to exercise extreme vigilance when operating aircraft and to use only established taxiways in order to ensure safe clearance.
d) Aerobatics display practice may take place in the airfield overhead.
e) Drone testing takes place on the aerodrome up to 400 FT AGL.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGLM AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots of departing aircraft are requested to conform with Local Noise Abatement Procedures. Details are available in the briefing room, on the website and via a briefing from Operations. Pilots should take care that operating noise is kept to a minimum. No flying over built up areas, avoid overflying local villages.

EGLM AD 2.22 FLIGHT PROCEDURES

1 REPORTING POINTS AND ARRIVALS

a) Aircraft arriving at White Waltham aerodrome are to approach by one of the reporting points November, Sierra or Whiskey shown on the Traffic Zone Chart at AD 2-EGLM-4-1.
b) Aircraft are to arrive overhead the aerodrome at 1200 FT QFE and then carry out a standard overhead join from this height.

2 AIRCRAFT IN THE LONDON CTR OUTSIDE THE WHITE WALTHAM LOCAL FLYING AREA (LFA)

a) Pilots operating on a VFR or Special VFR clearance in the London CTR inbound to White Waltham (or otherwise) must not assume a clearance has been given to penetrate the ATZ.
b) Pilots requiring a VFR or Special VFR clearance to transit the London CTR must remain within the confines of the White Waltham LFA until a clearance has been obtained from Heathrow Radar.

3 LOCAL FLYING AREA (LFA)

a) White Waltham Aerodrome Local Flying Area (LFA) (see AD 2-EGLM-4-1) is defined as that portion of the White Waltham ATZ contained within the London Control Zone. VFR flights may take place within the LFA subject to the following conditions:

   i. In compliance with the Class D Airspace weather minima as defined in ENR 1.2;
   ii. Maximum altitude: 1500 ft QNH;

   Note 1: *Pilots of aircraft flying under VFR in the LFA are responsible for providing their own separation from other aircraft operating in the relevant airspace. SVFR flights are required to be separated by Heathrow Radar.*

   Note 2: *Aircraft unable to operate VFR may operate Special VFR within the LFA subject to:*

   (i) The conditions in paragraph (a)(i) and (ii);

   (ii) The requirements for Special VFR flights detailed in ENR 1.2 and;

   (iii) Subject to approval from Heathrow Radar.

b) Mode S Transponders

   i. The carriage of a Mode S Transponder within the LFA is encouraged, however there is currently no requirement for aircraft operating in the White Waltham LFA to comply with the requirements of the London CTR Mode S Transponder Mandatory Zone (TMZ).
   ii. Pilots of suitably equipped aircraft shall utilise the transponder to the maximum serviceable extent, selecting SSR code 7000 with altitude information selected where fitted.

4 CIRCUITS

a) All joins normally overhead at 1200 FT QFE; circuit height 800 FT QFE.

EGPC — WICK

EGPC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPC — WICK

EGPC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 582732N Long: 0030535W Mid point of Runway 13/31.
2	Direction and distance from city	1 NM N of Wick.
3	Elevation / Reference temperature / Mean Low Temperature	126 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	167 FT
5	Magnetic Variation / Annual Change	0.44°W (2027) / 0.22°E
6	AD Administration Address Telephone Telefax	HIAL Wick Aerodrome, Wick, Caithness, KW1 4QP. 01955-602215 (Administration) 01955-607583 (ATC) 01955-607579 (SATCO) 01955-607596 (ATIS) 01955-604750 (ATC) 01955-605946 (Administration)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGPC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 1030-1730 (0930-1630); Sun 1430-1630 (1330-1530); and by arrangement with AD Operator (HIAL).
2	Customs and immigration	By arrangement with HIAL or Far North Aviation.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours. See also AD 2.18
8	Fuelling	H24 by arrangement with Far North Aviation.
9	Handling	H24 by arrangement with Far North Aviation. Handling mandatory Out of Hours for aircraft not based at Wick.
10	Security	As AD hours.
11	De-icing	-
12	Remarks	This aerodrome is PPR.

EGPC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with Far North Aviation. Nearest railway siding: Wick.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL Oil: All grades
3	Fuelling facilities/capacity	Stored overground in tanks and bowsers. Delivered by bowser.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	By arrangement with Far North Aviation.
6	Repair facilities for visiting aircraft	By arrangement with Far North Aviation.

7	Remarks	Fuelling/Handling via Far North Aviation by Tel: 01955-602201, Fax: 01955-602203 or RTF (131.560 MHz callsign 'Far Nor'). Helicopter rotors running refuelling available by arrangements with HIAL and Far North Aviation. Oxygen, nitrogen and related servicing available from Far North Aviation. Survival suits, lifejackets and dinghies available from Far North Aviation.

EGPC AD 2.5 PASSENGER FACILITIES

1	Hotels	Wick and surrounding area.
2	Restaurants	Vending machines in terminal.
3	Transportation	Car Hire and taxis available.
4	Medical facilities	First Aid.
5	Bank and Post Office	Wick.
6	Tourist Office	Wick.
7	Remarks	Aviramp, stair climber and wheelchairs available for passengers with reduced mobility.

EGPC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A4 RFF Category 4 Mon-Fri, Sun. RFF Category 5 accepted under remission. RFF Category 6 by prior arrangement.
2	Rescue equipment	Off road trailer unit for 1000 M response.
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	-

EGPC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical. Chemical de-icing/anti-icing. Surfaces de-iced/anti-iced with KAC/EG and/or NAAC.
2	Clearance priorities	Runway 13/31, Taxiways, Apron, Airport domestic area.
3	Remarks	Latest information from ATC, Tel: 01955-602215, Ext 583.

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

1	Apron surface and strength	MAIN APRON Surface: Concrete and asphalt PCR 260/R/B/W/U NORTH APRON Surface: Asphalt PCR 206/F/B/W/U SOUTH APRON Surface: Asphalt PCR 108/F/C/X/U
2	Taxiway width, surface and strength	Taxiway APRON-HOLD C: 14 M Surface: Asphalt LOOP TAXIWAY: PCR 135/F/C/X/U Taxiway APRON-HOLD E: 14 M Surface: Asphalt LOOP TAXIWAY: PCR 135/F/C/X/U Taxiway HOLD E-HOLD E1: 10.5 M Surface: Asphalt LOOP TAXIWAY: PCR 108/F/C/X/U

		Taxiway NORTH: 14 M Surface: Asphalt HOLD D TO HOLD D1 BEFORE NORTH APRON: PCR 108/F/C/X/U
3	Altimeter checkpoint location and elevation	Apron 118 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGPC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	Runway marking aid(s): 13/31: TDZ markings, Runway designation, centre-line and threshold markings. Runway light(s): 13/31: HI edge, threshold wingbar and stopend lighting. Taxiway marking aid(s): Yellow centre-line.
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	WDIs (LGTD): 582739.89N 0030543.69W; 582722.71N 0030526.06W.

EGPC AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPC7448) 13/APPROACH 31/ TAKE-OFF	WDI	582739.89N 0030543.69W	153 FT	25 FT	Yes Red	-
(EGPC7050) 13/APPROACH 31/ TAKE-OFF	ANEMOMETER	582735.72N 0030556.92W	157 FT	36 FT	Yes Red	-
(EGPC7458) 31/APPROACH 13/ TAKE-OFF	WDI	582722.71N 0030526.06W	146 FT	26 FT	Yes Red	-
(EGPC7059) 31/APPROACH 13/ TAKE-OFF	ANEMOMETER	582716.85N 0030508.88W	150 FT	36 FT	Yes Red	-
(EGPC7018) 31/APPROACH 13/ TAKE-OFF	VDF	582714.31N 0030503.46W	131 FT	19 FT	Yes Red	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPC7049)	WINDTURBINE	582927.78N 0030939.56W	189 FT	89 FT	No	-
(EGPC6081)	LIGHT HOUSE	582844.50N 0030303.17W	199 FT	71 FT	No	-
(EGPC6086)	TELEGRAPH POLE	582817.97N 0030421.97W	180 FT	37 FT	No	-
(EGPC6085)	POLE	582815.78N 0030424.65W	176 FT	33 FT	No	-
(EGPC6084)	BUILDING	582815.70N 0030423.54W	178 FT	35 FT	No	-
(EGPC1314)	TELEGRAPH POLE	582803.73N 0030922.36W	225 FT	31 FT	No	-
(EGPC7028)	TREE	582710.84N 0030504.20W	144 FT	33 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPC7042)	WINDTURBINE	582620.94N 0031430.49W	567 FT	334 FT	No	-
(EGPC7292)	SILO	582614.25N 0030730.44W	200 FT	66 FT	No	-
(EGPC7298)	FLOODLIGHT	582614.02N 0030732.26W	196 FT	50 FT	No	-
(EGPC7004)	WINDTURBINE	582612.63N 0031154.21W	505 FT	327 FT	No	-
(EGPC7039)	WINDTURBINE	582610.95N 0031413.45W	575 FT	330 FT	No	-
(EGPC7005)	WINDTURBINE	582606.78N 0031222.95W	513 FT	329 FT	No	-
(EGPC7284)	MAST	582601.77N 0030511.25W	208 FT	106 FT	Yes Red	-
(EGPC7301)	TREE	582547.20N 0030710.31W	233 FT	65 FT	No	-
(EGPC7307)	WIND TURBINE	582507.42N 0030713.60W	286 FT	119 FT	No	-
(EGPC7279)	MAST	582337.91N 0030727.53W	636 FT	399 FT	Yes Red	-

EGPC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 hours.
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self-briefing/Telephone provided by Far North Aviation or ATC.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Available on request from ATC.
8	Supplementary equipment available for providing information	ATIS on 01955-607596 (H24).
9	ATS units provided with information	WICK
10	Additional information (limitation of service, etc.)	Outside aerodrome hours unverified automatic observation via ATIS on telephone number above.

EGPC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
13	126.97°	1831 x 45 M	RWY surface: Asphalt, Grooved PCR 206/F/B/W/U SWY surface: - NIL	582744.52N 0030607.61W 167.3 FT	THR 113.5 FT TDZ 124.5 FT	-
31	306.98°	1831 x 45 M	RWY surface: Asphalt, Grooved PCR 206/F/B/W/U SWY surface: - NIL	582719.63N 0030504.53W 167.3 FT	THR 114.3 FT TDZ 125.5 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	150 x 150 M	1749 x 280 M	-	-	-	RWY 13 Threshold displaced by 247 M. Due to the runway profile, the end of the Runway 13 LDA is not visible, from an eye height of 3 M, until 480 M from the start of the LDA; ie 920 M prior to the end of the LDA.
-	150 x 150 M	1749 x 280 M	-	-	-	RWY 31 Threshold displaced by 304 M. Due to the runway profile, the end of the Runway 31 LDA is not visible, from an eye height of 3 M, until 725 M from the start of the LDA; ie 673 M prior to the end of the LDA.

EGPC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
13	1746 M	1896 M	1746 M	1409 M	-
31	1714 M	1864 M	1714 M	1410 M	-
31	1339 M	1489 M	1339 M	-	Take-off from intersection with Taxiway C.
31	1087 M	1237 M	1087 M	-	Take-off from intersection with Taxiway F.

EGPC 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
13	Centre-line with two crossbars. 330 M Light intensity high	Light intensity high Green wingbars	PAPI Left/3° 25 FT 120 M	-	-	HI elev bi-directional with LI omni-directional component	Red	Red	-
31	Centre-line with two crossbars. 390 M Light intensity high	Light intensity high Green wingbars	PAPI Left/3° 25 FT 138 M	-	-	HI elev bi-directional with LI omni-directional component	Red	Red	-

EGPC 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: 582735.72N 0030556.92W (LGTD); 582716.85N 0030508.88W (LGTD) and 582718.19N 0030538.56W (LGTD).

3	TWY edge and centre line lighting	CL: Green centre-line reflectors on loop from Main Apron to Hangar and North Taxiway. EDGE: Blue taxiway edge lights from Main Apron to Runway 13/31. Blue edge reflectors on all other taxiways.
4	Secondary power supply/switch-over time	Yes/15 seconds.
5	Remarks	Apron floodlights. Obstacle lighting.

EGPC AD 2.16 HELICOPTER LANDING AREA

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EGPC 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**
WICK ATZ A circle, 2 NM radius, centred at 582732N 0030535W on longest notified runway (13/31)	Upper limit: 2126 FT ALT Lower limit: SFC	G	WICK APPROACH English	3000 FT	Mon-Fri 1030-1730 (0930-1630); Sun 1430-1630 (1330-1530); and by arrangement.	ATZ 2000 FT AAL.

EGPC 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	WICK APPROACH	119.705	-	-	Mon-Fri 1030-1730 (0930-1630); Sun 1430-1630 (1330-1530); and by arrangement with AD Operator (HIAL).	VDF 582714.31N 0030503.46W.
TWR	WICK TOWER	119.705 DOC 40 NM/ 15,000 FT	-	-	Mon-Fri 1030-1730 (0930-1630); Sun 1430-1630 (1330-1530); and by arrangement with AD Operator (HIAL).	VDF 582714.31N 0030503.46W.
AFIS	WICK INFORMATION	119.705	-	-	By arrangement outside hours of ATC. Normally, only available for SAR and Ambulance flights and aircraft in emergency	Due to AFISO training and maintenance of currency, AFISO phraseology may be in use during ATC published hours, with ATC in attendance. ATC service will remain available at all times. Pilots will be advised of periods of AFISO training, normally via ATIS.
ATIS	WICK INFORMATION	113.600 Freq shared with VOR WIK.	-	-	Mon-Fri 1030-1730 (0930-1630); Sun 1430-1630 (1330-1530); and by arrangement with AD Operator (HIAL).	-
OTHER	WICK FIRE CHIEF	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

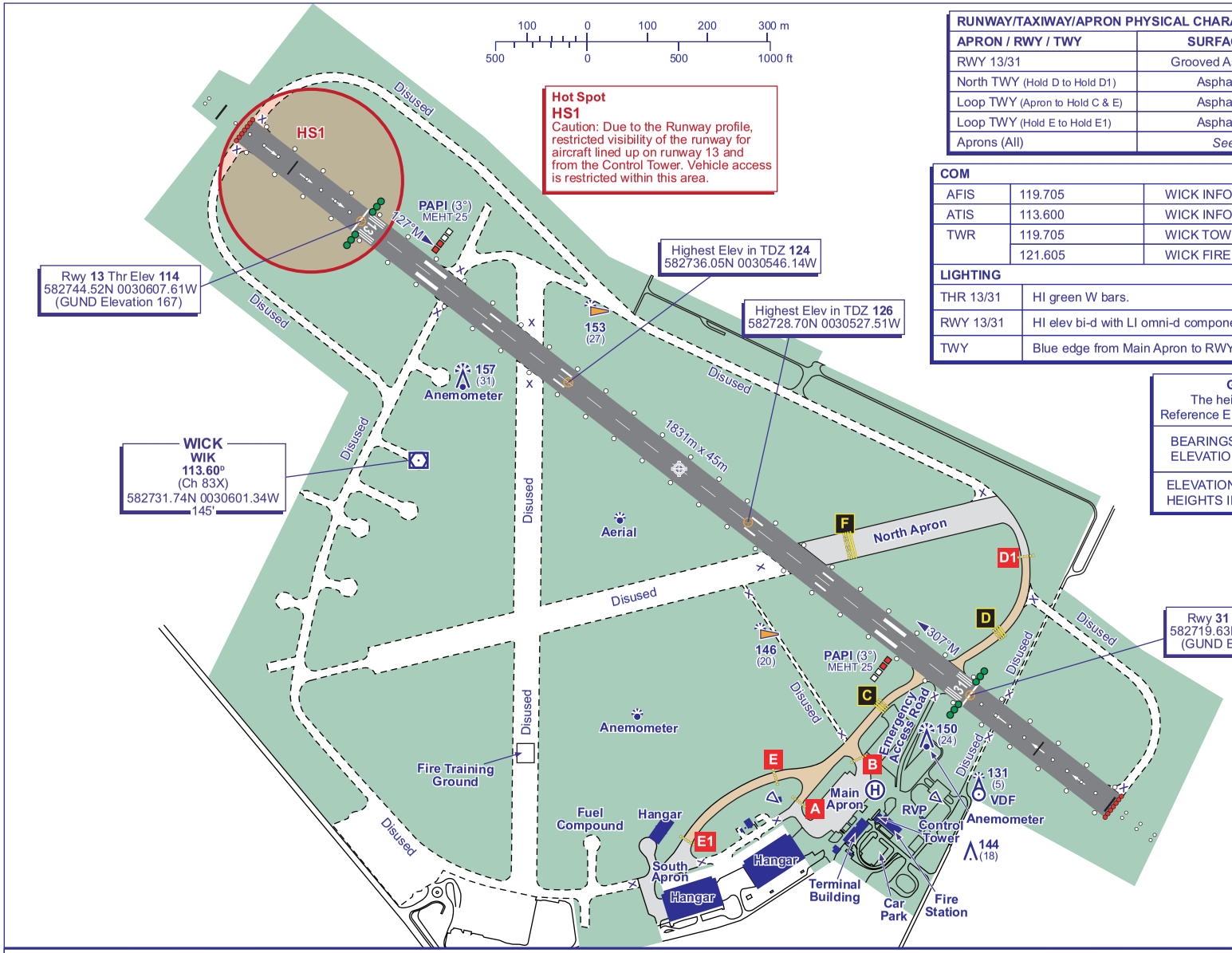
AERODROME CHART - ICAO

ARP 582732N 0030535W

AD ELEV 126FT

WICK
EGPC

AERO INFO DATE 09 SEP 26



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCR**
RWY 13/31	Grooved Asphalt	206/F/B/W/U
North TWY (Hold D to Hold D1)	Asphalt	108/F/C/X/U
Loop TWY (Apron to Hold C & E)	Asphalt	135/F/C/X/U
Loop TWY (Hold E to Hold E1)	Asphalt	108/F/C/X/U
Aprons (All)	*See AD text page EGPC AD 2.8*	

COM		
AFIS	119.705	WICK INFO (EMERGENCY SERVICES ONLY)
ATIS	113.600	WICK INFO
TWR	119.705	WICK TOWER
	121.605	WICK FIRE CHIEF

LIGHTING	
THR 13/31	HI green W bars.
RWY 13/31	HI elev bi-d with LI omni-d component. End/Stop lights red.
TWY	Blue edge from Main Apron to RWY 13/31.

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**157** (31)

CHANGE (12/26): PCN REPLACED BY PCR.

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EGNW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGNW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
03	025.25°	530 x 18 M	RWY surface: Asphalt -	531853.24N 0002101.76W 153.0 FT	THR 83.0 FT -	-
21	205.25°	530 x 18 M	RWY surface: Asphalt -	531908.69N 0002049.59W 153.0 FT	THR 75.0 FT -	-
15	150.23°	497 x 18 M	RWY surface: Asphalt -	531909.07N 0002107.44W 153.0 FT	THR 71.0 FT -	-
33	330.23°	497 x 18 M	RWY surface: Asphalt -	531855.19N 0002054.18W 153.0 FT	THR 79.0 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	-	-	-	-	RWY 03
-	-	-	-	-	-	RWY 21
-	-	-	-	-	-	RWY 15
-	-	-	-	-	-	RWY 33

EGNW AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	530 M	530 M	530 M	530 M	-
21	530 M	530 M	530 M	530 M	-
15	497 M	497 M	497 M	497 M	-
33	497 M	497 M	497 M	497 M	-

EGNW AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGNW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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	-

EGNW AD 2.16 HELICOPTER LANDING AREA

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EGNW AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
WICKENBY ATZ A circle, 2 NM radius, centred at 531901N 0002056W on longest notified runway (03/ 21)	Upper limit: 2084 FT ALT Lower limit: SFC	G	WICKENBY RADIO English	-	Fri-Sun 1000-1600 (0900-1500).	ATZ 2000 FT AAL.

EGNW AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	WICKENBY RADIO	122.455 A/G Frequency	-	-	Fri-Sun 1000-1600 (0900-1500); and by arrangement.	-

EGNW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGNW AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

Not applicable

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) The aerodrome is divided by a public road and only the runways to the North of the road can be used.
b) Hot Spot HS1 vehicles crossing the Runway 21 threshold.
c) The warehouses of Rase and Frontier distribution on the aerodrome are not to be flown over at anytime.
d) Aerobatics are conducted within the aerobatic box located in the South East part of the ATZ. When aerobatics are being conducted there will be no overhead joins and only live side joins will be permitted.
e) Departing aircraft passing 1500 FT AAL within the ATZ are requested to contact RAF Waddington ATC on 119.505.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) Aircraft landing on Runway 33 are to backtrack in turn to the intersection and vacate for fuel or parking.

EGBO 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 aerodrome chart for named helicopter landing areas. Floodlights in vicinity of Helipads located near Fuel Bays.

EGBO 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
WOLVERHAMPTON ATZ A circle, 2 NM radius, centred at 523103N 0021534W on longest notified runway (16/ 34)	Upper limit: 2283 FT ALT Lower limit: SFC	G	HALFPENNY GREEN INFORMATION English	6000 FT	Fri-Wed 0900-1700, Thu 0900-2100 (0800-1700); and by arrangement.	ATZ 2000 FT AAL.

EGBO 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	HALFPENNY GREEN INFORMATION	123.005 DOC 20 NM/ 10,000 FT.	-	-	0900-1700 (0800-1700). During winter hours night flying available on Thursdays until 2100.	A/G Service with callsign 'Halfpenny Green Radio' may operate for short periods during the hours of watch.

EGBO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGBO AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Pilots are responsible for their passengers whilst airside at this aerodrome.
b) High visibility clothing is recommended airside.
c) Non-radio aircraft are not permitted to operate outside of published hours. During published hours all non-radio flights are to be approved by ATS.
d) All movements outside of published hours are subject to the out of hours conditions published on the airport website.
e) During winter hours night flying can take place on Thursdays until 2100. Intended Night Flights are subject to PPR which must be notified no later than 1500 on the date of flight.

2 GROUND MOVEMENT

a) Fuel Bay operates a one-way system, entry at the west end (near Hangar 3 east), exit at east (near the mobile fuel bowser). Aircraft to draw up with pumps on starboard side.
b) Pilots must moderate taxiing speeds on Taxiway A and Taxiway F due to undulating surfaces and between A4 and the Fuel Bay due to the possible presence of pedestrians in this area. Special caution must be exercised in the area adjacent to the tower where there is a marked crossing area. Taxi speeds should not exceed a fast walking pace.

c) There are three stands marked 1, 2 and 3 and are adjacent to the Fuel Bay. These parking stands are available for fixed wing and rotary aircraft.
d) Jet aircraft should seek prior approval from ATS before booking in.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Runway 16/34 lights may be illuminated outside ATS hours for police helicopter operations.
b) Helicopters are not to hover within 50 M of DME/NDB masts, which are situated northeast of the eastern apron.
c) Runway 16/34 shallow depression on eastern edge of runway close to Runway 34 PAPIs will hold water after rain. Runway 16/34 shallow depression crosses the runway north of Runway 34 threshold.
d) View from A5 Hold restricted. Care to be taken when entering/crossing Runway 34.
e) Aircraft should not cut corners when turning on to taxiways and runways due to bad ground and fixed objects such as markers and lighting.
f) Pilots must taxi with caution near the Fuel Bay and in the area adjacent to the tower where there is a marked pedestrian crossing, due to pedestrians possibly manoeuvring on the taxiway. Taxi speeds should not exceed a fast walking pace.

5 HELICOPTER OPERATIONS

a) There are three designated helicopter pads marked 4, 5 & 6 adjacent to the mobile bowser.
b) Stands marked 1, 2 & 3 adjacent to the Fuel Bay can also be used to park helicopters.
c) Helicopters taxiing to the fuel pads are asked to operate their aircraft so as to minimise the effect of their downdraft on the nearby hangars.
d) Wheeled helicopters requiring fuel can expect to be instructed to land on Taxiway A to the south east of the fuel bay and then ground-taxi to fuelling pads 4, 5 or 6.
e) Hovering helicopters shall maintain a distance of 60 M from any active runway, taxiway, fencelines, buildings and public viewing area.
f) Helicopters are not to air taxi anywhere between the west of the Fuel Bay and A4 holding point, due to proximity to parked aircraft, buildings, and pedestrians. This includes the main parking apron.
g) See aerodrome chart for named helicopter landing areas.
h) Helicopters are not to land adjacent to the entrance of Hangar 3E. They should use the Helipads and be ground handled in an out of the hangar.
i) JET A-1 F34 Rotors running available Mon-Fri 0900-1645 (0800-1545); extensions available with advanced notice bookings. Available from Helipads 4,5 & 6 using the mobile bowser. Contact ATS to book in or for additional information.

6 USE OF RUNWAYS

a) Only Runway 16/34 is licensed for night use.
b) All runways and taxiway use restricted to aircraft weighing not more than twelve tonnes.

7 TRAINING

a) Training is permitted at the aerodrome. See website for deals on training packages.

EGBO AD 2.21 NOISE ABATEMENT PROCEDURES

a) Runway 16: All departures at the airfield boundary should make a track change of 10 degrees to the right. No left turns are to be made below 600 FT QFE. No direct overflights of Highgate Farm (523030.132N 0021457.5268W) are permitted.
b) Runway 34: No FANSTOP (practice engine failure after take-off) are permitted until passed Whittimere Farm (523149.1016N 0021551.696W), 1000 M beyond end of runway. Traffic turning left into the visual circuit are to avoid direct overflights of Claverley (523214.4204N 0021811.9592W) and Bobbington Village (523043.848N 0021658.116W).
c) Runway 28/10: Departures, approaches and visual circuits are to avoid direct overflights of Bobbington Village and Primary school (523043.848N 0021658.116W).
d) All visual circuits are to be completed within the ATZ.

EGBO AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Fixed wing circuits are LH at 1000 FT QFE.
b) Helicopter circuits are RH at 800 FT QFE.
b) Use of multiple runways is to cease when more than two aircraft are in or call to join the visual circuit. In this situation all aircraft should revert to the published runway. Any approaches to the non-published runway is then limited to one approach only with no mixed multiple circuits permitted. All aircraft are to revert to the published runway if any of the aircraft are student pilots or an emergency is declared. If Runway 16/34 is being used for a larger aircraft then it shall become the published runway until that aircraft has landed or departed the ATZ.

d) Autogyros are to fly the standard fixed wing circuit pattern and profiles. Pilots of autogyros are to prefix their callsign with 'Gyro' and be aware that they can be hard to see and that additional transmissions may be required to confirm their position and intentions to other aircraft.

2 JOINING

a) The standard fixed wing join is overhead. Aircraft should not descend below 1300 FT QFE on the deadside due to the helicopter circuit at 800 FT QFE.

3 DEPARTURES

a) **South:**

IFR Airways traffic departing to the south should file a flight plan direct to CPT VOR. Flight plans should not be filed for HON VOR due to commercial traffic volumes.

b) **North/East/West:**

File flight plan as normal using preferred reporting points.

When ready to taxi, request for an airways join from ATS and await further instructions.

EGBO AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBO AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGBO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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AD 3 HELIPORTS
EGBC — CHELTENHAM HELIPORT

EGBC AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGBC — CHELTENHAM HELIPORT

EGBC AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 515533N Long: 0020316W
2	Direction and distance from city	1 NM to the North of Cheltenham.
3	Elevation / Reference temperature / Mean Low Temperature	200 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	160 FT
5	Magnetic Variation / Annual Change	0.66°E (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address Web address	HELICOPTER AND AVIATION SERVICES LIMITED Hangar 11, Redhill Aerodrome, Redhill, Surrey, RH1 5JY. 01202-835385 (Administration) 01202-098013 (ATC) nick@helipad.co.uk (Ops) phil@helipad.co.uk (ATC) www.helipad.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	Helicopter and Aviation Services Ltd on behalf of The Jockey Club.

EGBC AD 3.3 OPERATIONAL HOURS

1	Heliport Operator	1030-1900 (0930-1800). 1900-2000 (1800-1900) by arrangement; surcharge will apply. All flights PPR. Heliport not available 10 minutes prior to race start or whenever horses are on the course.
2	Customs and Immigration	By arrangement. Contact Aerodrome Licensee for details.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	Air Traffic Service	1030-1900 (0930-1800). 1900-2000 (1800-1900) by arrangement. ATC is provided for the annual Cheltenham Festival and Gold Cup Meeting. Other times Nil. Helicopter and Aviation Services Ltd will provide an ATC service when the heliport is licensed.
8	Fuelling	As heliport hours, when licensed. May be available for other events by arrangement.
9	Handling	Helicopter Aviation Services provide a passenger handling service for all flights. Helicopter operators undertaking shuttle flights must have a representative at the Heliport to co-ordinate their passengers.
10	Security	-
11	De-icing	-
12	Remarks	No flights permitted before 1030 hours or 10 minutes before the start of a race until 5 minutes after a race or at anytime when horses are on the course.

EGBC AD 3.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET-A1 rotors-running refuels when licensed. At other times, rotors stopped refueling may be available.
3	Fuelling facilities/capacity	-
4	De-icing facilities	-

5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	-

EGBC AD 3.5 PASSENGER FACILITIES

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EGBC AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category H2 Category may be reduced to H1, pleasure flying level or nil for events when heliport is not licensed.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGBC AD 3.7 SEASONAL AVAILABILITY - CLEARING

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EGBC AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron/ helicopter stands surface and strength	APRON Surface: Grass NIL
2	Ground taxiway width, surface and designation	Taxiway TWY: - Surface: Grass NIL
3	Air taxiway width and designation	-
4	Altimeter checkpoint location and elevation	-
5	VOR checkpoints	-
6	INS checkpoints	-
7	Remarks	The surface of the heliport is not suitable for ground taxiing. Helicopters are required to air-taxi via the FATO. During periods of intense traffic helicopters may be required to air-taxi on the eastern side of the FATO in order to allow helicopters to pass each other; this may involve crossing and re-crossing the FATO when taxiing to and from fuel. 5 stands (18 M diameter) are marked by white circle edge markings.

EGBC AD 3.9 MARKINGS AND MARKERS

1	Final approach and take-off markings	FATO 13/31: Painted white corner markings, white edge markings with standard H in centre of FATO. FATO designation markers provided when licensed operations are taking place.
2	Taxiway, air taxiway and air transit route markers	-
3	Remarks	Standard FATO markings. Stands marked by white circular edge markings.

EGBC AD 3.10 HELIPORT OBSTACLES

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EGBC AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

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EGBC AD 3.12 HELIPORT DATA

1	Heliport type	Level surface.
2	TLOF dimensions	TLOF: -
3	FATO, GEO bearing	13: 131.63° 31: 311.63°
4	FATO dimensions and surface type	13/31: 230 M x 30 M Surface: Grass. Undulating surface. NIL
5	TLOF surface and bearing strength	TLOF Surface: Grass. All stands are short grass. NIL
6	Co-ordinates of geometric centre TLOF or threshold of FATO	FATO 13: 515534.85N 0020320.34W FATO 31: 515529.90N 0020311.33W TLOF TLOF: 515533.00N 0020315.70W
7	TLOF and/ or FATO elevation and slope	FATO 13: 203 FT FATO 31: 210 FT TLOF TLOF: 200 FT
8	Safety area dimensions	TLOF TLOF: 5 M x 0 M
9	Helicopter clearway dimensions	13: Clearway 400 M x 40 M 31: Clearway 160 M x 40 M
10	Obstacle-free sector	-
11	Remarks	TLOF Dimensions: 5 stands (18 M diameter) are marked by white circle edge markings. Application is normally made for this heliport to be licensed for the Cheltenham Festival Meeting held in mid March. Details of any licensed operations carried out from this heliport will be advised by NOTAM.

EGBC AD 3.13 DECLARED DISTANCES

Declared distance	TODAH	RTODAH	LDAH	Remarks
1	**2**	**3**	**4**	**5**
13	230 M	230 M	230 M	-
31	230 M	230 M	230 M	-

EGBC AD 3.14 APPROACH AND FATO LIGHTING

1	Approach lighting system type, length, intensity	-
2	Type of visual approach slope indicator system	-
3	FATO area lighting characteristics and location	13: Portable LED green FATO lights. 31: Portable LED green FATO lights.
4	Aiming point lighting characteristics and location	-
5	TLOF lighting system characteristics and location	TLOF: Edge Portable white edge lights.
6	Remarks	Portable white LED edge lights on Stands.

EGBC AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Heliport BCN location, characteristics and hours of operation	-

2	WDI location and lighting	LDI: Portable LED green FATO lights. Portable white LED edge lights on Stands.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGBC AD 3.16 AIR TRAFFIC SERVICES AIRSPACE

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EGBC AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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EGBC AD 3.18 RADIO NAVIGATION AND LANDING AIDS

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EGBC AD 3.19 LOCAL HELIPORT REGULATIONS

1 HELIPORT REGULATIONS

a) All operators will be required to provide an insurance indemnity in advance of landing at this helicopter aerodrome. This indemnity is in standard form and is available from Helicopter and Aviation Services Ltd.
b) Heliport is not normally available to helicopters unable to communicate by radio. Non-radio helicopters must obtain PPR from ATC.
c) Prior to using the Heliport pilots must obtain a briefing from Helicopter and Aviation Services Limited.
d) ATC permission is required for engine start.
e) Helicopters are not permitted to shutdown on stand. Pilots unable to disembark passengers rotors-running must inform the Heliport operator when obtaining PPR.

2 GROUND MOVEMENT

a) All manoeuvres, including hover and air taxiing require ATC permission.
b) The heliport surface is not suitable for ground taxiing.
c) The distance between stands does not permit hovering on adjacent stands.

3 WARNINGS

a) Intense traffic can be expected during the Cheltenham Gold Cup event. To accommodate this specific procedures have been designed these include:

   i. Non standard RTF phraseology and
   ii. Non standard ATC procedures. Pilots must be briefed on these procedures by the Licensee.

b) Use of the Heliport is subject to pilots complying with these procedures.
c) High ground rises to 1083 FT AMSL to the East of the aerodrome.

4 TRAINING

a) Use of the Heliport by training flights is subject to prior approval from the Licensee.

EGBC AD 3.20 NOISE ABATEMENT PROCEDURES

a) No movements are permitted whenever horses are on the racecourse.
b) All helicopters shall avoid overflying the grandstands, racecourse, car parks and residential properties around the Heliport.
c) The visual circuit patterns together with the arrival and departure routes form part of the noise abatement procedures. The Heliport Licensee requires strict compliance with these routings.

EGLW — LONDON HELIPORT

EGLW AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGLW — LONDON HELIPORT

EGLW AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512812N Long: 0001046W
2	Direction and distance from city	3 NM South West of Westminster Bridge.
3	Elevation / Reference temperature / Mean Low Temperature	18 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation / Annual Change	1.32°E (2027) / 0.17°E
6	AD Administration Address Telephone Web address	THE LONDON HELIPORT LTD London Heliport, Lombard Road, Battersea, London, SW11 3BE. 020-7228 0181 (The London Heliport Ltd) www.londonheliport.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	Other types of traffic permitted: SVFR

EGLW AD 3.3 OPERATIONAL HOURS

1	Heliport Operator	Mon-Fri 0730-1930 (0630-1830); by arrangement 0700-0730 (0600-0630), 1930-2300 (1830-2200). Sat, Sun and PH 0800-1800 (0700-1700); by arrangement 0700-0800 (0600-0700), 1800-2300 (1700-2200).
2	Customs and Immigration	Available by prior arrangement.
3	Health and sanitation	-
4	AIS Briefing Office	As heliport hours.
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	Air Traffic Service	As heliport hours. See also AD 3.17.
8	Fuelling	As heliport hours
9	Handling	As heliport hours
10	Security	As heliport hours
11	De-icing	-
12	Remarks	This heliport is PPR. See AD 3.19

EGLW AD 3.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET A-1
3	Fuelling facilities/capacity	Overground tank. Total 20,000 LT.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	Limited.
7	Remarks	-

EGLW AD 3.5 PASSENGER FACILITIES

1	Hotels	Adjacent.
2	Restaurants	Adjacent.
3	Transportation	Contact Operations.
4	Medical facilities	Defibrillator and trauma kit.
5	Bank and Post Office	-
6	Tourist Office	-

7	Remarks	-

EGLW AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category H2 RFF Category H3 available on request. 24 hours notice required.
2	Rescue equipment	Co-ordination and safety of riverside incidents by tactical response.
3	Capability for removal of disabled aircraft	By arrangement.
4	Remarks	-

EGLW AD 3.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Snow Ploughs, shovels. Anti-icing chemicals.
2	Clearance priorities	FATO, Taxiway, Apron.
3	Remarks	-

EGLW AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron/ helicopter stands surface and strength	STAND 1 Surface: . Macadam/Concrete. NIL STAND 2 Surface: Macadam NIL STAND 3 Surface: Concrete NIL STAND 4 Surface: Macadam NIL
2	Ground taxiway width, surface and designation	Taxiway MAIN TAXIWAY: 20 M Surface: Concrete NIL
3	Air taxiway width and designation	Taxiway AIR TAXIWAY: 20 M
4	Altimeter checkpoint location and elevation	Heliport reference point 18 FT
5	VOR checkpoints	-
6	INS checkpoints	-
7	Remarks	Stand 1 – TLOF/Stand: 19.98 M diameter. Stand 2 – TLOF/Stand: 19.98 M diameter. Stand 3 – TLOF/Stand: 19.98 M diameter. Stand 4 – TLOF/Stand: 25.04 M diameter. Not all stands may be used simultaneously.

EGLW AD 3.9 MARKINGS AND MARKERS

1	Final approach and take-off markings	FATO 02/20: Yellow circular TLOF/Aiming Point. White 'H' Heliport identification marking in centre of aiming point aligned to preferred final approach direction. White underlined '02' and '20' FATO designation markings. White '16t' Maximum Allowable Mass markings outside of aiming circle and offset to port side of each preferred final approach direction. All markings outlined in black (for definition).
2	Taxiway, air taxiway and air transit route markers	-
3	Remarks	11.4 M diameter FATO Aiming Point. Aircraft with an overall length greater than 11.4 M, which are not obliged to operate to a licensed site, may use the heliport provided they are satisfied that the procedures in place allow them to operate safely, and for public transport operators, in compliance with their company operations manual.

EGLW AD 3.16 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON HELIPORT ATZ A circle, 2 NM radius, centred at 512812N 0001046W	Upper limit: 2018 FT ALT Lower limit: SFC	D	BATTERSEA TOWER English	-	Mon-Fri: 0730-1930 (0630-1830), Sat, Sun, and PH: 0800-1800 (0700-1700); and by arrangement.	Local Flying Area see EGLW AD 3.21, paragraph 5. Within the London CTR. Vertical limits: See AD 3-EGLW-4-1 for maximum operating heights. ATZ 2000 FT AAL.

EGLW AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	BATTERSEA TOWER	134.280 DOC 10 NM/3,000 FT.	-	-	Mon-Fri 0730-1930 (0630-1830); by arrangement 0700-0730 (0600-0630), 1930-2300 (1830-2200). Sat, Sun and PH 0800-1800 (0700-1700); by arrangement 0700-0800 (0600-0700), 1800-2300 (1700-2200).	-

EGLW AD 3.18 RADIO NAVIGATION AND LANDING AIDS

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EGLW AD 3.19 LOCAL HELIPORT REGULATIONS

1 HELIPORT REGULATIONS

a) The heliport is PPR only. Requests for landing must be made only by owners and operators to the operations department (not ATC).
b) All pilots must have conducted a familiarisation flight with an approved pilot and have signed acceptance of the heliport's arrangements and conditions of use, be familiar with marshalling signals at SERA Appendix 1, and comply with them. If unable to comply, stop, hold position and advise ATC. An alternative course of action will be offered.
c) The flight platform is to be used for all arrivals and departures. The take-off climb and approach surfaces are off-set by 15° away from the shoreline.
d) Aircraft must not overfly shipping that is within 100 M of the flight platform.
e) ATC permission required to start and shut down rotors.

2 GROUND MOVEMENT

a) ATC permission required for all manoeuvres including taxi and hover.
b) Taxi speeds should be kept at a minimum due to downwash.

3 WARNINGS

a) Aircrew should exercise caution within the circuit and on approaches and climb outs due to:

i. Turbulence - Associated with strong winds & tall buildings;
ii. Cranes - Continuing redevelopment of land in the vicinity of the heliport changing the built environment;
iii. Birds - Various species are attracted to the local river environment.

4 TRAINING

a) Flights for the purpose of flying training are not permitted at the heliport.

EGLW AD 3.20 NOISE ABATEMENT PROCEDURES

a) All approaches and departures over the river.
b) No manoeuvres other than actual approach and take-off may be carried out below 500 ft agl.
c) Maintain circuit height until descending to land, after departure, climb to circuit height as soon as possible.

EGLW AD 3.21 FLIGHT PROCEDURES

1 WEATHER MINIMA

a) For inbound and departing helicopters, the weather minima for the London Heliport are a reported Heliport meteorological visibility of 3000 M or greater and a cloud ceiling of 1000 FT AGL or greater.
b) Inbound and departure routings via the Local Flying Area require a minimum flight visibility of 3 KM. When the flight visibility is less than 3 KM, helicopters will be unable to access the Heliport as the Heliport ATZ falls within the area bounded by the lateral limits of EGR160 where the weather minima specified in ENR 5.1 (EGR160) shall apply.

2 PROCEDURES WITHIN THE LONDON CTR AND LONDON CITY CTR

a) See EGLL AD 2.22 for details of helicopter procedures within the London CTR and London City CTR.

3 CIRCUITS

a) Circuit height is 1000 FT AMSL.
b) The traffic circuit is a non-standard shape. The circuit is established over the River Thames, between Chelsea Bridge and Putney Railway Bridge. Crosswind and base legs are reduced to turns, which should be made, as far as practicable, over the river and above 500 FT AGL.
c) Circuit pattern follows the course of the river as shown on the diagram on page AD 3-EGLW-4-1. The circuit may be extended at the discretion of ATC only. Circuit must not extend west of Putney Railway Bridge or east of Chelsea Bridge.
d) Do not fly above 1000 FT AMSL unless instructed by ATC.

4 ARRIVALS/DEPARTURES

a) Inbound aircraft **MUST** establish radio contact with Battersea Tower before entering the Local Flying Area, advising total number of people on board and fuelling requirements on first contact with ATC.
b) Aircraft inbound or outbound on direct tracks must comply with altitude restrictions as shown on the diagram on page AD 3-EGLW-4-1.

5 LONDON HELIPORT LOCAL FLYING AREA

a) The airspace forming that part of the London CTR and London City CTR up to 1300 FT AMSL bounded by: 512054N 0001200W - 512657N 0001317W - thence clockwise by an arc of a circle radius 2 NM centred on 512812N 0001046W (Heliport) to 512706N 0000806W - thence clockwise by an arc of a circle radius 12 NM centred on 512812N 0002713W (Heathrow Airport) to 512054N 0001200W.

Note 1: *Pilots must remain outside Restricted Areas R157 and R158 unless in possession of an Enhanced Non-Standard Flight approval as detailed at ENR 1.1 para 4.1.6.*

Note 2: *Due to the restrictions on single engine helicopters over London, inbound and outbound routings via the LFA are only available to multi-engine helicopters.*

b) **Subject to ATC Clearance from Battersea Tower**, VFR or Special VFR flights may take place subject to the following conditions:

i. Aircraft to remain below cloud with the surface in sight;
ii. Maximum altitude: VFR 1300 FT QNH; SVFR 1000 FT QNH;
iii. Minimum flight visibility: 3 KM;
iv. All flights within the area bounded by the lateral limits of EGR160, including that part of the River Thames excluded from EGR160, shall comply with the weather minima specified in ENR 5.1 (EGR160).

Note 1: *In addition to paragraph (b), VFR flights must also comply with the VMC minima for Class D airspace detailed at ENR 1.2.*

Note 2: *Aircraft unable to operate VFR may operate Special VFR within the LFA subject to the conditions in paragraph (b) and the requirements for Special VFR flights detailed at ENR 1.2.*

c) RTF Communication

i. Pilots must obtain an ATC clearance from Battersea Tower prior to entering the LFA.
ii. Due to the frequency DOC restrictions, pilots should only call Battersea Tower for entry clearance when south of the London CTR and London City CTR and within 10 NM of the heliport.
iii. In the event that R/T contact with Battersea Tower cannot be established, pilots must contact Heathrow Radar on 125.625 MHz.

iv. Pilots must accurately observe the LFA boundaries, particularly in the vicinity of Banstead due to helicopters entering and leaving the London CTR via helicopter route H7 under the control of Heathrow Radar.
v. Pilots routing via the LFA will be instructed by Battersea Tower to squawk the heliport conspicuity SSR code **7077** and must also select **Altitude Mode**.
vi. Pilots are requested to report when they are visual with other traffic to Battersea Tower as soon as possible in order to expedite traffic flows.
vii. Battersea Tower may be unaware of traffic within controlled airspace or outside controlled airspace that is operating immediately adjacent to the LFA, and neither traffic information nor separation will be provided on/from such traffic. Pilots are reminded to be vigilant with respect to such traffic when leaving the LFA.
viii. Pilots must report leaving controlled airspace and must report leaving the Battersea Tower frequency before passing 10 NM from the heliport.

6 COMMUNICATIONS FAILURE

a) Inbound aircraft experiencing radio failure should hold on the north bank of the river and await light signals from the tower.

7 ATC PROCEDURES

a) ATC may instruct aircraft to fly to the north or south side of the river in order to be separated from traffic on the opposite side of the river. Aircraft may deviate from the centre of the river as far as required providing the requirements of SERA.3105 Minimum Heights and SERA.5005 Visual Flight Rules can be complied with. If unable or unwilling to accept this form of separation, advise ATC immediately.
b) Aircraft overflying the heliport must comply with the published route altitudes.

EGLW AD 3.22 ADDITIONAL INFORMATION

a) An Aerodrome Beacon is not provided.

EGLW AD 3.23 CHARTS RELATED TO A HELIPORT

HELICOPTER CHART - ICAO
AD 3.EGLW-2-1
LONDON HELIPORT INBOUND/OUTBOUND FLIGHT PROCEDURES CHART
AD 3.EGLW-4-1

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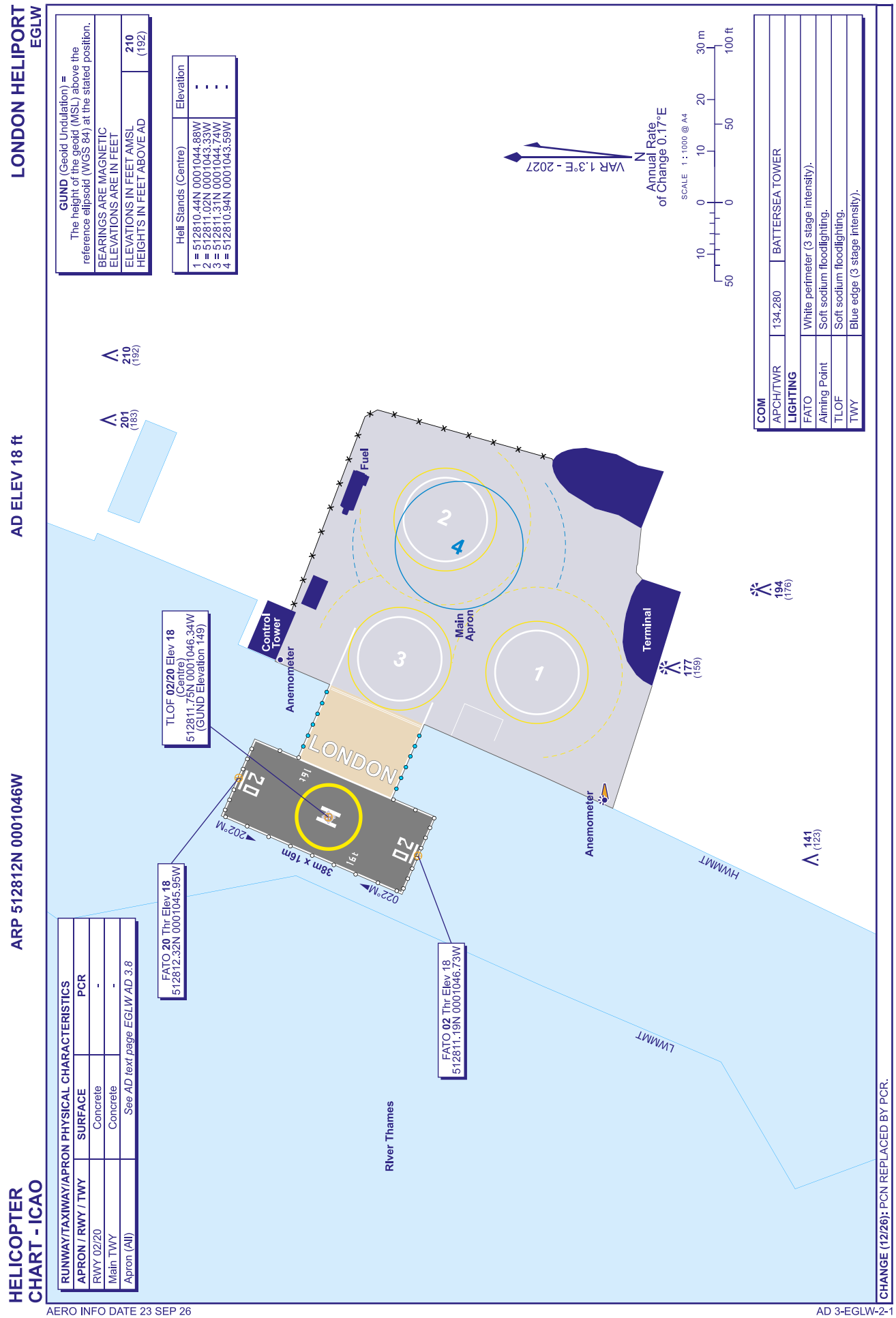
LONDON HELIPORT
EGLW
AD ELEV 18 ft
ARP 512812N 0001046W
HELICOPTER CHART - ICAO
GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
210 (192)
Heli Stands (Centre)
Elevation
1 = 512810.44N 0001044.88W
2 = 512811.02N 0001043.33W
3 = 512811.31N 0001044.74W
4 = 512810.94N 0001043.59W
VAR 1.3°E - 2027
N
Annual Rate of Change 0.17°E
SCALE 1 : 1000 @ A4
COM
APCH/TWR
134.280
BATTERSEA TOWER
LIGHTING
FATO
White perimeter (3 stage intensity).
Aiming Point
Soft sodium floodlighting.
TLOF
Soft sodium floodlighting.
TWY
Blue edge (3 stage intensity).
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
PCR
RWY 02/20
Concrete
-
Main TWY
Concrete
-
Apron (All)
See AD text page EGLW AD 3.8
TLOF 02/20 Elev 18 (Centre) 512811.75N 0001046.34W (GUND Elevation 149)
FATO 20 Thr Elev 18 512812.32N 0001045.95W
FATO 02 Thr Elev 18 512811.19N 0001046.73W
38m x 16m
202°M
022°M
Control Tower
Anemometer
Fuel
Main Apron
Terminal
LONDON
River Thames
HWMMT
LWMMT
201 (183)
210 (192)
177 (159)
194 (176)
141 (123)
CHANGE (12/26): PCN REPLACED BY PCR.
AERO INFO DATE 23 SEP 26
AD 3-EGLW-2-1

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EGHK — PENZANCE HELIPORT

EGHK AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGHK — PENZANCE HELIPORT

EGHK AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 500750N Long: 0053044W
2	Direction and distance from city	1 NM NE of Penzance Town.
3	Elevation / Reference temperature / Mean Low Temperature	21 FT / 16.5 °C / -
4	Geoid undulation at AD ELEV PSN	174 FT
5	Magnetic Variation / Annual Change	0.34°W (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address Web address	PENZANCE HELIPORT Jelbert Way, Long Rock, Penzance TR18 3FL. 01736-780828 (Heliport). pnzops@starspeed.co.uk www.penzanceheliport.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	-

EGHK AD 3.3 OPERATIONAL HOURS

1	Heliport Operator	Mon-Sat 0800-1700 (0730-1830).
2	Customs and Immigration	-
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	As Heliport hours. Self briefing.
7	Air Traffic Service	-
8	Fuelling	As Heliport hours.
9	Handling	As Heliport hours.
10	Security	During public transport operations and by arrangement.
11	De-icing	-
12	Remarks	Certain flights not requiring Licensed facilities may operate during daylight hours strictly by prior arrangement.

EGHK AD 3.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	JET A-1
3	Fuelling facilities/capacity	Gravity refueling only.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Strictly by prior arrangement.
6	Repair facilities for visiting aircraft	-
7	Remarks	-

EGHK AD 3.5 PASSENGER FACILITIES

1	Hotels	Penzance Town.
2	Restaurants	Penzance Town.
3	Transportation	Shuttle bus available during AD hours to Penzance Railway Station.
4	Medical facilities	Basic first aid.
5	Bank and Post Office	Numerous in Penzance Town.
6	Tourist Office	Penzance Tourist Information Centre, Penzance Town.

7	Remarks	-

EGHK AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category H2
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGHK AD 3.7 SEASONAL AVAILABILITY - CLEARING

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EGHK AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron/ helicopter stands surface and strength	APRON Surface: Concrete NIL
2	Ground taxiway width, surface and designation	
3	Air taxiway width and designation	-
4	Altimeter checkpoint location and elevation	-
5	VOR checkpoints	-
6	INS checkpoints	-
7	Remarks	-

EGHK AD 3.9 MARKINGS AND MARKERS

1	Final approach and take-off markings	TLOF MAIN: Yellow circular TLOF/Aiming Point. White 'H' Heliport identification marking in centre of aiming point aligned to preferred final approach direction. SECONDARY: Delineated by white corner markers.
2	Taxiway, air taxiway and air transit route markers	-
3	Remarks	Two WDI: 500749.34N 0053057.37W; 500752.02N 0053045.84W.

EGHK AD 3.10 HELIPORT OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHK1199) 26/APPROACH 08/ TAKE-OFF	TREE	500752.29N 0053033.07W	73 FT	42 FT	No	-
(EGHK1182) 26/APPROACH 08/ TAKE-OFF	TREE	500751.43N 0053039.90W	57 FT	35 FT	No	-
(EGHK1183) 26/APPROACH 08/ TAKE-OFF	TREE	500751.10N 0053039.76W	54 FT	33 FT	No	-
(EGHK1109) 08/APPROACH 26/ TAKE-OFF	FENCE	500749.66N 0053053.85W	34 FT	4 FT	No	-
(EGHK1092) 08/APPROACH 26/ TAKE-OFF	WINDSOCK	500749.34N 0053057.37W	51 FT	20 FT	No	-
(EGHK1264) 08/APPROACH 26/ TAKE-OFF	TREE	500748.98N 0053100.38W	54 FT	24 FT	No	-
(EGHK1073) 08/APPROACH 26/ TAKE-OFF	TREE	500747.69N 0053100.51W	55 FT	35 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHK1026)	TREE	500813.95N 0053130.37W	335 FT	52 FT	No	-
(EGHK1225)	TREE	500812.63N 0053017.57W	134 FT	44 FT	No	-
(EGHK1230)	TREE	500811.94N 0053010.80W	125 FT	43 FT	No	-
(EGHK1110)	TREE	500811.64N 0053055.44W	294 FT	44 FT	No	-
(EGHK1025)	TREE	500809.52N 0053132.12W	311 FT	74 FT	No	-
(EGHK1184)	TREE	500807.97N 0053040.92W	218 FT	30 FT	No	-
(EGHK1023)	TREE	500806.97N 0053133.47W	286 FT	84 FT	No	-
(EGHK1190)	ELECTRIC POLE	500806.65N 0053038.31W	192 FT	25 FT	No	-
(EGHK1170)	TREE	500805.02N 0053042.75W	217 FT	25 FT	No	-
(EGHK1042)	BUSH	500804.67N 0053113.44W	243 FT	27 FT	No	-
(EGHK1041)	WATER_TOWER	500759.91N 0053113.17W	171 FT	28 FT	Yes Red	-
(EGHK1248)	TREE	500759.37N 0052912.73W	140 FT	107 FT	No	-
(EGHK1147)	TREE	500758.60N 0053047.66W	146 FT	41 FT	No	-
(EGHK1249)	TREE	500758.37N 0052912.02W	137 FT	105 FT	No	-
(EGHK1263)	NATURAL_HIGHPOINT	500757.32N 0052812.42W	188 FT	0 FT	No	-
(EGHK1006)	WOOD	500757.01N 0053238.91W	374 FT	107 FT	No	-
(EGHK1032)	CHURCH	500756.65N 0053116.66W	169 FT	80 FT	No	-
(EGHK1261)	TREE	500755.31N 0052820.47W	215 FT	22 FT	No	-
(EGHK1014)	MAST	500749.98N 0053203.20W	280 FT	68 FT	No	-
(EGHK1259)	NATURAL_HIGHPOINT	500749.80N 0052823.76W	191 FT	0 FT	No	-
(EGHK1260)	NATURAL_HIGHPOINT	500739.45N 0052819.91W	209 FT	0 FT	No	-
(EGHK1016)	TREE	500735.09N 0053157.35W	194 FT	68 FT	No	-
(EGHK1258)	TREE	500733.58N 0052827.44W	214 FT	122 FT	No	-
(EGHK1019)	TREE	500731.38N 0053155.31W	225 FT	61 FT	No	-
(EGHK1018)	TREE	500729.29N 0053156.05W	226 FT	74 FT	No	-
(EGHK1262)	NATURAL_HIGHPOINT	500728.98N 0052816.72W	176 FT	0 FT	No	-
(EGHK1005)	WIND TURBINE	500728.72N 0053242.32W	353 FT	141 FT	No	-
(EGHK1008)	AERIAL	500717.30N 0053224.68W	239 FT	87 FT	No	-
(EGHK1010)	BUILDING	500715.35N 0053218.75W	163 FT	26 FT	No	-
(EGHK1011)	BUILDING	500714.63N 0053218.33W	187 FT	50 FT	No	-
(EGHK1004)	TREE	500711.29N 0053250.38W	182 FT	25 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHK1002)	BUILDING	500709.35N 0053253.48W	182 FT	27 FT	No	-
(EGHK1012)	DOME	500707.38N 0053213.16W	190 FT	92 FT	No	-
(EGHK1015)	CHURCH	500659.34N 0053159.45W	180 FT	117 FT	No	-
(EGHK1252)	FLAG	500659.23N 0052841.28W	283 FT	184 FT	Yes Red	-
(EGHK1266)	MAST	500644.11N 0053315.32W	321 FT	105 FT	No	-

EGHK AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	- -
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self-briefing.
6	Flight documentation Language(s) used	- English.
7	Charts and other information available for briefing or consultation	Printed METAR/TAF/Charts available.
8	Supplementary equipment available for providing information	Skyview Met System.
9	ATS units provided with information	PENZANCE HELIPORT
10	Additional information (limitation of service, etc.)	No ATZ. No AD METAR or TAF available.

EGHK AD 3.12 HELIPORT DATA

1	Heliport type	Level surface.
2	TLOF dimensions	MAIN: 20 M x 20 M SECONDARY: 20 M x 20 M
3	FATO, GEO bearing	08: 080.19° 26: 260.19°
4	FATO dimensions and surface type	FATO: 20 M x 20 M Surface: Concrete NIL
5	TLOF surface and bearing strength	MAIN Surface: Concrete NIL SECONDARY Surface: . Reinforced grass surface. NIL
6	Co-ordinates of geometric centre TLOF or threshold of FATO	FATO 08: 500749.34N 0053050.73W FATO 26: 500749.45N 0053049.74W TLOF MAIN: 500749.39N 0053050.24W TLOF SECONDARY: 500750.13N 0053043.79W
7	TLOF and/ or FATO elevation and slope	FATO 08: 21 FT FATO 26: 21 FT TLOF MAIN: 21 FT TLOF SECONDARY: 21 FT
8	Safety area dimensions	TLOF MAIN: 28 M x 28 M
9	Helicopter clearway dimensions	-
10	Obstacle-free sector	-
11	Remarks	-

HELICOPTER CHART - ICAO

ARP 500750N 0053044W

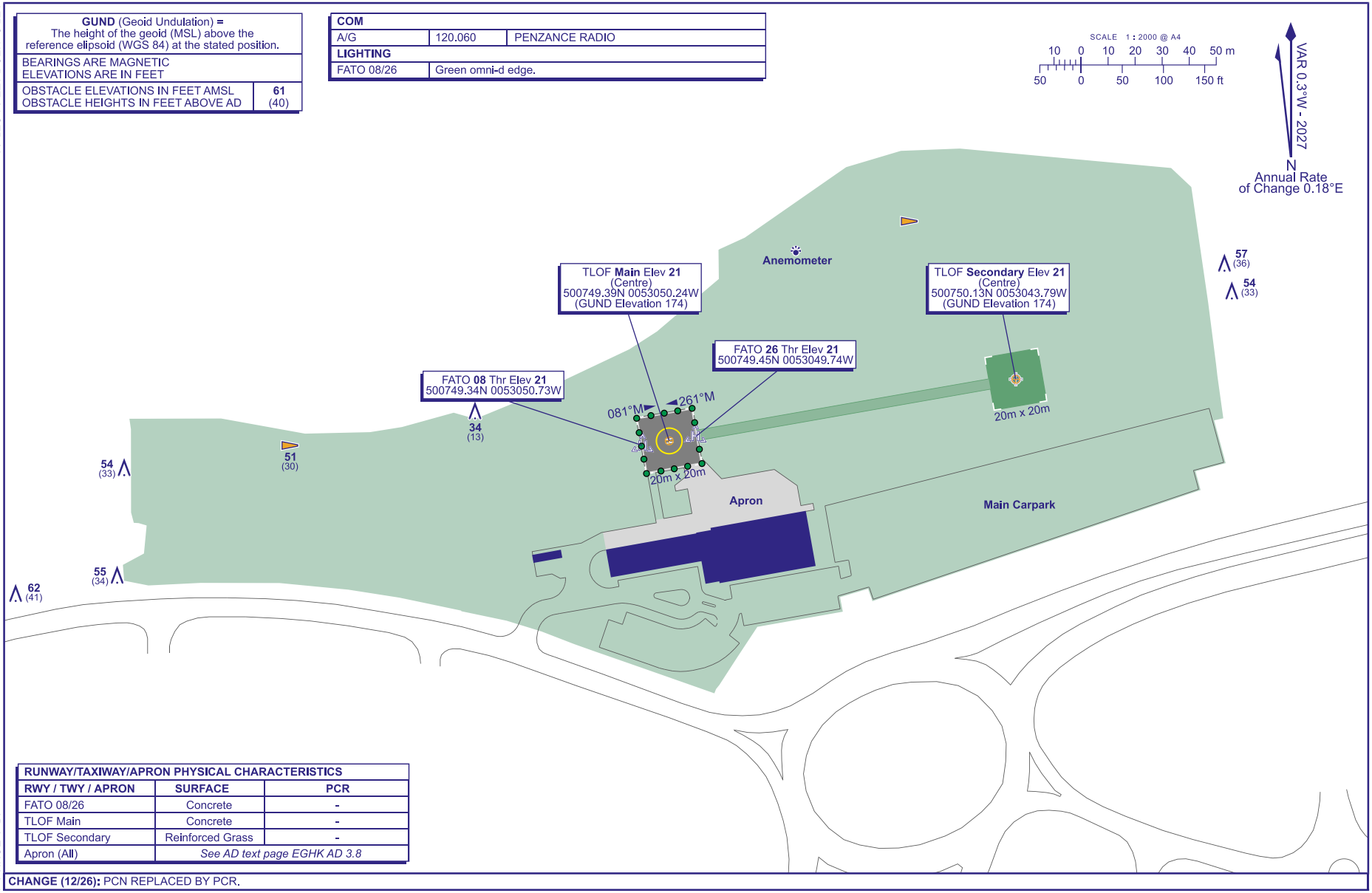
AD ELEV 21 ft

PENZANCE HELIPORT
EGHK

AERO INFO DATE 21 SEP 26

GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS ARE IN FEET	
OBSTACLE ELEVATIONS IN FEET AMSL OBSTACLE HEIGHTS IN FEET ABOVE AD	**61** (40)

COM		
A/G	120.060	PENZANCE RADIO
LIGHTING		
FATO 08/26	Green omni-d edge.	



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCR**
FATO 08/26	Concrete	-
TLOF Main	Concrete	-
TLOF Secondary	Reinforced Grass	-
Apron (All)	*See AD text page EGHK AD 3.8*	

CHANGE (12/26): PCN REPLACED BY PCR.

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EGDP — PORTLAND HELIPORT

EGDP AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGDP — PORTLAND HELIPORT

EGDP AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 503404N Long: 0022658W
2	Direction and distance from city	0.6 NM W of Portland Port. 3 NM S of Weymouth.
3	Elevation / Reference temperature / Mean Low Temperature	9 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	160 FT
5	Magnetic Variation / Annual Change	0.65°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address Web address	PORTLAND HELIPORT Portland Heliport, Osprey Quay, Portland, Dorset, DT5 1BL. 01305-701702 (Admin) 07942-350235 (Admin) 01305-700001 (Air Ground / PPR) bookings@helioperations.co.uk www.helioperations.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	-

EGDP AD 3.3 OPERATIONAL HOURS

1	Heliport Operator	Mon-Thu 0900-1600 (0800-1500); Fri by arrangement; Outside hours and Bank Holidays by NOTAM.
2	Customs and Immigration	Mon-Thu 0900-1600 (0800-1500); Fri and Bank Holidays by arrangement; Subject to 24 hours notice.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	As Heliport Hours - outside hours by arrangement.
7	Air Traffic Service	See AD 3.17
8	Fuelling	As Heliport Hours - outside hours by arrangement
9	Handling	As Heliport Hours - outside hours by arrangement.
10	Security	-
11	De-icing	-
12	Remarks	Certain flights not requiring licensed facilities may operate outside hours strictly by prior arrangement.

EGDP AD 3.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Forklift truck and driver, other vehicles available by prior arrangement.
2	Fuel and oil types	JET A-1, F34.
3	Fuelling facilities/capacity	40,000 LT capacity in tank with pressure and gravity refuelling capability. Defueling not available.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Strictly by prior arrangement.
6	Repair facilities for visiting aircraft	Strictly by prior arrangement.
7	Remarks	Portland Heliport does not routinely handle passenger or cargo but is capable of limited services as described above by prior arrangement. Rotor running refuels are permitted. However, whilst refuelling personnel are under the rotor disc, crew changes from the front seat should be avoided. All rotor running refuels are to be conducted on the Stand 1 next to the fuel farm.

EGDP AD 3.5 PASSENGER FACILITIES

1	Hotels	Portland and Weymouth Town.
2	Restaurants	Portland and Weymouth Town.
3	Transportation	Taxis can be pre-booked or ordered on arrival.
4	Medical facilities	Dorchester County A&E.
5	Bank and Post Office	Portland and Weymouth Town.
6	Tourist Office	Portland and Weymouth Town.
7	Remarks	Limited crew room and kitchen facilities are available during heliport opening hours.

EGDP AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category H2 H3 on request.
2	Rescue equipment	Ford 350 Aircraft Crash Rescue Vehicle with associated foam/water capacity and complimentary agents.
3	Capability for removal of disabled aircraft	Limited facilities available universal tow bar available.
4	Remarks	Towbar not compatible with USAF V22 and Merlin helicopters.

EGDP AD 3.7 SEASONAL AVAILABILITY - CLEARING

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EGDP AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron/ helicopter stands surface and strength	STAND 1 Surface: . Macadam/Concrete. NIL STAND 2 Surface: . Macadam/Concrete. NIL
2	Ground taxiway width, surface and designation	
3	Air taxiway width and designation	-
4	Altimeter checkpoint location and elevation	-
5	VOR checkpoints	-
6	INS checkpoints	-
7	Remarks	The runway is separated from the main helicopter dispersal area by a grass flood bund. There is a watertight gate through the bund which is to be opened during flight operations. Helicopters must hover taxi over the flood gate or flood bund to and from the apron and FATO. Once on the apron, all helicopters should self-position and taxi to and from the allocated stand. Not all stands are separated for all helicopter types. Stands will be allocated by A/G operator. Portland Heliport has no taxiway. The apron is surrounded by solid white border.

EGDP AD 3.9 MARKINGS AND MARKERS

1	Final approach and take-off markings	FATO 02/20: Yellow circle aiming point and white H.
2	Taxiway, air taxiway and air transit route markers	-

3	Remarks	Touchdown Position Circle (TDPC) with blue nosewheel spot within H. Additional blue spot by Flood gate to designate clearance from Flood gate by Helicopters with rear tailgate crew. WDI: 503408.67N 0022657.62W.

EGDP AD 3.10 HELIPORT OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGDP1092) 20/APPROACH 02/ TAKE-OFF	FENCE	503408.81N 0022656.77W	15 FT	8 FT	No	-
(EGDP1090) 20/APPROACH 02/ TAKE-OFF	FENCE	503408.59N 0022656.93W	15 FT	8 FT	No	-
(EGDP1172) 20/APPROACH 02/ TAKE-OFF	APPROACH LIGHT	503408.40N 0022656.50W	16 FT	8 FT	No	-
(EGDP1173) 20/APPROACH 02/ TAKE-OFF	APPROACH LIGHT	503408.20N 0022655.80W	16 FT	8 FT	No	-
(EGDP1099) 20/APPROACH 02/ TAKE-OFF	FENCE	503408.13N 0022654.90W	15 FT	8 FT	No	-
(EGDP1174) 20/APPROACH 02/ TAKE-OFF	APPROACH LIGHT	503407.90N 0022654.73W	16 FT	8 FT	No	-
(EGDP1175) 20/APPROACH 02/ TAKE-OFF	APPROACH LIGHT	503407.70N 0022654.04W	16 FT	8 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGDP1135)	TEMP SHIP	503422.09N 0022621.09W	135 FT	135 FT	No	-
(EGDP1093)	TEMP BOAT MAST	503415.80N 0022656.45W	114 FT	114 FT	No	-
(EGDP1126)	BUILDING	503403.30N 0022635.35W	152 FT	95 FT	No	-
(EGDP1121)	BUILDING	503402.03N 0022644.33W	134 FT	109 FT	No	-
(EGDP1143)	TREE	503357.90N 0022607.49W	230 FT	26 FT	No	-
(EGDP1132)	BUILDING	503355.10N 0022628.41W	203 FT	26 FT	No	-
(EGDP1139)	TREE	503354.68N 0022614.81W	309 FT	36 FT	No	-
(EGDP1142)	RADAR	503350.69N 0022608.11W	544 FT	56 FT	No	-
(EGDP1137)	RADAR	503346.57N 0022617.47W	499 FT	30 FT	No	-
(EGDP1122)	BUILDING	503345.14N 0022641.49W	187 FT	20 FT	No	-
(EGDP1136)	NATURAL_HIGHPOINT	503338.72N 0022618.08W	486 FT	-	No	-
(EGDP1151)	MAST	503335.24N 0022547.09W	551 FT	105 FT	Yes Solid Red	-
(EGDP1133)	MAST	503320.40N 0022626.16W	458 FT	58 FT	No	-
(EGDP1129)	MAST	503316.95N 0022631.19W	457 FT	64 FT	No	-
(EGDP1157)	CHURCH	503307.72N 0022535.88W	433 FT	66 FT	No	-
(EGDP1112)	BUILDING	503301.29N 0022649.08W	381 FT	33 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGDP1160)	BUILDING	503300.83N 0022518.02W	437 FT	76 FT	No	-
(EGDP1124)	CHURCH	503249.33N 0022638.26W	391 FT	59 FT	No	-
(EGDP1028)	BUILDING	503232.92N 0022707.34W	312 FT	33 FT	No	-

EGDP AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	As per operational hours.
3	Office responsible for TAF preparation Periods of validity	- -
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	- English.
7	Charts and other information available for briefing or consultation	Computer in Ops Room providing online access to Meteorological Office and Aero Weather applications.
8	Supplementary equipment available for providing information	Weather station providing current basic meteorological information, including wind speed/direction, air pressure etc.
9	ATS units provided with information	PORTLAND HELIPORT
10	Additional information (limitation of service, etc.)	METAR on Request.

EGDP AD 3.12 HELIPORT DATA

1	Heliport type	Level surface.
2	TLOF dimensions	02/20: 37 M x 37 M
3	FATO, GEO bearing	02: 023.90° 20: 203.90°
4	FATO dimensions and surface type	02/20: 200.67 M x 50.6 M Surface: Macadam NIL
5	TLOF surface and bearing strength	02/20 Surface: Macadam NIL
6	Co-ordinates of geometric centre TLOF or threshold of FATO	FATO 02: 503400.97N 0022700.19W FATO 20: 503406.91N 0022656.06W TLOF 02/20: 503403.94N 0022658.13W, 160 FT
7	TLOF and/ or FATO elevation and slope	FATO 02: 8 FT FATO 20: 8 FT TLOF 02/20: 9 FT
8	Safety area dimensions	TLOF 02/20: 67 M x 67 M
9	Helicopter clearway dimensions	-
10	Obstacle-free sector	-
11	Remarks	-

EGDP AD 3.13 DECLARED DISTANCES

Declared distance	**TODAH**	**RTODAH**	**LDAH**	**Remarks**
1	**2**	**3**	**4**	**5**
02	201 M	201 M	201 M	-
20	201 M	201 M	201 M	-

EGDP AD 3.14 APPROACH AND FATO LIGHTING

1	Approach lighting system type, length, intensity	-
2	Type of visual approach slope indicator system	-
3	FATO area lighting characteristics and location	02: Edge White Light intensity high Omni-directional light fittings showing white light, positioned at max 50 M centres along length of runway, and 4 lights equally spaced across the width of the runway. 20: Edge White Light intensity high Omni-directional light fittings showing white light, positioned at max 50 M centres along length of runway, and 4 lights equally spaced across the width of the runway.
4	Aiming point lighting characteristics and location	02: Aiming point Proportional 'T' only. 20: Aiming point Proportional 'T' only.
5	TLOF lighting system characteristics and location	02/20: Edge Green Light intensity high Inset omni-directional light fittings positioned at max 5 M centres in a square formation within the FATO.
6	Remarks	Night Vision Device Compatible.

EGDP AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Heliport BCN location, characteristics and hours of operation	-
2	WDI location and lighting	Anemometer: 503406.29N 0022703.28W (unlit).
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGDP AD 3.16 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
PORTLAND ATZ 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: 2009 FT ALT Lower limit: SFC	G	PORTLAND RADIO English	-	Mon-Thu: 0900-1600 (0800-1500); and by arrangement.	ATZ 2000 FT AAL.

EGDP AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	PORTLAND RADIO	122.130 A/G frequency.	-	-	Mon-Thu 0900-1600 (0800-1500); Fri by arrangement; Outside hours and Bank Holidays by NOTAM.	-

EGDP AD 3.18 RADIO NAVIGATION AND LANDING AIDS

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EGDP AD 3.19 LOCAL HELIPORT REGULATIONS

1 GROUND MOVEMENT

a) Helicopters must hover taxi over the flood gate to and from the apron and FATO. Once on the apron, all helicopters should self-position and ground taxi to and from the allocated stand.
b) All helicopters requiring a refuel should taxi to and from the stand 1 under guidance from the marshaller.
c) Aircraft on the ground/hover in the helicopter dispersal area should give way to aircraft taxiing in. If sufficient separation between aircraft cannot be maintained, arriving aircraft should conduct circuits to the North and allow departing aircraft to clear the area.

2 HELIPORT OPERATIONS

a) Helicopters will primarily be operated by HeliOperations (HeliOps) delivering search and rescue (SAR) training. All visiting aircraft to Portland Heliport are PPR, call 01305-700001 or email bookings@helioperations.co.uk.

3 TRAINING

a) Search and rescue (SAR) training, military flying training and military operational training can be conducted by PPR. Civil flying training can be conducted by PPR.

EGDP AD 3.20 NOISE ABATEMENT PROCEDURES

1 GENERAL

a) All ground running should generally be undertaken on Stand 2.
b) The built-up area to the South/East of Portland Aerodrome should not be overflown below 1000 FT.
c) Minimise overland low flying within 10 NM of Portland Heliport.
d) Minimise unnecessary engine running particularly during unsociable hours.
e) Avoid unnecessary overflight of the Isle of Portland and any adjacent built up areas.
f) Avoid overflying the marina to the North and North West of the heliport.

EGDP AD 3.21 FLIGHT PROCEDURES

1 ARRIVING AND DEPARTING

a) Following approach to the TLOF, aircraft are then to hover taxi over the raised grass bank to the TDPC ‘H’ in the dispersal area, then to a parking spot or refuelling stand.
b) All ground taxi capable aircraft should land and take off at the ‘H’, and ground taxi to and from a stand or the Refuel Spot under guidance from the marshaller.

2 CIRCUIT PROCEDURES

a) 02 Left Hand - 1000 FT QNH;
20 Right Hand - 1000 FT QNH.

3 VFR AND SPECIAL VFR FLIGHTS

a) All flights are to be conducted under VFR.

EGDP AD 3.22 ADDITIONAL INFORMATION

1 GENERAL

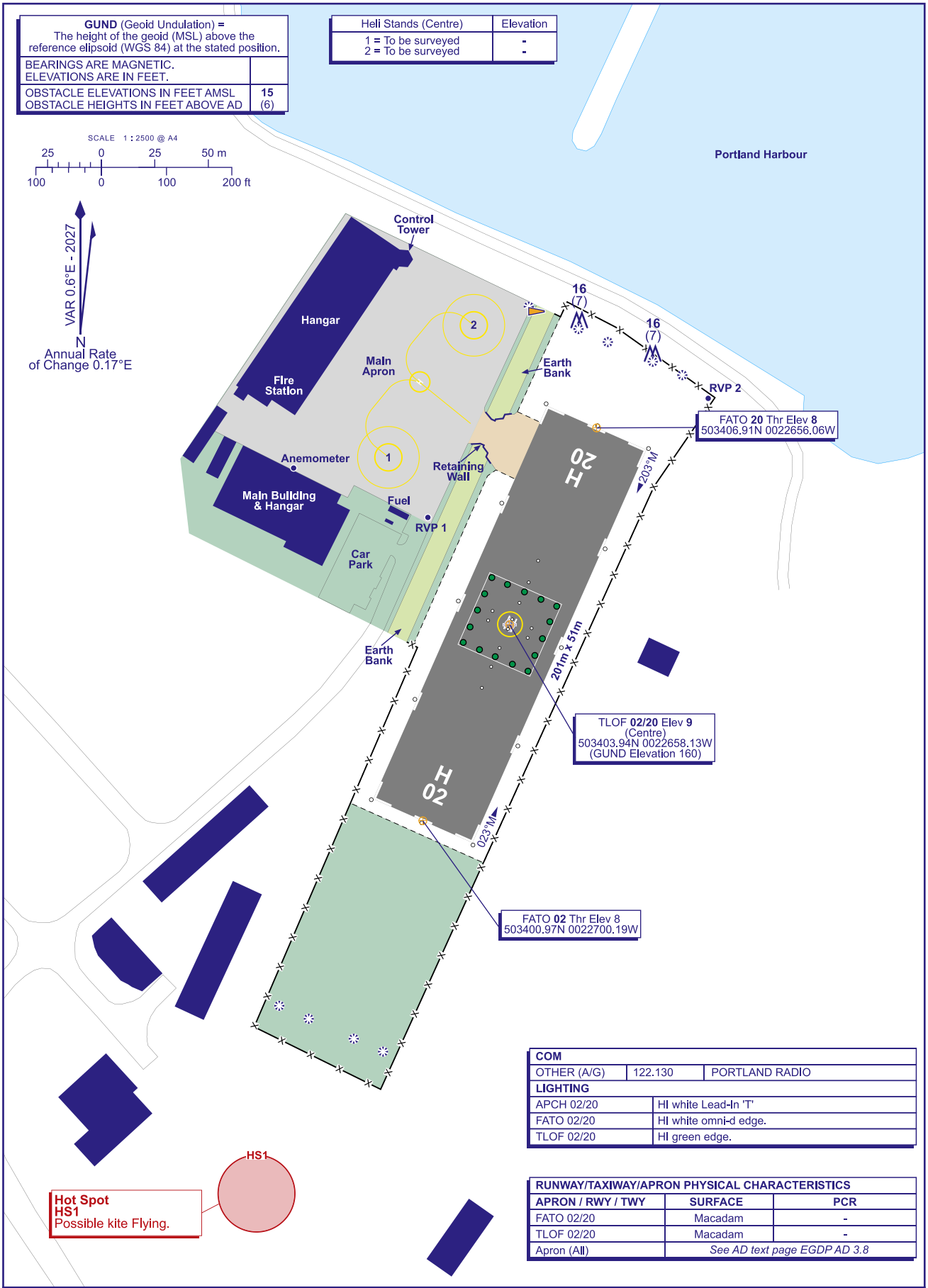
a) Possible high masted vessels on the approach to H20.
b) Large vessels in the harbour on the approach to H20.
c) Possible paragliders 1-2 KM South-South East of the heliport.

HELICOPTER CHART - ICAO

ARP 503404N 0022658W

AD ELEV 9 ft

PORTLAND HELIPORT
EGDP



COM		
OTHER (A/G)	122.130	PORTLAND RADIO
LIGHTING		
APCH 02/20	HI white Lead-In 'T'	
FATO 02/20	HI white omni-d edge.	
TLOF 02/20	HI green edge.	

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCR**
FATO 02/20	Macadam	-
TLOF 02/20	Macadam	-
Apron (All)	*See AD text page EGDP AD 3.8*	

CHANGE (12/26): PCN REPLACED BY PCR.

AERO INFO DATE 21 SEP 26

AD 3-EGDP-2-1

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EGHT — TRESCO HELIPORT

EGHT AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGHT — TRESCO HELIPORT

EGHT AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 495644N Long: 0061953W
2	Direction and distance from city	2 NM north of Hugh Town, Isles of Scilly.
3	Elevation / Reference temperature / Mean Low Temperature	20 FT / 2 °C / -
4	Geoid undulation at AD ELEV PSN	176 FT
5	Magnetic Variation / Annual Change	0.60°W (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address Web address	TRESCO HELIPORT Tresco, Isles of Scilly, TR24 0QQ. 01720-424109 (Tresco Heliport) heliportmanager@tresco.co.uk www.tresco.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	-

EGHT AD 3.3 OPERATIONAL HOURS

1	Heliport Operator	From 1 Apr to 31 Oct; Mon-Sat: 0830-1700 (0730-1600); Closed on Sun. From 1 Nov to 31 Mar; Mon-Fri: 0830-1030 and 1430-1600; Sat: 0830-1030; Closed on Sun.
2	Customs and Immigration	By arrangement of airfield operator.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	As Heliport hours.
7	Air Traffic Service	AGCS only Channel ID 118.205
8	Fuelling	-
9	Handling	As Heliport hours.
10	Security	-
11	De-icing	-
12	Remarks	Aerodrome is PPR. Tel: 01720-424109.

EGHT AD 3.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	-
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Parking available.
6	Repair facilities for visiting aircraft	-
7	Remarks	Aircraft parking available. Overnight or during the day. No fuel available.

EGHT AD 3.5 PASSENGER FACILITIES

1	Hotels	-
2	Restaurants	Restaurants on the island.
3	Transportation	Transfers available to accommodation.
4	Medical facilities	-
5	Bank and Post Office	Tresco Stores.

6	Tourist Office	-
7	Remarks	Small private island facilities all close by.

EGHT AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category H2 External rescue agencies available on request.
2	Rescue equipment	Water rescue facilities available for 08/26 during opening hours.
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGHT AD 3.7 SEASONAL AVAILABILITY - CLEARING

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EGHT AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron/ helicopter stands surface and strength	APRON Surface: Grass. Compounded ground. NIL
2	Ground taxiway width, surface and designation	
3	Air taxiway width and designation	Taxiway FATO 08/26: 45 M
4	Altimeter checkpoint location and elevation	-
5	VOR checkpoints	-
6	INS checkpoints	-
7	Remarks	No helicopter ground taxi available.

EGHT AD 3.9 MARKINGS AND MARKERS

1	Final approach and take-off markings	TLOF STAND 2: at westerly end of FATO.
2	Taxiway, air taxiway and air transit route markers	-
3	Remarks	Safety Area and FATO combined and marked with inlaid concrete markers. The landing TLOF STAND 2 is marked with L-shaped concrete markers at the westerly end of the FATO. No shutting down on this TLOF. Shutting down and short stay parking is on STAND 1 on the north side of the airfield. There are no runway designators or 'H's at either end of the FATO.

EGHT AD 3.10 HELIPORT OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHT1079)	BUSH	495645.89N 0061945.60W	13 FT	6 FT	No	-
(EGHT1021)	POLE	495642.08N 0062003.78W	23 FT	1 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**
(EGHT1008)	RUIN	495748.95N 0062055.18W	149 FT	10 FT	No	-
(EGHT1009)	RUIN	495738.51N 0062027.79W	148 FT	10 FT	No	-
(EGHT1005)	MONUMENT	495720.23N 0062104.50W	150 FT	10 FT	No	-
(EGHT1140)	TREE	495708.45N 0061919.75W	124 FT	107 FT	No	-
(EGHT1137)	TREE	495707.70N 0061933.93W	174 FT	79 FT	No	-
(EGHT1138)	TREE	495706.62N 0061932.68W	169 FT	81 FT	No	-
(EGHT1139)	TREE	495706.10N 0061929.18W	157 FT	77 FT	No	-
(EGHT1027)	TREE	495656.67N 0062002.33W	169 FT	111 FT	No	-
(EGHT1030)	TREE	495653.54N 0062001.64W	161 FT	79 FT	No	-
(EGHT1065)	TREE	495653.41N 0061951.77W	153 FT	74 FT	No	-
(EGHT1010)	MONUMENT	495652.07N 0062010.02W	133 FT	25 FT	No	-
(EGHT1019)	TREE	495652.04N 0062005.25W	143 FT	74 FT	No	-
(EGHT1012)	TREE	495650.33N 0062008.82W	138 FT	51 FT	No	-
(EGHT1004)	NATURAL_HIGHPOINT	495647.86N 0062106.00W	140 FT	-	No	-
(EGHT1069)	ANEMOMETER	495642.49N 0061948.82W	49 FT	34 FT	Yes Solid Red	-
(EGHT1037)	WINDSOCK	495640.83N 0061958.83W	51 FT	29 FT	No	-
(EGHT1115)	TREE	495600.35N 0061743.14W	191 FT	69 FT	No	-
(EGHT1106)	MAST	495556.79N 0061819.25W	399 FT	283 FT	Yes Solid Red	-
(EGHT1003)	NATURAL_HIGHPOINT	495547.52N 0062102.89W	141 FT	-	No	-
(EGHT1107)	MAST	495545.32N 0061813.31W	272 FT	110 FT	No	-
(EGHT1109)	MAST	495542.55N 0061810.05W	219 FT	58 FT	No	-
(EGHT1104)	POLE	495531.97N 0061820.41W	156 FT	28 FT	No	-
(EGHT1101)	POLE	495530.42N 0061832.18W	149 FT	30 FT	No	-

EGHT AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	As per operational hours.
3	Office responsible for TAF preparation Periods of validity	- -
4	Trend forecast Interval of issuance	- -
5	Briefing/consultation provided	As Heliport hours.
6	Flight documentation Language(s) used	- English.

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.)	No AD METAR or TAF available.

EGHT AD 3.12 HELIPORT DATA

1	Heliport type	Level surface.
2	TLOF dimensions	STAND 1: - STAND 2: 20 M x 20 M
3	FATO, GEO bearing	08: 074.35° 26: 254.35°
4	FATO dimensions and surface type	08/26: 359.8 M x 36.5 M Surface: Grass On compact ground.
5	TLOF surface and bearing strength	STAND 1 Surface: Grass NIL STAND 2 Surface: Grass NIL
6	Co-ordinates of geometric centre TLOF or threshold of FATO	FATO 08: 495642.14N 0062003.52W FATO 26: 495645.28N 0061946.15W TLOF STAND 1: 495646.54N 0061953.60W, 176 FT TLOF STAND 2: 495642.65N 0062000.68W, 176 FT
7	TLOF and/ or FATO elevation and slope	FATO 08: 20 FT FATO 26: 8 FT TLOF STAND 1: 9 FT TLOF STAND 2: 19 FT, slope 1%
8	Safety area dimensions	TLOF STAND 2: 368.3 M x 45 M
9	Helicopter clearway dimensions	-
10	Obstacle-free sector	-
11	Remarks	-

EGHT AD 3.13 DECLARED DISTANCES

Declared distance	TODAH	RTODAH	LDAH	Remarks
1	**2**	**3**	**4**	**5**
08	360 M	360 M	360 M	-
26	360 M	360 M	360 M	-

EGHT AD 3.14 APPROACH AND FATO LIGHTING

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EGHT AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Heliport BCN location, characteristics and hours of operation	-
2	WDI location and lighting	Anemometer: 495642.49N 0061948.82W (LGTD). WDI: 495640.83N 0061958.83W.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Back-up generator. Switch over time 1 minute.
5	Remarks	Flashing red lights on the terminal and around the field on every aircraft arrival and departure.

EGHT AD 3.16 AIR TRAFFIC SERVICES AIRSPACE

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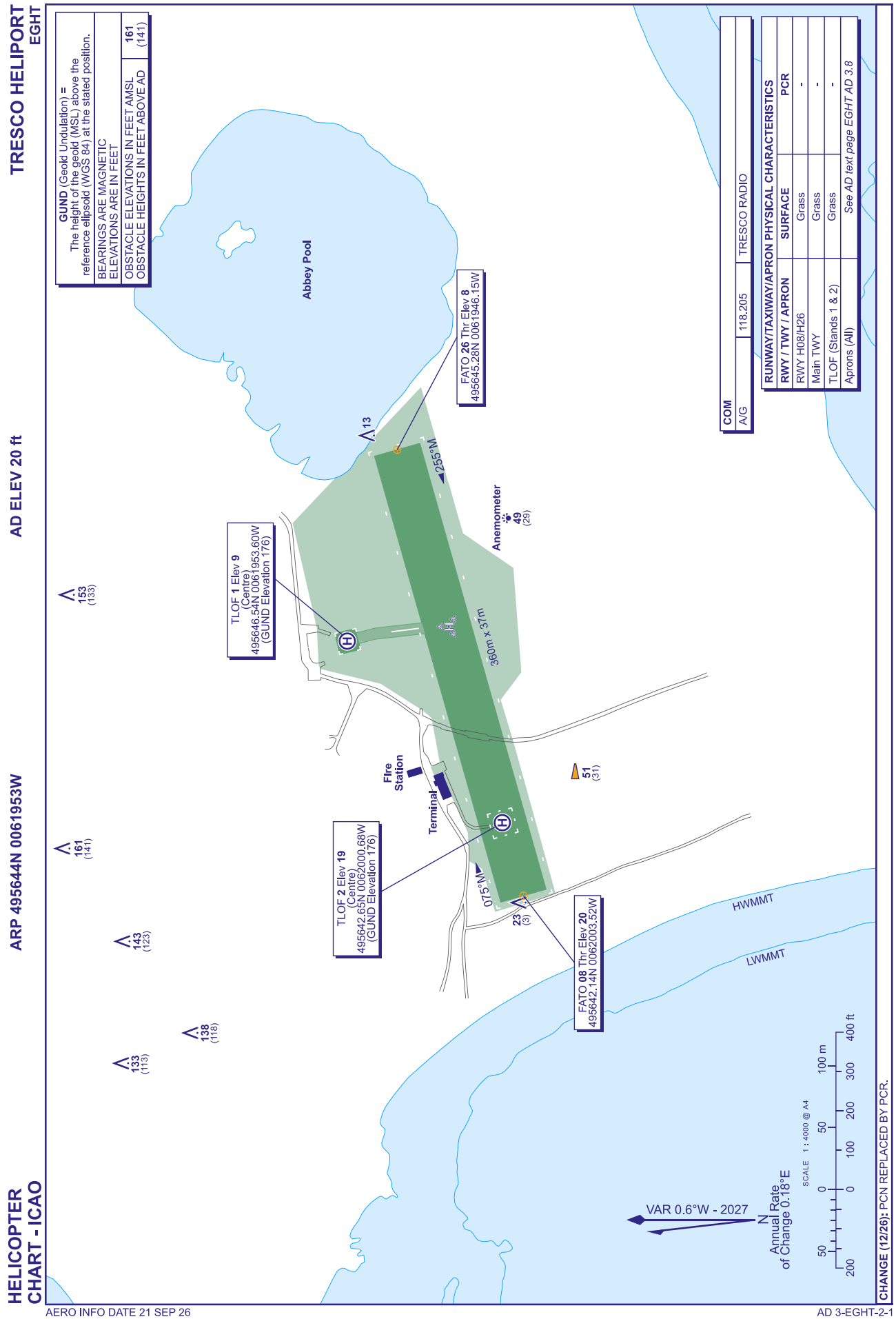
TRESCO HELIPORT
EGHT
AD ELEV 20 ft
ARP 495644N 0061953W
HELICOPTER CHART - ICAO
GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS ARE IN FEET
OBSTACLE ELEVATIONS IN FEET AMSL 161 (141)
OBSTACLE HEIGHTS IN FEET ABOVE AD
COM
A/G 118.205 TRESCO RADIO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
RWY / TWY / APRON SURFACE PCR
RWY H08/H26 Grass -
Main TWY Grass -
TLOF (Stands 1 & 2) Grass -
Aprons (All) See AD text page EGHT AD 3.8
Abbey Pool
FATO 26 Thr Elev 8 495645.28N 0061946.15W
TLOF 1 Elev 9 (Centre) 495646.54N 0061953.60W (GUND Elevation 176)
TLOF 2 Elev 19 (Centre) 495642.65N 0062000.68W (GUND Elevation 176)
FATO 08 Thr Elev 20 495642.14N 0062003.52W
Anemometer 49 (29)
Fire Station
Terminal
360m x 37m
256°M
076°M
13
23
153 (133)
161 (141)
143 (123)
133 (113)
138 (118)
51 (31)
HWMMT
LWMMT
VAR 0.6°W - 2027
Annual Rate of Change 0.18°E
SCALE 1 : 4000 @ A4
200 50 100 0 0 50 100 200 300 400 ft
CHANGE (12/26): PCN REPLACED BY PCR.
AERO INFO DATE 21 SEP 26
AD 3-EGHT-2-1

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